



Final Environmental Assessment

US 377, Dallas District

Project limits: From BUS 377 to United States Highway (US) 380

CSJ Number: 0081-06-040

Denton County, Texas

February 2021

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 9, 2019, and executed by FHWA and TxDOT.

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List of Acronyms

| | |
|--------|--|
| ACHP | Advisory Council for Historic Preservation |
| ACT | Antiquities Code of Texas |
| ADA | American with Disabilities Act |
| AADT | Average Annual Daily Traffic |
| AOI | Area of Interest |
| APE | Area of Potential Effects |
| BMP | Best Management Practice |
| BUS | Business |
| CBRA | Coastal Barrier Resource Act |
| CRTB | Cross Timbers |
| CFR | Code of Federal Regulations |
| CIA | Community Impacts Assessment |
| CMP | Congestion Management Process |
| CWA | Clean Water Act |
| CGP | Construction General Permit |
| EA | Environmental Assessment |
| EJ | Environmental Justice |
| EO | Executive Order |
| EPA | U.S. Environmental Protection Agency |
| ESA | Endangered Species Act |
| FHWA | Federal Highway Administration |
| FIRM | Flood Insurance Rate Map |
| FM | Farm-to-Market |
| FPPA | Farmland Policy Protection Act |
| FONSI | Finding of No Significant Impact |
| FTA | Federal Transit Authority |
| GLO | General Land Office |
| IBWC | International Boundary & Water Commission |
| ISA | Initial Site Assessment |
| LBP | Lead-Based Paint |
| LF | Linear Feet |
| LEP | Limited English Proficiency |
| LOS | Level of Service |
| LPST | Leaking Petroleum Storage Tank |
| MBTA | Migratory Bird Treaty Act |
| MOU | Memorandum of Understanding |
| MS4 | Municipal Separate Storm Sewer System |
| MSAT | Mobile Source Air Toxics |
| NAAQS | National Ambient Air Quality Standard |
| NCTCOG | North Central Texas Council of Governments |
| NEPA | National Environment Policy Act |
| NHPA | National Historic Preservation Act |
| NRCS | Natural Resources Conservation Service |
| NRHP | National Register of Historic Places |
| NWP | Nationwide Permit |
| OHWM | Ordinary High Water Mark |
| PA | Programmatic Agreement |
| PCN | Preconstruction Notification |
| PM | Particulate Matter |

List of Acronyms (continued)

| | |
|--------|---|
| PWC | Parks and Wildlife Code |
| PS&E | Plans, Specifications, and Estimates |
| PST | Petroleum Storage Tank |
| ROE | Right of Entry |
| ROW | Right of Way |
| RSA | Resource Study Area |
| RTHL | Recorded Texas Historic Landmark |
| SAL | State Archeological Landmark |
| SGCN | Species of Greatest Conservation Need |
| SHPO | State Historic Preservation Officer |
| SW3P | Storm Water Pollution Prevention Plan |
| TCEQ | Texas Commission on Environmental Quality |
| TCMP | Texas Coastal Management Plan |
| TERP | Texas Emissions Reduction Plan |
| TFRLCP | Texas Farm and Ranch Lands Conservation Program |
| THC | Texas Historical Commission |
| TIP | Transportation Improvement Program |
| TPDES | Texas Pollutant Discharge Elimination System |
| TPWD | Texas Parks and Wildlife Department |
| TSS | Total Suspended Solids |
| TxDOT | Texas Department of Transportation |
| TXNDD | Texas Natural Diversity Database |
| US | United States |
| USACE | U.S. Army Corps of Engineers |
| USCG | U.S. Coast Guard |
| USFWS | U.S. Fish and Wildlife Service |
| VPD | Vehicles per Day |

1.0 Introduction

The Texas Department of Transportation (TxDOT) Dallas District Office proposes the widening of existing United States (US) 377 from Business (BUS) 377E to US 380 through the cities of Pilot Point, Aubrey, Krugerville, and Crossroads in Denton County, Texas. This would include widening approximately 13.7 miles of US 377. The proposed project would widen this section of US 377 from a 2-lane rural roadway to a 6-lane urban roadway with a raised median. See **Appendix A** for the Project Location Map.

This Environmental Assessment (EA) evaluates the social, economic, and environmental impacts of the proposed project and determines whether such impacts warrant preparation of an Environmental Impact Statement. The planning process for this project follows TxDOT and Federal Highway Administration (FHWA) environmental policies and procedures in compliance with the National Environmental Policy Act (NEPA). The EA was made available for public review and TxDOT considered all comments received. As a result, TxDOT has determined that there are no significant adverse effects as a result of the proposed project. A Finding of No Significant Impact (FONSI), will be prepared, signed, and be made available to the public.

2.0 Project Description

2.1 Existing Facility

The existing US 377 facility from US 380 to BUS 377E in Denton County, Texas mainly consists of a rural 2-lane roadway with 12-foot driving lanes and 10-foot shoulders. The roadway consists of a rural 2-lane roadway with a continuous two-way left turn lane in Pilot Point, Texas from BUS 377 N to Farm-to-Market (FM) 455 E, and in Aubrey, Texas/Krugerville, Texas from FM 428 to Sherry Lane/ Industrial Park. The sections of two-way left turn lanes consist of 12-foot driving lanes, a 14-foot continuous two-way left turn lane, and 4-foot shoulders. Along US 377 from BUS 377 S to FM 3524, Union Pacific Railroad runs parallel to the roadway on the west side of the facility. Along this section of roadway, there are four at grade railroad crossings: FM 455 E, St. John Road, Belew Road, and a private driveway. There are ditches along both sides of the roadway that provide surface drainage as well as culverts crossing along the existing roadway at multiple locations. Stormwater runoff within the limits is conveyed through an open ditch drainage system. The facility is intersected by seven major collectors, including: BUS 377 N, BUS 377 S, FM 455, FM 3524, FM 428, FM 424, US 380 and other minor collectors and local roads. Refer to **Appendix B** for the project photos, **Appendix C** for the Schematics, and **Appendix D** for the existing typical sections.

2.2 Proposed Facility

The proposed project consists of the reconstruction and widening of US 377 from BUS 377 E to US 380 in Denton County, Texas. Improvements would include the expansion of the current 2-lane rural roadway to a 6-lane urban roadway with a raised median to provide additional capacity and improve safety. Improvements would consist of 12-foot-wide travel lanes, 14-foot-wide outside shared-use lanes, and 5-foot sidewalks with American Disabilities Act (ADA) curb ramps in both directions through most of the project. Proposed drainage would be conveyed by curb & gutter, a storm sewer system and crossing culverts. Other improvements would include realigning the intersections of BUS 377 S at US 377, and FM 424 at US 377. The existing right of way (ROW) width would increase with the proposed project to 140 feet. The proposed project is anticipated to require 54.7 acres of additional

ROW and 1.1 acres of proposed permanent drainage easements. Refer to **Appendix C** for the schematics and **Appendix D** for the proposed typical sections.

Federal regulations require that federally funded transportation projects have logical termini. 23 Code of Federal Regulations (CFR) 771.111(f)(i). Simply stated, this means that a project must have rational beginning and endpoints. Those endpoints may not be created simply to avoid proper analysis of environmental impacts.

Logical termini for the proposed improvements to US 377 are from BUS 377E to US 380. The reasons for the logical termini are as follows:

- BUS 377E – The north project limit was selected to coincide with constructing the permanent pavement improvements to the Denton County/Grayson County Line. The limit of the project's transition to existing pavement is variable and controlled by design geometry. This limit falls north of BUS 377E, north of the county line, and is controlled by the geometric transition to existing pavement. "BUS 377" was used to simplify the understanding of the logical termini without limiting the ability of the design to meet the geometric criteria to transition to existing pavement.
- US 380 – The south project limit was selected to match the US 380 interchange limits with US 377. US 380 was selected to provide a complete roadway system improvement to the next principal arterial and avoids creating a capacity bottleneck.

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 that the project 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.

Within the logical termini, US 377 is of independent utility because the proposed improvements can be accomplished without additional improvements in the proposed project area. The project limits encompass the entire length of the project in which construction would take place and account for transitions into the existing roadway. Because the project stands alone, it cannot and does not irretrievably commit federal funds for other future 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. As proposed, the US 377 project would in no way limit consideration of improvements, or alternatives for construction of such improvements, in adjoining sections of US 377. For this reason, the proposed project does not foreclose consideration of alternatives for other reasonably foreseeable transportation improvements.

The proposed action is consistent with the North Central Texas Council of Governments' (NCTCOG) financially constrained Mobility 2045 and the 2019-2022 Transportation Improvement Plan (TIP), as amended, which were initially found to conform to the Texas Commission on Environmental Quality (TCEQ) State Implementation Plan by FHWA and Federal Transit Authority (FTA) on November 21, 2018. Copies of the Mobility Transportation Plan and TIP pages are included in **Appendix E**. All projects in the 2019-2022 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 total estimated cost of the proposed project is \$119.9 million and the ROW acquisition estimate is \$10.6 million. Sources for the funding will be Federal (60 percent), State (30 percent), and Local (10 percent). Currently, the proposed project is not funded.

3.0 Purpose and Need

3.1 Need

The proposed project is needed because the existing US 377 within the project limits (a) fails to meet current safety design standards because the existing facility lacks ROW for pedestrians, and (b) is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility.

3.2 Supporting Facts and/or Data

In the 2012 Update to the Pedestrian and Bicycle Linkage- Component of the Denton Mobility Plan, arterial streets carrying high volume of traffic at high speeds are a safety concern for pedestrians and bicyclists traveling along the roadway, or trying to cross the roadway. If an intersection with some type of traffic control isn't present, a raised median can enhance the safety for the pedestrian trying to cross the roadway. Nationally, approximately 4,100 pedestrians were killed and 59,000 pedestrians were injured by motor vehicle collisions in 2009, while approximately 630 bicyclists were killed and 51,000 were injured in 2009.

According to the City of Denton's Denton Plan 2030, Denton's population increased by 41 percent between 2000 and 2010, and projections predict an additional 93,951 residents by 2030. Population trends are listed in **Table 1**. Reconstruction and widening of US 377 in the northeast sector of Denton County balances the access and mobility needs of this mostly rural and low-density part of the county according to the Denton County Thoroughfare Plan.

Table 1: Denton Population Trends

| Year | Population | % Change |
|------|------------|----------|
| 2000 | 80,537 | - |
| 2010 | 113,382 | +40.7% |
| 2030 | 207,334 | +82.9% |

US Highway 377 is a regional arterial roadway that runs parallel to I-35W, crosses I-35E, passes through the City of Denton, and then continues northward midway between I-35 and Dallas North Tollway/ US 75 into Oklahoma. According to the Denton County Thoroughfare Plan, the Level of Service (LOS) on US 377 between FM 455 and FM 428 is typically considered a LOS F looking at a comparison NCTCOG model of the morning and evening peak periods in 2014 and 2035. During the evening peak hours for 2014, the LOS was considered a D/E compared to the LOS F for the evening 2035 peak hour traffic. Traffic volumes will increase along US 377 since it is one of the major roadways that provide parallel conveyance to I-35.

3.3 Purpose

The purpose of the proposed project is to reduce traffic congestion on the existing roadways; to improve operations of the roadway; to increase mobility (including pedestrian and bicycle accommodations); and, to provide improved connectivity to the area.

4.0 Alternatives

This section discusses the following alternatives (1) Build Alternative, (2) No-Build Alternative, and (3) Preliminary Alternatives Considered but Eliminated from Further Consideration.

4.1 Build Alternative

Approximately 54.7 acres of new ROW and 1.1 acres of proposed permanent drainage easements would be required for the Build Alternative. The Build Alternative would meet the proposed project's purpose and need by providing a north-south roadway to meet traffic demand and connect local traffic to other roadways. These proposed improvements would allow the roadway to meet current design standards.

The major design features of the proposed project include:

- The construction of two additional lanes in each direction of US 377 with curb and gutter and a raised center median. The proposed design would include 14-foot wide outside lanes designed as a shared-use lane for vehicles and bicycles. The construction would also include five-foot wide sidewalks throughout the length of the project.
- The Build Alternative meets applicable vertical design criteria. It provides desirable sight distance as well as desirable geometry along the length of the proposed project.

The proposed project is consistent with local and regional land use and transportation plans and policies in the area. It would improve mobility and provide improved system connectivity in the proposed project area. US 377 improvements would increase the capacity and driver delay would decrease. Safety for pedestrians would benefit by adding sidewalks and pedestrian ramps at intersections, and by adding left and right turn lanes for vehicles.

4.2 No-Build Alternative

Under the No-Build Alternative, the proposed US 377 project would not be constructed. The No-Build Alternative would not require the conversion of approximately 54.7 acres of new ROW and 1.1 acres of easements from existing land uses to transportation use (ROW) nor would other project-related impacts occur. The No-Build Alternative would not aid in traffic demand and local traffic management. Consequently, the anticipated mobility benefits of the proposed project would not be realized. For this reason, the No-Build Alternative does not meet the need and purpose for the proposed improvements and is not the recommended alternative. However, the No-Build Alternative was carried forward for further analysis.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

To ensure the proposed US 377 alignment promotes safety and mobility and minimizes impacts to adjacent properties and businesses, three options were evaluated. These were:

- Acquiring all ROW on the right side of US 377.
- Acquiring some ROW on both sides of US 377.
- Acquiring all ROW from the left of US 377.

The broad scale approach to widen the roadway was adjusted in specific localized areas to further reduce impacts to properties and businesses.

5.0 Affected Environment and Environmental Consequences

In support of this EA, the following technical documentation was prepared:

- Air Quality Technical Report
- Archeological Background Study
- Report for Archeological Survey
- Surface Water Analysis Form
- Tier 1 Site Assessment
- Species Analysis Form
- Species Analysis Spread Sheet
- Community Impacts Assessment Technical Report Form
- Hazardous Materials Initial Site Assessment
- Project Coordination Request for Historical Studies Project
- Historic Resources Survey Report
- Indirect and Cumulative Impacts Analysis
- Traffic Noise Analysis Technical Report
- Waters of the U.S. Delineation Report

The technical reports and documents may be inspected and copied upon request at the TxDOT Dallas District Office, 4777 E. Highway 80, Mesquite, Texas 75150.

The following sub-sections identify the environmental consequence of the Build and No-Build Alternative on each resource.

5.1 Right-of-Way/Displacements

Build Alternative: The Build Alternative would require the acquisition of approximately 54.7 acres of new ROW and 1.1 acres of permanent drainage easements (**Appendix C**). The proposed project would potentially result in eight displacements from seven properties. Two of the seven properties are residential properties with building impacts. The remaining five properties are commercial properties with building impacts. One of the commercial properties consists of two businesses. The total area of additional ROW and easements needed for the proposed project is 55.8 acres.

The ROW acquisition would be limited to those properties required for roadway construction. Encroachment-alteration effects could include the loss of developable land for light industrial use.

The following are the avoidance, minimization, or compensatory mitigation features or mitigations conducted/analyzed for the Build Alternative:

- Potential displacements were minimized by avoiding impacts to structures where possible and using available vacant or open land where practicable. Constraints were mapped and used in the planning process to avoid important resources such as places of worship, public facilities, and other various resources.
- ROW acquisition would be conducted in accordance with the Federal Uniform Relocation and Real Property Acquisition Policy Act of 1970 (Uniform Act).

No-Build Alternative: Under the No-Build Alternative, no project-related ROW would be acquired.

5.2 Land Use

Currently, the project area is located in a rural/suburban setting, with large amount of newly built high-density residential neighborhoods and service establishments. Developed and undeveloped lands are present within the proposed project area. Developed lands include single-family residences, retail, commercial, public facilities, and places of worship (**Figure 1** in **Appendix F**). Undeveloped lands comprise of vacant (not utilized), agriculture (ranch and pasture), fenced row vegetation, streams, and ponds. Active agricultural lands exist adjacent to the proposed project. Vegetation in the project vicinity consists primarily of maintained urban grasses, landscaping, and agriculture (crops). Some woodland and mixed shrub areas are also present near the streams. Land use changes would result in Agriculture; Crosstimbers Woodland and Forest; Disturbed Prairie; Open Water; Riparian; and Tallgrass Prairie, Grassland ecological systems being converted to Urban. **Appendix C** shows the proposed project corridor.

The proposed project crosses 18 streams comprising of 13 unnamed tributaries to Pecan Creek, Running Branch, and four unnamed tributaries to Cantrell Slough. Review of Federal Emergency Management Act Flood Insurance Map (FIRM) Panels 48121C0115G, 48121C0255G, 48121C0265G, 48121C0405G, 48121C0385G (effective 4/18/2011) indicate that the majority of the project area is outside the 100-year floodplain. The sections of the proposed project that cross tributaries to Pecan Creek (Crossings 3, 5, 12, and 14) are situated within Zone A (areas subject to inundation by the 1-percent-annual-chance flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply). Stream crossings and the 100-year floodplain are identified on **Figure 4** in **Appendix F**.

Build Alternative: The land use changes associated with the proposed project do not conflict with the goals of the Cities of Pilot Point, Aubrey, Krugerville and Crossroads Comprehensive *Plan*, would not delay or interfere with any other planned improvements, and are consistent with applicable laws; therefore, no mitigation is warranted.

No-Build Alternative: Under the No-Build Alternative, the additional ROW and easements would not be obtained and there would be no land use impacts from the proposed project.

5.3 Farmlands

Observations made during the site reconnaissance on April 29, 2020; May 6, 13, and 26, 2020; and June 11, 2020 revealed that active agricultural lands exist adjacent to the proposed project.

The U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) Web Soil Survey and the U.S. Census Bureau map of urbanized areas were used to determine the soil types present within the proposed project area. Soils determined to be within the existing and proposed ROW, and proposed easements are listed in **Table 2** (see **Figure 2** in **Appendix F**).

Table 2: Soil Types within the Proposed Project Area

| Map Unit Name | Farmland Classification |
|---|------------------------------|
| Burleson clay, 0 to 1 percent slopes | All areas are prime farmland |
| Callisburg fine sandy loam, 1 to 3 percent slopes | All areas are prime farmland |
| Callisburg fine sandy loam, 3 to 5 percent slopes | All areas are prime farmland |

Table 2: Soil Types within the Proposed Project Area

| Map Unit Name | Farmland Classification |
|--|------------------------------|
| Crockett fine sandy loam, 1 to 3 percent slopes | Not prime farmland |
| Gasil fine sandy loam, 1 to 3 percent slopes | All areas are prime farmland |
| Gasil fine sandy loam, 3 to 8 percent slopes | Not prime farmland |
| Justin-Urban land complex, 0 to 3 percent slopes | Not prime farmland |
| Konsil fine sandy loam, 1 to 3 percent slopes | All areas are prime farmland |
| Konsil fine sandy loam, 3 to 8 percent slopes | Not prime farmland |
| Navo clay loam, 1 to 3 percent slopes | Not prime farmland |
| Navo clay loam, 3 to 5 percent slopes | Not prime farmland |
| Silstid loamy fine sand, 1 to 5 percent slopes | Not prime farmland |
| Wilson clay loam, 0 to 1 percent slopes | Not prime farmland |
| Wilson clay loam, 1 to 3 percent slopes | Not prime farmland |

Source: NRCS Web Soil Survey, <https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx> (accessed 6/17/20).

Build Alternative: The Farmland Conversion Impact Rating for Corridor Type Projects was completed on May 14, 2020 and scored 45 (0 on Part IV) for Denton County. Coordination with the NRCS is not required.

Farmland impacts would be limited to areas directly adjacent to the existing US 377 project corridor and would not result in the division or separation of existing agricultural land. Farmlands would continue to function as they do under existing conditions; therefore, encroachment-alteration effects stemming from farmland impacts are not anticipated as a result of the Build Alternative.

It is not possible to fully mitigate for the loss of agricultural acreage without bringing non-farmed land into production.

No-Build Alternative: Under the Build Alternative, the additional ROW would not be obtained and there would be no US 377 related farmland impacts.

5.4 Utility Relocation

It is reasonably foreseeable that utilities will have to be relocated as a result of this project. The impacts resulting from removal of any utilities from within existing highway ROW have been considered as part of the project impacts under each of the resource area subheadings within this environmental assessment. Additionally, if utilities will be re-located within highway ROW, then the impacts resulting from re-installation of the utilities within highway ROW has also been considered as part of the project impacts under each of the resource area subheadings within this environmental assessment. To the extent that the owner of any displaced utility determines to reinstall the displaced utility at a location outside of highway ROW, such location will be determined by the owner of the utility subject to the rules and policies governing the utility relocation process.

Build Alternative:

Required utility adjustments would occur prior to or during construction of the proposed project. Efforts would be made to minimize construction-related delays and to ensure emergency responders are

aware of road conditions and lane closures. Given that both issues are limited to the construction phase and would be confined to the project area, encroachment-alteration effects are not applicable. The adjustments and relocation of any utilities would be managed so that no substantial interruptions would occur.

No-Build Alternative: Under the No-Build Alternative there would be no project-related impacts to utilities.

5.5 Bicycle and Pedestrian Facilities

Build Alternative: Bicycle and pedestrian facilities would be constructed as part of the proposed project in accordance with:

TxDOT's policy for bicycle and pedestrian accommodation and federal policy statement on Bicycle and Pedestrian Accommodations Regulations and Recommendations by the U.S. Department of Transportation signed on March 11, 2010.

- Bicycle traffic would be accommodated with 14-foot wide outside shared-use lanes with two-foot wide outside curb offsets. Six-foot wide ADA-compliant sidewalks would be included along the entire project limit (**Appendix C – Schematics** and **Appendix D – Typical Sections**).
- There is the potential for the proposed project area to experience changes in the mode(s) of transportation utilized by area residents and changes in traffic volumes. The introduction of new bike/pedestrian facilities in the immediate area may encourage people to pursue alternative modes of transportation. With improved access to bike/pedestrian facilities, people may have more desire to visit or use local services and facilities.

The addition of bicycle and pedestrian facilities is a positive benefit; therefore, mitigation is not warranted.

No-Build Alternative: Under the No-Build Alternative, bicycle and pedestrian facilities would not be constructed.

5.6 Community Impacts

Build Alternative: A detailed discussion of the community impacts can be found in the *Community Impacts Assessment Technical Report Form* for the proposed project.

The proposed project is anticipated to reduce travel times through added travel lanes by widening the project to four lanes with added turn lanes at median breaks. The inclusion of raised medians would require motorists to make U-turns at median breaks to access certain locations where median breaks are not available, potentially reducing travel times, though general improvements are anticipated to offset these delays. Access would be improved for non-motorists, through the inclusion of shared use paths and sidewalks across the entire project. Raised medians and shared use paths would improve safety for motorists, bicyclists and pedestrians.

Minimal adverse impacts to community cohesion would occur as the proposed project is on an existing roadway, and displacements are not widespread. Proposed median break locations may impact the cohesion of homes and retail along the project corridor, but these median breaks are subject to change during the Plans, Specifications, and Estimates (PS&E) phase of the project. The safety provided by raised medians would help to offset potential impacts of median break locations, overall improving

community cohesion and access. Congestion for regional travelers and local workers in the area would be improved as would the delivery of goods to the various economic centers along this corridor.

No-Build Alternative: Under the No-Build Alternative, there would be no impacts to the community associated with the proposed project.

Environmental Justice

Refer to the *Community Impacts Assessment Technical Report Form* for the locations of the Environmental Justice (EJ) blocks low income, (minority population greater than 50%) and the census data obtained from the American FactFinder.

EJ populations occur within the Community Impact Assessment (CIA) study area. There are 61 out of 758 census blocks within the CIA study area that contain 50% or more minorities. Only six EJ census blocks are adjacent to the project. There are no EJ census block groups encompassing the CIA study area. No adverse impacts to EJ populations are anticipated. There are six EJ census blocks adjacent to the project out of 758 and two of the eight displacements occur in them. Any impacts would be equally shared between EJ populations and non-EJ populations (See **Figure 3** in **Appendix F**).

The 2021 Department of Health and Human Services poverty level for a family of four is \$26,500.00. No geographies show a median household income below the DHHS poverty level. Median income in the study area within census block groups ranges from \$30,213 to \$109,345. and within census tracts ranges from \$67,472 to \$ 105,539 (See **Figure 3** in **Appendix F**).

Build Alternative: The proposed project would be consistent with Executive Order (EO) 12898.

Disproportionately high and adverse impacts on any minority or low-income populations are not anticipated; therefore, mitigation measures for EJ populations were not considered. There are six EJ census blocks adjacent to the project out of 758 and two of eight displacements occur in them. Any impacts would be equally shared between EJ populations and non-EJ populations. Any adverse impacts would be equally shared between EJ populations and non-EJ populations.

No-Build Alternative: Under the No-Build Alternative, there would be no impact, adverse or beneficial, to EJ populations.

Limited English Proficiency

A detailed discussion of the Limited English Proficiency (LEP) can be found in the *Community Impacts Assessment Technical Report Form* for the proposed project.

Based on census data for LEP populations, the total recorded population (age 5 years and over) for the CIA study area is 28,281. Of the 28,281 people, 1,071 or 3.8 percent are LEP. The languages that LEP persons likely speak in the CIA study area are predominantly Spanish, but also include Asian and Pacific Island and Indo-European languages (See **Figure 3** in **Appendix F**).

The total recorded population (age 5 years and over) for the census block groups encompassing the CIA study area is 28,281. Of this population (3.8%), speak English "less than very well". Of those that speak English "less than very well", 931 (3.3%) speak Spanish; 33 (0.1%) speak Asian and Pacific Island languages; 107 (0.4%) speak other Indo-European languages; and (0.0%) speak other languages.

One Spanish church was found (ID 11, Iglesia Jesucristo Rey De Reyes), and a business adjacent to US 377, Now You're Talkin' Vamos Hablar, a speech therapy office, also indicated Spanish language

accommodation. No other signs of languages other than English were observed within the study area during the windshield surveys conducted in April, May, and June 2020 (see **Appendix B**).

Build Alternative: Reasonable steps have been and would continue to be taken to ensure LEP persons have meaningful access to the programs, services, and information TxDOT provides. Persons who have special communication or accommodation needs, or need an interpreter, have been, and will continue to be encouraged to contact the TxDOT Dallas District Public Information Office for assistance. Therefore, the requirements of EO 13166, pertaining to LEP, appear to be satisfied.

LEP populations would realize the same benefits as non-LEP populations: reduced congestion and improved mobility. The improved mobility and reduced congestion would allow for more efficient travel through the surrounding area. No adverse encroachment-alteration effects LEP populations are anticipated.

The legal notice for the April 28, 2020 virtual public meeting was published in the Spanish language newspaper, *Al Día*, as well as two English language newspapers. Due to the COVID-19 pandemic, TxDOT created a virtual public meeting presentation, available for viewing from April 28, 2020 through May 13, 2020. Accommodations for LEP persons during public involvement have included, and would continue to include, providing bilingual (English/Spanish) public notices, placing public notice display ads in English and Spanish newspapers, and having Spanish-speaking staff present at public involvement events. In addition, the public involvement notices state that accommodations for other non-English languages would be provided if requested ahead of the meeting.

The previously discussed accommodations were repeated for the public hearing.

No-Build Alternative: Under the No-Build Alternative, there would be no impacts to LEP populations as a result of the implementation of the proposed project.

5.7 Visual/Aesthetics Impacts

Build Alternative: US 377 is an existing undivided two-lane roadway with one-foot wide shoulders and no bicycle/pedestrian facilities. Vegetation in the ROW consists primarily of maintained grasses with minimal tree cover at some of the stream crossings. Aesthetic enhancement of the existing roadway is minimal. The Build Alternative would have minimal effect on the overall aesthetic quality along the project area. Visual impacts resulting from the Build Alternative would include roadway widening. Because this is a change from the existing condition, the viewsheds of existing residences and business facilities would be directly impacted. However, these impacts would not be considered as being detrimental to business operations. Landscaping would not be included as a part of the proposed project.

The proposed project may incorporate safety lighting, which could be considered as a positive effect for visual and aesthetic qualities for the proposed pedestrian and bicycle accommodations. During final design, the design of light fixtures would be completed. Local, state, and federal requirements would be reviewed during design and designation of additional lighting required for this project. The roadway lighting system could consist of low-impact, downward directional lighting to minimize impacts to adjacent properties.

Where reasonable and feasible, mitigation measures that would result in beneficial visual and aesthetic impacts may be programmed for this project. These measures may include aesthetic enhancements, such as lighting, and/or decorative details. Aesthetics treatments would be developed during final design and incorporated into the project design as appropriate.

No-Build Alternative: The No-Build Alternative would not result in US 377 project-related visual impacts along the existing corridor as the proposed improvements would not be constructed.

5.8 Cultural Resources

Evaluation of impacts to cultural resources has been conducted under Section 106 of the National Historic Preservation Act in accordance with the Programmatic Agreement among FHWA, TxDOT, the Texas State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) Regarding the Implementation of Transportation Undertakings.

Cultural resources are structures, buildings, archeological sites, districts (a collection of related structures, buildings, and/or archeological sites), cemeteries and objects. Both federal and state laws require consideration of cultural resources during project planning. At the federal level, NEPA and the National Historic Preservation Act (NHPA) of 1966, among others, apply to transportation projects such as this one. In addition, state laws such as the Antiquities Code of Texas (ACT) apply to these projects. Compliance with these laws often requires consultation with the Texas Historical Commission (THC)/SHPO and/or federally recognized tribes to determine the project's effects on cultural resources. Review and coordination of this project followed approved procedures for compliance with federal and state laws.

5.8.1 Archeology

The purpose of the archeological investigation is to conduct an inventory or determine the presence/absence of archeological resources (36 Code of Federal Regulations 800.4) and to evaluate identified resources for their eligibility for inclusion on the National Register of Historic Places (NRHP), per Section 106 (36 CFR 800) of the NHPA of 1966, as amended, or as a designated state archeological landmark (SAL) under the ACT (13 Texas Administrative Code 26.12).

The survey Area of Potential Effects (APE) for this project measured approximately 35.56 acres of proposed ROW. Work consisted of visual inspection of the entire project area and included the excavation of 64 shovel tests in proposed ROW recommended for survey where right of entry (ROE) was granted and in areas of existing ROW. Surveyed areas with ROE consisted of 7.22 acres, with denied ROE access to recommended survey areas totaling 28.84 acres. Several parcels denied ROE were visually assessed from existing ROW and from adjacent parcels where ROE was granted to determine that no survey was necessary (16.56 acres). Fieldwork was conducted between June 1 to 3, 2020. Shovel testing recovered artifacts at one location, resulting in a single newly recorded archeological site. Site 41DN622 is an early to mid-twentieth century house site which is recommended not eligible for listing in the NRHP or designation as a SAL. A draft report of investigations was submitted to TxDOT in June 2020.

Prior to fieldwork, the THC's Archeological Sites Atlas was consulted to identify previous work, documented, and potential archeological sites within and surrounding the APE. Research focused on the identification of archeological sites, sites listed as SALs, Recorded Texas Historic Landmarks, sites listed on the NRHP, cemeteries, and previously conducted archeological surveys within one kilometer (0.62 mile) of the APE.

Background research for this project consisted of an online-records search through the THC Archeological Sites Atlas (Atlas 2020) and a review of historical maps and aerial photographs. The search identified five previously conducted archeological surveys, one documented archeological site, and five cemeteries. Of the five previous archeological surveys within a kilometer of the APE, four overlap portions of the APE. A 2017 Cox McLain survey on behalf of the Brazos Electric Power Cooperative, Inc. overlaps roughly one kilometer of the APE along FM 424 and its intersection with US 377. A 1982 Environmental Protection Agency (EPA) survey overlaps the APE for about one kilometer

in Krugerville, and another intersects the APE at the northeastern end of Pilot Point. Finally, another EPA survey conducted in 1976 intersects the APE in Aubrey north of the intersection of US 377 and Spring Hill Road. No sites were recorded during these surveys. The remainder of the APE has not been previously surveyed.

The proposed project would have direct effects resulting from ground-disturbing construction activities within the APE. Given the results of the identification efforts, TxDOT proposes that the project will have no effect on archeological historic properties as the APE does not contain sites that are eligible for inclusion in the NRHP or that warrant formal designation as SALs.

The project is compliant with Section 106 of the NHPA of 1966 (and subsequent amendments) and the ACT. Section 106 coordination will be conducted in accordance with the terms and conditions of the First Amended Programmatic Agreement (PA) among the FHWA, the THC, the ACHP, and TxDOT, as well as the Memorandum of Understanding (MOU) between TxDOT and the THC.

A TxDOT archeologist has reviewed the report and concurs with the results. The SHPO concurred with this assessment in a letter signed and dated July 15, 2020 (**Appendix G**). The identification efforts and analysis of effects completed to date are adequate. No further work or consultation is required within the evaluated portions of the APE. Once access is obtained to areas for which access has been denied, TxDOT will complete required investigations and consultation prior to construction. In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures under the provisions of the PA and MOU.

Build Alternative: It is not anticipated that the proposed project would result in direct impacts to known archeological resources. In the unlikely event that cultural resources are discovered during construction of the proposed project, TxDOT would immediately initiate cultural resource discovery procedures. All work in the vicinity of the discovery would cease until a specialist from TxDOT and/or the THC could arrive on site and assess the discovery's significance and the need, if any, for additional investigation.

Consultation with federally-recognized Native American tribes was concluded on July 1, 2020. No objections or expressions of concern were received. See **Appendix G** for the tribal coordination documentation.

Potential impacts to archeological resources would be limited to the construction phase of the project and confined to the existing and proposed ROW/easements; thus, encroachment-alteration effects would not occur.

Once access is obtained to areas for which access has been denied, TxDOT will make a determination if mitigation would be required. It is not anticipated that the proposed project would result in direct impacts to known archeological resources.

No-Build Alternative: As construction of the proposed project would not occur, there would be no project-related impacts on archaeological resources associated with the No-Build Alternative.

5.8.2 Historic Properties

TxDOT-certified historians surveyed the project APE on May 21 and 22, 2020. It was determined through consultation with the SHPO that the APE for the proposed project is 150 feet beyond the proposed ROW boundaries for existing alignment and within the ROW for areas with no new ROW. The APE includes all parcels of land that are partially or wholly contained within the limits of the APE. The

reconnaissance survey of historic-age resources (defined here as all resources built in or before 1975) resulted in the identification of 40 properties with historic-age resources within the project APE. These resources primarily consisted of domestic/residential (19 buildings), commerce (10 buildings), and agricultural (11 buildings). The majority dated to the latter end of the historic period (1950-1975). Applying the Criteria for Evaluation and the aspects of integrity, project historians recommended that none of the surveyed historic-age properties are eligible for NRHP listing. Survey results and eligibility recommendations have been reviewed by TxDOT historians, and findings have been coordinated with the SHPO/THC. No finding of impacts to historic properties has been determined. See the *Historical Resources Survey Report* for US 377 for detailed information.

Build Alternative: On July 29, 2020, TxDOT historians determined that there are no historic, non-archeological properties in the APE. Individual project coordination with SHPO is not required (**Appendix G**).

No-Build Alternative: No changes to existing conditions would occur in the No-Build Alternative scenario; therefore, no impacts to historic properties would be anticipated with the No-Build Alternative.

5.9 Protected Lands

Section 4(f) protects publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State or local significance, and any land from an historic site of national, State, or local significance. There are no section 4(f) properties present in the project area.

The proposed project would not use any lands protected by Section 6(f) of the Land and Water Conservation Fund Act or Parks and Wildlife Code (PWC) Chapter 26 lands. There are no Section 6(f) resources in the project area.

Chapter 26 of the Texas PWC protects the taking of public land designated and used prior to the arrangement of the project as a park, recreation area, scientific area, wildlife refuge, or historic site. There are no Chapter 26 properties present in the project area.

No-Build Alternative: As construction of the proposed US 377 project would not occur, there would be no project-related impacts on Section 4(f), Section (6)f, and PWC Chapter 26 properties associated with the No-Build Alternative.

5.10 Water Resources

5.10.1 Clean Water Act Section 404

This project will involve regulated activity in jurisdictional waters and therefore will require authorization under Section 404 of the Clean Water Act (CWA). The following table shows the waters that are anticipated to be jurisdictional waters in which regulated activity is anticipated to take place. It also indicates whether the impacts are anticipated to be authorized under Section 404 by a non-reporting nationwide permit (i.e., no pre-construction notification required), or if it is anticipated that a nationwide permit with pre-construction notification, individual permit, letter of permission, or regional general permit will be required.

The proposed project has 18 crossing comprising of the tributaries to Pecan Creek, Running Branch, and tributaries to Cantrell Slough. **Table 3** lists the Waters of the U.S. in the proposed project area, amount of impacts to the water bodies that would result from implementation of the proposed project, and the applicable U.S. Army Corps of Engineers (USACE) permit.

Table 3: Impacts to Waters of the U.S.

| Crossing No. | Name of Water Body or other location indicator | Approx. OHWM (feet) | 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) | | |
| 1 | Ephemeral tributary to Pecan Creek | 10 | Culvert | None | 0.01 ac 24 LF | 0 | 0 | 0 | 14 | N |
| 2 | Intermittent tributary to Pecan Creek | 8 | Culvert | Culvert replacement | 0.02 ac 66 LF | 0 | 0.04 ac 88 LF | 0 | 14 | N |
| 3 | Intermittent tributary to Pecan Creek | 9 | Culvert | Culvert replacement | 0.04 ac 87 LF | 0 | 0.04 ac 76 LF | 0 | 14 | N |
| 4 | Ephemeral tributary to Pecan Creek | 6 | Culvert | Culvert replacement | 0.02 ac 52 LF | 0 | 0.03 ac 97 LF | 0 | 14 | N |
| 5 | Ephemeral tributary to Pecan Creek | 5 | Culvert | Culvert replacement | 0.02 ac 110 LF | 0 | 0.05 ac 97 F | 0 | 14 | N |
| 6 | Ephemeral tributary to Pecan Creek | 6 | culvert | Culvert replacement | 0.01 ac 45 LF | 0 | 0.01 ac 96 LF | 0 | 14 | N |
| 7 | Ephemeral tributary to Pecan Creek | 4 | Culvert | Culvert replacement | 0.01 ac 86 LF | 0 | 0 | 0 | 14 | N |
| 8 | Intermittent tributary to Pecan Creek | 5 | Culvert | Culvert replacement | 0.02 ac 93 LF | 0 | 0.05 ac 114 LF | 0 | 14 | N |
| 9 | Ephemeral tributary to Pecan Creek | 5 | Culvert | Culvert replacement | 0.01 ac 79 LF | 0 | 0 | 0 | 14 | N |
| 10 | Ephemeral tributary to Pecan Creek | 6 | Culvert | Culvert replacement | 0.01 ac 32 LF | 0 | 0 | 0 | 14 | N |
| 11 | Intermittent tributary to Pecan Creek | 6 | Culvert | Culvert replacement | 0.01 ac 62 LF | 0 | 0.01 ac 78 LF | 0 | 14 | N |
| 12A | Ephemeral tributary to Pecan Creek | 1 | Culvert | Culvert replacement | 0.01 ac 44 LF | 0 | 0 | 0 | 14 | N |
| 12B | Ephemeral tributary to Pecan Creek | 4 | Culvert | Culvert replacement | 0.01 ac 66 LF | 0 | 0 | 0 | 14 | N |

Table 3: Impacts to Waters of the U.S.

| Crossing No. | Name of Water Body or other location indicator | Approx. OHWM (feet) | 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) | | |
| 13 | Running Branch (intermittent) | 4 | Culvert | Culvert replacement | 0.01 ac 42 LF | 0 | 0.03 ac 82 LF | 0 | 14 | N |
| 14 | Intermittent tributary to Pecan Creek | 15 | Culvert | Culvert replacement | 0.04 ac 87 LF | 0 | 0.05 ac 92 LF | 0 | 14 | N |
| 15 | Ephemeral tributary to Cantrell Slough | 4 | Culvert | Culvert replacement | 0 | 0 | 0 | 0 | 14 | N |
| 16 | Ephemeral tributary to Cantrell Slough | 4 | Culvert | Culvert replacement | 0.01 ac 145 LF | 0 | 0.01 ac 72 LF | 0 | 14 | N |
| 17 | Ephemeral tributary to Cantrell Slough | 8 | Culvert | Culvert replacement | 0.04 ac 176 LF | 0 | 0 | 0 | 14 | N |
| 18 | Ephemeral tributary to Cantrell Slough | 4 | Culvert | Culvert replacement | 0.002 ac 23 LF | 0 | 0.001 ac 9 LF | 0 | 14 | N |

ac - acre
 LF - Linear Feet
 OHWM - Ordinary High Water Mark
 NWP - Nationwide Permit
 PCN - Preconstruction Notification

Impacts to Waters of the U.S. within the proposed project limits would result from the widening of the roadway, which include culvert replacement and paved roadway construction (see **Table 3** and **Figure 4** in **Appendix F**). See the *Waters of the U.S. Delineation Report* for detailed information and figures.

The need for an individual permit under Section 404 is not anticipated. If it is later determined that an individual permit under Section 404 is needed, compliance with EPA's Section 404(b)(1) Guidelines will be confirmed prior to submittal of the individual permit application.

Crossings 1 through 18 would be impacted by replacement of culverts from the roadway pavement expansion. These crossings would utilize NWP 14 - *Linear Transportation Projects*. Each of the 18 crossings have been identified as single and complete projects.

Appropriate measures would be taken to maintain normal downstream flows and minimize flooding. Temporary fills would consist of clean materials and be placed in a manner that would not be eroded by expected high flows. Temporary fills would be removed in their entirety and the affected area returned to preconstruction elevations, and revegetated as appropriate. If the project involves stream modification, stream channel modifications, including bank stabilization, would be limited to the minimum necessary to construct or protect the structure and the immediate vicinity of the project. The activity would comply with all general and regional conditions applicable to NWP 14.

The activities at water crossings 1 through 18 have been identified as single and complete projects as defined in the NWPs because each crossing occurs at a separate and distant location and would therefore be permitted under the same NWP 14.

The proposed project would comply with EPA Section 404(b)(1) Guidelines 40 CFR Part 230, allowing the discharge of dredged or fill material only if there is no practicable alternative that would have less adverse effects on the aquatic ecosystem. Since the proposed project would consist of extending an existing facility, and there are no other practicable build alternatives, the discharge of dredged or fill material into Waters of the U.S. is permissible.

Build Alternative: Table 3 lists the Waters of the U.S. in the proposed project area, and amount of impacts to the water bodies that would result from implementation of the proposed project. A PCN would be not required for this project.

The potential for project-related encroachment-alteration effects on Waters of the U.S. would be mitigated through permanent (post-construction) Best Management Practices (BMPs) as described below. To minimize the potential for adverse impacts, BMPs would be regularly inspected and proactively maintained.

No-Build Alternative: As construction of the proposed project would not occur, there would be no project-related impacts on Waters of the U.S. associated with the No-Build Alternative.

5.10.2 Clean Water Act Section 401

For a project that will use a NWP under Section 404 or Section 10, regardless of whether the NWP is non-reporting (i.e., assumed) or reporting (i.e., requires submittal of a PCN), TxDOT complies with Section 401 of the CWA by implementing TCEQ's conditions for NWPs. For projects that require authorization under Section 404 or Section 10 beyond a NWP, TxDOT complies with Section 401 of the CWA by including a Tier I or Tier II checklist (depending upon the amount of disturbance/impact) in the individual permit, letter of permission, or regional general permit application that is submitted to the USACE, and then complying with the conditions of the Tier I or Tier II checklist.

General Condition 25 of the NWP Program requires applicants using NWP 14 to comply with Section 401 of the CWA. Compliance with Section 401 requires the use of BMPs to manage water quality on construction sites. General Condition 12 also requires applicants using NWP 14 to use appropriate soil erosion and sedimentation controls.

Build Alternative: The Storm Water Pollution Prevention Plan (SW3P) would include at least one BMP from the 401 Water Quality Certification Conditions for NWPs as published by the TCEQ. These BMPs would address each of the following categories:

- Category I Erosion Control would be addressed by using temporary vegetation, permanent seeding/sodding, and stone outlet structures such as stone riprap.

- Category II Sedimentation Control would be addressed by installing silt fence, rock berms, and mulch filter socks.
- Category III Post-Construction Total Suspended Solids (TSS) control would be addressed by installing rock riprap filters at the downstream end of the storm sewer system before entering the creeks.
- Other approved methods would be substituted if necessary, using one of the BMPs from the identical category.

The potential for project-related encroachment-alteration effects on water quality would be mitigated through permanent (post-construction) BMPs as described above. To minimize the potential for adverse impacts, BMPs would be regularly inspected and proactively maintained.

BMPs would be implemented to ensure that water quality impacts would not be significant; therefore, mitigation is not considered.

No-Build Alternative: As construction of the proposed project would not occur, there would be no project-related impacts on Waters of the U.S. associated with the No-Build Alternative.

5.10.3 Executive Order 11990 Wetlands

Build Alternative: Pursuant to EO 11990 (Protection of Wetlands) and Section 404 of the CWA, field reconnaissance was conducted to identify Waters of the U.S., including wetlands, within the proposed project limits on May 13 and June 11, 2020. Results of the reconnaissance did not identify wetlands within the project limits.

No-Build Alternative: As construction of the proposed project would not occur, there would be no project-related impacts on wetlands associated with the No-Build Alternative.

5.10.4 Rivers and Harbors Act

This project does not involve work in or over a navigable Water of the U.S.; therefore, Section 10 of the Rivers and Harbors Act does not apply. Likewise, a navigational clearance under the General Bridge Act of 1946, and Section 9 of the Rivers and Harbors Act (administered by the U.S. Coast Guard [USCG]) is not applicable. Coordination with the USCG (for Section 9 and the General Bridge Act) and the USACE (for Section 10) would not be required.

5.10.5 Clean Water Act Section 303(d)

The proposed project is located within five linear miles (not stream miles) of, is within the watershed of, and drains to, an impaired assessment unit under Section 303(d) of the federal CWA (see **Table 4**).

Table 4: Section 303(d)

| Watershed | Segment Name | Segment Number | Assessment Unit Number |
|---|--------------|----------------|------------------------|
| Elm Fork Trinity River-Little Elm Reservoir | Clear Creek | 0823C | 0823C_01 |

Source: TCEQ, 2020 Texas 303(d) List, https://www.tceq.texas.gov/assets/public/waterquality/swqm/assess/20txir/2020_303d.pdf (accessed 5/27/20).

To date, TCEQ has not identified (through either a total maximum daily load or the review of projects under the TCEQ MOU) a need to implement control measures beyond those required by the construction general permit (CGP) on road construction projects. Therefore, compliance with the project's CGP, along with coordination under the TCEQ MOU for certain transportation projects, collectively meets the need to address impaired waters during the environmental review process. As required by the CGP, the project and associated activities will be implemented, operated, and maintained using best management practices to control the discharge of pollutants from the project site.

5.10.6 Clean Water Act Section 402

Build Alternative: Since Texas Pollutant Discharge Elimination System (TPDES) CGP authorization and compliance (and the associated documentation) occur 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 PS&E Preparation Manual require an 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 Municipal Separate Storm Sewer System (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.

The proposed project is located outside the TxDOT's MS4 boundary area. The proposed project is located within the cities of Aubrey, Cross Roads, Krugerville, and Pilot Point and Denton County Extraterrestrial Jurisdiction and would comply with applicable MS4 requirements.

No-Build Alternative: This alternative would not alter the amount of runoff generated within the proposed project area.

5.10.7 Floodplains

Denton County and the cities of Aubrey, Cross Roads, Krugerville, and Pilot Point are participants in the National Flood Insurance Program. The study area is located on FIRM Panel Numbers 48121C0115G, 48121C0255G, 48121C0265G, 48121C0405G, 48121C0385G (effective 4/18/2011) (see **Figure 4** in **Appendix F**).

Build Alternative: A review of FEMA FIRMs indicate that the majority of the project area is outside the 100-year floodplain. The sections of the proposed project that cross tributaries to Pecan Creek (Crossings 3, 5, 12 and 14) are situated within Zone A (areas subject to inundation by the 1-percent-annual-chance flood event generally determined using approximate methodologies). Because detailed hydraulic analyses have not been performed, no Base Flood Elevations or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply. This project is subject to and will comply with federal EO 11988 on Floodplain Management. The department implements this EO 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 will not result in a "significant encroachment" as defined by FHWA's rules implementing EO 11988 at 23CFR 650.105(q).

No-Build Alternative: This alternative would not alter the existing level of roadway encroachments into floodplains.

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 Coastal Barrier Resources Act (CBRA) does not apply.

5.10.10 Coastal Zone Management

The proposed project is not located within the Texas Coastal Management Plan (TCMP) boundary. Therefore, a consistency determination is not required.

5.10.11 Edwards Aquifer

The TCEQ Edwards Aquifer Rules and the EPA Edwards Aquifer MOU do not apply.

5.10.12 International Boundary and Water Commission (IBWC)

This proposed project does not cross or encroach upon the floodway of the IBWC ROW or an IBWC flood control project.

5.10.13 Drinking Water Systems

In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges (Item 103, Disposal of Wells), any drinking water wells would need to be properly removed and disposed of during construction of the project.

5.11 Biological Resources

5.11.1 Texas Parks and Wildlife Coordination

The *TxDOT Species Analysis Spreadsheet, Species Analysis Form, Tier 1 Site Assessment Form*, and 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 TPWD-TxDOT MOU because:

- 1) The proposed project may impact at least 0.10 acre of riparian vegetation, and
- 2) The proposed project disturbs habitat in an area equal to or greater than the area of disturbance indicated in the Threshold Table PA.
- 3) The project is within the range of and there is suitable habitat for state threatened species and SGCN as identified by the TPWD County list of Rare and Protected Species that do not have species-specific BMPs as identified in the BMP Programmatic Agreement (2017 Revision).

Items in numbers 1 and 2 are discussed in **Section 5.11.2** and the item in number 3 is discussed in **Section 5.11.11**.

Early coordination with TPWD was initiated on August 18, 2020 and completed on September 17, 2020. See **Appendix G** for the coordination documentation. Documentation of the *Biological Resources Technical Report* is maintained in the project file at the TxDOT Dallas District Office.

5.11.2 Impacts on Vegetation

Build Alternative: The proposed project would directly impact the following MOU Type habitats: Agriculture (3.4 acres), Crosstimbers Woodland and Forest (3.2 acres); Disturbed Prairie (20.2 acres); Riparian (2.4 acres); and Urban (277.5 acres). The vegetation impacted by the proposed project fits into the Cross Timbers (CRTB) Ecoregion described in the Threshold PA Under the 2013 MOU, 2017 Revision (Threshold PA). The approximately 3.2 acres of impact to Crosstimbers Woodland and Forest MOU Type habitat disturbance exceeds the 2-acre threshold described in the Threshold PA. The 20.21 acres of impacts to Disturbed Prairie MOU type exceeds the 3-acre threshold described in the Threshold PA. Refer to the Vegetation Map (See **Figure 5** in **Appendix F**).

The Texas Natural Diversity Database (TXNDD) data obtained from TPWD on May 18, 2020, was reviewed along with the TPWD RTEST list for Denton County, dated June 26, 2020. The TXNDD radii were 1.5 miles and 10 miles from the project area search revealed element of occurrence records within 1.5 and 10 miles of the proposed project. One record for the Bald Eagle (*Haliaeetus leucocephalus*) occurred within 1.5 miles. One record of the Bald Eagle, Texas heelsplitter (*Potamilus amphichaenus*), Texas gartersnake (*Thamnophis sirtalis annectens*), and one record for the Little bluestem-indiangrass series (*Schizachyrium scoparium* - *Sorghastrum nutans* series). These species and this plant community are located outside of the project area and would not be impacted by the proposed project.

According to the MOU with TPWD, important remnant vegetation includes communities listed as suitable habitat and within the range of Species of Greatest Conservation Need (SGCN). Important remnant vegetation includes 1) rare vegetation communities and 2) those that are suitable habitat for SGCN. A shaded area for the Bald Eagle lies within the 1.5-mile radius but would not be impacted by the proposed project. The other specific species and plant community detections are located outside of the project area and would not be impacted by the proposed project. To address important remnant vegetation's second component, general habitat types of those SGCNs that may be impacted by the proposed project include agriculture, grassland, woodland, riparian, and urban. These habitat types are located immediately adjacent to the existing US 377 corridor, and each includes an edge component. Developed habitat is located throughout the project area. Impacts to these habitats were quantified based on the MOU type that best fits vegetation present in the given habitat, by using EMST correcting for discrepancies using actual observed vegetation types. None of these areas that include habitat for SGCNs are considered rare or remnant vegetation communities.

Potential impacts to vegetation would be confined to the existing and proposed ROW and easements; thus, encroachment-alteration effects would not occur.

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. Seeding and replanting with TxDOT-approved seed mixes containing native species would be used in the re-vegetation of disturbed areas.

No-Build Alternative: If the No-Build Alternative were implemented, the proposed project would not be constructed. No effects to vegetation related to the construction of the proposed project would occur. Existing land use and activities, including routine mowing, would continue to periodically affect vegetation communities.

5.11.3 Executive Order 13112 on Invasive Species

This project is subject to and would comply with EO 13112 on Invasive Species. The department implements the EO on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual. Accordingly, seeding and replanting with TxDOT-approved seed mixes containing native species would be done where possible. Soil disturbance would be minimized in the right of way in order to minimize invasive species establishment.

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. Seeding and replanting of disturbed areas with TxDOT-approved seed mixes that are in compliance with Executive Memorandum on Beneficial Landscaping would be done where possible.

5.11.5 Impacts to Wildlife

The proposed project is located in Denton County. Developed and undeveloped lands are present within the proposed project area. Developed land includes single-family residences, retail, commercial, public facilities, and places of worship. Undeveloped lands comprise vacant (not utilized), agriculture (ranch and pasture), woodlands, fence row vegetation, streams, and ponds. Wildlife species expected to inhabit the proposed project area are likely adapted to both a rural environment as well as an urban, developed environment. Mammalian species that likely inhabit the area include the coyote (*Canis latrans*), Virginia opossum (*Didelphis virginiana*), raccoon (*Procyon lotor*), and eastern fox squirrel (*Sciurus niger*). Amphibian and reptilian species would also utilize the different available habitats. The species would include various snakes, turtles, lizards, and frogs native to north-central Texas. Examples would be the Texas rat snake (*Elaphe obsoleta lindheimeri*), red-eared slider (*Trachemys scripta*), western ribbon snake (*Thamnophis proximus*), and the northern cricket frog (*Acris crepitans*). Various waterfowl species could utilize the aquatic habitat.

The presence of the following wildlife species was observed during field reconnaissance: raccoon tracks, crayfish toads, turtles, and frogs.

There is suitable habitat present within the proposed project area for SGCN species as discussed in **Section 5.11.11**

Build Alternative: Substantial impacts to wildlife are not anticipated. The proposed project is the widening of an existing roadway and, therefore, is not newly bisecting continuous wildlife habitat. Terrestrial wildlife that does cross US 377 would have to travel a greater distance when crossing the widened roadway upon project completion. This would result in their being exposed to predators, people, domestic pets, vehicles, etc. for a greater amount of time. Wildlife that does currently inhabit adjacent urban development and existing roadway structures (culverts, utility poles, etc.) would be temporarily impacted due to potential structural displacements/relocations and roadway structure reconstruction and relocation. It is likely that the impacted wildlife would recolonize the available habitat once construction of the proposed project is complete.

No-Build Alternative: Under the No-Build Alternative, the proposed project would not be constructed; thus, there would be no project-related impacts to wildlife.

5.11.6 Migratory Bird Protections

This project would comply with applicable provisions of the Migratory Bird Treaty Act (MBTA) and Texas 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 and FHWA policy. 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.

5.11.7 Fish and Wildlife Coordination Act

All impacts to Waters of the U.S. would be authorized by NWP 14 with no PCN. The Fish and Wildlife Coordination Act does not apply to this project.

5.11.8 Bald and Golden Eagle Protection Act of 2007

This project is not within 660 feet of an active or an inactive Bald or Golden Eagle nest. Therefore, no coordination with USFWS is required.

5.11.9 Magnuson-Stevens Fishery Conservation Management Act

There are no tidally influenced waters in Denton County and the proposed project would not affect essential fish habitat. The Essential Fish Habitat/Magnuson-Stevens Fishery Conservation and Management Act does not apply.

5.11.10 Marine Mammal Protection Act

The project area does not contain suitable habitat for marine mammals.

5.11.11 Threatened, Endangered, and Candidate Species

Build Alternative: The TXNDD data obtained from TPWD on May 18, 2020 was reviewed along with the U.S. Fish and Wildlife Service (USFWS) Official Species List, dated May 14, 2020. The TXNDD radius search was 1.5 and 10 miles from the proposed project. Element occurrences for the Bald Eagle (*Haliaeetus leucocephalus*), a SGCN, was recorded within the 1.5 and 10-mile radius of the proposed project. The Texas heelsplitter (*Potamilus amphichaenus*), a state threatened species, and the Texas garter snake (*Thamnophis sirtalis annectens*), a SGCN species, were recorded within the 10-mile radius of the proposed project. No managed areas within 1.5 miles of the proposed project area were recorded. Suitable habitat was also observed within the proposed project SGCN (as identified on TPWDs Annotated County of Rare Species for Denton County on July 20, 2020). Based on field investigations conducted on April 29, 2020; May 6, 13, and 26, 2020; and June 11, 2020 and as detailed in the *Species Analysis Spreadsheet* and *Species Analysis Form* the following were identified:

- Endangered Species Act

The 1973 Endangered Species Act (ESA) provides a means for the conservation of ecosystems upon which threatened and endangered species of fish, wildlife, and plants depend, and to provide a program for endangered and threatened species conservation. Section 7 of the ESA requires Federal agencies to ensure that any action authorized, funded or carried out by them is not likely to jeopardize the continued existence of listed species or modify their critical habitat. According to the USFWS Official Species List, dated May 14, 2020, the following federally protected species may occur or could potentially be affected by the proposed project: Least Tern (*Sterna antillarum*), Piping Plover (*Charadrius melodus*), Red Knot (*Calidris canutus rufa*), and Whooping Crane (*Grus americana*).

The Official Species List states that Least Tern, Piping Plover, and Red Knot only need consideration for wind energy projects. For the Piping Plover and Red Knot, there is no suitable habitat present within the action area, such as beaches, sand, algal, or tidal flats, or sparsely vegetated shores and islands of shallow lakes, ponds, rivers, and impoundments. Effects to the Least Tern are not anticipated because there is no suitable habitat present within the action area, such as sand and gravel bars within braided streams and rivers. Nor are there perennial waters with small fish and crustaceans for feeding. Therefore, TxDOT has determined that the proposed project would have no effect on Least Tern, Piping Plover, or Red Knot. For the Whooping Crane, the action area includes ponds and agricultural fields. However, it is not suitable migratory or foraging habitat because the agricultural fields are not the preferred flooded grain fields and the species rely on tidal ponds for feeding and roosting habitat. Therefore, TxDOT has determined that the proposed project would have no effect on Whooping Crane. USFWS designated Critical Habitat is not present within the proposed project action area.

- State-Listed Species

No state-listed threatened or endangered species or their suitable habitats were observed within the proposed project area.

- Species of Greatest Conservation Need

Suitable habitat was observed within the proposed project for the following SGCN: Woodhouse's toad (*Anaxyrus woodhousii*), Strecker's chorus frog (*Pseudacris streckeri*), Western Burrowing Owl (*Athene cunicularia hypugaea*), thirteen-lined squirrel (*Ictidomys tridecemlineatus*), long-tailed weasel (*Mustela frenata*), eastern spotted skunk (*Spilogale putorius*), western hog-nosed skunk (*Conepatus leuconotus*), eastern box turtle (*Terrapene carolina*), western box turtle (*Terrapene ornata*), slender glass lizard (*Ophisaurus attenuatus*), Texas garter snake (*Thamnophis sirtalis annectens*), and Glen Rose yucca (*Yucca necopina*). The list of species that do not have species-specific BMPs included in the BMP PA include the following: Woodhouse's toad, Strecker's chorus frog, thirteen-lined squirrel, long-tailed weasel, eastern spotted skunk, western hog-nosed skunk, eastern box turtle, western box turtle, slender glass lizard, and Glen Rose yucca. TPWD coordination would be required and their BMPs would be developed during the coordination process. Refer to **Appendix G** for the coordination documentation and to **Section 8** for BMPs or mitigation strategies that will be used to avoid or minimize impacts to these SGCN.

No-Build Alternative: Under the No-Build Alternative, the proposed project would not be constructed; thus, there would be no effects to federally and state- listed threatened, endangered, or candidate species and SGCNs.

5.12 Air Quality

For information regarding air quality refer to the Air Quality Technical Report available at the TxDOT Dallas District office.

Build Alternative:

Transportation Conformity

This project is located within an area that has been designated by the EPA as a serious and marginal nonattainment area for the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS) respectively; therefore, transportation conformity rules apply. Conformity for older standards is satisfied by conformity to the more stringent 2008 and 2015 ozone NAAQS.

The proposed project is consistent with the NCTCOG's financially constrained Mobility 2045 and the 2019-2022 TIP, as amended, which were initially found to conform to the TCEQ State Implementation

Plan by FHWA and FTA on November 21, 2018. Copies of the Mobility Transportation Plan and TIP pages are included in **Appendix E**. All projects in the 2019-2022 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 total estimated cost of the proposed project is \$119.9 million and the ROW acquisition estimate is \$10.6 million. Sources for the funding will be Federal (60 percent), State (30 percent), and Local (10 percent). Currently, the proposed project is not funded.

Traffic Air Quality Analysis

Traffic data for the estimated time of completion year 2028 and design year 2045 is 21,800 vehicles per day (vpd) and 28,5000 vpd, 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 average annual daily traffic (AADT) below 140,000 vpd. The AADT projections for the project do not exceed 140,000 vpd; therefore, a TAQA was not required.

Mobile Source Air Toxics

A qualitative mobile source air toxics (MSAT) assessment has been conducted relative to the Build and No-Build Alternative. As documented in the technical report, all project alternatives may result in increased exposure to MSAT emissions in certain locations although the concentrations and duration of exposure are uncertain. Because of this uncertainty, the health effects from these emissions cannot be estimated. 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.

Congestion Management Process

The proposed project is adding single-occupant vehicle capacity, is a project with FHWA/FTA involvement, and is within the Dallas Fort-Worth Transportation Management Area; therefore, a Congestion Management Process (CMP) analysis is required. The proposed project is within the Dallas-Fort Worth Transportation Management Area. The project-level CMP analysis is on file and available for review at the NCTCOG and is included as an appendix in the Air Quality Technical Report.

Committed congestion reduction strategies and operational improvements within the study boundary would consist of addition of mainlanes, shared use lanes; sidewalks and the realignment of the BU 377 S at US 377 and FM 424 at US 377 intersection. Individual projects are listed in **Table 5**.

Table 5: CMP Projects

| Location | Type | Implementation Date |
|--------------------------------|-------------------|---------------------|
| US 377 from US 380 to BUS 377E | Addition of Lanes | 2045 |

Source: NCTCOG Transportation Improvement Program Information System (TIPINS). Accessed May 26, 2020.

Construction Air Emissions

During the construction phase of this project, temporary increases in particulate matter (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 particulate matter from diesel powered construction equipment and vehicles.

The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. 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.

No-Build Alternative: This alternative would result in gradually increasing vehicle miles travelled as traffic volumes increase and traffic congestion worsens within the existing roadway system over time. Actual and predicted trends in both criteria pollutant and MSAT emissions would be expected to continue in the future, regardless of the alternative chosen.

5.13 Hazardous Materials

A Hazardous Materials Initial Site Assessment (ISA) was completed and approved on June 6, 2020 to summarize potential hazardous materials within and adjacent to the project corridor. The ISA included a site reconnaissance and environmental regulatory database search for the project area. The ISA was completed to identify sites or facilities that might pose a potential for hazardous materials impacts to the proposed project. The ISA is maintained in the TxDOT Dallas District project files.

Build Alternative: Based on an evaluation of the sites identified in the environmental regulatory database search, a brief summary of regulated sites of concern within the proposed project limits is provided in **Table 6**. The site locations are shown on the Hazardous Materials Site Location Map (see **Figure 6** in **Appendix F**).

Table 6: Summary of Regulated Sites of Concern

| Map ID* | Site Information | Database | Location Relative to Project |
|---------|--|--|--|
| 11 | Sunny Mart 1293 S. Highway 377, Ste. 100 Pilot Point, TX 76258 (Formerly Hampton's Kwik Mart) | LPST Facility ID: 104190 PST Facility IDs: 6801, 9459 Risk Level: Moderate. | Proposed full displacement would be required from this facility. It is located adjacent to the proposed project, east of US 377 and south of Business US 377. The site is an active gas station. Proposed work activity for this area includes widening US 377 and realigning Business US 377. Based on proposed full displacement including the tank hold, pump islands, and canopy, the age of the tanks, and release history, this site is considered a moderate environmental risk to the project. |
| 12 | Jerry's Beverage City 1225 N. Highway 377 Pilot Point, TX 76258 | LPST Facility ID: 118167 PST Facility ID: 66000 GWCC ID: 118167 Risk Level: Moderate. | ROW acquisition is required for this site. It is adjacent to the proposed project, located at the southeast corner of US 377 at Production Road. The site is an active gas station. Based on the proposed ROW acquisition from the site, the location of the tank hold in relation to proposed ROW, the nature of the regulatory violation, and the former release, this site is considered a moderate environmental risk to the project. |
| 16 | Edgar's Shell 100 N. Highway 377 Krugerville, TX 76227 Photo: 5 | LPST Facility ID: 116956 PST Facility ID: 6314 GWCC ID: 116956 Risk Level: Moderate. | ROW acquisition is required for this site. It is adjacent to the proposed project, located at the northwest corner of US 377 at Baseline Road. The site is an active gas station. Based on the proposed ROW acquisition from the site, the location of the tank hold in relation to proposed ROW, and the former release, this site is considered a moderate environmental risk to the project. |

Table 6: Summary of Regulated Sites of Concern

| Map ID* | Site Information | Database | Location Relative to Project |
|---------|---|---|--|
| 19 | Gunsmoke Grill (TCEQ: Clampitt Country Store) 5065 US Highway 377 Krugerville, TX 76227 | PST Facility ID: Not available Risk Level: Moderate. | ROW acquisition is required from this site for the widening of US 377. This site, currently a vacant lot situated approximately 220 feet south of Fieldcrest Drive and adjacent west of US 377, was a former gas station facility. Based on ROW acquisition, no information on tank removal, and unknown location of the former tank hold, this site is considered a moderate environmental risk to the project. |
| 26 | Stephen's Fuel Center 442 S. Highway 377 Pilot Point, TX 76258 | LPST Facility ID: 118754 PST Facility ID: 78317 Risk Level: Moderate. | ROW acquisition is not required for this site. It is adjacent to the proposed project, located west of US 377 and south of E. Liberty Street (FM 1192). The site is an active gas station. Proposed improvements adjacent to this facility include widening of US 377. Although ROW is not proposed from this facility, based on the recent LPST activity that included groundwater impact and free product recovery, this facility is considered a moderate environmental risk to the project. |
| 26 | Stephen's Supermarket 444 S. Highway 377 Pilot Point, TX 76258 | GWCC IDs: 118754, 1973154245, 941 IOP ID: 0941 Risk Level: Moderate. | ROW acquisition is not required for this site. It is adjacent to the proposed project. This site is a grocery store. IOP information states 1.543 acres has groundwater impact of TPH and tetrachloroethylene. The source of contamination is listed as Moore Cleaners (Map ID 30). Proposed improvements adjacent to this property include widening of US 377. Although ROW is not proposed from this property, based on the extent of groundwater impact from the dry cleaner, this site is considered a moderate environmental risk to the project. |
| 28 | Chaparral Plaza 704 S. Highway 377 Aubrey, TX 76227 | LPST Facility ID: 115586 PST Facility IDs: 30119, 61370 Risk Level: Moderate. | ROW acquisition is required for this site. It is adjacent to the proposed project, located at the southwest corner of US 377 at Spring Hill Road (FM 428). The site is an active gas station. A monitor well was observed on the site approximately 15 feet east of the tank hold. Proposed work activity for this area includes widening US 377 and intersection improvements at Spring Hill Road. Based on the proximity of the tank hold to existing ROW, the age of the tanks, and release history with an active enforcement order, this site is considered a moderate environmental risk to the project. |
| 30 | Moore Cleaners & Laundry 424 N. Highway 377 Pilot Point, TX 76258 | DCRPS: DC0307 DCR: RN104062245 RCRAGRO6: TXD144418761 Risk Level: Moderate. | The facility is currently an active drycleaner in a shopping center property that is adjacent to the proposed project. Although this site has only just begun the release assessment, contaminants have been identified as migrating based on the IOP at the adjacent Stephen's Supermarket (Map ID 26). Proposed work activity for this area includes widening US 377. Based on the active status of the site and known contaminant migration, the site is considered a moderate environmental risk to the project. |
| N/A | Former Trade Post/ Abandoned Service Station 5335 US 377 Krugerville, TX 76227 | LPST Facility ID110061 Risk Level: Moderate. | The site was listed as an Unlocatable site on the regulatory database report. Comparing PST dates to historic aeriels, Denton CAD information, and current properties in Krugerville along US 377, the former gas station facility was identified at address 5335 US 377, which was observed to be an abandoned gas/service |

Table 6: Summary of Regulated Sites of Concern

| Map ID* | Site Information | Database | Location Relative to Project |
|---------|------------------|----------|--|
| | | | station type building. The site formerly utilized PSTs and has a reported release that impacted groundwater and had free product recovery. No ROW is proposed from this property. Proposed work activity adjacent to this site is widening of US 377. Based on the LPST information, this site is considered a moderate environmental risk to the project. |

DCRPS – Dry Cleaner Remediation Program Sites
 GWCC – Groundwater Contamination Cases
 IOP – Innocent Owner/Operator Database
 LPST – Leaking PST
 PST - Petroleum Storage Tanks
 RCRA06 – Resource Conservation & Recovery Act – Generator
 *Map ID numbers correspond to those used in the ISA.

Sources: GeoSearch (April 8, 2020) and Site Surveys (April 29 and May 26, 2020).

The proposed project would also include the demolition of buildings and bridges. Asbestos-containing materials and lead-containing paint (LCP) may be present in the structures. Asbestos and LCP inspections, notification, and removal, as applicable, would be addressed prior to demolition in accordance with regulatory requirements. Detailed information about the hazardous materials evaluation conducted for the project can be found in the ISA available for review at the TxDOT Dallas District office.

No-Build Alternative: Under the No-Build Alternative, the proposed project would not be constructed; thus, project-related hazardous materials impacts would not occur.

5.14 Traffic Noise

A traffic noise analysis was prepared in accordance with TxDOT’s (FHWA-approved) *Traffic Noise Policy* (2019). The *Traffic Noise Analysis Report* (2020), which includes details about the analysis, is available for public review at the TxDOT Dallas District office.

Build Alternative: Existing and predicted traffic noise levels were modeled at representative land use activity areas (receptors) adjacent to the project that might be impacted by traffic noise and would potentially benefit from feasible and reasonable noise abatement.

Modeled noise-sensitive locations were primarily residential, but also included a lodge (pool), restaurants, middle schools (bleachers), churches, and a cemetery. The traffic noise analysis determined that out of 48 representative receptors, 13 were predicted to have noise levels that approach or exceed the FHWA noise abatement criteria or that substantially exceed the existing noise levels; therefore, the proposed project would result in traffic noise impacts (see **Figure 7** in **Appendix F**).

Noise abatement measures were considered and analyzed for each impacted receptor location. Abatement measures, typically noise barriers, must provide a minimum noise reduction, or benefit, at or above the threshold of 5 dB(A). A barrier is not acoustically feasible unless it reduces noise levels by at least 5 dB(A) at greater than 50 percent of first-row impacted receptors and benefits a minimum of two impacted receptors. To be reasonable, the barrier must not exceed the cost reasonableness allowance of 1,500 square feet per benefited receptor and must meet the noise reduction design goal of 7 dB(A) for at least one receptor.

Noise barriers were not reasonable and feasible for the impacted representative receivers, and abatement is not proposed for those locations. Additional details regarding the barrier analysis can be found in the *Traffic Noise Analysis Report (2020)*.

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, that no new activities are planned or constructed along or within the following predicted (2045) noise impact contours (**Table 7**).

Table 7: Proposed Noise Contours

| | Land Use NAC Category | Impact Contour | Distance from Right of Way |
|---|------------------------------|-----------------------|-----------------------------------|
| Denton/Grayson County Line to Chestnut Street | B & C | 66 dB(A) | 115 feet |
| | E | 71 dB(A) | 40 feet |
| Chestnut Street to FM 424 | B & C | 66 dB(A) | 140 feet |
| | E | 71 dB(A) | 55 feet |
| FM 424 to US 380 | B & C | 66 dB(A) | 85 feet |
| | E | 71 dB(A) | 20 feet |

A copy of this traffic noise analysis will be available to local officials to assist in future land use planning. On the date of approval of this document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

No-Build Alternative: Under the No Build Alternative, the proposed project would not be constructed. If the No Build Alternative were implemented, traffic noise levels would be expected to increase with an associated future increase in traffic volumes.

5.15 Induced Growth

The Council on Environmental Quality defines indirect effects as those caused by the action and occur later in time or farther removed in distance than direct effects but are still reasonably foreseeable. Indirect impacts may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems (40 CFR Section 1508.8).

Build Alternative: An analysis of indirect impacts followed the processes outlined in TxDOT’s Indirect Impacts Analysis Guidance (January 2019). Refer to the US 377 *Indirect and Cumulative Impacts Analysis* Technical Report for a detailed discussion of the indirect effects analysis.

The Area of Influence (AOI) encompasses approximately 62,601.4 acres. A map of the AOI is provided as **Figure 8** in **Appendix F**.

Based on the information from the planning departments of the City of Aubrey, Town of Cross Roads, City of Krugerville, City of Pilot Point, Town of Providence Village, and City of Little Elm, as well as planning documents, land use and zoning maps, thoroughfare plans, and population, employment and

housing trend data, there is potential for accelerated or induced growth on the approximately 194.2 acres of adjacent land from the proposed project.

The accelerated growth associated with the proposed project does not conflict with study area goals, would not delay or interfere with the planned improvement of a resource, and is not inconsistent with any applicable laws; therefore, mitigation for the impacts to Waters of the U.S., floodplains, and socio-economic/community resources is not warranted. All developers, public and private, would be subject to the CWA, ESA, and MBTA; however, private developers would not be subject to Section 106 of the National Historic Preservation Act. There are no known mitigative responsibilities for private developers in Texas for impacts to Agriculture; Disturbed Prairie; Post Oak Savanna; Riparian; or Tallgrass Prairie, Grassland vegetation. Private developers would not be subject to the Farmland Policy Protection Act (FPPA) for impacts to prime farmland soils and farmland soils of statewide importance. Land development activities would be regulated by the local municipalities. The mitigation of potential development within the AOI considered for this assessment would be the responsibility of the agencies with the authority to implement such controls. This authority rests with the municipal governments, and, to a lesser extent, Denton County.

All of the municipalities experiencing accelerated growth from the US 377 widening have development ordinances that regulate the types of construction and landscape plantings mandated by development codes. For example, the City of Pilot Point's Tree Ordinance places the consideration of trees and how they will be preserved or mitigated at the beginning of the development process. Section 3.08 of the Town of Cross Roads outlines the qualification for and projection of trees before and during construction of development.

Overall, the expected project induced growth would be compatible with zoning requirements, city planning documents, and project area goals.

No-Build Alternative: This alternative would not result in induced growth.

5.16 Cumulative Impacts

The CEQ defines cumulative impacts as those which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR §1508.7). As such, it may be difficult to understand the role that a proposed action may have in contributing to the overall or cumulative impacts to an area or resource.

Build Alternative: An analysis of cumulative impacts followed the processes outlined in TxDOT's Cumulative Impacts Analysis Guidelines (January 2019). Refer to the US 377 *Indirect and Cumulative Impacts Analysis* Technical Report for a detailed discussion of the cumulative impact analysis.

The Resource Study Area (RSA) captures the Cities and Towns of Aubrey, Cross Roads, Krugerville, Little Elm, Oak Point, Pilot Point, Providence Village, and unincorporated areas of Denton County. The RSA totals approximately 92,802.1 acres. A map of the RSA is provided as **Figure 9** in **Appendix F**.

The cumulative impacts on non-urban vegetation and wildlife habitat resulting from the approximately 34.1 acres of direct impacts, 150.9 acres from accelerated growth impacts, and 61,025.4 acres of impacts from the previously described other past, present, and reasonably foreseeable actions would total approximately 61,210.4 acres. The cumulative impacts to vegetation and wildlife habitat would affect approximately 69.4 percent of the approximately 88,256.6 acres of non-Urban MOU Habitat-type vegetation within the RSA.

While cumulative impacts would affect approximately 61,210.4 acres of non-Urban MOU Habitat-type vegetation and potential wildlife habitat, it is likely that most of the wildlife that resides in the RSA would migrate to other areas of available non-human-altered habitat such as those protected within floodplain areas near rivers and streams. In addition, riparian areas are known to be migration corridors for wildlife. It is expected that these areas would not be adversely affected due to municipal protections to riparian resources within floodplains. That is, restrictions on construction within floodplains and tree preservation regulations make it probable that most of the riparian habitat within the RSA would not be subject to widespread removal. Based on the continued availability of protected habitat areas, the potential cumulative impact occurring over a 44-year period, allowing for resource recovery; and assuming appropriate implementation of regulated avoidance, minimization, and mitigation strategies for vegetation and habitat impacts, the proposed project would not contribute to substantial cumulative impacts to the area's vegetation and habitat.

Incorporating parks, open spaces, and riparian corridors around and within developed areas would provide wildlife habitat and shelter. Planting these areas with native fruit or nut-bearing trees and shrubs, and native grain-bearing grasses would provide food for wildlife and would help to mitigate impacts to habitat used by wildlife. This mitigation could be conducted by whoever is responsible for the impact such as a city or a developer. Private development within the associated municipalities within the RSA (Aubrey, Cross Roads, Krugerville, Little Elm, Oak Point, Providence Village, and, to a lesser extent, Denton County) would be subject to the laws and ordinances regulating residential, commercial and industrial development set by each municipal government. Examples of municipal government regulations include the City of Pilot Point's and Town of Cross Roads' Tree Ordinances. Mitigation could include mandatory park areas or a limit on lot sizes. State and federal entities protect the quality of water and wildlife habitat in the area and additional development would follow the requirements of state and federal regulations.

The cumulative impact on prime farmland soils subject to the FPPA resulting from the approximately 33.6 acres of direct impacts, 92.4 acres from accelerated growth impacts, and 36,438.6 acres of impacts from the previously described other past, present, and reasonably foreseeable actions would total 36,564.6 acres. The cumulative impacts to prime farmland soils subject to the FPPA would affect approximately 89.4 percent of the approximately 40,958.3 acres of prime farmland soils subject to FPPA within the RSA.

Private developers would not be subject to the FPPA for impacts to prime farmland soils and farmland soils of statewide importance. The Texas Farm and Ranch Lands Conservation Program (TFRLCP), created in 2005, is a grant-making program that provides landowners with financial incentives to conserve their land and productivity through Agricultural Conservation Easements. These easements restrict all future development while allowing the landowner to continue farming or ranching (American Farmland Trust, 2009). The TFRLCP was transferred from the Texas General Land Office (GLO) to TPWD in 2016. Approved grant projects awarded by the Texas GLO range in size from 175 acres to 2,995 acres and by the TPWD range in size from 144 acres to 7,229 acres. This type of program could be effective mitigation within the Farmland (Soils) RSA. The average farm size in Denton County is 120 acres.

Incorporated areas can manage growth issues through local ordinances, such as zoning and subdivision ordinances. Development activities outside of the incorporated areas are under the jurisdiction of Denton County, which use subdivision ordinances primarily to regulate lot sizes and density.

No-Build Alternative: The implementation of this alternative would not contribute to cumulative impacts in the 92,802.1-acre RSA for vegetation and wildlife habitat and prime farmland soils.

5.17 Construction Phase Impacts

Build Alternative: Depending on required traffic control and phasing, the construction phase of the proposed project, and associated construction impacts, is anticipated to be 24 to 48 months. During the construction phase of the proposed project, there is the potential for noise, dust or light pollution; impacts associated with physical construction activity and other traffic disruptions. These potential impacts are discussed as follows:

Construction Noise – Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receptors is expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

Construction Emissions – “During the construction phase of this project, temporary increases in 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 particulate matter 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. Considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized including compliance with applicable regulatory requirements, it is not anticipated that emissions from construction of this project will have a significant impact on air quality in the area.

Light Pollution – Construction normally occurs during daylight hours; however, construction could occur during the night-time hours to minimize impacts to the traveling public during the daylight hours. Due to the close proximity of residences and businesses to the project, if construction were to occur during the night-time hours, it would be of short duration and would not be conducted late in the evening. Construction during the night-time hours would follow any local policies and ordinances established for construction activities, such as light limitations.

Construction Activity Impacts – Construction activities would be limited to the proposed project footprint. Excessive vibration from construction equipment is not anticipated. If there was excessive vibration from construction equipment, it would be of short duration.

Traffic control plans would be prepared and implemented in coordination with the city and the county. Construction that would require cross street closures would be scheduled so only one crossing in an area is affected at one time. Where detours are required, clear and visible signage for an alternative route would be displayed. In residential areas, major activity would be limited to normal work hours whenever practicable, to avoid noise and related impacts to the local population.

Temporary Lane, Road or Bridge Closures (Including Detours) – Traffic control plans would be prepared and implemented in coordination with the city and the county. Construction that would require cross street closures would be scheduled so only one crossing in an area is affected at one time. Where detours are required, clear and visible signage for an alternative route would be displayed.

Motorists would be inconvenienced during construction of the project due to lane and cross-street closures; however, these closures would be of short duration and alternate routes would be provided. Residents and businesses in the immediate construction area would be notified in advance of proposed construction activity using a variety of techniques, including signage, electronic media, community newspapers, and other techniques. The proposed project would not restrict access to any existing public or community services, businesses, commercial areas, or employment centers.

No-Build Alternative: This alternative would not result in noise, dust or light pollution; impacts associated with physical construction activity, temporary lane, road closures; and other traffic disruptions associated with construction.

6.0 Agency Coordination

Coordination with the THC, Federal Aviation Administration, TCEQ, TPWD, and federally-recognized tribes have occurred under TxDOT's respective MOUs and PA with these agencies/entities. See **Appendix G** for the written coordination exchanges.

7.0 Public Involvement

Public Meeting

A virtual public meeting was held from Tuesday, April 28, 2020 at 6 p.m. through Wednesday, May 13, 2020 at 11:59 p.m. The virtual public meeting consisted of a video presentation explaining the proposed project, which included both audio and video components, along with other exhibits and materials for review. The virtual public meeting materials were posted to <http://www.keepitmovingdallas.com/US377> and <https://us377dentoncounty.com/> on April 28, 2020 and remained available online through the comment period deadline of May 13, 2020. For those who did not have internet access, a phone number was provided in order to ask questions about the project and access project materials at any time during the project development process. Formal comments were submitted by mail, email, electronically, or via voicemail. Translation services were available, but was not requested. Attendance for this virtual public meeting did not require elected officials to identify themselves. Total views from April 28, 2020 through May 13, 2020 was 1,097 views and 717 visitors. The average session duration was 1 minute and 23 seconds. The meeting was held to share information about the project and seek input from area residents and interested parties. Seventy-four comments were received during the 15-day comment period that ended on May 13, 2020. Primary issues raised at the Public Meeting included the excessive number of lanes being added to US 377, the addition of signals at intersections, driveway access/ median openings, drainage issues and concerns, ROW acquisition from both sides of US 377, additional right-turn lanes, and noise concerns. The answers provided included that a six-lane roadway is needed to provide roadway capacity for future traffic growth, existing intersections with traffic signals will remain and new signals at other intersections will be determined, noise analysis was conducted, right-turn lanes are being added at various locations, storm water will be collected in an underground storm sewer system and transported to the culvert crossings at the existing locations along the corridor, and median openings will be added where applicable.

Public Hearing

The Notice of Availability of the Draft EA was published in both English and Spanish in various newspapers that serve the project area, and was also made available online at www.txdot.gov and www.keepitmovingdallas.com. The Draft EA, maps showing the proposed project location and design,

and other information regarding the project are on file and available online at <http://www.keepitmovingdallas.com/US377>.

An on-line virtual public hearing was held on November 19, 2020 at 6 p.m. through 11:59 p.m. on December 4, 2020. The on-line virtual public hearing was posted on <http://www.keepitmovingdallas.com/US377>. A total of 531 persons viewed the project website and 175 people viewed the narrated video presentation. Additionally, TxDOT provided an in-person option for individuals wanting to participate in-person rather than on-line. Attendees at the in-person option were able to view the same presentation delivered in the virtual on-line public hearing, review hard copies of project materials, and leave written comments. The in-person option was held on Thursday, November 19, 2020 from 10 a.m. to 2 p.m. and 4 p.m. to 7 p.m. at the TxDOT Area Office in Denton, Texas. Attendance at the in-person option was initially by appointment only. The requirements for the in-person component of the Public Hearing were changed the day of and walk ins were also accepted at the in-person option. In recognition of COVID-19, enhanced safety measures were applied at the in-person option, including a requirement to wear a face mask and follow social distancing. A total of nine persons signed up for the in-person Public Hearing and there was one walk in which made the total to 10 persons attending the in-person Public Hearing.

There were 63 commenters from the virtual public hearing. Five of the comments were for support of the project and one comment was opposed. The remaining comments had varying questions regarding how medians would be determined, opposed the concrete batch plant, asking for a left-turn off of Fouch Road, how the ROW acquisition works, asking for addition of noise walls, looking for the project to add additional traffic signals along the road, and a variety of other questions. The virtual public hearing documentation will be available online at <http://www.keepitmovingdallas.com/US377>. The Virtual Public Hearing Viewer Analytics Page and Virtual Public Hearing Comment and Response Matrix are included in **Appendix H**.

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 ROW, 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 Design/Construction Communities

8.1 Post-Environmental Clearance Activities

Following the environmental clearance, a Notification of Noise letter will be sent to the Local Officials in the cities of Aubrey, Cross Roads, Krugerville, and Pilot Point, along with Denton County, about traffic noise and its potential impacts on the communities adjacent to the roadway receiving improvements.

TxDOT will provide a FONSI Notice of Availability (NOA) to the Metropolitan Planning Organization's (MPO's) once the FONSI has been approved.

8.2 Design/Construction Commitments

1.) Section's 401, 402 and 404

Appropriate measures would be taken to maintain normal downstream flows and minimize flooding. Temporary fills would consist of clean materials and be placed in a manner that would not be eroded by expected high flows. Temporary fills would be removed in their entirety and the affected area returned to preconstruction elevations, and revegetated as appropriate. If the project involves stream modification, stream channel modifications, including bank stabilization, would be limited to the minimum necessary to construct or protect the structure and the immediate vicinity of the project. The activity would comply with all general and regional conditions applicable to NWP 14.

General Condition 25 of the NWP Program requires applicants using NWP 14 to comply with Section 401 of the CWA. Compliance with Section 401 requires the use of BMPs to manage water quality on construction sites. General Condition 12 also requires applicants using NWP 14 to use appropriate soil erosion and sedimentation controls.

The SW3P would include at least one BMP from the 401 Water Quality Certification Conditions for NWPs as published by the TCEQ. These BMPs would address each of the following categories:

- Category I Erosion Control would be addressed by using temporary vegetation, blankets/matting, permanent seeding/sodding, and stone outlet structures.
- Category II Sedimentation Control would be addressed by installing silt fence, rock berms, and stabilized construction exits.
- Category III Post-Construction TSS control would be addressed by installing rock riprap filters at the downstream end of the storm sewer system before entering the creeks.

Other approved methods would be substituted if necessary, using one of the BMPs from the identical category.

TxDOT would comply with the requirements of the TCEQ TPDES General Permit No. TxR150000. In order to comply with TPDES General Permit Number TxR150000 for Construction Activities requirements, a NOI would be filed with TCEQ stating that TxDOT would have a SW3P in place during construction of this project. A construction site notice would be posted on the construction site. This SW3P utilizes the temporary control measures as outlined in TxDOT's manual *Standard Specifications for the Construction of Highways, Streets, and Bridges*.

The proposed project is located outside the TxDOT's MS4 boundary area. The proposed project is located within the cities of Aubrey, Cross Roads, Krugerville, and Pilot Point and Denton County extraterritorial jurisdiction and would comply with applicable MS4 requirements.

The proposed project would be compliant with 23 CFR 650 regarding location and hydraulic design of highway encroachments within the floodplains, and the proposed project would comply with EO 11988, Floodplain Management. Local floodplain administrator coordination would be conducted.

The placement of temporary or permanent dredge or fill material into potentially jurisdictional Waters of the U.S. at Crossings 1 through 18 would be authorized under NWP 14 with no PCN.

2.) Cultural Resources

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

3.) Vegetation Resources

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. Seeding and replanting with TxDOT-approved seed mixes containing native species would be conducted where possible. Soil disturbance would be minimized in the ROW in order to minimize invasive species establishment

The following fulfills commitments required by EO 13112 and the Executive Memorandum on Beneficial Landscaping and would be included in section IV of the EPIC sheet: Preserve native vegetation to the extent practical. The contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751, and 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.

4.) Federal Listed, Proposed Threatened, Endangered Species, Critical Habitat, State Listed Species, Candidate Species and Migratory Birds

In accordance with the TxDOT-TPWD MOU, BMPs would be implemented for the Texas garter snake, Western Burrowing Owl, thirteen-lined squirrel, long-tailed weasel, eastern spotted skunk, western hog-nosed skunk, eastern box turtle, western box turtle, slender glass lizard, Woodhouse's toad, Strecker's chorus frog, and Glen Rose yucca.

Texas garter snake, eastern box turtle, western box turtle, and slender glass lizard - Terrestrial Reptile BMPs:

- a) Apply hydro-mulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydro-mulching and/or hydroseeding are not feasible due to site conditions, utilize erosion control blankets or mats that contain no netting or contain loosely woven, natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable.
- b) For open trenches and excavated pits, install escape ramps at an angle of less than 45 degrees (1:1) in areas left uncovered. Visually inspect excavation areas for trapped wildlife prior to backfilling.
- c) Inform contractors that if reptiles are found on project site allow species to safely leave the project area.
- d) Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter where feasible.
- e) Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.

Western Burrowing Owl - Bird BMPs:

In addition to complying with the MBTA perform the following BMPs:

- a) Prior to construction, perform daytime surveys for nests including under bridges and in culverts to determine if they are active before removal. Nests that are active should not be disturbed.

- b) Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season.
- c) Avoid the removal of unoccupied, inactive nests, as practicable.
- d) Prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair.
- e) Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.

Woodhouse's toad and Strecker's chorus frog - Amphibian and Aquatic Reptile BMPs

- a) Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.
- b) Minimize impacts to wetland, temporary and permanent open water features, including depressions, and riverine habitats.
- c) Maintain hydrologic regime and connections between wetlands and other aquatic features.
- d) 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.
- e) Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or hydroseeding are not feasible due to site conditions, using erosion control blankets or mats that contain no netting, or only contain loosely woven natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable.
- f) Project specific locations proposed within state-owned ROW should be located in uplands away from aquatic features.
- g) 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.
- h) Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter, which may be refugia for terrestrial amphibians, where feasible.
- i) If 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 animals 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 aquatic features.
- j) 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 or 80 feet long in each direction, or whichever is the lesser of the two.
- k) For culvert extensions and culvert replacement/installation, incorporate measures to funnel animals toward culverts such as concrete wingwalls and barrier walls with overhangs.
- l) 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.

Thirteen-lined squirrel, long-tailed weasel, and Glen Rose Yucca - Contractors will be advised of potential occurrence in the project area and to avoid harming the species if encountered.

Eastern spotted skunk and western hog-nosed skunk - Contractors will be advised of potential occurrence in the project area, to avoid harming the species if encountered, and to avoid unnecessary impacts to dens.

5.) Hazardous Materials or Contamination Issues

The proposed project includes the displacement of building structures. The building and bridge structures may contain asbestos containing materials. Asbestos inspections, specification, notification, license, accreditation, abatement and disposal, as applicable, would comply with federal and state regulations. Asbestos issues would be addressed during the ROW acquisition process for building structures and prior to construction for the bridge structures.

The building structures may contain lead-based paint (LBP). Further examination of paint-bearing building and bridge structures for LBP would be performed prior to demolition. Any waste materials and construction debris containing LBP would be disposed of according to current disposal regulations of the TCEQ and EPA.

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 the construction staging area. All construction materials used for this project would be removed as soon as the work schedules permit.

Should hazardous materials/substances be encountered, the TxDOT Dallas District Hazardous Materials Section would be notified and steps would be taken to protect personnel and the environment. If necessary, the plans, specifications, and estimates would include provisions for the appropriate soil and/or groundwater management plans for activities within these areas. The management plans would be initiated in accordance with all applicable federal, state and local regulations.

9.0 Conclusion

Implementation of the proposed project would not result in a significant impact on the human or natural environment; therefore, a FONSI is recommended.

10.0 References

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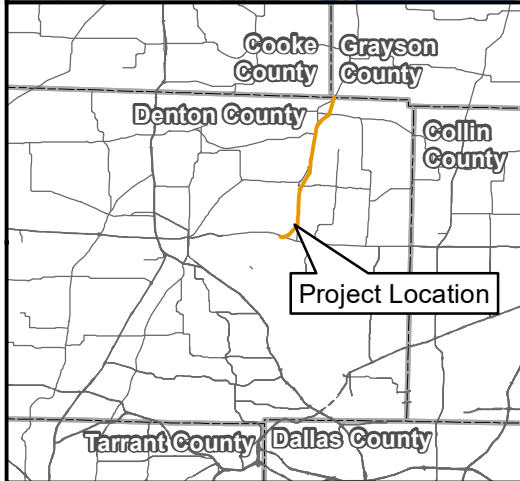
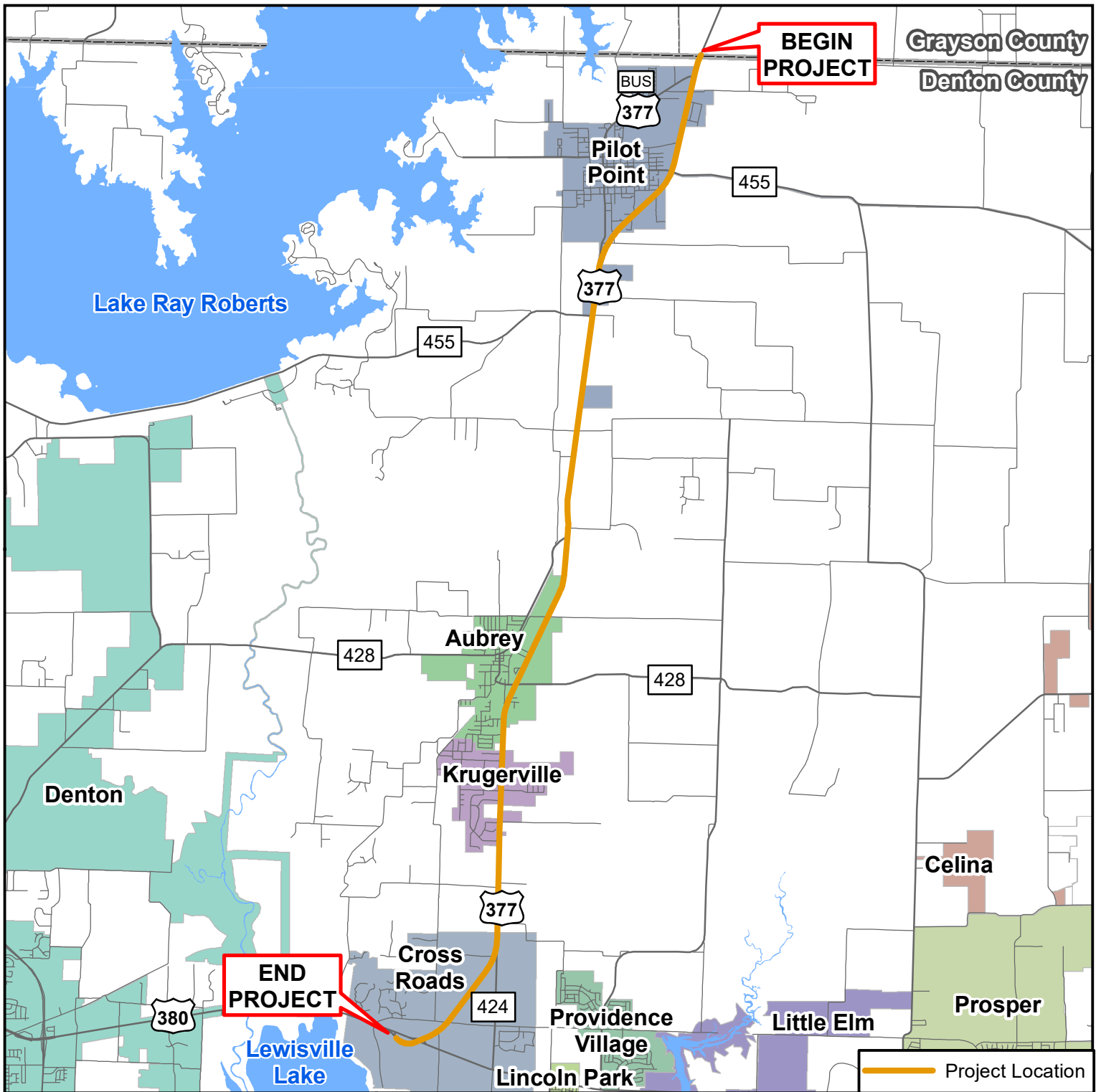
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11.0 Appendices

Appendix A – Project Location Map



0 1 2 Miles

W N E S

FIGURE 1
PROJECT LOCATION MAP
United States (US) 377
From BUS 377E
To US 380
Denton County, Texas

CSJ: 0081-06-040

Appendix B – Project Photos



Photo 1: View looking northwest from a parking lot off Business 377 towards Countryside Nursing & Rehabilitation (ID 3) at 1700 N Washington St, Pilot Point, TX 76258. Date of Photo: 4/29/20.



Photo 2: View looking west from S Harrison St towards Pilot Point Middle School (ID 29) at 828 S Harrison St, Pilot Point, TX 76258. Date of Photo: 4/29/20.



Photo 3: View looking east from S Harrison St towards the Pilot Point ISD Administration Building (ID 30) at 829 S Harrison St, Pilot Point, TX 76258. Date of Photo: 4/29/20.



Photo 4: View looking east from Debbie Ln towards Skinner Cemetery (ID 31) at Debbie Ln, Pilot Point, TX 76258. Date of Photo: 4/29/20.



Photo 5: View looking northeast from US 377 towards the sign of the Denton First Seventh-day Adventist Church (ID 33) at 11010 US-377, Pilot Point, TX 76258. Date of Photo: 4/29/20.



Photo 6: View looking west from Belew Rd towards Belew Cemetery (ID 35) at 9500 Belew Rd, Aubrey, TX 76227. Date of Photo: 4/29/20.



Photo 7: View looking southeast from US 377 towards Midway Church (ID 36) at 9540 US-377, Pilot Point, TX 76258. Date of Photo: 4/29/20.



Photo 8: View looking west from a parking lot off US 377 towards the Early Bird Learning Center (ID 41) at 415 Tisdell Ln, Aubrey, TX 76227. Date of Photo: 4/29/20.



Photo 9: View looking southwest from a parking lot off US 377 towards the Aubrey ISD DAEP (ID 42) at 415 Tisdell Ln, Aubrey, TX 76227. Date of Photo: 4/29/20.



Photo 10: View looking south from Spring Hill Rd towards Aubrey High School (ID 54) at 510 Spring Hill Rd, Aubrey, TX 76227. Date of Photo: 4/29/20.



Photo 11: View looking north from a parking lot off US 377 towards HL Brockett Elementary School (ID 55) at 900 Chestnut St, Aubrey, TX 76227. Date of Photo: 4/29/20.



Photo 12: View looking west from a parking lot off US 377 towards The Summit Church and Dreams Music Academy (ID 56 & 57) at 910 US-377, Aubrey, TX 76227. Date of Photo: 4/29/20.



Photo 13: View looking west from a parking lot off Stanley Dr towards the United States Postal Service (ID 62) at 120 Stanley Dr, Aubrey, TX 76227. Date of Photo: 4/29/20.



Photo 14: View looking west from a parking lot off US 377 towards Wild Hearts Nature Preschool (ID 63) at 5411 US-377, Aubrey, TX 76227. Date of Photo: 4/29/20.



Photo 15: View looking northwest along Kruger Rd toward the Northeast Police Department (ID 65) at 100 Kruger Rd, Krugerville, TX 76227. Date of Photo: 4/29/20



Photo 16: View looking west from US 377 toward Krugerville City Hall (ID 66) at 5097 US-377, Aubrey, TX 76227. Date of Photo: 4/29/20



Photo 17: View looking northwest from US 377 toward the First Baptist Church of Krugerville (ID 68) at 5021 US-377, Aubrey, TX 76227. Date of Photo: 4/29/20



Photo 18: View looking southeast from US 377 toward New Hope Baptist Church (ID 71) at 5800 US-377, Aubrey, TX 76227. Date of Photo: 4/29/20



Photo 19: View looking north from a parking lot toward Corner Cafe, a potential displacement (Disp. 1) at 1280 S US 377, Pilot Point, TX 76258. Date of Photo: 5/6/20



Photo 20: View looking southeast from US 377 toward Sunny Mart, a potential displacement (Disp. 2) at 1293 S US 377, Pilot Point, TX 76258. The site is a moderate environmental risk. Date of Photo: 5/6/20



Photo 21: View looking southeast from US 377 toward a metal barn that is a potential displacement (Disp. 3) at 1311 S US 377, Pilot Point, TX 76258. Date of Photo: 5/6/20



Photo 22: View looking northeast from Black Jack Rd toward ATX Auction House, a potential displacement (Disp 4) at 556 E Blackjack Rd, Pilot Point, TX 76258. Date of Photo: 5/6/20



Photo 23: View looking north from Chestnut St toward a single-family house, a potential displacement (Disp. 5) at 809 Chestnut St, Aubrey, TX 76227-9116. Date of Photo: 5/6/20



Photo 24: View looking west from US 377 toward Keller Williams Realty, a potential displacement (Disp. 6) at 806 US 377, Aubrey, TX 76227. Date of Photo: 5/6/20



Photo 25: View looking east from US 377 toward Betty's Flowers & Gifts and B. Ellen's House of Browns, both potential displacements (Disp. 7 & 8) at 903 & 901 US 377, Aubrey, TX 76227. Date of Photo: 5/6/20



Photo 26: View looking north from a parking lot off US 377 toward an apartment complex, a potential displacement (Disp. 9) at 5408 US 377 S, Aubrey, TX 76227-6211. Date of Photo: 5/6/20



Photo 27: View looking north from a driveway off US 377 toward Storage Place, a potential displacement (Disp. 10) at 5055 S US 377, Aubrey, TX 76227. Date of Photo: 5/6/20



Photo 28: View looking southwest from US 377 toward a metal shed, and two other storage buildings, potential displacements (Disp. 11) at 855 Sherry Ln S, Krugerville, TX 76227. Date of Photo: 5/6/20



Photo 29: View looking east from Debbie Ln in Pilot Point toward a home in disrepair, possibly abandoned. Date of Photo: 5/6/20



Photo 30: View looking north from E Walcott St in Pilot Point toward a home in disrepair. Date of Photo: 5/6/20



Photo 31: View looking south from E Main St in Pilot Point toward a home with a wheelchair lift, indicating vulnerable populations. Date of Photo: 5/6/20



Photo 32: View looking east from S Magnolia St in Aubrey toward a home with a ramp, indicating vulnerable populations. Date of Photo: 5/6/20



Photo 33: View looking west from a parking lot off US 377 toward a business with a sign indicating Spanish language accommodation, located at 8000 US Highway 380 Ste 400, Crossroads TX, 76227. Date of Photo: 5/6/20



Photo 34: View looking southwest from De Moye Ln in Aubrey, toward an apartment complex with a "For Rent" sign, indicating potential replacement housing for Displacement 9. Date of Photo: 5/6/20



Photo 35: View looking west from a parking lot off US 377 in Aubrey, toward an apartment complex with a "For Lease" sign, indicating potential replacement housing for Displacement 9. Date of Photo: 5/6/20



Photo 36: View looking southeast towards the tank hold of the Sunny Mart LPST and PST site at 1293 S. US 377, Ste. 100, Pilot Point, TX 76258 (HazMat Site 11). Date of Photo: 4/29/20.



Photo 37: View looking east towards the tank hold of the Jerry's Beverage City LPST and PST site at 1225 N. US 377, Pilot Point, TX 76258 (HazMat Site 12). Date of Photo: 4/29/20.



Photo 38: View looking northwest towards the tank hold of the Edgar's Shell LPST and PST site at 100 N. US 377, Krugerville, TX 76227 (HazMat Site 16). Date of Photo: 4/29/20.



Photo 39: View looking north towards the former location of the Gunsmoke Grill, an FRSTX site at 5065 US Highway 377 S, Krugerville, TX 76227-6204 (HazMat Site 19). Date of Photo: 5/26/20.



Photo 40: View looking southeast towards the tank hold of the Stephen's Fuel Center LPST and PST site at 442 S. US 377, Pilot Point, TX 76258 (HazMat Site 26). Date of Photo: 4/29/20.



Photo 41: View looking west towards the former location of Stephen's Supermarket, an IOP site at 444 S. US 377, Pilot Point, TX 76258 (HazMat Site 26). Date of Photo: 5/26/20.



Photo 42: View looking north towards the tank hold of the Chaparral Plaza LPST and PST site at 704 S. US 377, Aubrey, TX 76227 (HazMat Site 28). Date of Photo: 4/29/20.

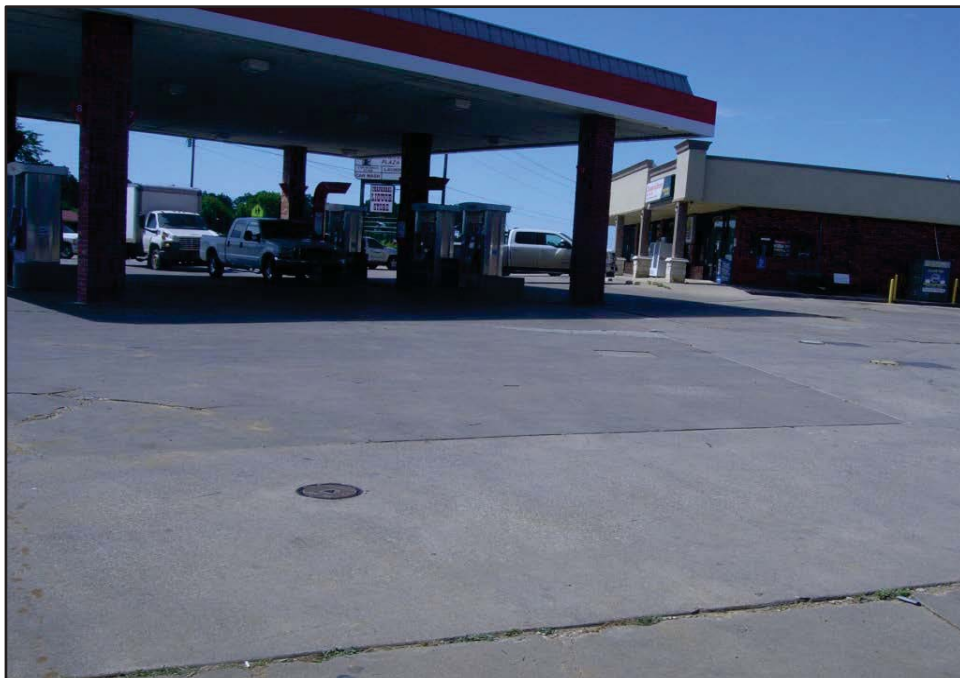


Photo 43: View looking south towards a monitoring well at the Chaparral Plaza LPST and PST site at 704 S. US 377, Aubrey, TX 76227 (HazMat Site 28). The tank hold is at the right of the photo. Date of Photo: 5/6/20.



Photo 44: View looking west towards the Moore Cleaners & Laundry DCRPS, DCR, and RCRA GR06 site at 424 N. US 377, Pilot Point, TX 76258 (HazMat Site 30). Date of Photo: 4/29/20.



Photo 45: View looking north towards the former Trade Post, an LPST site at 5335 US 377, Krugerville, TX 76227. Date of Photo: 5/26/20.



Photo 46: View looking southwest toward a natural gas pipeline marker along Fishtrap Road just west of US 377. Date of Photo: 5/6/20.



Photo 47: View looking east toward Crossing 1 – tributary to Pecan Creek (US 377 northbound side).



Photo 48: View looking west toward Crossing 1 – tributary to Pecan Creek (US 377 northbound side).



Photo 49: View looking east toward Crossing 2 – tributary to Pecan Creek (US 377 northbound side).



Photo 50: View looking west toward Crossing 2 – tributary to Pecan Creek (US 377 northbound side).



Photo 51: View looking west toward Crossing 2 – tributary to Pecan Creek (US 377 southbound side).



Photo 52: View looking north toward Crossing 2 – tributary to Pecan Creek (US 377 southbound side).



Photo 53: View looking west toward Crossing 3 – tributary to Pecan Creek (US 377 southbound side).



Photo 54: View looking east toward Crossing 3 – tributary to Pecan Creek (US 377 southbound side).



Photo 55: View looking north toward Crossing 3 – tributary to Pecan Creek (US 377 northbound side).



Photo 56: View looking northwest toward Crossing 3 – tributary to Pecan Creek (US 377 northbound side).



Photo 57: View looking southeast toward Crossing 4 – tributary to Pecan Creek (US 377 southbound side).



Photo 58: View looking northwest toward Crossing 4 – tributary to Pecan Creek (US 377 southbound side).



Photo 59: View looking north toward Crossing 4 – tributary to Pecan Creek (US 377 northbound side).



Photo 60: View looking south toward Crossing 4 – tributary to Pecan Creek (US 377 northbound side).



Photo 61: View looking northeast toward Crossing 5 – tributary to Pecan Creek (US 377 southbound side).



Photo 62: View looking west toward Crossing 5 – tributary to Pecan Creek (US 377 northbound side).



Photo 63: View looking west toward Crossing 5 – tributary to Pecan Creek (US 377 southbound side).



Photo 64: View looking southeast toward Crossing 5 – tributary to Pecan Creek (US 377 southbound side).



Photo 65: View looking east toward Crossing 6 – tributary to Pecan Creek (US 377 northbound side).



Photo 66: View looking west toward Crossing 6 – tributary to Pecan Creek (US 377 northbound side) – stream is heavily vegetated.



Photo 67: View looking northwest toward Crossing 6 – tributary to Pecan Creek (US 377 southbound side).



Photo 68: View looking southeast toward Crossing 6 – tributary to Pecan Creek (US 377 southbound side).



Photo 69: View looking southwest toward Crossing 7 – tributary to Pecan Creek (US 377 northbound side).



Photo 70: View looking northeast toward Crossing 7 – tributary to Pecan Creek (US 377 northbound side).



Photo 71: View looking east toward Crossing 8 – tributary to Pecan Creek (US 377 southbound side).



Photo 72: View looking north toward Crossing 8 – tributary to Pecan Creek (US 377 southbound side).



Photo 73: View looking west toward Crossing 8 – tributary to Pecan Creek (US 377 northbound side).



Photo 74: View looking southeast toward Crossing 8 – tributary to Pecan Creek (US 377 northbound side).



Photo 75: View looking northwest toward Crossing 9 – tributary to Pecan Creek (US 377 southbound side).



Photo 76: View looking southeast toward Crossing 9 – tributary to Pecan Creek (US 377 southbound side).



Photo 77: View looking northeast toward Crossing 10 – tributary to Pecan Creek (US 377 southbound side).



Photo 78: View looking southwest toward Crossing 10 – tributary to Pecan Creek (US 377 southbound side).



Photo 79: View looking southwest toward Crossing 10 – tributary to Pecan Creek (US 377 northbound side).



Photo 80: View looking northeast toward Crossing 10 – tributary to Pecan Creek (US 377 northbound side).



Photo 81: View looking southeast toward Crossing 11 – tributary to Pecan Creek (US 377 southbound side).



Photo 82: View looking northwest toward Crossing 11 – tributary to Pecan Creek (US 377 southbound side).



Photo 83: View looking northwest toward Crossing 11 – tributary to Pecan Creek (US 377 northbound side).



Photo 84: View looking east toward Crossing 11 – tributary to Pecan Creek (US 377 northbound side).



Photo 85: View looking northwest toward Crossing 12A – tributary to Pecan Creek (US 377 northbound side).



Photo 86: View looking southeast toward Crossing 12A – tributary to Pecan Creek (US 377 northbound side).



Photo 87: View looking west toward Crossing 12B – tributary to Pecan Creek (US 377 northbound side).



Photo 88: View looking west toward Crossing 12B – tributary to Pecan Creek (US 377 northbound side).



Photo 89: View looking east toward Crossing 13 – Running Branch (US 377 southbound side).



Photo 90: View looking west toward Crossing 13 – Running Branch (US 377 southbound side).



Photo 91: View looking west toward Crossing 13 – Running Branch (US 377 northbound side).



Photo 92: View looking east toward Crossing 13 – Running Branch (US 377 northbound side).



Photo 93: View looking southeast toward Crossing 14 – tributary to Pecan Creek (US 377 southbound side).



Photo 94: View looking northwest toward Crossing 14 – tributary to Pecan Creek (US 377 southbound side).



Photo 95: View looking northwest toward Crossing 14 – tributary to Pecan Creek (US 377 northbound side).



Photo 96: View looking southeast toward Crossing 14 – tributary to Pecan Creek (US 377 northbound side).



Photo 97: View looking west toward Crossing 15 – tributary to Cantrell Slough (US 377 northbound side).



Photo 98: View looking east toward Crossing 15 – tributary to Cantrell Slough (US 377 northbound side).



Photo 99: View looking north toward Crossing 16 – tributary to Cantrell Slough (US 377 southbound side).



Photo 100: View looking west toward Crossing 16 – tributary to Cantrell Slough (US 377 southbound side).



Photo 101: View looking west toward Crossing 16 – tributary to Cantrell Slough (US 377 northbound side).



Photo 102: View looking east toward Crossing 16 – tributary to Cantrell Slough (US 377 northbound side).



Photo 103: View looking northwest toward Crossing 17 – tributary to Cantrell Slough (US 377 northbound side).



Photo 104: View looking southeast toward Crossing 17 – tributary to Cantrell Slough (US 377 northbound side).



Photo 105: View looking north toward Crossing 18 – tributary to Cantrell Slough (US 377 northbound side).



Photo 106: View looking south toward Crossing 18 – tributary to Cantrell Slough (US 377 northbound side).

Appendix C – Schematics

Schematic Design Map

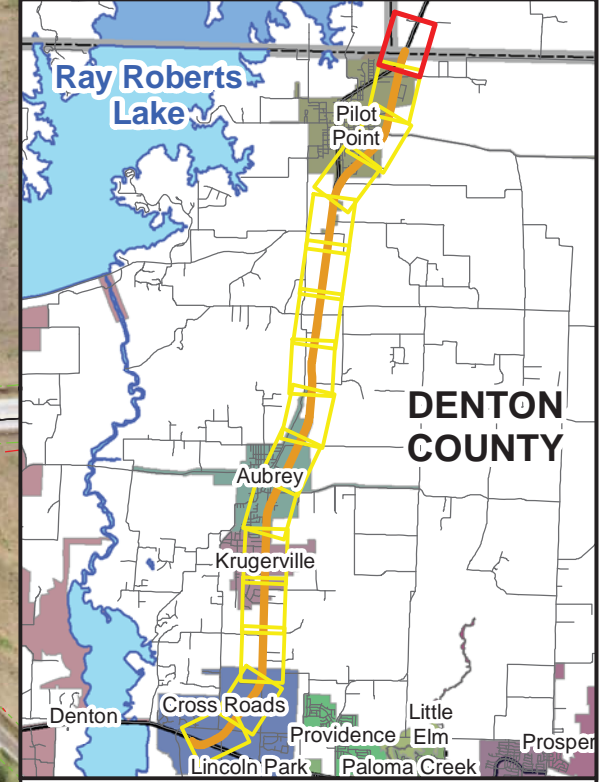
United States (US) 377

From North of BUS 377E
To US 380

Denton County, Texas

CSJ: 0081-06-040

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- Legend**
- Project Design
 - - - Existing Right-of-Way
 - . - . Proposed Right-of-Way
 - . - . Proposed Easement
 - Proposed Displacement

Basemap Source: TNRIS (2018)

Schematic Design Map

United States (US) 377

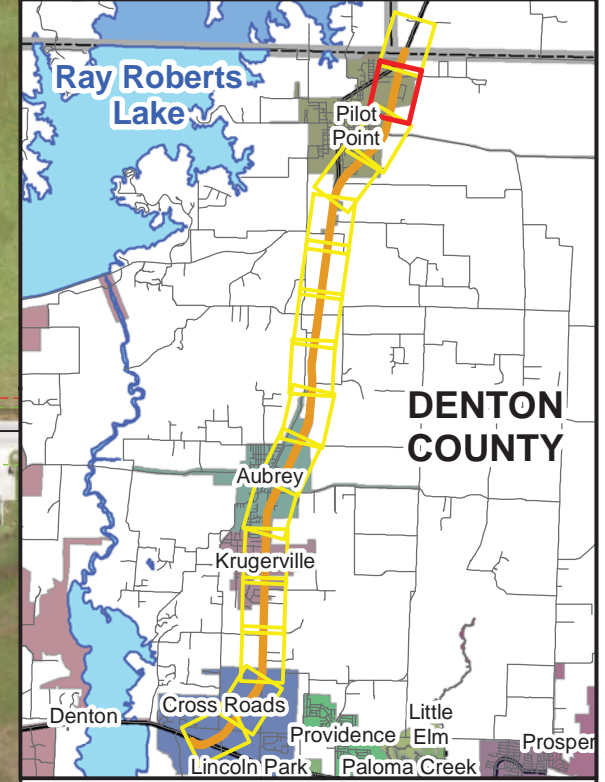
From North of BUS 377E

To US 380

Denton County, Texas

CSJ: 0081-06-040

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- Legend**
- Project Design
 - - - Existing Right-of-Way
 - · - · Proposed Right-of-Way
 - · - · Proposed Easement
 - Proposed Displacement

Basemap Source: TNRIS (2018)

Schematic Design Map

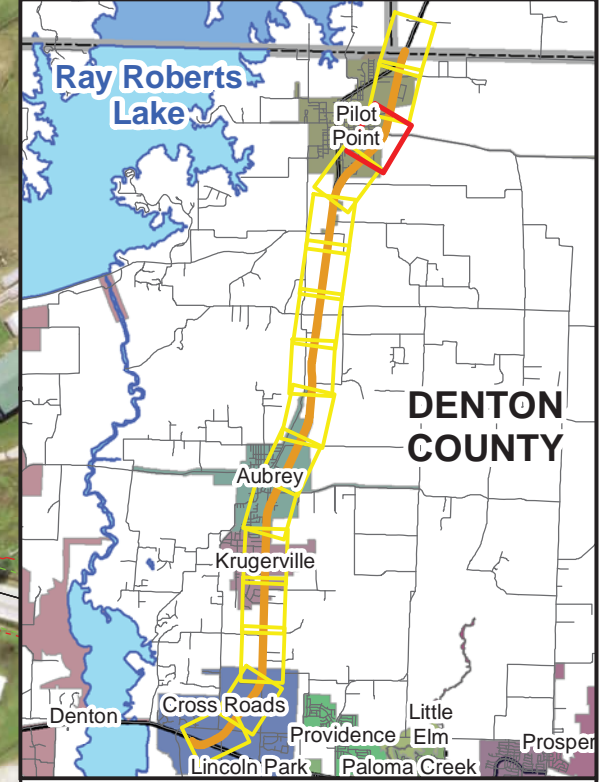
United States (US) 377

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To US 380

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- Project Design
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 - - - Proposed Right-of-Way
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 - Proposed Displacement

Basemap Source: TNRIS (2018)

Schematic Design Map

United States (US) 377

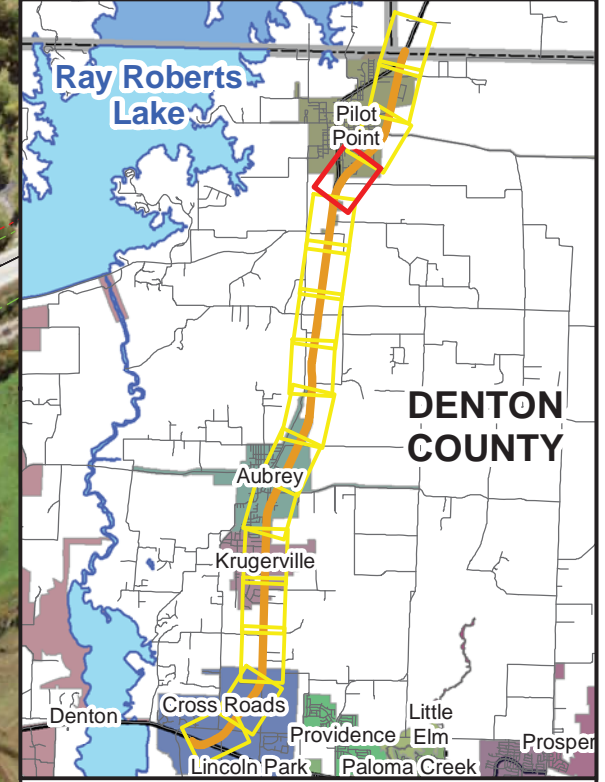
From North of BUS 377E

To US 380

Denton County, Texas

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- Legend**
- Project Design
 - - - Existing Right-of-Way
 - - - Proposed Right-of-Way
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Basemap Source: TNRIS (2018)

Schematic Design Map

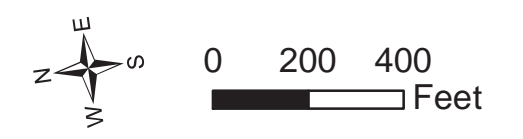
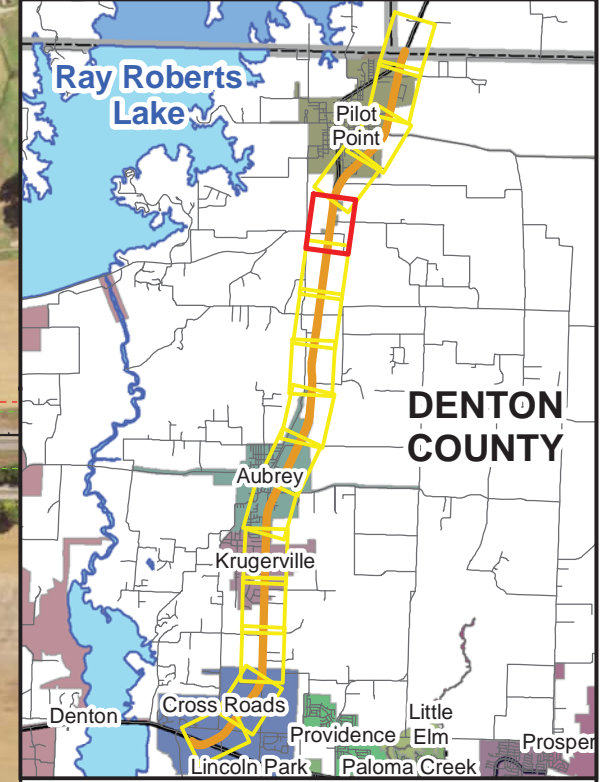
United States (US) 377

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Denton County, Texas

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- Legend**
- Project Design
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Basemap Source: TNRIS (2018)

Schematic Design Map

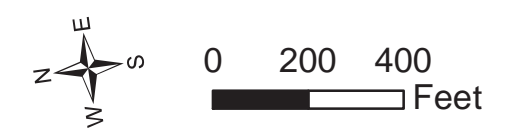
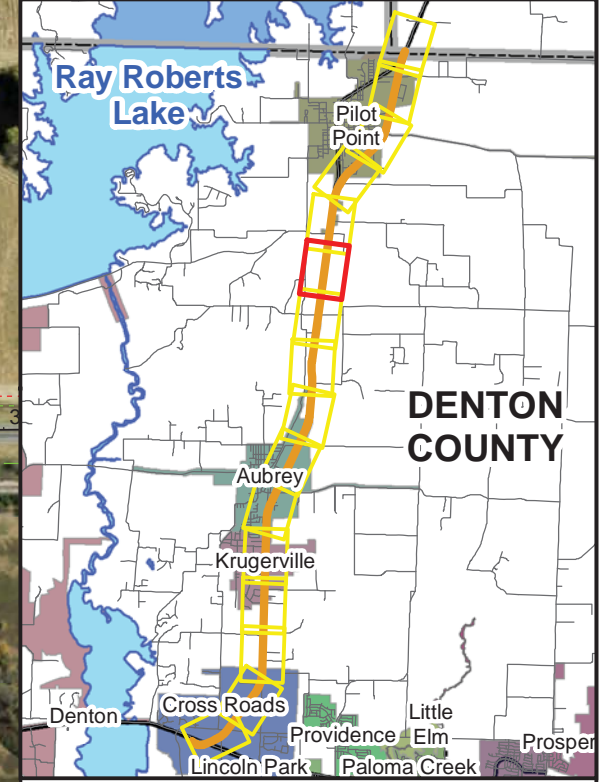
United States (US) 377

From North of BUS 377E
To US 380

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- Legend**
- Project Design
 - - - Existing Right-of-Way
 - - - Proposed Right-of-Way
 - - - Proposed Easement
 - Proposed Displacement

Basemap Source: TNRIS (2018)

Schematic Design Map

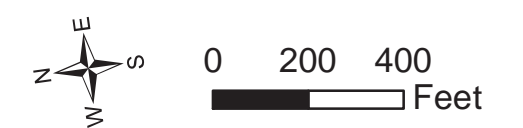
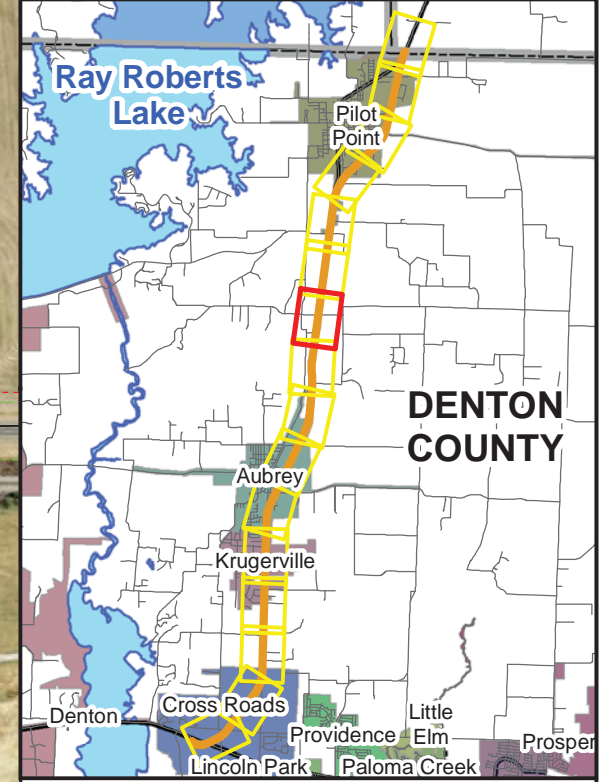
United States (US) 377

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- Legend**
- Project Design
 - - - Existing Right-of-Way
 - . - . Proposed Right-of-Way
 - . - . Proposed Easement
 - Proposed Displacement

Basemap Source: TNRIS (2018)

Schematic Design Map

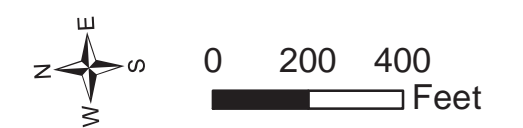
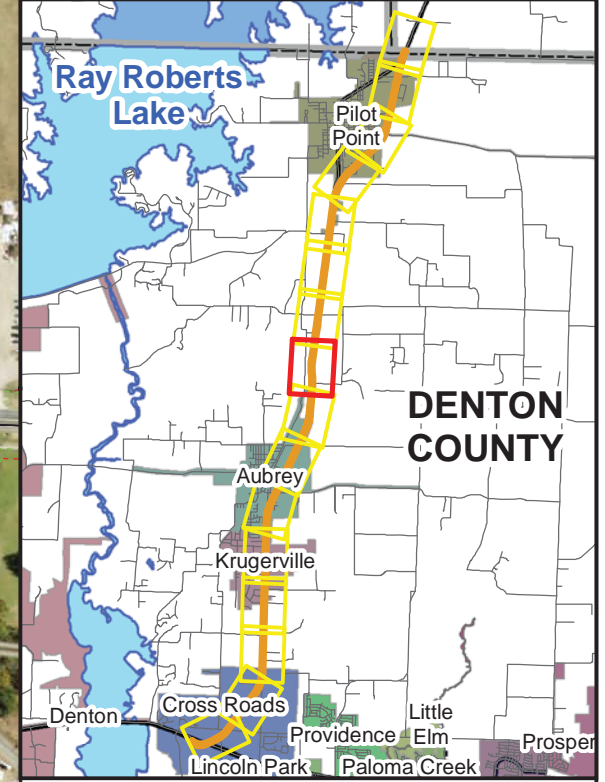
United States (US) 377

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To US 380

Denton County, Texas

CSJ: 0081-06-040

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- Legend**
- Project Design
 - - - Existing Right-of-Way
 - - - Proposed Right-of-Way
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Basemap Source: TNRIS (2018)

Schematic Design Map

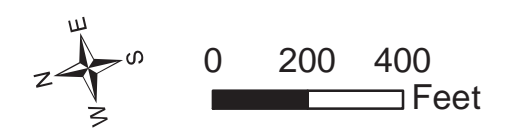
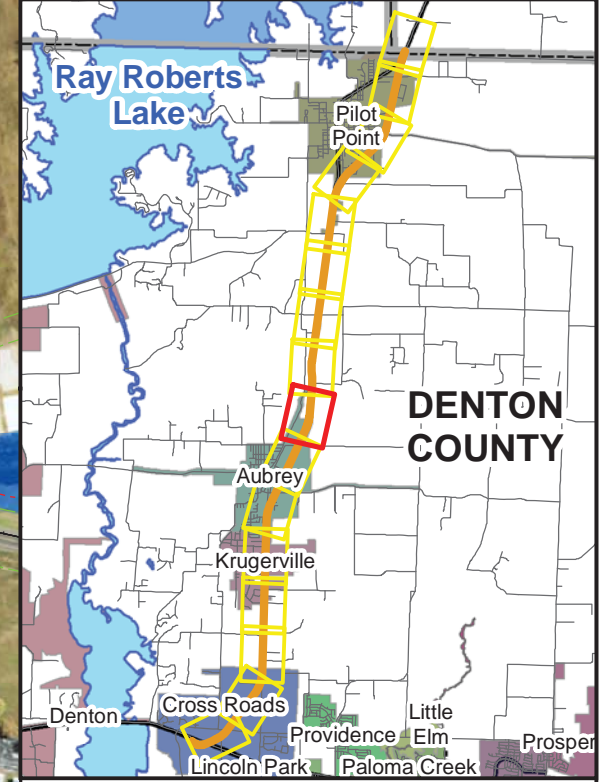
United States (US) 377

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To US 380

Denton County, Texas

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- Legend**
- Project Design
 - - - Existing Right-of-Way
 - - - Proposed Right-of-Way
 - - - Proposed Easement
 - Proposed Displacement

Basemap Source: TNRIS (2018)

Schematic Design Map

United States (US) 377

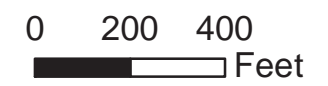
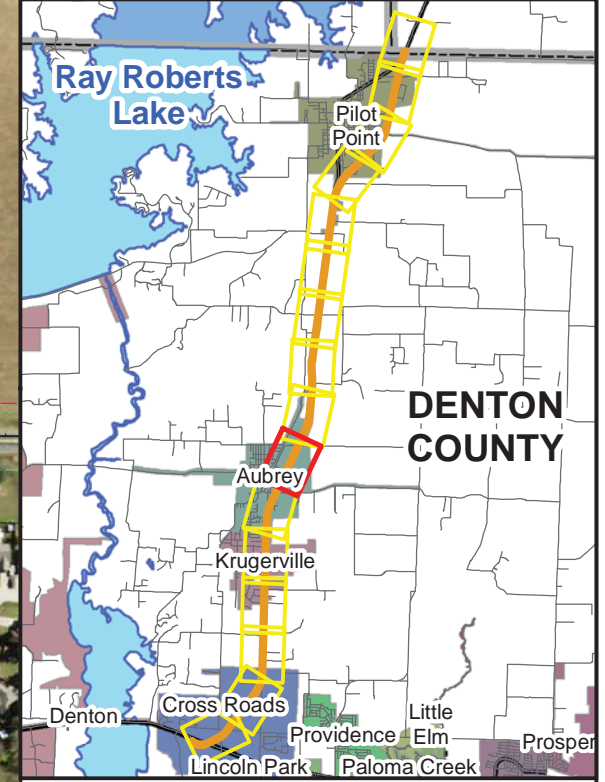
From North of BUS 377E

To US 380

Denton County, Texas

CSJ: 0081-06-040

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Legend

- Project Design
- - - Existing Right-of-Way
- . - . Proposed Right-of-Way
- . - . Proposed Easement
- Proposed Displacement

Basemap Source: TNRIS (2018)

Schematic Design Map

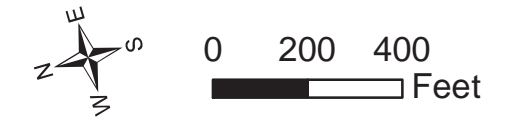
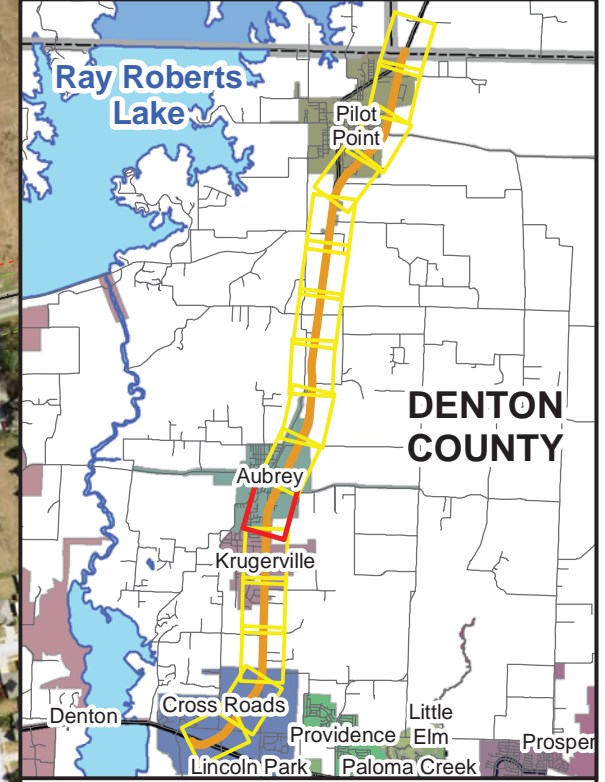
United States (US) 377

From North of BUS 377E
To US 380

Denton County, Texas

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- Legend**
- Project Design
 - - - Existing Right-of-Way
 - - - Proposed Right-of-Way
 - - - Proposed Easement
 - Proposed Displacement

Basemap Source: TNRIS (2018)

Schematic Design Map

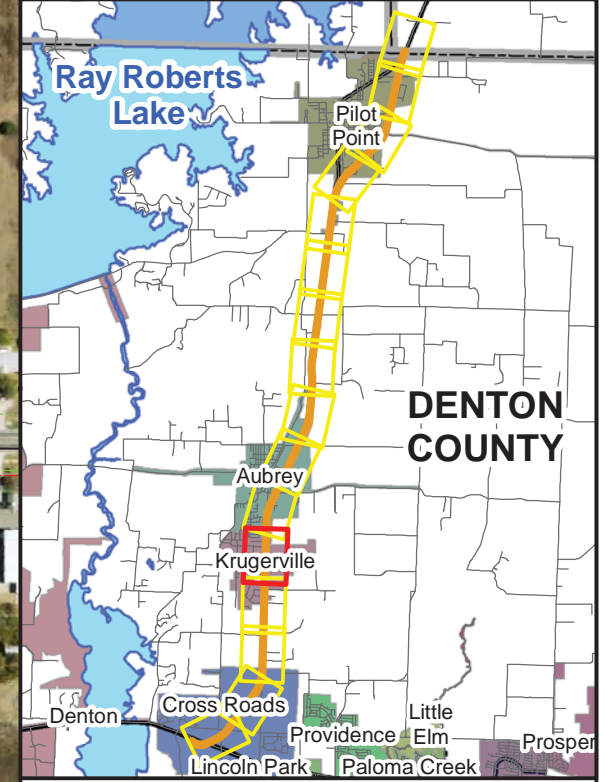
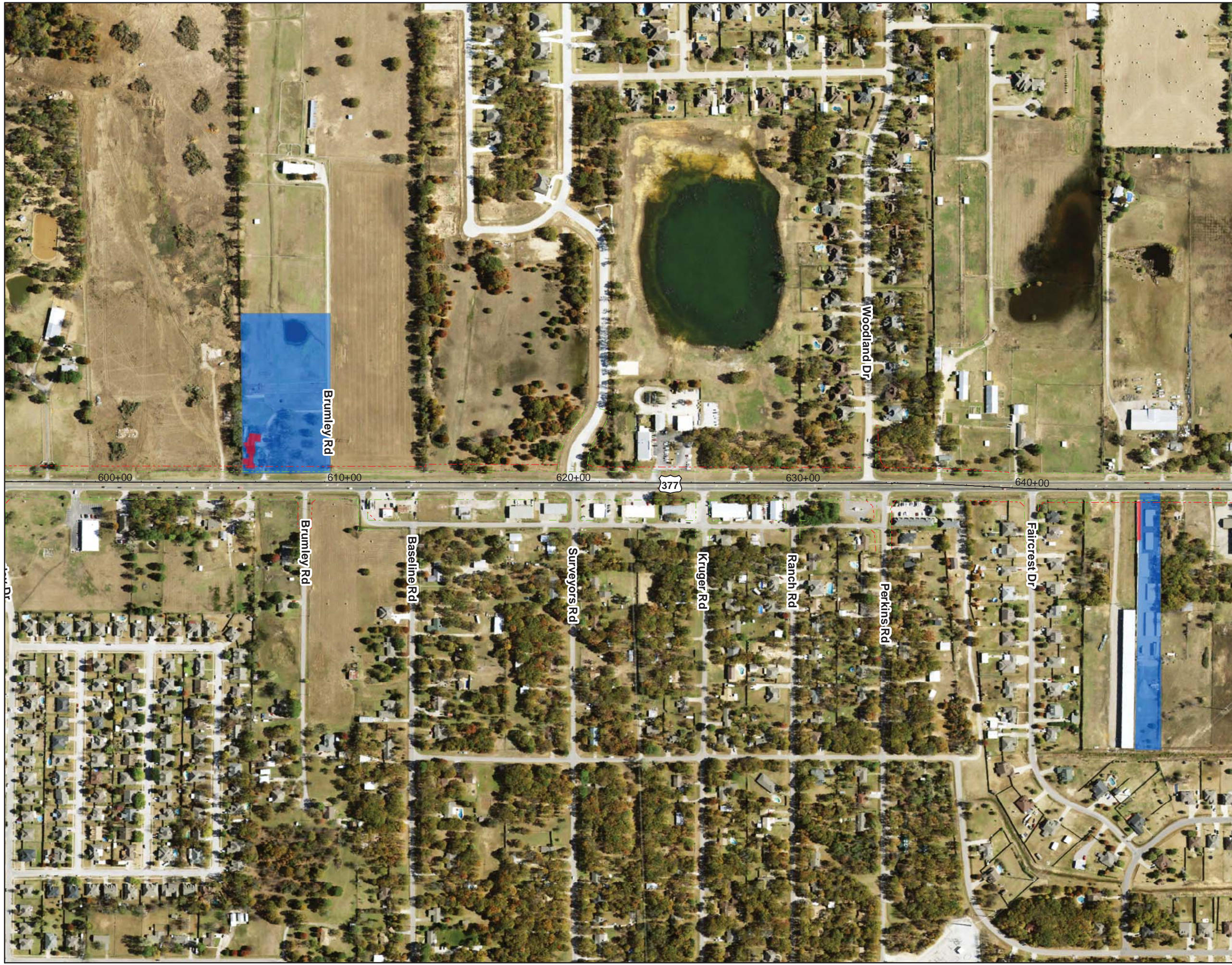
United States (US) 377

From North of BUS 377E
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- Legend**
- Project Design
 - - - Existing Right-of-Way
 - · - · Proposed Right-of-Way
 - · - · Proposed Easement
 - Proposed Displacement

Basemap Source: TNRIS (2018)

Schematic Design Map

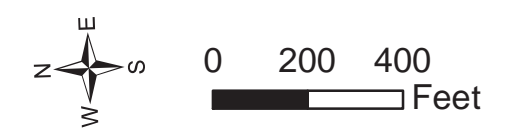
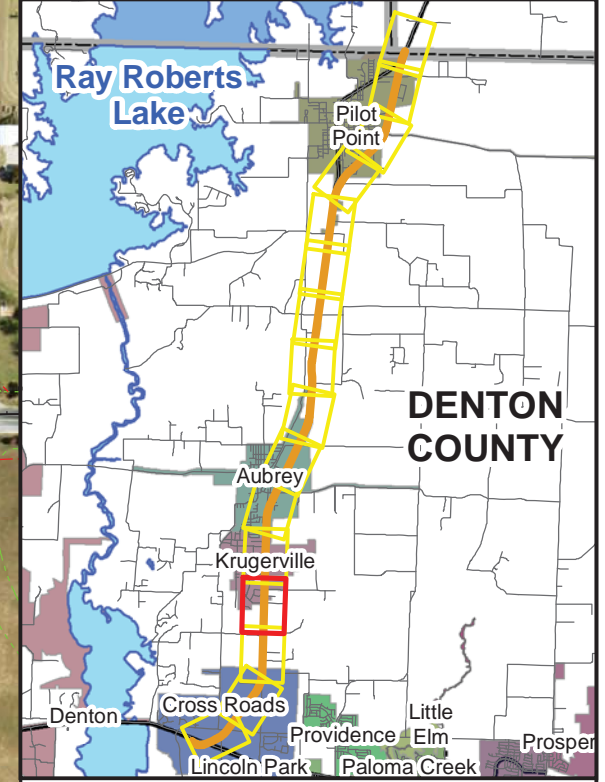
United States (US) 377

From North of BUS 377E
To US 380

Denton County, Texas

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- Legend**
- Project Design
 - - - Existing Right-of-Way
 - · - · Proposed Right-of-Way
 - · - · Proposed Easement
 - Proposed Displacement

Basemap Source: TNRIS (2018)

Schematic Design Map

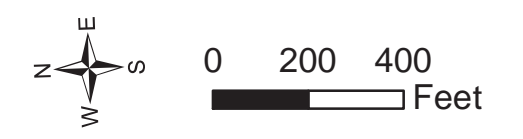
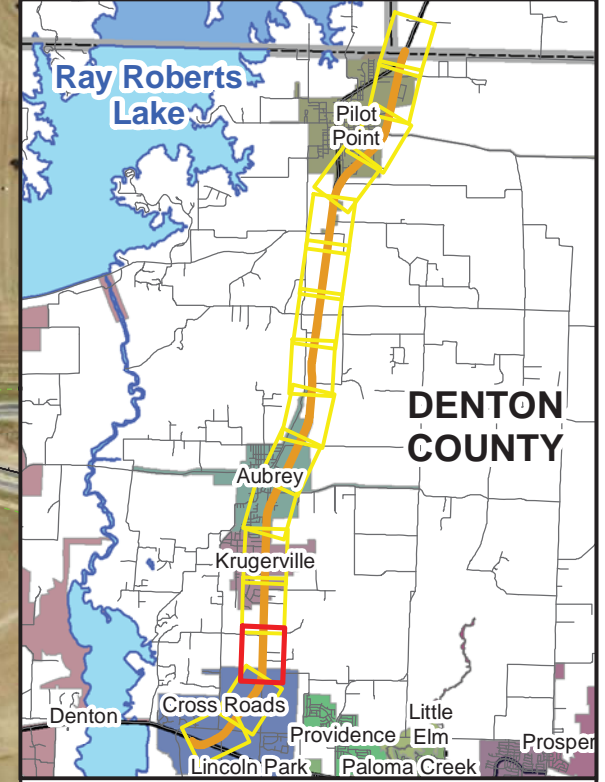
United States (US) 377

From North of BUS 377E
To US 380

Denton County, Texas

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- Legend**
- Project Design
 - - - Existing Right-of-Way
 - · - · Proposed Right-of-Way
 - · - · Proposed Easement
 - Proposed Displacement

Basemap Source: TNRIS (2018)

Schematic Design Map

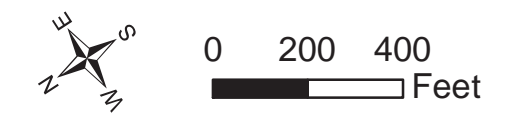
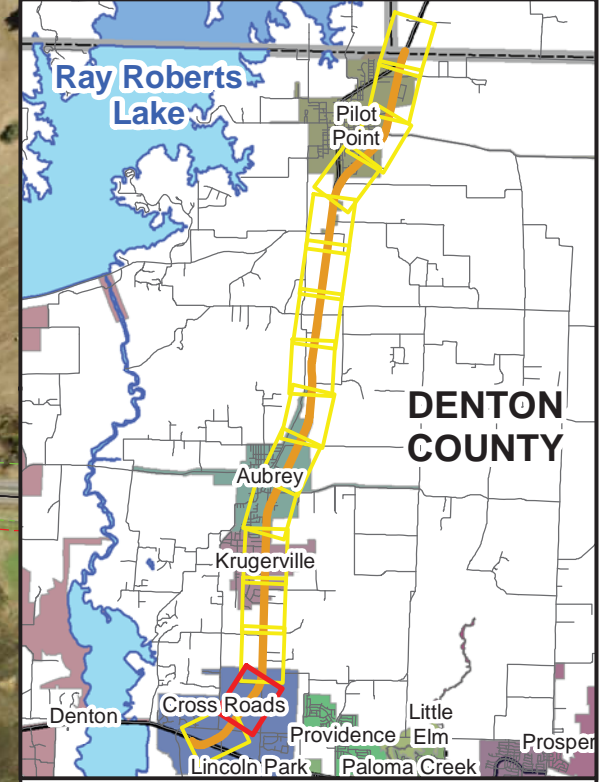
United States (US) 377

From North of BUS 377E
To US 380

Denton County, Texas

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- Legend**
- Project Design
 - - - Existing Right-of-Way
 - - - Proposed Right-of-Way
 - - - Proposed Easement
 - Proposed Displacement

Basemap Source: TNRIS (2018)

Schematic Design Map

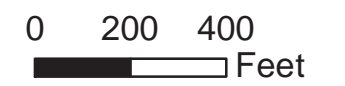
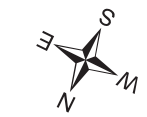
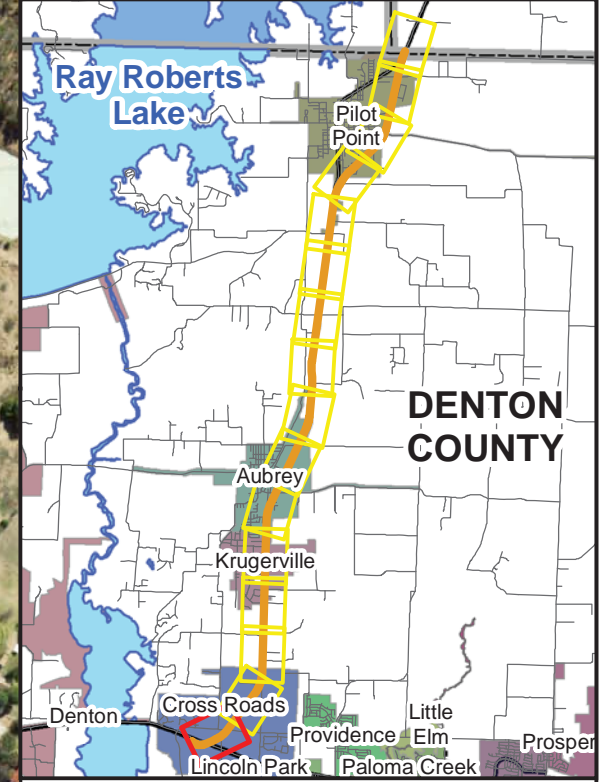
United States (US) 377

From North of BUS 377E
To US 380

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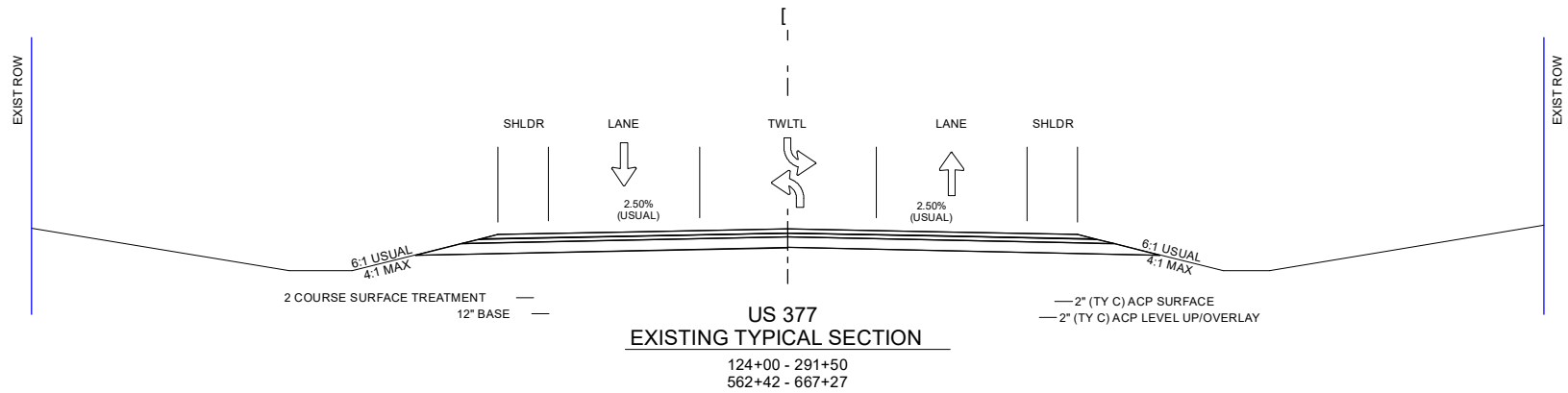
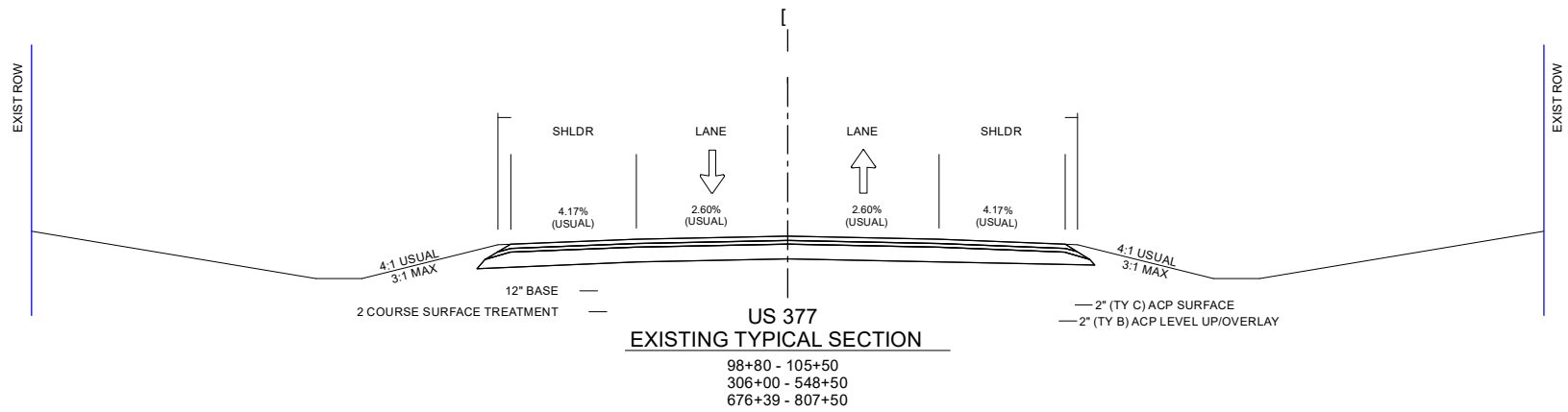


Legend

- Project Design
- - - Existing Right-of-Way
- · - · Proposed Right-of-Way
- · - · Proposed Easement
- Proposed Displacement

Basemap Source: TNRIS (2018)

Appendix D – Typical Sections



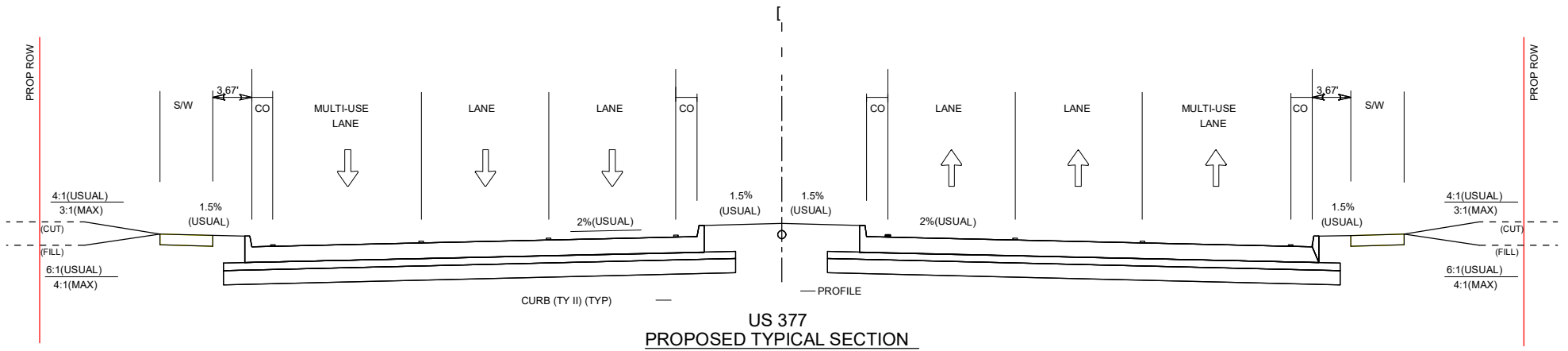
**FOR REPORT
PURPOSES ONLY**

Not for construction, bidding,
or permit purposes

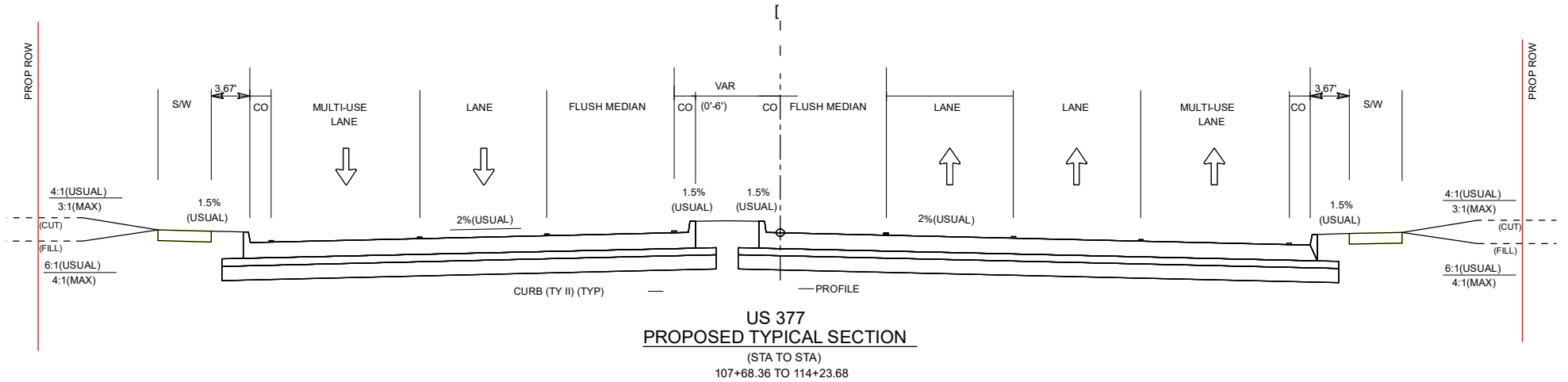
**FIGURE 4
TYPICAL SECTIONS**

United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas

CSJ: 0081-06-040



| | | |
|------------------------|------------------------|------------------------|
| 130+31.32 TO 138+14.46 | 494+15.55 TO 502+17.07 | 599+70.30 TO 615+05.15 |
| 143+02.75 TO 160+21.50 | 512+13.06 TO 529+96.11 | 624+90.35 TO 628+10.58 |
| 165+09.52 TO 174+80.99 | 540+16.92 TO 547+11.22 | 638+06.58 TO 649+54.91 |
| 184+98.30 TO 195+87.55 | 551+99.04 TO 553+39.77 | 659+50.92 TO 662+62.11 |
| 201+06.80 TO 212+92.49 | 563+80.00 TO 567+14.67 | 672+98.10 TO 719+12.59 |
| 223+47.34 TO 232+38.67 | 577+10.67 TO 578+96.97 | 729+19.27 TO 743+34.14 |
| 242+50.94 TO 252+44.04 | 593+01.60 TO 594+81.88 | 752+46.17 TO 797+65.38 |
| 463+83.01 TO 490+26.07 | | 808+01.38 TO 819+11.81 |



FOR REPORT
PURPOSES ONLY

Not for construction, bidding,
or permit purposes

FIGURE 4
TYPICAL SECTIONS

United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas

CSJ: 0081-06-040

Appendix E – Plan and Program Excerpts

Mobility 2045
Regionally Significant Arterial Improvements

Revised January 14, 2021

| RSA ID | Agency | County | Facility | From | To | 2018* | 2020* | 2028 | 2037 | 2045 | VOE Cost |
|-----------|------------------|--------|------------------------------|----------------------------|------------------------------------|-------|-------|------|------|------|---------------|
| 2.150.375 | TxDOT Dallas | Denton | Outer Loop Greenbelt Pkwy ** | US 377 | Legacy Drive | 0 | 0 | 2 | 3/3 | N/A | |
| 2.205.425 | TxDOT Dallas | Denton | SH 114 EB/SH 114 WB | County Line Road | West Of FM 156 | 2 | 2 | 2 | 2/2 | 2/2 | \$33,817,800 |
| 2.205.450 | TxDOT Dallas | Denton | SH 114 | FM 156 | FM 156 | 2/2 | 2/2 | 2/2 | 2/2 | 2/2 | \$1,938,600 |
| 2.205.475 | TxDOT Dallas | Denton | SH 114 | FM 156 | Double Eagle Blvd | 2/2 | 2/2 | N/A | N/A | N/A | |
| 2.205.500 | TxDOT Dallas | Denton | SH 114 | Double Eagle Blvd | IH 35W | 3/3 | 3/3 | N/A | N/A | N/A | |
| 2.205.600 | TxDOT Dallas | Denton | SH 114 | Labonte Drive | IH 35W | 2/2 | 2/2 | N/A | N/A | N/A | |
| 2.205.625 | TxDOT Dallas | Denton | SH 114 | US 377 | East Of US 377 | 2/2 | 2/2 | N/A | N/A | N/A | |
| 2.205.650 | TxDOT Dallas | Denton | SH 114 | East of US 377 | SH 170 | 2/2 | 2/2 | N/A | N/A | N/A | |
| 2.325.500 | TxDOT Dallas | Denton | SH 170 ** | US 377 | Roanoke Road | 2/2 | 2/2 | N/A | N/A | N/A | |
| 2.325.550 | TxDOT Dallas | Denton | SH 170 ** | Roanoke Road | Jt Ottinger Road | 2/2 | N/A | N/A | N/A | N/A | |
| 2.325.560 | TxDOT Dallas | Denton | SH 170 ** | Jt Ottinger Road | East Of Jt Ottinger Road | 3/3 | N/A | N/A | N/A | N/A | |
| 2.325.575 | TxDOT Dallas | Denton | SH 170 ** | East Of Jt Ottinger Road | SH 114 | 2/2 | N/A | N/A | N/A | N/A | |
| 1.430.200 | TxDOT Dallas | Denton | SL 288/ FM 2449 | John Paine Road | Vintage Parkway | 2 | 2 | 2 | 2/2 | 2/2 | \$5,898,590 |
| 1.523.110 | TxDOT Dallas | Denton | US 377 | North of E Northside Dr | S Washington Street | 2 | 2 | 2 | 4 | 6 | \$20,678,165 |
| 1.523.120 | TxDOT Dallas | Denton | US 377 | S Washington Street | FM 428 | 2 | 2 | 2 | 4 | 6 | \$39,767,808 |
| 1.523.130 | TxDOT Dallas | Denton | US 377 | US 428 | US 380 | 2 | 2 | 2 | 4 | 6 | \$34,399,687 |
| 1.540.210 | TxDOT Dallas | Denton | US 377 | IH 35E | South of FM 1830 Country Club Road | 2 | 2 | 6 | 6 | 6 | \$37,980,000 |
| 1.540.220 | TxDOT Dallas | Denton | US 377 | South of FM 1830 | Crawford Road | 2 | 2 | 2 | 6 | 6 | \$80,000,000 |
| 1.540.230 | TxDOT Dallas | Denton | US 377 | Crawford Road | Marshall Creek Road | 2 | 2 | 4 | 4 | 4 | \$133,900,000 |
| 1.540.240 | TxDOT Dallas | Denton | US 377 | Marshall Creek Road | SH 114 | 4 | 4 | 4 | 4 | 4 | \$2,536,000 |
| 1.540.250 | TxDOT Dallas | Denton | US 377 | SH 114 | North Of Byron Nelson Blvd | 4 | 4 | 4 | 4 | 4 | \$1,040,000 |
| 1.540.260 | TxDOT Dallas | Denton | US 377 | North of Byron Nelson Blvd | Parish Lane | 2 | 2 | 4 | 4 | 4 | \$12,050,000 |
| 2.225.300 | TxDOT Dallas | Denton | US 380 University Drive | Bonnie Brae Street | Malone Street | 6 | 6 | 6 | 6 | 6 | \$7,456,430 |
| 2.225.275 | TxDOT Dallas | Denton | US 380 | FM 156 | IH 35 | 6 | 6 | 6 | 6 | 6 | \$45,700,000 |
| 2.225.425 | TxDOT Dallas | Denton | US 380 | East of Fish Trap Road | US 377 | 2/2 | 2/2 | 3/3 | 3/3 | 3/3 | \$3,340,000 |
| 2.225.440 | TxDOT Dallas | Denton | US 380 | US 377 | Potter Shop Road | 2/2 | 2/2 | 3/3 | 3/3 | 3/3 | \$760,000 |
| 2.225.445 | TxDOT Dallas | Denton | US 380 | Potter Shop Road | FM 720 | 4 | 4 | 6 | 6 | 6 | \$19,430,000 |
| 2.225.450 | TxDOT Dallas | Denton | US 380 | FM 720 | FM 423 | 4 | 4 | 6 | 6 | 6 | \$96,280,000 |
| 2.225.475 | TxDOT Dallas | Denton | US 380 | FM 423 | CR 26 | 4 | 4 | 3/3 | 3/3 | 3/3 | \$32,370,000 |
| 2.267.300 | TxDOT Dallas | Denton | Valley Ridge Blvd | Mill Street | College Street | 0 | 0 | 4 | 4 | 4 | \$17,770,000 |
| 1.430.225 | TxDOT Dallas | Denton | Vintage Parkway | IH 35W | US 377 | 2 | 2 | 4 | 4 | 4 | \$11,344,400 |
| 2.787.250 | TxDOT Dallas | Ellis | BU 287 BU 45 | Paris Street | IH 45 | 2 | 2 | 4 | 4 | 4 | \$7,610,800 |
| 1.563.200 | TxDOT Dallas | Ellis | FM 664 Ovilla Road | OVilla Main Street | BU 287 | 2 | 2 | 4 | 4 | 6 | \$100,000,000 |
| 2.710.225 | TxDOT Dallas | Ellis | FM 664 Ovilla Road | Westmoreland Road | Ovilla Main Street | 2 | 2 | 4 | 4 | 6 | \$20,000,000 |
| 2.710.250 | TxDOT Dallas | Ellis | FM 664 | Westmoreland Road | IH 35E | 2 | 2 | 6 | 6 | 6 | \$45,100,000 |
| 2.710.300 | TxDOT Dallas | Ellis | FM 664 | IH 35E | SH 342 | 4 | 4 | 6 | 6 | 6 | \$40,128,140 |
| 2.710.325 | TxDOT Dallas | Ellis | FM 664 | SH 342 | IH 45 | 2 | 2 | 6 | 6 | 6 | \$192,371,860 |
| 1.840.750 | TxDOT Dallas | Ellis | SH 34 Lake Bardwell Drive | SP 437 Clay Street | IH 35E | 2 | 2 | 2 | 4 | 4 | \$141,087,000 |
| 1.840.650 | TxDOT Dallas | Ellis | SH 34 | FM 2451 | Sunridge Drive | 2 | 2 | 2 | 4 | 4 | \$18,452,600 |
| 1.840.655 | TxDOT Dallas | Ellis | SH 34 | Sunridge Drive | Sonoma Trail | 2 | 2 | 2 | 4 | 4 | \$4,882,400 |
| 1.840.660 | TxDOT Dallas | Ellis | SH 34 | Sonoma Trail | IH 45 | 2 | 2 | 2 | 4 | 4 | \$2,656,600 |
| 1.840.700 | TxDOT Dallas | Ellis | SH 34 | FM 1181 | Kaufman Street | 2 | 2 | 4 | 4 | 4 | \$1,220,600 |
| 1.840.725 | TxDOT Dallas | Ellis | SH 34 | FM 1183 | SP 437 Clay Street | 2 | 2 | 2 | 4 | 4 | \$4,810,600 |
| 1.595.390 | TxDOT Dallas | Ellis | SH 342 | Loop 9 | FM 664 | 2 | 2 | 2 | 4 | 4 | \$12,349,600 |
| 1.595.400 | TxDOT Dallas | Ellis | SH 342 | FM 664 | US 77 | 2 | 2 | 2 | 4 | 4 | \$12,032,995 |
| 1.220.875 | TxDOT Dallas | Ellis | US 287 | SH 34 | IH 45 | 2 | 2 | N/A | N/A | N/A | |
| 1.580.300 | TxDOT Dallas | Ellis | US 77 Elm Street | Ferris Avenue | FM 66 | 2 | 2 | 4 | 4 | 4 | \$21,183,600 |
| 1.580.325 | TxDOT Dallas | Ellis | US 77 | FM 66 | FM 877 | 2 | 2 | 4 | 4 | 4 | \$502,600 |
| 2.745.240 | TxDOT Fort Worth | Hood | FM 4 FM 167 Fall Creek | FM 4 Acton Hwy | North Gate Road | 2 | 2 | 2 | 4 | 4 | \$160,610 |
| 2.745.250 | TxDOT Fort Worth | Hood | FM 4 FM 167 Fall Creek | North Gate Road | FM 167 | 2 | 2 | 2 | 4 | 4 | \$6,000,000 |
| 1.205.275 | TxDOT Fort Worth | Hood | SH 144 | Pear Orchard Road | North of US 67 | 2 | 2 | 2 | 2 | 4 | \$24,860,000 |
| 1.250.200 | TxDOT Fort Worth | Hood | US 377 Bypass | North of SH 171 | Old Granbury Road | 0 | 0 | 2/2 | 2/2 | 2/2 | \$77,500,000 |
| 1.540.520 | TxDOT Fort Worth | Hood | US 377 NB/US 377 SB | East of SH 144 | FM 51 | 2/2 | 2/2 | 3/3 | 3/3 | 3/3 | \$13,900,000 |
| 1.540.455 | TxDOT Fort Worth | Hood | US 377 | BU 377 | North of BU 377 | 2/2 | 2/2 | 4 | 4 | 4 | \$5,169,600 |
| 1.540.470 | TxDOT Fort Worth | Hood | US 377 | FM 167 S (Fall Creek Hwy) | FM 167 N (Temple Hall Hwy) | 2/2 | 2/2 | 3/3 | 3/3 | 3/3 | \$53,800,000 |
| 1.540.480 | TxDOT Fort Worth | Hood | US 377 | FM 167 N (Temple Hall Hwy) | Mustang Trail | 4 | 4 | 6 | 6 | 6 | \$12,161,541 |
| 1.540.490 | TxDOT Fort Worth | Hood | US 377 | Mustang Trail | Harbor Lakes Drive | 2/2 | 2/2 | 3/3 | 3/3 | 3/3 | \$41,392,000 |
| 1.540.500 | TxDOT Fort Worth | Hood | US 377 | Harbor Lakes Drive | Old Cleburne Road | 4 | 4 | 6 | 6 | 6 | \$2,465,777 |
| 1.540.510 | TxDOT Fort Worth | Hood | US 377 | Old Cleburne Road | East Of SH 144 | 2/2 | 2/2 | 3/3 | 3/3 | 3/3 | \$5,306,096 |
| 1.540.540 | TxDOT Fort Worth | Hood | US 377 | FM 51 | BU 377 | 1/2 | 1/2 | 2/2 | 2/2 | 2/2 | \$20,600,000 |
| 1.540.550 | TxDOT Fort Worth | Hood | US 377 | BU 377 | Holmes Dr. | 1/2 | 1/2 | 1/2 | 2/2 | 2/2 | \$800,000 |
| 1.540.560 | TxDOT Fort Worth | Hood | US 377 | Holmes Dr. | Powell Cemetery Road | 2 | 2 | 2 | 4 | 4 | \$40,680,000 |

* Attainment Years

**Stage facilities reported as 'N/A' indicate project is no longer classified as an arterial and will be reported in Freeway/Tollway Recommendations listing instead.

Note: '2/2' indicates facility operates as couplet.

| DISTRICT | COUNTY | CSJ | HWY | PHASE | CITY | PROJECT SPONSOR |
|---|---|-------------|--------|-------|-----------|---|
| DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: | DENTON US 380 NORTH OF BUS 377E | 0081-06-040 | US 377 | E,R | VARIOUS | TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 55229 MTP REFERENCE: RSA1-1.523.110, RSA1-1.523.120, RSA1-1.523.130 |
| Project History: | | | | | | |
| DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: | DENTON SH 114 IH 35W/IH 35E INTERCHANGE | 0081-13-050 | IH 35W | E,R | VARIOUS | TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 55242 MTP REFERENCE: FT1-5.10.2, FT1-5.10.1 |
| Project History: | | | | | | |
| DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: | DENTON TARRANT COUNTY LINE SH 114 | 0081-13-058 | IH 35W | E,R | VARIOUS | TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 55230 MTP REFERENCE: FT1-5.20.1 |
| Project History: | | | | | | |
| DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: | COLLIN N BUS 289C, NORTH OF CELINA N CR 60/CR 107 (GRAYSON C/L) | 0091-03-022 | SH 289 | E,R | VARIOUS | TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 54023 MTP REFERENCE: RSA1-1.605.200 |
| Project History: | | | | | | |
| DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: | DALLAS AT SL 9 | 0092-02-130 | IH 45 | E,R | VARIOUS | TXDOT-DALLAS REV DATE: 11/2018 MPO PROJECT ID: 55249 MTP REFERENCE: IN1-27.6.1, NRSA1-27.30.2, TSMO2-001 |
| Project History: | | | | | | |
| DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: | DALLAS 1.0 MILE EAST OF SL 12 WEST END OF ELM FORK TRINITY RIVER BRIDGE | 0094-07-044 | SH 183 | E,R | IRVING | TXDOT-DALLAS REV DATE: 11/2018 MPO PROJECT ID: 53198 MTP REFERENCE: FT1-22.40.2 |
| Project History: 10-YEAR PLAN PROJECT | | | | | | |
| DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: | DALLAS WEST END OF ELM FORK TRINITY RIVER BRIDGE WEST OF IH 35E | 0094-07-045 | SH 183 | E,R | IRVING | TXDOT-DALLAS REV DATE: 11/2018 MPO PROJECT ID: 54072 MTP REFERENCE: FT1-22.40.2, FT1-22.40.3 |
| Project History: 10-YEAR PLAN PROJECT | | | | | | |
| DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: | DALLAS BELT LINE RD LAWSON RD | 0095-02-096 | US 80 | C | SUNNYVALE | TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 53110 MTP REFERENCE: FT1-32.10.3 |
| Project History: 10-YEAR PLAN PROJECT | | | | | | |

Appendix F – Resource-specific Maps

Figure 1 – Land Use and Community Facilities

Figure 2 – Project Area Soils

Figure 3 – Census Geographies

Figure 4 – Water Resources

Figure 5 – Observed Vegetation Types

Figure 6 – Hazardous Materials



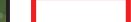






Figure 7 – Noise Analysis Results

Figure 8 – Indirect Impact Area

Figure 9 – Cumulative Impact Area

Figure 1
CIA Facilities Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
 Page 1 of 2

Legend

- | | | | |
|---|-----------------------------|---|------------------|
|  | Project Location |  | Recreational |
|  | Study Area |  | Government |
|  | Lake Ray Roberts State Park |  | Place of Worship |
|  | Educational |  | Cemetery |
| | |  | Assisted Living |

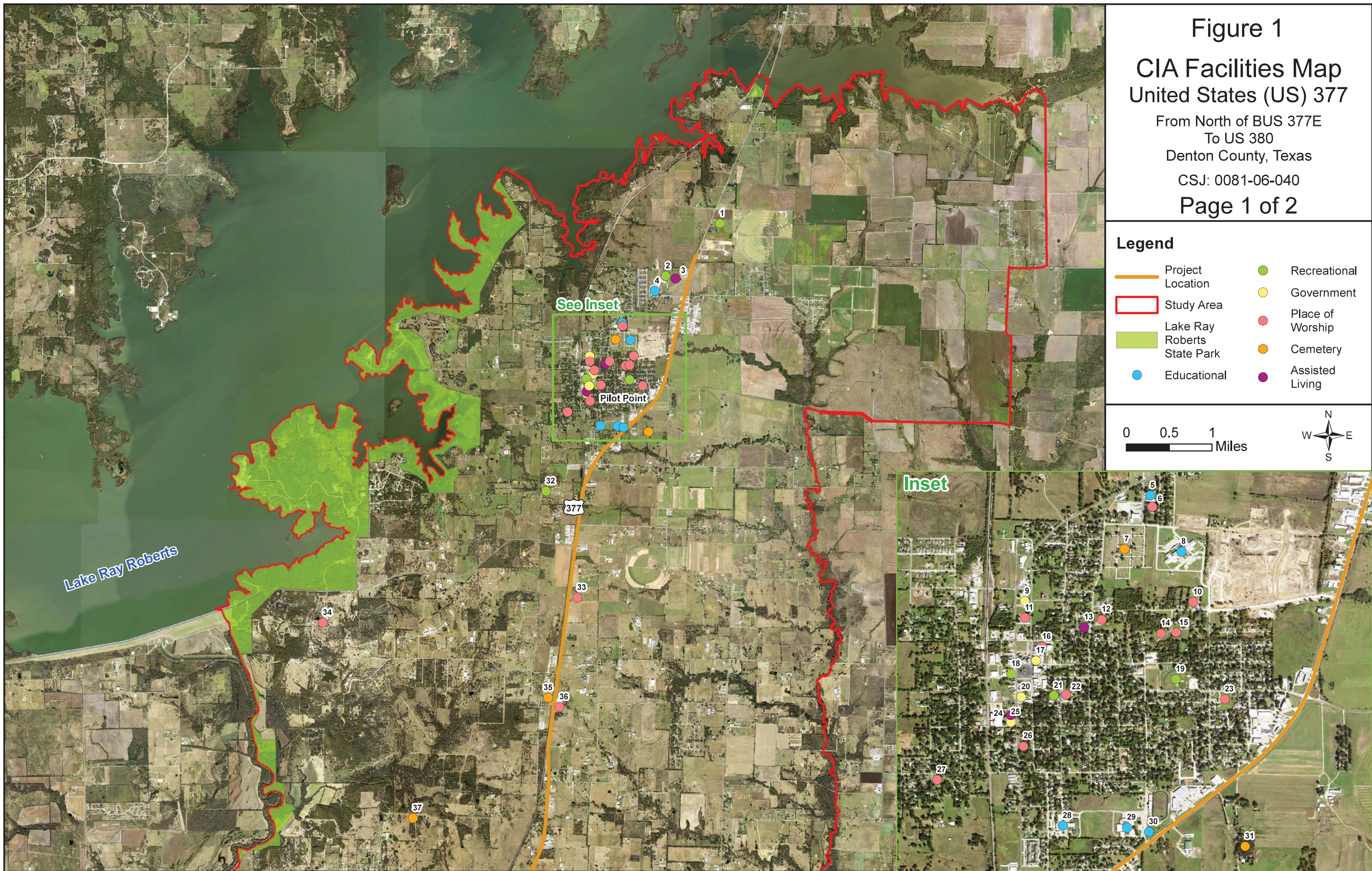
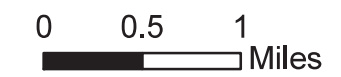


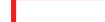






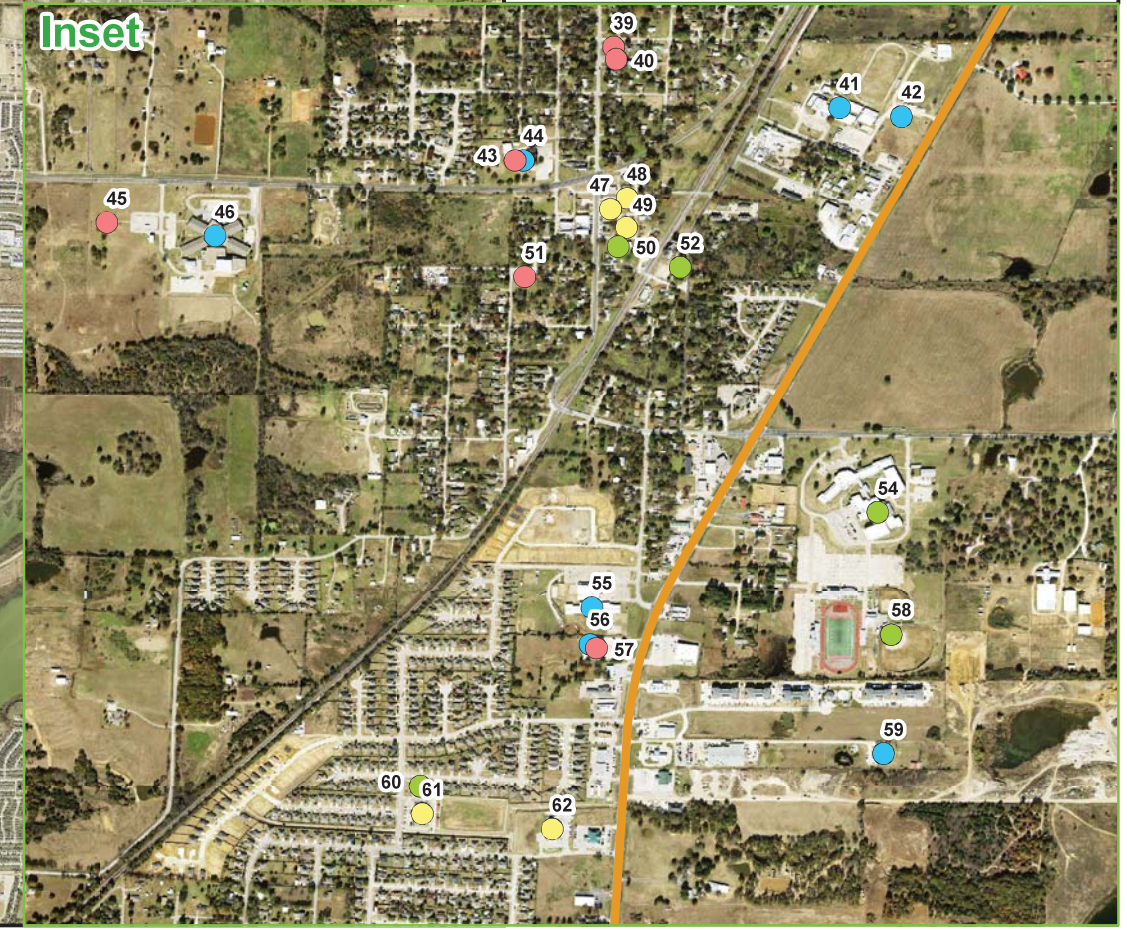
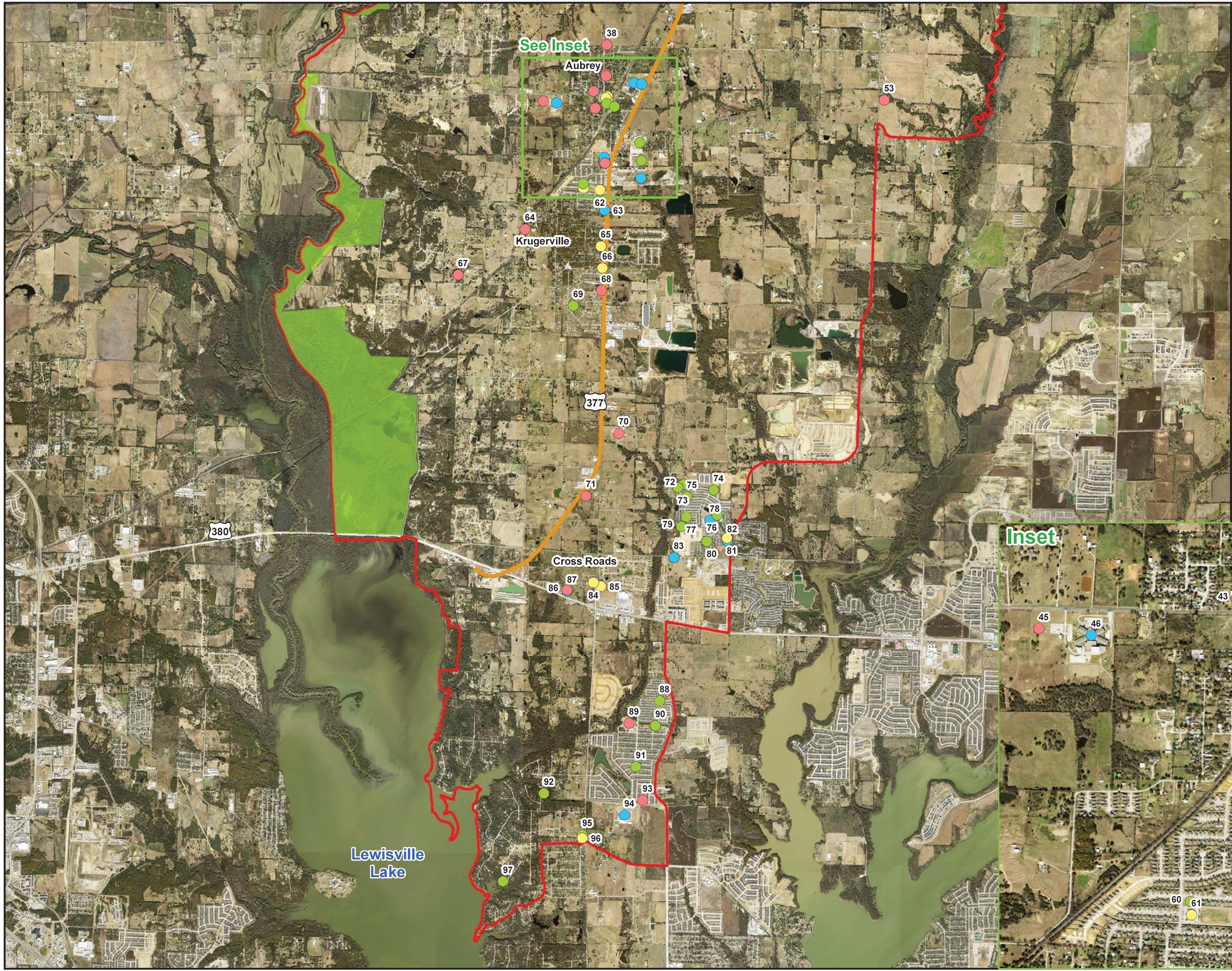
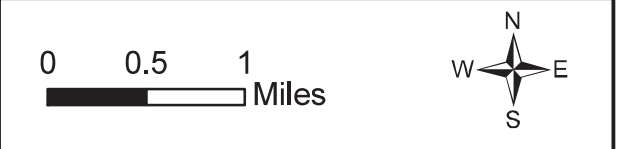


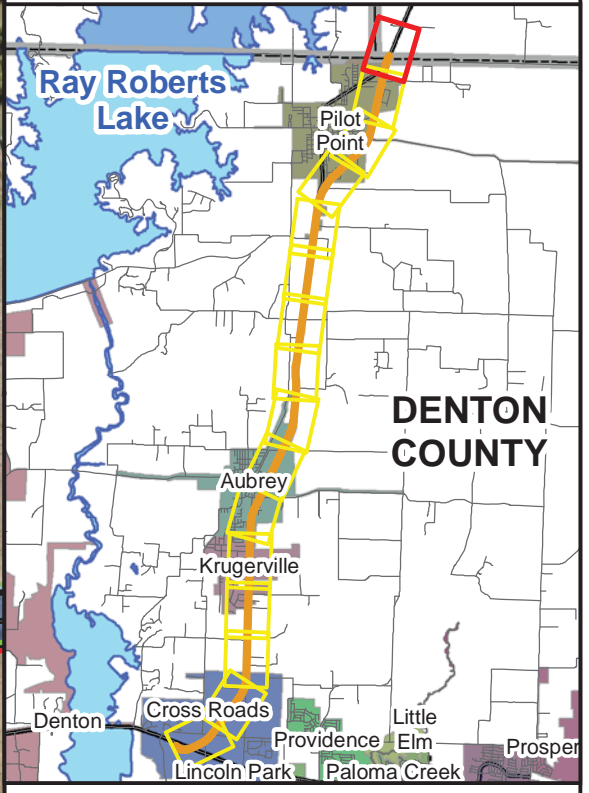
Figure 1
CIA Facilities Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
 Page 2 of 2

- Legend**
- | | | | |
|---|-----------------------------|---|------------------|
|  | Project Location |  | Recreational |
|  | Study Area |  | Government |
|  | Lake Ray Roberts State Park |  | Place of Worship |
|  | Educational |  | Cemetery |
| | |  | Assisted Living |





Crossing 1
 tributary to Pecan Creek



LEGEND

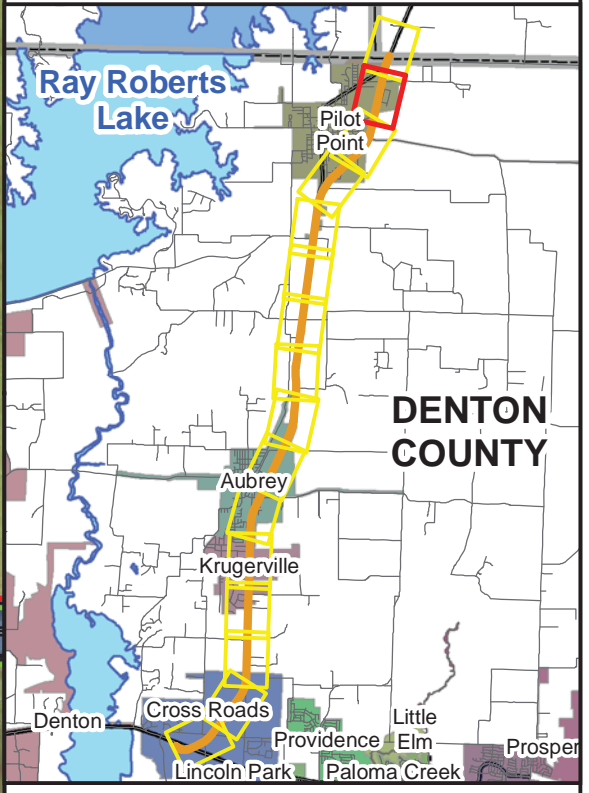
- Existing ROW
- Proposed Easement
- Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Delineated Stream

- Callisburg fine sandy loam, 1 to 3 percent slopes
- Callisburg fine sandy loam, 1 to 5 percent slopes, erod ed
- Crockett fine sandy loam, 1 to 3 percent slopes
- Gasil fine sandy loam, 3 to 8 percent slopes
- Gasil loamy fine sand, 1 to 5 percent slopes
- Heaton loamy fine sand, 1 to 8 percent slopes
- Justin-Urban land complex, 0 to 3 percent slopes
- Konsil fine sandy loam, 1 to 3 percent slopes
- Konsil fine sandy loam, 3 to 8 percent slopes
- Konsil fine sandy loam, 5 to 8 percent slopes
- Mabank fine sandy loam, 1 to 5 percent slopes, eroded
- Navo clay loam, 1 to 3 percent slopes
- Navo clay loam, 3 to 5 percent slopes
- Silstid loamy fine sand, 1 to 5 percent slopes
- Wilson clay loam, 0 to 1 percent slopes
- Wilson clay loam, 1 to 3 percent slopes



Basemap Source: TNRIS (2018)

FIGURE 2
NRCS SOIL MAP
 United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
 Page 2 of 16



LEGEND

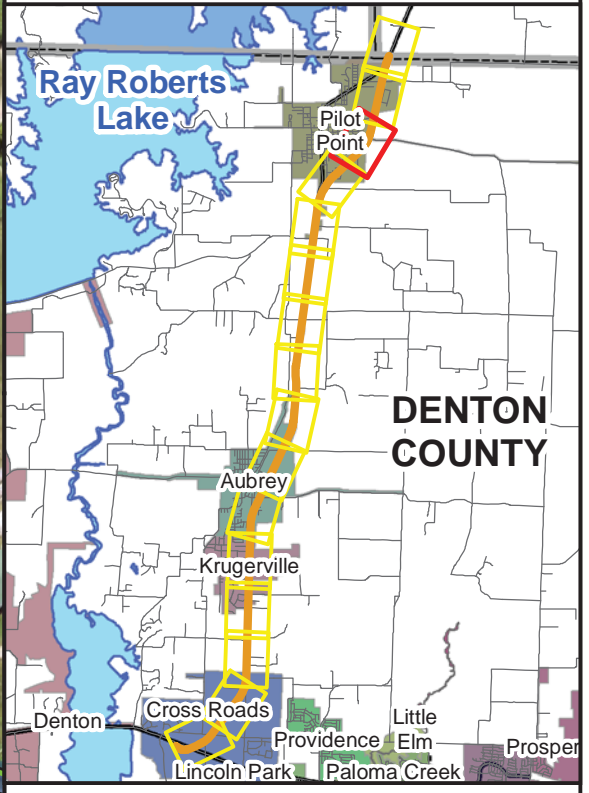
- Existing ROW
- Proposed Easement
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- Pavement
- Proposed Retaining Wall
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- Wilson clay loam, 1 to 3 percent slopes



Basemap Source: TNRIS (2018)

FIGURE 2
NRCS SOIL MAP
 United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
Page 3 of 16



LEGEND

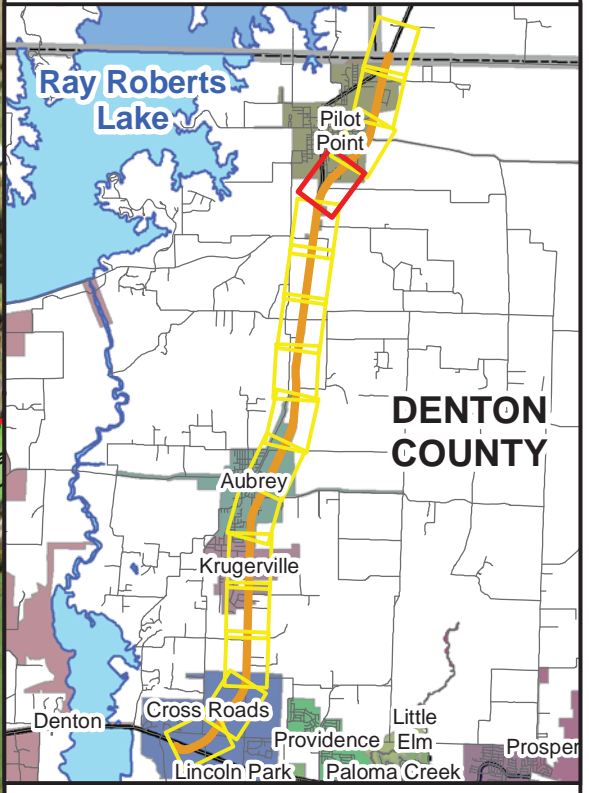
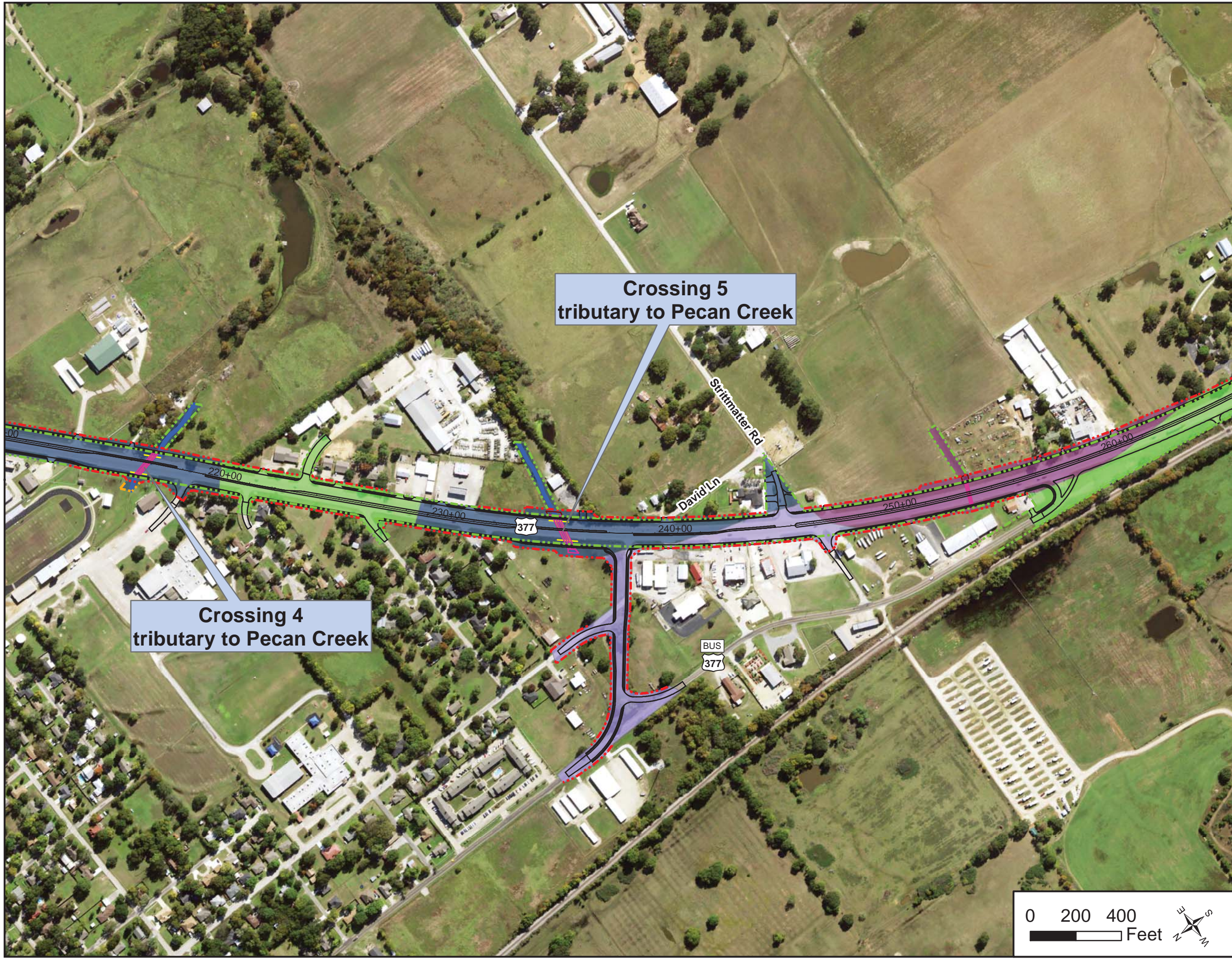
- Existing ROW
- Proposed Easement
- Proposed ROW
- Pavement
- Proposed Retaining Wall
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- Proposed Culvert
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Basemap Source: TNRIS (2018)

FIGURE 2
NRCS SOIL MAP
 United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
Page 4 of 16



LEGEND

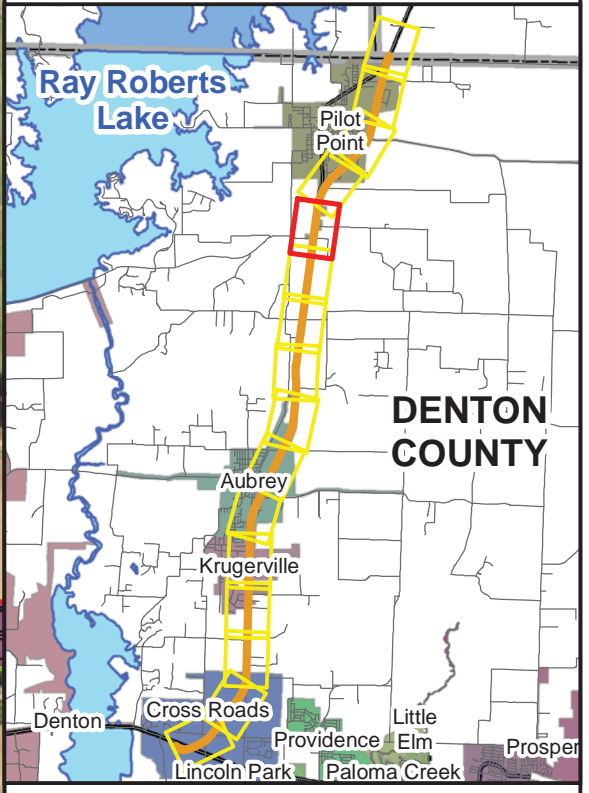
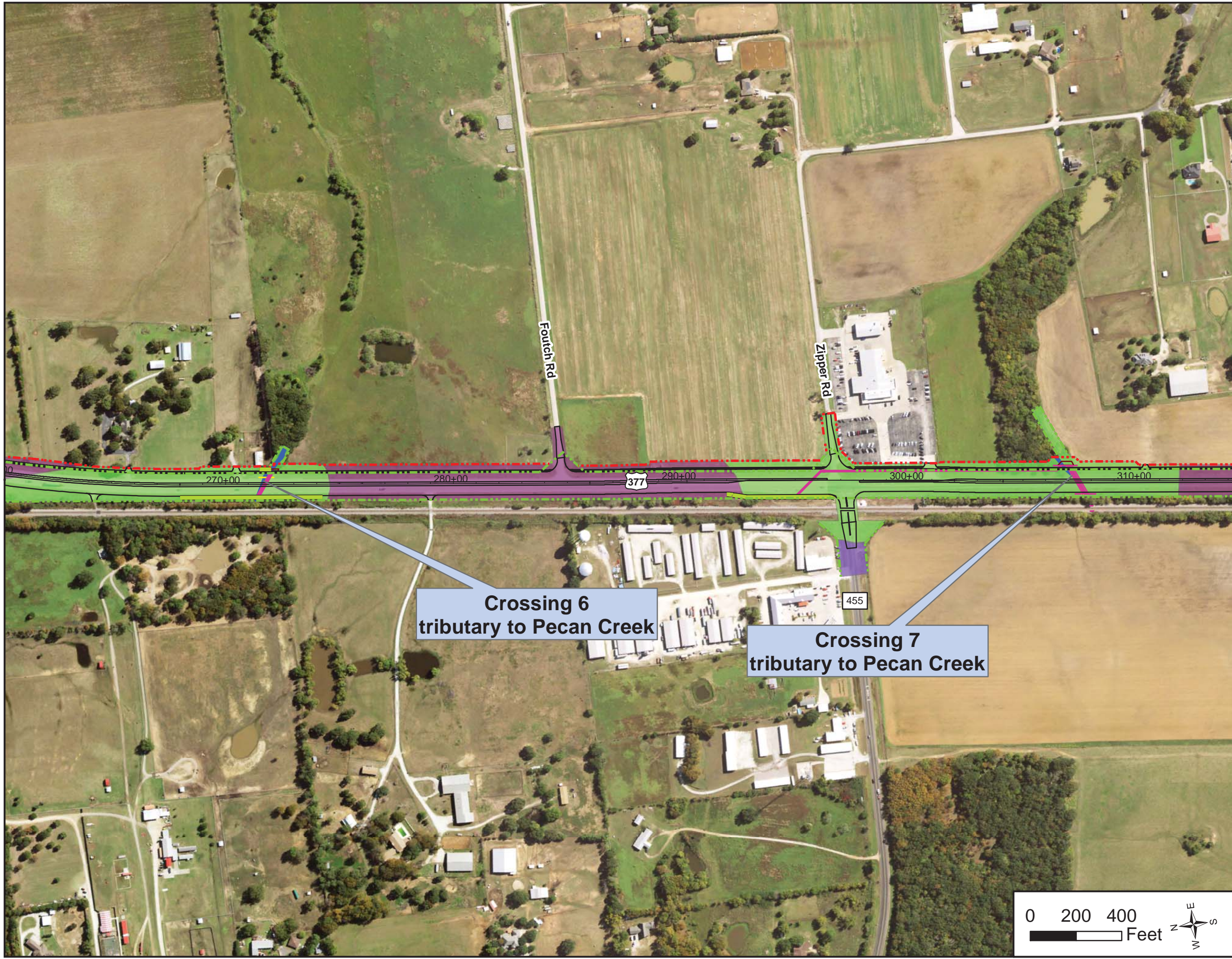
- Existing ROW
- - - Proposed Easement
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Basemap Source: TNRIS (2018)

FIGURE 2
NRCS SOIL MAP
 United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
 Page 5 of 16



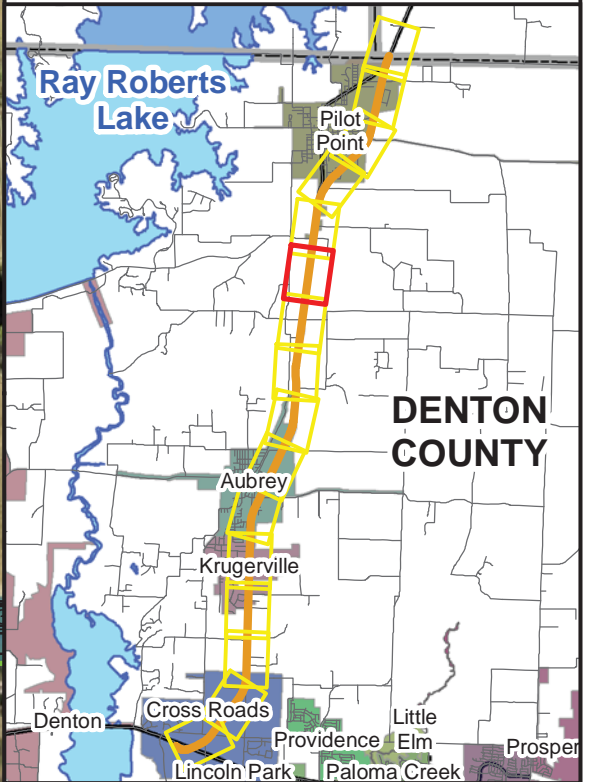
LEGEND

- Existing ROW
- Proposed Easement
- Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Delineated Stream

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Basemap Source: TNRIS (2018)

FIGURE 2
NRCS SOIL MAP
 United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
 Page 6 of 16



LEGEND

- Existing ROW
- Proposed Easement
- Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
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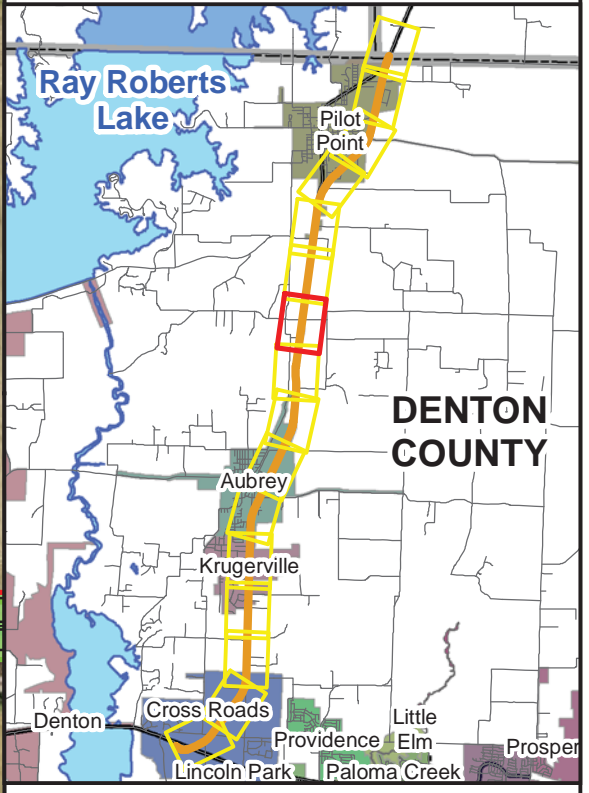


Basemap Source: TNRIS (2018)

FIGURE 2
NRCS SOIL MAP
 United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
 Page 7 of 16



Crossing 8
 tributary to Pecan Creek



LEGEND

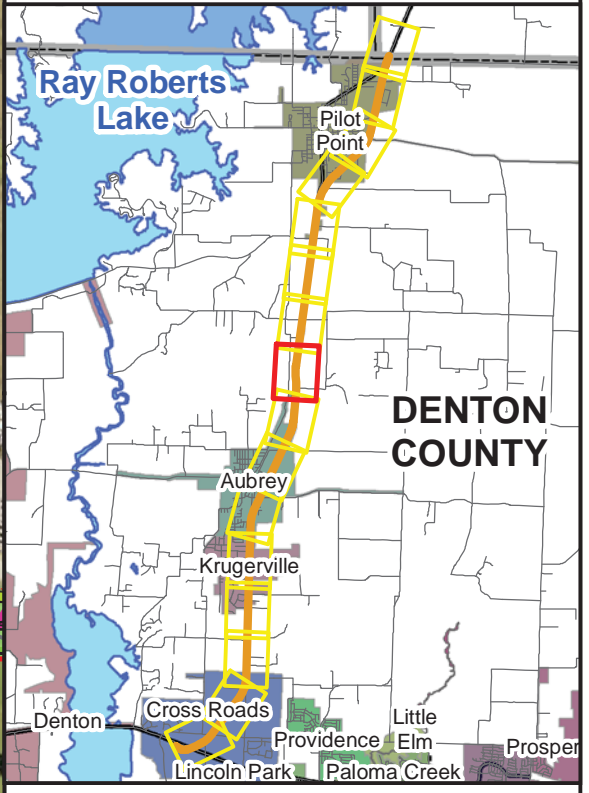
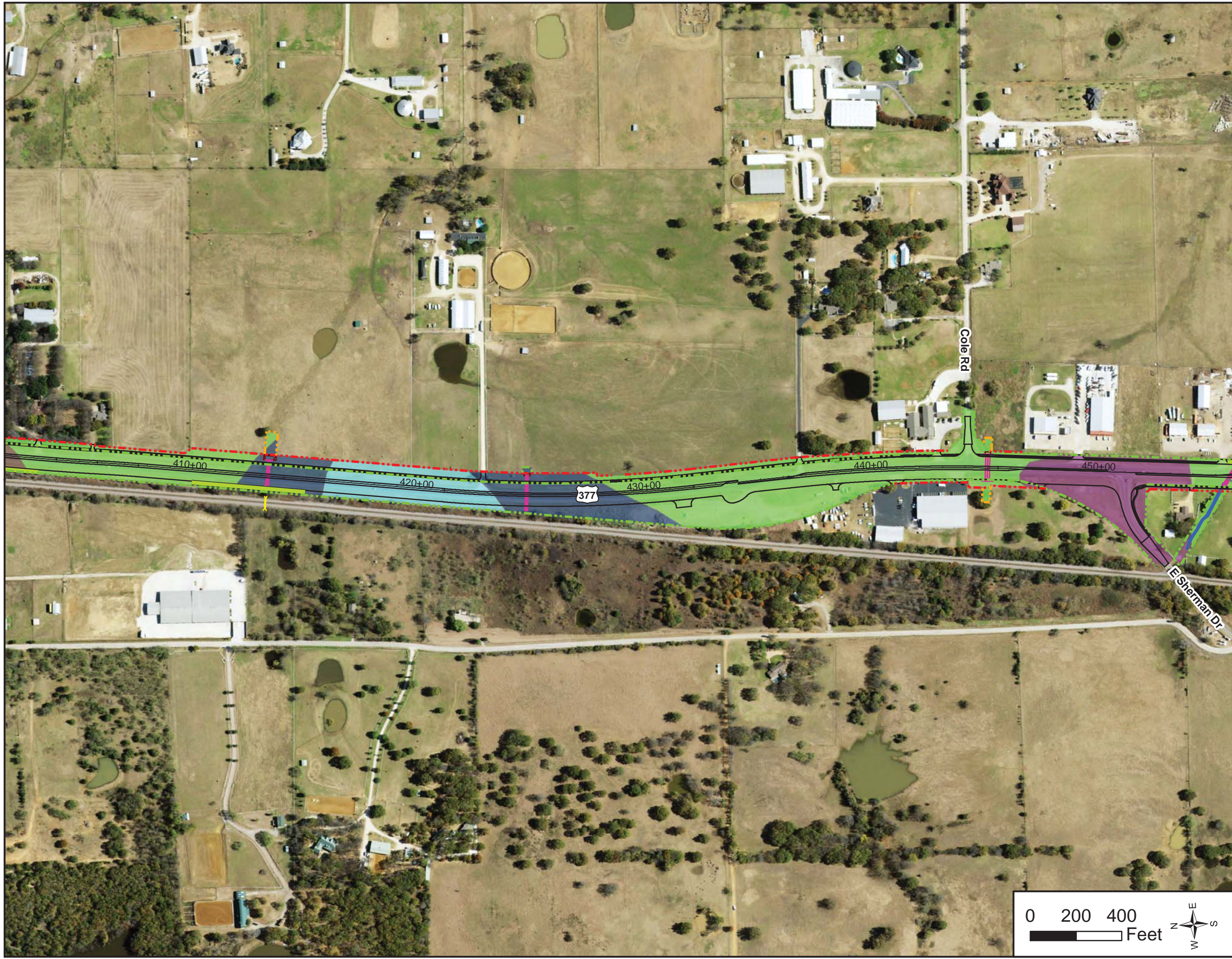
- Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Delineated Stream

- Callisburg fine sandy loam, 1 to 3 percent slopes
- Callisburg fine sandy loam, 1 to 5 percent slopes, erod ed
- Crockett fine sandy loam, 1 to 3 percent slopes
- Gasil fine sandy loam, 3 to 8 percent slopes
- Gasil loamy fine sand, 1 to 5 percent slopes
- Heaton loamy fine sand, 1 to 8 percent slopes
- Justin-Urban land complex, 0 to 3 percent slopes
- Konsil fine sandy loam, 1 to 3 percent slopes
- Konsil fine sandy loam, 3 to 8 percent slopes
- Konsil fine sandy loam, 5 to 8 percent slopes
- Mabank fine sandy loam, 1 to 5 percent slopes, eroded
- Navo clay loam, 1 to 3 percent slopes
- Navo clay loam, 3 to 5 percent slopes
- Silstid loamy fine sand, 1 to 5 percent slopes
- Wilson clay loam, 0 to 1 percent slopes
- Wilson clay loam, 1 to 3 percent slopes



Basemap Source: TNRIS (2018)

FIGURE 2
NRCS SOIL MAP
 United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
 Page 8 of 16



LEGEND

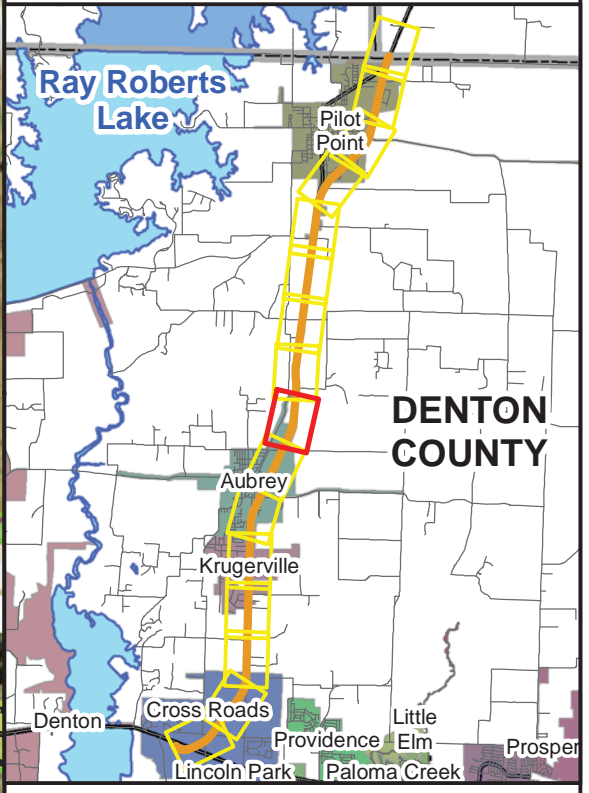
- Existing ROW
- Proposed Easement
- Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Delineated Stream

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- Crockett fine sandy loam, 1 to 3 percent slopes
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- Heaton loamy fine sand, 1 to 8 percent slopes
- Justin-Urban land complex, 0 to 3 percent slopes
- Konsil fine sandy loam, 1 to 3 percent slopes
- Konsil fine sandy loam, 3 to 8 percent slopes
- Konsil fine sandy loam, 5 to 8 percent slopes
- Mabank fine sandy loam, 1 to 5 percent slopes, eroded
- Navo clay loam, 1 to 3 percent slopes
- Navo clay loam, 3 to 5 percent slopes
- Silstid loamy fine sand, 1 to 5 percent slopes
- Wilson clay loam, 0 to 1 percent slopes
- Wilson clay loam, 1 to 3 percent slopes



Basemap Source: TNRIS (2018)

FIGURE 2
NRCS SOIL MAP
 United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
 Page 9 of 16



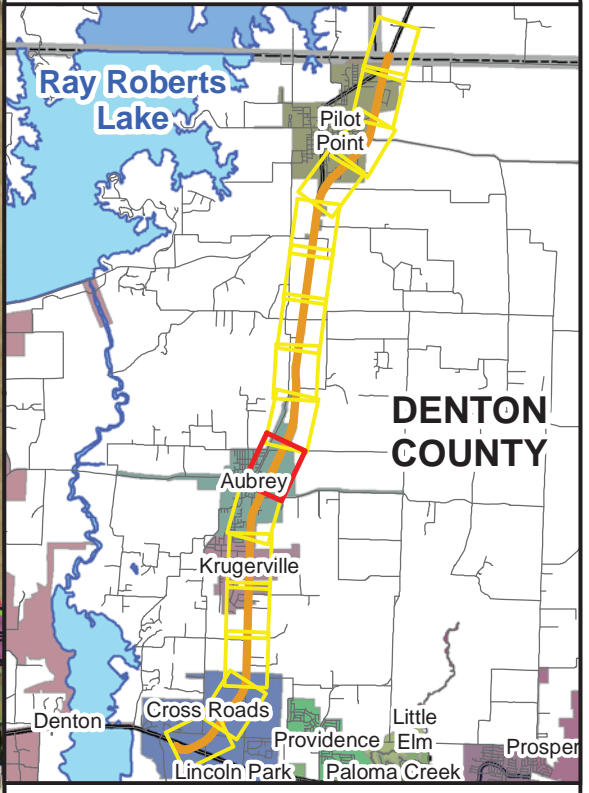
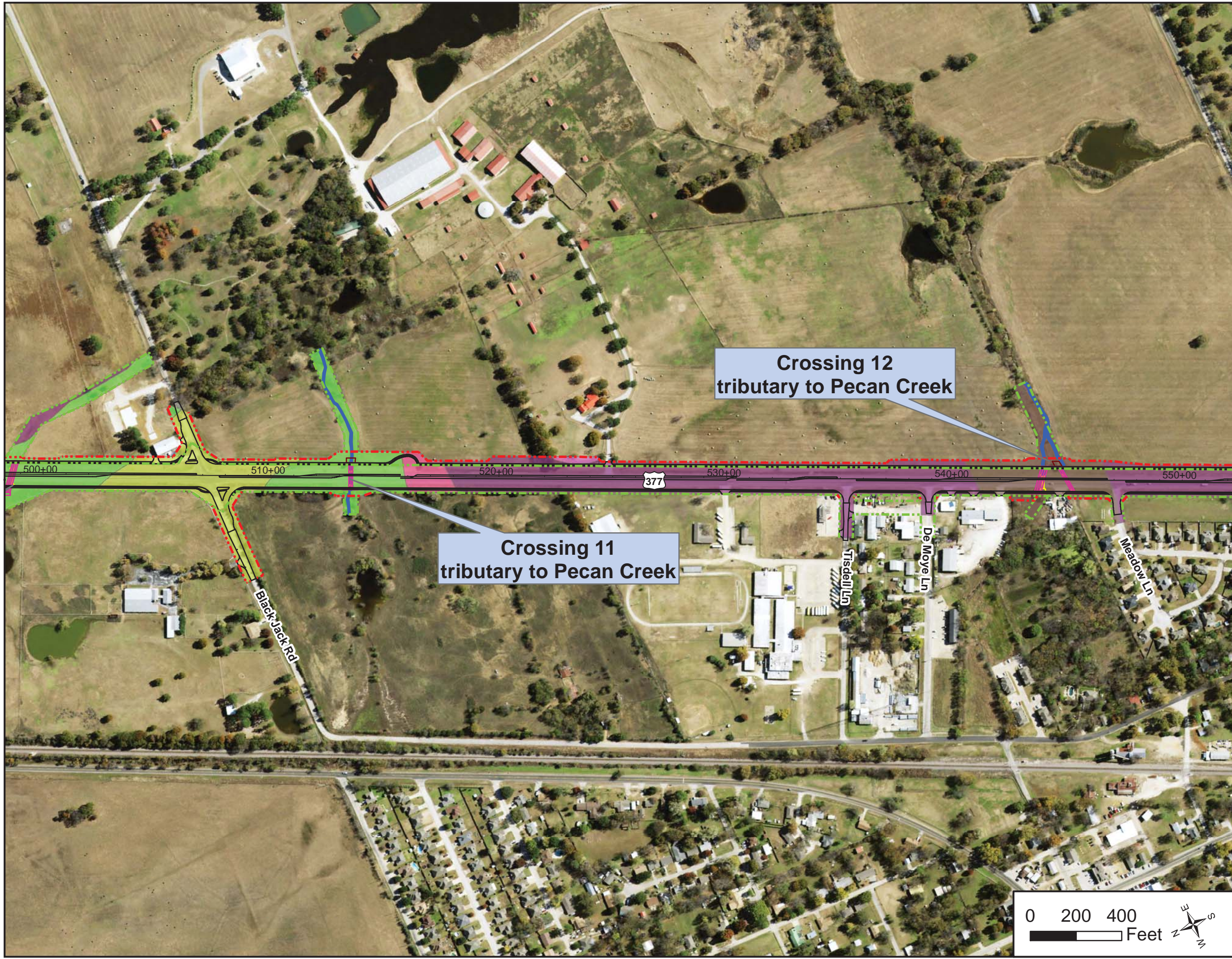
LEGEND

- Existing ROW
- Proposed Easement
- Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Delineated Stream

- Callisburg fine sandy loam, 1 to 3 percent slopes
- Callisburg fine sandy loam, 1 to 5 percent slopes, erod ed
- Crockett fine sandy loam, 1 to 3 percent slopes
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- Heaton loamy fine sand, 1 to 8 percent slopes
- Justin-Urban land complex, 0 to 3 percent slopes
- Konsil fine sandy loam, 1 to 3 percent slopes
- Konsil fine sandy loam, 3 to 8 percent slopes
- Konsil fine sandy loam, 5 to 8 percent slopes
- Mabank fine sandy loam, 1 to 5 percent slopes, eroded
- Navo clay loam, 1 to 3 percent slopes
- Navo clay loam, 3 to 5 percent slopes
- Silstid loamy fine sand, 1 to 5 percent slopes
- Wilson clay loam, 0 to 1 percent slopes
- Wilson clay loam, 1 to 3 percent slopes



Basemap Source: TNRIS (2018)



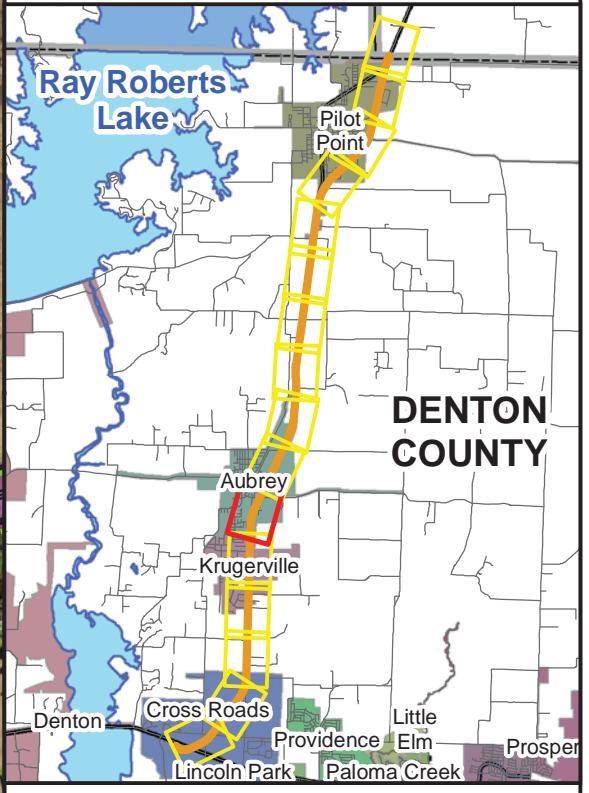
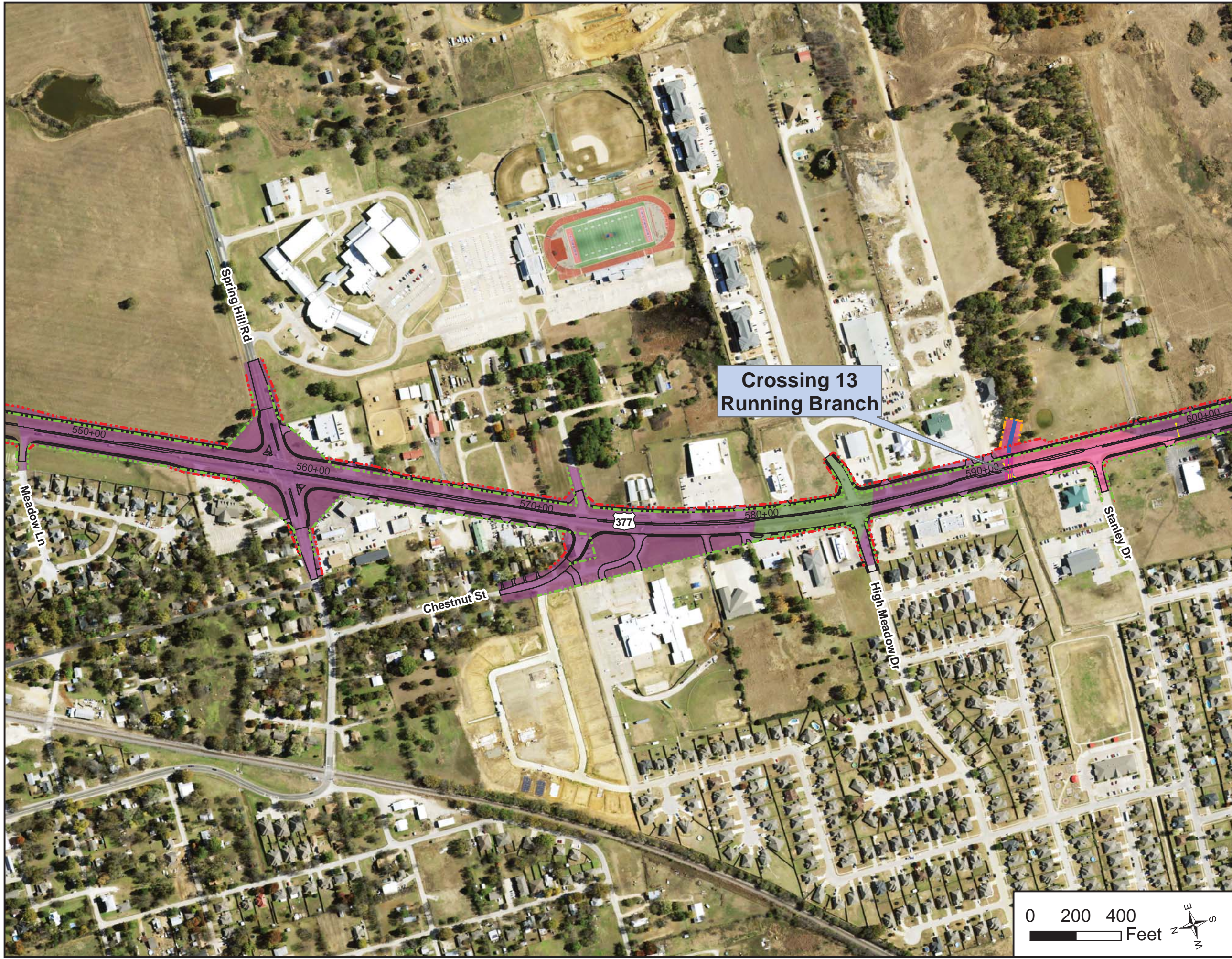
LEGEND

- Existing ROW
- Proposed Easement
- Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Delineated Stream
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- Konsil fine sandy loam, 3 to 8 percent slopes
- Konsil fine sandy loam, 5 to 8 percent slopes
- Mabank fine sandy loam, 1 to 5 percent slopes, eroded
- Navo clay loam, 1 to 3 percent slopes
- Navo clay loam, 3 to 5 percent slopes
- Silstid loamy fine sand, 1 to 5 percent slopes
- Wilson clay loam, 0 to 1 percent slopes
- Wilson clay loam, 1 to 3 percent slopes



Basemap Source: TNRIS (2018)

FIGURE 2
NRCS SOIL MAP
 United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
 Page 11 of 16



LEGEND

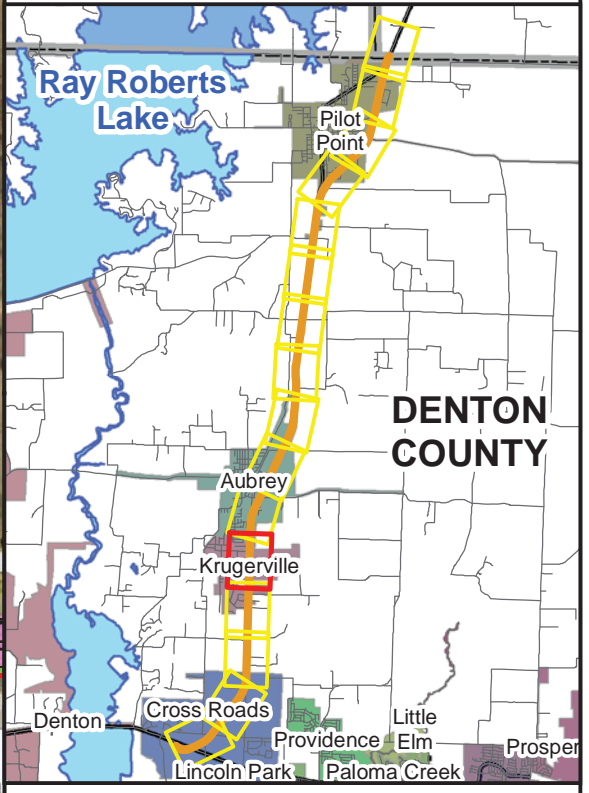
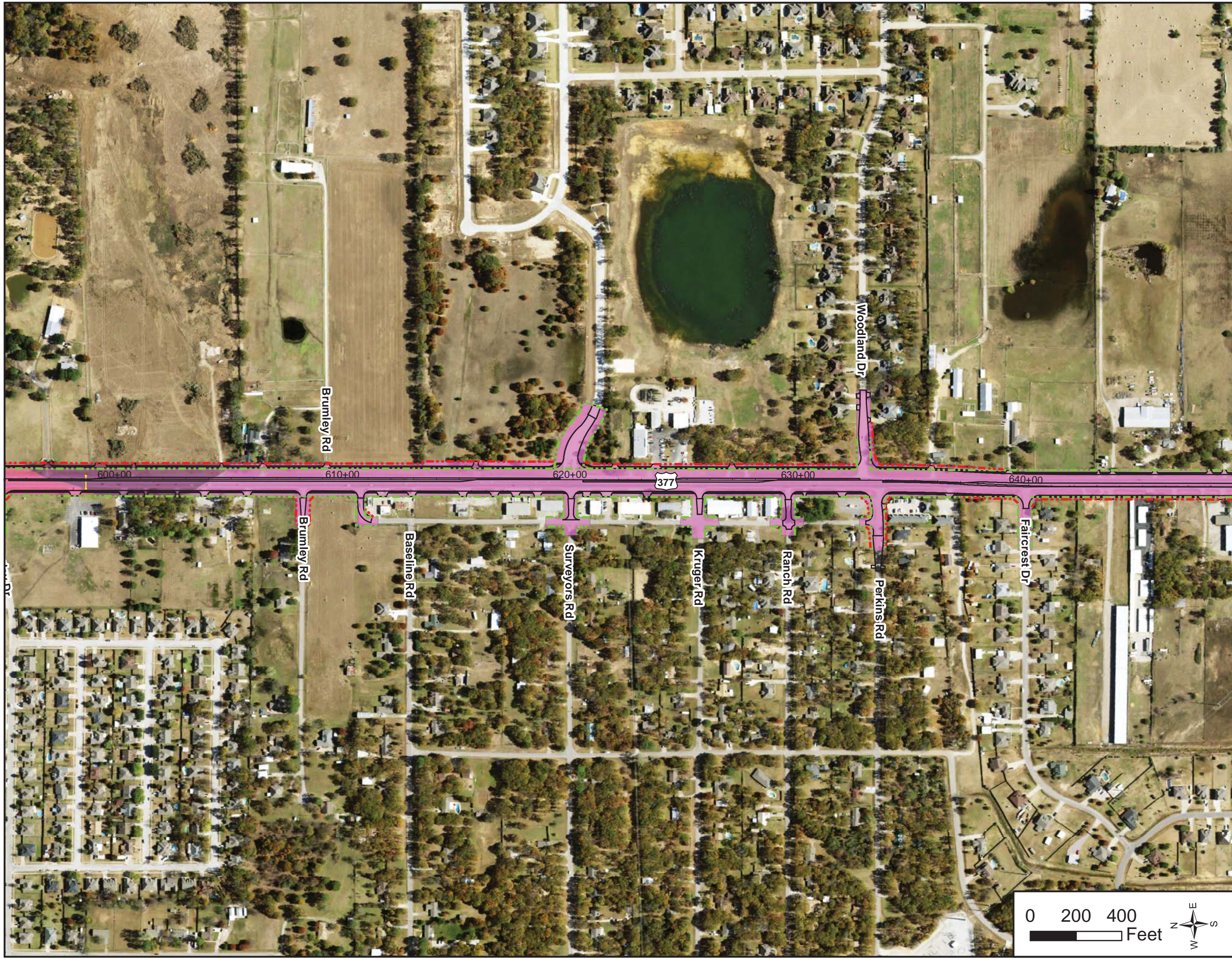
- Existing ROW
- Proposed Easement
- Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Delineated Stream

- Callisburg fine sandy loam, 1 to 3 percent slopes
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- Gasil loamy fine sand, 1 to 5 percent slopes
- Heaton loamy fine sand, 1 to 8 percent slopes
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- Konsil fine sandy loam, 1 to 3 percent slopes
- Konsil fine sandy loam, 3 to 8 percent slopes
- Konsil fine sandy loam, 5 to 8 percent slopes
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- Navo clay loam, 1 to 3 percent slopes
- Navo clay loam, 3 to 5 percent slopes
- Silstid loamy fine sand, 1 to 5 percent slopes
- Wilson clay loam, 0 to 1 percent slopes
- Wilson clay loam, 1 to 3 percent slopes



Basemap Source: TNRIS (2018)

FIGURE 2
NRCS SOIL MAP
 United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
 Page 12 of 16

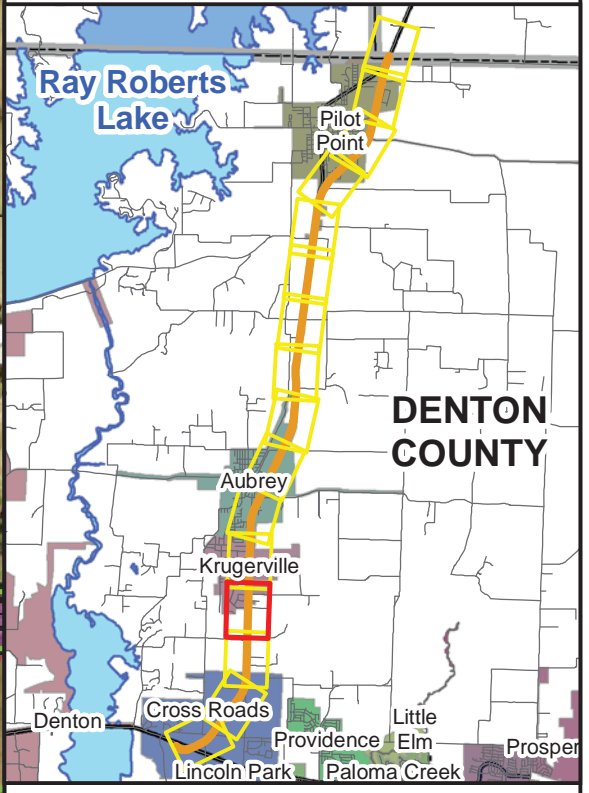
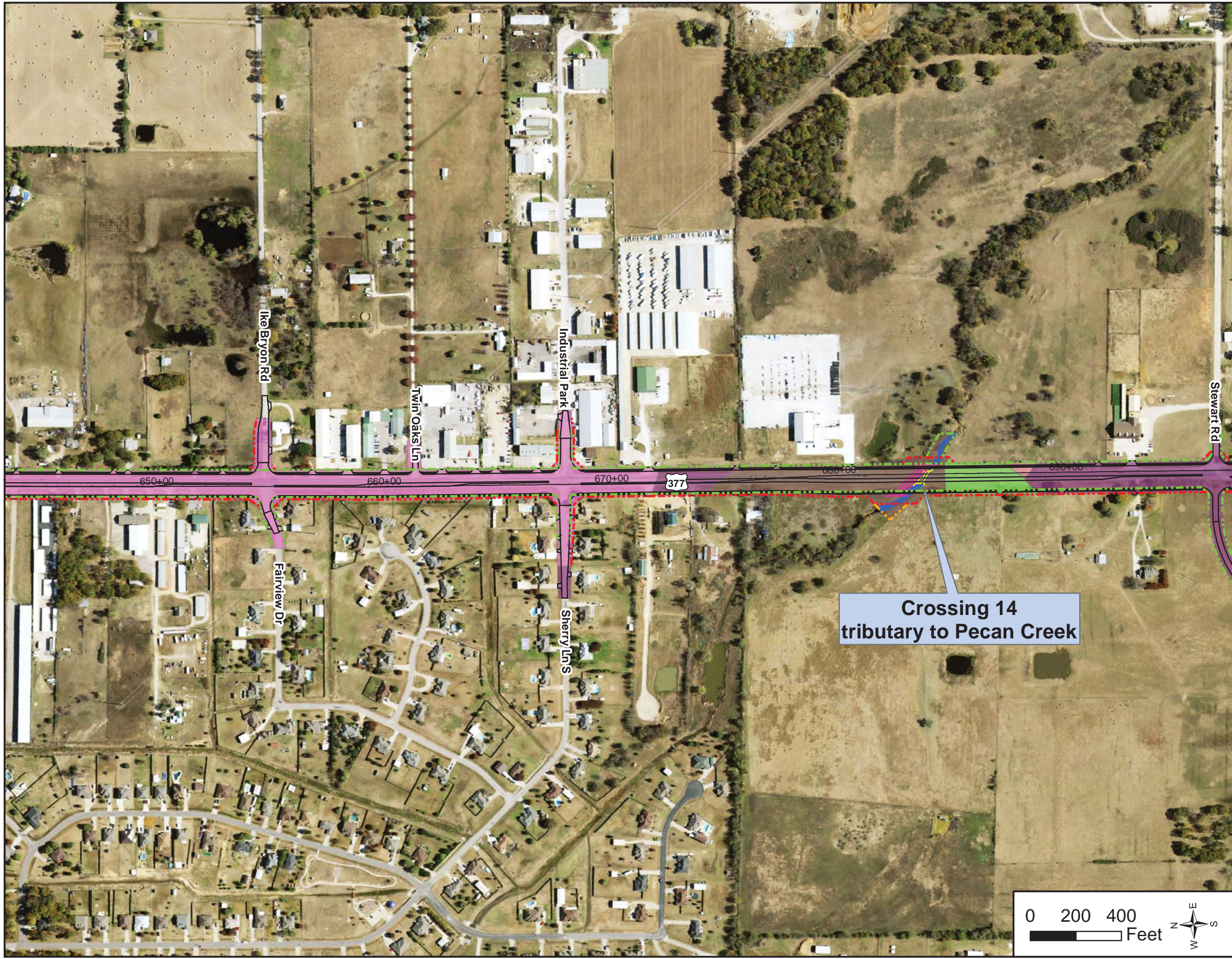


LEGEND

- Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Delineated Stream
- Callisburg fine sandy loam, 1 to 3 percent slopes
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- Heaton loamy fine sand, 1 to 8 percent slopes
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- Konsil fine sandy loam, 1 to 3 percent slopes
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- Mabank fine sandy loam, 1 to 5 percent slopes, eroded
- Navo clay loam, 1 to 3 percent slopes
- Navo clay loam, 3 to 5 percent slopes
- Silstid loamy fine sand, 1 to 5 percent slopes
- Wilson clay loam, 0 to 1 percent slopes
- Wilson clay loam, 1 to 3 percent slopes



Basemap Source: TNRIS (2018)



Crossing 14
 tributary to Pecan Creek

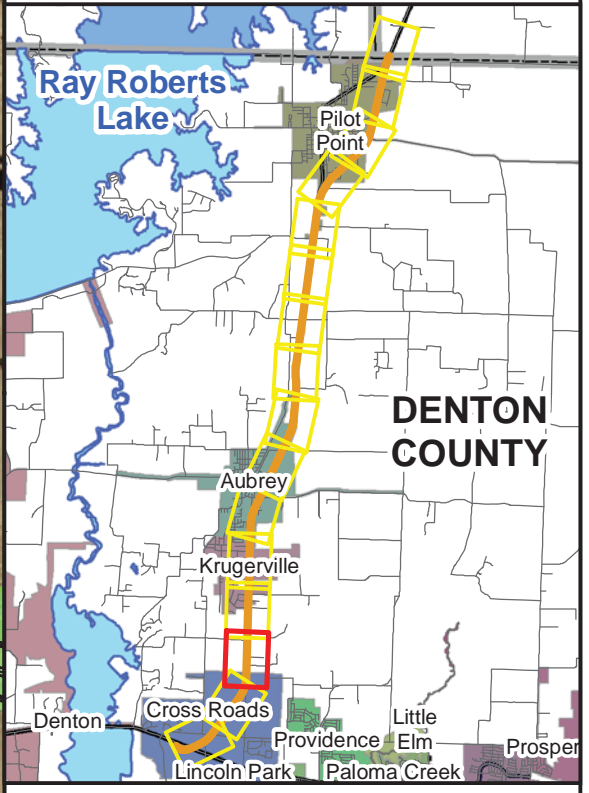
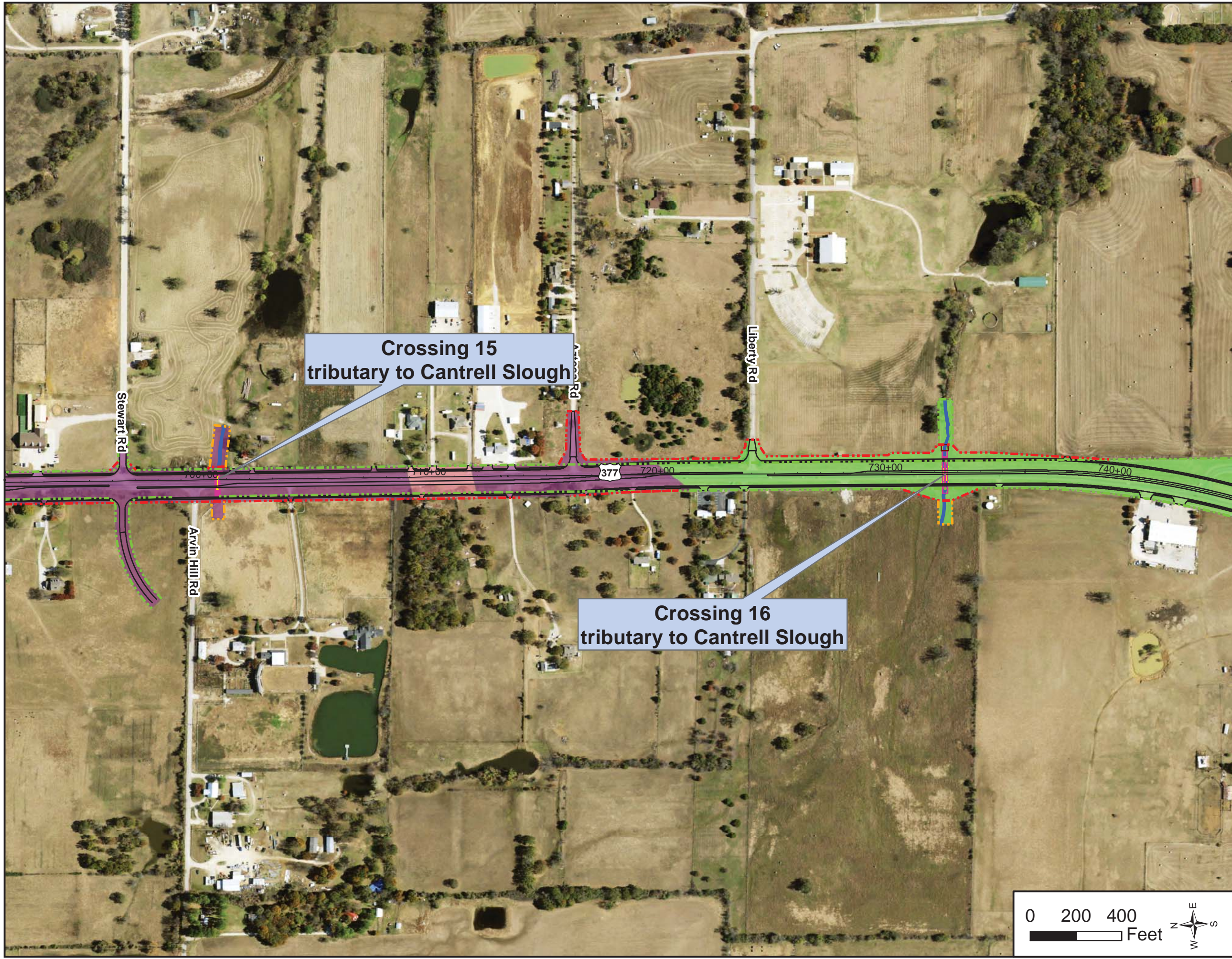
LEGEND

- Existing ROW
- Proposed Easement
- Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Delineated Stream

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- Silstid loamy fine sand, 1 to 5 percent slopes
- Wilson clay loam, 0 to 1 percent slopes
- Wilson clay loam, 1 to 3 percent slopes



FIGURE 2
NRCS SOIL MAP
 United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
 Page 14 of 16



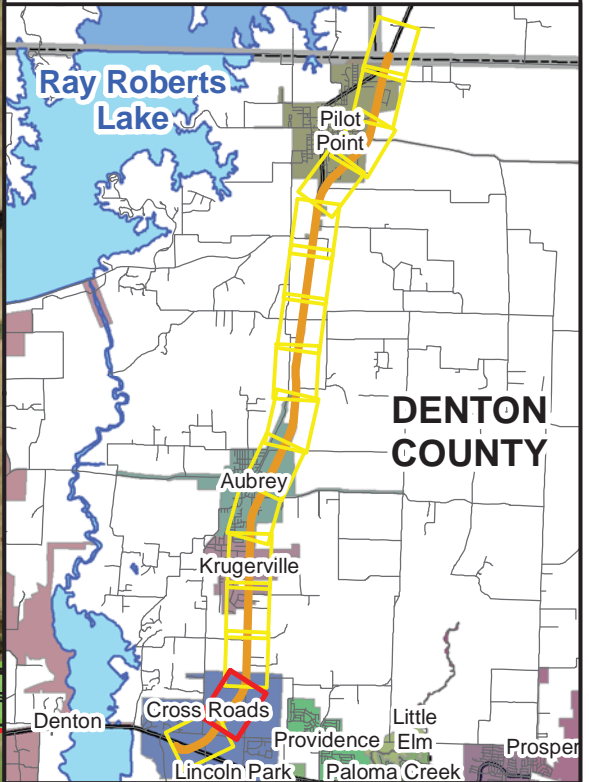
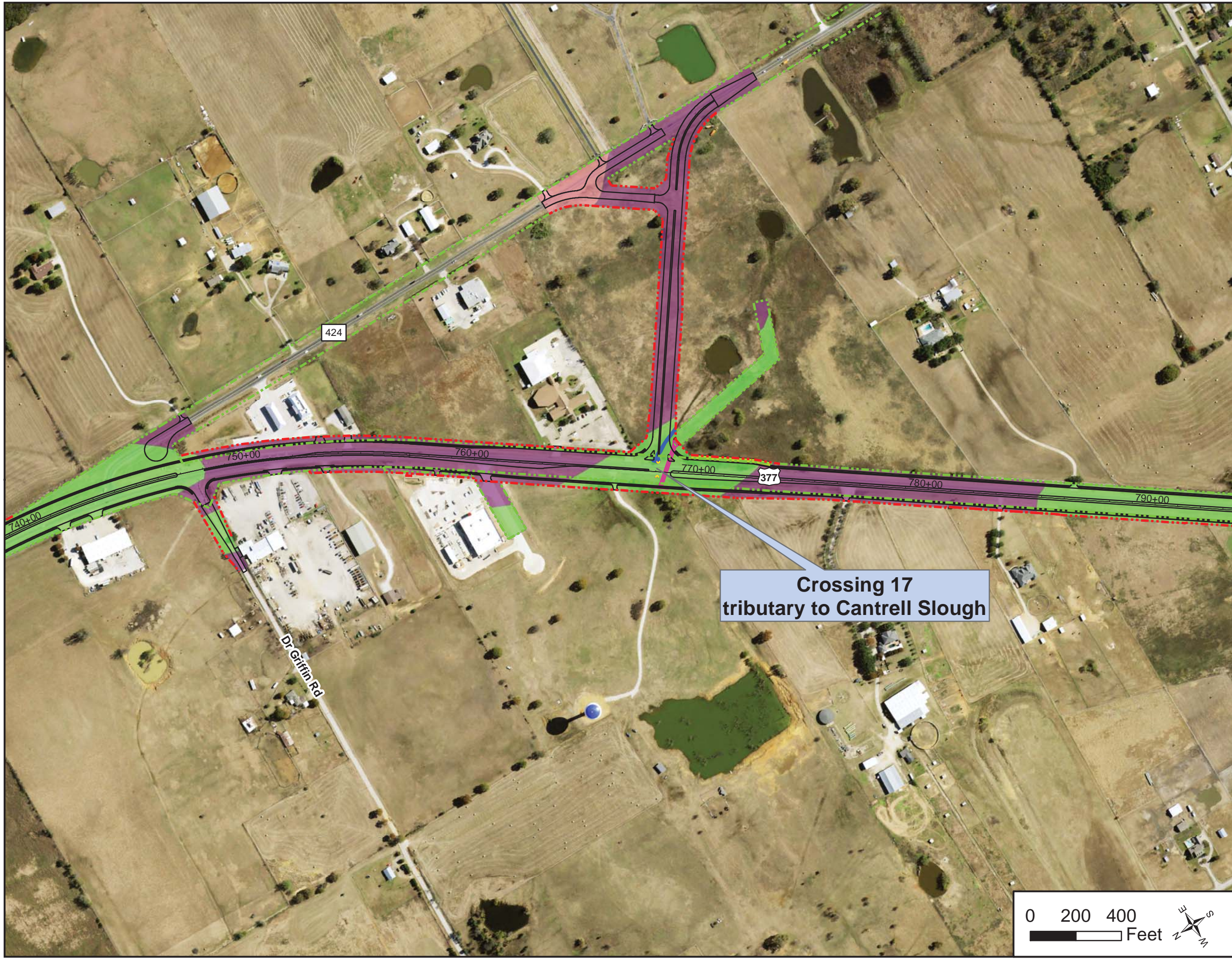
LEGEND

- Existing ROW
- Proposed Easement
- Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Delineated Stream

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- Navo clay loam, 3 to 5 percent slopes
- Silstid loamy fine sand, 1 to 5 percent slopes
- Wilson clay loam, 0 to 1 percent slopes
- Wilson clay loam, 1 to 3 percent slopes



Basemap Source: TNRIS (2018)



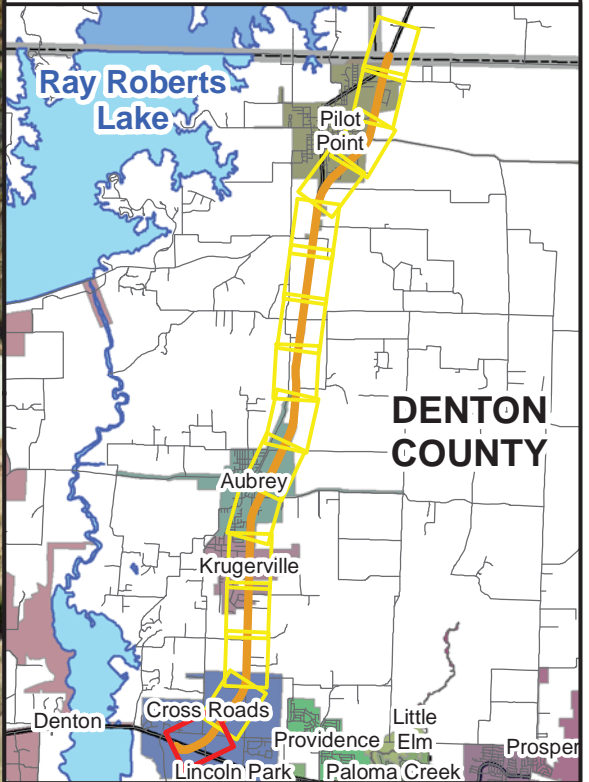
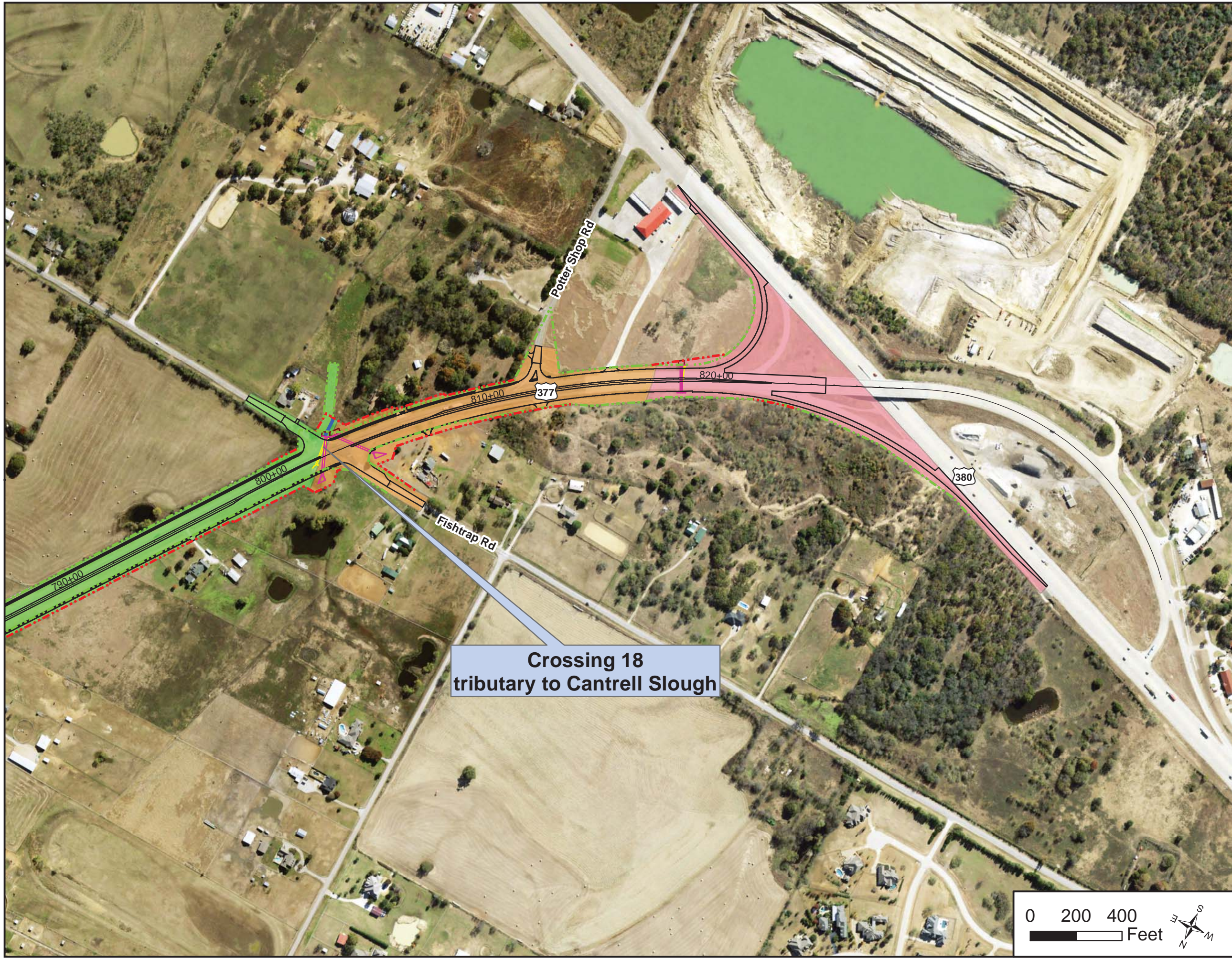
Crossing 17
 tributary to Cantrell Slough

LEGEND

- Existing ROW
- Proposed Easement
- Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Delineated Stream

- Callisburg fine sandy loam, 1 to 3 percent slopes
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- Konsil fine sandy loam, 5 to 8 percent slopes
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- Navo clay loam, 1 to 3 percent slopes
- Navo clay loam, 3 to 5 percent slopes
- Silstid loamy fine sand, 1 to 5 percent slopes
- Wilson clay loam, 0 to 1 percent slopes
- Wilson clay loam, 1 to 3 percent slopes





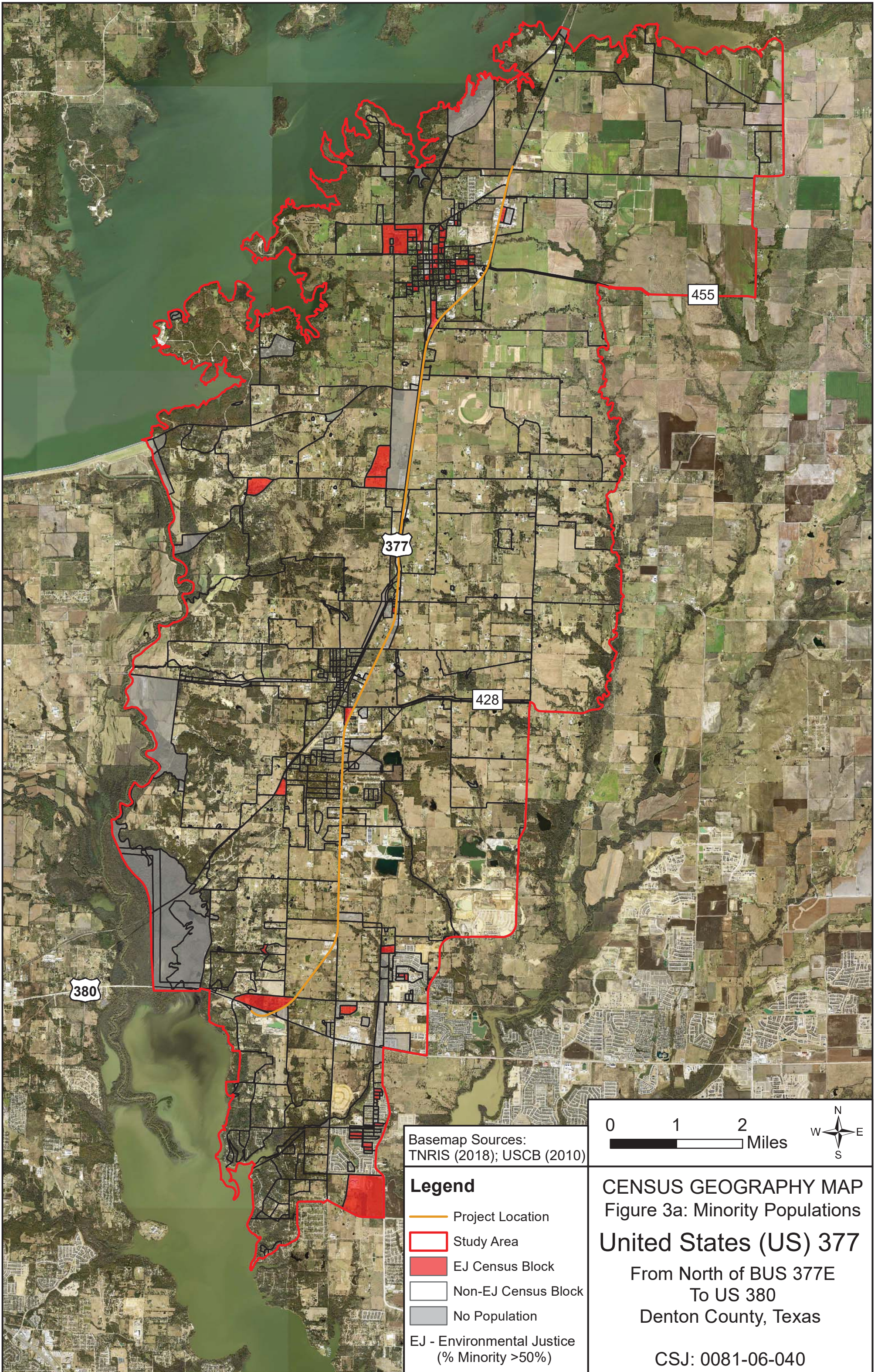
Crossing 18
 tributary to Cantrell Slough

LEGEND

- Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Delineated Stream

- Callisburg fine sandy loam, 1 to 3 percent slopes
- Callisburg fine sandy loam, 1 to 5 percent slopes, erod ed
- Crockett fine sandy loam, 1 to 3 percent slopes
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- Gasil loamy fine sand, 1 to 5 percent slopes
- Heaton loamy fine sand, 1 to 8 percent slopes
- Justin-Urban land complex, 0 to 3 percent slopes
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- Konsil fine sandy loam, 5 to 8 percent slopes
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- Navo clay loam, 3 to 5 percent slopes
- Silstid loamy fine sand, 1 to 5 percent slopes
- Wilson clay loam, 0 to 1 percent slopes
- Wilson clay loam, 1 to 3 percent slopes





Basemap Sources:
TNRIS (2018); USCB (2010)

0 1 2
Miles



Legend

- Project Location
 - Study Area
 - EJ Census Block
 - Non-EJ Census Block
 - No Population
- EJ - Environmental Justice
(% Minority >50%)

CENSUS GEOGRAPHY MAP
Figure 3a: Minority Populations

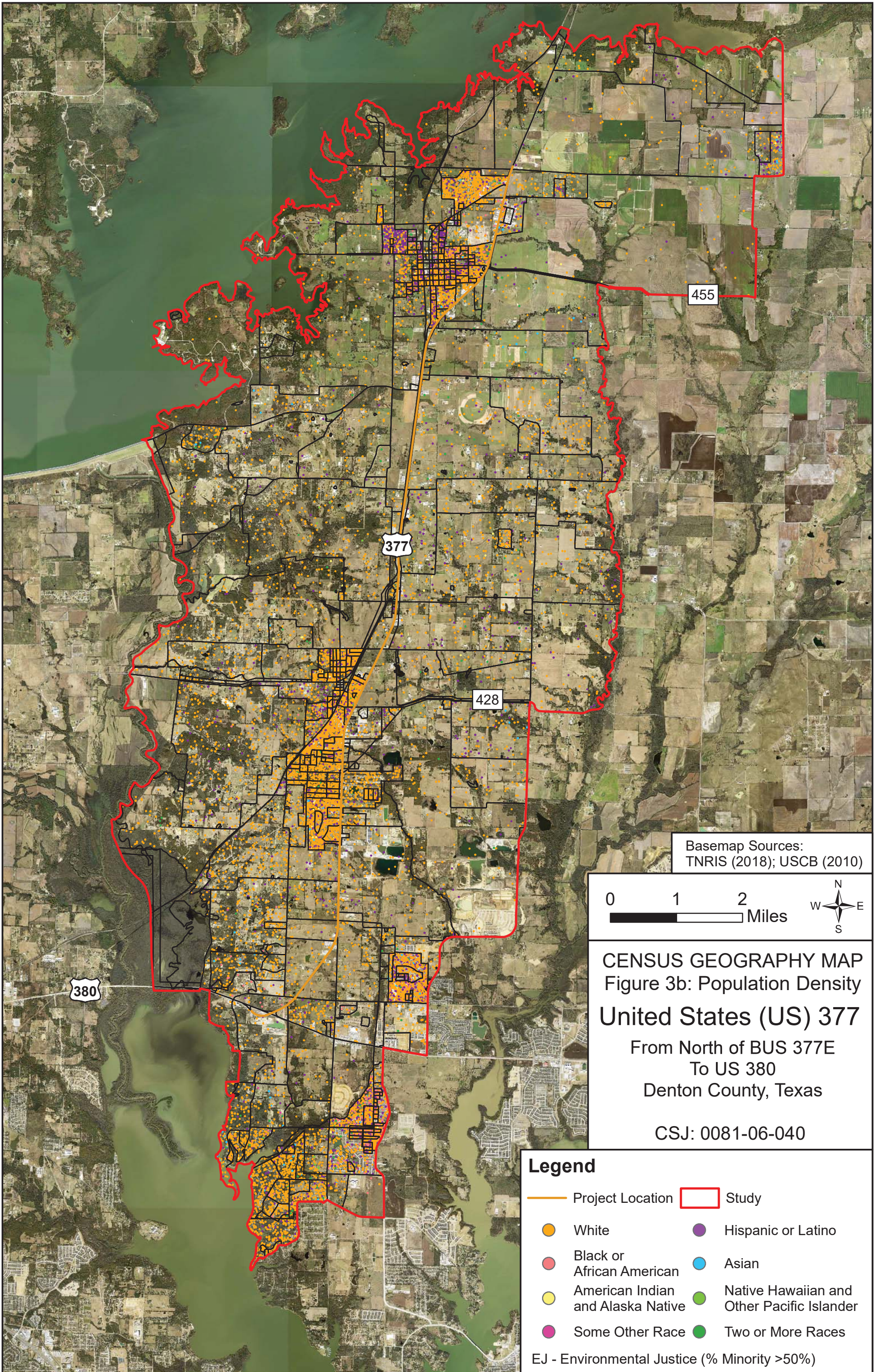
United States (US) 377

From North of BUS 377E

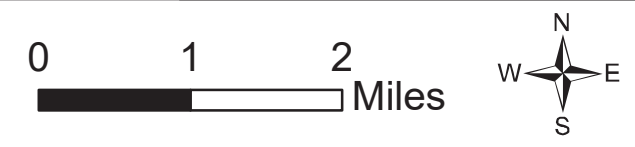
To US 380

Denton County, Texas

CSJ: 0081-06-040



Basemap Sources:
TNRIS (2018); USCB (2010)

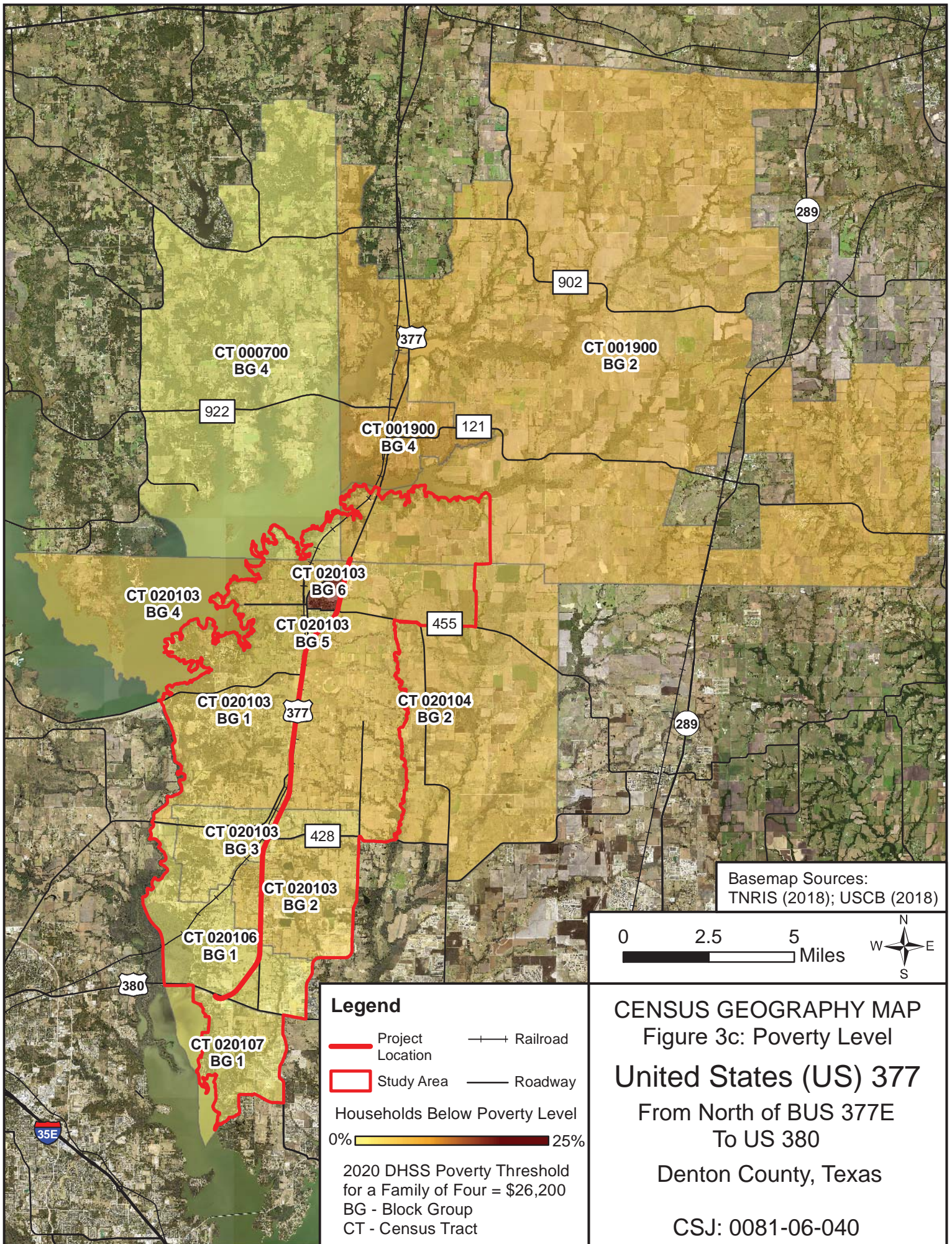


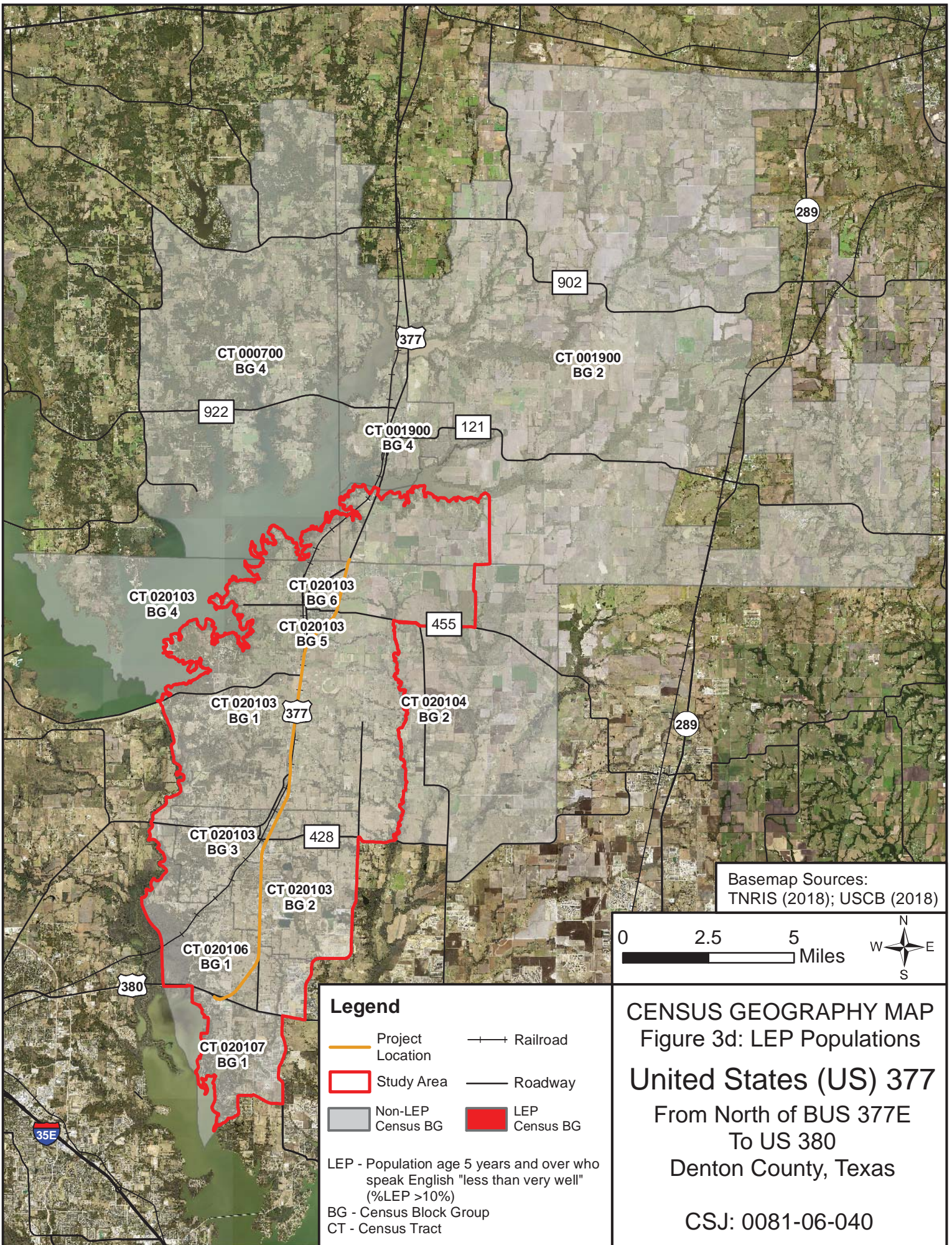
CENSUS GEOGRAPHY MAP
Figure 3b: Population Density
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040

Legend

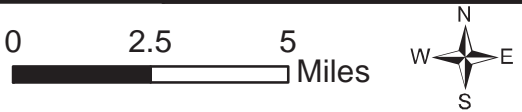
| | |
|-----------------------------------|--|
| Project Location | Study |
| White | Hispanic or Latino |
| Black or African American | Asian |
| American Indian and Alaska Native | Native Hawaiian and Other Pacific Islander |
| Some Other Race | Two or More Races |

EJ - Environmental Justice (% Minority >50%)





Basemap Sources:
 TNRIS (2018); USCB (2018)



Legend

- Project Location
- Study Area
- Non-LEP Census BG
- LEP Census BG
- Railroad
- Roadway

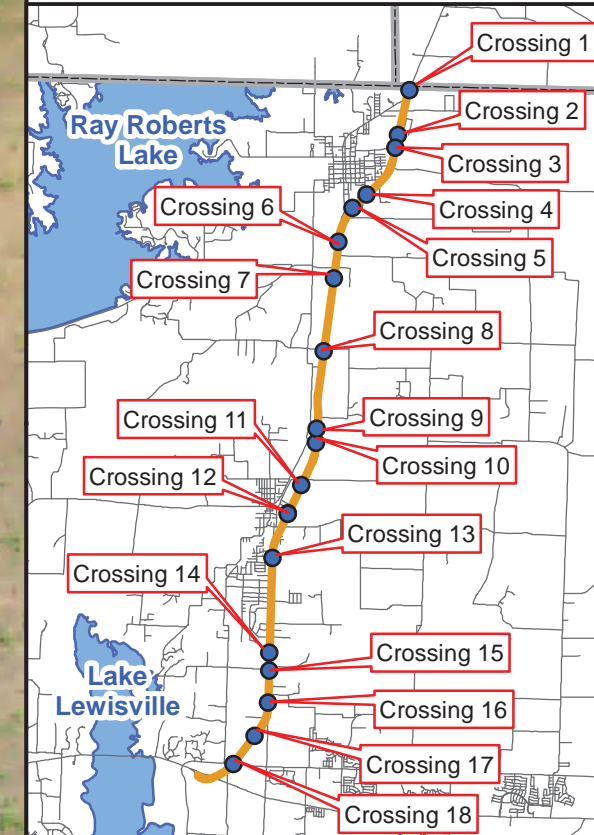
LEP - Population age 5 years and over who speak English "less than very well" (%LEP >10%)
 BG - Census Block Group
 CT - Census Tract

CENSUS GEOGRAPHY MAP
 Figure 3d: LEP Populations
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040

FIGURE 4 PROJECT LAYOUT MAP CROSSING 1

United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040

| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|----------------------------------|-----------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 1 | unnamed tributary to Pecan Creek | Ephemeral | Yes | 407 | 0.09 | 10 | 1 | 0 | 24 LF (0.01 ac) |



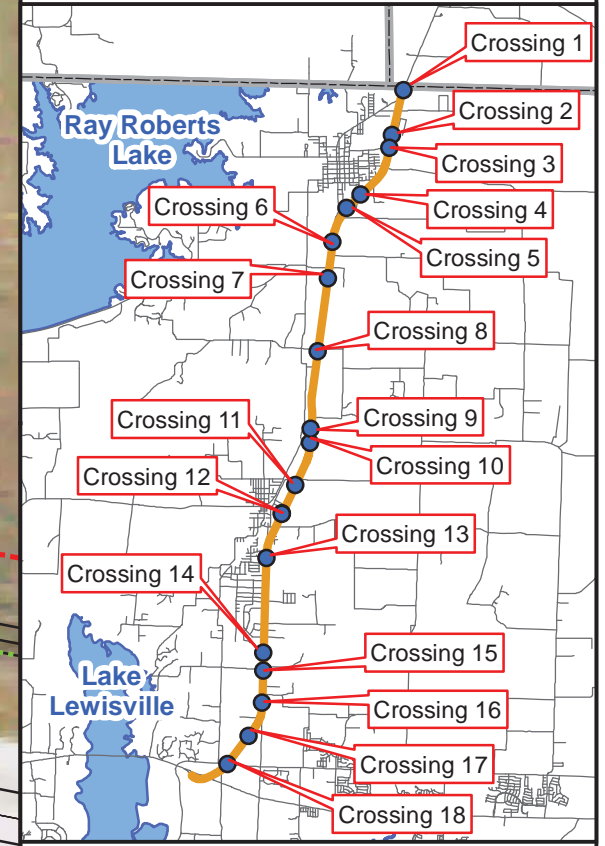
LEGEND

- - - Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- Proposed Retainaing Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Stream (No Impact)
- Stream (Permanent Impact)
- Stream (Temporary Impact)
- Floodplain Area
- ➔ Flow Direction

Basemap Source: TNRIS (2018)

FIGURE 4 PROJECT LAYOUT MAP CROSSING 2

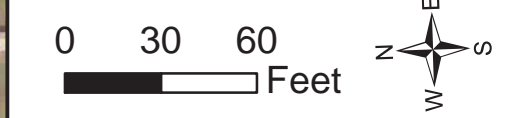
United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040



LEGEND

- Existing ROW
- Proposed Easement
- Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- █ Stream (No Impact)
- █ Stream (Permanent Impact)
- █ Stream (Temporary Impact)
- █ Floodplain Area
- Flow Direction

| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|----------------------------------|--------------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 2 | unnamed tributary to Pecan Creek | Intermittent | Yes | 224 | 0.08 | 8 | 1 | 88 LF (0.04 ac) | 66 LF (0.02 ac) |

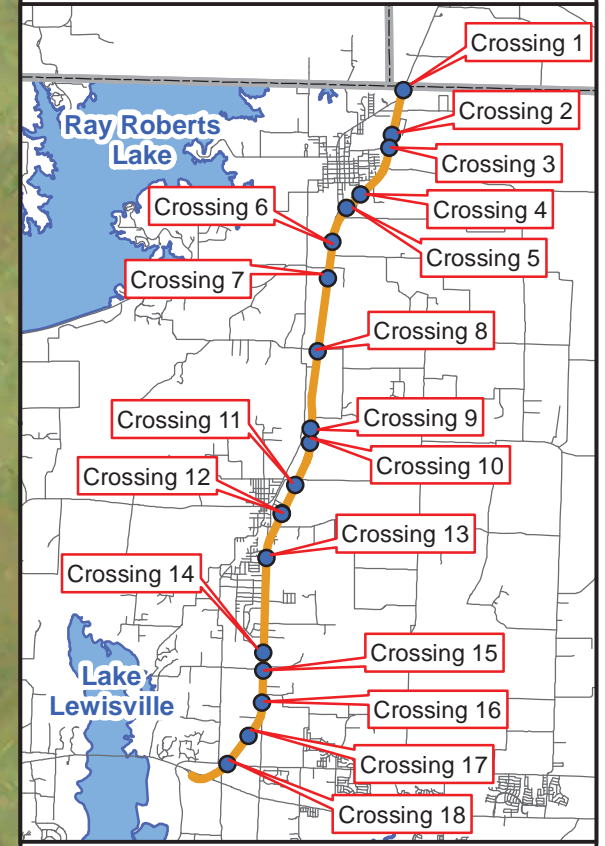


Basemap Source: TNRIS (2018)

| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|----------------------------------|--------------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 3 | unnamed tributary to Pecan Creek | Intermittent | Yes | 1,028 | 0.24 | 8 | 2 | 76 LF (0.04 ac) | 87 LF (0.04 ac) |

FIGURE 4 PROJECT LAYOUT MAP CROSSING 3

United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040



LEGEND

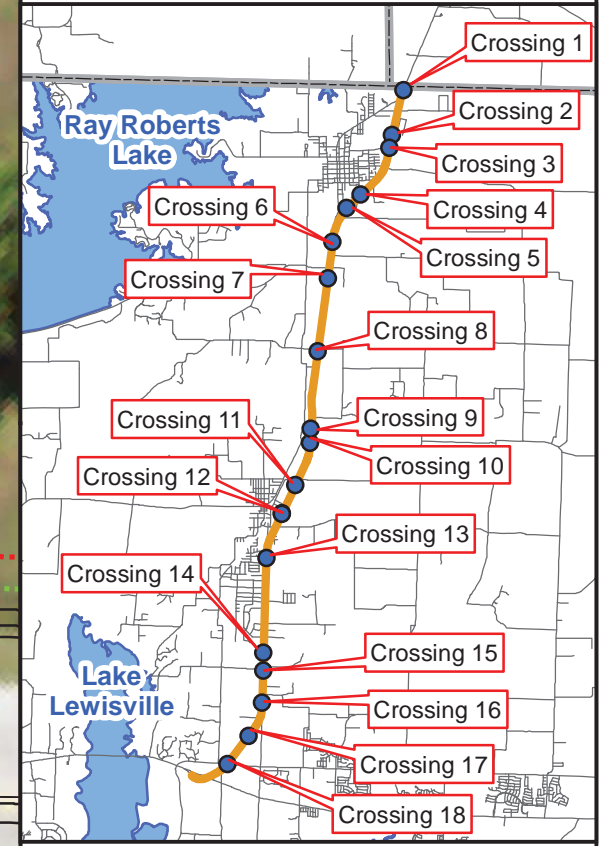
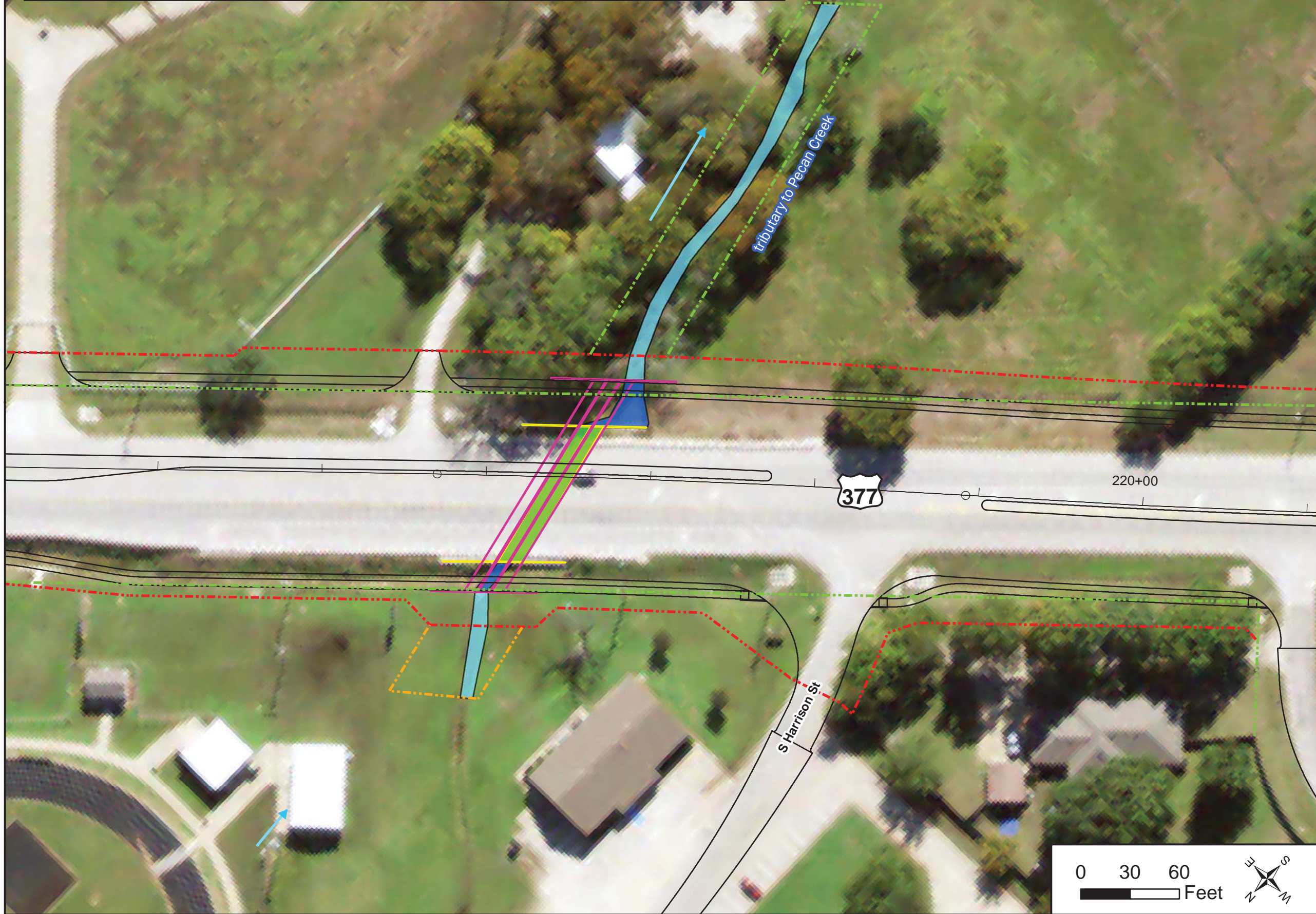
- - - Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- Proposed Retainaing Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Stream (No Impact)
- Stream (Permanent Impact)
- Stream (Temporary Impact)
- Floodplain Area
- ➔ Flow Direction

Basemap Source: TNRIS (2018)

| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|----------------------------------|-----------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 4 | unnamed tributary to Pecan Creek | Ephemeral | Yes | 492 | 0.11 | 6 | 0.5 | 97 LF (0.03 ac) | 52 LF (0.02 ac) |

FIGURE 4 PROJECT LAYOUT MAP CROSSING 4

United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040



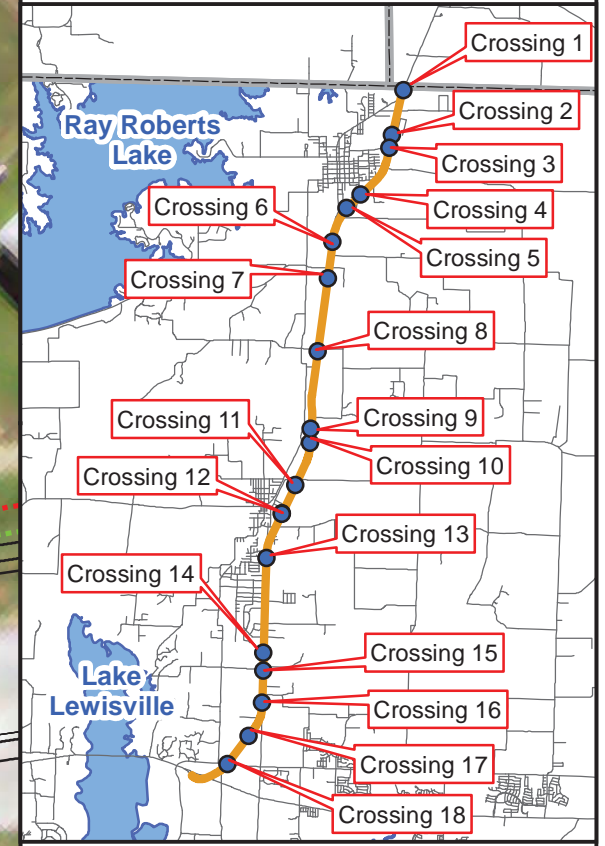
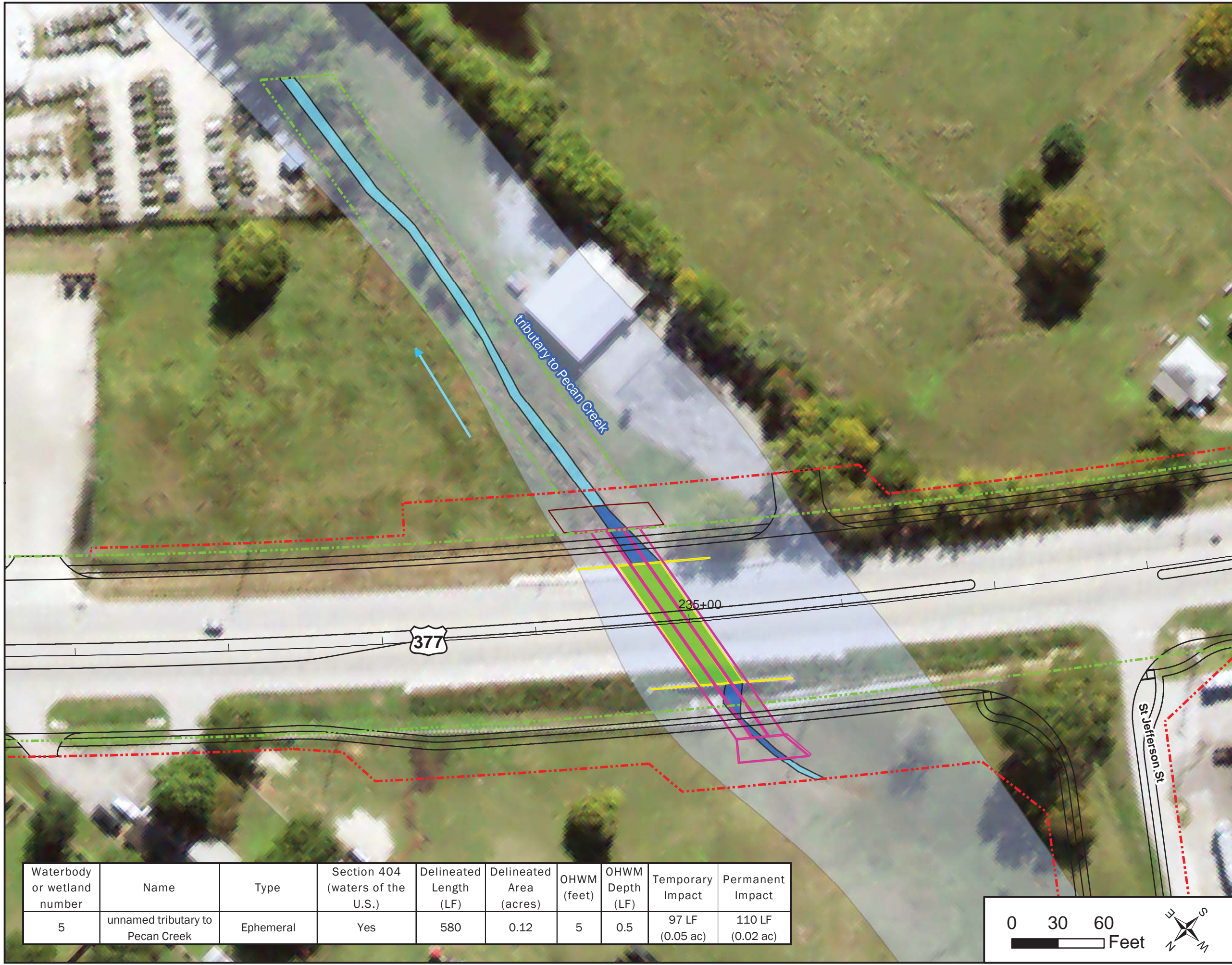
LEGEND

- - - Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- █ Stream (No Impact)
- █ Stream (Permanent Impact)
- █ Stream (Temporary Impact)
- █ Floodplain Area
- ➔ Flow Direction

Basemap Source: TNRIS (2018)

FIGURE 4 PROJECT LAYOUT MAP CROSSING 5

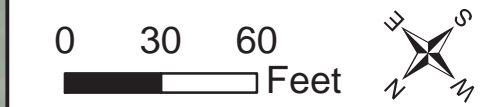
United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040



LEGEND

- - - Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- █ Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- █ Stream (No Impact)
- █ Stream (Permanent Impact)
- █ Stream (Temporary Impact)
- █ Floodplain Area
- Flow Direction

| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|----------------------------------|-----------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 5 | unnamed tributary to Pecan Creek | Ephemeral | Yes | 580 | 0.12 | 5 | 0.5 | 97 LF (0.05 ac) | 110 LF (0.02 ac) |

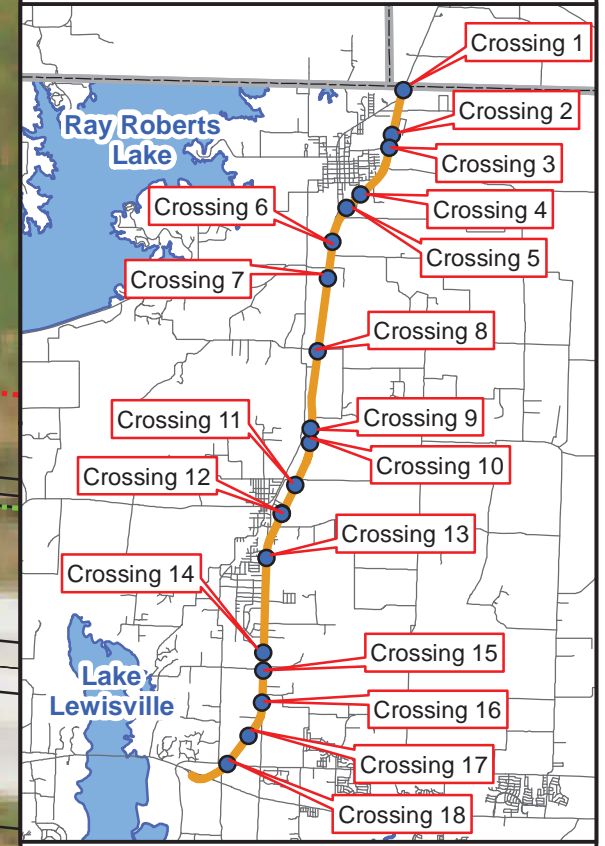
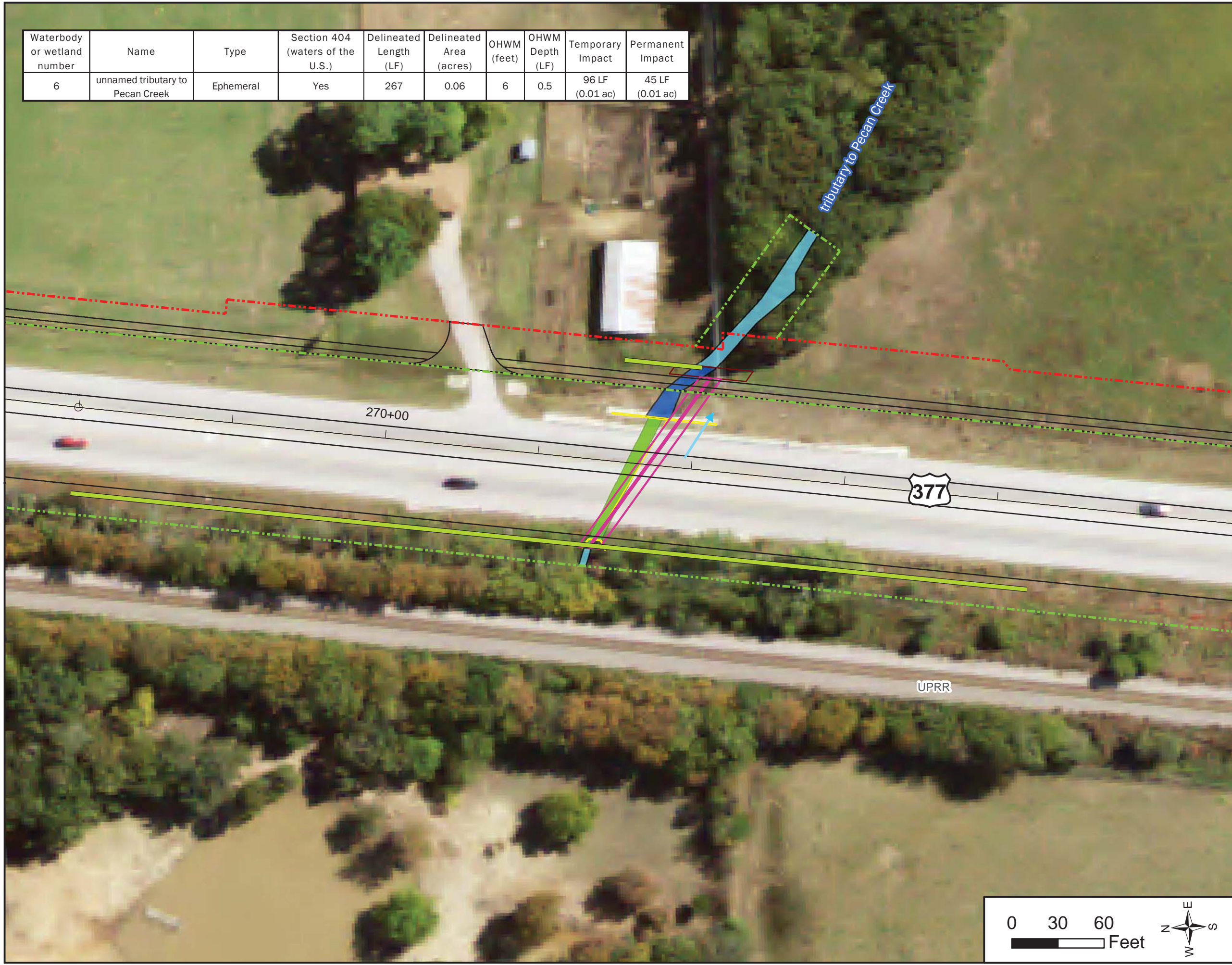


Basemap Source: TNRIS (2018)

| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|----------------------------------|-----------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 6 | unnamed tributary to Pecan Creek | Ephemeral | Yes | 267 | 0.06 | 6 | 0.5 | 96 LF (0.01 ac) | 45 LF (0.01 ac) |

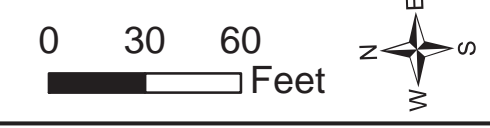
FIGURE 4 PROJECT LAYOUT MAP CROSSING 6

United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040



LEGEND

- - - Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- Proposed Retainaing Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Stream (No Impact)
- Stream (Permanent Impact)
- Stream (Temporary Impact)
- Floodplain Area
- ➔ Flow Direction

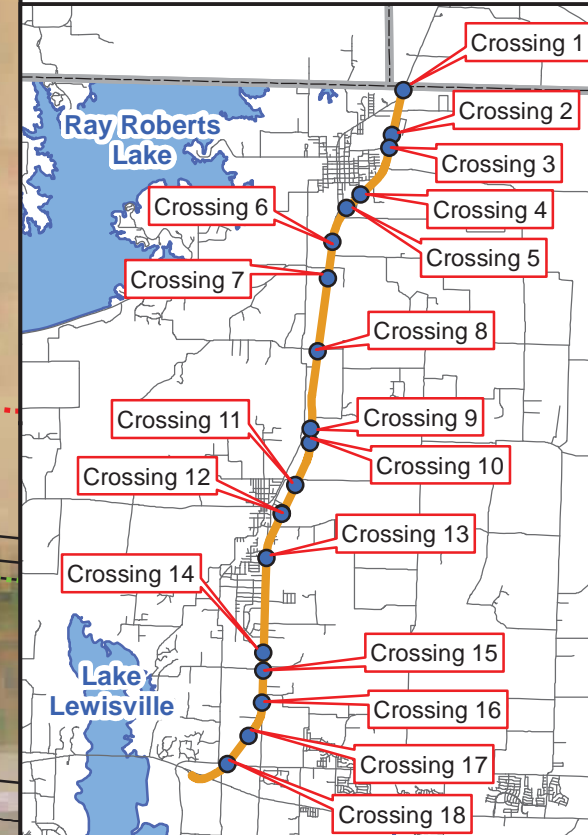
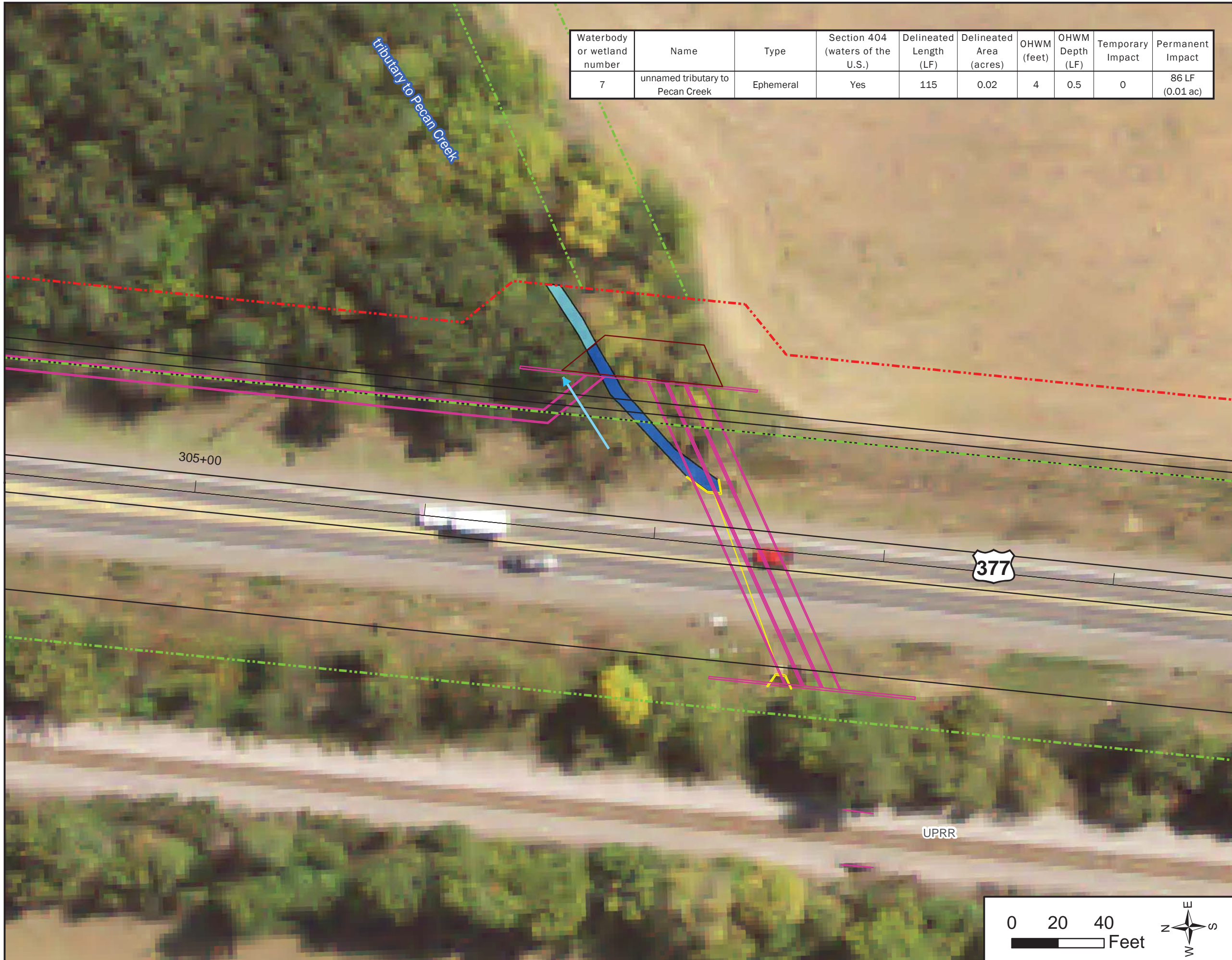


Basemap Source: TNRIS (2018)

FIGURE 4 PROJECT LAYOUT MAP CROSSING 7

United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040

| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|----------------------------------|-----------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 7 | unnamed tributary to Pecan Creek | Ephemeral | Yes | 115 | 0.02 | 4 | 0.5 | 0 | 86 LF (0.01 ac) |



LEGEND

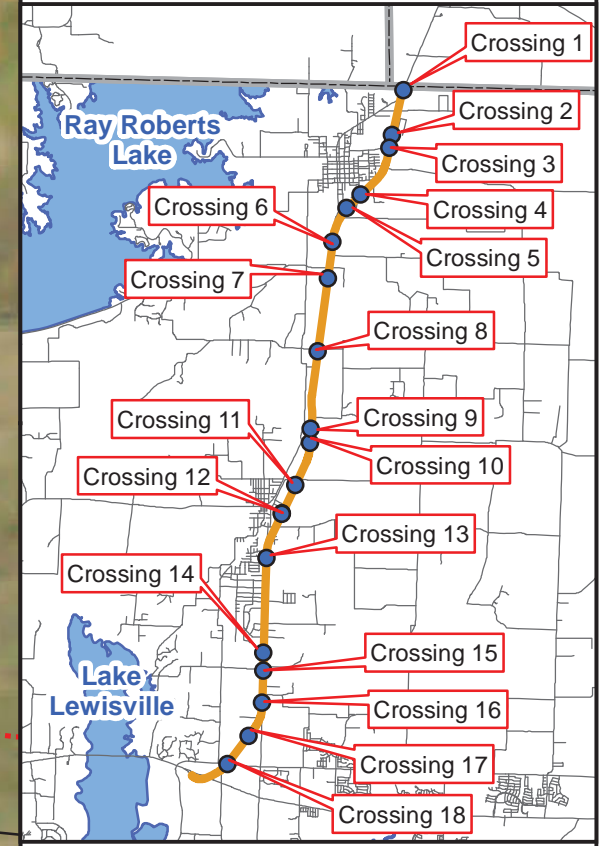
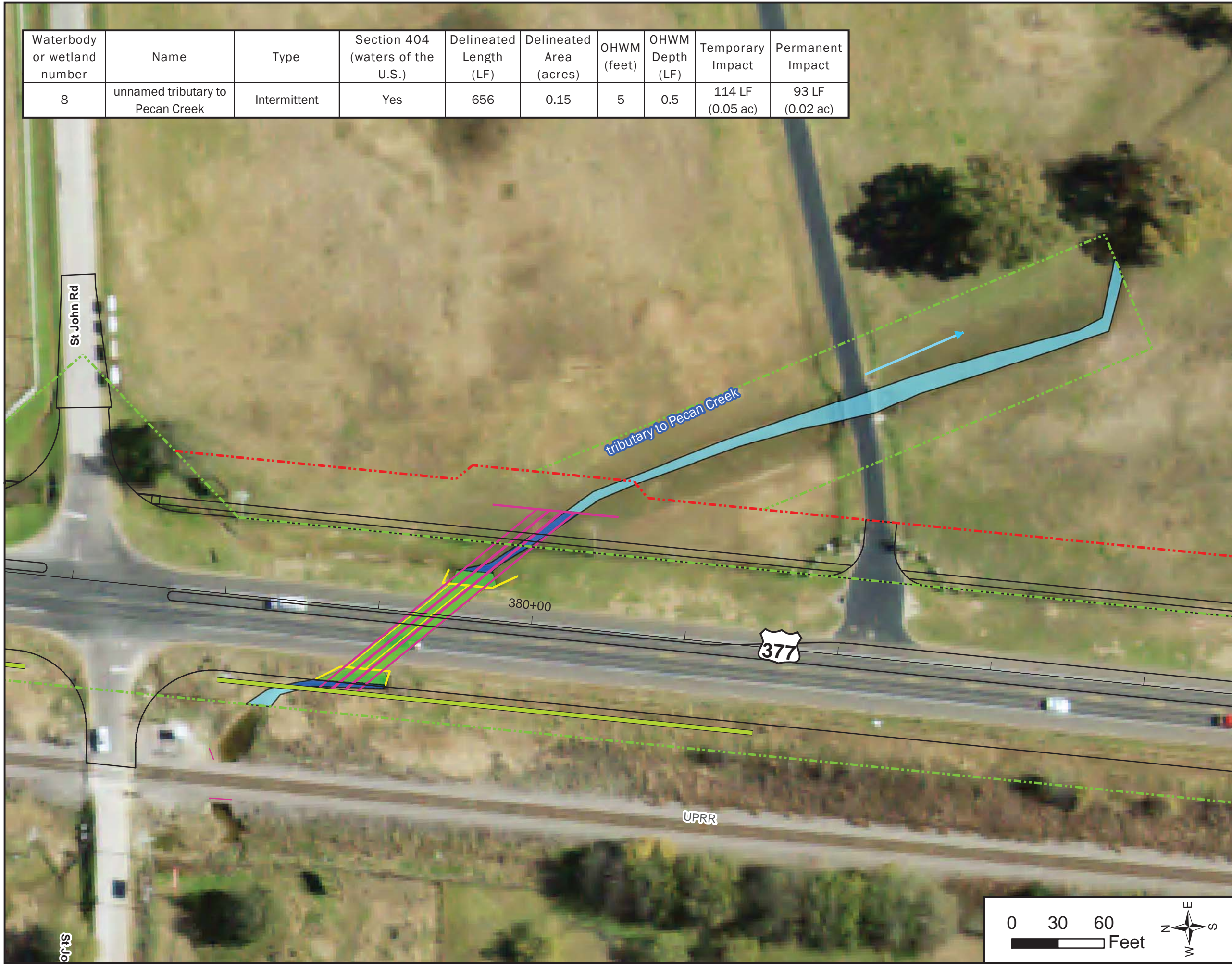
- - - Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Stream (No Impact)
- Stream (Permanent Impact)
- Stream (Temporary Impact)
- Floodplain Area
- ➔ Flow Direction

Basemap Source: TNRIS (2018)

| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|----------------------------------|--------------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 8 | unnamed tributary to Pecan Creek | Intermittent | Yes | 656 | 0.15 | 5 | 0.5 | 114 LF (0.05 ac) | 93 LF (0.02 ac) |

FIGURE 4 PROJECT LAYOUT MAP CROSSING 8

United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040



LEGEND

- - - Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- ▬▬▬ Proposed Retaining Wall
- ▬▬▬ Existing Culvert
- ▬▬▬ Proposed Culvert
- ▬▬▬ Proposed Riprap
- ▭ Stream (No Impact)
- ▭ Stream (Permanent Impact)
- ▭ Stream (Temporary Impact)
- ▭ Floodplain Area
- ➔ Flow Direction

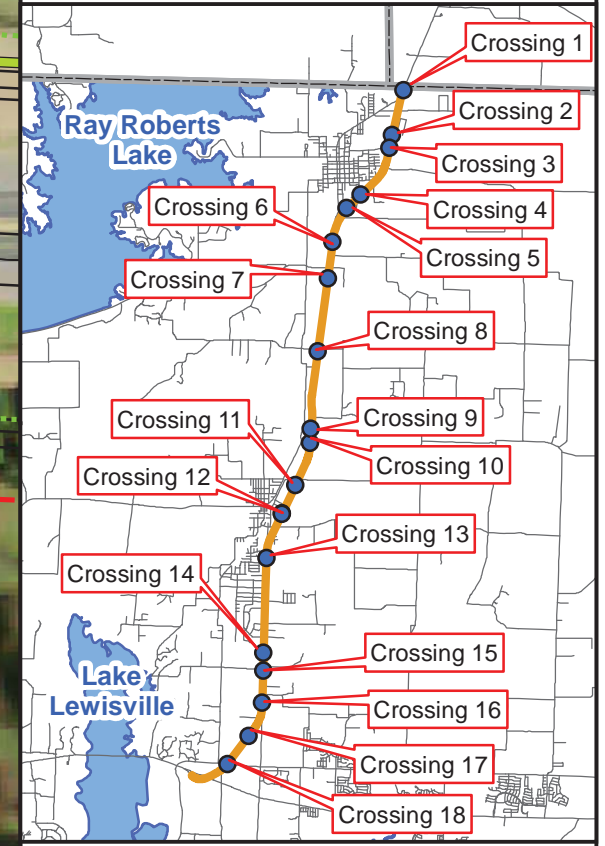
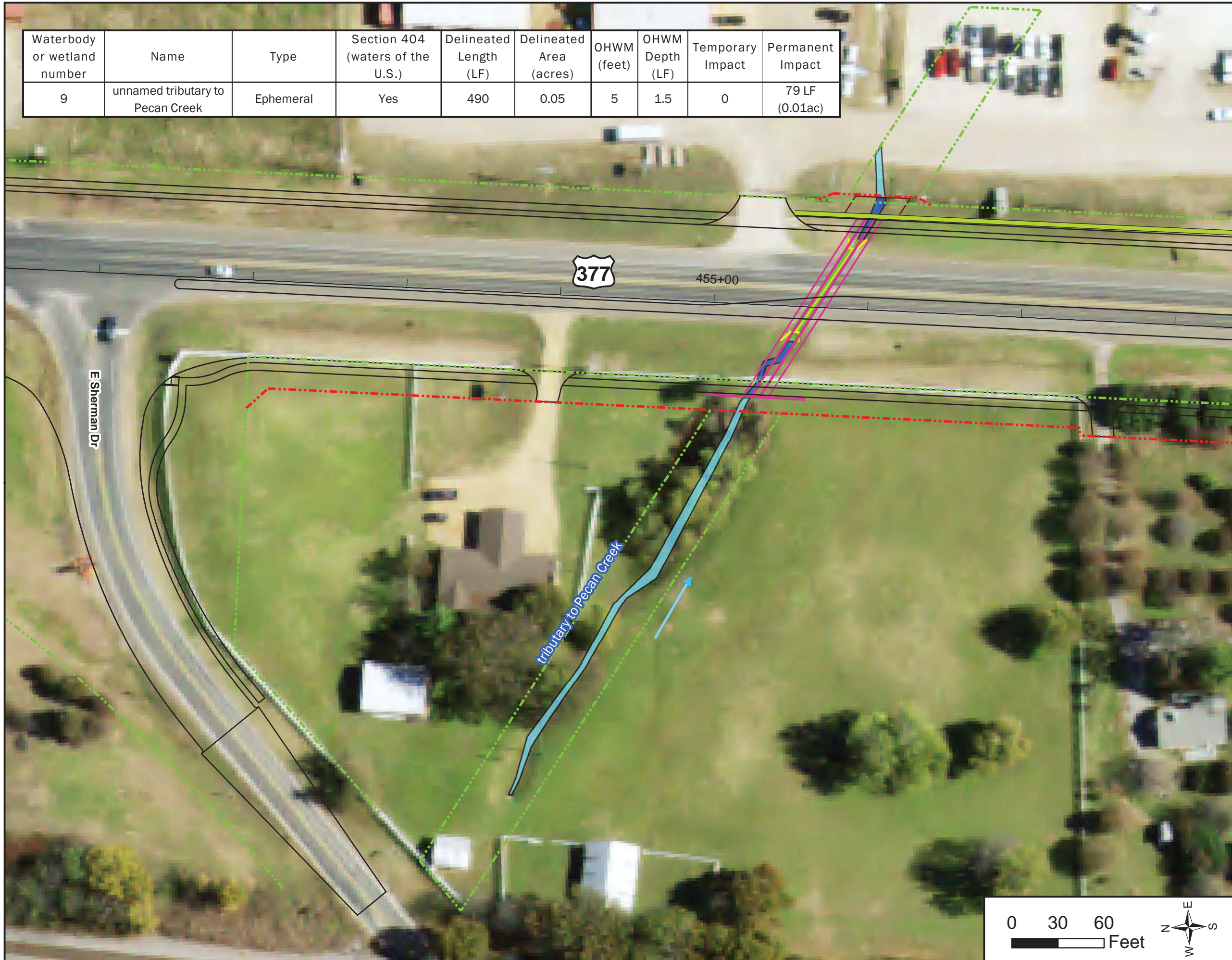
Basemap Source: TNRIS (2018)

ORTS

| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|----------------------------------|-----------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 9 | unnamed tributary to Pecan Creek | Ephemeral | Yes | 490 | 0.05 | 5 | 1.5 | 0 | 79 LF (0.01ac) |

FIGURE 4 PROJECT LAYOUT MAP CROSSING 9

United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040



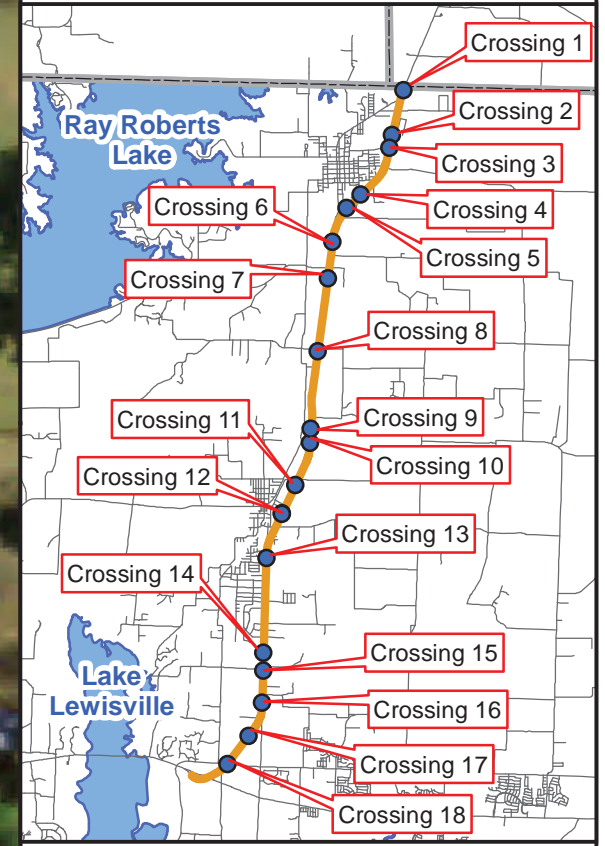
LEGEND

- - - Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Stream (No Impact)
- Stream (Permanent Impact)
- Stream (Temporary Impact)
- Floodplain Area
- Flow Direction

Basemap Source: TNRIS (2018)

**FIGURE 4
PROJECT LAYOUT MAP
CROSSING 10**

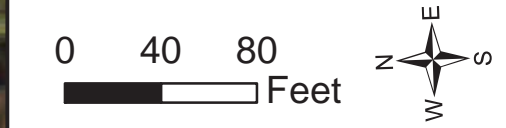
United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040



LEGEND

- Existing ROW
- Proposed Easement
- Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Stream (No Impact)
- Stream (Permanent Impact)
- Stream (Temporary Impact)
- Floodplain Area
- Flow Direction

| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|----------------------------------|-----------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 10 | unnamed tributary to Pecan Creek | Ephemeral | Yes | 502 | 0.09 | 6 | 0.5 | 0 | 32 LF (0.01 ac) |

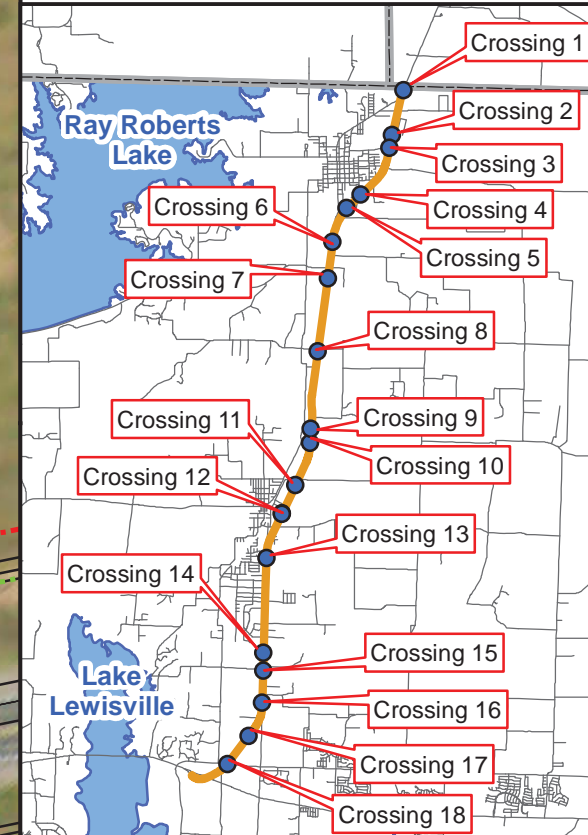


Basemap Source: TNRIS (2018)

FIGURE 4 PROJECT LAYOUT MAP CROSSING 11

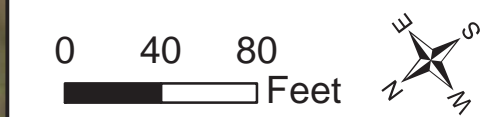
United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040

| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|----------------------------------|--------------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 11 | unnamed tributary to Pecan Creek | Intermittent | Yes | 767 | 0.08 | 6 | 1 | 78 LF (0.01 ac) | 62 LF (0.01 ac) |



LEGEND

- - - Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- █ Stream (No Impact)
- █ Stream (Permanent Impact)
- █ Stream (Temporary Impact)
- █ Floodplain Area
- ➔ Flow Direction



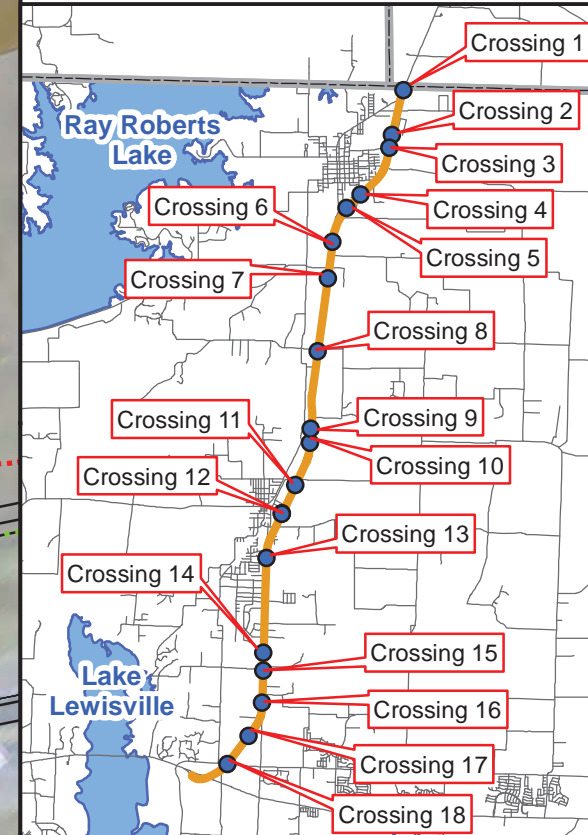
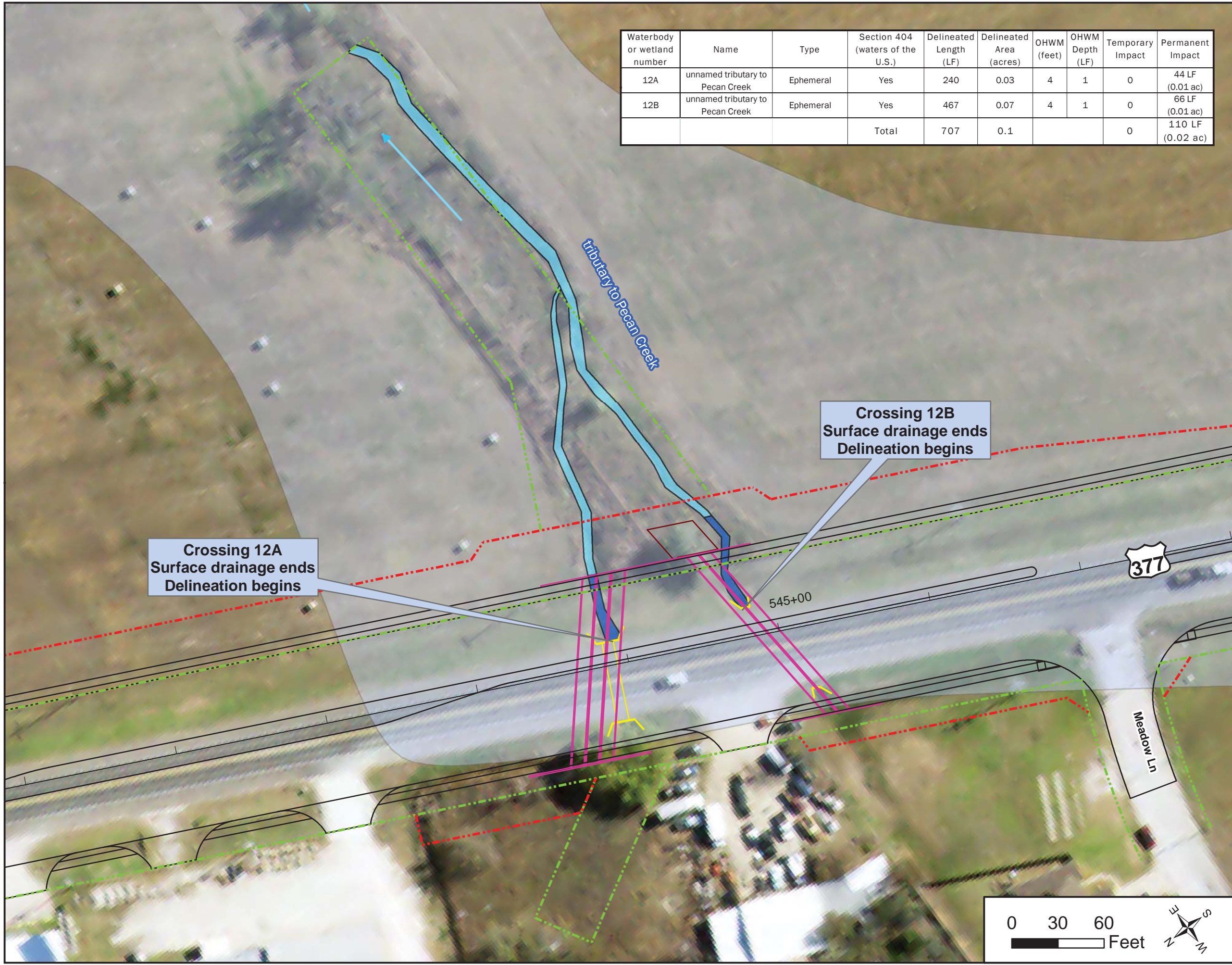
Basemap Source: TNRIS (2018)

FIGURE 4 PROJECT LAYOUT MAP CROSSING 12

United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas

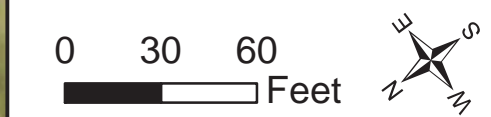
CSJ: 0081-06-040

| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|----------------------------------|-----------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 12A | unnamed tributary to Pecan Creek | Ephemeral | Yes | 240 | 0.03 | 4 | 1 | 0 | 44 LF (0.01 ac) |
| 12B | unnamed tributary to Pecan Creek | Ephemeral | Yes | 467 | 0.07 | 4 | 1 | 0 | 66 LF (0.01 ac) |
| | | | Total | 707 | 0.1 | | | 0 | 110 LF (0.02 ac) |



LEGEND

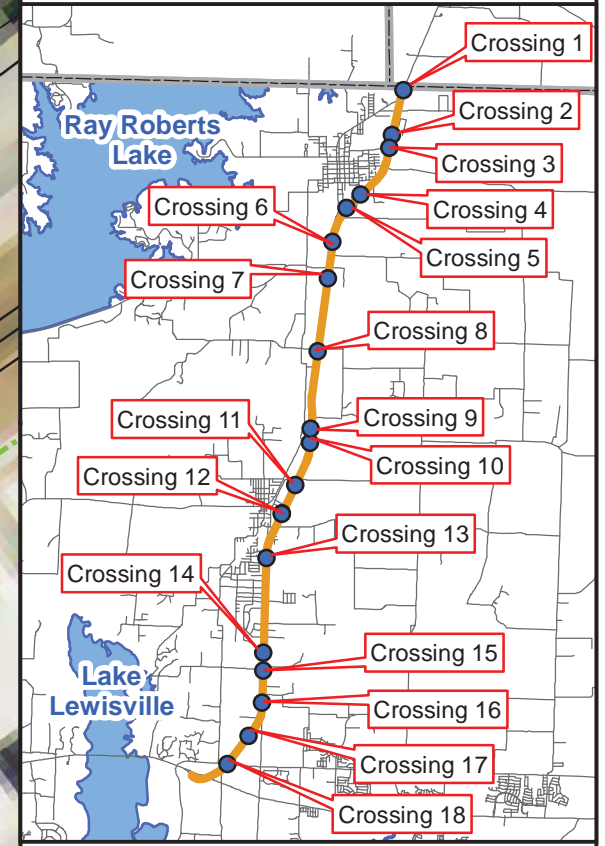
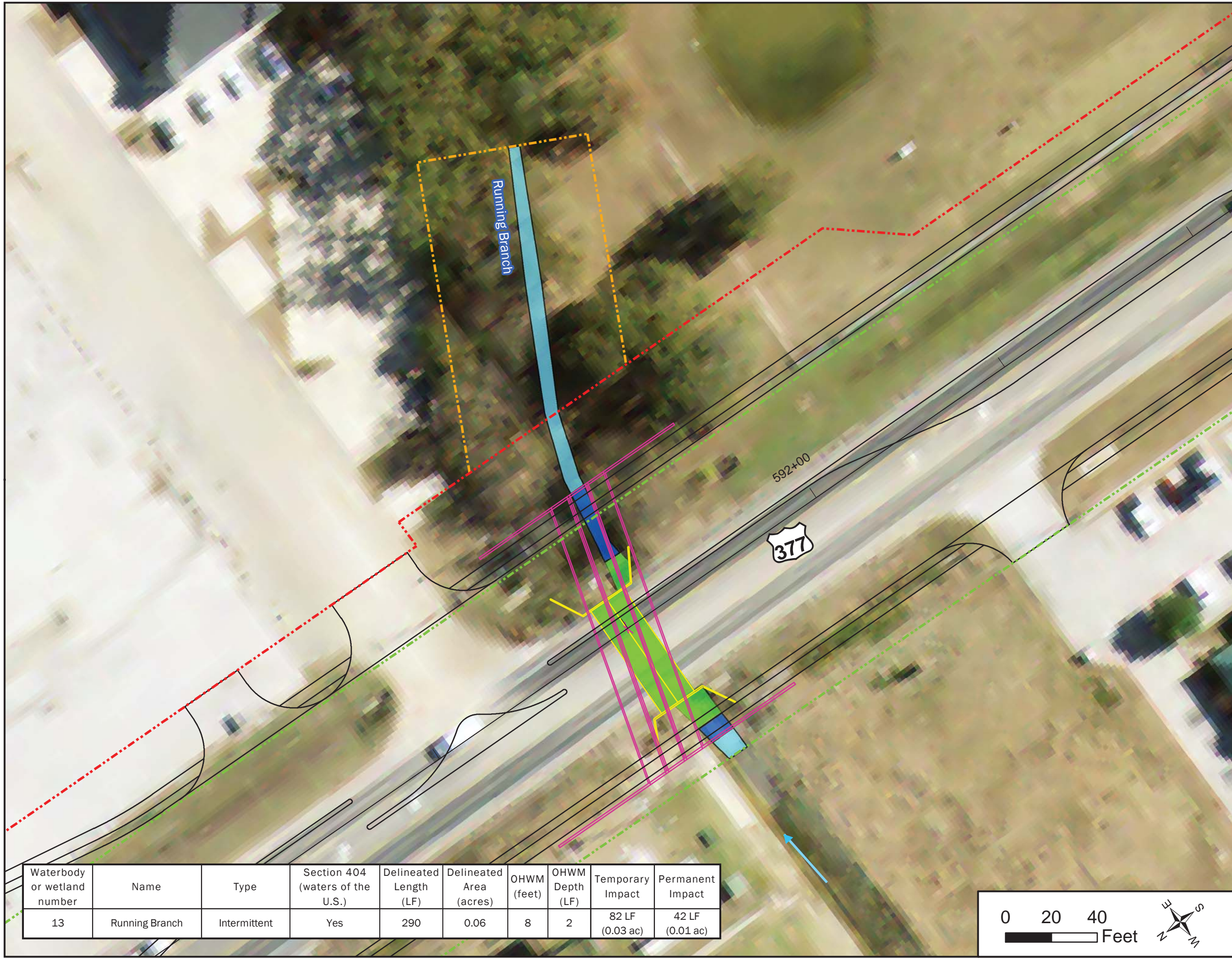
- - - Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- █ Stream (No Impact)
- █ Stream (Permanent Impact)
- █ Stream (Temporary Impact)
- █ Floodplain Area
- ➔ Flow Direction



Basemap Source: TNRIS (2018)

**FIGURE 4
PROJECT LAYOUT MAP
CROSSING 13**

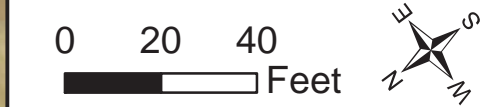
United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040



| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|----------------|--------------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 13 | Running Branch | Intermittent | Yes | 290 | 0.06 | 8 | 2 | 82 LF (0.03 ac) | 42 LF (0.01 ac) |

LEGEND

- Existing ROW
- Proposed Easement
- Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- █ Stream (No Impact)
- █ Stream (Permanent Impact)
- █ Stream (Temporary Impact)
- █ Floodplain Area
- Flow Direction

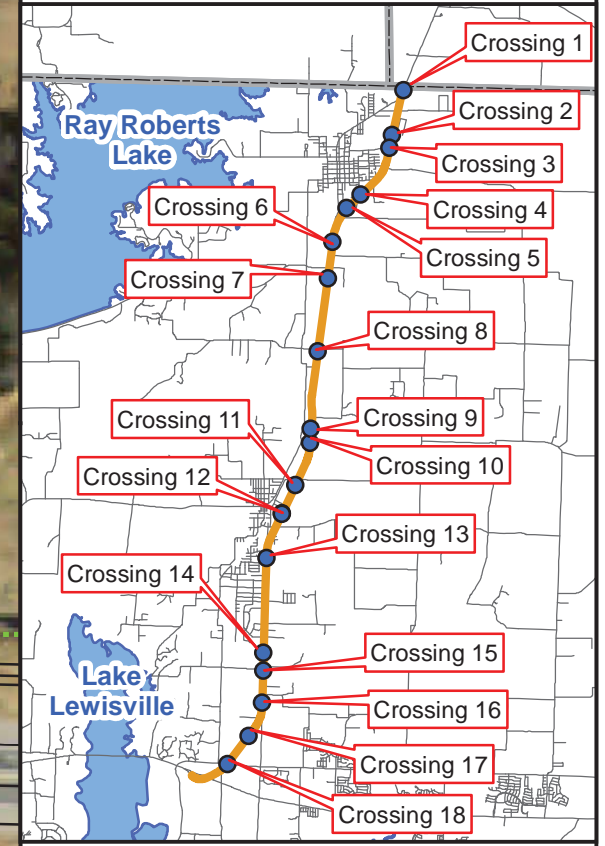
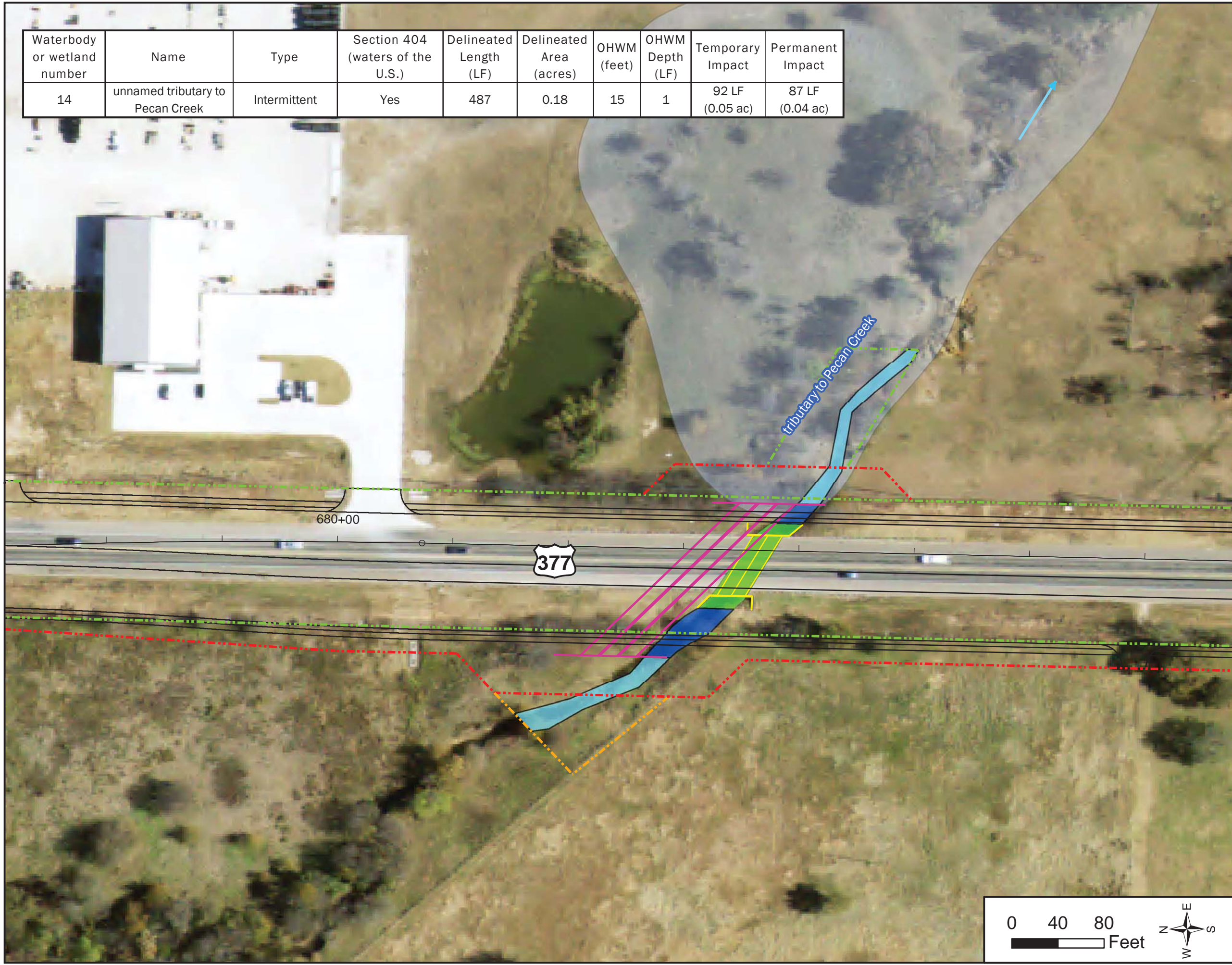


Basemap Source: TNRIS (2018)

| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|----------------------------------|--------------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 14 | unnamed tributary to Pecan Creek | Intermittent | Yes | 487 | 0.18 | 15 | 1 | 92 LF (0.05 ac) | 87 LF (0.04 ac) |

FIGURE 4 PROJECT LAYOUT MAP CROSSING 14

United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040



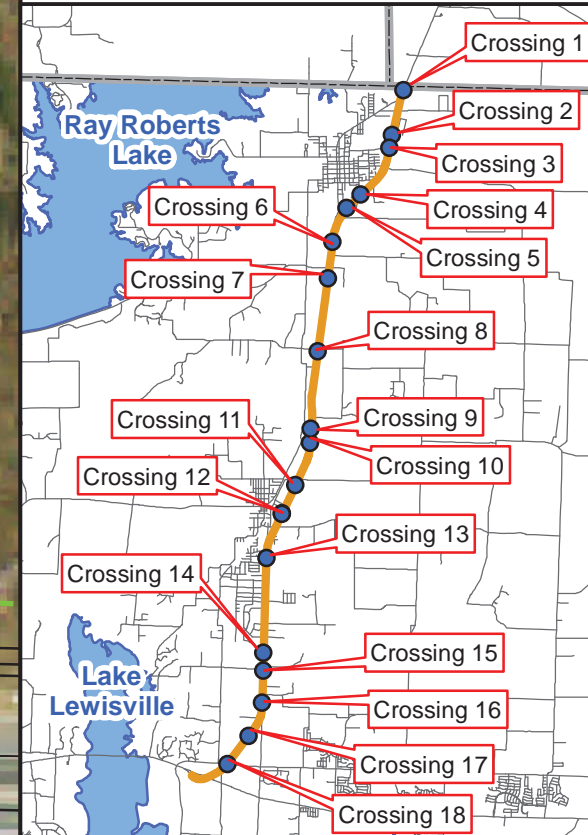
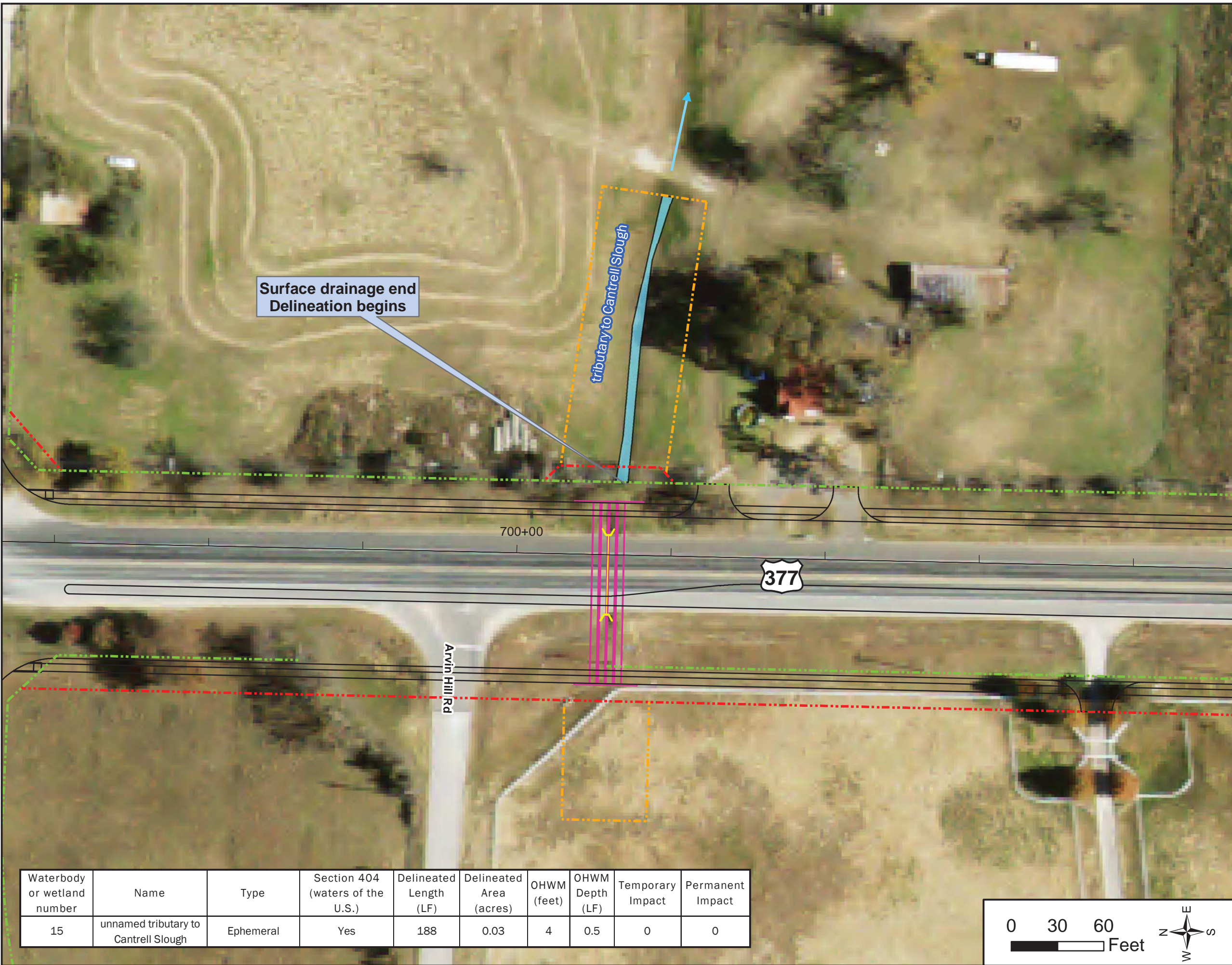
LEGEND

- - - Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Stream (No Impact)
- Stream (Permanent Impact)
- Stream (Temporary Impact)
- Floodplain Area
- ➔ Flow Direction

Basemap Source: TNRIS (2018)

**FIGURE 4
PROJECT LAYOUT MAP
CROSSING 15**

United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040



LEGEND

- - - Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Stream (No Impact)
- Stream (Permanent Impact)
- Stream (Temporary Impact)
- Floodplain Area
- Flow Direction

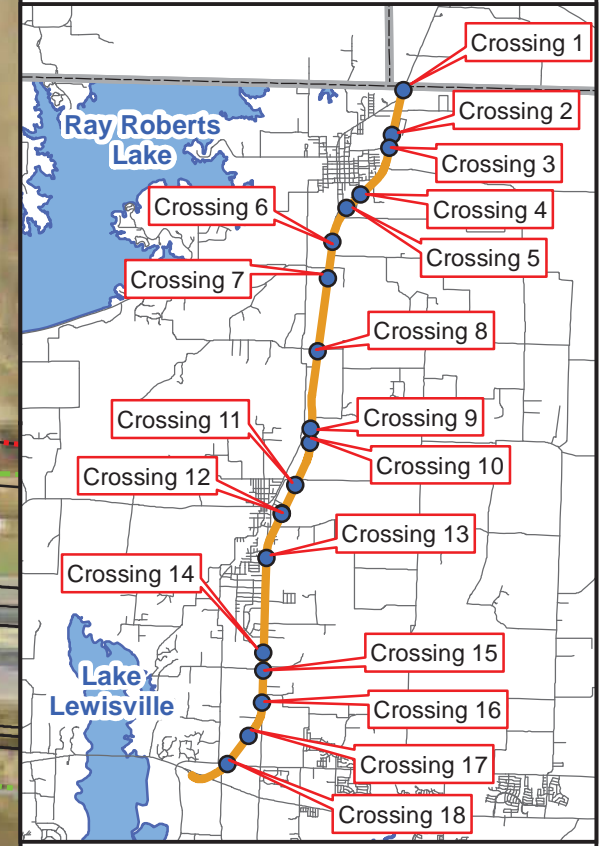
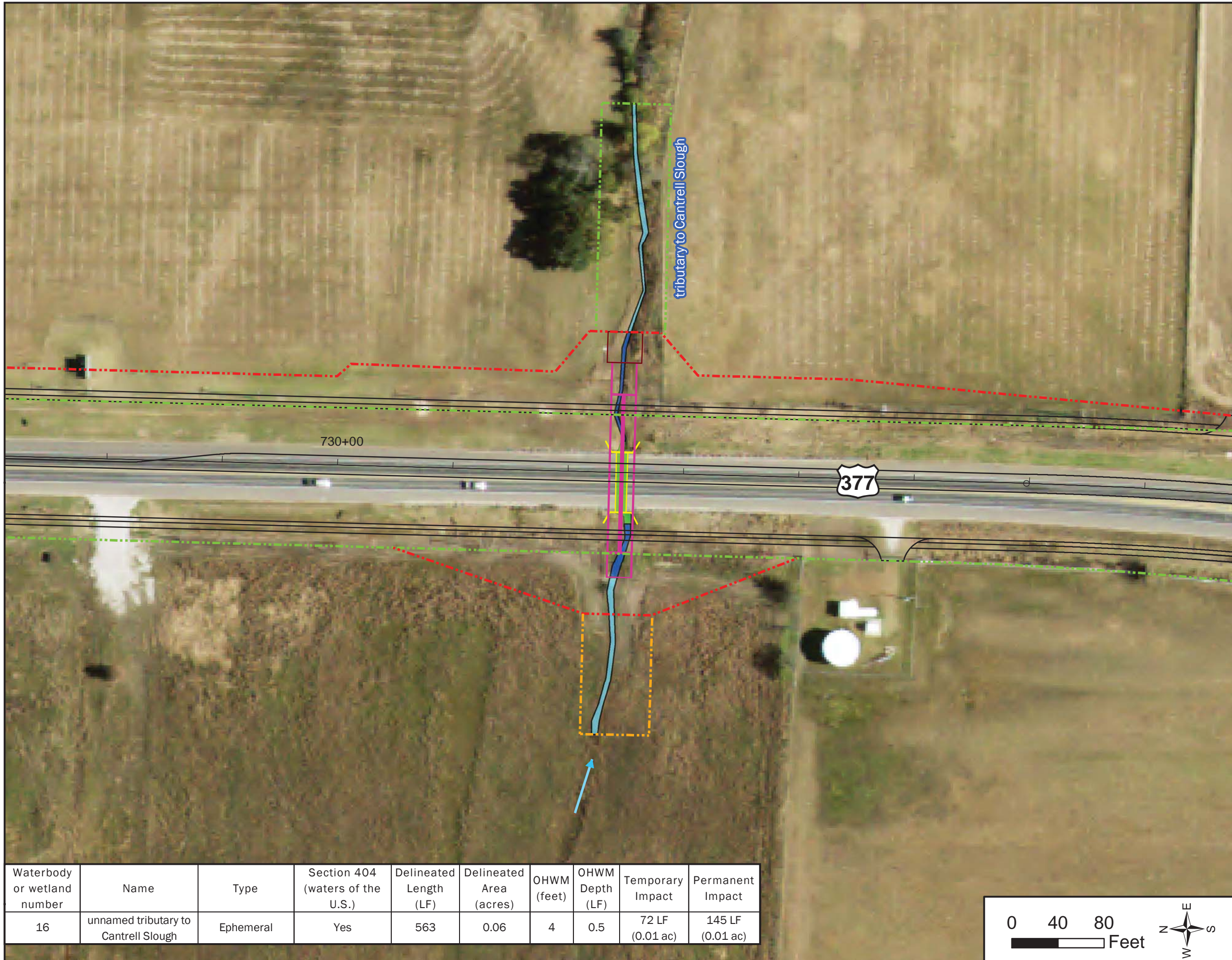
| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|--------------------------------------|-----------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 15 | unnamed tributary to Cantrell Slough | Ephemeral | Yes | 188 | 0.03 | 4 | 0.5 | 0 | 0 |



Basemap Source: TNRIS (2018)

**FIGURE 4
PROJECT LAYOUT MAP
CROSSING 16**

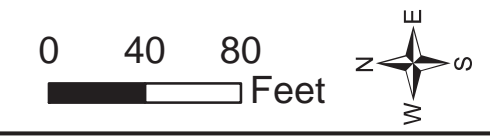
United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040



LEGEND

- - - Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- Proposed Retainaing Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Stream (No Impact)
- Stream (Permanent Impact)
- Stream (Temporary Impact)
- Floodplain Area
- Flow Direction

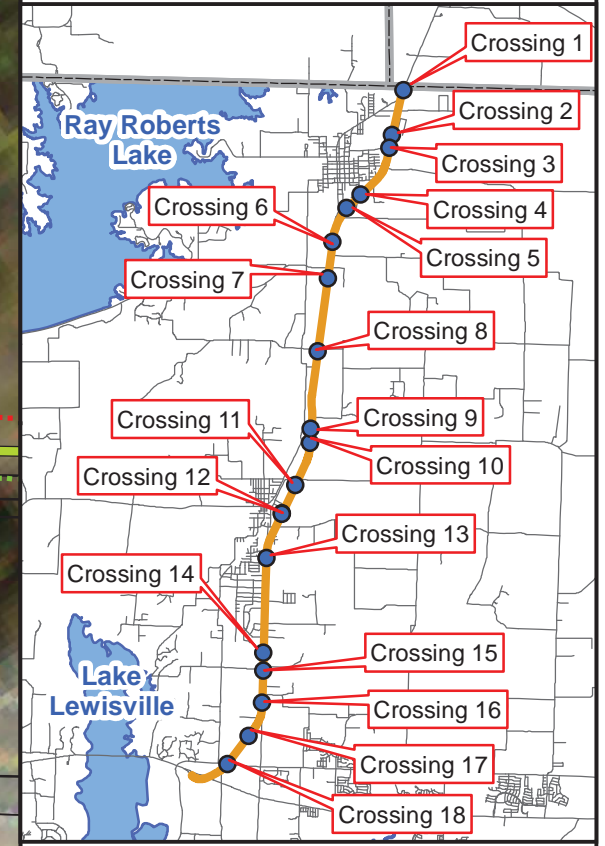
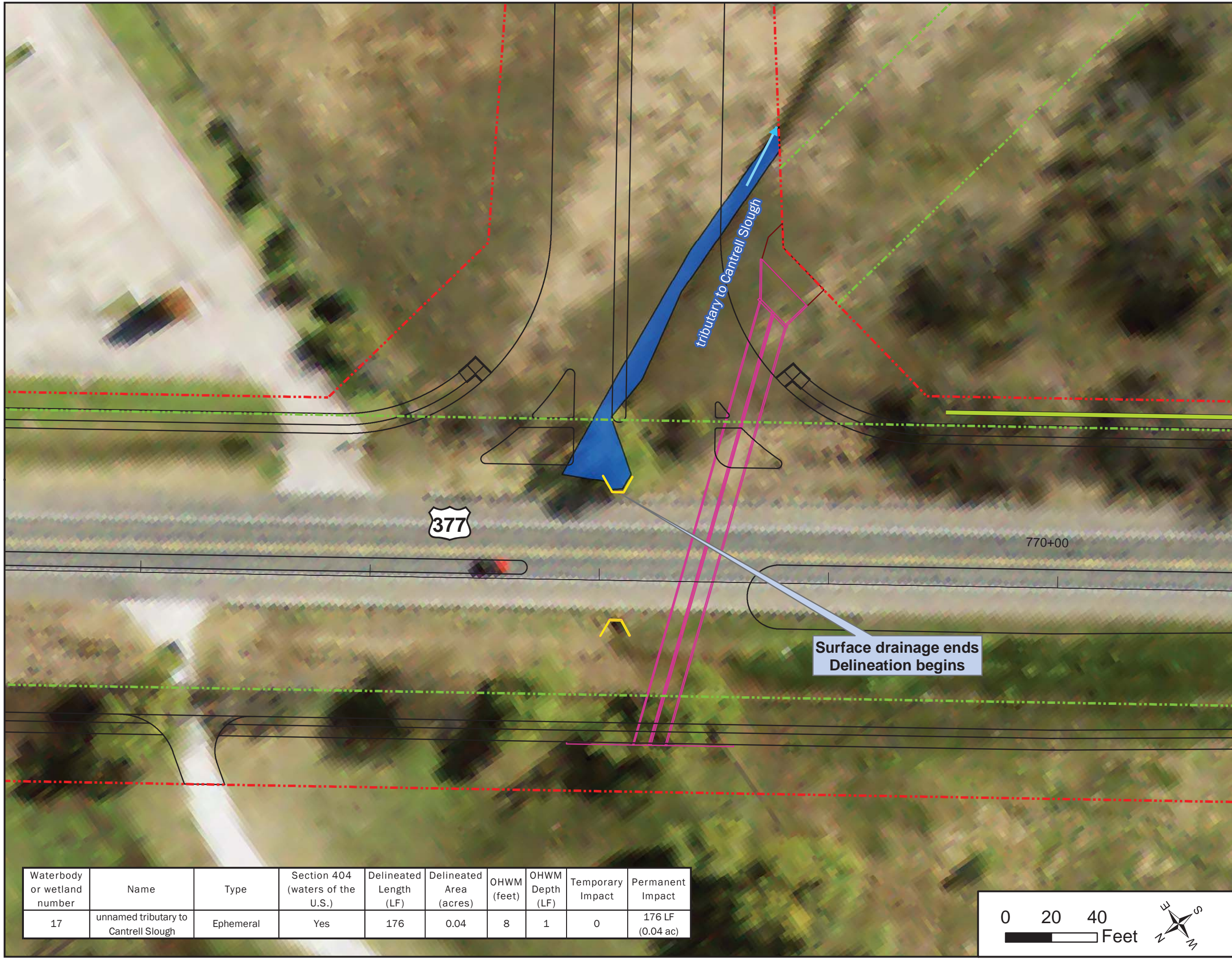
| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|--------------------------------------|-----------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 16 | unnamed tributary to Cantrell Slough | Ephemeral | Yes | 563 | 0.06 | 4 | 0.5 | 72 LF (0.01 ac) | 145 LF (0.01 ac) |



Basemap Source: TNRIS (2018)

FIGURE 4 PROJECT LAYOUT MAP CROSSING 17

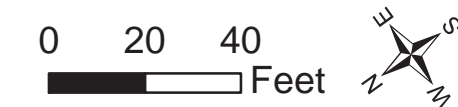
United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040



LEGEND

- - - Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- Proposed Retaining Wall
- Existing Culvert
- Proposed Culvert
- Proposed Riprap
- Stream (No Impact)
- Stream (Permanent Impact)
- Stream (Temporary Impact)
- Floodplain Area
- ➔ Flow Direction

| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWL (feet) | OHWL Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|--------------------------------------|-----------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 17 | unnamed tributary to Cantrell Slough | Ephemeral | Yes | 176 | 0.04 | 8 | 1 | 0 | 176 LF (0.04 ac) |

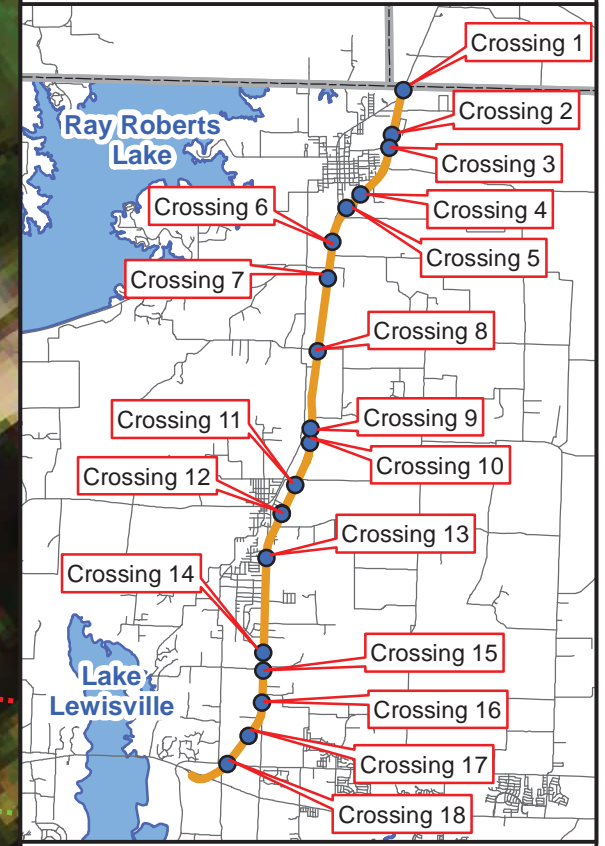
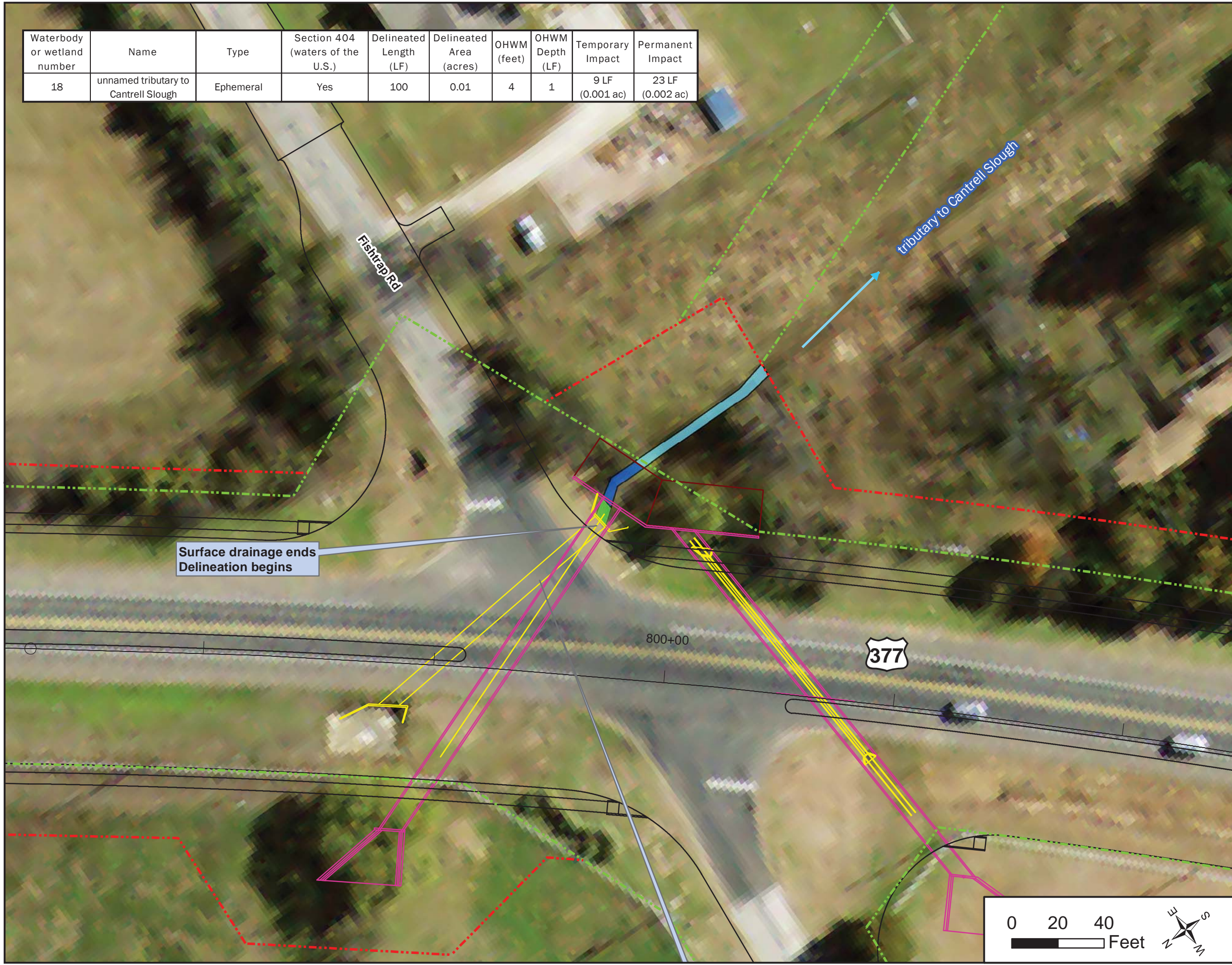


Basemap Source: TNRIS (2018)

| Waterbody or wetland number | Name | Type | Section 404 (waters of the U.S.) | Delineated Length (LF) | Delineated Area (acres) | OHWM (feet) | OHWM Depth (LF) | Temporary Impact | Permanent Impact |
|-----------------------------|--------------------------------------|-----------|----------------------------------|------------------------|-------------------------|-------------|-----------------|------------------|------------------|
| 18 | unnamed tributary to Cantrell Slough | Ephemeral | Yes | 100 | 0.01 | 4 | 1 | 9 LF (0.001 ac) | 23 LF (0.002 ac) |

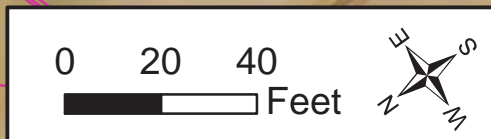
FIGURE 4 PROJECT LAYOUT MAP CROSSING 18

United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040



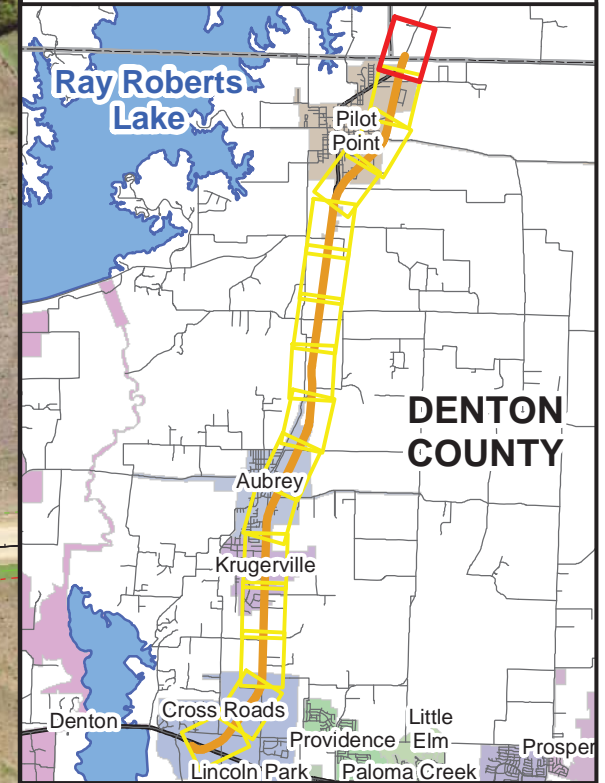
LEGEND

- - - Existing ROW
- - - Proposed Easement
- - - Proposed ROW
- Pavement
- ▬ Proposed Retaining Wall
- ▬ Existing Culvert
- ▬ Proposed Culvert
- ▬ Proposed Riprap
- ▬ Stream (No Impact)
- ▬ Stream (Permanent Impact)
- ▬ Stream (Temporary Impact)
- ▭ Floodplain Area
- ➔ Flow Direction



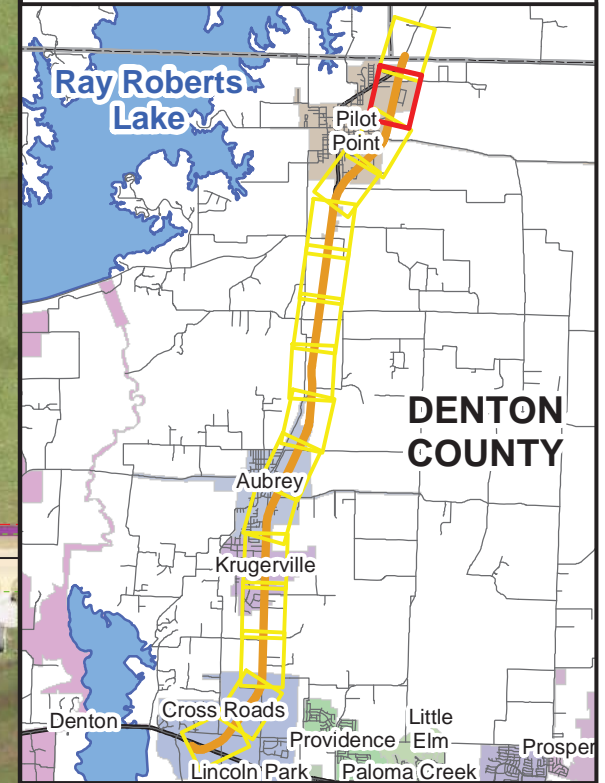
Basemap Source: TNRIS (2018)

Figure 5
Actual Vegetation Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
Page 1 of 16



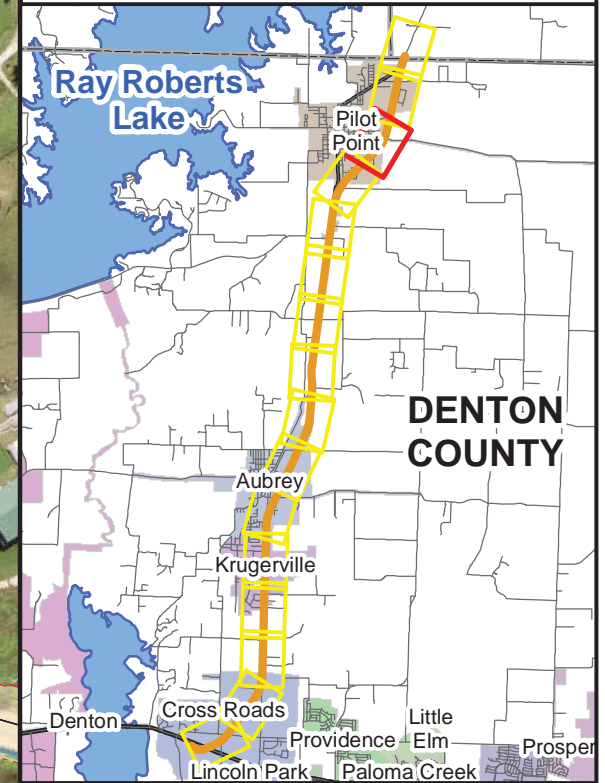
Basemap Source: TNRIS (2018)

Figure 5
Actual Vegetation Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
Page 2 of 16



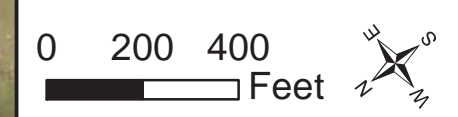
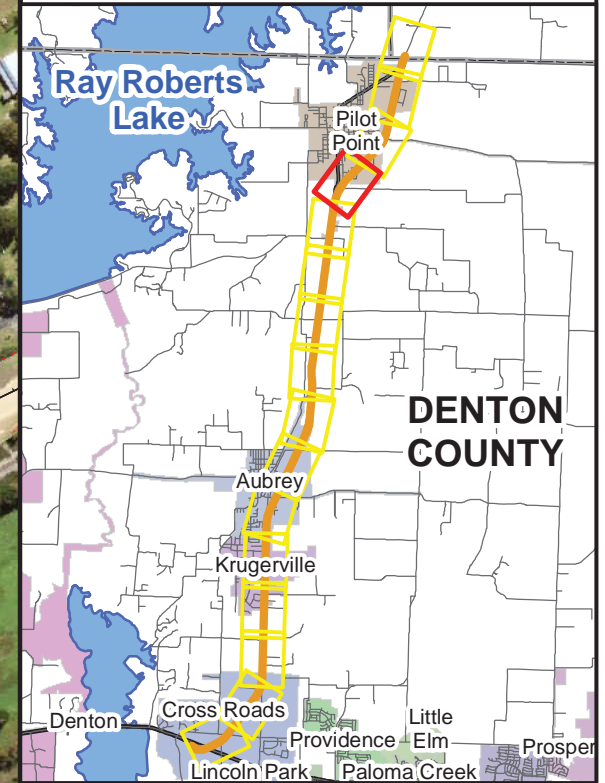
Basemap Source: TNRIS (2018)

Figure 5
Actual Vegetation Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
Page 3 of 16



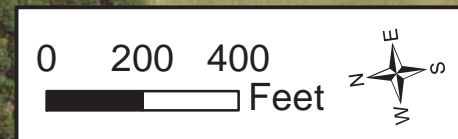
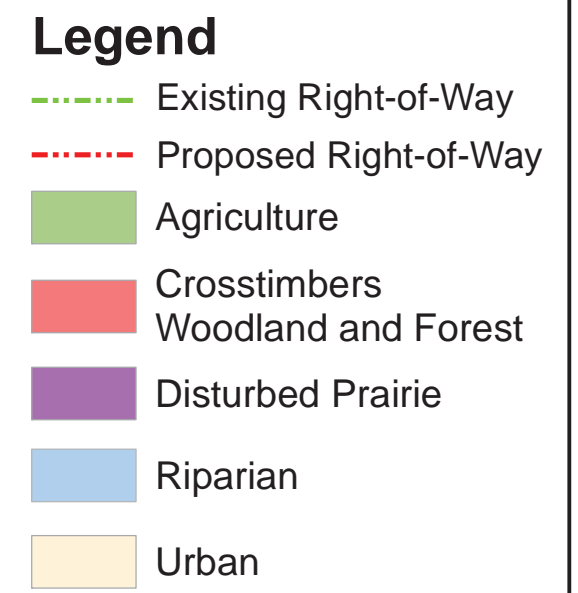
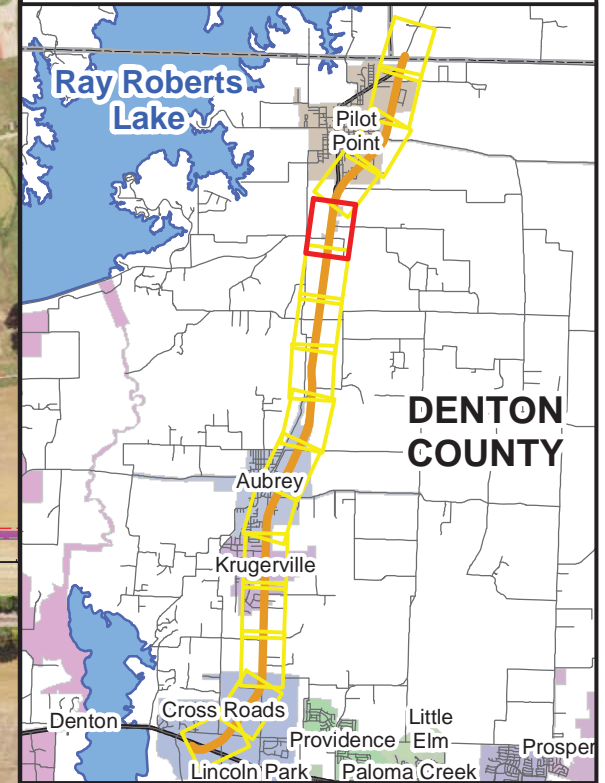
Basemap Source: TNRIS (2018)

Figure 5
Actual Vegetation Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
Page 4 of 16



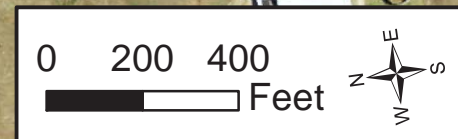
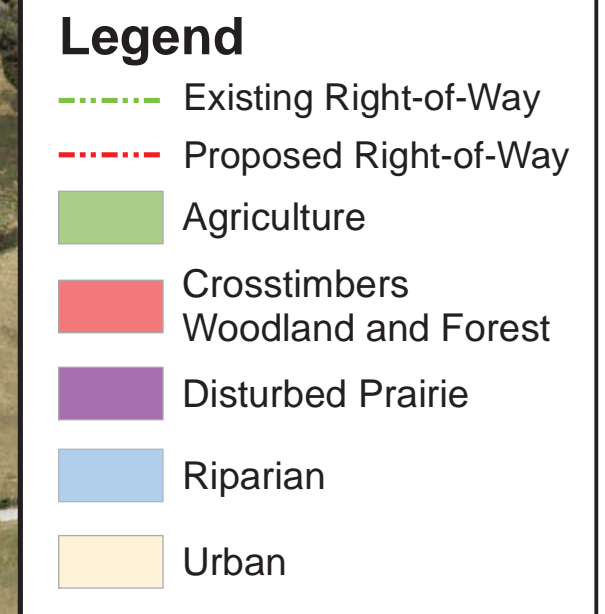
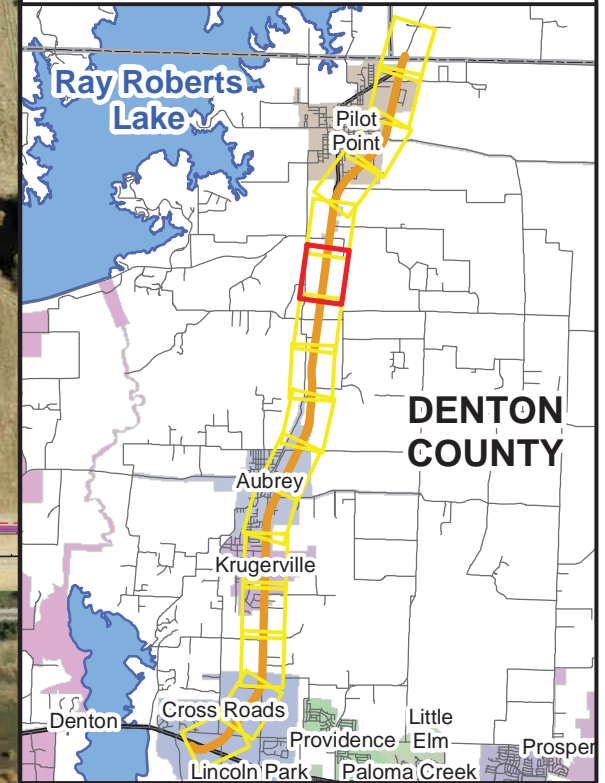
Basemap Source: TNRIS (2018)

Figure 5
Actual Vegetation Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
Page 5 of 16



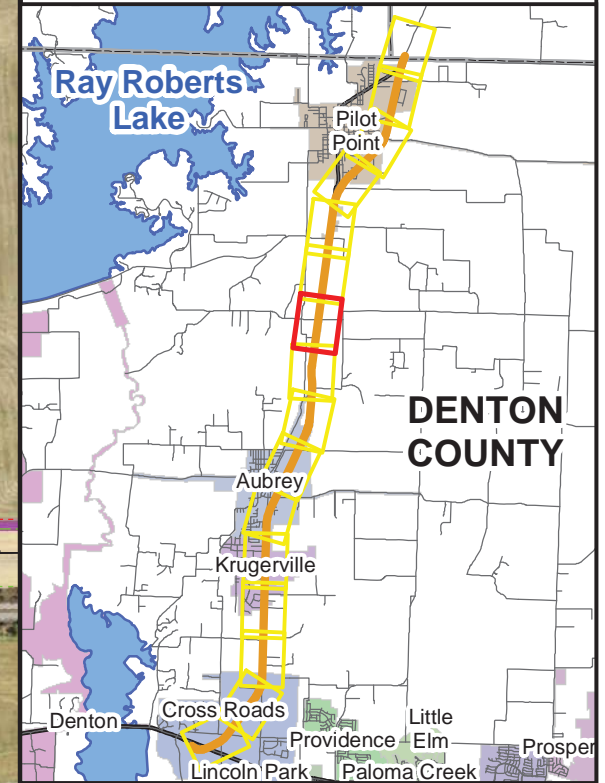
Basemap Source: TNRIS (2018)

Figure 5
Actual Vegetation Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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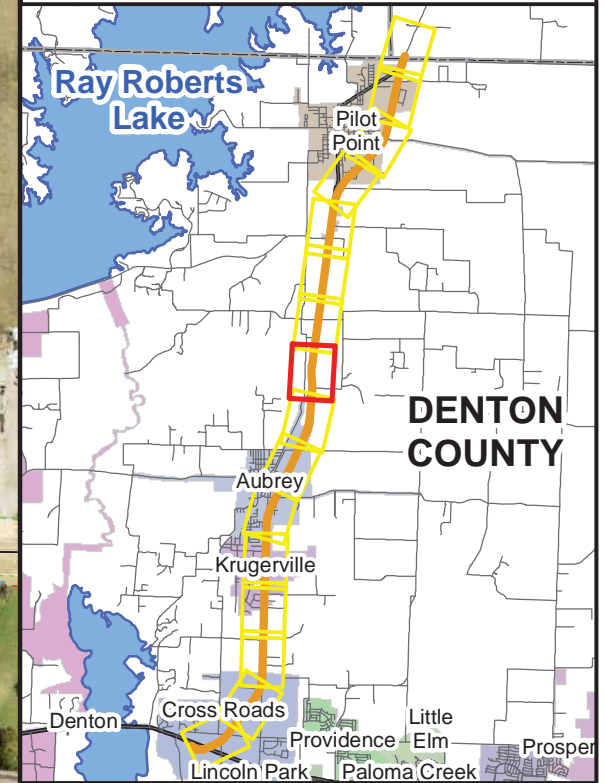
Basemap Source: TNRIS (2018)

Figure 5
Actual Vegetation Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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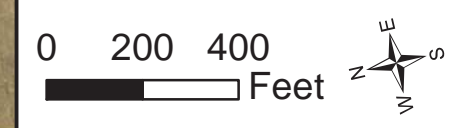
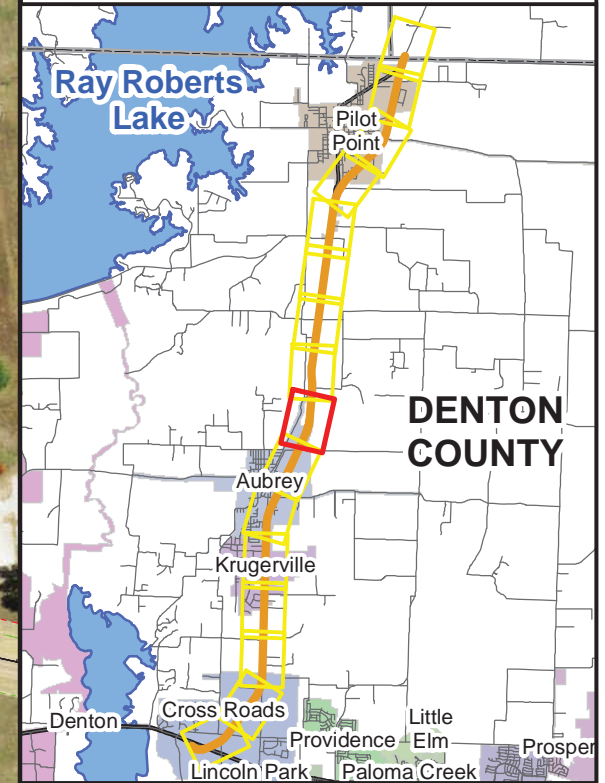
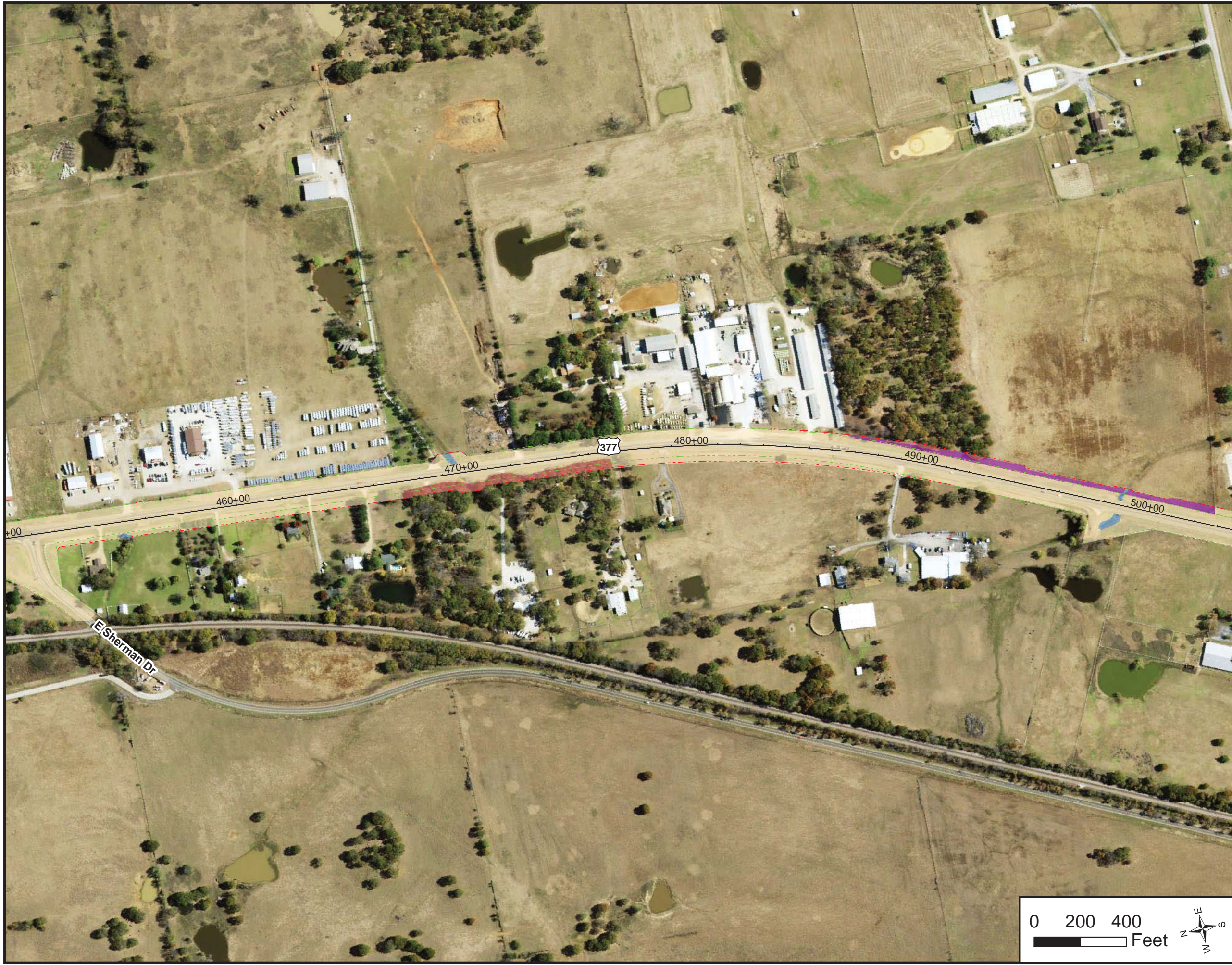
Basemap Source: TNRIS (2018)

Figure 5
Actual Vegetation Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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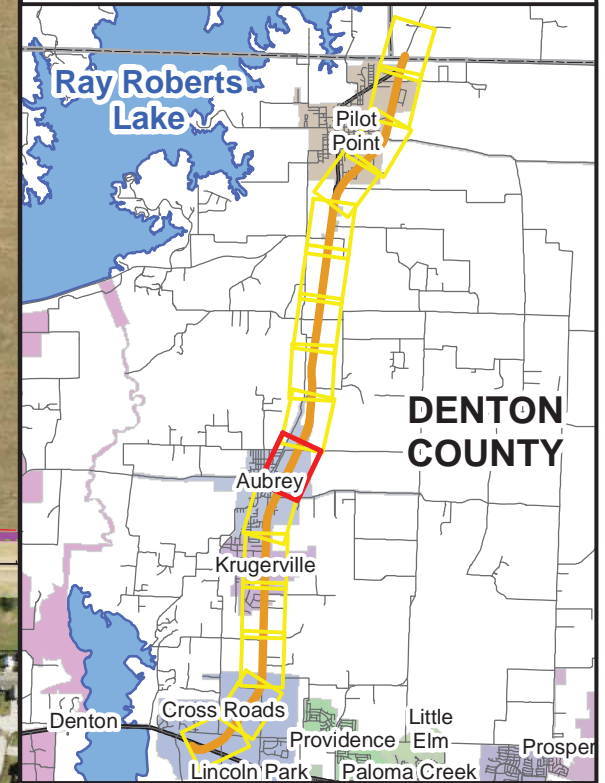
Basemap Source: TNRIS (2018)

Figure 5
Actual Vegetation Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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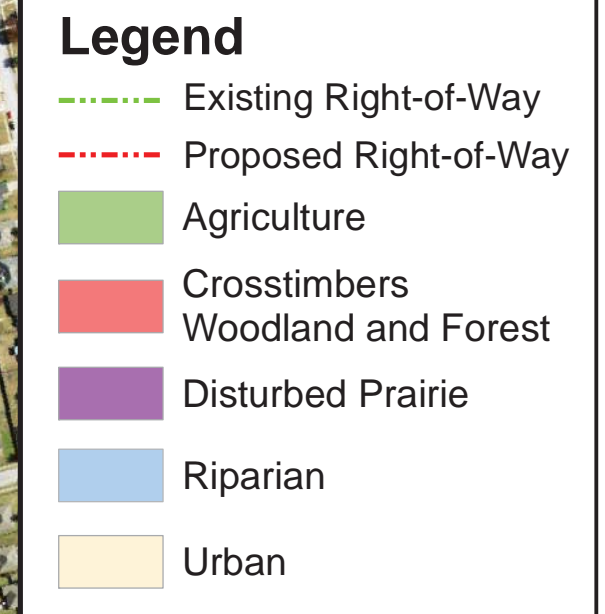
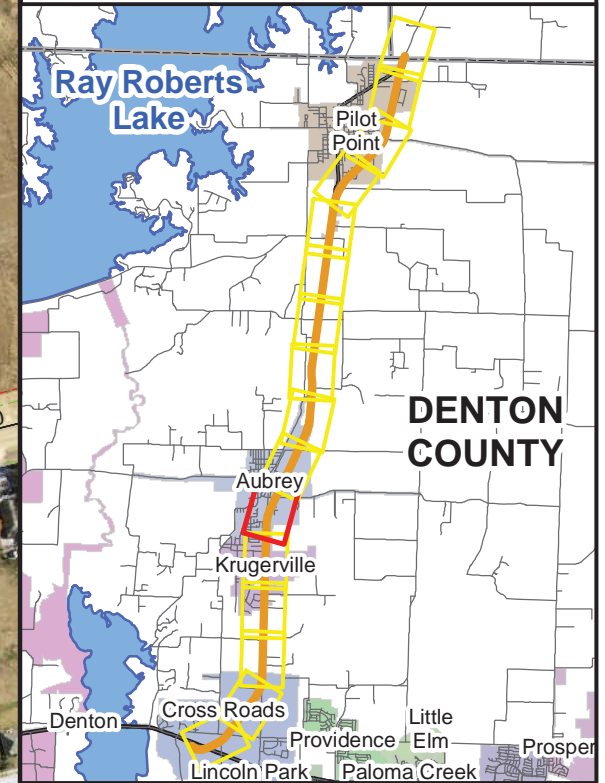
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Figure 5
Actual Vegetation Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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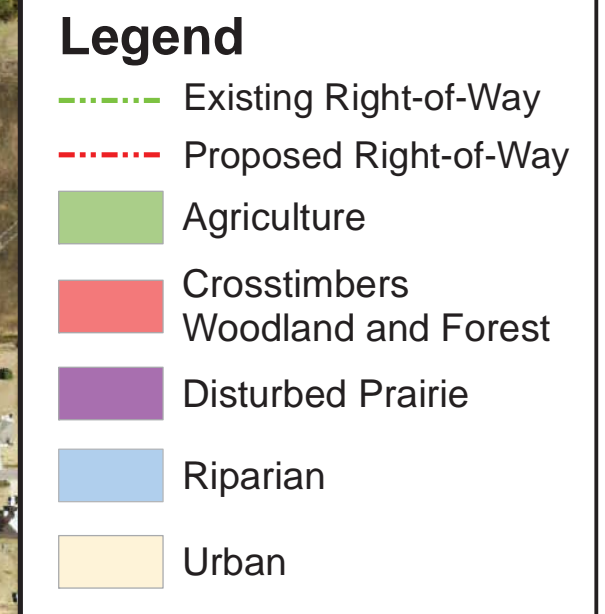
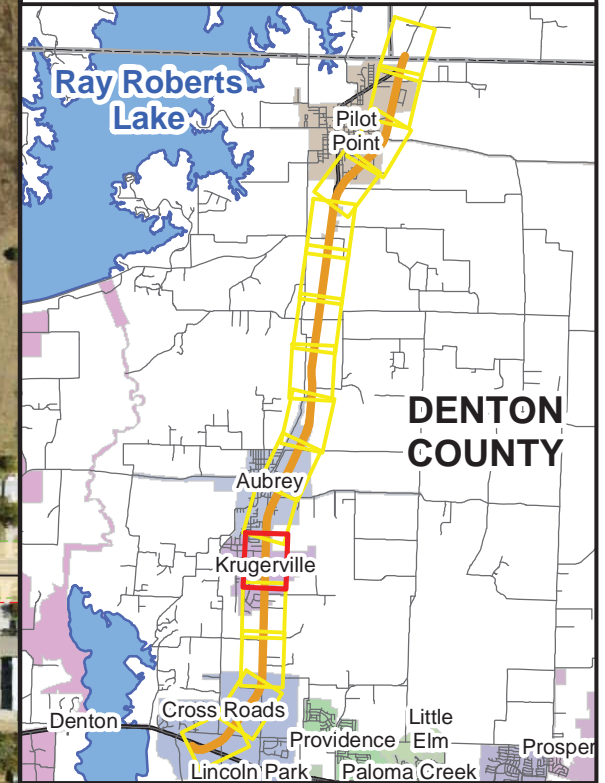
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Figure 5
Actual Vegetation Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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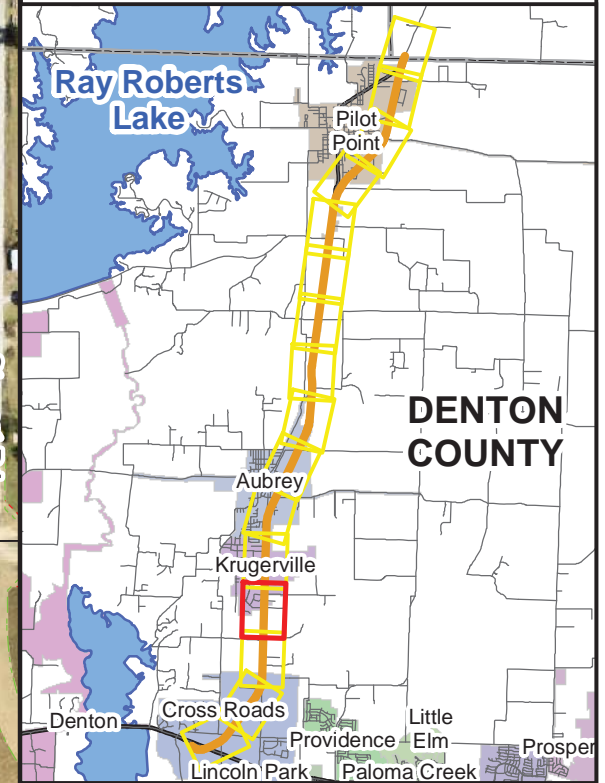
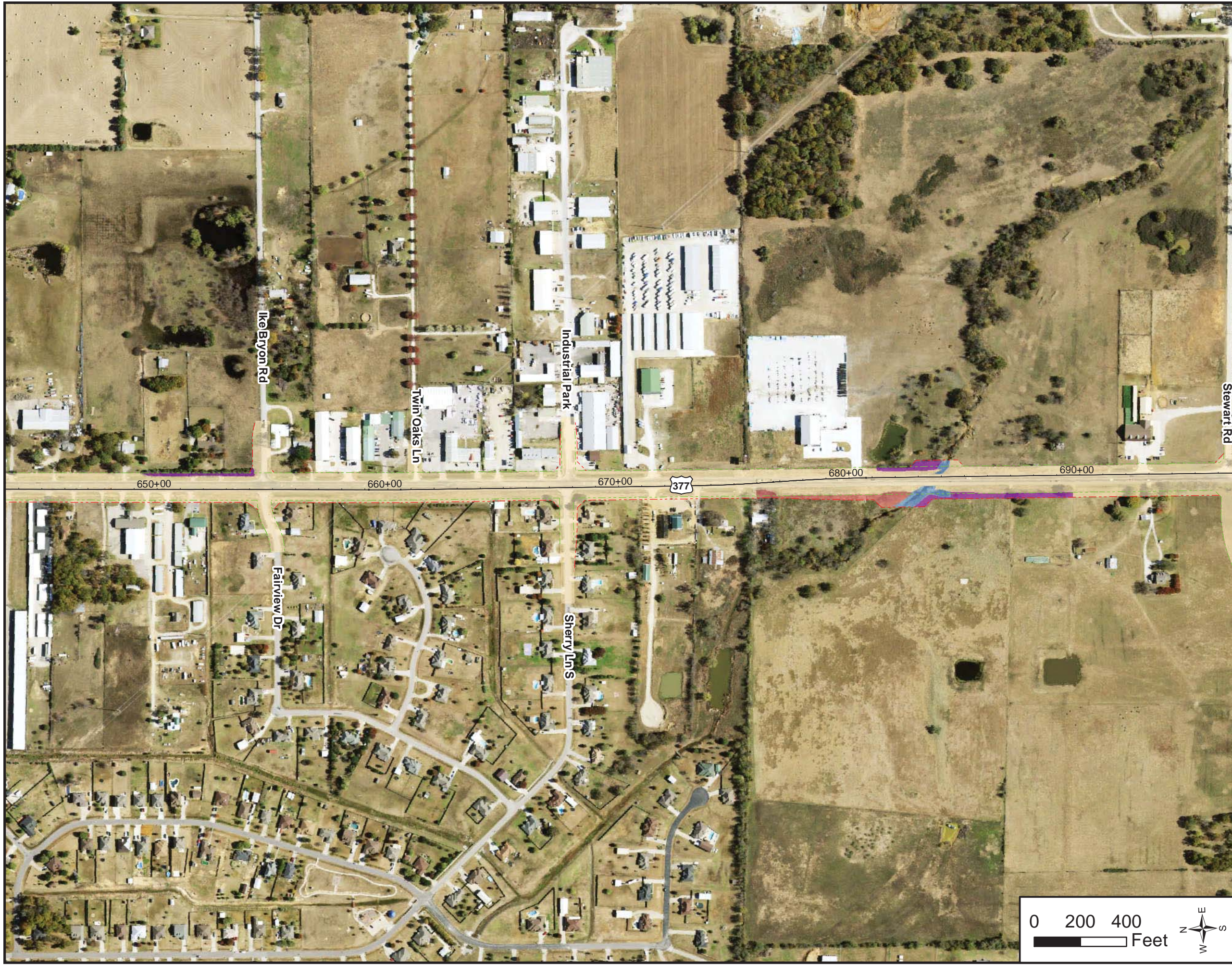
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Figure 5
Actual Vegetation Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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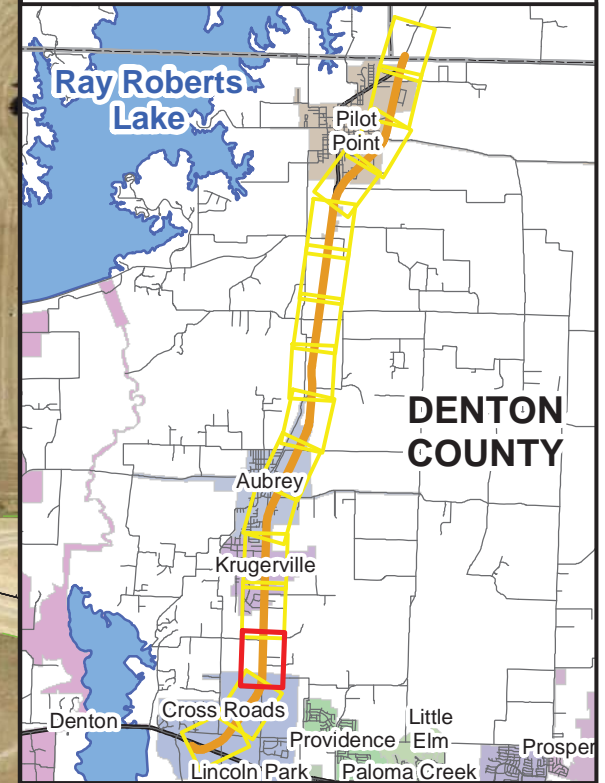
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Figure 5
Actual Vegetation Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
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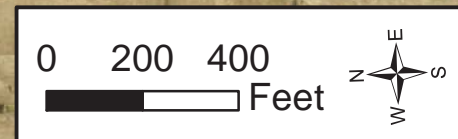


Basemap Source: TNRIS (2018)

Figure 5
Actual Vegetation Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
Page 14 of 16

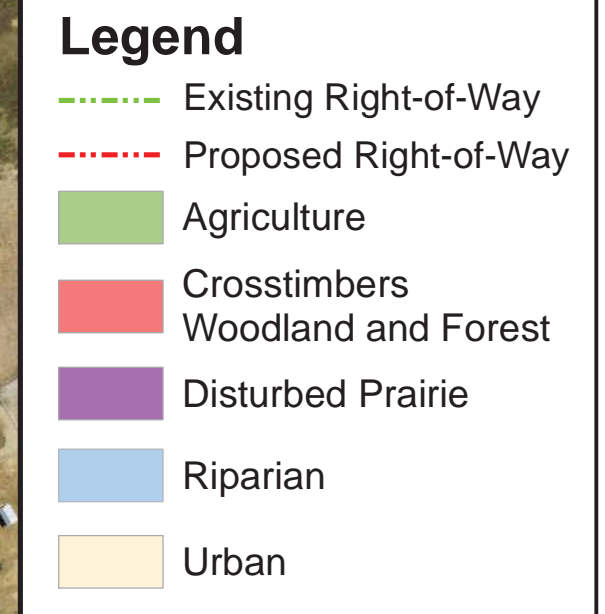
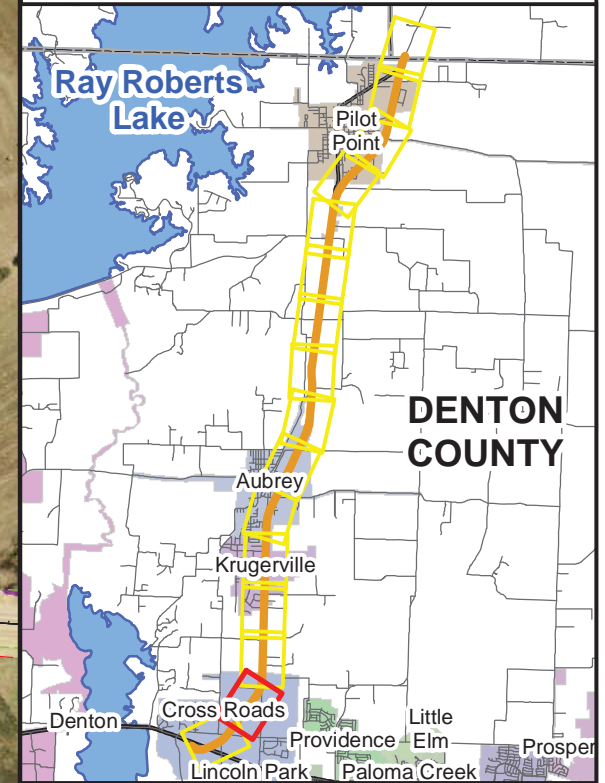
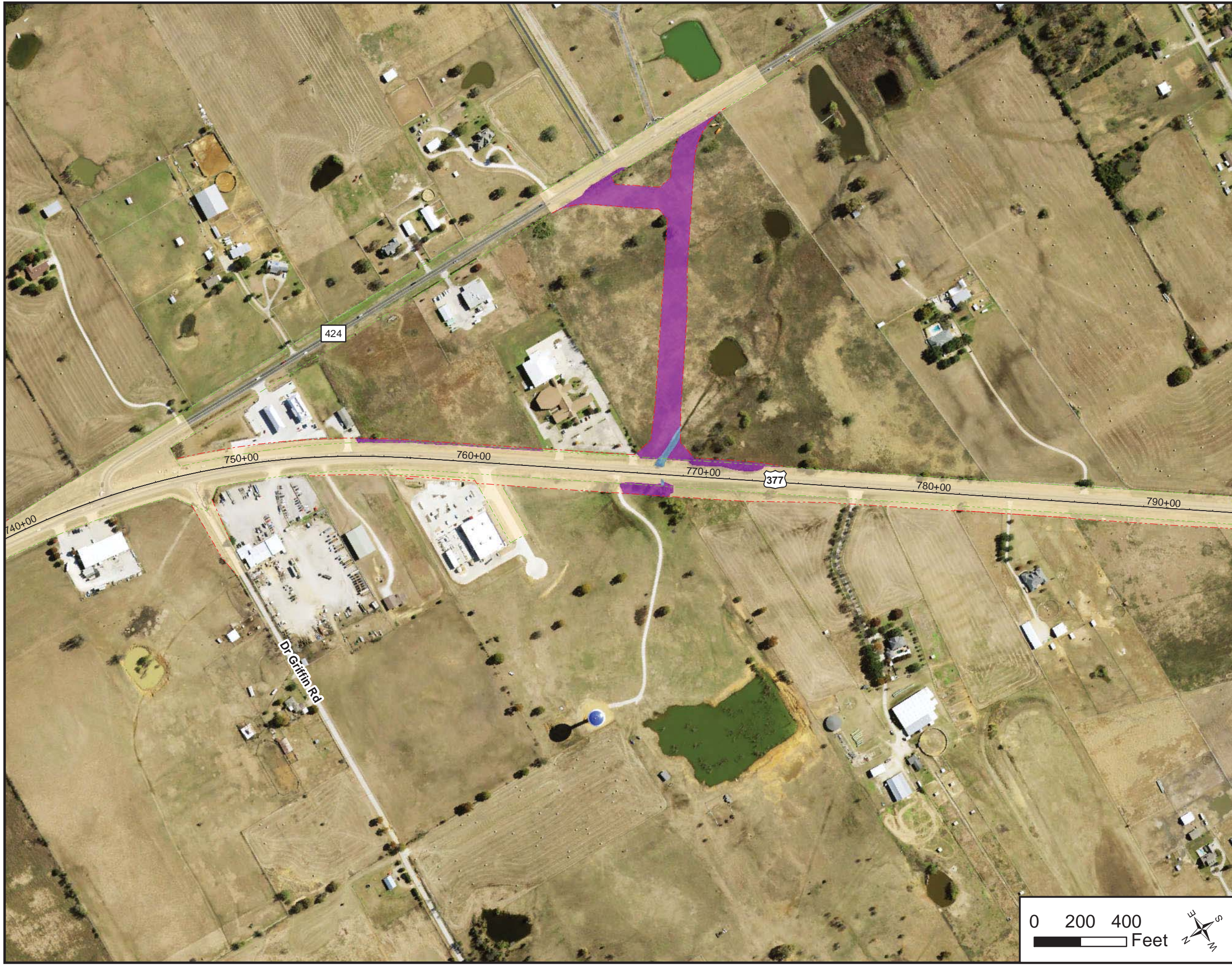


- Legend**
- - - Existing Right-of-Way
 - - - Proposed Right-of-Way
 - Agriculture
 - Crosstimbers Woodland and Forest
 - Disturbed Prairie
 - Riparian
 - Urban



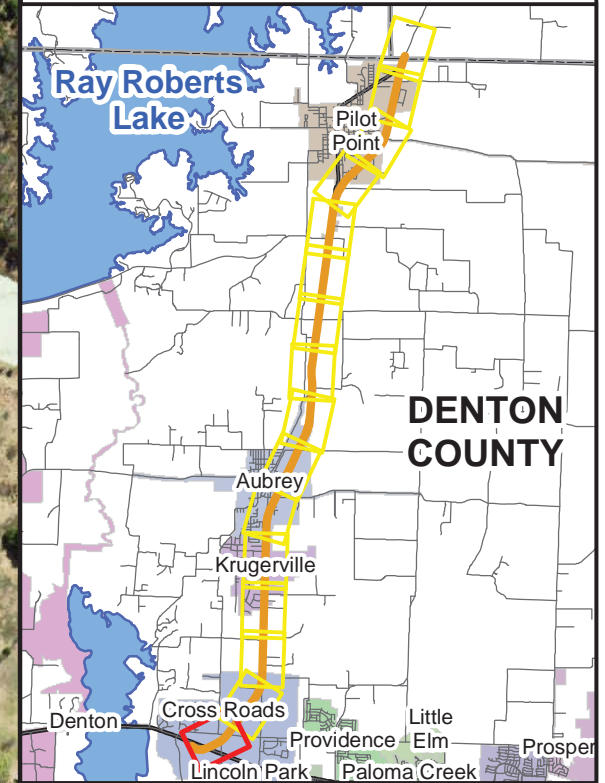
Basemap Source: TNRIS (2018)

Figure 5
Actual Vegetation Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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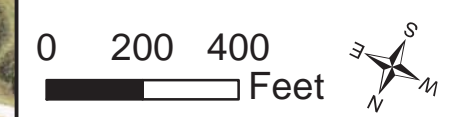


Basemap Source: TNRIS (2018)

Figure 5
Actual Vegetation Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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- Legend**
- - - Existing Right-of-Way
 - - - Proposed Right-of-Way
 - Agriculture
 - Crosstimbers Woodland and Forest
 - Disturbed Prairie
 - Riparian
 - Urban



Basemap Source: TNRIS (2018)

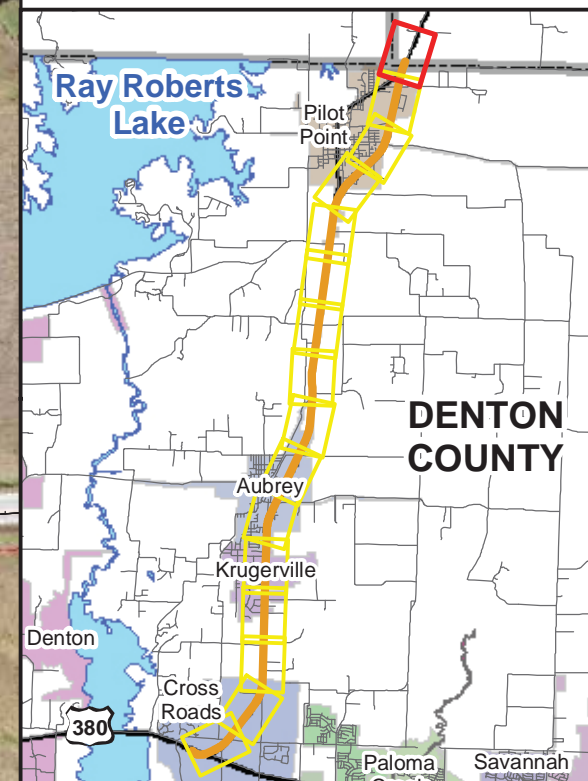
Figure 6 Hazardous Materials Site Map United States (US) 377

From North of BUS 377E
To US 380

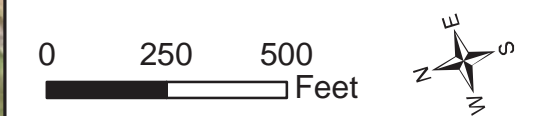
Denton County, Texas

CSJ: 0081-06-040

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7: Pilot Point
Tiger Mart 49



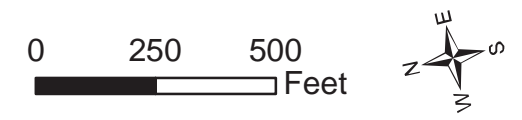
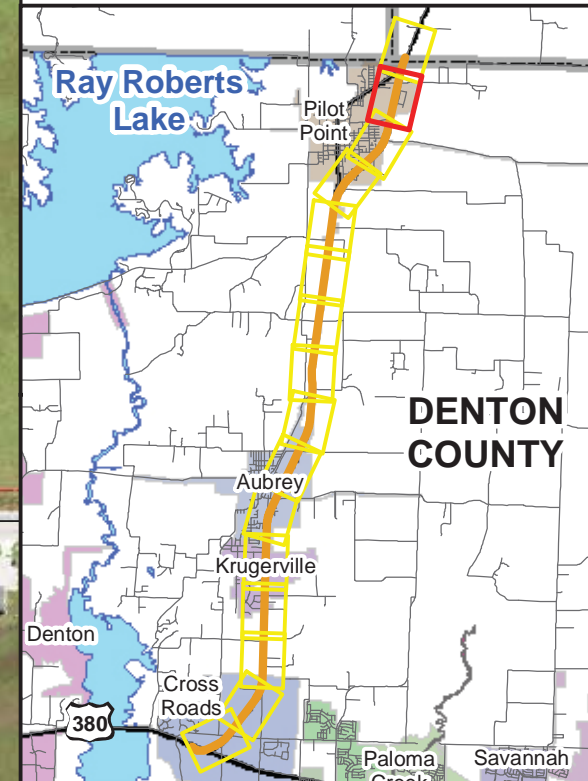
- Legend**
- Proposed Right-of-Way
 - Proposed Easement
 - Existing Right-of-Way
 - Pipelines
 - Anticipated Project Impacts
 - Possible Project Impacts
 - Low Potential or No Potential for Project Impacts

Basemap Source: TNRIS (2018)

Figure 6 Hazardous Materials Site Map United States (US) 377

From North of BUS 377E
To US 380
Denton County, Texas
CSJ: 0081-06-040

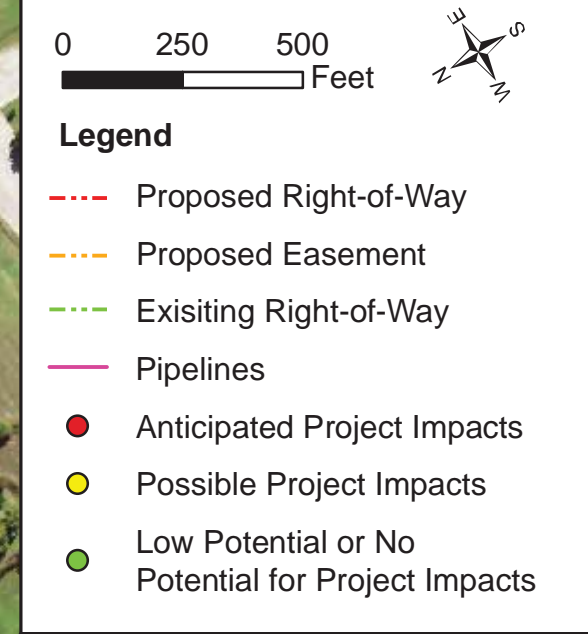
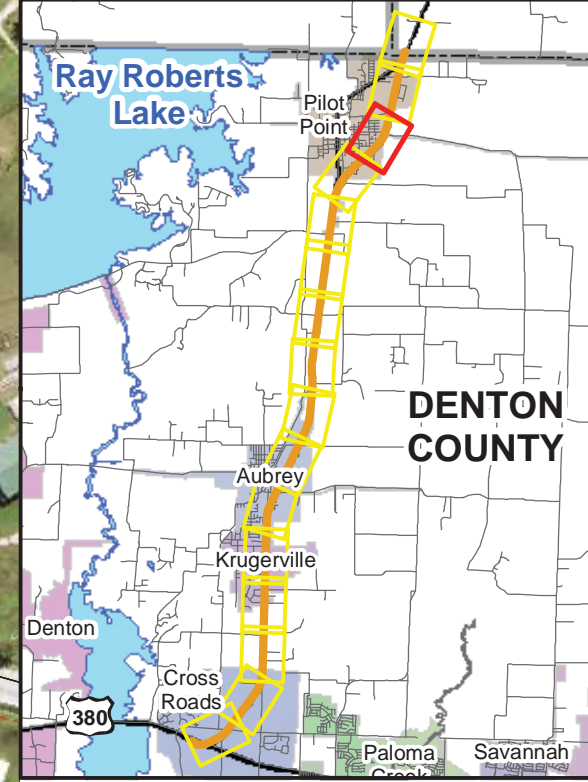
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- Legend**
- - - Proposed Right-of-Way
 - - - Proposed Easement
 - - - Existing Right-of-Way
 - Pipelines
 - Anticipated Project Impacts
 - Possible Project Impacts
 - Low Potential or No Potential for Project Impacts

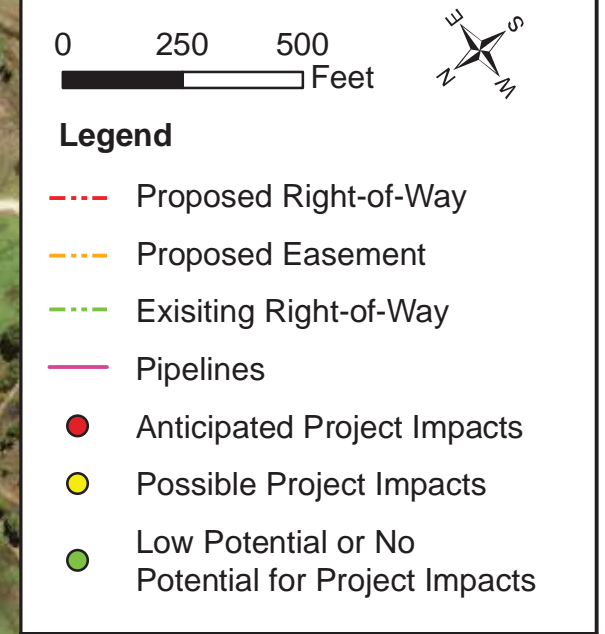
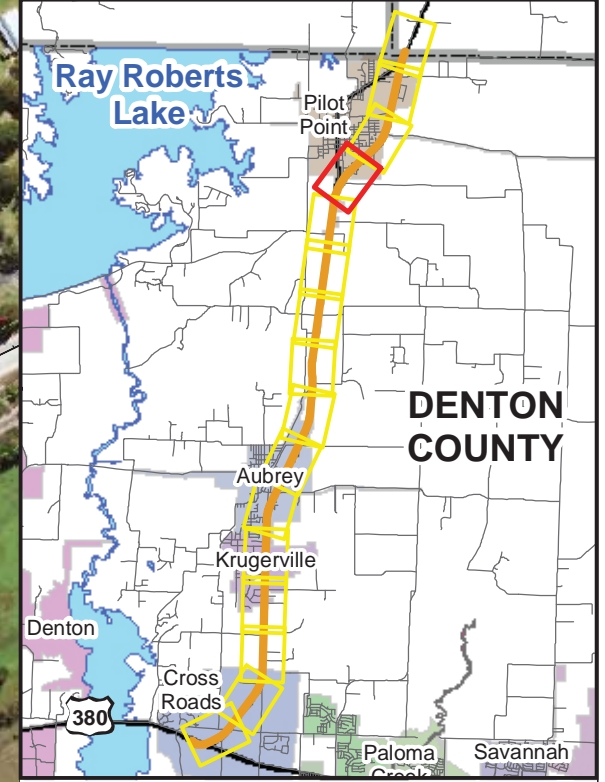
Basemap Source: TNRIS (2018)

Figure 6
Hazardous Materials Site Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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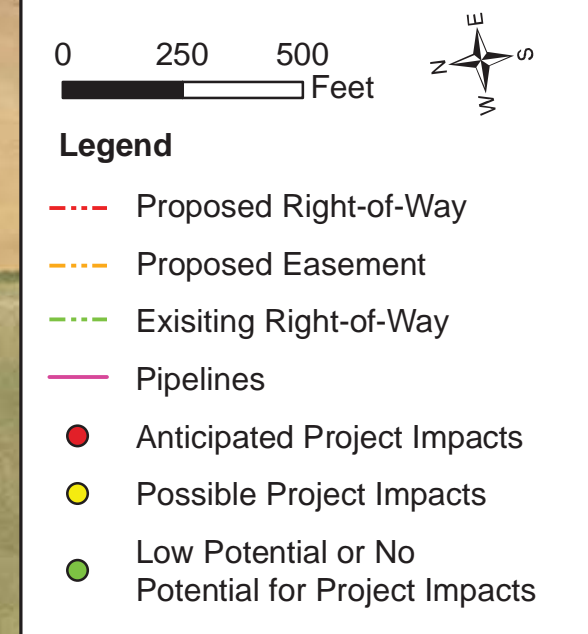
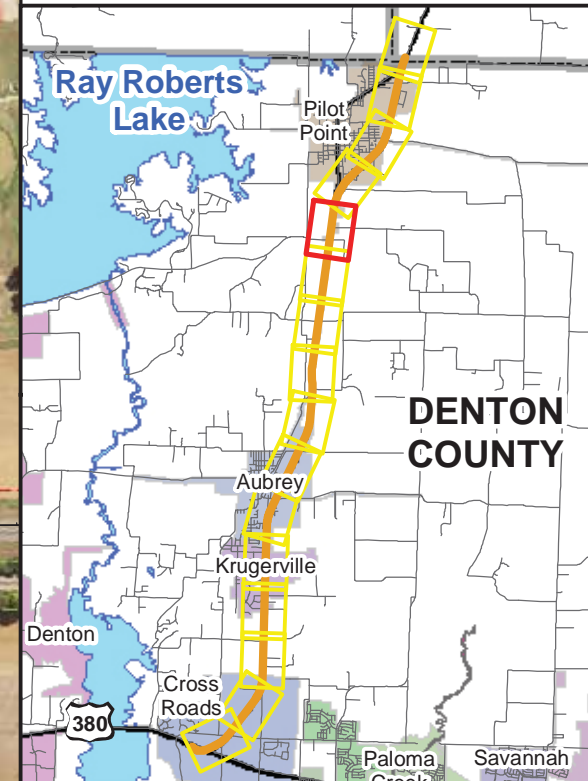
Basemap Source: TNRIS (2018)

Figure 6
Hazardous Materials Site Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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Basemap Source: TNRIS (2018)

Figure 6
Hazardous Materials Site Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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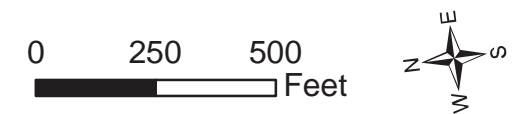
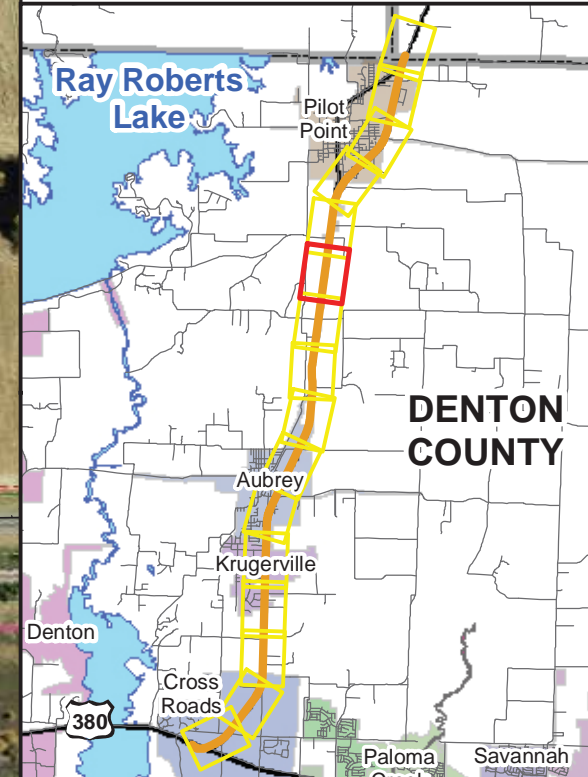


Basemap Source: TNRIS (2018)

Figure 6
Hazardous Materials Site Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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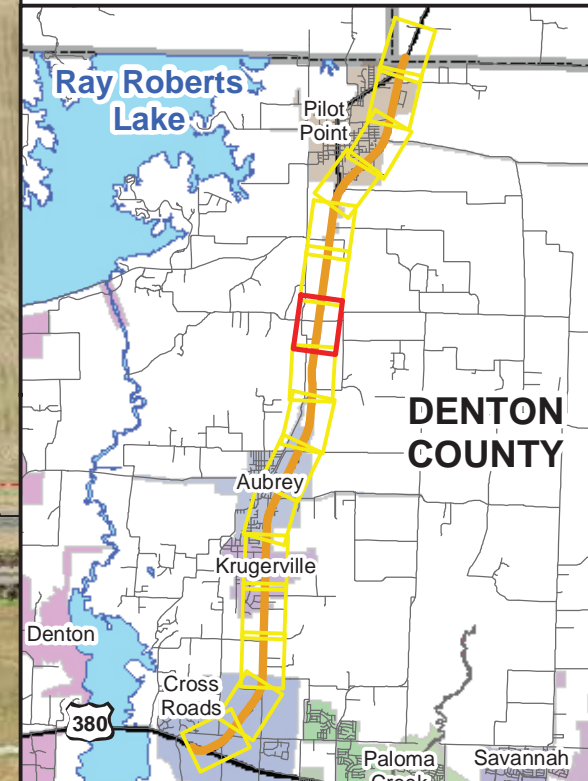


Natural Gas Pipeline
 36" Diameter
 Operated by
 Enterprise Products Operating LLC



- Legend**
- Proposed Right-of-Way
 - Proposed Easement
 - Existing Right-of-Way
 - Pipelines
 - Anticipated Project Impacts
 - Possible Project Impacts
 - Low Potential or No Potential for Project Impacts

Figure 6
Hazardous Materials Site Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
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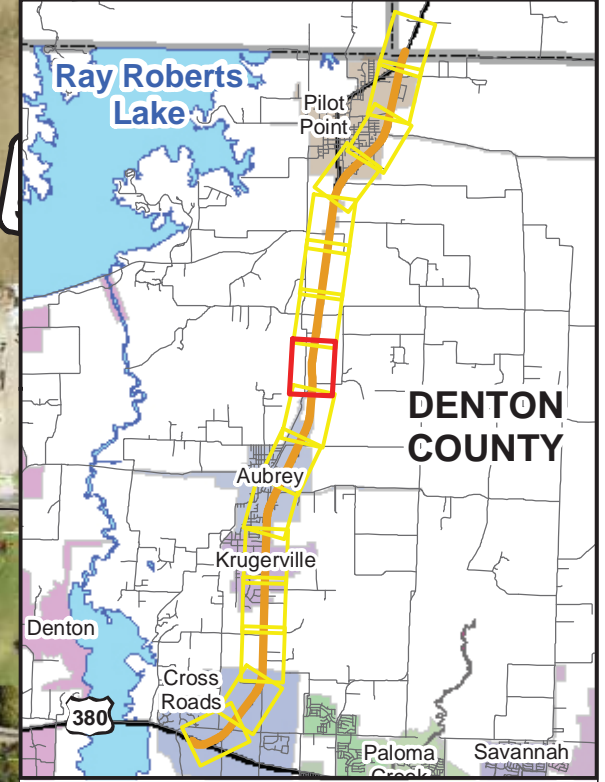
0 250 500 Feet

Legend

- Proposed Right-of-Way
- Proposed Easement
- Existing Right-of-Way
- Pipelines
- Anticipated Project Impacts
- Possible Project Impacts
- Low Potential or No Potential for Project Impacts

Basemap Source: TNRIS (2018)

Figure 6
Hazardous Materials Site Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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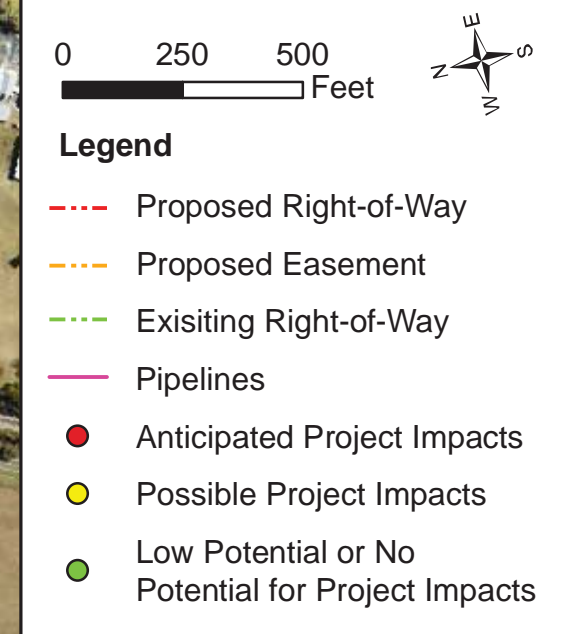
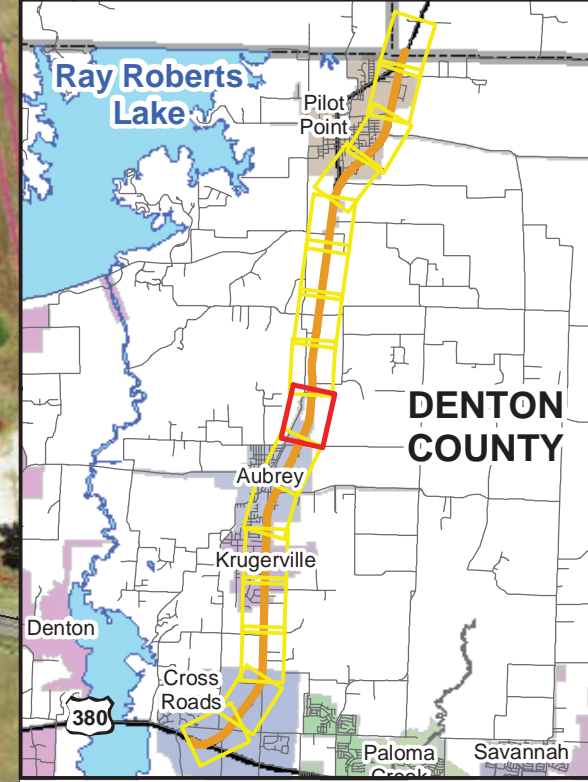
0 250 500 Feet

Legend

- - - Proposed Right-of-Way
- - - Proposed Easement
- - - Existing Right-of-Way
- Pipelines
- Anticipated Project Impacts
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Basemap Source: TNRIS (2018)

Figure 6
Hazardous Materials Site Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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Basemap Source: TNRIS (2018)

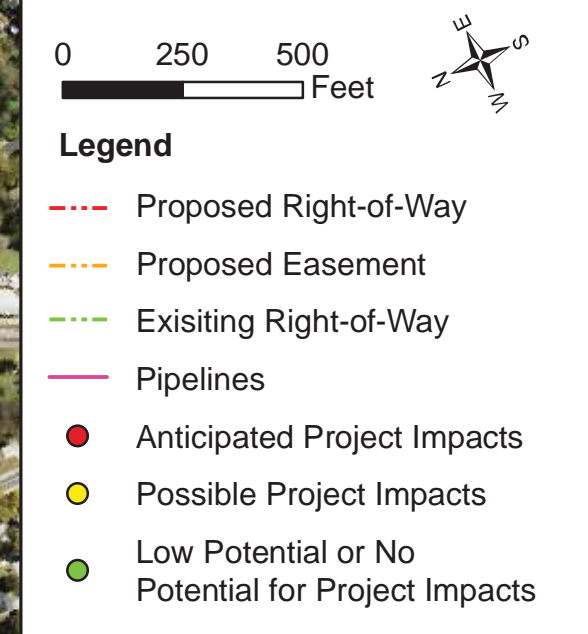
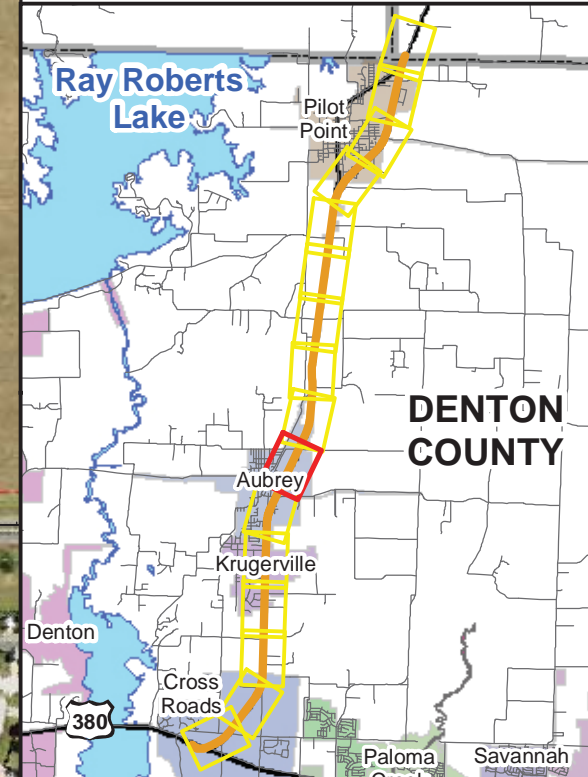
Figure 6
Hazardous Materials Site Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
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Natural Gas Pipeline
 36" Diameter
 Operated by
 Energy Transfer Company

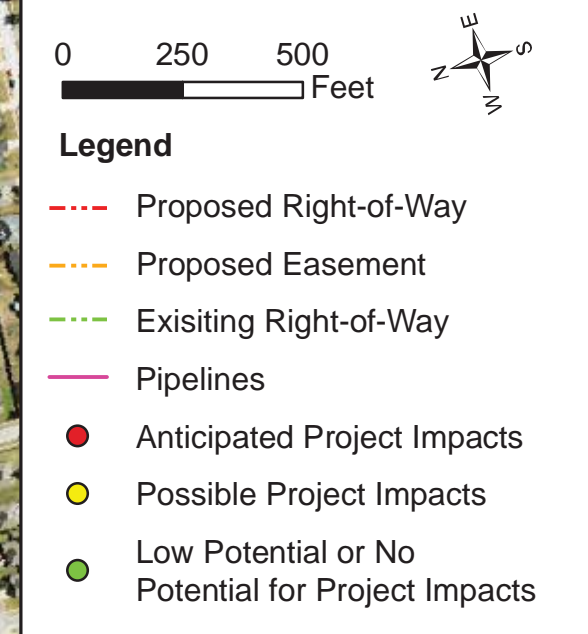
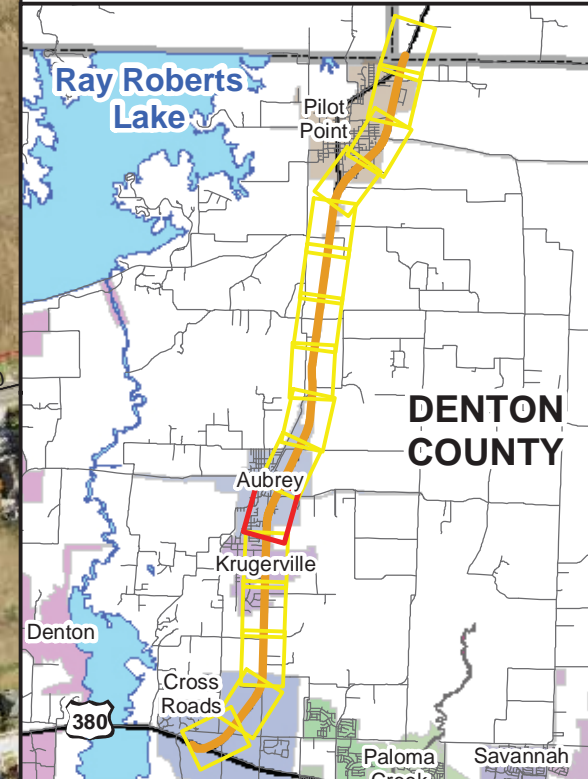
Natural Gas Pipeline
 30" Diameter
 Operated by
 Atmos Pipeline - Texas

Pennington Tire Co



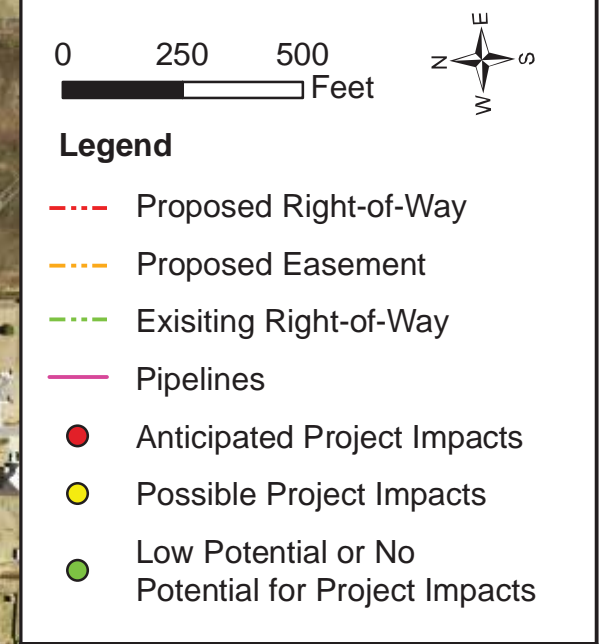
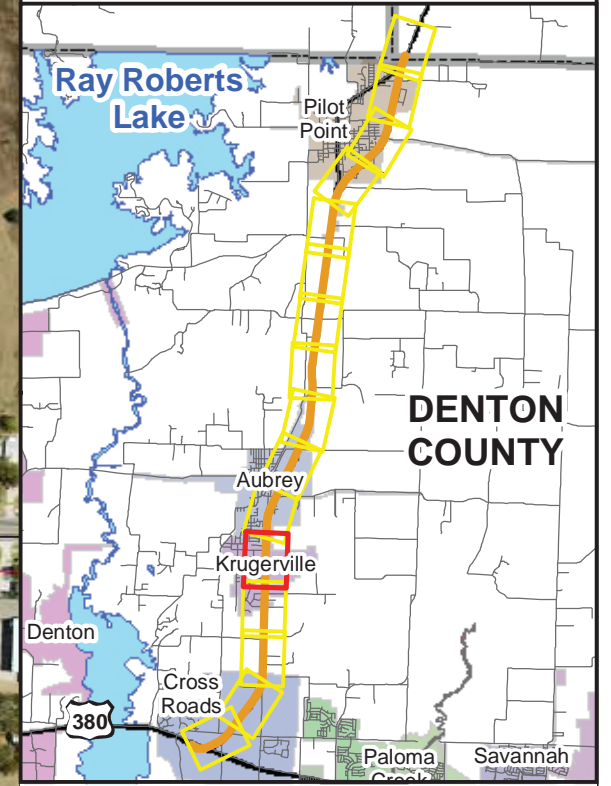
Basemap Source: TNRIS (2018)

Figure 6
Hazardous Materials Site Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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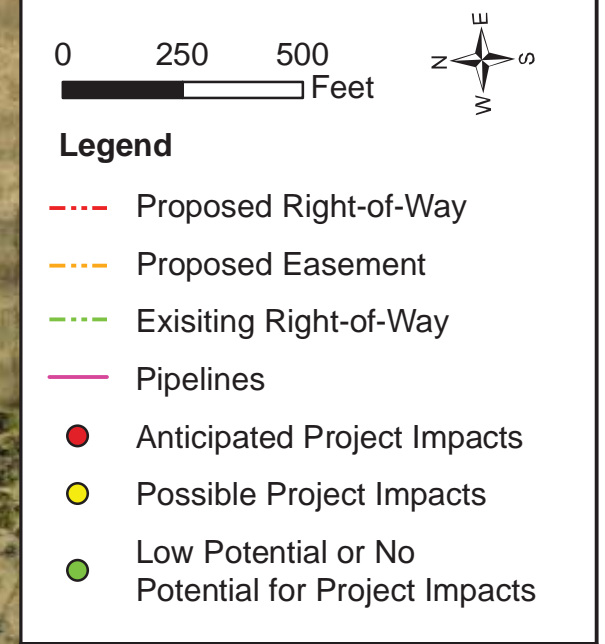
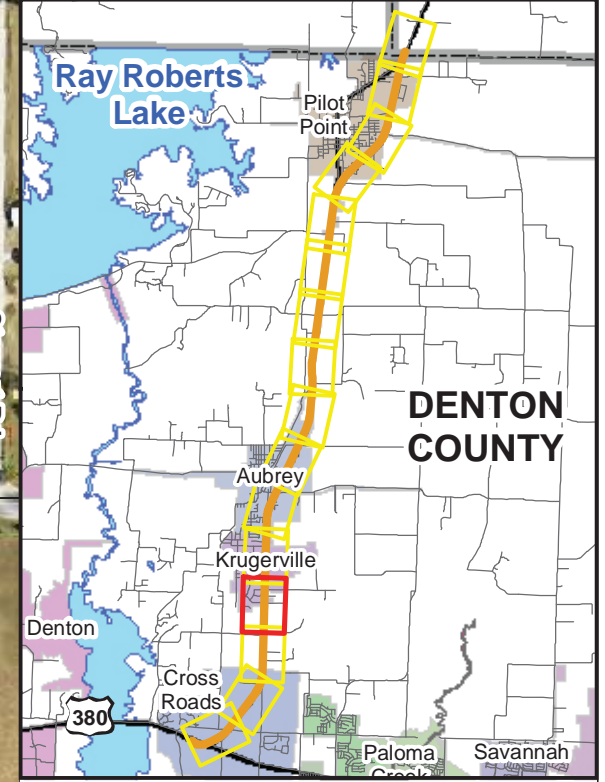
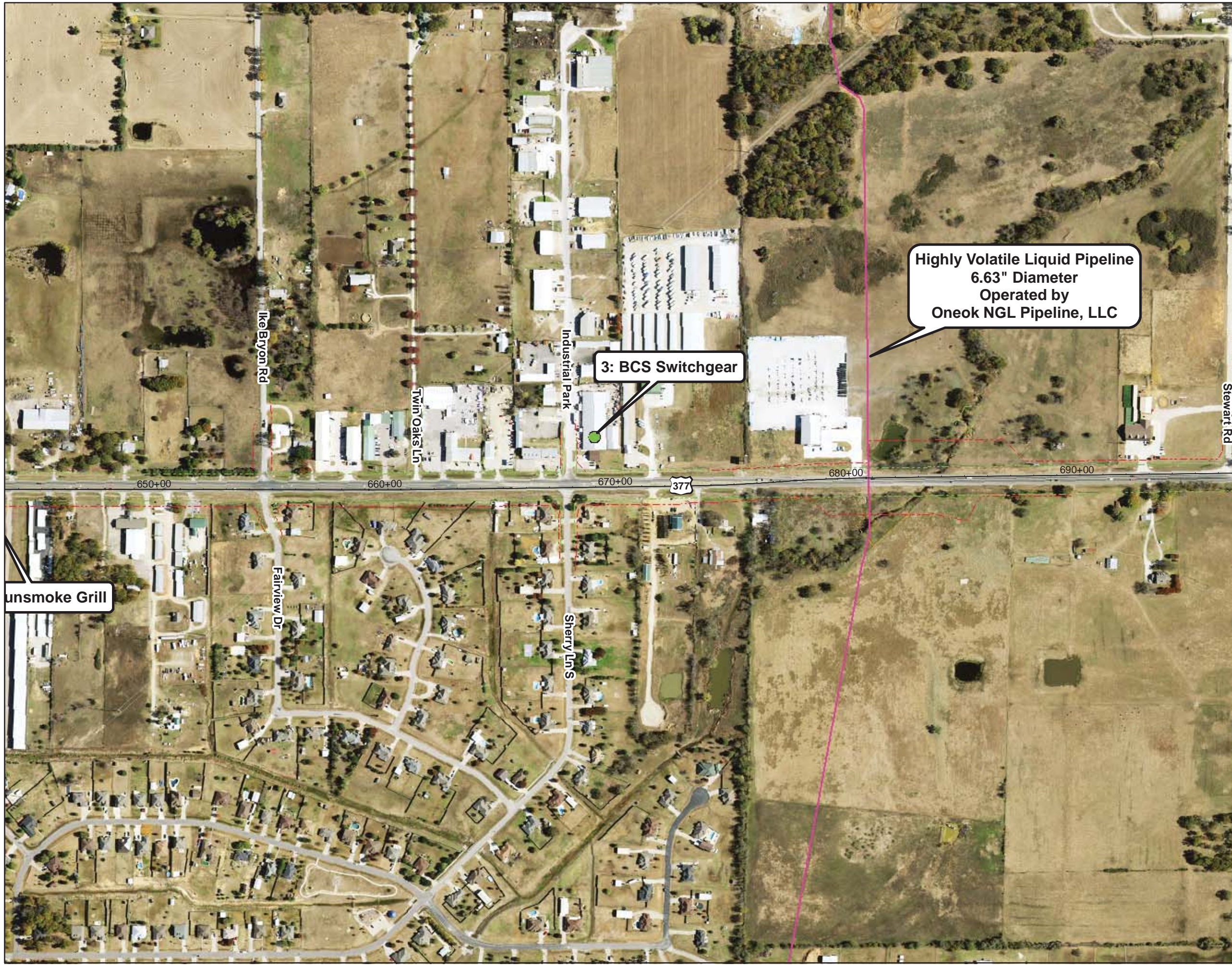
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Figure 6
Hazardous Materials Site Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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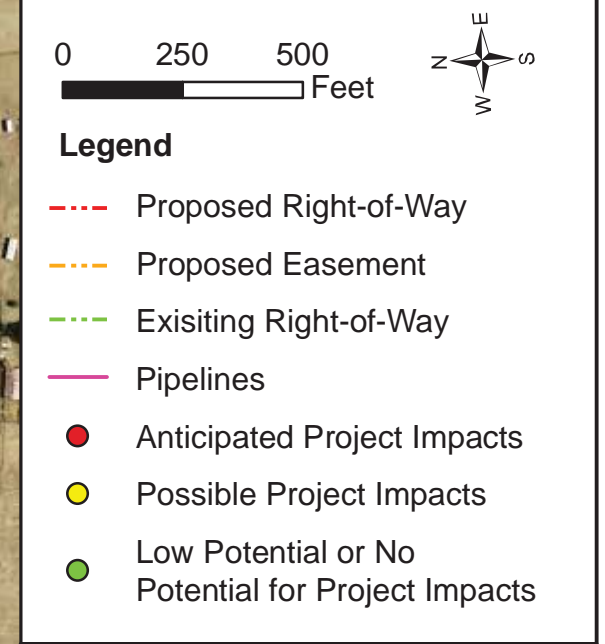
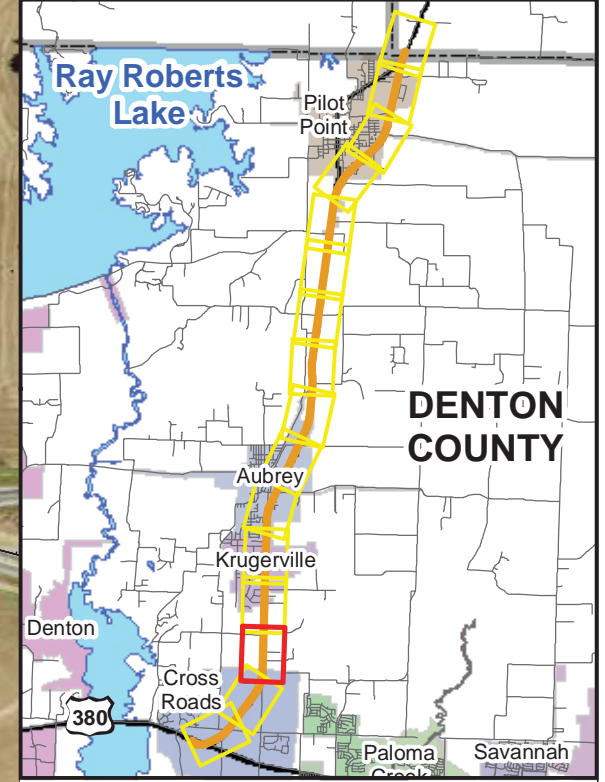
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Figure 6
Hazardous Materials Site Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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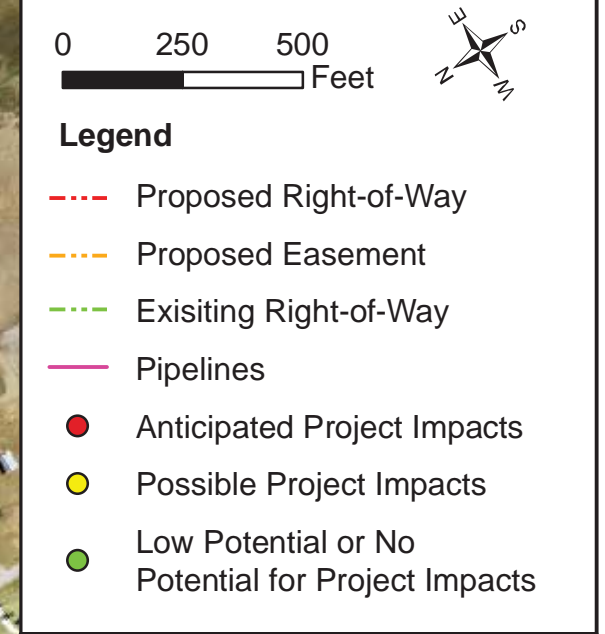
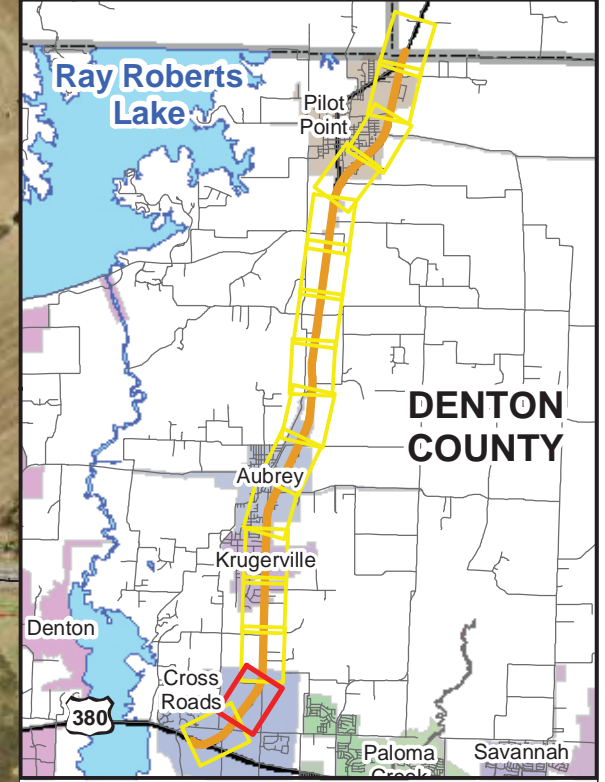
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Figure 6
Hazardous Materials Site Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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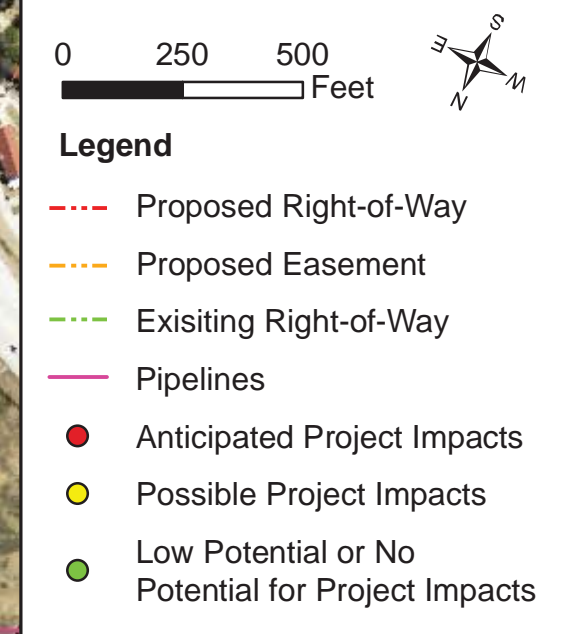
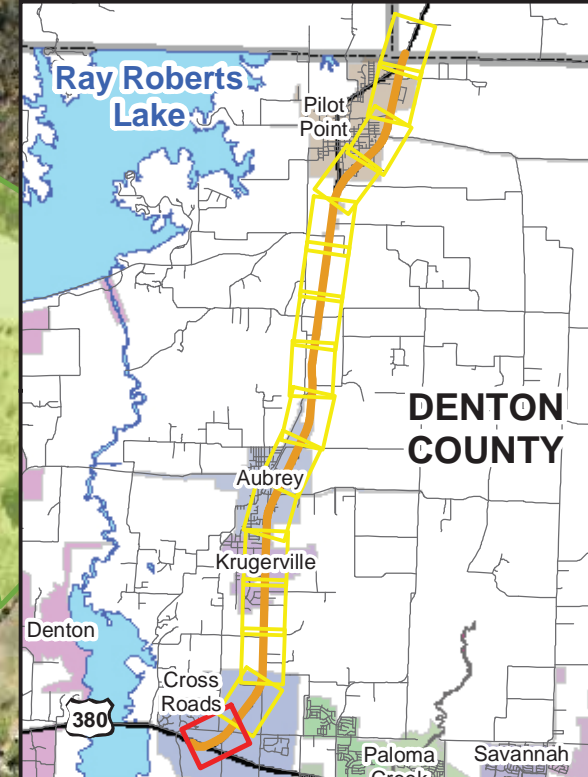
Basemap Source: TNRIS (2018)

Figure 6
Hazardous Materials Site Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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Basemap Source: TNRIS (2018)

Figure 6
Hazardous Materials Site Map
United States (US) 377
 From North of BUS 377E
 To US 380
 Denton County, Texas
 CSJ: 0081-06-040
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Basemap Source: TNRIS (2018)

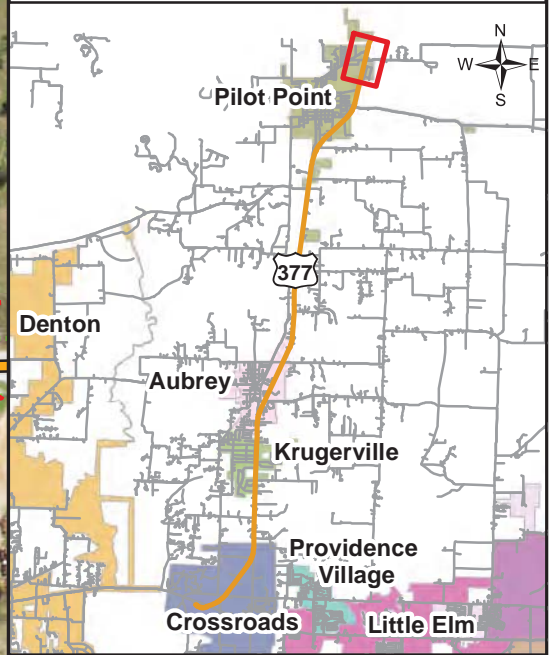
Figure 7 NOISE RECEIVER LOCATION MAP

United States (US) 377

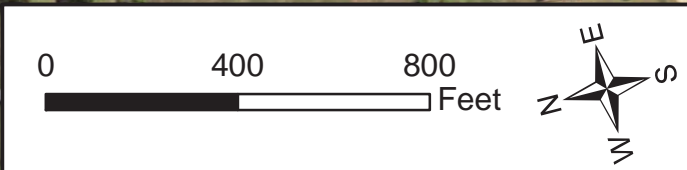
From North of BUS377E
To US 380

CSJs: 0081-06-040

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- ### Legend
- Existing Right-of-way
 - Proposed Right-of-Way
 - Proposed Easements
 - Non-Impacted Receiver
 - Impacted Receiver



Base Map Source: TNRIS (2018)

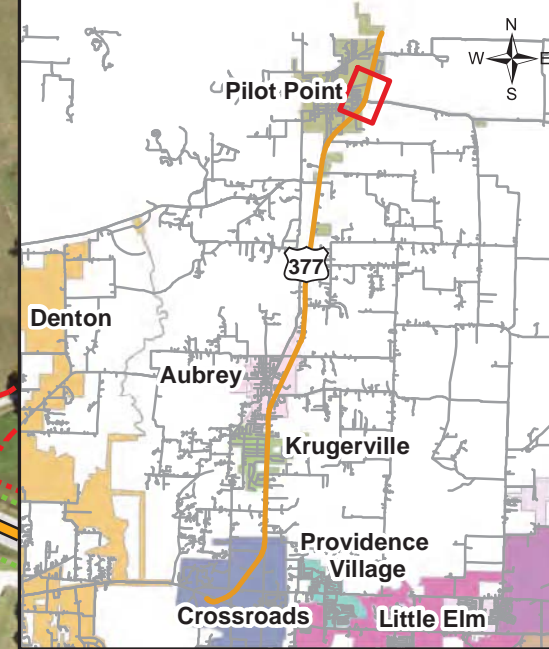
Figure 7 NOISE RECEIVER LOCATION MAP

United States (US) 377

From North of BUS377E
To US 380

CSJs: 0081-06-040

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Legend

- Existing Right-of-way
- Proposed Right-of-Way
- Proposed Easements
- Non-Impacted Receiver
- Impacted Receiver

Base Map Source: TNRIS (2018)

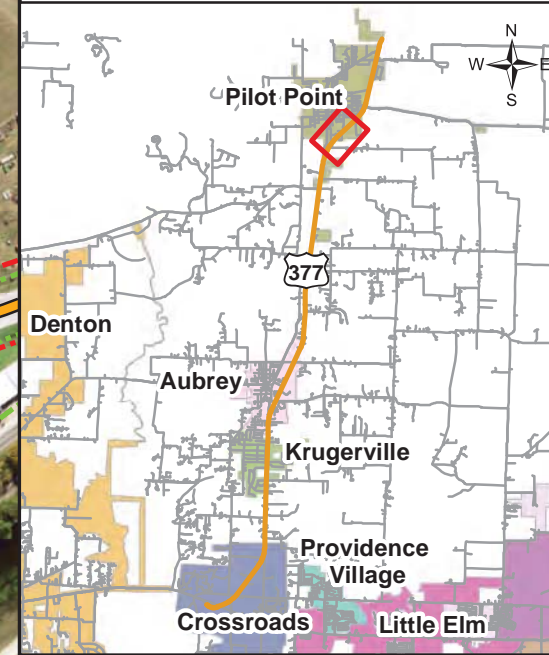
Figure 7 NOISE RECEIVER LOCATION MAP

United States (US) 377

From North of BUS377E
To US 380

CSJs: 0081-06-040

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Legend

- Existing Right-of-way
- Proposed Right-of-Way
- Proposed Easements
- Non-Impacted Receiver
- Impacted Receiver

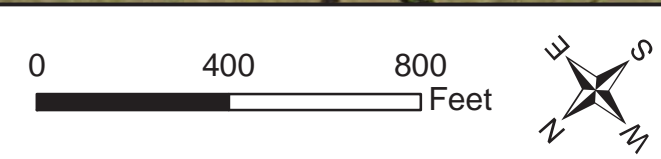


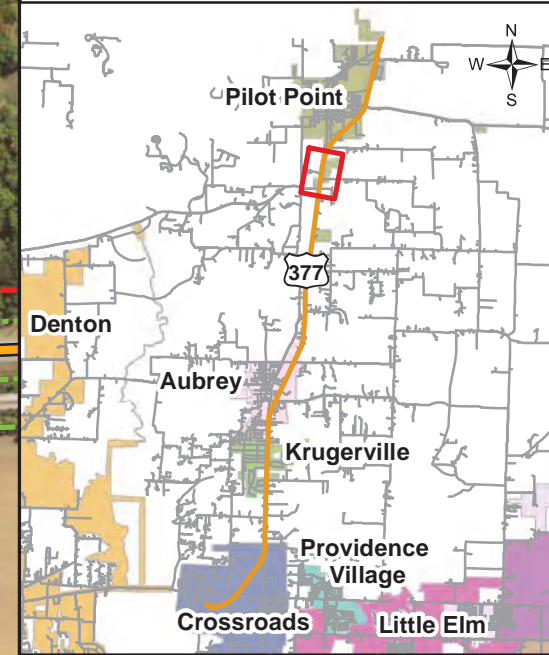
Figure 7 NOISE RECEIVER LOCATION MAP

United States (US) 377

From North of BUS377E
To US 380

CSJs: 0081-06-040

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- ### Legend
- Existing Right-of-way
 - Proposed Right-of-Way
 - Proposed Easements
 - Non-Impacted Receiver
 - Impacted Receiver

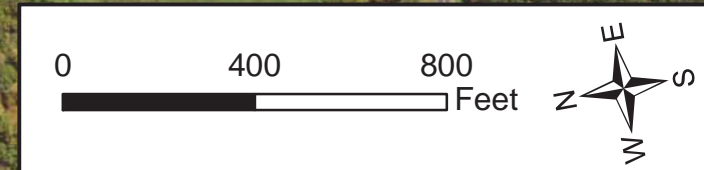


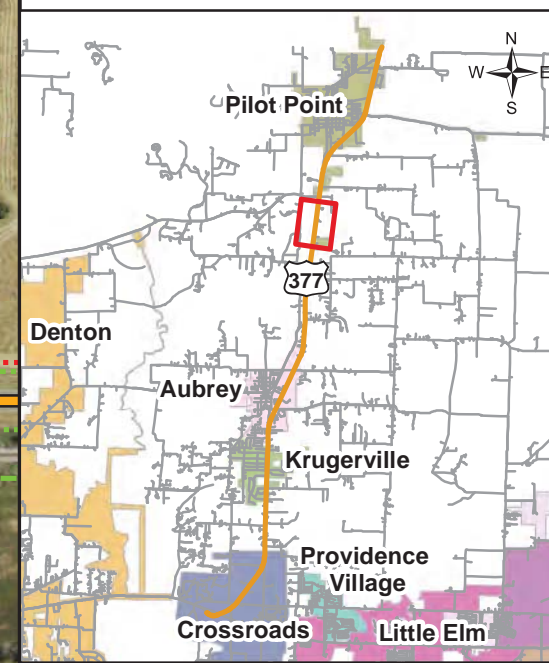
Figure 7 NOISE RECEIVER LOCATION MAP

United States (US) 377

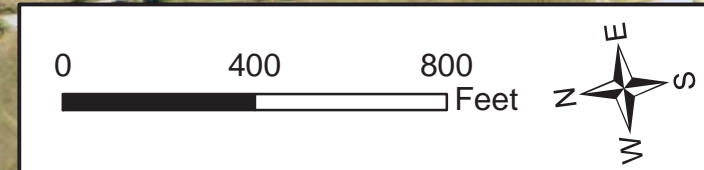
From North of BUS377E
To US 380

CSJs: 0081-06-040

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- ### Legend
- Existing Right-of-way
 - Proposed Right-of-Way
 - Proposed Easements
 - Non-Impacted Receiver
 - Impacted Receiver



Base Map Source: TNRIS (2018)

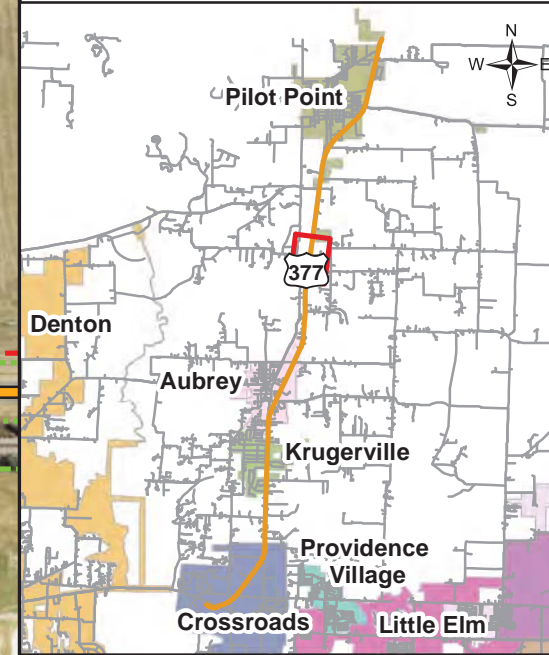
Figure 7 NOISE RECEIVER LOCATION MAP

United States (US) 377

From North of BUS377E
To US 380

CSJs: 0081-06-040

Page 6 of 15



- ### Legend
- Existing Right-of-way (green dashed line)
 - Proposed Right-of-Way (red dashed line)
 - Proposed Easements (orange dashed line)
 - Non-Impacted Receiver (black dot)
 - Impacted Receiver (red dot)

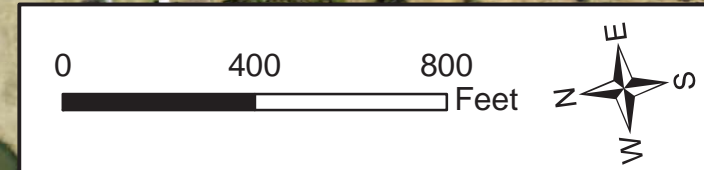


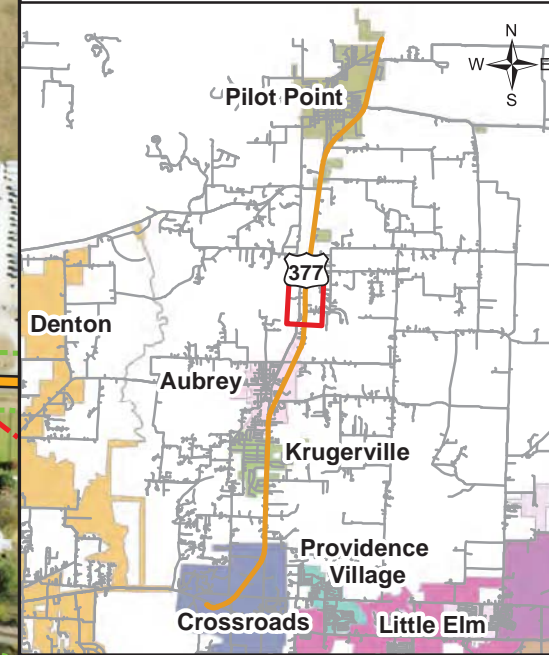
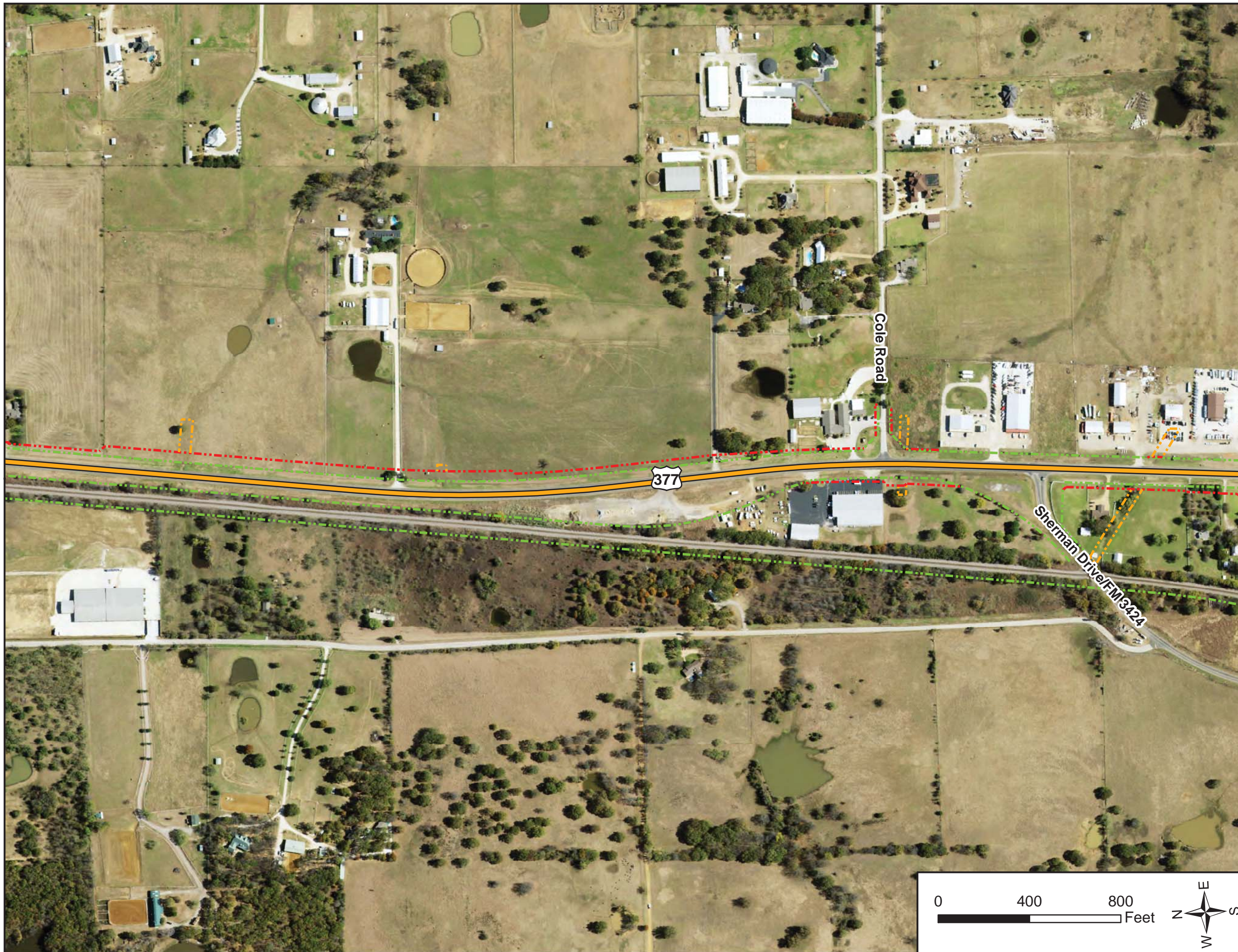
Figure 7 NOISE RECEIVER LOCATION MAP

United States (US) 377

From North of BUS377E
To US 380

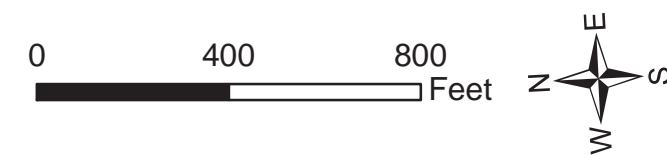
CSJs: 0081-06-040

Page 7 of 15



Legend

- Existing Right-of-way
- Proposed Right-of-Way
- Proposed Easements
- Non-Impacted Receiver
- Impacted Receiver



Base Map Source: TNRIS (2018)

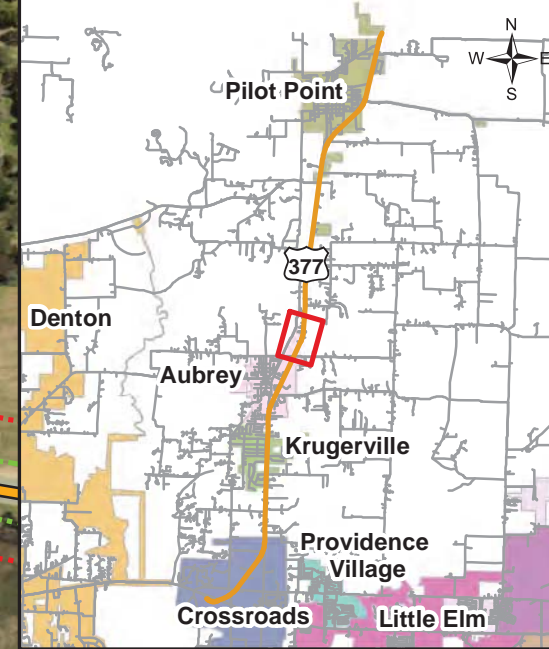
Figure 7 NOISE RECEIVER LOCATION MAP

United States (US) 377

From North of BUS377E
To US 380

CSJs: 0081-06-040

Page 8 of 15



Legend

- Existing Right-of-way
- Proposed Right-of-Way
- Proposed Easements
- Non-Impacted Receiver
- Impacted Receiver

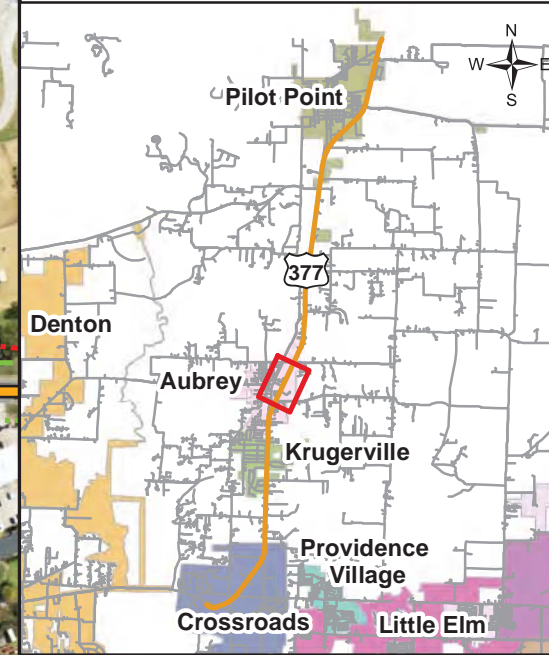
Figure 7 NOISE RECEIVER LOCATION MAP

United States (US) 377

From North of BUS377E
To US 380

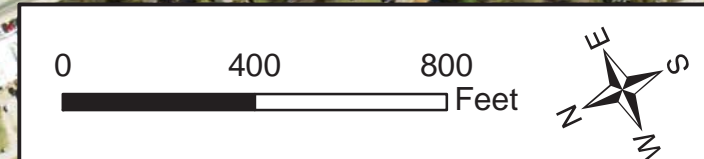
CSJs: 0081-06-040

Page 9 of 15



Legend

- Existing Right-of-way (green dashed line)
- Proposed Right-of-Way (red dashed line)
- Proposed Easements (orange dashed line)
- Non-Impacted Receiver (black dot)
- Impacted Receiver (red dot)



Base Map Source: TNRIS (2018)

Figure 7 NOISE RECEIVER LOCATION MAP

United States (US) 377

From North of BUS377E
To US 380

CSJs: 0081-06-040

Page 10 of 15

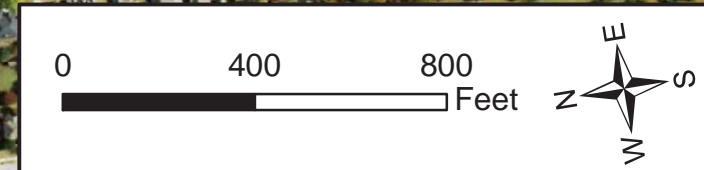
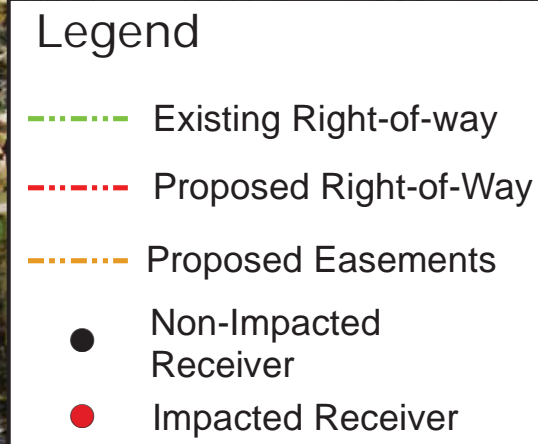
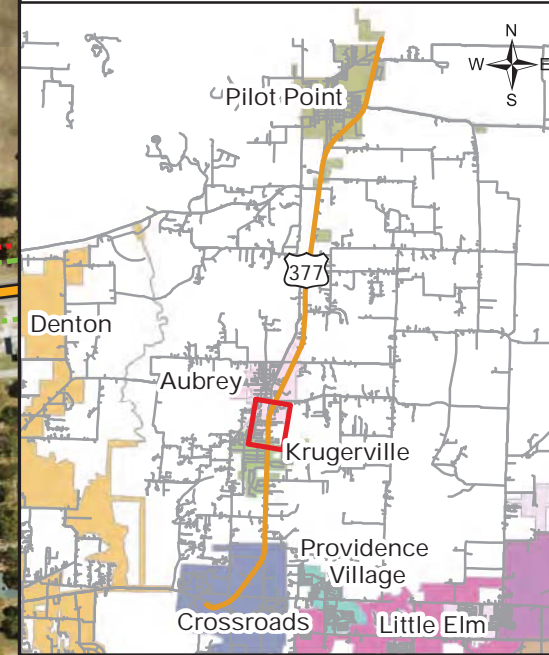
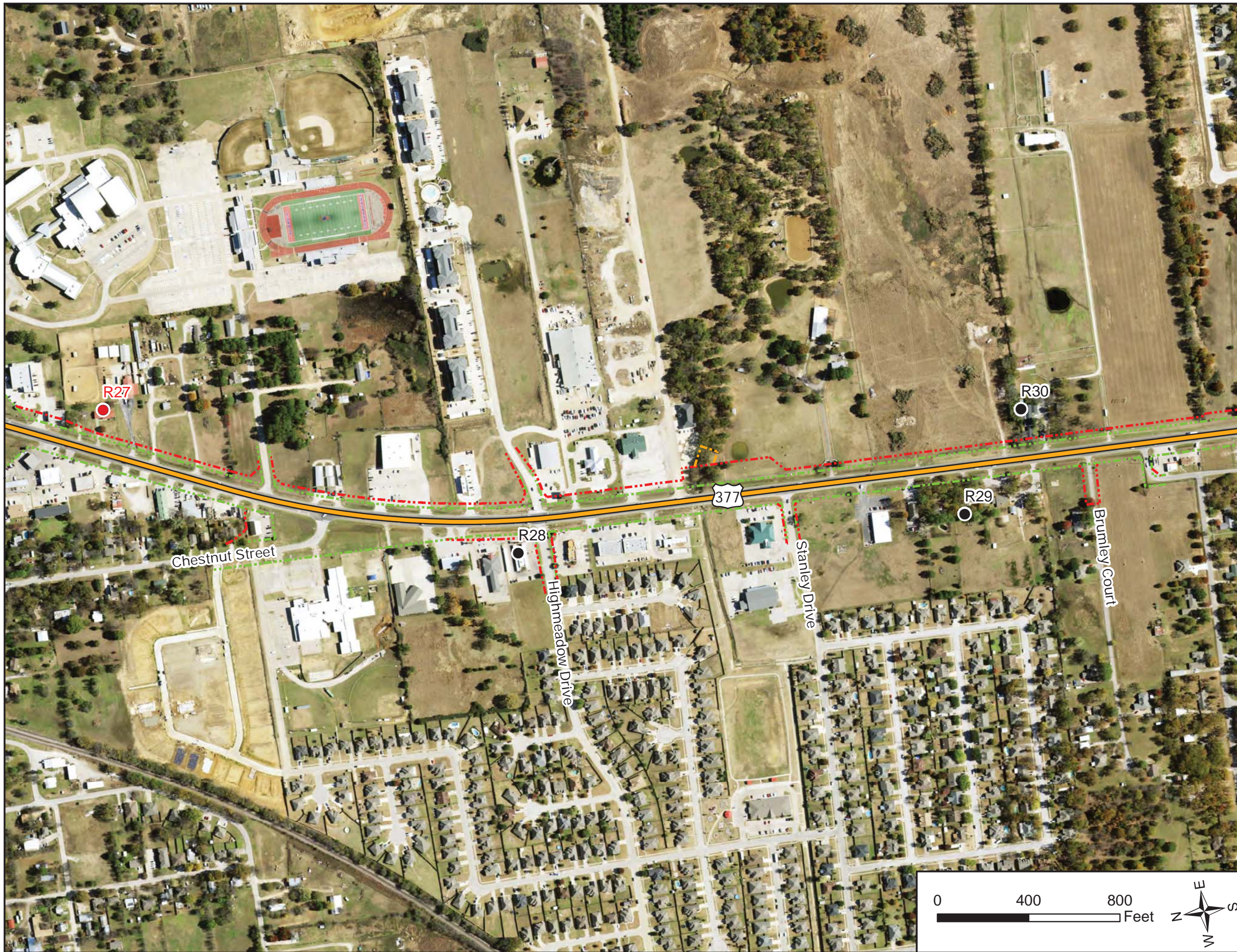


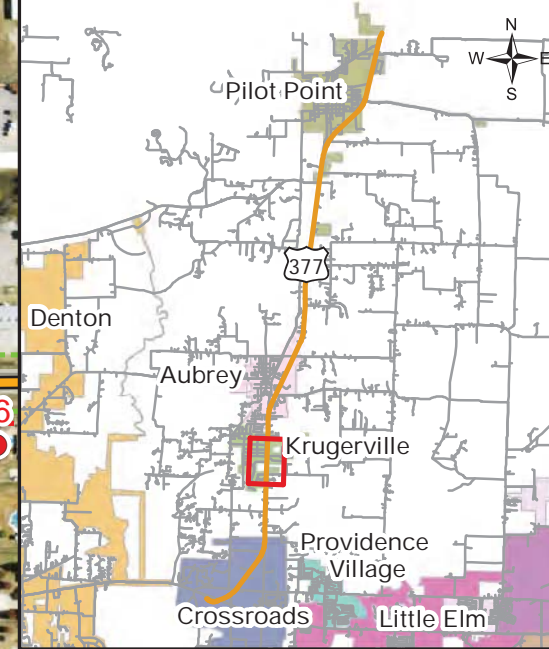
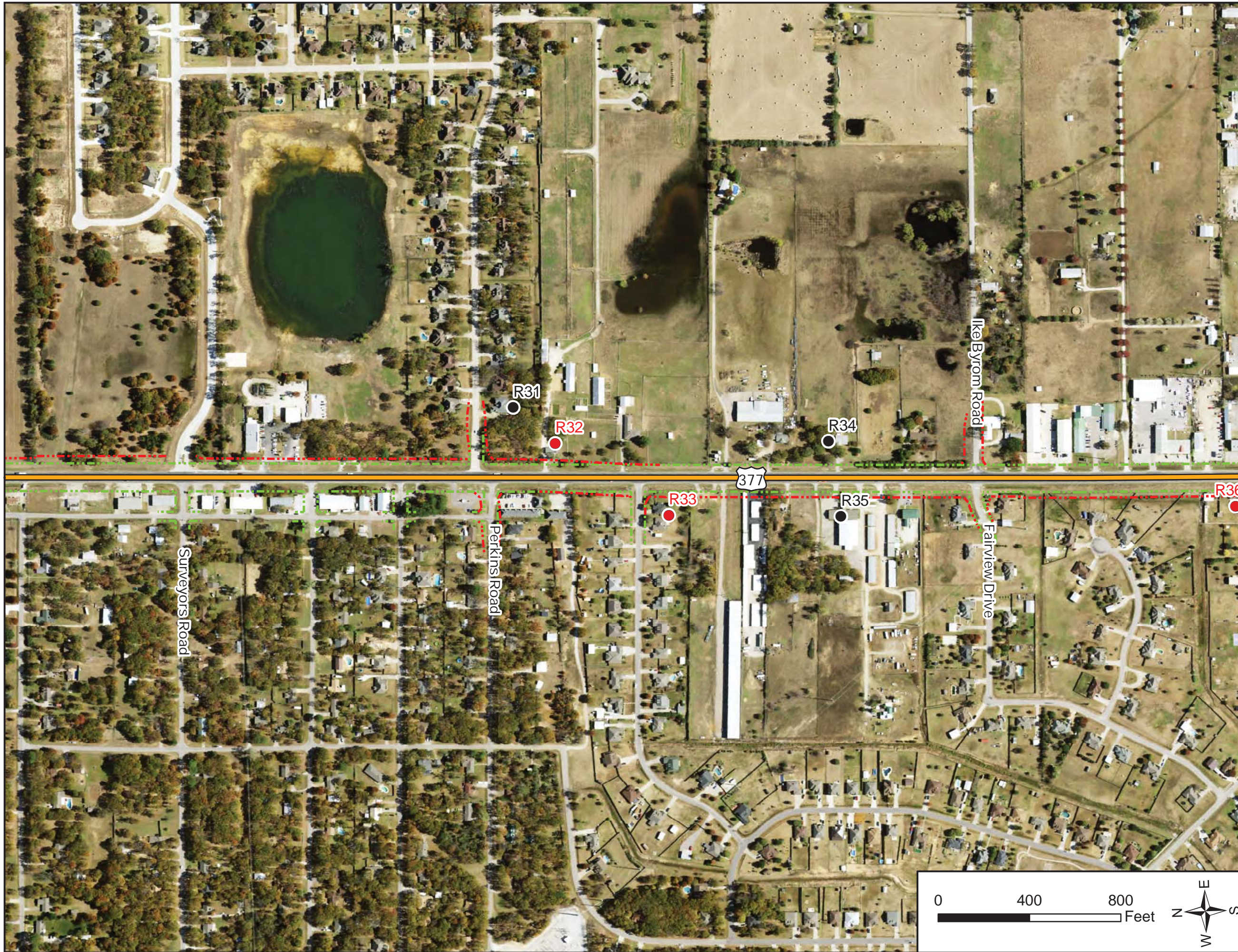
Figure 7 NOISE RECEIVER LOCATION MAP

United States (US) 377

From North of BUS377E
To US 380

CSJs: 0081-06-040

Page 11 of 15



Legend

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- Proposed Right-of-Way (red dashed line)
- Proposed Easements (orange dashed line)
- Non-Impacted Receiver (black circle)
- Impacted Receiver (red circle)

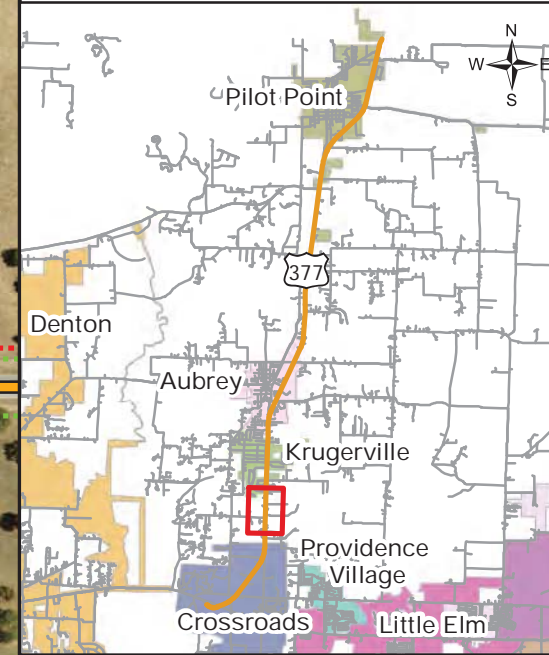
Figure 7 NOISE RECEIVER LOCATION MAP

United States (US) 377

From North of BUS377E
To US 380

CSJs: 0081-06-040

Page 12 of 15



- ### Legend
- Existing Right-of-way (dashed green line)
 - Proposed Right-of-Way (dashed red line)
 - Proposed Easements (dashed orange line)
 - Non-Impacted Receiver (black dot)
 - Impacted Receiver (red dot)

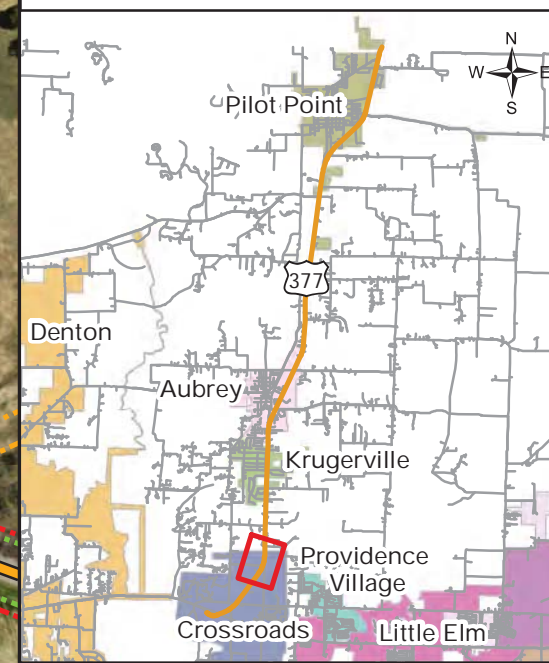
Figure 7 NOISE RECEIVER LOCATION MAP

United States (US) 377

From North of BUS377E
To US 380

CSJs: 0081-06-040

Page 13 of 15



Legend

- Existing Right-of-way (Green dashed line)
- Proposed Right-of-Way (Red dashed line)
- Proposed Easements (Orange dashed line)
- Non-Impacted Receiver (Black dot)
- Impacted Receiver (Red dot)

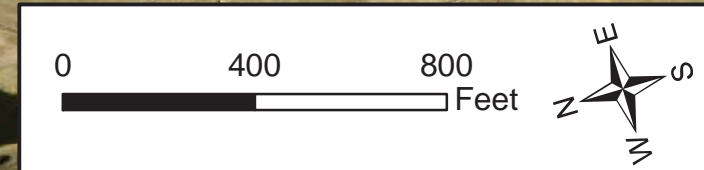


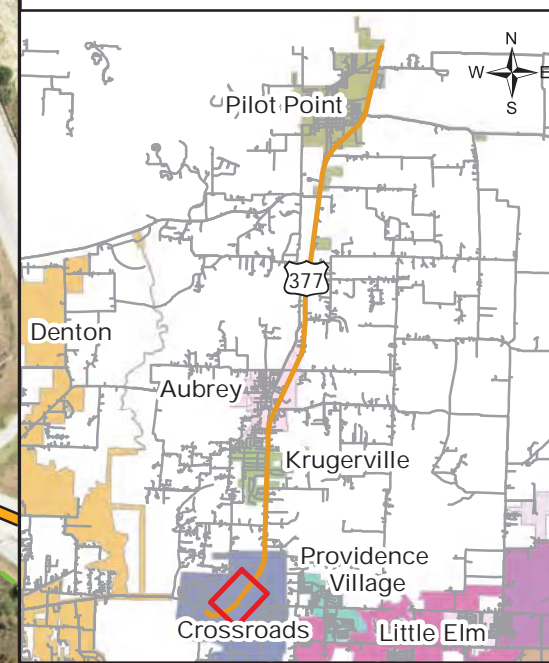
Figure 7 NOISE RECEIVER LOCATION MAP

United States (US) 377

From North of BUS377E
To US 380

CSJs: 0081-06-040

Page 14 of 15



- ### Legend
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 - Proposed Right-of-Way
 - Proposed Easements
 - Non-Impacted Receiver
 - Impacted Receiver

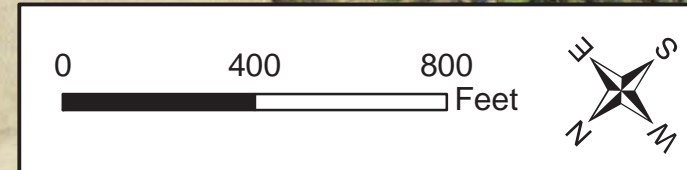


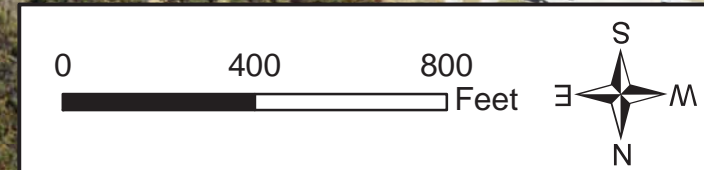
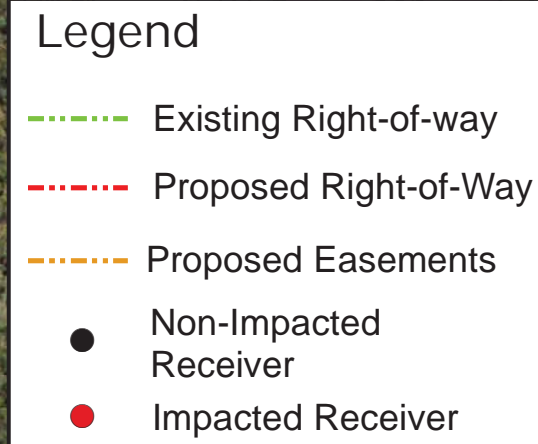
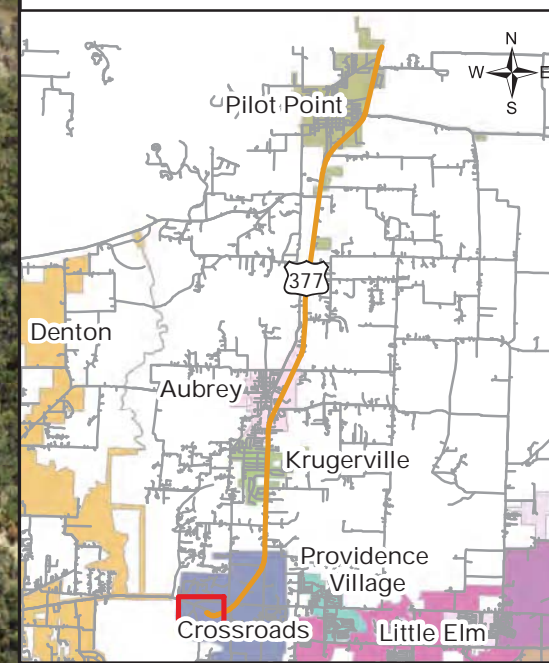
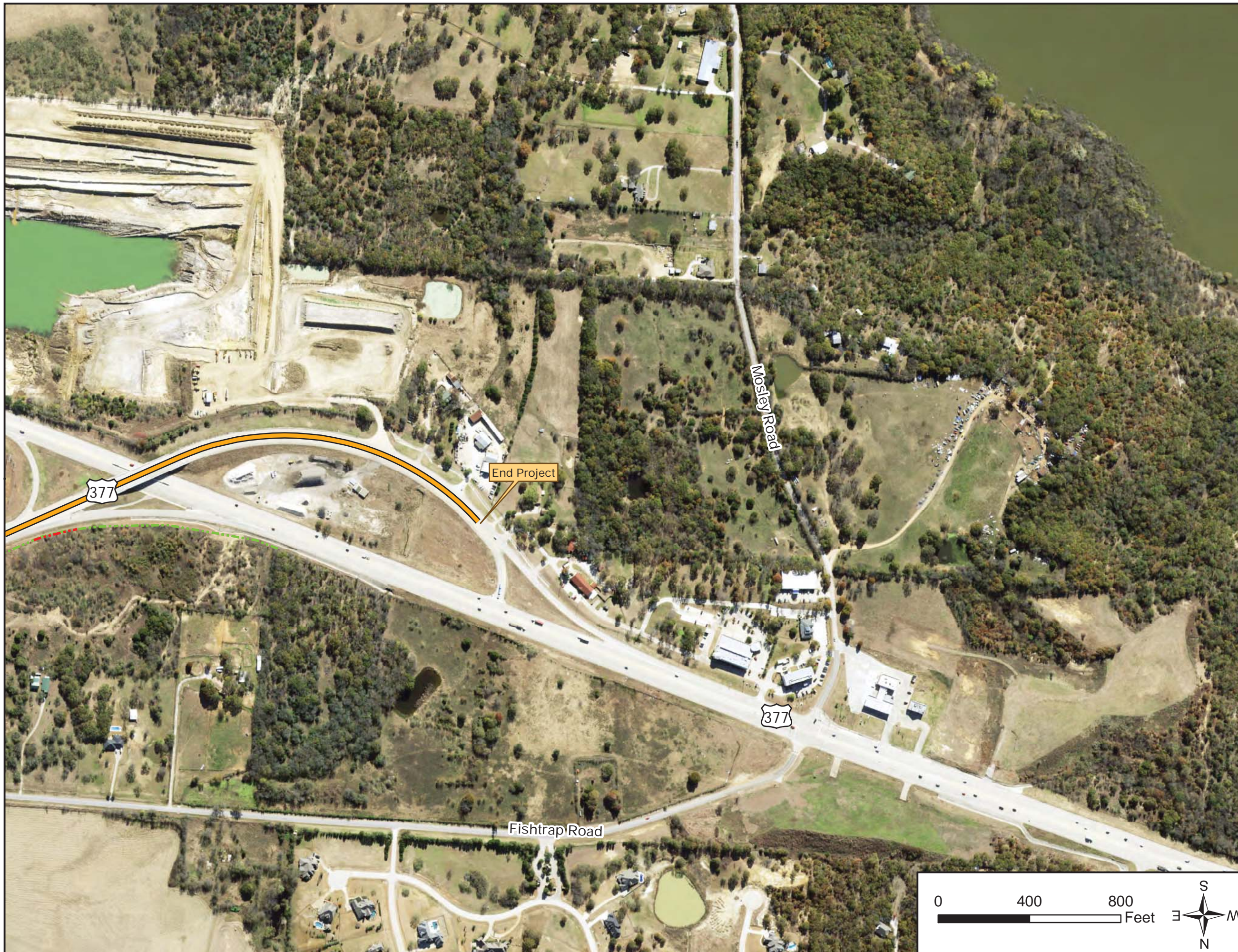
Figure 7 NOISE RECEIVER LOCATION MAP

United States (US) 377

From North of BUS377E
To US 380

CSJs: 0081-06-040

Page 15 of 15

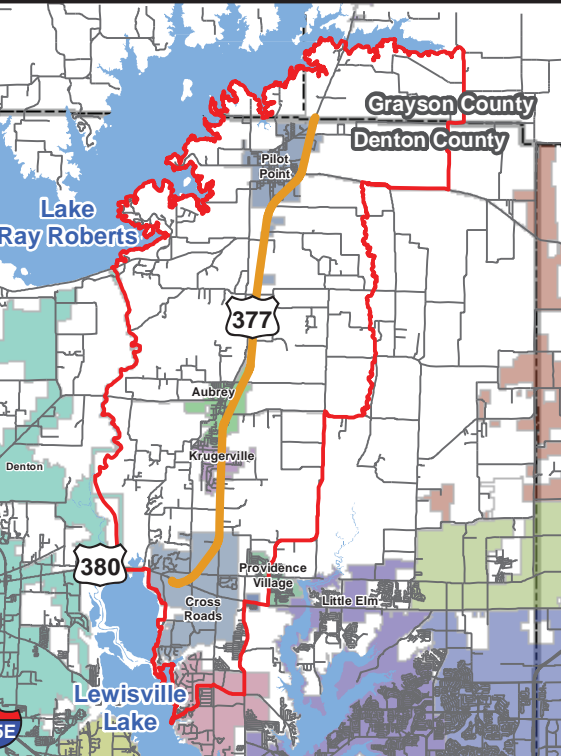


Base Map Source: TNRIS (2018)

**FIGURE 8: INDIRECT IMPACTS
AREA OF INFLUENCE MAP**

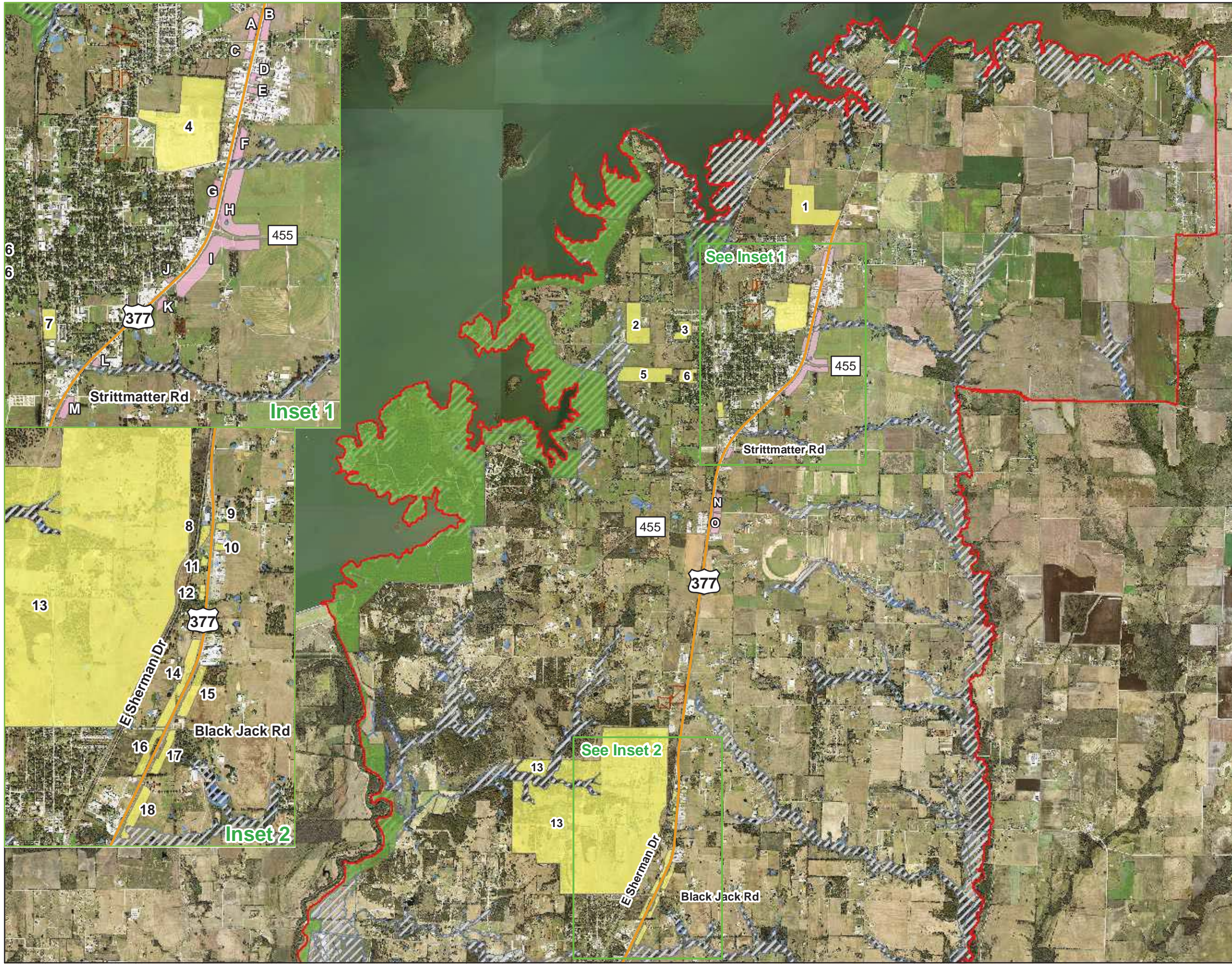
United States (US) 377 From
North of BUS 377E
To US 380
Denton County, Texas

CSJ: 0081-06-040
Page 1 of 2



- Legend**
- Project Location
 - Area of Influence
 - Potential Accelerated Growth
 - Potential Induced Growth
 - Planned Development
 - Cemetery
 - Parks/Recreation
 - Potential Wetland
 - Waters of the U.S.
 - 100-Year Floodplains

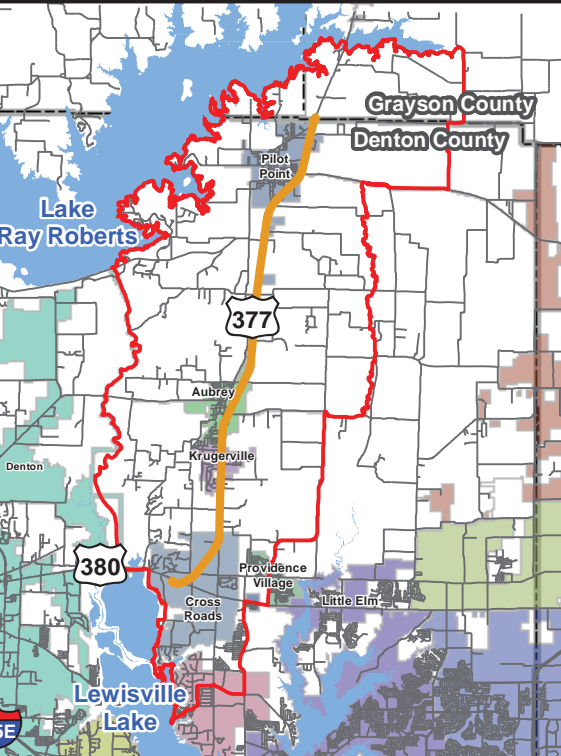
Base Map Source: TNRIS (2018)



**FIGURE 8: INDIRECT IMPACTS
AREA OF INFLUENCE MAP**

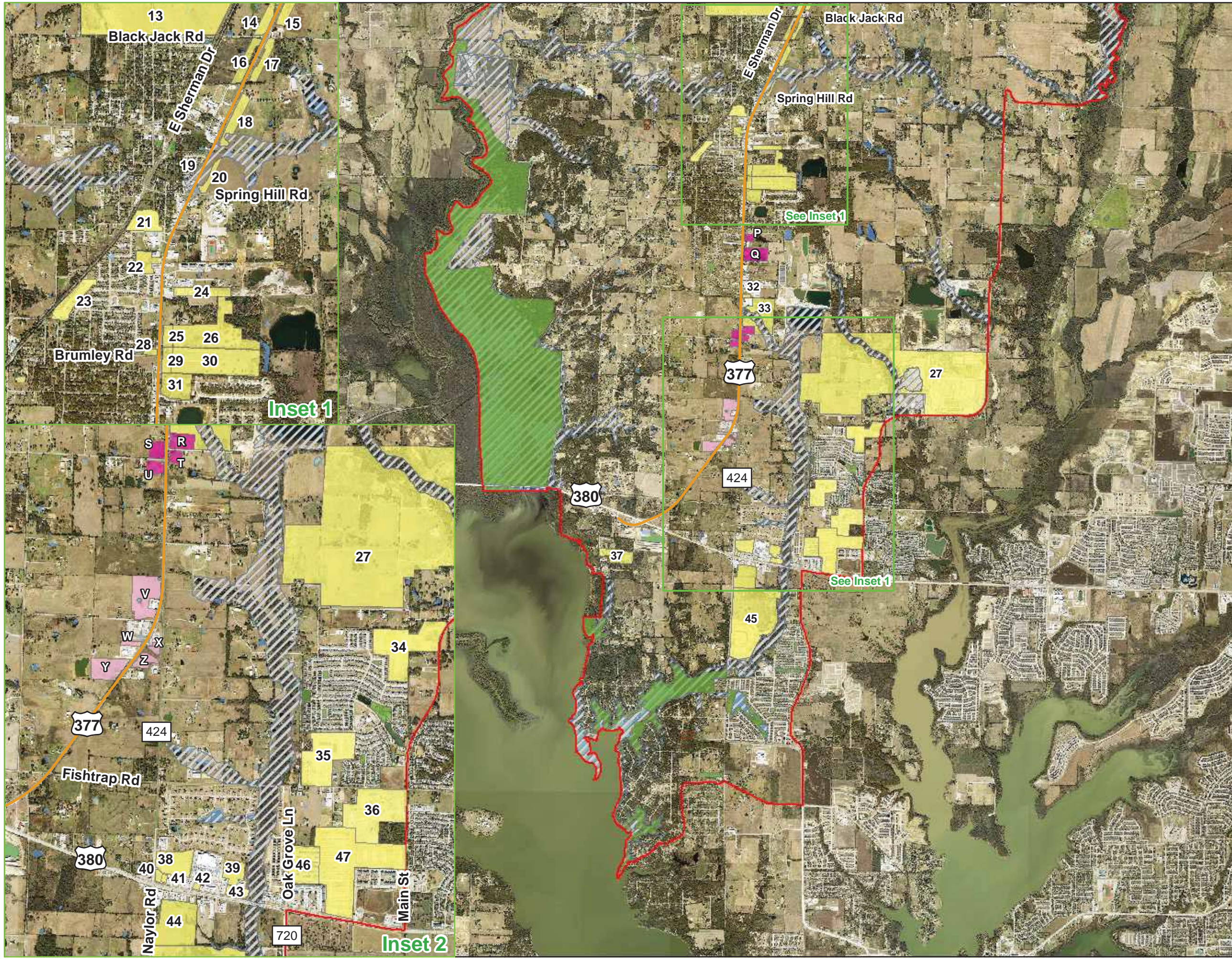
United States (US) 377 From
North of BUS 377E
To US 380
Denton County, Texas

CSJ: 0081-06-040
Page 2 of 2



- Legend**
- Project Location
 - Area of Influence
 - Potential Accelerated Growth
 - Potential Induced Growth
 - Planned Development
 - Cemetery
 - Parks/Recreation
 - Potential Wetland
 - Waters of the U.S.
 - 100-Year Floodplains

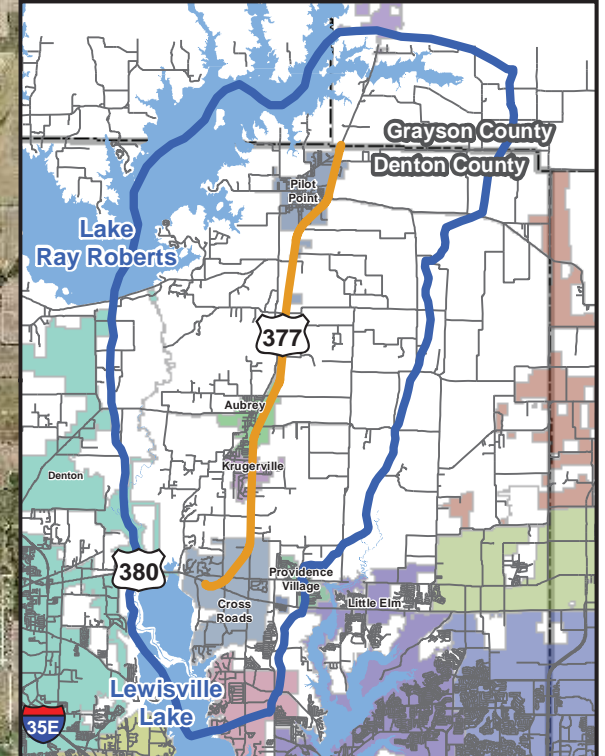
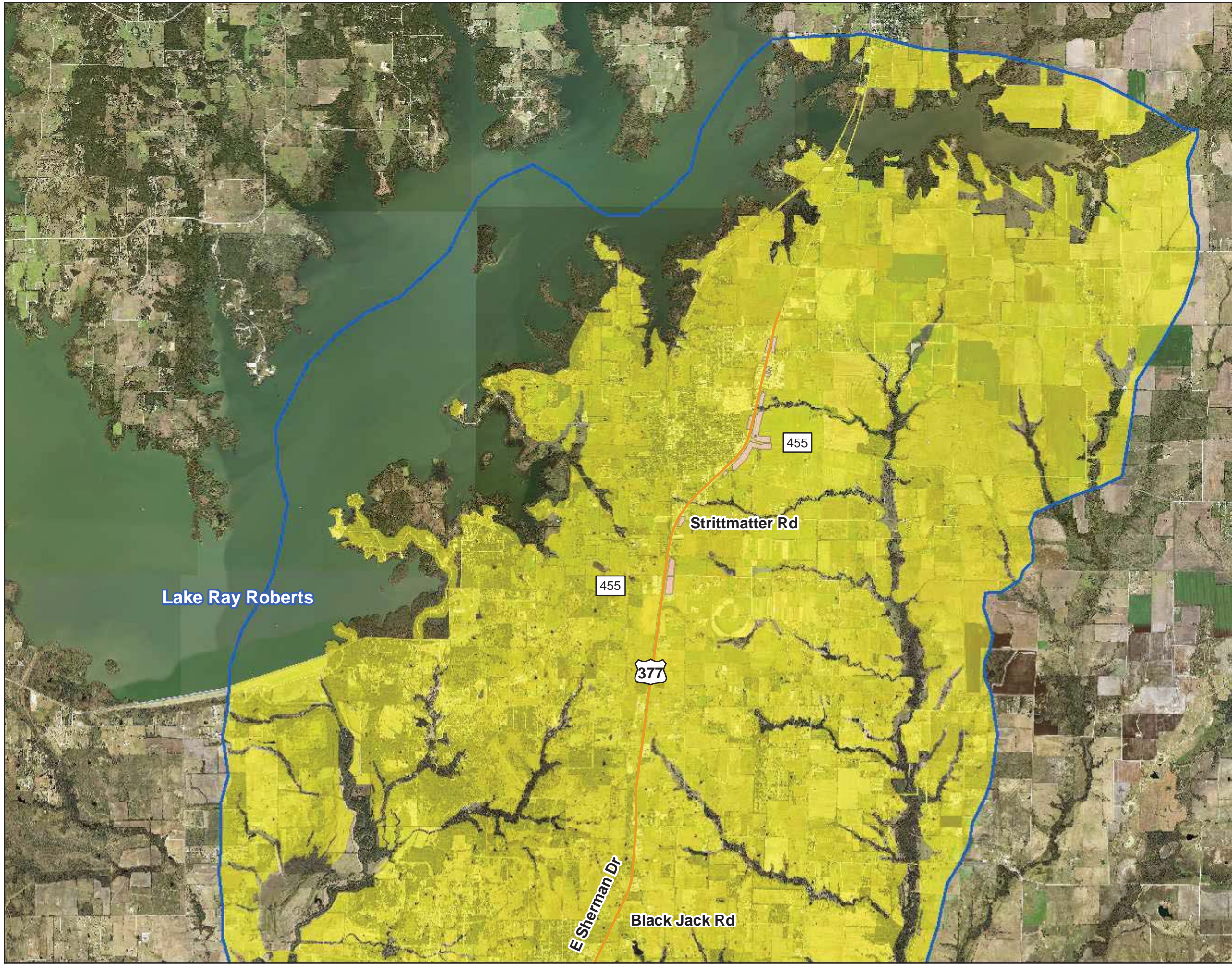
Base Map Source: TNRIS (2018)



**FIGURE 9: CUMULATIVE IMPACTS
RESOURCE STUDY AREA MAP**

United States (US) 377 From
North of BUS 377E
To US 380
Denton County, Texas

CSJ: 0081-06-040
Page 1 of 2



Legend

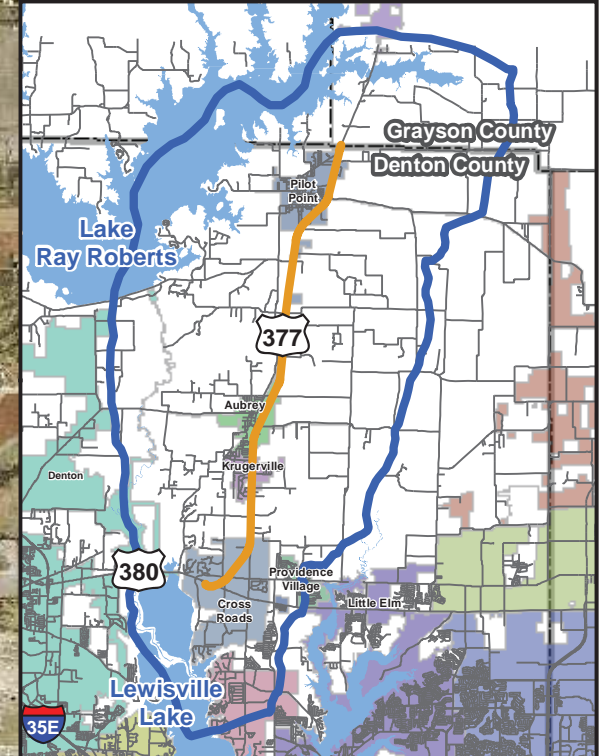
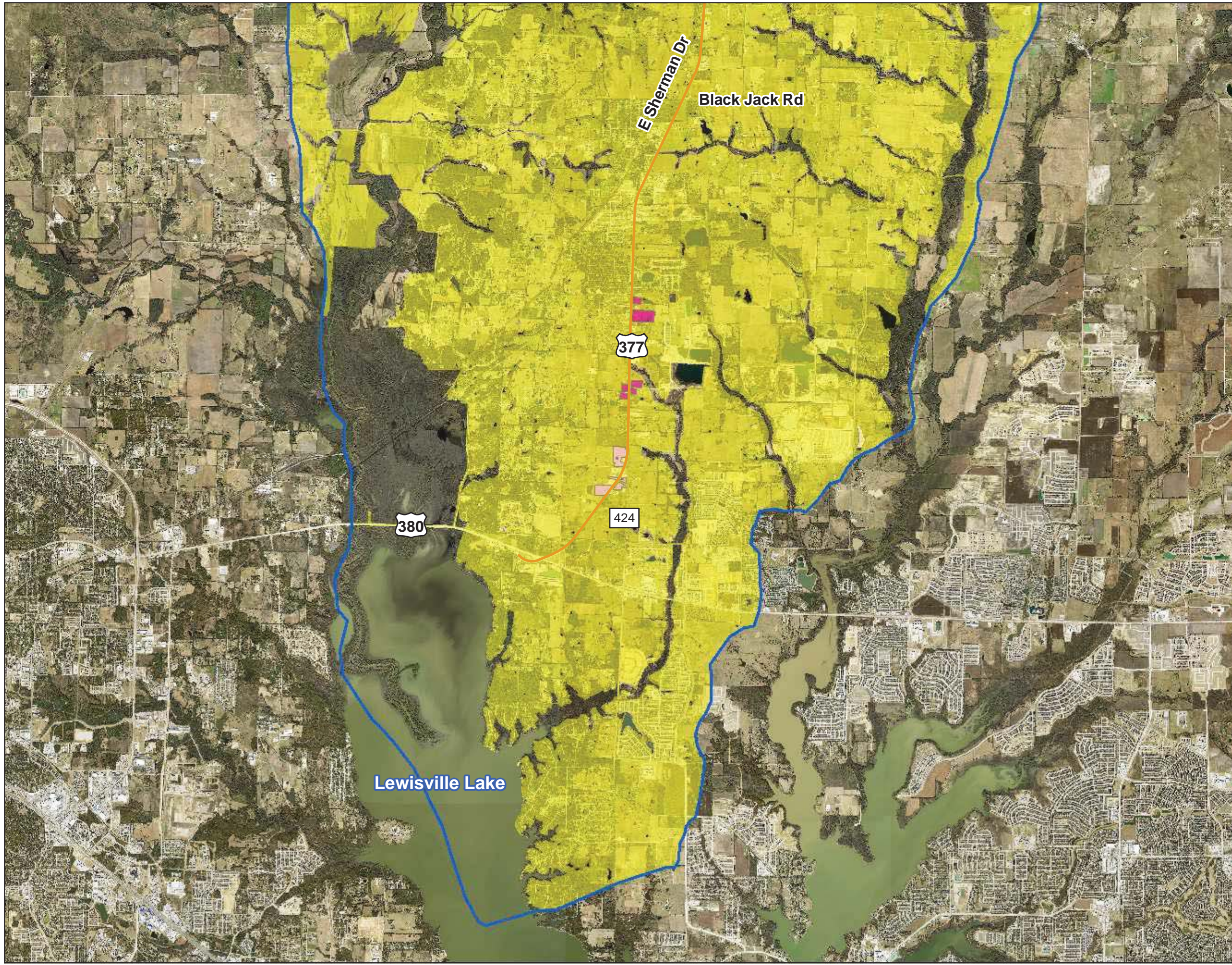
-  Project Location
-  Resource Study
-  Potential Accelerated Growth
-  Potential Induced Growth
-  Past, Present, and Reasonably Foreseeable Actions

Base Map Source: TNRIS (2018)

FIGURE 9: CUMULATIVE IMPACTS RESOURCE STUDY AREA MAP

United States (US) 377
From North of BUS 377E
To US 380
Denton County, Texas

CSJ: 0081-06-040
Page 2 of 2



Legend

-  Project Location
-  Resource Study
-  Potential Accelerated Growth
-  Potential Induced Growth
-  Past, Present, and Reasonably Foreseeable Actions

Base Map Source: TNRIS (2018)

Appendix G – Resource Agency Coordination

From: noreply@thc.state.tx.us
To: [Scott Pletka](#); reviews@thc.state.tx.us
Subject: Project Review: 202014887
Date: Wednesday, July 15, 2020 2:39:19 PM

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: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas
Permit 9421
THC Tracking #202014887
008106040 US 377
US 377 at US 380
Pilot Point, TX 76258

Dear TxDOT Staff:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas.

The review staff led by Bill Martin has completed its review and has made the following determinations based on the information submitted for review:

Archeology Comments

- No identified historic properties, archeological sites, or other cultural resources are present or affected. However, if cultural materials are encountered during project activities, work should cease in the immediate area; work can continue where no cultural materials are present. Please contact the THC's Archeology Division at 512-463-6096 to consult on further actions that may be necessary to protect the cultural remains.
- Property/properties are not eligible for listing in the National Register of Historic Places.
- This draft report is acceptable. Please submit a final report: one restricted version with any site location information (if applicable), and one public version with all site location information redacted. To facilitate review and make project information and final reports available through the Texas Archeological Sites Atlas, we appreciate submitting abstracts online at <http://xapps.thc.state.tx.us/Abstract> and e-mailing survey area shapefiles to archeological_projects@thc.texas.gov if this has not already occurred. Please note that these steps are required for projects conducted under a Texas Antiquities Permit.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: bill.martin@thc.texas.gov

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit <http://thc.texas.gov/etrac-system>.

Sincerely,



For Mark Wolfe, State Historic Preservation Officer
Executive Director, Texas Historical Commission

Please do not respond to this email.



MEMO

July 27, 2020

TO: Administrative File
From: Jennifer Carpenter

District: Dallas
County: Denton
CSJ#: 0081-06-040
Highway: US 377
Project Limits: US 380 to North of BUS 377E
Let Date: August 2028

SUBJECT: Internal review under the Section 106 Programmatic Agreement (Section 106 PA) among the Texas Department of Transportation, Texas State Historic Preservation Officer, Advisory Council on Historic Preservation, and Federal Highway Administration; and the Memorandum of Understanding (MOU) between the Texas Historical Commission and the Texas Department of Transportation

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 9, 2019, and executed by FHWA and TxDOT.

Project Description

See the attachment from TxDOT's Environmental Compliance Oversight System (ECOS) that describes the project, setting, and amount of right-of-way (ROW) and easements necessary for the project.

Determination of Eligibility

The TxDOT Section 106 Programmatic Agreement defines the Area of Potential Effect (APE) for this project as the existing ROW and 150' from proposed ROW and easements.

TxDOT historians conducted research to identify properties previously listed in or determined eligible for the National Register of Historic Places (NRHP), as State Antiquities Landmarks (SAL), and Recorded Texas Historic Landmarks (RTHL). There were no previously identified historic properties within the APE. The c.1880 Belew Cemetery (named a Historic Texas Cemetery (HTC) in 2012) is located three miles north of Aubrey along the project corridor but is outside of the APE. Two others, Skinner Cemetery in Pilot Point (named a HTC in 2011) and Conway Cemetery two miles north of Cross Roads, are also outside of the APE.

A Historic Resources Survey Report (HRSR) for the project documented 40 historic-age properties spanning from c. 1910 to 1975. Most historic-age resources were residential properties, followed by commercial and agricultural properties. Residential properties were constructed between c. 1910

and 1975; most are post-World War II Ranch style homes. Other architectural styles include Victorian, Craftsman, Minimal Traditional, and Mansard. Commercial properties date from c. 1930 to 1975 and include specialty stores, warehouses, and businesses housed in converted Craftsman and Ranch style homes.

Eleven agricultural properties are present within the project area, including a farm established in 1927 with 1960s buildings (Resource 1); a c. 1975 horse-breeding and training ranch (Resource 20); and a 15.5-acre property with a c. 1930 Tudor style house surrounded by pasture (Resource 37). Four parcels with Ranch style homes operate as hobby farms.

Historically, agricultural use characterized the project area from 1854 to 1975. Early farmers grew crops to feed their families and raised cattle. The arrival of the Texas and Pacific Railway in the 1880s allowed farmers to transport their goods to markets and production shifted from subsistence farming to cash crops like wheat and cotton. Denton County ranked first and second in US wheat production between 1890 and 1920. Low-level production oil wells could be found within the area by the 1930s. The county remained largely agrarian following World War II and the prosperity of the post-war period allowed farmers to upgrade their properties with Ranch style homes and pre-fabricated metal buildings.

Other post-war changes in Denton County, such as the expansion The University of North Texas and Texas Women's University, the construction of Interstate Highway 35E in the 1950s and Interstate Highway 35W in the 1970s, and the opening of the Dallas-Fort Worth International Airport in 1974, transformed the county into a fast-growing bedroom community of Dallas and Fort Worth. One example of this within the project area is Krugerville, named for developer L.H. Kruger who platted the subdivision in the 1960s. Agricultural land use shifted in the 1970s as horse breeding and ranching grew in popularity. The practice remains important to the local economy; by 2017 more than 350 horse farms operated in the county (see pages 11-14 and 15-25 of the HRSR).

Based on the reconnaissance survey, TxDOT historians determined that there are no historic properties within the APE. None of the surveyed resources were associated with notable historical events or trends that would deem them eligible for listing in the NRHP under Criterion A, nor were they associated with persons important to local, state, or national history that would deem them eligible under Criterion B. None of the surveyed resources embodied distinctive architectural characteristics of a type, period, or method of construction, were the work of a master, or possessed high artistic value that would deem them eligible under Criterion C.

Consultation

TxDOT historians contacted the Denton County Historical Commission (CHC), the City of Pilot Point Main Street Director, the City of Aubrey City Planner, the City of Krugerville City Secretary, and the Town of Cross Roads Town Administrator in May and June 2020 to inform them about the project and inquire about any locally important historic properties within the project area. The groups identified one historic property, the Belew Cemetery, which is outside of the APE.

Determination of Effects

Staff determined that the project will not affect any historic properties. Therefore, pursuant to Stipulation IX, Appendix 6 "Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)" of the Section 106 PA and the MOU, TxDOT historians determined that there are no historic properties affected. In compliance with the Antiquities Code of Texas and the MOU, TxDOT historians determined project activities have no potential for adverse effects. Individual project coordination with SHPO is not required.

Program Manager DocuSigned by:
Rebekah Dobrasko for TxDOT 7/29/2020
0F414A49C0E44B3...
Rebekah Dobrasko Date

Approved by DocuSigned by:
Bruce Jensen for TxDOT 7/29/2020
7EBA09BEB8043B...
Bruce Jensen, CRM Section Director Date

WPD Section I - Project Definition

WPD Section II - Tool

WPD Section III - Project Work Plan

WPD Section IV - Findings

+ -

[Print this Page](#)

Project Definition

Project Name: CSJ 0081-06-040 - US 377 Widening

CSJ: 0081 - 06 - 040

Anticipated Environmental Classification: EA

No Is this an FHWA project that normally requires an EIS per 23 CFR 771.115(a)?

+ Project Association(s)

+ DCIS Project Funding and Location

+ DCIS & P6 Letting Dates

+ DCIS Project Description

+ Jurisdiction

- Environmental Clearance Project Description

Project Area

Typical Depth of Impacts: 1 (Feet) Maximum Depth of Impacts: 30 (Feet)

New ROW Required: 54.7 (Acres)

New Perm. Easement Required: 1.14 (Acres) New Temp. Easement Required: 0 (Acres)

Project Description

Describe Limits of All Activities: (3519 characters left) Spell

The project would extend for a total of approximately 13.75 miles along US 377 from north of BUS 377E to US 380 in Denton County, Texas. Improvements would also be made at BU 377 N, BU 377 S, FM 455, FM 3524, FM 428, FM 424, US 380 and other minor collectors and local roads. the width of ROW would be typical 140 feet. The project would require 65 acres of additional ROW and 2 acres of permanent easement. There is potential for displacements as a result of the proposed project.

Describe Project Setting:

The project passes through the cities of Cross Roads, Krugerville, Aubrey, and Pilot Point, Texas. These cities may be considered substantial traffic generators for the project area. Additionally, US 380 located at the south end of the project is also a substantial traffic generator. The vegetation within and immediately adjacent to the proposed project limit is classified as urban, agriculture, disturbed prairie, tallgrass prairie grassland, and crosstimbers woodland and forest. There are several water features that cross or run parallel to the US 377. Adjacent land use consists of residential, commercial, development, and undeveloped land.

Describe Existing Facility:

The existing US 377 facility from North of BUS 377E to US 380 in Denton County, Texas mainly consists of a rural 2-lane roadway with 12-foot driving lanes and 10-foot shoulders. The roadway consists of a rural 2-lane roadway with a continuous two way left turn lane in Pilot Point, Texas from BU 377 N to FM 455 E, and in Aubrey, Texas / Krugerville, Texas from FM 428 to Sherry Lane / industrial Park. This section consists of 12-foot driving lanes, a 14-foot continuous two way left turn lane, and 4-foot shoulders. Along US 377 from BU 377 S to FM 3524, Union Pacific Railroad runs parallel to the roadway on the west side of the facility. Along this section of roadway, there are four at grade railroad crossings: FM 455 E, St. John Rd, Belew Rd and a private driveway. There are ditches along both sides of the roadway that provide surface drainage as well

Describe Existing Facility:

The existing US 377 facility from North of BUS 377E to US 380 in Denton County, Texas mainly consists of a rural 2-lane roadway with 12-foot driving lanes and 10-foot shoulders. The roadway consists of a rural 2-lane roadway with a continuous two way left turn lane in Pilot Point, Texas from BU 377 N to FM 455 E, and in Aubrey, Texas / Krugerville, Texas from FM 428 to Sherry Lane / industrial Park. This section consists of 12-foot driving lanes, a 14-foot continuous two way left turn lane, and 4-foot shoulders. Along US 377 from BU 377 S to FM 3524, Union Pacific Railroad runs parallel to the roadway on the west side of the facility. Along this section of roadway, there are four at grade railroad crossings: FM 455 E, St. John Rd, Belew Rd and a private driveway. There are ditches along both sides of the roadway that provide surface drainage as well as culverts crossing along the existing roadway at multiple locations. Stormwater runoff within the limits is conveyed through an open ditch drainage system. The facility is intersected by seven major collectors, including: BU 377 N, BU 377 S, FM 455, FM 3524, FM 428, FM 424, US 380 and other minor collectors and local roads. Existing speed limits are 60 miles per hour (mph) in rural areas, 55 mph in the urban areas of Pilot Point, Aubrey and Krugerville, Texas and 35 mph in school zones.

Describe Proposed Facility:

The proposed project consists of the reconstruction and widening of US 377 from US 380 to North of BUS 377E for approximately 13.75 miles. Improvements would include the expansion of the current 2-lane rural roadway to a 6-lane urban roadway with a raised median to provide additional capacity and improve safety. Improvements would consist of 12-foot-wide travel lanes, and 14-foot-wide outside shared-use lanes, 5-foot sidewalks with American Disabilities Act (ADA) curb ramps in both directions. The exception would be no sidewalk on the west side of the road along the parallel section with the Union Pacific Railroad. Proposed drainage will be conveyed by curb & gutter, a storm sewer system and crossing culverts. Other improvements would include realigning the intersection BU 377 S at US 377 and FM 424 at US 377 for safer operations. The existing ROW width will increase with the proposed project to the typical 140-foot ROW footprint. The proposed project is anticipated to require 65 acres of additional ROW and 2 acres of proposed permanent drainage easements to accommodate the proposed improvements.

Yes No Would the project add capacity?

Transportation Planning

Environmental Clearance Information

Project Contacts

Last Updated By: Mohammed Shaikh

Last Updated Date: 07/23/2020 01:09:41

Sec. 106 Consultation

JUNE 26, 2020

Contacts:

[Laura Cruzada](#)
512-416-2638

Notice:

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 9, 2020, and executed by FHWA and TxDOT.

We kindly request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed project. Please see the following summary for project details and information. To access the associated reports, which include a detailed project description, APE definition and identification efforts, use the attached link. After 21 days, the link will expire. We will provide an updated link upon request. This project will also be included during our monthly Sec. 106 conference call every third Wednesday of the month at 2 p.m.

Summary:

| | |
|--|---|
| <i>Project ID (CSJ), County and TxDOT District</i> | <i>CSJ 0081-06-040, Denton County, Dallas District</i> |
| <i>Project Sponsor:</i> | <i>TxDOT</i> |
| <i>Consultation Status:</i> | <input checked="" type="checkbox"/> <i>Initial Consultation</i> <input type="checkbox"/> <i>Continuation of Consultation</i> |
| <i>Short Description:</i> | <i>Roadway widening</i> |
| <i>New Right of Way:</i> | <i>78.19 acres (including two acres of new easements)</i> |
| <i>Depth of Impacts:</i> | <i>Typical: one foot; maximum: 30 feet</i> |
| <i>Known Archeological Sites in project area:</i> | <i>41DN622, the remains of an early-to-mid twentieth century household.</i> |
| <i>Identification Efforts:</i> | <i>Survey</i> |
| <i>Recommendations:</i> | <i>No archeological historic properties affected; additional survey needed</i> |
| <i>Link to Detailed Report:</i> | https://nam03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fftp.dot.state.tx.us%2Fdropbox%2Fpickup.php%3FclaimID%3DsnYZVjE4yQTY9PaJ%26claimPasscode%3DTz5v8vNmiPknkhuE%26emailAddr%3Dscott.pletka%2540txdot.gov&data=02%7C01%7Cscott.pletka%40txdot.gov%7Cf31395892e3b4206709508d819ddb012%7C39dba4765c094c6391dace7a3ab5224d%7C0%7C0%7C637287787218702826&sdata=GBHacx3zIPIWSI8gUfP%2Be0Jmv0sxrePI4EcFVToxr9E%3D&reserved=0 |

Please provide any comments that you may have on the TxDOT findings and recommendations. Please provide your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible.



The Delaware Nation

Historic Preservation Department

31064 State Highway 281

Anadarko, OK 73005

Phone (405)247-2448

July 1, 2020

To Whom It May Concern:

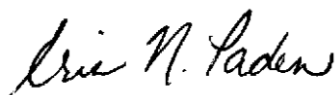
The Delaware Nation Historic Preservation Department received correspondence regarding the following referenced project(s).

Project(s): CSJ 0081-06-040

Our office is committed to protecting tribal heritage, culture and religion with particular concern for archaeological sites potentially containing burials and associated funerary objects.

The Lenape people occupied the area indicated in your letter during and prior to European contact until their eventual removal to our present locations. According to our files, the location of the proposed project does not endanger any known cultural, or religious sites of interest to the Delaware Nation. However, there is still the potential for the discovery of unknown resources. We would like to accept your invitation for consultation.

Please note the Delaware Nation, the Delaware Tribe of Indians, and the Stockbridge Munsee Band of Mohican Indians are the only Federally Recognized Delaware/Lenape entities in the United States and consultation must be made only with designated staff of these three tribes. We appreciate your cooperation in contacting the Delaware Nation Cultural Preservation Office to conduct proper Section 106 consultation. Should you have any questions, feel free to contact our offices at 405-247-2448 ext. 1403.



Erin Paden
Director of Historic Preservation
Delaware Nation
31064 State Highway 281
Anadarko, OK 73005
Ph. 405-247-2448 ext. 1403
epaden@delawarenation-nsn.gov

Leslie Mirise

From: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Sent: Thursday, September 17, 2020 5:22 PM
To: Leslie Mirise
Cc: Dan Perge; Mohammed Shaikh; Christine Polito
Subject: RE: CSJ 0081-06-040 US 377 Widening (Denton County) - Request for Early Coordination
Attachments: TxDOT-DallasDistrict-09.17.2020-Yucca necopina.pdf

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.

Hi Leslie,

TPWD accepts the Best Management Practices proposed by the district for species in Denton County that have suitable habitat present but do not yet have BMPs identified under the 2017 BMP PA. We appreciate that TxDOT commits to implementing these proposed BMPs for this project. Additionally, we would appreciate efforts by TxDOT to minimize temporary impacts to streams and riparian areas during construction.

For your reference, please find attached an information sheet by Bill Carr of the Nature Conservancy of Texas (2011) for the SGCN plant, Glen Rose Yucca, that will be included in the EPIC sheet for this project.

Thank you for submitting the following project for early coordination: US 377 from US 380 to North of BUS 377E (CSJ: 0081-06-040). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment form submitted on August 19, 2019. 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

Sincerely,

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Thursday, September 17, 2020 4:22 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Dan Perge <Dan.Perge@txdot.gov>; Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>
Subject: RE: CSJ 0081-06-040 US 377 Widening (Denton County) - Request for Early Coordination

ALERT: This email came from an external source. Do not open attachments or click on links in unknown or unexpected emails.

Hi Suzanne,

Like you, I am also in the process of reviewing the Draft EA. Of the species that would have BMPs implemented for the project, none with species-specific BMPs from the BMP PA call out the Water Quality BMPs. Those without species-specific BMPs in the BMP PA do not propose to implement the Water Quality BMPs, so the Tier 1 Form is correct. Thanks for the heads up.

Leslie Mirise

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

From: Suzanne Walsh [<mailto:Suzanne.Walsh@tpwd.texas.gov>]

Sent: Thursday, September 17, 2020 4:13 PM

To: Leslie Mirise <Leslie.Mirise@txdot.gov>

Cc: Dan Perge <Dan.Perge@txdot.gov>; Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>

Subject: RE: CSJ 0081-06-040 US 377 Widening (Denton County) - 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.

Hi Leslie,

I just wanted to confirm that the district will implement the Water Quality BMPs from the 2017 BMP PA. They are not listed in the Tier I form but are included in the draft EA.

Thanks,
Suzanne

From: Suzanne Walsh

Sent: Wednesday, September 9, 2020 4:26 PM

To: Leslie.Mirise@txdot.gov

Cc: Dan Perge <Dan.Perge@txdot.gov>; Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>

Subject: RE: CSJ 0081-06-040 US 377 Widening (Denton County) - Request for Early Coordination

Hi Leslie,

I have initiated review of this project and will let you know if I have any questions or need additional information.

Thanks,
Suzanne

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Thursday, August 20, 2020 2:45 PM
To: Leslie Mirise <Leslie.Mirise@txdot.gov>; WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>; Dan Perge <Dan.Perge@txdot.gov>; Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: CSJ 0081-06-040 US 377 Widening (Denton County) - Request for Early Coordination

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 44831. 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 <Leslie.Mirise@txdot.gov>
Sent: Tuesday, August 18, 2020 6:03 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>
Subject: CSJ 0081-06-040 US 377 Widening (Denton County) - Request for Early Coordination

ALERT: This email came from an external source. Do not open attachments or click on links in unknown or unexpected emails.

Hello,

TxDOT requests early coordination for the US 377 Widening Project in Denton County, Texas. Please see ECOS for the project description. The project is classified as an EA. Project documents include the following, and those of appropriate file size are attached:

1. Species Analysis Spreadsheet
2. Species Analysis Spreadsheet (SGCN)
3. Species Analysis Form
4. Tier 1 Site Assessment Form
5. USFWS Official Species List
6. TPWD RTEST list
7. NDD figure and EORs
8. EMST Figures*
9. Actual Vegetation Figures*
10. EMST and Observed Veg Impacts Table
11. Photos*

*Files sizes are too large to be included in this email. They are available in ECOS.

These documents, along with other project-related information, are available in ECOS under the CSJ: 0081-06-040. The planned NEPA clearance date for this project is October 1, 2020. Please provide comments or complete coordination on or before September 23, 2020. Please feel free to contact me with any questions or if you need any additional information.

Thank you,

Leslie Mirise

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

.....
A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

.....
A Texas Department of Transportation (TxDOT) message


#EndTheStreakTX

**Appendix H – Virtual Public Hearing Viewer Analytics
Page and Virtual Public Hearing Comment and
Response Matrix**

Pages

ALL » PAGE: /US377

Nov 19, 2020 - Nov 19, 2020

 **All Users**
8.83% Pageviews

Explorer

● Pageviews

100

50

Thursday, November 19, 2020

| Page | Pageviews | Unique Pageviews | Avg. Time on Page | Entrances | Bounce Rate | % Exit | Page Value |
|-----------|--|--|---|---|---|--|---|
| | 78 % of Total: 8.83% (883) | 44 % of Total: 7.38% (596) | 00:06:16 Avg for View: 00:01:43 (267.03%) | 37 % of Total: 12.09% (306) | 43.24% Avg for View: 49.02% (-11.78%) | 51.28% Avg for View: 34.65% (47.98%) | \$0.00 % of Total: 0.00% (\$0.00) |
| 1. /US377 | 78 (100.00%) | 44 (100.00%) | 00:06:16 | 37 (100.00%) | 43.24% | 51.28% | \$0.00 (0.00%) |

Rows 1 - 1 of 1

Pages

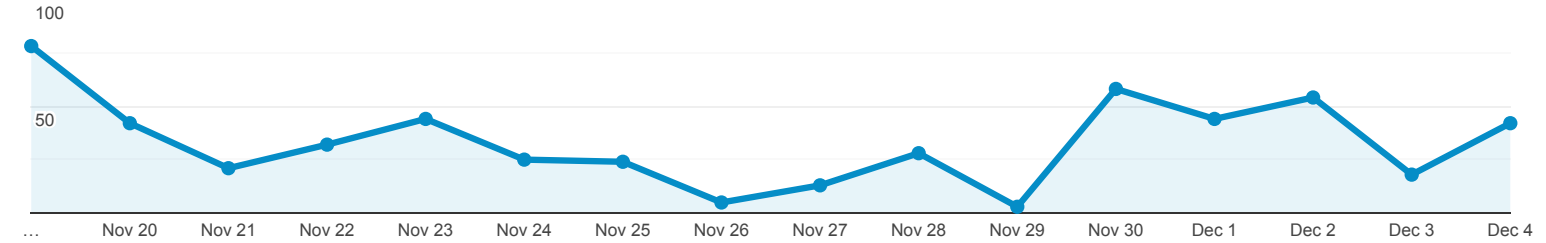
ALL » PAGE: /US377

Nov 19, 2020 - Dec 4, 2020

All Users
3.51% Pageviews

Explorer

Pageviews



| Page | Pageviews | Unique Pageviews | Avg. Time on Page | Entrances | Bounce Rate | % Exit | Page Value |
|-----------|--|---|---|---|--|--|---|
| | 531 % of Total: 3.51% (15,145) | 294 % of Total: 3.05% (9,642) | 00:05:20 Avg for View: 00:01:46 (202.03%) | 238 % of Total: 4.84% (4,919) | 35.39% Avg for View: 38.74% (-8.64%) | 49.91% Avg for View: 32.48% (53.65%) | \$0.00 % of Total: 0.00% (\$0.00) |
| 1. /US377 | 531 (100.00%) | 294 (100.00%) | 00:05:20 | 238 (100.00%) | 35.39% | 49.91% | \$0.00 (0.00%) |

Rows 1 - 1 of 1

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
|----------------|------------------------------------|---------------|--------------|--|--|
| 1 | Brian Coleman (Covenant Church) | 11/03/2020 | Comment Form | <p>Covenant Church's Cross Roads Campus is located outside the city limits at the corner of Liberty Road and US377, and a traffic signal light at the intersection is sorely needed to help with the traffic flow between services. We have over 500 people in service on Sunday mornings, and turning left onto US377 from Liberty Road causes a huge backlog and a dangerous situation for our congregant. We've requested permission to have a law enforcement officer in place to direct traffic during that time, but the sheriff's department is unable or unwilling to do so because of the location of the intersection. Now that US377 is being expanded to 6 lanes, a traffic light could be needed now more than ever. Would you please perform the analysis to see if a traffic signal light is warranted at this intersection?</p> <p>Thank you for your consideration to this request.</p> | <p>Traffic signals are not depicted on the US 377 Schematic. Existing intersections with traffic signals will remain signalized. New signals at other intersections will be determined independently based on a traffic warrant study separate from the US 377 Schematic design.</p> |
| 2 | Daniel Mitlyng | 11/05/2020 | Email | <p>Thank you for your time today. We represent a client who owns the Dollar Tree located at 915 S, US- 377, Aubrey, TX 76227. This project is under "Planned Mobility Projects."</p> <p>Can you please help us understand the below questions?</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to David Mitlyng on November 7, 2020 with the following:</p> <p>Thank you for your interest in the US 377 Roadway Improvement project. I will respond to your questions below in red. I have attached a Google Earth image with the project overlaid to help you visualize what is being proposed.</p> <p>I hope I was able to answer all of your questions.</p> |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
|----------------|----------------|---------------|--------|--|---|
| | | | | <ul style="list-style-type: none"> What is the proposed ROW? | <p>Response: In the attachment to this email the Proposed ROW is the Red Dashed line and Existing ROW is the dark blue dashed line.</p> |
| | | | | <ul style="list-style-type: none"> What is the proposed alignment of Hwy 377? | <p>Response: The proposed alignment of US 377 and Highland Meadows follows the same alignment as the existing roadway does today.</p> |
| | | | | <ul style="list-style-type: none"> Will this property be subject to a taking in the future? | <p>Response: This property will have an acquisition from it for the US 377 improvements.</p> |
| | | | | <ul style="list-style-type: none"> What is the proposed timeline for this project? | <p>Response: We would like to have all ROW acquired by 1/1/2023, Utilities relocated moved by 3/1/2024 and construction letting date by 8/1/2028. This last date can move forward if funding for the project becomes available.</p> |
| 3 | Jeff C. Leach | 11/06/2020 | Email | <p>Nelson - see attached and below. Is this something we need to engage in, considering my clients' issues and questions? Let me know. Hope you're well my friend.</p> <p>Forwarded and attached emails sent from Jeff C. Leach pertaining to the TxDOT notice about US 377:</p> <p>On November 5, 2020 from Allison Dane: Wasn't sure if this was important and we needed to be at this meeting or not?</p> <p>On November 4, 2020 from Mayor Shea Dane-Patterson: Thank you.</p> <p>On November 3, 2020 from Hugh Coleman:</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Jeff C. Leach on November 7, 2020 with the following:</p> <p>This is the notice for the Public Hearing and the approval of the project from environmental part of the process. After the project gets environmental approval then the ROW acquisition and appraisal process will begin. If your clients want to leave a comment in support or against the project please have them do so and if your clients have any more questions I would be glad to answer them.</p> <p>I am doing well and I hope the same for you.</p> |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
|----------------|----------------|---------------|--------|--|--|
| | | | | <p>US 377 project Call if you have questions</p> <p>On November 3, 2020 from Ria Romano: Hello Commissioner Coleman, We received the attached notice from TXDOT in our office and wanted to forward since it's in your precinct. Thank you so much.</p> | |
| 4 | Linda Delwood | 11/06/2020 | Email | <p>I do not plan to endure 377 widening. However my property is for sale / lease if txdot is interested. It has access to both 377 and 380 and is ideal as an office from which to manage the construction project.</p> <p>██████████ Linda</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Linda Delwood on November 7, 2020 with the following:</p> <p>Thank you for your interest in the US 377 project. At this time TxDOT is just conducting a Public Hearing. The time to look for a construction staging site will be later. I will forward this onto the appropriate people.</p> |
| 5 | W. Rod Fennell | 11/06/2020 | Email | <p>I received the TxDOT letter concerning Hwy377 and on the back side it said that 2 residences and 6 non-residences may be displaced. Will you tell me the cities where this will occur? I would love to know the addresses but you're probably not a liberty to release that info.</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to W. Rod Fennell on November 7, 2020 with the following:</p> <p>The schematic is posted online at the attached URL link. I do not know if I am at liberty to release that information, however those locations are identified on the schematics.</p> <p>http://www.keepitmovingdallas.com/sites/default/files/docs/CSJ%200081-06-040%20-%20US%20377%20Key%20Index%20Map%20with%20Schematic_Reduced%20File%20Size.pdf</p> |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
|----------------|----------------|---------------|----------------|--|--|
| 6 | Chris Weems | 11/06/2020 | Email | Can you provide me schematics for the proposed widening of US 377 from business 377E to US 380? I've received notice that this may impact some of the signs that are owned by Arrington Outdoor, whom I work for, on US 377. Let me know. | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Chris Weems on November 9, 2020 with the following:</p> <p>The entire project with schematic roll plots are located on the TxDOT website. I have provided a link to the webpage here: http://www.keepitmovingdallas.com/sites/default/files/docs/CSJ%200081-06-040%20-%20US%20377%20Key%20Index%20Map%20with%20Schematic Reduced%20File%20Size.pdf .</p> <p>If you have any trouble with this link please contact me and I will figure another way to get you the schematics. I am also attaching a kmz file to this email that you can use with Google Earth.</p> |
| | | 11/09/2020 | | Nelson, Thanks so much. I work for Arrington Outdoor and have been told that some of our billboards will be impacted by the upcoming construction on US 377. My interest lies in the number of billboards impacted and how much land will be taken. | Comment noted by TxDOT. |
| 7 | Brad Ronnie | 11/21/2020 | Verbal Comment | Yes, my name is Brad Ronnie and I'm at 10610 Bobbie Lane Pilot Point, Texas, which I am right off of Foutch Road. I wanted to leave a comment. I've looked over this proposal with the widening of 377. I have a very, very, very big concern with the turn lane coming off Foutch Road on to 377 as there are several commercial businesses down this road on Foutch Road with a virtually always having trailers and equipment, hauling trailers, coming in and out of Foutch Road. The way its proposed | Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road. |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
|----------------|----------------|---------------|----------------|---|---|
| | | | | <p>with the turn lane and the median it's going to be a very big problem, a very big back up, and a very big bottleneck caused by not being able to turn South off of Foutch Road with big trailers with any kind of a vehicle at this point the way it's proposed. Very much see a problem occurring here with this as the number of trailers and number of people down Foutch Road. With the livelihood of you know businesses and livelihoods being made with the trailers and equipment and stuff coming out of this road. Just wanted to voice my concern about it. Doesn't look like it's very thought, thoughtful thought process. Way out of whack on that one. I don't understand why there would even need to be a turn lane at that road. Anyway, that's my concern. Hopefully, it'll be at least heard as well as the others on this road and maybe we can do something about that. There's definitely needs to be access North and South off of Foutch Road, just not as this ludicrous idea to not have that. Too many businesses down the road too many people pulling trailers off.</p> | |
| 8 | Leslie McElroy | 11/23/2020 | Verbal Comment | <p>Yes, this is Leslie McElroy with McElroy Land Management. My phone number is [REDACTED]. And we have property along on the project were D&L Farm and Home is located. I just had a concern regarding a turning lane going in there. We have approximately 10 semi-trucks a day coming in and out of the property and with a turning lane not being available until Paul Taylor down the road from us it's going to be difficult and dangerous to have all those</p> | <p>Individual property ingress / egress accommodations for median openings are not considered unless incorporated into the local government's access plan for the corridor. Additional median openings will need to be coordinated through the local government's access plan for the corridor.</p> <p>Median openings with truck turn loons are provided for northbound traffic north of FM 3524/E Sherman Dr and for southbound</p> |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
|----------------|----------------|---------------|-------------------------------|--|--|
| | | | | semi's doing a U-turn there at Paul Taylor, and I don't even know that there's room enough down there. So anyway, you can give me a call back [REDACTED]. Thank you. | traffic south of Blackjack Rd. These median openings and loons are designed to accommodate u-turns for large vehicles with trailers. These two locations will provide safe truck turning locations for truck access to properties along this segment of US 377. |
| 9a | Emily Saller | 11/30/2020 | Verbal Comment | Emily Saller address is 7976 Highway 377 Pilot Point, Texas 76258. We own the business D&L Farm and Home. We have noticed in the schematics that there is not a break in the medium at our place of business and it's concerning to us as we have, in this morning, I pulled in and there were seven semis waiting to come in on the side of the road and stuff there that are coming daily for deliveries. We also have a delivery service. We have trucks and trailers that are coming and leaving our property. Sometimes we'll make twenty to thirty deliveries a day. We also have in the springtime we can have 300 customers a day. We average about 180 to 220 customers a day. So, we wanted to see if what would qualify us for a break in the medium there. If there is any discussion, we could have about that, really appreciate it. Thank you. And once again, that's Emily Saller at 79676 Highway 377 Pilot Point, Texas 76258 D&L Farm and Home. | Individual property ingress / egress accommodations for median openings are not considered unless incorporated into the local government's access plan for the corridor. Additional median openings will need to be coordinated through the local government's access plan for the corridor. Median openings with truck turn loons are provided for northbound traffic north of FM 3524/E Sherman Dr and for southbound traffic south of Blackjack Rd. These median openings and loons are designed to accommodate u-turns for large vehicles with trailers. These two locations will provide safe truck turning locations for truck access to properties along this segment of US 377. |
| 9b | Emily Saller | 11/30/2020 | Comment Form Submitted Online | Emily Saller at D&L Farm and Home-7976 HWY 377 I had contacted you back in March regarding the Hwy 377 project and its possible impact on the property on which D&L Farm and Home is located. We see that there are no proposed changes to the boundaries for our property. However, we have a concern regarding the access and | Individual property ingress / egress accommodations for median openings are not considered unless incorporated into the local government's access plan for the corridor. Additional median openings will need to be coordinated through the local government's access plan for the corridor. |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
|----------------|----------------|---------------|--------|---|---|
| | | | | <p>safety of traffic turning around if approaching the store from the North. The closest current proposed turn around is approximately 1/4 mile south of our location in front of Paul Taylor Saddle Shop. The issue we have is that there are approximately 10 semi trucks a day which deliver product to the store. In addition, there is currently an average customer count per day in excess of 150 customers with 200 per day during spring months. Finally, there are also delivery trucks that make an average of 20 deliveries each day containing large loads of hay, shavings and bags of feed. We would like to request that a turn lane be constructed at the D&L entrance if at all possible. We are concerned for the safety of the number of drivers who will need to make a turn around south of the entrance to access the store.</p> | <p>Median openings with truck turn loons are provided for northbound traffic north of FM 3524/E Sherman Dr and for southbound traffic south of Blackjack Rd. These median openings and loons are designed to accommodate u-turns for large vehicles with trailers. These two locations will provide safe truck turning locations for truck access to properties along this segment of US 377.</p> |
| 10 | Gavin Slabbert | 11/17/2020 | Email | <p>I own a 25ft ingress - egress easement at 11370 U.S 377, Pilot Point, TX 76258 My neighbors on either side have been contacted for surveys, yet I have not.</p> <p>Additionally, I have not been contacted by TxDot in any way, and only found out about this project and the immanent domain claim (or whatever it is called) as someone forwarded me an email. I suspect that my easement may have been overlooked,</p> <p>I am attaching a small piece of my survey that I received when I purchased the property on 29 January, 2018, and look forward to further correspondence from your office.</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Gavin Slabbert on November 17, 2020 with the following:</p> <p>Thank you for your interest in the US 377 roadway improvement project. I have reviewed your email and exhibit and will answer your concern in the following:</p> <ul style="list-style-type: none"> Your neighbor to your west (Clydene Whiteman) is the fee simple owner of the property and has granted you an easement across her property to access your property. Being that she is the fee simple property owner, she would be the one that gets notified. |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
|----------------|----------------|---------------|--------|--|--|
| | | | | | <ul style="list-style-type: none"> The access easement that in place will still be in place after the construction of the roadway is completed. Access to your property will continue along the ingress/egress easement that exists today. TxDOT cannot landlock or deny access to a property that would be potentially landlocked if the easement would be purchased in whole. You being the easement holder will need to work with the property owner concerning any compensation that might be paid to the land owner. <p>If you have any further questions please do not hesitate to call.</p> |
| 11 | Vicki Cryder | 11/20/2020 | Email | Of course we thought of several things after we left. | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Vicki Cryder on November 20, 2020 with the following:</p> <p>Thank you for coming to the in-person meeting. I will answer your questions below in red.</p> |
| | | | | 1. The AT&T box at the end of our property that they lease. Will that have to moved? | If they feel that they cannot make that location work then it will be moved. It will a decision that ATT has to make. |
| | | | | 2. TxDot tears down the fence, but we have to replace? | That is correct. |
| | | | | 3. You said depreciated cost not replacement cost right? | That is correct. |
| | | | | 4. Appraisals come out in April time frame? | April, May, June timeframe. |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
|-------------------|----------------------------------|-------------------|--------------|---|--|
| | | | | <p>5. Mohammed said it could start as early as 2022 if funded, did we understand that correctly? I am sure there is more, just cant think right now.</p> | <p>Our Ready to Let Date is March of 2024 and a current letting date of September 2028 but could move forward depending on funding availability.</p> |
| <p>12a</p> | <p>Diana and Mitch Schmittou</p> | <p>11/24/2020</p> | <p>Email</p> | <p>US 377 From North of BUX 377E to US 380, Denton County, Texas CSJ: 0081-06-040 Virtual Public Hearing Comments from Thursday, November 19, 2020</p> <p>1. In 1991, our property was recognized as a Heritage Century Family Farm by the Texas Department of Agriculture. It has been continuously farmed/ranched by our family for 131 years since 1889. We have raised cattle, grown peanuts, cut hay, sold eggs, and sold vegetables produced on this land.</p> <p>2. My Great Grandfather who originally purchased this property was Hoard Smith. He was County Commissioner in Denton County with the Historic Courthouse on the Square in Downtown Denton was built. His name is on the corner stone of the courthouse.</p> <p>3. The ROW for the last widening of Hwy 377 (then Hwy 99) over 60 years ago was taken off the west side (our side) of 377.</p> <p>4. TxDot gave special permission for my father Floyd Schmittou to plant trees along Hwy 377 as a part of the federal 1965 Highway Beautification Act. He planted approximated 12 trees for that program that have been lost to the TxDot drainage project and the Arvin Hill project.</p> <p>5. In late Summer/Fall 2020, TxDot widened Hwy 377 to accommodate a left</p> | <p>During the impact analysis study along the corridor. The designers analyzed widening to the east only, widening to the west only or widening both east and west. Due to the impact on commercial properties in the section of the corridor, widening to the east was not recommended.</p> <p>An environmental impact analysis was performed that met all the requirements in the National Environmental Policy Act, enacted January 1970.</p> <p>1) Noted</p> <p>2) Noted</p> <p>3) Noted</p> <p>4) Trees on State of Texas ROW are owned by the State of Texas. Trees on private property belong to the property owner.</p> <p>5) See response (4); Arvin Hill realignment was a Denton County project.</p> <p>6) See response (4); Trees outside the proposed ROW will remain. Trees inside the proposed ROW will be removed as needed for the proposed improvements.</p> |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| | | | | <p>turn lane. To accomplished this, the drainage ditches had to be rerouted. In that process and the Denton County Arvin Hill Realignment Project, 14 of our trees were cut down.</p> <p>6. If additional 20 feet of ROW is taken from the front of our property, we will lose another 24 trees.</p> <p>7. This will mean that we will lose a total of 38 trees.</p> <p>8. Our property is in the City of Krugerville ETJ and is classified as commercial property.</p> <p>9. With the Arvin Hill Realignment Project completion, our property has three had corners with commercial designation from the City of Krugerville.</p> <p>10. At the TxDot Environmental Assessment meeting on 11-19-2020 we learned that our agribusiness is of no consequence compared to other businesses in our area. Using our property for the widening of Hwy 377 is the “cheap, easy fix” to the expansion project.</p> <p>11. Twelve (12) of the trees that have already been cut down in the drainage and Arvin Hill Projects and 6 more trees that will be cut down if the ROW is taken on the west side of 377 have always provided protective Summer shade to our Cattle. Thus, they are/were business assets.</p> <p>12. Our pasture consists of improved grasses. We put weed killer and fertilizer on it yearly. Our cattle graze it continuously and we get two cuttings of hay from it in a normal growing season. The grass in the pasture is also a business asset. Because</p> | <p>7) Noted</p> <p>8) Noted</p> <p>9) Noted</p> <p>10) Decisions for ROW widening include additional factors including displacements, estimated ROW cost, utility impacts, roadway geometry, and safety.</p> <p>11) See Response (4); Trees outside the proposed ROW will remain. Trees inside the proposed ROW will be removed as needed for the proposed improvements.</p> <p>12) Land impacts from ROW acquisition can be negotiated during the ROW acquisition process.</p> <p>13) The building closest to the proposed ROW referenced will be 80 feet from the face of the building to the proposed ROW.</p> <p>14) Most of the trees mentioned are located in the State of Texas ROW. Estimated number of private trees to be impacted are four.</p> <p>15) Noted</p> |

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| | | | | <p>we cut hay on the grass it is also a cash crop.</p> <p>13. If the Hwy 377 ROW is taken from the west side, it will come so close to our only building with a concrete floor that it will become very difficult to continue to use that building because it is assessed through an east door. It is used to store a welding trailer, ranch equipment, tools, materials, and supplies.</p> <p>14. At the TxDot Environmental Assessment meeting on 11-19-2020, we were told that concrete parking lots that can be placed on another part of the property are more important than the loss of our 38 trees that cannot be replaced.</p> <p>15. At the Tx Dot Environmental meeting on 11-19-2020, everyone else was talking about structures, businesses, etc. We were the only ones talking about environmental related subjects. ie: trees</p> <p>16. At the TxDot meeting we attended, TxDot had three representatives present. Two gentlemen were active listeners, demonstrated consideration toward the feelings of those in attendance, and understanding that the widening project can upset the residents in the area. The third man allowed us to express our concerns but demonstrated that he was not an active listener. It was clear that our concerns fell on “deaf ears”. He actually rebutted what we said with statements that invalidated our concerns.</p> <p>We are not employed by TxDot We do not do business with TxDot</p> | <p>16) US 377 project Teams listened to concerns and provided an accurate response to property owner.</p> |

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| | | | | If the ROW for Hwy 377 is acquired from our property, we might benefit from this project. | |
| 12b | Mitch and Diana Schmittou | 12/03/2020 | Comment Form | <ol style="list-style-type: none"> 1. In 1991, our property was recognized as a Heritage Century Family Farm by the Texas Department of Agriculture. It has been continuously farmed/ranched by our family for 131 years since 1889. We have raised cattle, grown peanuts, cut hay, sold eggs, and sold vegetables produced on this land. 2. My Great Grandfather who originally purchased this property was Hoard Smith. He was County Commissioner in Denton County with the Historic Courthouse on the Square in Downtown Denton was built. His name is on the corner stone of the courthouse. 3. In late Summer/Fall 2020, TxDot widened Hwy 377 to accommodate a left turn lane. To accomplish this, the drainage ditches had to be rerouted. In that process and the Denton County Arvin Hill Realignment Project, 14 of our trees were cut down. 4. If additional 20 feet of ROW is taken from the front of our property, we will lose another 24 trees. 5. This will mean that we will lose a total of 38 trees. 6. Our property is in the City of Krugerville ETJ and is classified as commercial property. 7. With the Arvin Hill Realignment Project completion, our property has three had corners with commercial designation from the City of Krugerville. | <p>During the impact analysis study along the corridor. The designers analyzed widening to the east only, widening to the west only or widening both east and west. Due to the impact on commercial properties in the section of the corridor, widening to the east was not recommended.</p> <p>An environmental impact analysis was performed that met all the requirements in the National Environmental Policy Act, enacted January 1970.</p> <p>See responses to Comment 12a.</p> |

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| | | | | <p>8. At the TxDot Environmental Assessment meeting on 11-19-2020 we learned that our agribusiness is of no consequence compared to other businesses in our area. Using our property for the widening of Hwy 377 is the “cheap, easy fix” to the expansion project.</p> <p>9. Twelve (12) of the trees that have already been cut down in the drainage and Arvin Hill Projects and 6 more trees that will cut down if the ROW is taken on the west side of 377 have always provided protective Summer shade to our Cattle. Thus, they are/were business assets.</p> <p>10. Our pasture consists of improved grasses. We put weed killer and fertilizer on it yearly. Our cattle graze it continuously and we get two cuttings of hay from it in a normal growing season. The grass in the pasture is also a business asset. Because we cut hay on the grass it is also a cash crop.</p> <p>11. If the Hwy 377 ROW is taken from the west side, it will come so close to our only building with a concrete floor that it will become very difficult to continue to use the building because it is assessed through an east door. It is used to store a welding trailer, ranch equipment, tools, materials, and supplies.</p> <p>12. At the TxDot Environmental Assessment meeting on 11-19-2020, we were told that concrete parking lots that can be placed on another part of the property are more important than the loss of our 38 trees that cannot be replaced.</p> | |

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| | | | | <p>13. At the Tx Dot Environmental meeting on 11-19-2020, everyone else was talking about structures, businesses, etc. We were the only ones talking about environmental related subjects. I.e.: trees.</p> <p>14. At the TxDot meeting we attended, TxDot had three representatives present. Two gentlemen were active listeners, demonstrated consideration toward the feelings of those in attendance, and understanding that the widening project can upset the residents in the area. The third man allowed us to express our concerns but demonstrated that he was not an active listener. It was clear that our concerns fell on “deaf ear”. He actually rebutted what we said with statements that invalidated our concerns.</p> | |
| 13 | Kim Weitekamp and Brian Geiger (Trinity Turf Nursery, Inc.) | 11/24/2020 | Email | <p>Attached are our comments and concerns regarding the proposed changes to US 377 in Denton County.</p> <p>If you have any questions, you can reach me via this email or at 940-686-2000.</p> <p>Thank you for your consideration.</p> <p>Attachment:</p> <p>Dear Mr. Underwood,</p> <p>After reviewing the proposed road changes to US Hwy 377, we would like to submit our comments and concerns.</p> | <p>Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Fouch Road.</p> |

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| | | | | <p>Trinity Turf Nursery, Inc. is a commercial operation located at 10815 Foutch Road in Pilot Point, Texas. Our operation consists of 20-25 employees. On a daily basis we can expect between 12 and 15 tractor trailers entering and exiting our property because the main access to our business is off US Hwy 377 at Foutch Road.</p> <p>As this project is proposed, there is no southbound access onto US Hwy 377 from Foutch Road or access to Foutch Road from southbound US Hwy 377, which, again, is the main access point for our business. In addition, no practical alternate route exists for access onto US Hwy 377. The intersection of FM 455/Zipper Road and US Hwy 377 is not practical or safe for semi-trucks or large trucks and trailers to make a U-turn.</p> <p>Without access onto Foutch Road from US Hwy 377, emergency vehicles could be delayed for several minutes as they would have to go down to FM 455/Zipper Road to make a U-turn in order to enter onto Foutch Road. This would not only affect Trinity Turf Nursery, Inc., but also approximately 45 homes/ ranches that are located on Foutch and/or several adjacent roads (Stiles, Bobbie, Mohon, Dane, and Le Dane).</p> <p>When reviewing google maps, there are approximately 85 homes, ranches, and/or business that more than likely use Foutch Road to enter onto US Hwy 377. The only alternate route would be to use Friendship. Unfortunately, the intersection of</p> | |

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| | | | | <p>Friendship/St. John and US Hwy 377 is a point of many serious accidents each year. Consequently, this is most likely why Foutch Road see the traffic that is currently does.</p> <p>We would like the proposed plans to be amended to include access to the southbound lanes of US Hwy 377 at the intersection of US Hwy 377 and Foutch Road.</p> | |
| 14a | Jennifer Potter | 11/27/2020 | Email | <p>I wanted to reach out since we have become aware of the road widening being proposed for 377. My husband and I live off 377 on Foutch Rd, just north of the Stanley Ford dealership.</p> <p>We are very concerned about the proposed plan since it does not provide a center turning lane onto Foutch Rd. There is a huge amount of traffic on Foutch that is truck and trailer traffic. I work from home and my office window faces the road. I would say easily 60% of the traffic is truck and trailer. We are not talking about small trailers, for us we pull a 36 ft LQ horse trailer and a 25 ft goose neck horse trailer. We trailer put 3-4 days per week. To have to always turn north and then figure out a place to make a U turn is at huge risk of not just our safety but that of other motorists.</p> <p>This plan needs to be reworked. If you move forward with this project as it is, it will cause more problems and potential accidents.</p> <p>Thank you for taking the time to hear our concerns. We appreciate your time.</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Jennifer Potter on November 30, 2020 with the following:</p> <p>Thank you for your comment and concern. Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed construction plan. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office have a median opening and left turn bay located at Foutch Road.</p> |

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| 14b | Jennifer Potter | 11/27/2020 | Comment Form Submitted Online | This road widening will greatly impact the safety of residents living off of 377 on Foutch Rd, since the improvements do not provide a center turning lane or any turning what so ever from 377 on to Foutch Rd south bound and no way for traffic to turn south bound on 377 from Foutch Rd. There is a large amount of truck and trailer (horse trailers, work trailers and Tuff Farm trucks) that use Foutch road and need safe access to turning on to and off of 377. What is being purposed will impact residents in a negative way and increase the risk to all those trying to access Foutch Rd and 377, especially while pulling trailers. We strongly disagree with the proposed plan and would like to see it revised to provide safe turning lanes onto and off of Foutch Rd and 377. Being forced to do U turns with trailers of any kind will increase the risk of accident to all motorists. | Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road. |
| 15 | Cecile Grady, Amanda Wilson, and Samuel Simmons (NCTCOG) | 12/01/2020 | Email | Attached please find a statement of support for US 377 from north of BU 377E to US 380. Attachment: Statement of Support US 377 from north of BUS 377E to US 380 Submitted on December 1, 2020 by the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area | Comment noted |

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| | | | | <p>I am representing the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area. Denton County continues to experience a significant portion of the extensive population growth occurring within the North Central Texas region. In northeast Denton County, US 377 is a key transportation corridor that serves as a principal route for local commuters, including the growing cities of Aubrey and Krugerville. The proposed reconstruction and widening of this segment of US 377 will help to address congested conditions on local roadways and will provide additional north-south capacity and connectivity in the region between the city of Pilot Point and the town of Cross Roads.</p> <p>Today, the Dallas-Fort Worth area is the fourth-largest metropolitan area in the United States with over 7 million people. By 2045, the region is projected to have a population of over 11 million. Additional roadway capacity will be needed at numerous strategic locations to meet the growing demand from both passenger vehicles and truck freight movements. The recommended improvements to this section of US 377 are consistent with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. Because of the regional importance of this project, the North Central Texas Council of Governments is willing to provide any assistance in the</p> | |

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| | | | | planning, design, and implementation of this project. | |
| 16 | Paul Price | 12/01/2020 | Email | <p>Per the information on the Denton County website I do not see that traveling Southbound on 377 that you can turn East bound on Foutch Road. I have family member who commutes to and from Pilot Point which utilizes turning East bound on Foutch road traveling Southbound on 377.</p> <p>I ask you to please reconsider your plan and keep access to Eastbound Foutch road when traveling Southbound on 377 from Pilot Point. There are so many who live and work in the area that would truly benefit from this decision.</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Paul Price on December 3, 2020 with the following:</p> <p>Thank you for your comment and concern. Although the schematic does not show a median opening or left turn bay at Foutch Road that does not mean that it cannot be added later in the detailed construction plan. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road.</p> |
| 17a | Wayne Purser | 12/02/2020 | Email | <p>It has come to our attention that the highway department plans to block the south turn from Foutch Rd onto Hwy 377 in Pilot Point, Texas. This plan will require all people exiting Foutch Rd. to have to turn north and do a u-turn somewhere in order to go south. Many of us pull large horse trailers and motor homes and the current plan will make it unsafe and inconvenient to go south on Hwy 377. We request the the highway planning department rethink this very unsafe plan and come up with an alternate idea for ingress and egress to our street. It is unacceptable that we be forced to daily put ourselves in danger in order to exit our road. We thank you in advance for your attention to this matter and hope that a reasonable and safe solution can be made.</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Wayne Purser on December 3, 2020 with the following:</p> <p>Thank you for your comment and concern. Although the schematic does not show a median opening or left turn bay at Foutch Road that does not mean that it cannot be added later in the detailed construction plan. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road.</p> |

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| | | | | I own a trailer repair service at 1200 S. Hwy 377 at the corner of Jefferson and Hwy 377 In Pilot Point, Texas. It has come to my attention that the proposed plans for Hwy 377 will have a negative impact on my place of business. I understand that there will be sidewalks on the north side of my building edging Jefferson Street. This will impede the use of the two rolling doors we use to access my workspace. That area needs to remain open so that the large trailers we service can be moved in and out for repairs . Please review the proposal and let me know what adjustments to the plan can be made so that my customers can continue to receive the excellent service we now provide. Thank you for your prompt attention to this matter. | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Wayne Purser on December 4, 2020 with the following:</p> <p>Thank you for reaching out concerning the US 377 project. I have reviewed the portion of Bus US 377 realignment that runs along your northerly property and we are utilizing the ROW that exists today. The proposed ROW is shown to be on the north side of the power pole in front of your building. You are currently using public ROW for your business operations and we are moving the public ROW away from your place of business.</p> <p>If you are wanting a driveway apron at this location then you will need to work with the Town of Aubrey and TxDOT Area Office.</p> |
| 17b | Wayne Purser | 12/02/2020 | Verbal Comment | Wayne Purser. The business is The Trailer Specialist 1200 South Highway 377, Pilot Point, Texas. My question is the corner of Jefferson and South 377, Jefferson Street widening, shows sidewalks on both sides of that street that will prohibit entry to my place of business, where we operate trailers in and out of there on a daily basis for repair and service. Someone from the state needs to come and look at individual properties and consider what they're doing to our business and our lack of control over our own property. Also, at Foutch Road and 377, no entry to 377 off Foutch to go south, which is very hard for us to turn and go north into town and find a U-turn somewhere to go back south towards the Crossroads area. When we have numerous | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Wayne Purser on December 4, 2020 with the following:</p> <p>Thank you for reaching out concerning the US 377 project. I have reviewed the portion of Bus US 377 realignment that runs along your northerly property and we are utilizing the ROW that exists today. The proposed ROW is shown to be on the north side of the power pole in front of your building. You are currently using public ROW for your business operations and we are moving the public ROW away from your place of business.</p> |

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| | | | | vehicles with large trailers, RVs, buses, equipment trailers, landscape trailers and so on. It makes a big burden that we cannot enter 377 off Foutch Road and go to the South. Thank you very much. | <p>If you are wanting a driveway apron at this location then you will need to work with the Town of Aubrey and TxDOT Area Office.</p> <p>Thank you for your comment and concern. Although the schematic does not show a median opening or left turn bay at Foutch Road that does not mean that it cannot be added later in the detailed construction plan. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road.</p> |
| 18a | Bobby Marriott | 12/02/2020 | Email | <p>It has been brought to my attention by my Foutch Rd neighbors that we will not be able to turn south from our road on to US 377 after the remodel. This is not workable plan for me, since I have a 53ft racecar trailer and none of our races are north of Pilot Point! Also making a U-turn in not an option. I have been paying attention since they have said this and in our normal travels, we head south 70% of the time.</p> <p>The best option would be a traffic signal, but at least we need the choice to go south without having to go north first. I know Foutch is not a heavily populated road at this time, but with all the open land available it will be soon. There was only 4 or 5 houses on our road when we moved here over 20 years.</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Bobby Marriott on December 3, 2020 with the following:</p> <p>Thank you for your comment and concern. Although the schematic does not show a median opening or left turn bay at Foutch Road that does not mean that it cannot be added later in the detailed construction plan. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road.</p> |
| 18b | Nancy and Bobby Marriott | 12/04/2020 | Email | I have attached the signed form to explain my concerns regarding the expansion of | Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the |

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| | | | | <p>377 in Pilot Point, specifically the no left turn (south)off of Foutch Road on to 377.</p> <p>Attached Comment Form: It has been brought to my attention by my Foutch Rd neighbors that we will not be able to turn south from our road on to US 377 after the remodel. This is not workable plan for me, since I have a 53ft racecar trailer and none of our races are north of Pilot Point! Also making a U-turn in not and option. I have been paying attention since they have said this and it our normal travels, we head south 70% of the time. The best option would be a traffic signal, but at least we need the choice to go south without having to go north first. I know Foutch is not a heavily populated road at this time, but with all the open land available it will be soon. There was only 4 or 5 houses on our road when we moved here over 20 years.</p> | <p>detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road.</p> |
| 19 | Patsy Price | 12/03/2020 | Email | <p>It is my understanding that the widening of Hwy. 377 between Hwy. 380 and Pilot Point will result in no left turn lane at the intersection of Hwy 377 and Foutch Road. As a resident of Stiles Road which has access to Hwy 377 either via Foutch Road or Friendship Road, I am concerned that not being able to access Foutch Road driving south from Pilot Point will result in longer wait times for emergency services. Also, the road is part of the bus route for Pilot Point ISD.</p> <p>As a senior citizen who depends on travel to Pilot Point via Foutch Road for groceries,</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Patsy Price on December 4, 2020 with the following:</p> <p>Thank you for your comment and concern. Although the schematic does not show a median opening or left turn bay at Foutch Road that does not mean that it cannot be added later in the detailed construction plan. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median</p> |

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| | | | | <p>doctor, pharmacy, and other services, no left turn lane at Foutch Road will require more travel time, not to mention the inconvenience.</p> <p>Please reconsider the plan to eliminate a left turn lane at Hwy. 377 and Foutch Road.</p> | opening and left turn bay located at Foutch Road. |
| 20 | Lorrie Buckingham | 12/01/2020 | Email | <p>We watched the presentation on the 377 project.....and the couple of questions we have.....</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Lorrie Buckingham on December 6, 2020 with the following:</p> <p>I appreciate you reaching out to express your concern about the US 377 project. I will answer all your questions below in red.</p> |
| | | | | <p>1. With a raised median.....how are all the commercial and residential folks going to be able to come and go from their driveways.....with out having to pull out....go down and make a uturn?..... can be pretty hard to do in a Dooley pulling a horse trailer.....</p> | <p>The preliminary roadway design is design to give those that have to make a U-Turn with a trailer the ability to do so. I own a ¾ ton Ford and I how difficult it is to make a U-Turn with 3 lanes. We have provided an area just north of Sherman Road that can facilitate that kind of movement.</p> |
| | | | | <p>2. Do not see any sort of site map....showing any left or right turn lanes.....</p> <p>We are directly across the street from Liberty Road.....which is where the Covenant Church is.....so will there be a turning lane headed East for folks to access the church?</p> | <p>I have included a link the website that has a copy of the approved schematic. (http://www.keepitmovingdallas.com/sites/default/files/docs/CSJ%200081-06-040%20-%20US%20377%20Key%20Index%20Map%20with%20Schematic_Reduced%20File%20Size.pdf) On Roll 10 and 11 is where Liberty Road is located and there is a left turn planned for that location. What determines when a raised median is put in place or not, that is when the traffic volumes reach and exceed TxDOT's criteria which is 20,000 Average Daily Traffic and/or when traffic accidents warrant a raised median to separate traffic.</p> |

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| | | | | <p>3. How is it decided that a raised median makes more sense than a common center turning lane..... and the expense alone of the raised median...vs center turning lane.</p> | <p>As explained in question #2, a raised median is to separate traffic and make the roadway a safer facility. A continuous left-turn lane is inherently dangerous if people are not paying attention to the traffic in each direction. On a roadway that is less travelled it might make sense for a while, however on a facility as US 377, it is not recommended and the traffic volumes exceed TxDOT's standards for safe facilities.</p> |
| | | | | <p>4. We have a public cemetery on our property..... which we have to allow access to.....so again.....will there be any access from 377 to our driveway.... Or would there be a raised median.....blocking entrance and exit from our location..... Maybe some of this has already been addressed by someone else.....but we have not been able to see out exact location from the previous posts.</p> | <p>Per the schematic, there is a median opening for Liberty Road which would serve your property as well. The final details would have to be worked out during the development of the detailed construction plans.</p> |
| 21 | Roxanne Ahrens | 12/04/2020 | Email | <p>Virtual Public Hearing Comment Form United States (US) 377 From North of BUS 377E to US 380 Denton County, Texas CSJ: 0081-06-040 Thursday, November 19, 2020</p> <p>I AM AGAINST NOT HAVING A LEFT TURN FROM FOUTH ROAD TO SOUTH 377.</p> <p>THE RESPONSE TIME FOR FIRE/POLICE/EMS WOULD GREATLY BE AFFECTED. LONGER RESPONSE TIMES MEANS LESS LIKELY POSITIVE OUTCOME. WE HAVE A LOT OF ELDERLY CITIZENS THAT LIVE ON FOUTCH ROAD. IT WOULD ALSO BE A HUGE INCONVENIENCE FOR I TURN LEFT</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Roxanne Ahrens on December 6, 2020 with the following:</p> <p>Thank you for your comment and concern. Although the schematic does not show a median opening or left turn bay at Foutch Road that does not mean that it cannot be added later in the detailed construction plan. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road.</p> |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| | | | | <p>ON 377 SOUTH THE GET TO 455 WEST TO GO TO SANGER FOR WORK EVERY DAY.</p> <p>I AM AGAINST NOT HAVING A LEFT TURN FROM FOUTH ROAD TO SOUTH 377.</p> <p>Name: Roxanne Ahrens Address: 12729 Foutch Road City: Pilot Point State: TX Zip: 76258</p> | |
| 22 | Lonnie Gray | 12/04/2020 | Email/ Comment Form | <p>My family is concerned because of safety issues. A median would block and slow emergency responses to our home. Fire trucks and first responders would be slowed getting to our home, and then taking us to the hospital in Denton with a median in place. Precious time would be lost going to a turn around north of our road before turning around to head south back to Denton.</p> <p>A median would also be so inconvenient for us to drive south on Hwy 377. Thank you.</p> | Additional median openings for side street intersections may be considered during the next phase of detailed design. Additional median openings will need to be coordinated through the local government's access plan for the corridor. |
| 23 | Denise Robinson | 12/04/2020 | Email | <p>I am a resident on Foutch Road in Pilot Point, Texas. I am greatly concerned about not having a left turn from Foutch Rd. to Hwy 377. We need access for quick response for emergency vehicles. We have numerous elderly residents on this road. Also there are many large vehicles traveling this road needing to turn. Trinity Turf , landscaping companies and horse training ranches are located on Foutch. Who can I contact to discuss this?</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Denise Robinson on December 6, 2020 with the following:</p> <p>Thank you for your comment and concern. Although the schematic does not show a median opening or left turn bay at Foutch Road that does not mean that it cannot be added later in the detailed construction plan. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road.</p> |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| 23 | Denise Robinson | 12/04/2020 | Comment Form Submitted Online | As a resident on Foutch Road in Pilot Point, Texas I am opposed to not having a left turn from Foutch on to Hwy 377. I am greatly concerned over response times for emergency medical, police, and fire services We have many elderly residents on our street and I am aware of emergency services being called to help our elderly. | |
| 24 | Donna Ramsey | 12/04/2020 | Email | To whom this may concern, I and all of my neighbors will totally fight to put an end to the thought of putting a concrete batch plant on 377 next to Midway Baptist Church. The traffic is horrendous already at this location and we don't need gravel trucks making it worse. No offense, but gravel truck drivers have no respect for anyone but themselves. There are other areas that are not on a main highway that you can choose to put this plant. There's already a plant on Hwy. 428 south of the iron bridge near the green belt. I and my congregation will do whatever it takes to put an end to the thought of this plant at this location. Go find a place out in the country where you won't disrupt traffic and family life. And next to a church, really??????? | The potential concrete batch plant is not related to the US 377 project. Concerns about a future concrete batch plant location should be coordinated with the local municipality. |
| 25 | Kelsey Huffman | 12/04/2020 | Email | I reside and operate a business at 9635 Cole rd. I am aware and understanding as to the need for improved infrastructure for the growth and development we are experiencing in our area. On another note, something which is NOT unavoidable is the construction of a concrete batch plant on the 25 acres just to the west of my property. I have registered my objections to the City of Aubrey for | The potential concrete batch plant is not related to the US 377 project. Concerns about a future concrete batch plant location should be coordinated with the local municipality. |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| | | | | <p>several reasons. I will only address one to you: Traffic Safety. It is my understanding there will be over 100 trucks/mixers per day entering 377 at all hours as these plants operations begin between 1:00am and 3:00am in summer months. That stretch of 377 currently has a speed limit of 60 mph and even though I'm told the limit will be decreased once expanded, that is from literally years from completion. Visibility is an issue as well as anyone southbound is unable to see vehicles turning east into Cole Road until they have crested that hill. Basically, I am extremely interested & concerned as to the REAL numbers of vehicles which will be accessing 377 there regularly and how TxDot will handle the turnaround for them if as in the current plan they will all be required to head north due to the hard median. I am hoping I'm right to have faith that TxDot does studies for exactly these sorts of issue PRIOR to granting permits for this type of outfit.</p> <p>Plainly said, we as a community are steadfastly opposing this business going in and as TxDot is the first permitting process they must encounter I implore you to carefully research this situation prior to granting this permit.</p> | |
| 26 | John and Trace Thompson | 12/04/2020 | Email | <p>We are part of the horse community living a mile down the street, we just purchased a brand new huge equine facility.</p> <p>We are saddened to think a huge concrete plant will be set up in our area, a area that</p> | <p>The potential concrete batch plant is not related to the US 377 project.</p> <p>Concerns about a future concrete batch plant location should be coordinated with the local municipality.</p> |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| | | | | <p>is renown World Wide for Raising the best Quarter horses in the World, all the beautiful horse farms right on this street, that take pride in beautiful Ranch's, the dust from this on our pastures with grazing mares and foals would be devastating and dangerous to all horses.</p> <p>In fact this will be right next door to the biggest Equine Veterinarian hospital in Pilot Point, a very busy equine hospital, that has been part of the neighborhood and is the main hospital for the area. The noise & dust next to the Equine Hospital would be devastating for sick and injured horses.</p> <p>Pilot Point is a horse hub, and relies on all sources in the area from vets, feed stores, track stores, cafes, gas stations etc, a lot of the local businesses heavily rely on the horse community for business.</p> <p>Please consider a area not so close to these facilities & Ranchs.</p> | |
| 27 | Fred Nichols | 12/04/2020 | Email | <p>I own four lots totaling 5+ acres of property in the 7000 block of Hwy 377, Cross Roads Texas. The opportunity to comment on these schematics is very appreciated. We need a median cut in this general area to ensure a viable flow of traffic, and to minimize the unnecessary need for U-Turning traffic.</p> <p>1) vicinity of the intersection of Steve Smith Way or the 7000 block of Us Hwy 377, Cross Roads TX.</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Fred Nichols on December 6, 2020 with the following:</p> <p>Thank you for reaching out during the comment period concerning the pent-up growth potential of Cross Roads along US 377. Planning for the future is important when you are looking at access along a roadway that is going to be improved in the future. Although growth is a good thing it takes a little planning and coordination</p> |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| | | | | We are in negotiation with a national retailer of materials used in the new and existing construction trade. The increase in traffic will be several hundred trips per day, typically trucks and trailers. New Hope Church will need to manage a free flow of traffic for church services. It appears a median cut would serve the entire area well in the future. | <p>between the various agencies to make it all work. With that said, during the preliminary planning for US 377 we do not show median cuts unless there is a need for it in the schematic phase. That need is usually discussed with each city to determine early on what access from which streets are important. We (TxDOT) is not to the point in this process that we can start planning for intermediate median opens for development that is occurring along the corridor. You will need to work with the Town of Cross Roads, the TxDOT Denton Area Office and the Design Consultant who will be doing the detailed design plans to make further median opening possible along the corridor.</p> <p>I have copied the appropriate people that will be responsible for working with the Town of Cross Roads to make sure that your concerns are met.</p> |
| 28 | Courtney Linde | 12/04/2020 | Email | <p>Hello and thank you for your time,</p> <p>My name is Courtney Linde, I am a resident of Pilot Point who lives right on the Aubrey border. I am also a Pilot Point business owner and I am writing in opposition to the potential concrete batch plant.</p> <p>Our concerns include the nuisance of particulate matter affecting ambient air quality and potential negative health impact to residents in the Aubrey and Pilot Point ETJ. Additionally, this batch plant will increase traffic and hazards along this section of US Hwy 377. This section of US Hwy 377 is surrounded by stunning equine</p> | The potential concrete batch plant is not related to the US 377 project. Concerns about a future concrete batch plant location should be coordinated with the local municipality. |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| | | | | <p>and other agricultural facilities that make our small town unique, beautiful, and prosperous. One cement truck can haul 10 cubic yards of cement. Potentially in any given day of a 14-hour operation, 420 trucks would be utilizing the Hwy 377 corridor through Aubrey and Pilot Point. This does not include the trucks hauling aggregate into the plant.</p> <p>I'm certain the hours of operation will begin at at least 6am Monday-Saturday, 6 days per week, 52 weeks per year. The needed silos will be large structures creating an aesthetic, light, and sound nuisance and pollution along our historic horse country roads(US 377).</p> <p>We ask, as members of the Pilot Point ETJ and constituents of elected officials, for your assistance in contesting this batch plant that we feel strongly will adversely affect the health, safety and welfare of the ETJ and surrounding residents. The comfort and peaceful enjoyment of our properties will be threatened by this commercial entity.</p> <p>Furthermore, I cannot see this as a conscionable action for us to risk further degradation of the health of our communities, be it the ecological degradation, or the mental anguish of those whose generations-long cultures and livelihoods are entwined within the community. I believe we are unfairly threatened by individual and private entities with business models that do not weigh the</p> | |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| | | | | <p>true costs of their actions to the community they want to be a part of.</p> <p>I hope we are able to come to reasonable solutions in these situations that will not leave us poised to be the next place featured in an article about small towns being pumped dry by the industrial enterprises of their expanding urban neighbors.</p> | |
| 29 | Mayor T. Lynn Tompkins, Jr. (Mayor of Cross Roads) | 12/04/2020 | Email | <p>I am the Mayor of Cross Roads and the impact of the Hwy 377 future expansion is very important to the Town. We are planning on increased traffic as we proactively bring new business to this area.</p> <p>To that end I would request that median cuts be designed in two specific areas.</p> <p>1. 7000 block of US Hwy 377 in Cross Roads, near the intersection of Steve Smith Way. There are several business that we expect to open soon.</p> <ul style="list-style-type: none"> Currently there are plans for a 15 acre business park adjacent to Tractor Supply. The public street is named Steve Smith Way, and will provide access to several business that provide large quantities of materials in the construction industry as well as other business that will have more typical retail traffic. On the east side, a retail business is planning to build and construction related materials, that almost exclusively are moved on trucks with | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Mayor Tompkins, Jr. on December 6, 2020 with the following:</p> <p>Thank you for reaching out during the comment period concerning the pent-up growth potential of Cross Roads along US 377. Planning for the future is important when you are looking at access along a roadway that is going to be improved in the future. Although growth is a good thing it takes a little planning and coordination between the various agencies to make it all work. I have sent this response to Ms. Phillips as well.</p> <p>With that said, during the preliminary planning for US 377 we do not show median cuts unless there is a need for it in the schematic phase. That need is usually discussed with each city to determine early on what access from which streets are important. We (TxDOT) is not to the point in this process that we can start planning for intermediate median opens for development that is occurring along the corridor. You will</p> |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| | | | | <p>flatbed trailers. The daily trips generated to and from that site will be several hundred.</p> <p>2. 4000 block of US Hwy 377 in Cross Roads, for Atwoods that is opening in Q2 2021.</p> <ul style="list-style-type: none"> • It has 54,000 sq. ft. of air conditioned retail space • has 2 large outdoor display yards for farm implements and landscaping products • traffic trips generated to this store will be 3-4 times greater than to Tractor Supply • many of their customers bring truck and flatbed trailers <p>I appreciate your consideration of these business and the impact that they will have for our Town. Please reach out to me with any questions or concerns.</p> | <p>need to work with the Town of Cross Roads, the TxDOT Denton Area Office and the Design Consultant who will be doing the detailed design plans to make further median opening possible along the corridor.</p> <p>I have copied the appropriate people that will be responsible for working with the Town of Cross Roads to make sure that your concerns are met.</p> <p><Additional Response> The Town of Cross Roads will be contacted during PS&E to be begin coordination with the TxDOT Area Office and the design consultant developing the detailed construction plans in the future to determine additional median openings along the corridor.</p> |
| 30 | Sylvia Phillips | 12/04/2020 | Email | <p>I own property and live at 2801 S. Hwy 377, Cross Roads Texas. The opportunity to comment on these schematics is very appreciated.</p> <p>The northern part of Cross Roads is experiencing significant pent-up demand for growth. We have numerous retail projects coming to fruition. It is incumbent for the future design of 377 to be inclusive of this tremendous impact on traffic. Our future land use plan provides for C-2 Commercial on both sides of 377 from Fishtrap Road north to Liberty Road.</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Sylvia Phillips on December 6, 2020 with the following:</p> <p>Thank you for reaching out during the comment period concerning the pent-up growth potential of Cross Roads along US 377. Planning for the future is important when you are looking at access along a roadway that is going to be improved in the future. Although growth is a good thing it takes a little planning and coordination between the various agencies to make it all work. With that said, during the preliminary planning for US 377 we do not show median</p> |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| | | | | <p>RE: Roll 11 Comments fro Hwy 377 expansion,</p> <p>1) vicinity of the intersection of Steve Smith Way or the 7000 block of Us Hwy 377, Cross Roads TX.</p> <p>We need a median cut in this general area, as approximately 30 acres of land is anticipated to be developed into retail type business the immediate short-term.</p> <ul style="list-style-type: none"> • Currently there are plans for a 15 acre business park adjacent to Tractor Supply. The public street is named Steve Smith Way, and will provide access to several business that provide large quantities of materials in the construction industry as well as other business that will have more typical retail traffic. • New Hope Church is loosing an exit and will need to provide a free flow of traffic for church services. It appears a median cut would allow them to construct a new exit at the north end. Without a a median cut there will be streams of traffic flowing to make U-turns, so they may travel south. • On the east side, a retail business is planning to build and construction related materials, that almost exclusively are moved on trucks with flatbed trailers. The daily trips | <p>cuts unless there is a need for it in the schematic phase. That need is usually discussed with each city to determine early on what access from which streets are important. We (TxDOT) is not to the point in this process that we can start planning for intermediate median opens for development that is occurring along the corridor. You will need to work with the Town of Cross Roads, the TxDOT Denton Area Office and the Design Consultant who will be doing the detailed design plans to make further median opening possible along the corridor. I have copied the appropriate people that will be responsible for working with the Town of Cross Roads to make sure that your concerns are met.</p> |

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| | | | | <p>generated to and from that site will be several hundred. Please consider this when finalizing the design of Hwy 377.</p> <p>See exhibit attached at the bottom of the email:</p> <p>2) Atwoods is under construction in the 4000 block of U.S. Hwy 377. Store opening is set for 2nd quarter 2021.</p> <ul style="list-style-type: none"> • It has 54,000 sq. ft. of air conditioned retail space • has 2 large outdoor display yards for farm implements and landscaping products • traffic trips generated to this store will be 3-4 times greater than to Tractor Supply • many of their customers bring truck and flatbed trailers <p>See exhibit attached below:</p> | |
| 31 | Terri Hatch | 12/05/2020 | Email | <p>Please do NOT allow the concrete trucks to come into our neighborhood....they would be so disruptive...destroying our streets....our schools would be at a disadvantage....there are so many other businesses that we would welcome.</p> <p>Help us stop this from happening.</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Terri Hatch on December 6, 2020 with the following:</p> <p>I want to thank you for expressing your concern about the concrete batch plant that is looking to relocate close to you. Unfortunately TxDOT has no control over what companies move into or out of a particular parcel of lane. The only authority that TxDOT has is the ability to grant a driveway permit or not. If the permit meets</p> |

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| | | | | | <p>all of the criteria for a driveway then it would be granted or else it would be denied until they show that it met TxDOT standards. My recommendation is to take the batch plant location up with your local officials of Pilot Point.</p> <p>I am sincerely sorry that I could not answer this concern in another manner.</p> |
| 32 | Sallianne O'Neal | 12/04/2020 | Email | <p>I reside at 9110 Highway 377 and have done so since 2003. As a professional realtor, I am aware and understanding as to the need for improved infrastructure for the growth and development we are experiencing in our area. Also, I am realistic in knowing a portion of my land will be lost to this expansion. It is an unfortunate side effect but unavoidable.</p> <p>On another note, something which is NOT unavoidable is the construction of a concrete batch plant on the 25 acres just to the south bordering my property. I have registered my objections to the City of Aubrey for several reasons. I will only address one to you: Traffic Safety. It is my understanding there will be over 100 trucks/mixers per day entering 377 at all hours as these plants operations begin between 1:00am and 3:00am in summer months. That stretch of 377 currently has a speed limit of 60 mph and even though I'm told the limit will be decreased once expanded, that is from literally years from completion. Visibility is an issue as well as anyone southbound is unable to see vehicles turning east into Cole Road until</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, called Sallianne O'Neal on December 7, 2020 to discuss her concerns. Mr. Underwood recorded the following about the conversation:</p> <p>I talked to Ms. O'Neal on the phone yesterday concerning her property and the widening. She is okay with the project and the ROW needed from her property for the US 377 improvements. Her biggest concern is the potential concrete batch plant that would be locating on the south side of her property. I recommended that she and her fellow residents work with the City of Aubrey.</p> |

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| | | | | <p>they have crested that hill. Basically, I am extremely interested & concerned as to the REAL numbers of vehicles which will be accessing 377 there regularly and how TxDot will handle the turnaround for them if as in the current plan they will all be required to head north due to the hard median. I am hoping I'm right to have faith that TxDot does studies for exactly these sorts of issue PRIOR to granting permits for this type of outfit.</p> <p>Plainly said, we as a community are steadfastly opposing this business going in and as TxDot is the first permitting process they must encounter I implore you to carefully research this situation prior to granting this permit.</p> | |
| 33 | Nathan Smith | 12/04/2020 | Email | I am writing to you to express my concerns regarding the proposed concrete batch plant in Aubrey. As a resident and business owner I am very concerned for the health and well being of my family and employees in both Aubrey and Pilot Point. There are many other locations that this could be built, and right on 377 in the heart of horse country is probably the worst place it could be. Please do whatever you can to reject this proposal. | The potential concrete batch plant is not related to the US 377 project. Concerns about a future concrete batch plant location should be coordinated with the local municipality. |
| 34 | Joseph Ahrens | 12/04/2020 | Email | Virtual Public Hearing Comment Form United States (US) 377 From North of BUS 377E to US 380 Denton County, Texas CSJ: 0081-06-040 Thursday, November 19, 2020 | Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median |

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| | | | | <p>I am against this proposal to not to be able to turn left off Foutch Rd and go south on HWY 377.</p> <p>First I would like to say it would have a major impact on emergency response time to and from my address. Seconds matter in an emergency, I work in emergency medicine and time is muscle. The longer it takes to get to definitive care the less likely to survive. Second it would cause a major inconvenience.</p> <p>I am against this proposal to not to be able to turn left off Foutch Rd and go south on HWY 377.</p> <p>NAME: Joseph Ahrens ADDRESS: 12729 Foutch Road CITY: Pilot Point STATE: Texas ZIP: 76258</p> | opening and left turn bay located at Foutch Road. |
| 35 | Marylyn and Paul Caliendo | 12/04/2020 | Email | We live in Pilot Point and highly oppose the concrete batch plant. This area could do more if added shops, restaurants, etc were implemented. Please highly consider the monstrous effect this would cause. More traffic, congested roads in literally the middle of horse country. | The potential concrete batch plant is not related to the US 377 project. Concerns about a future concrete batch plant location should be coordinated with the local municipality. |
| 36 | Ashley Callaway | 12/04/2020 | Email | I am a residence at 12877 foutch road, Pilot Point, Tx 76258 and I would like to say that I don't agree with the fact that once the widening of hwy 377 starts, we will not be able to turn left onto 377 from foutch road. We use that left turn everyday to get our kids to school, for work, and for my husbands job. He hauls a 40' trailer everyday loaded full of hay and he uses that | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Ashley Callaway on December 4, 2020 with the following:</p> <p>Thank you for your comment and concern. Although the schematic does not show a median opening or left turn bay at Foutch Road that does not mean that it</p> |

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| | | | | <p>left turn. If you close that off for us, then he will have no way to turn his large trailer into hwy 377. The turn from friendship road is t wide enough to support his trailer. It would be a huge inconvenience and problem for us all.</p> <p>Please don't close off that left hand turn for us.</p> | cannot be added later in the detailed construction plan. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Fouch Road. |
| 37 | Liz O'Dell (O'Dells Nursery, LLC) | 12/04/2020 | Email/ Comment Form | <p>Attached Comment Form:</p> <p>We run a business O'Dells Nursery off Hwy 377 in Aubrey. We had no clue any of this was going on until a neighbor gave us a heads up. I feel like you have not done a good job getting the word out. We oppose the center median where our customers can not turn in and out heading both directions.</p> | <p>Due to COVID-19, both an in person and online Public Hearing was offered.</p> <p>Notices concerning the US 377 Public Hearing were mailed to the adjacent property owners based off of the Denton County Appraisal District, published in <i>Dallas Morning News</i>, <i>The Denton Record-Chronicle</i>, and <i>Al Dia</i>. The notice was also posted on TxDOT's website.</p> <p>An online Public Meeting was available from April 28, 2020 to May 13, 2020 due to the safety procedures put in place for COVID-19. Project updates were also presented at the City of Krugerville and the City of Pilot Point on July 23, 2020. For the Public Meeting, notices were mailed to the adjacent property owners based off of the Denton County Appraisal District, along with published in the <i>Dallas Morning News</i>, <i>The Denton Record-Chronicle</i>, and <i>Al Dia</i>. The notice was also posted on TxDOT's website.</p> <p>Individual property ingress / egress accommodations for median openings are not considered unless incorporated into the local government's access plan for the</p> |

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| | | | | | <p>corridor. Additional median openings will need to be coordinated through the local government's access plan for the corridor.</p> |
| <p>38a</p> | <p>Mary O'Dell (CDKK Properties)</p> | <p>12/04/2020</p> | <p>Email/ Comment Form</p> | <p>We oppose</p> <p>Attached Comment Form:</p> <p>I own property on HWY 377 in Aubrey that this widening will effect. We have had ZERO information relayed to us. We got a request to survey and I ask guy what is was for and he told us a project that "might" happen. No clue this was happening. We are extremely opposed to the center median without being able to turn in and out for both directions. This will not only hurt our business but others.</p> <p>This also puts us and our customers at risk. The response time with first responders ping ponging before they can get to a residence or business is going to slow down. In an emergency time is everything.</p> <p>Hwy 380 is much more traveled and has a center turn lane. There is no need to have a median where people can not turn where they need to.</p> | <p>Due to COVID-19, both an in person and online Public Hearing was offered.</p> <p>Notices concerning the US 377 Public Hearing were mailed to the adjacent property owners based off of the Denton County Appraisal District, published in <i>Dallas Morning News</i>, <i>The Denton Record-Chronicle</i>, and <i>Al Dia</i>. The notice was also posted on TxDOT's website.</p> <p>An online Public Meeting was available from April 28, 2020 to May 13, 2020 due to the safety procedures put in place for COVID-19. Project updates were also presented at the City of Krugerville and the City of Pilot Point on July 23, 2020. For the Public Meeting, notices were mailed to the adjacent property owners based off of the Denton County Appraisal District, along with published in the <i>Dallas Morning News</i>, <i>The Denton Record-Chronicle</i>, and <i>Al Dia</i>. The notice was also posted on TxDOT's website.</p> <p>Individual property ingress / egress accommodations for median openings are not considered unless incorporated into the local government's access plan for the corridor. Additional median openings will need to be coordinated through the local government's access plan for the corridor.</p> <p>Emergency access is very important. During the detailed design of the project, the design</p> |

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| | | | | | <p>consultant will evaluate emergency response times along the corridor. The design consultant will work with the local municipality and the TxDOT Denton Area Office to add additional median openings to accommodate emergency response times.</p> |
| <p>38b</p> | <p>Mary O'Dell</p> | <p>12/04/2020</p> | <p>Comment Form</p> | <p>We run a business and live on Foutch Rd, in Pilot Point. Having a median and not being able to turn left off of Foutch Rd to head South on Hwy 377 is not only a huge inconvenience but it also puts our family at risk. To head to any local hospital for an emergency we will need to go south on Hwy 377. In an emergency when time is of the essence sight seeing through Pilot Point is not an option.</p> <p>This entire project has been pushed through and hidden from the public. Of course you are going to use Covid as your excuse. We had no clue this was even being talked about or considered. There is absolutely no reason for safety and convenience to be ignored. Response times from first responders are also going to be up due to wanting to have a median I don't feel we need the monstrous highway project but if you feel you need it for growth have at it but DO NOT DO IT AND RISK MY FAMILYS SAFETY AND HEALTH!</p> | <p>Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Denton Area Office to have a median opening and left turn bay located at Foutch Road.</p> <p>Notices concerning the US 377 Public Hearing were mailed to the adjacent property owners based off of the Denton County Appraisal District, published in <i>Dallas Morning News</i>, <i>The Denton Record-Chronicle</i>, and <i>Al Dia</i>. The notice was also posted on TxDOT's website.</p> <p>An online Public Meeting was available from April 28, 2020 to May 13, 2020 due to the safety procedures put in place for COVID-19. Project updates were also presented at the City of Krugerville and the City of Pilot Point on July 23, 2020. For the Public Meeting, notices were mailed to the adjacent property owners based off of the Denton County Appraisal District, along with published in the <i>Dallas Morning News</i>, <i>The Denton Record-Chronicle</i>, and <i>Al Dia</i>. The notice was also posted on TxDOT's website.</p> |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| 39a | Dwayne O'Dell | 12/04/2020 | Email/ Comment Form | We run a business off Hwy 377 in Aubrey and Foutch Rd Dwayne O'Dell Landscaping Inc. We had no clue any of this was going on until a neighbor gave us a heads up. We feel like you have not done a good job getting the word out. We oppose the center median where our customers can not turn in and out heading both directions. This will hurt our business! | <p>Due to COVID-19, both an in person and online Public Hearing was offered.</p> <p>Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road.</p> <p>Notices concerning the US 377 Public Hearing were mailed to the adjacent property owners based off of the Denton County Appraisal District, published in <i>Dallas Morning News</i>, <i>The Denton Record-Chronicle</i>, and <i>Al Dia</i>. The notice was also posted on TxDOT's website.</p> <p>An online Public Meeting was available from April 28, 2020 to May 13, 2020 due to the safety procedures put in place for COVID-19. Project updates were also presented at the City of Krugerville and the City of Pilot Point on July 23, 2020. For the Public Meeting, notices were mailed to the adjacent property owners based off of the Denton County Appraisal District, along with published in the <i>Dallas Morning News</i>, <i>The Denton Record-Chronicle</i>, and <i>Al Dia</i>. The notice was also posted on TxDOT's website.</p> <p>Due to COVID-19, both an in person and online Public Hearing was offered.</p> |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| 39b | Dwayne O'Dell | 12/04/2020 | Email/ Comment Form | <p>We run a business and live on Foutch Rd, in Pilot Point. Having a median and not being able to turn left off of Foutch Rd to head South on Hwy 377 is not only a huge inconvenience but it also puts our family at risk. To head to any local hospital for an emergency we will need to go south on Hwy 377. In an emergency when time is of the essence sight seeing through Pilot Point is not an option.</p> <p>This entire project has been pushed through and hidden from the public. Of course you are going to use Covid as your excuse. We had no clue this was even being talked about or considered. There is absolutely no reason for safety and convenience to be ignored. Response times from first responders are also going to be up due to wanting to have a median. I don't feel we need the monstrous highway project but if you feel you need it for growth have at it but DO NOT DO IT AND RISK MY FAMILYS SAFETY AND HEALTHY!</p> <p>This median and not being able to turn both directions off of Foutch is not necessary. Hwy 380 is much more traveled and has a turn lane center with no median. It is working just fine.</p> | <p>Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road.</p> <p>Notices concerning the US 377 Public Hearing were mailed to the adjacent property owners based off of the Denton County Appraisal District, published in <i>Dallas Morning News</i>, <i>The Denton Record-Chronicle</i>, and <i>Al Dia</i>. The notice was also posted on TxDOT's website.</p> <p>An online Public Meeting was available from April 28, 2020 to May 13, 2020 due to the safety procedures put in place for COVID-19. Project updates were also presented at the City of Krugerville and the City of Pilot Point on July 23, 2020. For the Public Meeting, notices were mailed to the adjacent property owners based off of the Denton County Appraisal District, along with published in the <i>Dallas Morning News</i>, <i>The Denton Record-Chronicle</i>, and <i>Al Dia</i>. The notice was also posted on TxDOT's website.</p> <p>Due to COVID-19, both an in person and online Public Hearing was offered.</p> |
| 40 | Randy Robinson | 12/04/2020 | Email | <p>This is a horrible idea for residents on Foutch Rd. Put up a traffic signal at the location. If we are not allowed to turn left more time to get to where we need to go.</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Randy Robinson on December 4, 2020 with the following:</p> |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| | | | | Right turn only will just cause problems somewhere north of that intersection!! Do not limit left turns at this intersection please | Thank you for your comment and concern. Although the schematic does not show a median opening or left turn bay at Foutch Road that does not mean that it cannot be added later in the detailed construction plan. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road. |
| 41 | Margie O'Dell | 12/04/2020 | Comment Form | I rent an apartment on Foutch rd. I drive South from Foutch every day to get to work. I do not want to be blocked by a median or not be able to go whatever direction I want from Foutch. The safety risk this puts on all residence is not necessary. I would also like it to be known that I think you have done a lousy job getting the word out about this project and meetings. | Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road. |
| 42 | Hillary Roberts | 12/04/2020 | Email | <p>I my name is Hillary Roberts, from Pilot Point, TX. We are concerned about the potential addition of a concrete batch plant on 377. Below are the reasons that I and many residents of Pilot Point are against this:</p> <ol style="list-style-type: none"> 1. Dangerous Intersection: there have already been a large amount of traffic accidents here, and truck traffic will NOT help. 2. Property Value: this will be an unwelcome and dusty addition to 377 and will diminish property values in the area. We in Pilot Point are proud of our equine facilities and don't | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Hillary Roberts on December 4, 2020 with the following:</p> <p>Thank you for your interest in the US 377 project. I have heard from several of your fellow residents concerning the potential addition of a concrete batch plant locating on the north side of Aubrey. While TxDOT would have to accommodate for that business when the time comes we are not anyway affiliated with that business locating on that site. My recommendation is to work with your town council concerning this site. If the batch plant is inevitable then work with your</p> |

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| | | | | <p>want to see their values tanked by this plant.</p> <p>3. Dirty and Loud: I've lived near concrete batch plants before, and know how much dust they produce. There are many places in town that are far less populated and public where dust, grime, and noise wouldn't bother many people.</p> <p>4. Waste of Prime Real Estate: Our area is growing, and hopefully with its growth will come more retail, restaurants, and high end restaurants. A concrete batch plant on prime real estate would be very disappointing and unsightly.</p> | <p>town council and the TxDOT area office to make sure that ingress/egress to the site is in a safe location and adheres to TxDOT policies and criteria.</p> <p>Thank you for your comments and I will forward your comments on.</p> |
| 43 | Dennis Nortman | 12/04/2020 | Email | <p>Can you give me a call at [REDACTED] or email the actual plans that are underway for area by my residence. I noticed we have changed from a red to a blue on being effected, but would like to know exactly what and how close you will be to our residence. I am curious if f the likely hood of our residence being bought for this project. Thank you for your time.</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, called Dennis Nortman on December 4, 2020 to discuss his concerns. Mr. Underwood recorded the following about the conversation:</p> <p>Answered his questions on the phone. Wanted to know why his property went from displacement to impact, how would he be compensated and for what, utility concerns, etc.</p> |
| 44 | Cindy Slay (Owner of Slay Memorial Funeral Center) | 12/04/2020 | Email | <p>Hi there Mr. Nelson! You and I have spoken a couple times via phone. I am sure that your ear, mailbox and any messaging devices are in the "full" mode as we have approached the last day for comments. I wanted to take a minute to thank you for the time you took with me earlier as this news of the expansion was received. As a gentle reminder, our only concern is the safety of our families entering and exiting</p> | <p>Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Cindy Slay on December 4, 2020 with the following:</p> <p>Thank you for the kind words and the ability to help explain the project to you as well as the general public that this project will directly affect. I want to reassure you that it is TxDOT's main mission to protect and</p> |

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| | | | | our facility. Thank you again for your efforts with this project. | provide a safe roadway which the general public uses on a daily basis. The preliminary design will go through a more detailed process where further refinements will be made to enhance the safety of the roadway even further. If you have any further questions or concerns please contact me. |
| 45 | Chris Demases | 12/04/2020 | Comment Form Submitted Online | Please allow access to and from Foutch Rd from both North and South bound 377. | Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road. |
| 46 | Dennis Ahrens | 12/04/2020 | Comment Form Submitted Online | I am a resident on Foutch rd and we need to hv a left turn access onto 377. I am elderly and dependent on continuous oxygen. I need home healthcare and frequent oxygen deliveries | Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road. |
| 47 | Judy Ahrens | 12/04/2020 | Comment Form Submitted Online | I am a resident on foutch rd in pilot tx. I have great concern regarding no left turn at foutch rd and 377. I travel this rd daily for dr appointments etc in Denton tx. I care for my elderly husband who in the past has needed emergency care. Not having a left turn on 377 is going to greatly impede emergency | Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median |

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| | | | | cate etc as well as making it more dangerous for us to go for necessary dr services | opening and left turn bay located at Foutch Road. |
| 48 | Stephen King | 12/04/2020 | Comment Form Submitted Online | I have heard project would prevent turning left from Foutch onto 377. This would severely limit the ability to ship hay as the trailers are unable to navigate a right hand turn from south end of Foutch onto Friendship Rd | Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road. |
| 49 | Gene Callaway | 12/04/2020 | Comment Form Submitted Online | We need a left turn from foutch to 377. It's too difficult to take a trailer to friendship from foutch. | Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road. |
| 50 | Naveen khammampati | 12/04/2020 | Comment Form Submitted Online | It is my understanding that the city of cross roads intends to continue the roadway serving tractor supply located at 6001 e us hwy 377 south, aubrey, tx 76227 to the west and connect it to new hope road. This would result in high number of left turns at this street on nb 377. Therefore, either a median opening with proper turnlanes or two way left turn lane near station 760+50 would make more sense for less traffic interruption. | Additional median openings for side street intersections may be considered during the next phase of detailed design. Additional median openings will need to be coordinated through the local government's access plan for the corridor. |
| 51 | Jasmine Hook | 12/04/2020 | Comment Form | While the widening of US 377 is much needed there are many businesses that will be affected by the limited breaks in the | Individual property ingress / egress accommodations for median openings are not considered unless incorporated into the |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| | | | Submitted Online | median as shows in the schematic. At D&L Farm and Home (in Roll 7) we have MANY semi-trucks, trucks with trailers, delivery trucks and customer vehicle traffic daily. The traffic comes from both directions and leaves in both directions. A median in front of our store would pose a significant safety concern and would negatively affect our business tremendously. | local government's access plan for the corridor. Additional median openings will need to be coordinated through the local government's access plan for the corridor. |
| 52 | Eric Lojuk | 12/01/2020 | Comment Form Submitted Online | I don't agree with the conclusion regarding noise barriers. Currently I hear trucks and large 18 wheelers regularly traversing US377 all during the day and night as they drive by at 60 mph. With a rural 2 lane road turned into a 6 urban highway, traffic is going to be like US380 and our houses are closer to the road than the residences on US380. Can this be reassessed? What are our options? | There has been a noise analysis study done on the corridor and it was found that a noise wall would not be feasible or reasonable based upon NEPA (National Environmental Policy Act, enacted January 1970) guidelines for noise mitigation. In the models that were run, residential areas were payed attention to closer than business or industrial properties. Additional concerns should be communicated to the local municipality and to the TxDOT Area Office during the detailed design phase. |
| 53 | Janet Meyers | 11/24/2020 | Comment Form Submitted Online | Funding for the expansions of this roadway needs to be a priority. | Comment noted |
| 54 | Scott Flowerday | 11/23/2020 | Comment Form Submitted Online | It is my understanding that there will be no turn lane or method to turn onto Foutch Road when traveling south from Pilot Point and there will be no way to turn south onto 377 from Foutch (drivers will have to go into Pilot Point and execute a u-turn). This level of planning is inept. As expansion continues north the current agricultural properties (horse farms and turf farms) will be sold for development and an increased | Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road. |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| | | | | demand for turning both north and south for access to and from Foutch Road will increase. It appears you are planning based on current traffic and not future needs when this expansion will occur. Plan better! | |
| 55 | Jerry and Tanya Price | 12/04/2020 | Email/Comment Form | This comment is regarding the US 377 expansion project in Denton County. The current plan for US 377 south of Pilot Point includes a concrete barrier which limits access to Foutch Road. According to the current plan, Foutch Road will only be accessible from the northbound lane. This will adversely affect a business and many residents that frequently use Foutch Road. In addition, this limited access will significantly delay first responders in the event of an emergency. Please reconsider the plan to allow access the Foutch Road from both directions on US 377. | Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road. |
| 56 | Mark Kaiser, Mayor Janet Meyers, and Jenny Huckabee (City of Aubrey) | 12/07/2020 | Email | See attached updated resolution supporting the Hwy 377 expansion and construction in Aubrey from Hwy 380 to Denton Co line. Let us know what we can do to encourage and support the progress of this project Attachment: City of Aubrey, Texas Resolution No. 827-20 Resolution of the City Council of the City of Aubrey, Texas Supporting the U.S. 377 Task Force. Whereas, development and increased traffic north of U.S. 380 along U.S. 377 | Nelson L. Underwood, P.E., the Project Manager of US 377, responded back to Mark Kaiser on December 8, 2020 with the following: I want to personally thank you for the letter of support for the US 377 improvement project. It is important to us that we have the support of the local governmental agencies when TxDOT is looking to improve a corridor for the benefit of the community. It has come to our attention that a concrete batch plant is looking to locate somewhere north of Aubrey. Coordination with the TxDOT Area Office for driveway/road access permitting is important and I will assist |

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| | | | | <p>through the City of Aubrey and north through other communities is increasing dramatically; and</p> <p>Whereas, the City Council of the City of Aubrey has initiated an effort to accelerate improvements to U.S. 377 (Project CSJ: 0081-06-040) through the City limits of Aubrey; and</p> <p>Whereas, it is in the best interest of the citizens of Aubrey and our surrounding communities to support and the placement of U.S. 377 on the State’s Long-Range Planning program; and</p> <p>Whereas, a coalition of the Town of Cross Roads, City of Krugerville, City of Pilot Point, City of Aubrey, and other interested parties has been formed to ensure the needs of all citizens living along this corridor are met; and</p> <p>Whereas, the U.S. 377 Task Force encourages the Texas Department of Transportation to place the improvements to U.S. 377 from US 380 to The Grayson County Line on that Long-Range Planning Program:</p> <p>Now, therefore, be it herby resolved that:</p> <p>Section 1. The City of Aubrey supports the U.S. 377 Task Force.</p> <p>Section 2. The City of Aubrey hereby encourages the Texas Department of Transportation to place improvements to</p> | <p>anyway I can. Another concern that I have heard from property owners along the corridor will be median openings and again that will need to be coordinated with the Area Office.</p> <p>Again, I want to thank you for your support for the US 377 improvement project.</p> |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| | | | | <p>U.S. 377 on that Long-Range Planning Program.</p> <p>Passed and approved by the city council of the City of Aubrey, Texas on this the 17th day of November, 2020.</p> | |
| 57 | Samuel Simmons | 12/2/2020 | Verbal Comment | <p>My name is Samuel Simmons. I'm representing the Regional Transportation Council and the North Central Texas Council Government, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area. Denton County continues to experience a significant portion of the extensive population growth occurring within the North Central Texas region. In North East Denton County US 377 is a key transportation corridor that serves as the principal route for local commuters, including the growing cities of Aubrey and Krugerville. The proposed reconstruction and widening of this segment of US 377 will help to address congested conditions on local roadways and will provide additional north-south capacity and connectivity in the region between the City of Pilot Point and in the Town of Crossroads. Today the Dallas/ Fort Worth area is the fourth largest metropolitan area in the United States with over seven million people. By 2045, the region is projected to have a population of over eleven million. Additional roadway capacity will be needed at numerous strategic locations to meet the growing demand from both passenger vehicle and truck freight movements. The recommended improvements to this section of US 377 are consistent with Mobility</p> | Comment noted |

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| | | | | 2045, because of the regional importance of this project the Council government is willing to provide any assistance in the planning design and implementation of this project. | |
| 58 | Shaun Hopkins | 12/04/2020 | Verbal Comment | Shaun S H A U N Hopkins H O P K I N S. I live at 308 East Division, Pilot Point, Texas 76258. My concern about 377 is what are you going to do with the truck traffic? Is there going to be a concrete plant on 377? Are you simply going to add one lane and then put a turn lane all the way down the middle of 377 with no shoulders? That's incredibly dangerous. Whose property are you going to take? You can't expect toward the railroad track. So you're going to have to take people's property. Horse ranch property. How are you going to do that? How long is it going to take you to do it? I'm not in favor of expansion that is detrimental to everyone. I'm in favor of expansion if you're going to put in two lanes, maybe with a couple of turn lanes, but shoulders. Non-expansion with no shoulders, it's too dangerous. Thank you.sterl | <p>The potential concrete batch plant is not related to the US 377 project. Concerns about a future concrete batch plant location should be coordinated with the local municipality.</p> <p>The expansion will be from a two lane rural roadway with shoulders to a six lane urban roadway with curb and gutter.</p> <p>Tentative Schedule: ROW acquisition completed by 1/1/2023, Utilities relocated and moved by 3/1/2024, Construction letting date by 8/1/2028.</p> <p>Construction Letting can move forward if funding for the project becomes available.</p> |
| 59 | Christine Sterling | 12/04/2020 | Verbal Comment | Christine Sterling 11300 Foutch Road, Pilot Point, Texas. According to this map, it looks like when you come out of Foutch Road to 377, we are only going to be able to make a right turn. That is not going to work for most of the people that live on this road because we turn left onto 377 in order to go South to get to Highway 380. So, please reconsider the right-turn-only description that is on this map. My phone number is [REDACTED]. Thank you. | Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road. |

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| 60 | Susan Roberts | 12/04/2020 | Verbal Comment | Susan Roberts 11320 St. Johns Road, Pilot Point, Texas 76258. I'm concerned about the amount of construction traffic that will be turning in and out of that area. There are already is some danger in that area due to 428 connecting with 377 in that close proximity. There's been car accidents there several, several times. We're also thinking about property value in that area. It's going to diminish the property values. There are some beautiful homes right where the plant would be, behind that area. I think that would be horrible for their property value. There are many more places that could take a concrete plant that are not nearly as public use or prime property as that. I think that would be an ugly addition to 377. I think somebody needs to research another area so that it doesn't clutter up the look there, that we have some pretty places here in Pilot Point and we just don't need that ugliness. | The potential concrete batch plant is not related to the US 377 project. Concerns about a future concrete batch plant location should be coordinated with the local municipality. |
| 61 | Hilary Roberts | 12/04/2020 | Verbal Comment | Hi, my name is Hilary Roberts. 9467 Yellow Rose Lane in Pilot Point. My phone number is [REDACTED]. I just wanted to make a comment on the concrete batch plant that could be going in on 377 across Dennard's. There are a lot of reasons why this is probably not the best idea for Pilot Point. One, that is prime real estate right there. And there are a lot of really nice homes and businesses right there on 377. I feel that a concrete batch plant would be a huge waste of that great land that could house real retail high-end realty, high-end homes/businesses. There's a lot of better things that could be there than a concrete batch | The potential concrete batch plant is not related to the US 377 project. Concerns about a future concrete batch plant location should be coordinated with the local municipality. |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| | | | | <p>plant. Additionally, that's already a little bit of a dangerous intersection. There's been lots of accidents there lots of roads converging into that one spot next to Dennard's. I personally know people that have been in accidents in that area and adding construction traffic will only make it more dangerous. The dust and the grime is not going to be welcomed by any of the businesses or homes in that area. I have lived next to concrete batch plants, I know what they're like, they're really dirty. They're Dusty there loud, and it's going to decrease the property value of the homes and businesses in the area as well as should be unsightly and loud and not a welcome not a welcome sight. So I just wanted to voice my opposition to this. Thank you for listening.</p> | |
| 62 | Miles Sheeter | 12/04/2020 | Verbal Comment | <p>Yes, this is Miles Sheeter. I live at 8293 Highway 377 Pilot Point, Texas. Approximately two tenths of a mile south of where this proposed concrete batch plant would go. I abhor the idea, being someone that's lived here most of my life, please don't do this out here. We've got pretty country out here. Please don't put that monstrosity right next to our homes. And also, that intersection is already, is already dangerous enough. There have been plenty of accidents down there. All you've got to do is look at the records. Why would you put concrete trucks going in and out every day? Please don't do this. It's a horrible idea. Use some common sense here please. Thank you for listening.</p> | <p>The potential concrete batch plant is not related to the US 377 project. Concerns about a future concrete batch plant location should be coordinated with the local municipality.</p> |

| Comment Number | Commenter Name | Date Received | Source | Comment Topic | Response |
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| 63 | Steven King | 12/04/2020 | Verbal Comment | Hi, this is Steven N. King at 13340 Foutch Road. I have heard that the project will prevent a left turn from Foutch onto 377. This would create a problem for those of us that live on that road, due to the fact that a lot of our trailers that are used to haul hay will not be able to, no longer be able to turn left there and are unable to make the turn onto, from Foutch onto Friendship Road due to the narrow width of that road. So there'd be no way to move hay from our ranches. I produce so much thousands bales some years and have would have no way of getting them off to be shipped to the south of the property without making along rerouting of it. So, thanks for your consideration. | Although the schematic does not show a median opening or left turn bay does not mean that it cannot be added later in the detailed design phase. You and/or your neighbors will need to work with and in coordination with the Town of Pilot Point and the TxDOT Area Office to have a median opening and left turn bay located at Foutch Road. |