Final Environmental Assessment

Interstate Highway (IH) 30 Improvements

From: Bass Pro Drive
To: West of FM 2642
Dallas and Rockwall Counties, Texas
Control-Section-Job (CSJ) 0009-11-238, 0009-12-215, 0009-12-219, 0009-12-220

Date: March 2019

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

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List of Acronyms and Abbreviations	
Included below is a list of common acronyms used throughout this document and their definitions:	
AADT	average annual daily traffic
AOI	Area of Interest
APE	Area of Potential Effects
BMP	Best Management Practices
CWA	Clean Water Act
CEQ	Council on Environmental Quality
CIA	Community Impacts Assessment
CGP	Construction General Permit
ESA	Endangered Species Act
EA	Environmental Assessment
EJ	Environmental Justice
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EO	Executive Order
FM	Farm to Market
FPPA	Farmland Protection Policy Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FIRM	Flood Insurance Rate Maps
GIS	geographic information system
IP	Individual Permit
ISA	Initial Site Assessment
LWCF	Land and Water Conservation Fund
LEP	Limited English Proficiency
MBTA	Migratory Bird Treaty Act
MS4	municipal separate storm water sewer system
MOU	memorandum of understanding
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NWP	Nationwide Permit
NRCS	Natural Resources Conservation Service

List of Acronyms and Abbreviations (continued)	
NAC	Noise Abatement Criteria
NCTCOG	North Central Texas Council of Governments
NOI	Notice of Intent
NOT	Notice of Termination
PA	Programmatic Agreement
PM	particulate matter
PWC	Parks and Wildlife Code
PCN	Pre-Construction Notification
RSA	resource study area
ROW	right-of-way
SGCN	Species of Greatest Conservation Need
SHPO	State Historic Preservation Officer
SAL	State archaeological landmark
SW3P	Storm Water Pollution Prevention Plan
TCEQ	Texas Commission on Environmental Quality
TxDOT	Texas Department of Transportation
THC	Texas Historical Commission
TxNDD	Texas Natural Diversity Database
TPWD	Texas Parks and Wildlife Department
TPDES	Texas Pollutant Discharge Elimination System
TWDB	Texas Water Development Board
USACE	U.S. Army Corps of Engineers
USCB	U.S. Census Bureau
USCG	U.S. Coast Guard
USDA	U.S. Department of Agriculture
USGS	U.S. Geological Survey
VPD	vehicles per day

1.0 INTRODUCTION

Texas Department of Transportation (TxDOT) Dallas District proposes the widening and reconstruction of the urban freeway, IH-30, between Bass Pro Drive in Garland, Dallas County, to West of Farm to Market (FM) 2642 near the Rockwall/Hunt County Line. The length of the project is an approximate 16.75 miles as shown on an aerial photograph map and U.S. Geological Survey (USGS) topographic map in **Appendix A**. Proposed improvements would reconstruct and/or widen the IH-30 mainlanes, and construct and/or reconstruct continuous frontage road system. The improvements include the reconstruction of interchanges at Horizon Road, FM 548, and FM 35, construction of new interchanges at Ben Payne / Rochelle Road, Blackland Road, and Floyd Road (future Outer Loop), and associated ramp modifications. Other recently constructed interchanges are being incorporated into the proposed design. A total of approximately 34.60 acres of new right-of-way (ROW), 12.07 acres of temporary easements, and 1.17 acres of permanent easements would be required. The new ROW required includes 19.41 acres of Lake Ray Hubbard ROW.

This draft 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 (EIS). 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 will be made available for public review during a public comment period; subsequently, TxDOT will consider any comments submitted. Once the comment period is over, TxDOT will prepare a final EA. If TxDOT determines there are no significant adverse effects, it will prepare and sign a Finding of No Significant Impact (FONSI), which will be made available to the public.

2.0 PROJECT DESCRIPTION

2.1 Existing Facility

The mainlanes within the project limits vary, but are generally eight lanes from Bass Pro Drive to Horizon Road, six lanes from Horizon Road to State Highway (SH) 205, and four lanes from SH 205 to west of FM 2642. From Bass Pro Drive to Lake Ray Hubbard, in Garland, there are six 11-foot wide lanes (three in each direction) and varying width outside shoulders. The section over Lake Ray Hubbard from Garland to Horizon Road in Rockwall has eight lanes (four in each direction) that vary in width from 11 to 12-feet with variable width outside shoulders. This section is built on a causeway with bridges to allow water flow and boat access to all parts of the lake.

From Horizon Road to SH 205 in Rockwall, there are currently six 12-foot wide mainlanes (three in each direction) with 14-foot wide inside shoulders and 10-foot wide outside shoulders. From SH 205 to west of FM 2642, there are four 12-foot wide mainlanes (two in each direction) with varying shoulders.

From Bass Pro Drive to Dalrock Road, there are continuous frontage roads. From Bass Pro Drive to west of Bayside Drive, there are six lanes (three in each direction) with the outside lanes being 14-foot wide with an 8-foot wide sidewalk along the westbound lanes and a 12-foot wide shared use path along the eastbound lanes. The sidewalk and shared use path are barrier separated from the vehicle lanes. From west of Bayside Drive to Dalrock Road, there are four 12-foot wide lanes (two in each direction) with right- and left-turn lanes at Bayside Drive. A two-lane bypass connection allows vehicles traveling southbound on Dalrock Road to enter westbound IH-30 without passing through the Bayside Road intersection. There is also a two-lane direct connector from the eastbound frontage road over the mainlanes to northbound Dalrock Road.

Bayside Drive crosses the IH-30 mainlanes on an overpass and is seven lanes wide which includes two through lanes in each direction plus left turn lanes. Dalrock Road intersects the westbound frontage road and is six lanes wide.

Currently within the project limits, discontinuous frontage roads exist along the east- and westbound mainlanes of IH-30 between Dalrock Road and Lake Ray Hubbard in Rowlett and along the eastbound mainlanes of IH-30 between Lake Ray Hubbard and Horizon Road in Rockwall. No frontage roads exist crossing over this section of Lake Ray Hubbard.

East of Dalrock Road to Lake Ray Hubbard are segments of frontage roads with temporary ramps that would be incorporated into this proposed project. The eastbound frontage road is two 12-foot wide lanes for 900 feet in length. The westbound frontage road varies from two to three 12-foot wide lanes and is 1,900 feet in length. There is also a two-way local access/service road in the westbound direction that provides access from the frontage road to commercial properties on the north side of the freeway including a Shell Gas Station, Comfort Suites Hotel, and a rail siding used for local shipment loading and unloading.

Between Lake Ray Hubbard and Horizon Road in Rockwall is an eastbound frontage road that provides access to several commercial properties including the Rockwall Harbor development. Between the lake and the eastbound exit ramp, the road is two-way with 10-foot wide lanes. Between the ramp and Horizon Road, the frontage road is one-way and has two to three 12-foot wide lanes. Total length is 0.5 mile. In Rockwall County, several of the interchanges have been reconstructed in recent years to provide improved access from intersecting roadways to IH-30. These interchanges include SH 205, John King Road, FM 3549, FM 551, and Erby Campbell Boulevard. Each includes new mainlane overpasses over the intersecting road to allow four to six lanes underneath, U-turns on both sides, sections of new two to three lane frontage roads and associated exit and entrance ramps. The proposed design utilizes as much of these improvements as practical while providing for needed improvements. The following provides a brief description of other existing facilities within the project limits:

Horizon Road currently carries four 12-foot wide lanes over IH-30 with 6-foot wide shoulders.

FM 740 / Ridge Road is currently six lanes wide with two through lanes in each direction and left turn lanes. This interchange has two lane frontage roads with one through lane and one left turn lane plus U-turns on either side.

FM 548 is currently four lanes wide with one through lane in each direction and left turn lanes.

FM 35 is currently two lanes wide.

Frontage roads are continuous and one-way from Horizon Road in Rockwall to west of FM 2642 in Royse City. The number of lanes vary from four to six (two to three in each direction) and lane widths vary from 11- to 12-feet. There are no shoulders and curb and gutter only at newer interchanges. Between Lake Ray Hubbard and the eastern end of the proposed project there are only short sections of sidewalk.

2.2 Proposed Facility

The project improvements include widening of IH-30, from Bass Pro Drive to west of FM 2642, in Dallas and Rockwall Counties, Texas. Approximately 34.60 acres of new ROW, 12.07 acres of temporary easements, and 1.17 acres of permeant easements would be required, to accommodate the proposed improvements, widening, ramps, and bridge structures.

Mainlanes between Bass Pro Drive and SH 205 would be widened to provide 12-foot lane widths and 10-foot inside and outside shoulders and associated ramps. Between Horizon Road and SH 205 the widening and improved ramps would provide eight mainlanes. A 0.23 mile section of mainlanes west of SH 205 would be reconstructed but the remaining pavement would be utilized in the widened facility.

Mainlanes between SH 205 and west of FM 2642 would be reconstructed and widened to six 12-foot lanes except at the recently reconstructed interchanges where only sections of widening would be required to add two new lanes.

The project improvements propose the construction of a continuous six-lane frontage road system crossing Lake Ray Hubbard along IH-30, between Dalrock Road and Horizon Road, in Rowlett and Rockwall, Texas, respectively. The improvements include associated ramp modifications. As currently proposed, this section would consist of three frontage road lanes in each direction (east- and west-bound) with two 12-foot wide inside travel lanes and one outside 14-foot wide shared use lane with associated entrance and exit ramp alignment modifications. The proposed ramp configurations would consist of a 14-foot lane with a 4-foot inside shoulder and 6-foot outside shoulder. An 8-foot wide sidewalk would be constructed along the westbound outer lane of the

frontage road (barrier separated) for pedestrian accommodation. A 12-foot wide shared-use path would be constructed along the eastbound outer frontage road lane (also barrier separated) for both bicyclists and pedestrian accommodation. The shared-use path would connect with the existing/planned shared-use facilities in the cities of Garland, Rowlett, and Rockwall as a part of the Regional Veloweb per North Central Texas Council of Governments (NCTCOG) plans.

Frontage roads from Horizon Road to west of FM 2642 are proposed to be reconstructed or widened to provide two to three lanes with 12-foot wide inside lanes and a 14-foot wide outside shared use lane and curb and gutter in each direction. Sidewalks are proposed along the outside of the frontage road lanes for the entire project limits.

The new Horizon Road bridge would be a six-lane overpass (two lanes traveling southbound and two lanes traveling northbound) plus left turn lanes connecting the east- and westbound frontage roads. Six-foot wide sidewalks would be constructed along the outer lanes of the Horizon Road bridge for pedestrian accommodation. The Bayside Drive bridge would also include paralleling U-turn bridges (20-foot wide travel lane) connecting with the east- and westbound frontage roads.

Improvements are proposed at FM 740 / Ridge Road to provide two frontage road through lanes in each direction and additional storage for the U-turn approaches.

An overpass is proposed at Ben Payne / Rochelle Road to allow an undercrossing where these streets currently intersect the frontage roads. One through lane in each direction plus left turn lanes are proposed along with Texas U-turns and sidewalks.

An overpass is proposed at Blackland Road to allow an undercrossing where this street currently intersects the eastbound frontage road. One southbound through lane plus a left turn lane and two northbound left turn lanes are proposed along with Texas U-turns and sidewalks.

At Floyd Road, only U-turns are proposed at this time until the proposed Rockwall County segment of the regional Outer Loop is constructed. Blackland Road and Floyd Road would provide current users with an opportunity for U-turns rather than having to utilize FM 551 or Erby Campbell Boulevard which are over 3 miles apart.

The existing overpass at FM 548 is proposed to be reconstructed and widened to four lanes with one through lane in each direction plus left turn lanes along with U-turns and sidewalks.

The existing overpass at FM 35 is proposed to be reconstructed and widened to four lanes with one southbound through lane plus a left turn lane and two northbound left turn lanes along with U-turns and sidewalks.

Logical Termini: Logical termini for the proposed improvements to IH-30 are from Bass Pro Drive to west of FM 2642 because these roadways represent rational end points for the transportation improvements and for review of the environmental impacts of the proposed project. Within the logical termini, IH-30 is of independent utility because the proposed improvements can be accomplished without additional improvements in the proposed project limits. The project limits encompass the entire length of the project in which construction would take place and account for transitions into the existing roadway.

The proposed project is included in the Metropolitan Transportation Plan (MTP) (Mobility 2045), approved by the Regional Transportation Council (RTC) on June 14, 2018, and is included in the 2019-2022 Transportation Improvement Program (TIP). The anticipated total cost for the proposed project is approximately $627 million. See **Appendix E—Plan and Program Excerpts**.

3.0 PURPOSE AND NEED

3.1 NEED

The proposed project is needed due to traffic congestion that limits mobility and to provide for future growth within the project corridor.

3.2 SUPPORTING FACTS AND/OR DATA

The population of Rockwall County increased from 43,080 in 2000 to 78,377 in 2010, an increase of 82 percent over the 10-year period (U.S. Census Bureau [USCB] 2000, 2010). Based on the 2012-2016 American Community Survey, the population in Rockwall County has increased to 88,010, a 12 percent population growth over the previous six years. Additionally, the cities surrounding the project limits have seen exponential population growth from 2000 to 2010 (**Table 1**).

Table 1 – City Population Growth

City	2000	2010	Percent Increase
Fate	497	6,357	1,179%
Garland	215,768	226,876	5%
Rockwall	17,976	37,490	109%
Rowlett	44,503	56,199	26%
Royse City	2,957	9,349	216%

Source: USCB 2000, 2010

The improvements to IH-30 are necessary based on the population growth in the general vicinity of the project, as well as the projected increase in traffic volumes over the next 20 years. The existing average daily traffic (ADT) for the project was measured at 187,300 vehicles per day (VPD) from Bass Pro Drive to SH 205, 110,850 VPD from SH 205 to FM 551, and 77,250 VPD from FM 551 to

FM 2642 in 2023. The ADT for these sections of IH-30 is predicted to increase to 259,150 VPD, 153,300 VPD, and 106,850 VPD, respectively, by the design year 2043.

Widening the roadway would accommodate future traffic volumes, reduce congestion, and improve pedestrian and bike safety along the corridor with the addition of sidewalks and a shared use path.

As part of a break-out project, frontage roads are being designed and constructed over Lake Ray Hubbard along IH-30 from Bass Pro Drive to Dalrock Road (CSJ 0009-11-241 and 0009-12-221); however, frontage roads do not exist from Dalrock Road to Horizon Road. IH-30, which is an 8-lane divided freeway, is a major transportation facility over Lake Ray Hubbard, providing an east-west transportation route linking Dallas and Rockwall Counties. The continuous frontage road system between Bass Pro Drive to Horizon Drive would help to relieve traffic congestion along IH-30 and improve access and mobility to adjacent properties and neighborhoods.

3.3 PURPOSE

The purpose of the proposed project is to reduce traffic congestion and improve mobility along IH-30 from Bass Pro Drive to west of FM 2642.

4.0 ALTERNATIVES

4.1 BUILD ALTERNATIVE

The Build Alternative would reconstruct and/or widen an existing urban divided freeway within the limits are from Bass Pro Drive, in the City of Garland, to west of FM 2642, near the Rockwall/Hunt County Line. The project length is approximately 17 miles and traverses the cities of Garland, Rowlett, Rockwall, Fate, Mobile City, and Royse City, and Dallas and Rockwall Counties. The proposed improvements would require ROW acquisition of approximately 34.60 acres of new right-of-way (ROW), 12.07 acres of temporary easements, and 1.17 acres of permanent easements. The new ROW required includes 19.41 acres of Lake Ray Hubbard ROW. See **Section 2.2** for more details.

The Build Alternative was selected because it would relieve traffic congestion along the IH-30 corridor and in the surrounding area as well as improve safety with the addition of sidewalks and shared-use paths. The Build Alternative has been designed to minimize environmental and human impacts as much as practicable while addressing the safety and congestion issues experienced on the current IH-30 freeway.

4.2 NO-BUILD ALTERNATIVE

Under the No-Build Alternative, the existing IH-30 freeway would not be modified. The No-Build Alternative assumes that no transportation improvements beyond the continued maintenance of the existing facility would occur. This alternative would not improve safety or congestion within the study area; therefore, it would not meet the need and purpose of the project. The No-Build Alternative will

be carried forward as a baseline against which the recommended Build Alternative will be compared.

4.3 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER CONSIDERATION

No other alternatives were identified.

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

In support of this EA, the following reports were prepared and are currently available for review at the TxDOT-Dallas District:

- Congestion Management Process Technical Report
- CO TAQA Technical Report
- Quantitative MSAT Technical Report
- Archeological Resources Background Study
- Project Coordination Request for Historical Studies Project
- Biological Evaluation Form and Tier I Site Assessment
- Community Impact Assessment Technical Report
- Hazardous Materials Initial Site Assessment (ISA)
- Indirect Impacts Analysis Technical Report
- Traffic Noise Technical Report
- Water Resources Technical Report
- Public Involvement Summary

The technical reports may be inspected and copied upon request at the TxDOT Dallas District Headquarters located at: 4777 East Highway 80, Mesquite, Texas 75150

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

5.1 Right-of-Way/Displacements

Build Alternative: The Build Alternative would require the acquisition of approximately 34.60 acres of new (additional) ROW including 19.41 acre of Lake Ray Hubbard ROW. Additionally, 12.07 acres of temporary easements and 1.17 acres of permeant easements would be required (see **Appendix C: Schematics**). The additional ROW and easements would be acquired from 96 parcels. No displacements are anticipated during the construction of this project.

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

5.2 Land Use

The proposed project is located within Dallas and Rockwall Counties, and traverses the cities of Garland, Rowlett, Rockwall, Royse City, Mobile City, and Fate, and unincorporated areas in the counties.

Land surrounding the existing ROW consists of a mixture of agricultural, residential properties, and commercial and/or light industrial properties. The western portion of the project limits near the cities of Garland, Rowlett, and Rockwall are highly urbanized with commercial and mixed-use properties. The eastern portion of the project limits is primarily agricultural with scattered homesteads and commercial/industrial properties located adjacent to the roadway.

Build Alternative: The approximately 34.60 acres of new ROW, 12.07 acres of temporary easements, and 1.17 acres of proposed easements that are currently designated as water, retail, commercial, agricultural, industrial and undeveloped land would be converted to transportation ROW; however, the proposed project would not substantially alter the existing land use in the area.

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

5.3 Farmland

According to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) database, the proposed project area contains prime farmland soils. **Table 2** identifies the soil map units within the project limits and farmland classification according to the Web Soil Survey (NRCS 2018).

Table 2 – Soil Units and Farmland Classification for the IH-30 Improvements

Soil Type	Farmland Classification
Altoga silty clay, 5 to 12 percent slopes, eroded	Not prime farmland
Branyon clay, 0 to 1 percent slopes	Prime farmland
Leson clay, 1 to 3 percent slopes	Not prime farmland
Houston Black clay, 0 to 1 percent slopes	Prime farmland
Houston Black clay, 1 to 3 percent slopes	Prime farmland
Altoga silty clay, 3 to 12 percent slopes, eroded	Not prime farmland
Burleson clay, 1 to 3 percent slopes	Prime farmland
Burleson clay, 0 to 1 percent slopes	Prime farmland
Burleson clay, 1 to 3 percent slopes	Prime farmland
Ferris-Heiden complex, 2 to 5 percent slopes	Prime farmland
Heiden clay, 3 to 5 percent slopes	Prime farmland
Houston Black clay, 0 to 1 percent slopes	Prime farmland
Houston Black clay, 1 to 3 percent slopes	Prime farmland
Lewisville silty clay, 1 to 3 percent slopes	Prime farmland
Trinity clay, occasionally flooded	Not prime farmland
Trinity clay, frequently flooded	Not prime farmland

Source: NRCS 2018

Build Alternative: In compliance with the Farmland Protection Policy Act (FPPA) of 1981, Farmland Conversion Impact Rating Form NRCS-CPA-106 was completed because the proposed project would convert farmland subject to FPPA to a non-agricultural, transportation use. Because the site assessment score in Part VI of the form was less than 59 (actual score is 23), the project does not require coordination with the NRCS. The *Biological Evaluation Form* contains a copy of the Farmland Conversion Impact Rating Form (NRCS-CPA-106).

Farmland impacts would be limited to areas directly adjacent to the existing IH-30 project corridor and would not result in the division or separation of existing agricultural land. Adjacent 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.

No-Build Alternative: Under the No-Build Alternative, no impacts to farmland would occur. Undeveloped lands used for agriculture would continue to serve as such.

5.4 Utilities/Emergency Services

The existing utilities along the proposed project include water lines, sewer lines, gas lines, overhead electrical lines, and telephone lines.

Build Alternative: Implementation of the proposed project may require the relocation and adjustment of utilities such as water lines, sewer lines, gas lines, overhead electrical lines, telephone lines, and

other subterranean and aerial utilities. The need for relocation and adjustment of any utilities would be determined during the detailed design phase. TxDOT would coordinated with the affected utility provider to ensure that no substantial interruption of service would take place.

The Dallas and Rockwall County Emergency Medical Service (EMS) and Sheriff's Office, as well as the Fire and Police Departments of the surrounding communities would be notified of the construction start dates. Construction activities are not expected to cause substantial delays or access issues for emergency service vehicles. Construction of the proposed project could provide enhanced access and reduced response times for local emergency services.

Construction of the proposed project would be phased in a manner that would allow the existing and cross road systems to remain open to traffic during construction of the new roadway. A detailed traffic control plan would be completed prior to construction. At least one access to all properties would be available during construction.

No-Build Alternative: Under the No-Build Alternative there would be no project-related impacts to utilities. Emergency service response would continue to be hindered by heavy congestion and unreliable travel times associated with congestion.

5.5 Bicycles and Pedestrian Facilities

Build Alternative: In accordance with TxDOT's policy for bicycle and pedestrian accommodation and a federal policy statement on Bicycle and Pedestrian Accommodations Regulations and Recommendations by the U.S. Department of Transportation signed on March 11, 2010, the inclusion of bicycle and pedestrian facilities would be considered as part of the proposed project. Bicycle and pedestrian traffic would be accommodated with 6-foot wide sidewalks along the IH-30 frontage roads. Additionally, on the section crossing Lake Ray Hubbard from Bass Pro Drive to Horizon Road, bicycle and pedestrian traffic would be accommodated with a 12-foot wide outside shared-use path and 8-foot wide sidewalk. The sidewalk and shared use path over Lake Ray Hubbard are barrier separated from the vehicle lanes.

No-Build Alternative: Under the No-Build Alternative, new 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 (CIA) Technical Report* for the proposed project.

The CIA study area is comprised of 1,117 census blocks that encompass the proposed project limits. The CIA study area encompasses portions of the cities of Garland, Rowlett, Rockwall, Fate, Mobile City, and Royse City. The general character is suburban, mixed use, and scattered rural.

Changes in access and travel patterns would result from the reconfiguration of ramps at 10 cross streets/side streets; the construction of under/overpasses at Ben Payne Road/Rochelle Road,

Blackland Road, and the future Rockwall County Outer Loop; and the addition of approximately 2.8 miles of new frontage roads between Dalrock Road and Horizon Road. The proposed project would improve access and mobility for users along IH-30 and for the surrounding communities. The proposed roadway could improve emergency response times via improved mobility and reduced congestion. Also, the proposed shared-use lanes, sidewalks, and crosswalks could shorten the travel time between trips for pedestrians and cyclists. The proposed roadway would ultimately provide drivers, pedestrians, and cyclists a more efficient route to access cross streets and adjacent properties in the project limits. Therefore, negative impacts to access and travel patterns for communities in the project limits resulting from the implementation of the proposed project are not anticipated.

The proposed widening of IH-30 would increase the facility's capacity and improve mobility. Additionally, bike/pedestrian facilities would be introduced along the proposed project area frontage roads, providing improved access/use of the proposed project limits for members of the bike/pedestrian community. Existing cross streets would remain open and operational as they are currently, except for the Dalrock Road/Bayside Drive crossing and FM 3549/Corporate Crossing cross street which would be constructed prior to the ultimate improvements. New cross streets are proposed at Rochelle Road/Ben Payne Road and Blackland Road. Additionally, a bridge and U-Turns would be constructed to accommodate the future Rockwall County Outer Loop.

These proposed improvements would make it easier for people to travel within the CIA study area and to surrounding communities to complete their day to day activities. These effects from the proposed project would lead to improved community cohesion because area residents and workers would be better able to venture out into their communities, patronize local businesses, and interact with other community members and business patrons from both near and far. Negative impacts to community cohesion resulting from the implementation of the proposed project are not anticipated.

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

5.6.1 Environmental Justice

An environmental justice (EJ) analysis was completed in accordance with Executive Order (EO) 12898 and a detailed discussion of EJ can be found in the *IH-30 CIA Technical Report*.

Build Alternative: Although EJ populations are present in the project limits, disproportionately high and adverse impacts on minority and/or low-income populations resulting from the implementation of the proposed project are not anticipated. The proposed project would not restrict access to any existing public or community services, businesses, commercial areas, or employment centers. Minority populations are present throughout the CIA study area. Two facilities that are utilized by minority and/or low-income populations (Hubbard's Ridge Apartments and Cypress Creek Apartment Homes at Parker Boulevard) are located adjacent to the proposed project. These facilities would not

experience access and travel pattern impacts because they would continue to be accessible following the proposed improvements as they are currently. The remaining identified facilities that are utilized by minority and/or low-income populations would not be impacted. These facilities would realize the same benefits as other facilities within the CIA study area. In the long-term, the entire community, including minority and low-income populations, would benefit from the proposed project, including improved safety and mobility, and reduced traffic congestion. All ROW acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. All property owners, from whom property is needed, are entitled to receive just compensation for their land and property. Just compensation is based upon the fair market value of the property.

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

5.6.2 Limited English Proficiency

Limited English Proficiency (LEP) is defined as persons who speak English "less than very well". The total recorded population (age five years and over) for the 25 census block groups that encompass the CIA study area is 69,504. Of the 69,504 people, 4,977 or 7.2 percent, speak English less than "very well". Of those that speak English less than "very well", 79.0 percent speak Spanish; 9.4 percent speak other Indo-European languages; 9.4 percent speak Asian and Pacific Island languages; and 2.2 percent speak other languages. For the 25 census block groups that contain LEP populations, the percent LEP ranges from 0.6 percent in Census Block Group 4 of Census Tract 403.02 to 67.4 percent in Census Block Group 1 of Census Tract 405.03.

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.

The legal notices for the public meetings were published in English and in Spanish, and provided contact information for persons interested in attending the meetings who had special communication/accommodation needs. A project team member fluent in Spanish was available at the public meetings to translate. Some public meeting handout materials were made available in Spanish. These or similar efforts to accommodate LEP persons would be repeated for the public hearing. Therefore, reasonable steps have been and will continue to be taken in the NEPA process to ensure that LEP persons have meaningful access to the programs, services, and information TxDOT provides.

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

IH-30 is an existing divided freeway with discontinuous frontage roads within the project limits. Overhead lights are present throughout the corridor. Vegetation in the ROW consists primarily of maintained grassed. Aesthetic enhancement of the existing roadway is minimal. The roadway is a dominant visual feature in the proposed project limits.

Build Alternative: The area is currently crisscrossed by a network of municipal roads, so the widening of the roadway is not anticipated to appreciably change the visual environment. The proposed project is not anticipated to impact existing landscaping or other aesthetic features. Landscaping would not be included as a part of the proposed project; however, it would likely be part of the construction phase of the project. Existing overhead lighting would be impacted by the widening of the existing roadway and would be relocated as part of the project construction.

The proposed project is not anticipated to adversely affect aesthetics; therefore, mitigation is not warranted.

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

5.8 Cultural Resources

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 apply to these projects. Compliance with these laws often requires consultation with the Texas Historic Commission (THC)/Texas State Historic Preservation Officer (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 [CFR] 800.4) and to evaluate identified resources for their eligibility for inclusion on the National Register of Historic Places (NRHP), as per Section 106 (36 CFR 800) of the NHPA of 1966, as amended, or as a designated state archeological landmark (SAL) under the Antiquities Code of Texas (13 Texas Administrative Code 26.12).

Background research for this project consisted of an online records search through the THC's Archeological Sites Atlas (THC, 2017) and a review of historical maps and aerial photographs. Research focused on the identification of archeological sites, sites listed as SAL, Recorded Texas Historic Landmarks (RTHL), sites listed on the NRHP, cemeteries, and previously conducted

archeological surveys within 0.62 mile (one kilometer) of the Area of Potential Effects (APE) (**Appendix F**). The APE for archeological resources is defined as the footprint of the proposed project to the maximum depth of impact, including all easements, and project specific locations. The search identified 15 previously conducted archeological surveys, 13 archeological sites, seven Texas Historical Markers (one of which is placed at an RTHL), six cemeteries, and one National Register site, which is also a RTHL, located within one kilometer of the APE. Only one archeological site (41RW24) is located in close proximity to the APE. Additionally, eight of the 15 previously conducted archeological surveys overlap with the APE. See the Archeological Background Study: Proposed Improvements to IH-30 from Bass Pro Drive to west of FM 2642, Dallas and Rockwall Counties, Texas report for detailed information on the previously listed sites and surveys.

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 initiated on January 6, 2017 and concluded February 6, 2017. 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.

No 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 IH-30 improvements would not occur, there would be no project-related impacts on archeological resources associated with the No-Build Alternative.

5.8.2 Historic Properties

Build Alternative: The evaluation of potential impacts to historic-age cultural resources was initiated for the Build Alternative with the preparation of a project coordination request in March 2018. From this, TxDOT determined that a historical studies reconnaissance survey would be required, leading to the preparation of a historical studies research design in May 2018. Subsequently, a historic resources survey was conducted of the APE defined for historic-age resources, which was restricted to the existing ROW where project activities were confined to the existing ROW and 150 feet beyond the proposed ROW. The *Historic Resources Survey Report* (HRSR) examined 21 historic-age resources within the project area.

The HRSR found that none of the historic-age resources within the APE meet the criteria for potential eligibility to be individually listed on the NRHP. After reviewing the HRSR, TxDOT architectural historians concurred with the findings and recommendations within the HRSR report for the Build Alternative, and concluded that the proposed project would have no direct, indirect, or cumulative effects on historic properties within the APE. In compliance with the Section 106 PA-TU, TxDOT historians determined project activities would not affect historic properties. In compliance with the Antiquities Code of Texas and the THC Memorandum of Understanding (MOU), TxDOT historians determined project activities have no potential for adverse effects (**Appendix G**-). Individual project coordination with the SHPO is not required.

No-Build Alternative: As construction of the proposed IH-30 project would not occur, there would be no project-related impacts on historic properties associated with the No-Build Alternative.

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

Build Alternative: 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. ROW would be purchased from Lake Ray Hubbard which is owned by the City of Dallas. None of the parcels being purchased as part of this project are currently used as public park or recreation area; therefore, it was determined that there are no Section 4(f) properties within the project limits.

Additionally, there are no lands protected by Section 6(f) of the Land and Water Conservation Fund (LWCF) Act or Parks and Wildlife Code (PWC) Chapter 26 within the project limits.

No-Build Alternative: As construction of the proposed IH-30 project would not occur, there would be no project-related impacts on Section 4(f), LWCF Act Section 6(f) and PWC Chapter 26 properties associated with the No-Build Alternative.

5.10 Water Resources

The western portion of the proposed project occurs within the Trinity River basin, while the eastern portion occurs within the Sabine River basin. The project limits occur within four watersheds within those basins: East Fork Trinity River-Lake Ray Hubbard, Duck Creek-East Fork Trinity River, Kings Creek-Cedar Creek Reservoir, and Royse City-South Fork Sabine River. As detailed in the *Water Resources Technical Report*, the proposed project would cross 17 streams, two emergent wetlands, and three forested wetlands (**Appendix F**). See the *Water Resources Technical Report* for detailed information and figures.

5.10.1 Section 404 of the Clean Water Act

The U.S. Army Corps of Engineers (USACE) regulates the discharge of dredged and fill material into wetlands and other waters of the U.S. under Section 404, subsection 330.5(a)(21) of the Clean Water Act (CWA). Authorization is required from the USACE for any activity that would result in the discharge of dredged or fill material into waters of the U.S. Regulated activities may be permitted

through the USACE via an Individual Permit (IP), Regional General Permit, or Nationwide Permit (NWP).

The proposed project would comply with U.S. Environmental Protection Agency's (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 expanding 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 water bodies identified within the proposed project limits, amount of impacts to the water bodies that would result from implementation of the proposed project, and the applicable USACE permit. Both NWP 25 – Structural Discharges and NWP 14 – Linear Transportation Projects would be used to authorize impacts to waters of the U.S. for this project. Since impacts at Crossing 14 would have permanent impacts to a wetland, a Pre-Construction Notification (PCN) to the USACE would be required for the proposed project. The impacts of the proposed project are presented in **Table 3**. 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. Locations within the project limits that involve 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 and 25.

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.

Mitigation could be required for this project and the final amount will be determined when the PCN is submitted to the USACE.

No-Build Alternative: As construction of the proposed IH-30 Improvements would not occur, there would be no project-related impacts on waters of the U.S. associated with the No-Build Alternative.

Table 3 – Potential Impacts to Water Features

Crossing Number	Feature Name[1]	Feature Type[2]	Jurisdictional*	Existing Structure	Permanent Impacts Area		Temporary Impacts Area		USACE Permit
					Feet	(acres)	Feet	(acres)	
1	Lake Ray Hubbard	Lake	Yes	Bridge columns	NA	0.30	NA	0	NWP 25
2	Wetland 1	PEM	Yes	None	NA	0	NA	0	None
	Drainage Ditch 1	Ephemeral	No	None	0	0	0	0	
3	Wetland 2	PFO	Yes	None	NA	0	NA	0	None
	Drainage Ditch 2	Ephemeral	No	None	0	0	0	0	
4	Wetland 3	PEM	Yes	None	NA	0	NA	0	None
	Wetland 4	PFO	Yes	None	NA	0	NA	0	
5	Wetland 5	PEM	No	None	NA	0	NA	0	None
	Wetland 6	PFO	No	None	NA	<0.01	NA	0.22	
	Wetland 7	PFO	No	None	NA	0	NA	0.08	
	Wetland 8	PEM	No	None	NA	0	NA	0.03	
	Wetland 9	PEM	No	None	NA	0	NA	0	
	Drainage Ditch 3	Ephemeral	No	None	0	0	0.0	0	
6	Drainage Ditch 4	Ephemeral	No	None	0	0	477	0.02	None
7	Drainage Ditch 5	Ephemeral	No	None	0	0	150	<0.01	None
	Wetland 10	PEM	No	None	NA	0	NA	0.17	
8	Drainage Ditch 6	Ephemeral	No	None	258	0.01	0.0	0	None
	Drainage Ditch 7	Ephemeral	No	None	0	0	13	<0.01	
	Wetland 11	PEM	No	None	NA	0.03	NA	0	
9	S-1	Ephemeral	Yes	Culvert under roadway	9	<0.01	26	<0.01	NWP 14
	S-2	Intermittent	Yes	Culvert under roadway	30	<0.01	82	0.01	

Crossing Number	Feature Name[1]	Feature Type[2]	Jurisdictional*	Existing Structure	Permanent Impacts Area		Temporary Impacts Area		USACE Permit
	Drainage Ditch 8	Ephemeral	No	None	136	<0.01	0	0	
10	S-3	Ephemeral	Yes	Culvert under roadway	12	<0.01	60	0.01	NWP 14
11	S-4 (Brushy Creek)	Intermittent	Yes	Culvert under roadway	0	0	73	0.01	NWP 14
12	S-5	Intermittent	Yes	Culvert under roadway	0	0	0		None
13	S-6	Ephemeral	Yes	Culvert under roadway	8	<0.01	26	<0.01	NWP 14
14	S-7	Ephemeral	Yes	Culvert under roadway	8	<0.01	30	<0.01	NWP 14 with PCN
	Wetland 12	PFO	Yes	None	NA	0.002	NA	0.01	
15	S-8	Ephemeral	Yes	Culvert under roadway	8	<0.01	19	<0.01	NWP 14
16	S-9	Intermittent	Yes	Culvert under roadway	12	<0.01	101	0.02	NWP 14
17	S-10 (Parker Creek)	Intermittent	Yes	Culvert under roadway	6	<0.01	104	0.07	NWP 14
18	S-11	Ephemeral	Yes	Culvert under roadway	21	<0.01	61	<0.01	NWP 14
19	S-12	Intermittent	Yes	Culvert under roadway	0	0	0	0	None
20	S-13 (Pond Branch)	Intermittent	Yes	Culvert under roadway	18	0.01	228	0.08	NWP 14
21	Drainage Ditch 9	Intermittent	No	Culvert under roadway	32	<0.01	0	0	None
22	S-14	Intermittent	Yes	Culvert under roadway	35	0.01	87	0.02	NWP 14
	S-15 (Bois d'Arc Creek)	Intermittent	Yes	Bridge piers and culvert	0	0	591	0.23	
	S-16 (Sabine Creek)	Intermittent	Yes	Bridge piers and culvert	0	0	491	0.22	
23	S-17	Intermittent	Yes	Culvert under roadway	43	0.01	35	<0.01	NWP 14

[1] Wetland 1, Wetland 2, Wetland 3, Wetland 4 and Wetland 5 will be impacted as part of the IH-30 Frontage Roads project (CSJ 0009-11-241 & 0009-12-221). There will be no additional impacts to these features due to this project.

[2] PFO (Palustrine forested wetland), PEM (Palustrine emergent wetland)

* If these water features are determined by the USACE to be jurisdictional additional permitting could be required.

5.10.2 Clean Water Act Section 401

Build Alternative: Since a NWP would be necessary, construction activities would require compliance with the State of Texas Water Quality Certification Program. The 401 Certification requirements for NWP 14 would be met by implementing BMPs from the Texas Commission on Environmental Quality (TCEQ) 401 Water Quality Certification Conditions for NWPs.

Impacts to storm water would be minimized as much as possible by utilizing approved temporary and permanent erosion and sediment control BMPs as specified by TCEQ Construction General Permit (CGP) (TXR 150000). The CGP requires that a Storm Water Pollution Prevention Plan (SW3P), notice of intent (NOI), and notice of termination (NOT) be prepared for the proposed project. The proposed project is located within the boundaries of the City of Garland, Rowlett, Royse City, and Rockwall and TxDOT's municipal separate storm water sewer system (MS4) Phase I permits; TxDOT would comply with the applicable MS4 requirements.

No-Build Alternative: Under the No-Build Alternative, no impacts to waters of the U.S. would occur and, as a result, no 401 Certification would be required.

5.10.3 Executive Order 11990, Wetlands

EO 11990 Protection of Wetlands (42 Federal Register 26961, May 24, 1977) provides the requirement "to avoid to the extent possible the long and short term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative."

Build Alternative: In areas with jurisdictional wetlands, impacts would be limited to the road grading and culvert extensions and would result in minimal placement of permanent fill in jurisdictional areas. See **Table 3** for detailed wetland impacts.

No-Build Alternative: There would be no project-related impacts on wetlands associated with the No-Build Alternative.

5.10.4 Rivers and Harbours 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 Section 303(d) of the Clean Water Act

Runoff from the project would discharge directly into Lake Ray Hubbard, Parker Creek, Buffalo Creek, Pond Branch, or Sabine Creek. The TCEQ has classified Lake Ray Hubbard (Segment 0820) as an unimpaired segment within the project area. According to the *2014 Texas Integrated Report*

303(d) List, there are no streams listed as impaired within the proposed project limits. Lake Ray Hubbard and Buffalo Creek discharge into Segment 0819 of the East Fork Trinity River, which is a Section 303(d) listed impaired water approximately 5.2 miles downstream of the project limits.

5.10.6 Section 402 of the Clean Water Act

Build Alternative: This project would include five or more acres of earth disturbance. TxDOT would comply with TCEQ's Texas Pollutant Discharge Elimination System (TPDES) CGP. A SW3P would be implemented, and a construction site notice would be posted at the construction site. A NOI and a NOT would be required. The SW3P would detail what BMPs would be utilized and where they would be placed in order to reduce storm water impacts to the maximum extent practicable. The SW3P would also ensure that all disturbed areas are properly re-vegetated prior to the NOT being filed.

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

5.10.7 Floodplains

EO 11988, Floodplain Management, requires federal agencies to avoid activities which directly or indirectly result in the development of floodplain area.

The Cities of Garland, Rowlett, Royse City, and Rockwall and Dallas and Rockwall Counties are participants in the National Flood Insurance Program (NFIP). Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs), the project limit crosses ten special flood hazard areas inundated by the 100-year flood (1 percent annual chance flood) in which base elevations have been determined. There are approximately 50 acres of 100-year floodplain within the project limits. The floodplain areas are located on Community-Panel Numbers 48113C0385L (effective 07/07/2014), 48397C0085L (effective 09/26/2008), 48113C0245K (effective 07/07/2014), 48397C0020L (effective 09/26/2008), 48085C057J (effective 06/02/2009), 48113C0275K (effective 07/2072014), 48397C0060L (effective 09/26/2008), and 48085C0580J (effective 06/02/2009).

Build Alternative: The proposed project would impact 50 acres of 100-year floodplain and floodplain encroachments would occur as a result of the proposed project. Additionally, there would be flood storage lost due to the construction of the bridge piers across Lake Ray Hubbard. The hydraulic design for this project would be in accordance with current FHWA, TxDOT, and local design policies, laws, regulations, and standards. With the mitigation, the proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances. For these reasons, the proposed project is not anticipated to create a significant encroachment on any floodplains, as defined in 23 CFR 650.

No-Build Alternative: This alternative would avoid activities which directly or indirectly result in the development of floodplain area.

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 Trinity River Corridor Development Certification

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

5.10.10 Coastal Barrier Resources

The proposed project would not impact any Coastal Barrier Resources.

5.10.11 Coastal Zone Management

The proposed project limits are not located within or likely to affect land or water uses within the Texas Coastal Management Area.

5.10.12 Edwards Aquifer

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

5.10.13 International Boundary and Water Commission

This proposed project limits are not located within the floodplain of the Rio Grande; therefore,

coordination with the International Boundary Water Commission would not be required.

5.10.14 Drinking Water Systems

According to the Texas Water Development Board (TWDB) Groundwater Database, there are no water wells mapped within the project limits.

Build Alternative: Since no water wells were identified within the project limits, no impacts would be anticipated. If any wells are encountered during construction, they would be properly plugged in accordance with state statutes and regulations.

No-Build Alternative: This alternative would have no impacts to drinking water systems.

5.11 Biological Resources

5.11.1 Texas Parks and Wildlife Coordination

A TxDOT Biological Resources Technical Report, containing the Biological Evaluation Form, Tier I Site Assessment Form, and supporting documents, was completed for the proposed project. Early coordination with TPWD was initiated on August 30, 2018 and completed on October 26, 2018. 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.

The Texas Natural Diversity Database (TxNDD) data, obtained from TPWD on June 19, 2018, was reviewed for known element occurrences (EO) of state or federally-listed species or managed areas. Three known EOs were identified within 1.5 miles of the proposed project limits, a rookery, Mollisol Blackland Prairie (*Schizachyrium scoparium -Andropogon gerardii – Sorghastrum nutans - Bifora americana Mollisol Grassland*), and a cave obligate isopod (*Caecidotea bilineata*).

Suitable habitat was observed within the proposed project limits for the following rare species (as identified in TPWD's Annotated County List of Rare Species for Dallas and Rockwall counties): Texas milk vetch (*Astragalus reflexus*), Western burrowing owl (*Athene cunicularia hypugaea*), Plains spotted skunk (*Spilogale putorius interrupta*), and Texas garter snake (*Thamnophis sirtalis annectens*) and the state-listed threatened species: Wood Stork (*Mycteria Americana*), Texas heelsplitter (*Potamilus amphichaenus*), Texas Pigtoe (*Fusconaia askewi*), Alligator snapping turtle (*Macrochelys temminckii*), and Timber rattlesnake (*Crotalus horridus*). Additionally, it was determined that habitat within the proposed project action area matches the habitat description for the American Peregrine Falcon, Arctic Peregrine Falcon (*Falco pergrinus tundrius*), Bald Eagle (*Haliaeetus leucocephalus*), and Peregrine Falcon (*Falco peregrinus*); however, due to the urban nature and proximity to the roadway, it is unlikely that these species would utilize the project area.

BMPs would be implemented for the following rare species: Western burrowing owl, Plains spotted skunk, and Texas garter snake. BMPs would be implemented for the following state- listed species: Wood Stork, Texas heelsplitter, Texas Pigtoe, Alligator snapping turtle, and Timber rattlesnake. There are no BMPs for the Texas milk vetch; therefore, the BMP PA does not eliminate the requirement for coordination.

The following BMPs would be implemented for the proposed project:

Wood Stork and Western Burrowing Owl BMPS (Bird BMPs): In addition to complying with the Migratory Bird Treaty Act (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.

Plains spotted skunk BMPs: Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered, and to avoid unnecessary impacts to dens.

Alligator snapping turtle BMPs- Minimize impacts to wetland and riverine habitats and implement the Aquatic Reptile BMPs.

Amphibian and Aquatic Reptile BMPs

a) Contractors would 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 (PSLs) 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 other 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.

Texas garter snake and Timber rattlesnake BMPs (Terrestrial Reptile BMPs):

a) 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, 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 excavation 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.

Texas Pigtoe and Texas heelsplitter BMPs (Freshwater Mussel BMPs):

a) When work is in the water, survey project footprints for state listed species where appropriate habitat exists.

b) When work is in the water and mussels are discovered during surveys, relocate state listed and SGCN mussels under TPWD permit and implement Water Quality BMPs.

c) When work is adjacent to the water, Water Quality BMPs implemented as part of SWPPP for a construction general permit or any conditions of the 401 water quality certification for the project would be implemented.

Water Quality BMPs: In addition to BMPs required for a TCEQ Storm Water Pollution Prevention Plan and/or 401 water quality permit:

a) Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges.

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

5.11.2 Impacts on Vegetation

Build Alternative: According to the MOU with TPWD, important remnant vegetation includes communities listed as suitable habitat and within the range of SGCN. General habitat types listed for Blackland Prairies Ecoregion SGCN present within the proposed project include unmaintained vegetation, fencerow vegetation and riparian vegetation. The TXNDD identified a remnant vegetation, Mollisol Blackland Prairie (*Schizachyrium scoparium, Andropogon gerardii, Sorghastrum, nutans, Bifora americana Mollisol* Grassland), within 1.5 miles of the proposed project. However, no vegetation or suitable habitat was observed within the proposed project that matches the description for the Blackland Prairie mollisols such as Big Bluestem (*Andropogon gerardii*). Therefore, based on field observations, no adverse impacts are anticipated.

Reconnaissance level surveys were conducted in December 2017 to determine habitat availability within the project limits and to assess potential impact to habitat and wildlife species. A Biological Resources Technical Report has been prepared for the proposed project and includes a detailed analysis of biological resources. A summary from the technical report is included this EA.

Based on field observations and interpretation of recent color aerial photography combined with a geographic information system (GIS) overlay of project design features, the proposed project would directly impact the following MOU Type habitats: Crosstimbers Woodland and Forest (0.3 acres); Agriculture (1.0 acre); Disturbed Prairie (9.9 acres); Open Water (126.9 acre); Riparian (1.5 acre); and Urban (670.1 acres). The 9.9 acres of Disturbed Prairie, Grassland MOU Type habitat disturbance is greater than the 3.0 acres area of disturbance indicated in the Threshold Table Programmatic Agreement (PA) for Texas Blackland Prairies (TBPR). The 1.5 acre of Riparian MOU Type habitat disturbance is greater than the 0.1-acre area of disturbance indicated in the Threshold Table PA for TBPR.

Potential impacts to vegetation would be confined to the existing and proposed ROW/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. A native and locally adapted seed mix 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

In accordance with EO 13112 on Invasive Species, seeding and replanting with TxDOT-approved seed mixes containing native species would be done where possible. Soil disturbance would be minimized in the ROW in order to minimize invasive species establishment.

5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

The proposed project is subject to and would comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping, in effect since 1994. TxDOT implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

Under the No-Build Alternative, existing vegetation would not be affected.

5.11.5 Impacts to Wildlife

The proposed project is located in eastern Dallas County and central Rockwall County, in the cities of Garland, Rowlett, Rockwall, Royse City, Mobile City, and Fate. Additionally, Lake Ray Hubbard is crossed by the proposed project.

Land adjacent to the proposed project is a mixture of developed and undeveloped properties. The portions of the proposed project in the vicinity of Garland, Rowlett, and Rockwall are more densely developed and include residential, commercial, retail, civic, and educational facilities. The adjacent land along the eastern portion of the project are used for agriculture. Wildlife species expected to inhabit the proposed project limits 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 gray squirrel (*Sciurus carolinensis*). 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 obsolete lindheimen*), red-eared slider (*Trachemys scripta*), western ribbon snake (*Thamnophis proximus*), and the northern cricket frog (*Acris crepitans*). Various waterfowl and fish species could utilize Lake Ray Hubbard and other aquatic habitats. The agricultural fields and pastures still serve as foraging areas for resident and migratory species.

There is suitable habitat present within the proposed project limits for the SGCN species identified in Section 5.11.1

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. It is likely that wildlife currently avoids the proposed project limits due to the adjacent development and high-speed traffic. Terrestrial wildlife that does cross IH-30 would have to travel a greater distance when crossing the widened roadway upon project completion. This would result in terrestrial wildlife 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 Treaty Act of 1918

The Migratory Bird Treaty Act (MBTA) of 1918 states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a Federal permit issued in accordance within the Act's policies and regulations.

Between October 1st and February 15th, the contractor would remove all old migratory bird nests from any structures that would be affected by the proposed project and complete any bridge work and/or vegetation clearing. In addition, the contractor would be prepared to prevent migratory birds from building nests between February 15th and October 1st. In the event that migratory birds are encountered on-site during project construction, adverse impacts on protected birds, active nests, eggs, and/or young would be avoided.

5.11.7 Fish and Wildlife Coordination Act

All impacts to waters of the U.S. would be authorized under a USACE Section 404 NWP. Therefore, the U.S. Fish and Wildlife Service (USFWS) consider Fish and Wildlife Coordination Act coordination to be complete as part of the NWPs review, which was last authorized and reissued on March 19, 2017.

5.11.8 Bald and Golden Eagle Protection Act of 2007

The proposed project limit does contain suitable eagle foraging habitat. However, no suitable roosting/nesting habitat is present and the proximity to the high-speed roadway decreases the likelihood of the project limits being utilized by the species. Additionally, no eagles were observed during the December 27, 2017 site visit. Therefore, no impact to bald or golden eagles or their habitat is anticipated as a result of the proposed project, as verified by a qualified biologist. The proposed project is not anticipated to impact Bald and Golden Eagles.

5.11.9 Magnuson-Stevens Fishery Conservation Management Act

There are no tidally influenced waters in Dallas or Rockwall Counties and the proposed project would not affect essential fish habitat; therefore, the project is not subject to the requirements of the Magnuson- Stevens Fishery Conservation Management Act.

5.11.10 Marine Mammal Protection Act

The proposed project would not affect marine mammals; therefore, the project is not subject to the requirements of the Marine Mammal Protection Act.

5.11.11 Threatened, Endangered and Candidate Species

The 1973 Endangered Species Act (ESA) seeks to conserve federally threatened and endangered fish, wildlife, and plant species and provides for the conservation of ecosystems upon which those threatened and endangered species depend. Section 7 of the ESA requires Federal agencies to ensure that any action authorized, funded or carried out by Federal agencies would not be likely to jeopardize the continued existence of listed species or modify their critical habitat.

Build Alternative: According to the Official Species List, the following federally protected species may occur or could potentially be affected by the proposed project: Golden-cheeked Warbler (*Dendroica chrysoparia*), Least Tern (Sterna antillarum), Piping Plover (*Charadrius melodus*), Red Knot (*Calidris canutus rufa*), and the Whooping Crane (*Grus americana*).

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, and rivers. Additionally, according to the Official Species List, the Piping Plover and Red Knot only require consideration for wind energy projects. Therefore, TxDOT has determined that there would be no effect to the Piping Plover or Red Knot as a result of the proposed project.

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. There are perennial waters with small fish and crustaceans for feeding; however, it is not suitable for foraging habitat due to the proximity to the high-speed roadway, development, and continuous recreational usage. For the Whooping Crane, potential habitat within the action area includes lakes and wetlands. However, it is not suitable migratory or foraging habitat due to the proximity to the high-speed roadway and other developed areas. Therefore, TxDOT has determined that the proposed project would have no effect on either the Least Tern or Whooping Crane.

Finally, no Golden-cheeked Warbler habitat was identified in the proposed project action area such as mature Ashe juniper or juniper-oak woodlands. Therefore, the proposed project would have no effect on the Golden-cheeked Warbler.

USFWS designated Critical Habitat is not present within the proposed project limits.

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

5.12 Air Quality

This project is located within an area that has been designated by the Environmental Protection Agency (EPA) as a moderate nonattainment area for the 2008 ozone National Ambient Air Quality

Standards (NAAQS); therefore, transportation conformity rules apply. Effective August 3, 2018, the EPA designated Dallas County as marginal nonattainment for the 2015 ozone NAAQS. In accordance with 40 CFR 93.109(c), transportation conformity to this new standard is required by August 3, 2019 (one year after the effective date).

Both the Mobility 2045 Metropolitan Transportation Plan (MTP) and the 2019-2022 Transportation Improvement Program (TIP) were initially found to conform to the Texas Commission on Environmental Quality (TCEQ) State Implementation Plan (SIP) by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on November 21, 2018, and September 28, 2018, respectively; Copies of the MTP and TIP pages are included in **Appendix E**. All projects in the NCTCOG's TIP that are proposed for federal or state funds were initiated in a manner consistent with federal guidelines in Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR.

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

Carbon Monoxide Traffic Air Quality Assessment

A Carbon Monoxide Traffic Air Quality Assessment (CO TAQA) Technical Report, Quantitative Mobile Source Air Toxic (MSAT) Analysis Technical Report, and Congestion Management Process (CMP) Technical Report were completed for the proposed project and are maintained in the project file at the TxDOT Dallas District Office. Because the proposed project would add capacity in a nonattainment area, it would be coordinated under TxDOT's MOU with TCEQ.

As show in Table 4 below, the AADT projections for two sections of the project exceed 140,000 VPD in the design year; therefore, triggering the need for a traffic air quality analysis. The topography and meteorology of the project area would not restrict dispersion of the air pollutants. The traffic data used in the analysis was obtained from the TxDOT Transportation Planning and Programming (TPP).

Table 4 - Projected AADT and DHV Along I-30

Location	2024 (ETC Year)		2045 (Design Year)	
	AADT[1] (VPD[2])	DHV[3] (VPD)	AADT (VPD)	DHV* (VPD)
Bass Pro Drive to SH 205	189,400	16,288	263,700	22,678
SH 205 to FM 551	112,650	9,688	156,850	13,489
FM 551 to FM 2642	78,500	6,751	109,350	9,404

Source: TxDOT Transportation Planning and Programming (TPP) Division, December 2016.
1 AADT – Average Annual Daily Traffic.
2 VPD – Vehicles per day.
3 DHV – Design hour volume. DHV was calculated by multiplying each segment's AADT by the specific K factor (0.086).

Carbon monoxide concentrations for the proposed action were modeled using CALINE3 and MOVES2014 and factored in adverse meteorological conditions and sensitive receptors at the ROW

line in accordance with TxDOT's *Standard Operating Procedure for Complying with CO TAQA Requirements*. Local concentrations of carbon monoxide are not expected to exceed national standards at any time.

Table 5 - Project Carbon Monoxide Concentrations

Year	1-Hour CO Concentration*	1-Hour % NAAQS*	8-Hour CO Concentration	8-Hour % NAAQS
2024	2.8	8.0	2.8	31.6
2045	2.4	6.9	2.6	28.9

Source: Study Team, September 2018.

* The NAAQS for CO is 35 ppm for 1-hour and 9 ppm for 8-hours. Analysis includes a one-hour CO background concentration of 1.9 ppm and an 8-hour CO background concentration 2.3 ppm.

Mobile Source Air Toxics Background

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the Environmental Protection Agency (EPA) regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS) (http://www.epa.gov/iris/). In addition, EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers or contributors and non-cancer hazard contributors from the 2011 National Air Toxics Assessment (NATA) (https://www.epa.gov/national-air-toxics-assessment). These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel PM, ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules.

Motor Vehicle Emissions Simulator (MOVES)

According to EPA, MOVES2014 is a major revision to MOVES2010 and improves upon it in many respects. MOVES2014 includes new data, new emissions standards, and new functional improvements and features. It incorporates substantial new data for emissions, fleet, and activity developed since the release of MOVES2010.

These new emissions data are for light- and heavy-duty vehicles, exhaust and evaporative emissions, and fuel effects. MOVES2014 also adds updated vehicle sales, population, age distribution, and vehicle miles traveled (VMT) data. MOVES2014 incorporates the effects of three new Federal emissions standard rules not included in MOVES2010.

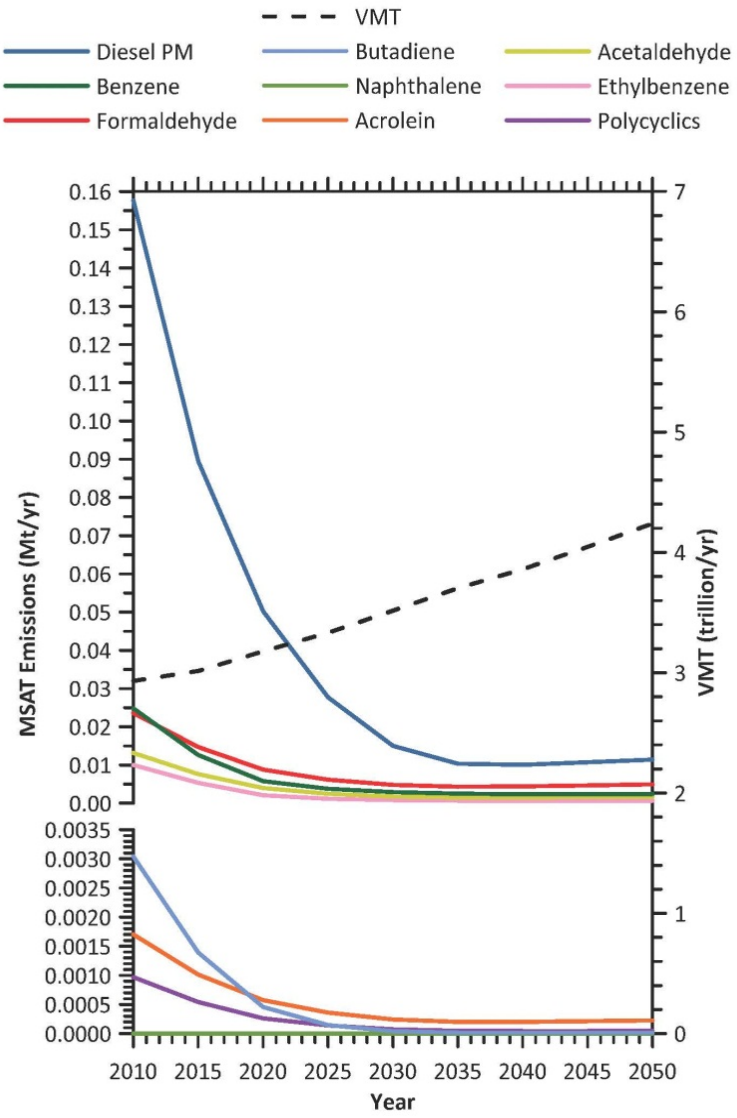
These new standards are all expected to impact MSAT emissions and include Tier 3 emissions and fuel standards starting in 2017 (79 FR 60344), heavy-duty greenhouse gas regulations that phase in

during model years 2014-2018 (79 FR 60344), and the second phase of light duty greenhouse gas regulations that phase in during model years 2017-2025 (79 FR 60344).

Since the release of MOVES2014, EPA has released MOVES2014a. In the November 2015 MOVES2014a Questions and Answers Guide

(https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100NNR0.txt), EPA states that for on-road emissions, MOVES2014a adds new options requested by users for the input of local VMT, includes minor updates to the default fuel tables, and corrects an error in MOVES2014 brake wear emissions. The change in brake wear emissions results in small decreases in PM emissions, while emissions for other criteria pollutants remain essentially the same as MOVES2014. Using EPA's MOVES2014a model, as shown in Figure 1, FHWA estimates that even if VMT increases by 45 percent from 2010 to 2050 as forecast, a combined reduction of 91 percent in the total annual emissions for the priority MSAT is projected for the same time period.

Figure 1– Projected National MSAT Emission Trends 2010 – 2050 for Vehicles Operating on Roadways Using EPA's Moves2014a Model



Source: EPA MOVES2014a model runs conducted by FHWA, September 2016.
Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorological, and other factors.

Diesel PM is the dominant component of MSAT emissions, making up 50 to 70 percent of all priority MSAT pollutants by mass, depending on calendar year. Users of MOVES2014a will notice some differences in emissions compared with MOVES2010b. MOVES2014a is based on updated data on some emissions and pollutant processes compared to MOVES2010b, and also reflects the latest

Federal emissions standards in place at the time of its release. In addition, MOVES2014a emissions forecasts are based on lower VMT projections than MOVES2010b, consistent with recent trends suggesting reduced nationwide VMT growth compared to historical trends.

MSAT Research

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how potential public health risks posed by MSAT exposure should be factored into project-level decision-making within the context of NEPA. The FHWA, EPA, the Health Effects Institute (HEI), and others have funded and conducted research studies to try to more clearly define potential risks from MSAT emissions associated with highway projects. The FHWA will continue to monitor the developing research in this field.

Project Specific MSAT Information

A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by FHWA entitled A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives, found at: https://www.fhwa.dot.gov/environment/air_quality/air_toxics/research_and_analysis/mobile_source_air_toxics/msatemissions.cfm

For each alternative in this document, the amount of MSAT emitted would be proportional to the VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for the Build Alternative is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the preferred action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOVES2014 model, emissions of all of the priority MSAT decrease as speed increases. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 90 percent between 2010 and 2050 (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016 –

http://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/index.cfm).
Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA- projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the Build Alternative would have the effect of moving some traffic closer to nearby homes, day care centers, churches, medical clinics, and businesses; therefore, under the Build Alternative, there may be localized areas where ambient concentrations of MSAT could be higher under the Build Alternative than the No Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced on frontage roads and where highway mainlanes, and ramps intersect. However, the magnitude and the duration of these potential increases compared to the No Build Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. In sum, when a highway is widened, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project- specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The EPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the CAA and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the IRIS, which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA, http://www.epa.gov/iris/). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the HEI. A number of HEI studies are summarized in Appendix D of FHWA's Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents (http://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/index.cfm) . Among the adverse health effects linked to MSAT compounds at high exposures are; cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI Special Report 16,

https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects) or in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (Special Report 16, https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA states that with respect to diesel engine exhaust, "[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk (EPA IRIS database, Diesel Engine Exhaust, Section II.C.

https://cfpub.epa.gov/ncea/iris/iris_documents/documents/subst/0642.htm#quainhal)."

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the CAA to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than one in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than one in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two-

step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable

(https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/$file/07-1053-1120274.pdf).

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Analysis Results

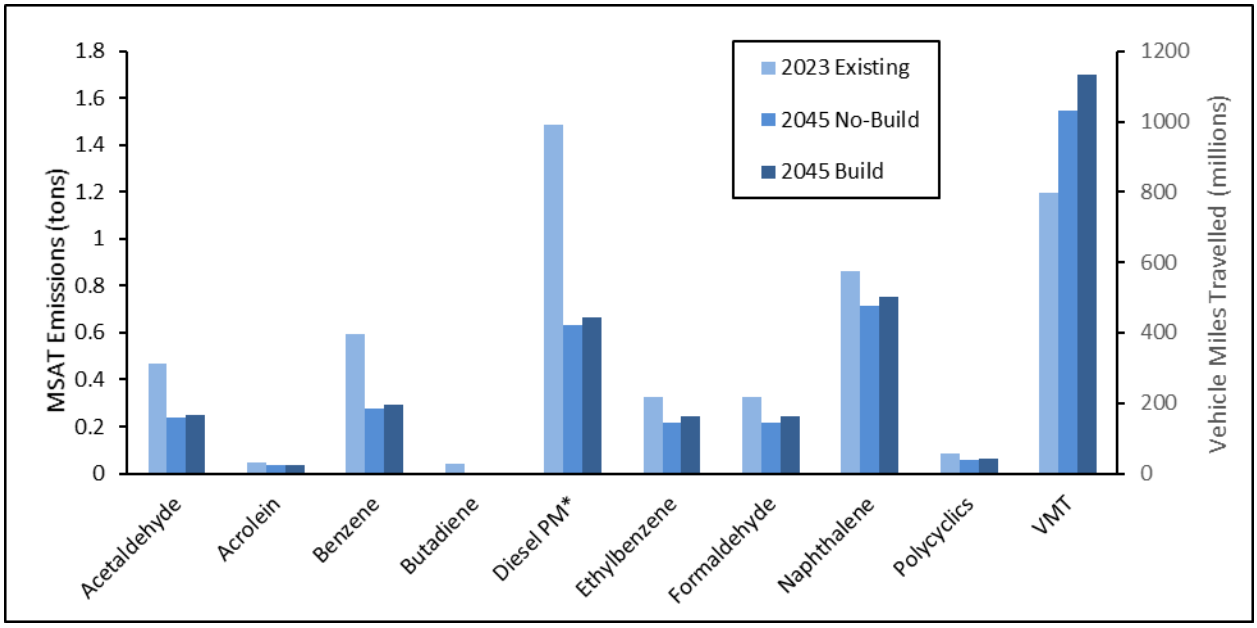
From the base year (2023) to the Design Year (2045), the annual VMT in the ATC was estimated to increase by 42.3 percent in the No Build Alternative, and by 44.9 percent in the Build Alternative (Table 6, Illustrations 2 and 3). Conversely, total annual priority MSAT emissions in 2045 were estimated to decrease by 48.1 percent in the No Build Alternative, and by 44.9 percent in the Build Alternative, as compared to base year levels (2023) (Table 6; Figure 2 and 3).

Table 6 – Annual Priority MSAT Emissions and VMT

Scenario/Alternative	2023 Base Year	2045 No Build	2045 Build	Percent Change from 2023 vs.	
				2045 No Build	2045 Build
Priority MSAT	Emissions (tons)			Percent Change	
Acetaldehyde	0.469	0.238	0.251	-49.3%	-46.5%
Acrolein	0.049	0.033	0.035	-32.7%	-28.6%
Benzene	0.592	0.275	0.293	-53.5%	-50.5%
Butadiene	0.043	0.002	0.003	-95.3%	-93.0%
Diesel PM	2.969	1.265	1.328	-57.4%	-55.3%
Ethylbenzene	0.327	0.216	0.246	-33.9%	-24.8%
Formaldehyde	0.865	0.715	0.755	-17.3%	-12.7%
Naphthalene	0.085	0.058	0.061	-31.8%	-28.2%
Polycyclics	0.030	0.014	0.015	-53.3%	-50.0%
Total	5.43	2.82	2.99	-48.1%	-44.9%
VMT (millions per year)	723.6	1,029.6	1,048.2	42.3%	44.9%

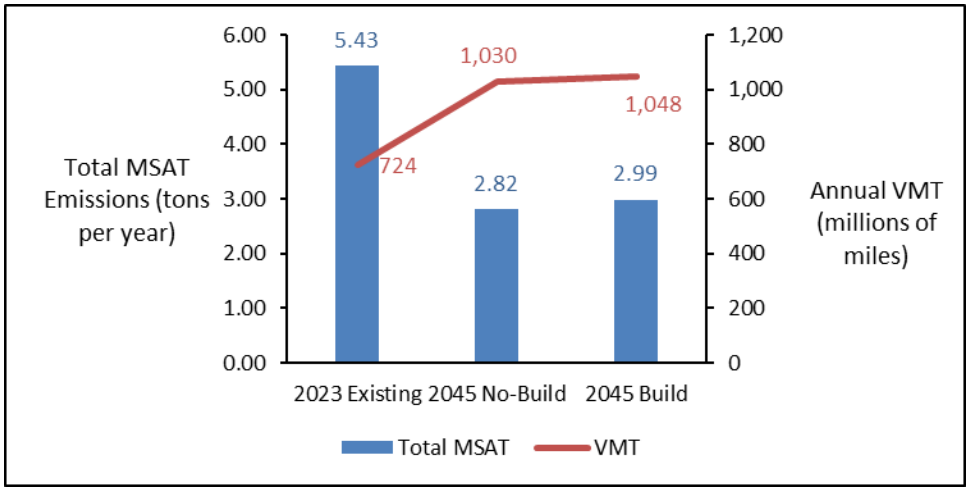
Source: IH-30 MSAT Technical Report, (August 2018).

Figure 2 - Annual Priority MSAT Emissions



Source: Table 5.
* Diesel PM is plotted as 50% of its actual value for visibility.

Figure 3 – Total Annual Priority MSAT Emissions and VMT



Source: IH 30 MSAT Technical Report, (August 2018).

Reduced diesel PM accounts for 65.3 and 67.3 percent of the reduction in the total priority MSAT emissions for the 2023 base year versus the 2045 No Build and Build Alternatives, respectively. Reduction in total priority MSAT in the 2045 No Build versus the 2045 Build Alternatives is due to improved performance of the network (despite a 1.8 percent increase in VMT in the 2045 Build versus 2045 No Build Alternatives).

MSAT Conclusions

In summary, a quantitative assessment has been conducted, relative to the proposed project's No Build and Build Alternatives, for MSAT emissions. The qualitative assessment has acknowledged that the Build Alternative may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain and, because of this uncertainty, the health effects from these emissions cannot be estimated. Regardless of whether the No Build Alternative or the Build Alternative is selected for the proposed project, the quantitative assessment indicates that total MSAT emissions are expected to be lower in 2045 No Build and Build Alternatives versus 2023 base year.

Congestion Management Process

The CMP is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The project was developed from the NCTCOG CMP, which meets all requirements of 23 CFR 450.320 and 500.109, as applicable. The CMP was approved by the Regional Transportation Council (RTC) in July 2013. The NCTCOG is tentatively scheduled to initiate and complete an update to the CMP (2019 CMP Update) by the end of next year. The CMP for the Dallas-Fort Worth (DFW) region can be found at https://www.nctcog.org/trans/manage/congestion-management-process.

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

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

Committed congestion reduction strategies and operational improvements within the study boundary will consist of addition of frontage road lanes; mainlanes, intersection improvements; ramps, and bicycle and pedestrian facility improvements. Individual projects are listed in Table 7.

Table 7 – Congestion Process Management Strategies

Operational Improvements in Travel Corridor		
Location	**Type**	**Implementation Date**
I-30 - Bass Pro Drive to Dalrock Road.	Construct 0 to 6-lane frontage roads, Bayside bridge, and ramp modifications; reconstruct Dalrock interchange, addition of lanes, new roadway, bridge, interchange.	2021
I-30 - Dalrock Road (Dallas County Line) to SH 205	Dalrock to Horizon Road; add shoulder; reconstruct and widen existing 6 to 8 mainlanes; reconstruct existing 4 to 6 discontinuous to 4 to 6 continuous frontage roads; ramp modifications, addition of lanes.	2022
FM 3549 – I-30 to north of SH 66	Widen from 2-lane rural to 4-lane urban divided section, addition of lanes.	2018
I-30 – SH 205 to west of FM 2642 (Hunt County Line)	Reconstruct and widen 4 to 6 mainlanes; reconstruct and widen 4 to 4/6-lane frontage roads; construct new and reconstruct existing interchanges; ramp modifications, addition of lanes, interchange.	2021

Source: NCTCOG Transportation improvement Program Information System (TIPINS). Accessed September 2018.

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

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

In July 2013, the RTC also adopted a policy that requires the review and application of congestion mitigation strategies to correct corridor deficiencies identified in the CMP when performing corridor and environmental studies and report findings back to NCTCOG. Therefore, NCTCOG has developed a project level CMP analysis. The analysis requires completion of the Project Implementation Form, and, if warranted, the Roadway Corridor Deficiency Form and Corridor Analysis Fact Sheet. The results of this analysis are attached in Appendix C.

Construction Air Emissions

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

The potential impacts of PM emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found at: http://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: Implementation of the No-Build Alternative would lead to increased traffic congestion and decreased mobility along IH-30, resulting in decreased vehicular speed and increased stop-and-go traffic. However, EPA's fuel and vehicle standards are projected to reduce emissions of air pollutants and MSAT and to contribute to continued maintenance and improvement of air quality regardless of the alternative chosen.

5.13 Hazardous Materials

An initial site assessment (ISA) including a visual survey of the project limits and surrounding area, research of existing and previous land use, and limited review of federal and state regulatory databases/lists was prepared for the proposed project. The purpose of the ISA is to identify possible hazardous materials within the project limits. A review of a regulatory database list was conducted as part of the ISA. Section 5.1 of the ISA lists the regulatory records that were reviewed. The *IH-30 Improvements Hazardous Materials Initial Site Assessment Report* and *Hazardous Materials Project Impact Evaluation* are maintained in the TxDOT Dallas District project files.

Build Alternative: Based on the *Hazardous Materials ISA* and *Hazardous Materials Project Impact Evaluation*, there is a possibility for hazardous materials impacts on or near existing hazardous materials sites or in areas adjoining mapped and identified contaminant migration areas. Facilities or areas identified by the *Hazardous Materials ISA* have been assigned to a specific, color-coded category relative to potential unresolved concerns to the proposed project. Sites classified as requiring additional information to resolve, or that may exhibit a moderate or high level of concern, have been assigned to colors yellow or red, in accordance with the following criteria.

- Possible Project Impacts (Yellow): Not enough information is currently known about the project and/or the issue to determine potential impacts. Further investigation, and/or additional project design and right-of-way information, is required.
- Anticipated Project Impacts (Red): The issue has a high potential to impact the proposed project and further investigations, co-ordination, or contingencies may be required.

Six gas stations located within the proposed project area were initially determined to be either moderate or high environmental risk to the project. Table 8 presents a summary of unresolved hazardous materials sites associated with the proposed project and **Appendix F**, provides their location and classification on an aerial base map.

Further investigation was performed on the moderate and high risk sites in August 2018. Since Map ID 11 and 18 are not release sites, they will be dealt with during the ROW acquisition process. The remaining four sites TCEQ files were reviewed by LCA Environmental and a report submitted to TxDOT August 24, 2018. LCA Environmental determined Phase II environmental investigations were warranted at three of the four sites. Information from the file review report is included in Table 8 below where appropriate. The IH-30 TCEQ Records File Review Report are maintained in the TxDOT Dallas District project files.

A total of five pipelines transect the project corridor. Of those, three are natural gas or HVL pipelines and are not considered an environmental concern. The remaining two are crude oil pipelines. Excavations at these pipelines could cause a rupture. Based on the contents of the pipelines, crude pipelines are considered a high environmental risk to the project. Formal utilities location and advance planning would be required to facilitate pipeline and utilities adjustments and to otherwise avoid associated impacts. TxDOT Dallas District SUE Coordinator and ROW will be responsible for the adjustments and displacements.

The proposed project would include construction of at-grade and elevated (bridge) sections with retaining walls and bridge supports; relocation and installation of utilities; and related activities that would require excavation, mixing, stockpiling, testing, and management of natural soils and fill material including soils and sediments. Excavation may increase the potential of encountering hazardous material contamination during construction. Additional subsurface environmental investigations would be conducted to determine whether possible contamination might be encountered during construction. If hazardous constituents were confirmed, then appropriate soils and/or groundwater management plans for activities within these areas would be developed.

The proposed project includes the reconstruction of bridge structures. Applicable asbestos and lead-based paint inspections, specification, notification, license, accreditation, abatement and disposal, would be in compliance with federal, state, and local regulations. Bridge structure asbestos and/or lead-based paint issues would be addressed prior to construction.

Storage and use of hazardous materials would be necessary during construction of the proposed project. For example, temporary aboveground storage tanks (ASTs) containing oil and diesel for on-site equipment and vehicles would be regulated and require control measures for spills and leaks. In addition, potential impacts from spills and leaks from fueling and maintenance of equipment and vehicles could occur on-site. These impacts would be minimized and BMPs would be implemented to reduce these types of impacts during construction. In addition, activities associated with the use and storage of hazardous materials would be required to conform to TxDOT standards for spill containment and control strategies.

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

Table 8 – Summary of Unresolved Hazardous Materials Sites

Map ID	Site Information	Location in Reference to Project	Regulatory Database Listing(s)	Environmental Concern Summary	Potential to Impact Project
11	Sunmart 106 926 E. IH-30 Royse City, TX (incorrectly listed in Fate) (current facility) Photo: 47	Adjacent N, Proposed ROW Acquisition	PST	The facility is east of S. Jones St. A minor amount of ROW would be acquired from the site. The site currently utilizes three 20,000-gallon diesel and three 12,000-gallon gasoline underground PSTs, all installed in 1985. The site has two tank holds. One is located approx. 80 feet northwest from existing ROW and the second is approx. 260 feet northwest of existing ROW. The tank holds are located approx. 460 feet east-northeast and 410 ft northeast of proposed ROW, respectively. During the 3-25-18 site reconnaissance, diesel stains around the tank hold ports and discarded fuel pumps near one of the tank holds were observed. The TCEQ Central Registry reports that the site was issued a commissioners' enforcement action on 10-3-16. The status is reported as active. Additional information was not provided. No releases are reported for the facility. Based on ROW acquisition from the site, the age and material of the PSTs, and site observations, the site is considered a moderate environmental risk the proposed project.	Moderate
18	Tiger Mart 42 117 W. IH-30 Royse City, TX (current facility) Photo: 48	Adjacent S, Proposed ROW Acquisition	PST	The facility is at the southwest corner of IH-30 and FM 548. ROW (corner clip) would be required from the site. The site currently utilizes one 20,000-gallon gasoline and one 20,000-gallon split diesel/gasoline underground PST, both installed in 2004. The tank hold is approx. 30 feet southeast of existing ROW and 80 feet southwest of proposed ROW. The TCEQ Central Registry reports no releases, commissioners' enforcement actions or effective enforcement orders. Based on ROW acquisition from the site and the location of the tank hold relative to project improvements, the site is considered a moderate environmental risk to the project.	Moderate
20	Prime Travel Stop 1016 E. IH-30 Royse City, TX (incorrectly listed in Fate) (currently abandoned)	Adjacent N	LPST PST	The site is east of S. Jones St. No ROW would be required from the site. The site formerly utilized one 10,000-gallon gasoline, one 12,000-gallon gasoline, one 20,000-gallon gasoline, and one 20,000-gallon diesel underground PSTs, all installed in 1986 and emptied/ temporarily placed out of service in 2014. An additional three gasoline underground PSTs of unreported capacity were permanently filled in place in	High

Table 8 – Summary of Unresolved Hazardous Materials Sites

Map ID	Site Information	Location in Reference to Project	Regulatory Database Listing(s)	Environmental Concern Summary	Potential to Impact Project
	Photo: 49			1987. A release was reported on 3-15-94. Only soil contamination was reported. The TCEQ issued final concurrence on 3-22-94 and the case was closed. A second release was reported at the site on 1-17-97. Groundwater was impacted and, according to the TCEQ Central Registry, groundwater monitoring was conducted through at least 2001. The TCEQ issued final concurrence on 1-16-02 and the case was closed. The facility building was razed in 2014 however, the pump islands/canopies remain in place. The facility's tank hold is 20 ft from the project existing ROW. Based on tanks remaining in place, two reported releases at the site, and the location of the tank hold relative to the project, the site is considered a high environmental risk. The Aug 2018 file review report downgraded the risk level to moderate based on file information. But due to the fluctuating water table and intermittently more conductive shallow soil, LCA Environmental could not rule out the possibility of localized contaminant migration from the tank hold into the ROW and determined a limited Phase II subsurface investigation is warranted.	
24	Triple C Convenience Store/Scooters 100 W. IH-30 Royse City, TX (current facility) Photo: 50	Adjacent NW	LPST PST	The facility is at the northwest corner of IH-30 at FM 548. No ROW would be acquired from the site. The site currently utilizes two 10,000-gallon gasoline and one 10,000-gallon diesel underground PSTs, all installed in 1989. A release was reported on 10-11-99. Groundwater was impacted and monitoring performed. There were no apparent threats or impacts to receptors. The TCEQ issued final concurrence on 2-9-04 and the case was closed. The facility's tank hold is adjacent to the existing ROW and an isolated fuel pump is approx. 30 ft from the existing ROW. Based on the facility being an active gas station, the prior release, and the location of the tank hold and the isolated fuel pump relative to the ROW, the site is considered a high	High

Table 8 – Summary of Unresolved Hazardous Materials Sites

Map ID	Site Information	Location in Reference to Project	Regulatory Database Listing(s)	Environmental Concern Summary	Potential to Impact Project
				environmental risk to the project. The Aug 2018 file review report downgraded the risk level to moderate based on file information. But due to the absence of lithologic information and very limited assessment information in the TCEQ file as well as proximity of the tank hold to ROW, LCA Environmental determined a limited Phase II subsurface investigation was warranted.	
45	Loves Country Store 283 1990 E. IH-30 Rockwall, TX (current facility) Photo: 51	Adjacent S, Proposed ROW Acquisition	LPST PST	The facility is at the southwest corner of IH-30 and FM 3549 (Corporate Crossing). ROW would be acquired from the site. The site currently utilizes one 1,000-gallon oil/water separator, two 20,000-gallon gasoline, and two 20,000-gallon diesel underground PSTs, all installed in 2000; and one 20,000-gallon diesel underground PST installed in 2012. A release was reported on 9-28-06. According to the TCEQ Central Registry, groundwater was impacted and monitoring performed. In addition, free product recovery was also performed. The TCEQ issued final concurrence on 3-17-08 and the case was closed. The tank hold is approx. 160 ft south of the proposed ROW. Based on ROW acquisition from the site, the prior release, and the distance the tank hold relative to the project, the site is considered a moderate environmental risk to the project. The Aug 2018 file review report states the clay soils in the subsurface at this site were an effective barrier to the contaminant migration and therefore, soil and groundwater contamination was minimal. Based on the cleanup history for the release and location of tank hold from proposed ROW, LCA Environmental determined that encountering affected media during construction activities was low and stated a Phase II subsurface investigation was not warranted.	Moderate
49	Rockwall 76 Truck Stop/ Rockwall Travel Center	Adjacent SE,	LPST	The facility is at the southwest corner of IH-30 and SH 205 (S Goliad Street). ROW	High

Table 8 – Summary of Unresolved Hazardous Materials Sites

Map ID	Site Information	Location in Reference to Project	Regulatory Database Listing(s)	Environmental Concern Summary	Potential to Impact Project
	2105 S. Goliad Street (SH 205) Rockwall, TX (current facility) Photo: 52	Proposed ROW Acquisition	PST	would be acquired from the site. The site formerly utilized one 500-gallon used oil, two 20,000-gallon gasoline, and three 20,000-gallon diesel underground PSTs, all installed in 1970 and removed in 1998 and 2002. The site currently utilizes three 30,000-gallon diesel underground PSTs, all installed in 2002; one 4,000-gallon used oil, one 8,000-gallon new oil, one 15,000-gallon gasoline, and one 15,000-gallon split diesel/gasoline underground PSTs, all installed in 2003. A release was reported on 12-17-1996. Groundwater was not impacted and there were no apparent threats or impacts to receptors. The TCEQ issued final concurrence on 6-23-00 and the case was closed. The facility has two tank holds. One of the tank holds abuts the proposed ROW along IH-30. The second tank hold is approx. 370 ft southeast of the proposed ROW. Based on ROW acquisition from the site, the prior release, and the location of one of the tank holds relative to proposed ROW, the site is considered a high environmental risk to the project. The Aug 2018 file review report indicated that although clay soils are in the subsurface at this site, which is an effective barrier to the contaminant migration, the location of the tank hold in relation to proposed ROW could pose an issue during construction activities. Due to the clay soils at the site, LCA Environmental downgraded the risk level to moderate and determined a limited Phase II subsurface investigation was warranted.	

Source: *IH-30 Improvements Hazardous Materials ISA Report* and *Hazardous Materials Project Impact Evaluation 2018*

5.14 Traffic Noise

Build Alternative: A traffic noise analysis was conducted in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise* (TxDOT 2011). Refer to the *IH-30 Traffic Noise Technical Report* for a detailed discussion of the traffic noise analysis.

Sound from highway traffic is generated primarily from a vehicle's tires, engine and exhaust. It is commonly measured in decibels and is expressed as "dB." The FHWA has established Noise Abatement Criteria (NAC) for various land use activity areas that are used as one of two means to determine when a traffic noise impact would occur. A noise impact occurs when either the absolute or relative criterion is met:

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

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

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

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

Existing and predicted traffic noise levels were modeled at receiver locations (Table 9 and Appendix F) that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement.

Table 9 – Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2043	Change (+/-)	Noise Impact
R1 - Faulkner Point North 2/Windward II Condominiums (Balcony, 1st floor)	B	67	71	74	+3	Yes
R1 - Faulkner Point North 2/Windward II Condominiums (Balcony, 2nd floor)	B	67	74	77	+3	Yes
R2 - Quality Inn & Suites Garland – East Dallas (Motel Pool)	E	72	64	68	+4	No
R3 - Bayside Development (1st floor)	B	67	66	71	+5	Yes
R3 - Bayside Development (2nd floor)	B	67	73	77	+4	Yes
R3 - Bayside Development (3rd floor)	B	67	74	78	+4	Yes
R3 - Bayside Development (4th floor)	B	67	75	79	+4	Yes
R4 - Bayside Development (1st floor)	B	67	69	73	+4	Yes
R4 - Bayside Development (2nd floor)	B	67	73	76	+3	Yes
R4 - Bayside Development (3rd floor)	B	67	74	77	+3	Yes
R4 - Bayside Development (4th floor)	B	67	75	78	+3	Yes
R5 - Comfort Suites Lake Ray Hubbard (Hotel Pool)	E	72	71	73	+2	Yes
R6 - Oar House (outdoor seating)	E	72	71	71	0	Yes
R7 - Culpepper's Steakhouse (outdoor seating)	E	72	75	76	+1	Yes
R8 - Single-Family residential	B	67	68	70	+2	Yes
R9 - Snuffers Bar and Grill (outdoor seating)	E	72	69	72	+3	Yes
R10 - Genghis Grill (outdoor seating)	E	72	66	69	+3	No
R11 - El Chico (outdoor seating)	E	72	72	75	+3	Yes
R12 - Taco Cabana (outdoor seating)	E	72	70	73	+3	Yes
R13 – Lake Pointe Church (interior value)	D	52	42	45	+3	No
R14 - On the Border (outdoor seating)	E	72	70	74	+4	Yes
R15 - Johnny Carinos (outdoor seating)	E	72	72	75	+3	Yes
R16 – Cotton Patch (outdoor seating)	E	72	67	71	+4	Yes

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2043	Change (+/-)	Noise Impact
R17 - Buffalo Wild Wings (outdoor seating)	E	72	68	72	+4	Yes
R18 - La Madeline (outdoor seating)	E	72	68	71	+3	Yes
R19 - Mickey Florence Multi- Purpose Facility (bleacher seating)	C	67	64	68	+4	Yes
R20 - Rockwall County Courthouse Trail (trailhead)	C	67	60	63	+3	No
R21 - Rozies Grill (outdoor seating)	E	72	70	73	+3	Yes
R22 - Foursquare Healthcare (outdoor seating)	C	67	59	63	+4	No
R23 - Anita Scott Elementary School (playground)	C	67	56	60	+4	No
R24 - Single-Family residential	B	67	62	64	+2	No
R25 - Single-Family residential	B	67	66	68	+2	Yes
R26 - Lakewood Estates Mobile Home Park	B	67	66	69	+3	Yes
R27 - Holiday Inn Express (pool)	E	72	65	67	+2	No
R28 - Single-Family residential	B	67	67	70	+3	Yes
R29 - Single-Family residential	B	67	69	72	+3	Yes
R30 - Single-Family residential	B	67	68	71	+3	Yes
R31 - HH Browning Alternative Learning Center (playground)	C	67	70	72	+2	Yes

Source: *IH-30 Traffic Noise Technical Report, 2018*

As indicated in Table 9, the proposed project would result in a traffic noise impact to 30 representative receivers. The following noise abatement measures were considered: traffic management; alteration of horizontal and/or vertical alignments; acquisition of undeveloped property to act as a buffer zone; and the construction of noise barriers.

Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible," the abatement measure must be able to reduce the noise level at greater than 50 percent of impacted, first row receivers by at least 5 dB(A); and to be "reasonable," it must not exceed the cost-effectiveness criterion of $25,000 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level for at least one impacted, first row receiver by at least 7 dB(A).

R3 and R4 – These receivers represent a total of 28 receivers (Bayside Development, at the balconies, 4 floors). Based on preliminary calculations, a noise barrier 832 feet in length and 20 feet in height, located along the existing ROW, would reduce the noise levels by five dB(A) for ten benefitted receivers and seven dB(A) for five benefitted receivers at a total cost of $299,520 or $19,968per benefitted receiver.

R5 - This receiver represents a total of four receivers (the Comfort Suites Lake Ray Hubbard pool). Based on preliminary calculations, a noise barrier 250 feet in length and 18 feet in height, located along the existing ROW, would reduce noise levels by seven dB(A) for the four benefitted receivers at a total cost of $81,000 or $20,250 per benefited receiver.

As described above, results indicated that noise barriers would be both feasible and reasonable at R3, R4, and R5; and therefore, are proposed for incorporation into the project.

Any subsequent project design changes may require a re-evaluation of this preliminary noise barrier proposal. The final decision to construct the proposed noise barrier would not be made until completion of the project design, utility evaluation, and polling of adjacent property owners.

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 (2043) noise impact contours (Table 10).

Table 10 – Noise Impact Contours in the Project Study Area

Location	Land Use NAC category	Impact Contour[1]	Distance from Proposed ROW Line
From Bass Pro Drive to Dalrock Road	B & C	66 dB(A)	432 feet
	E	71 dB(A)	138 feet
From Dalrock Road to Village Drive/Ridge Road	B & C	66 dB(A)	434 feet
	E	71 dB(A)	185 feet
From Village Drive/Ridge Road to SH 205	B & C	66 dB(A)	410 feet
	E	71 dB(A)	174 feet
From SH 205 to Erby Campbell Boulevard.	B & C	66 dB(A)	380 feet
	E	71 dB(A)	129 feet
From Erby Campbell Boulevard to Hunt County Line (West of FM 2642	B & C	66 dB(A)	343 feet
	E	71 dB(A)	31 feet

1 – Impact contours are one dB(A) lower than the NAC per category to reflect impacts that would occur as a result of approaching the NAC for the respective contours.

A copy of the traffic noise analysis will be available to local officials. 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: If the No-Build Alternative were implemented, traffic noise levels would be expected to increase with an associated increase in traffic volumes over time.

5.15 Induced Growth

The Council on Environmental Quality (CEQ) defines indirect effects as those "caused by the action and are later in time or farther removed in distance 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 (July 2016). Refer to *the IH-30 Indirect and Cumulative Impacts Analysis Technical Report* for a detailed discussion of the indirect effects analysis.

Results of the analysis indicate that there is the potential for 2,889 acres of induced growth to occur as a result of the proposed project, located within the Cities of Garland, Rowlett, Fate, and Royse City.

Approximately 1,167 acres of Agriculture; 142 acres of Disturbed Prairie; 2 acres of Post Oak Savanna; 168 acres of Riparian; 1,256 acres of Tallgrass Prairie, Grassland; and 154 acres of Urban vegetation would be potentially impacted by induced growth. The induced growth impacts on non-Urban vegetation/habitat in the Area of Interest (AOI) total approximately 2,735 acres.

Wildlife that may utilize the previously discussed vegetation for food and habitat include the plains spotted skunk (*Spilogale putorius interrupta*), a state species of concern (SOC); western burrowing owl (*Athene cunicularia hypugaea*), a state SOC; the Texas garter snake (*Thamnophis sirtalis annectens*), a state SOC; and the timber rattlesnake (*Crotalus horridus*), a state-listed threatened species, among others. SGCN that may inhabit the areas subject to potential induced development include, but are not limited to, the eastern spotted skunk (*Spilogale putorius*), Mississippi kite (*Ictinia mississippiensis*), and Shinner's sedge (*Carex shinnersii)*, among others. Habitat fragmentation and loss would occur as a result of the induced growth. However, due to much of this land being disturbed regularly, whether by mowing maintenance, agricultural production, livestock grazing, or vehicular disturbance, it is unlikely that high quality wildlife habitat is present within the areas considered subject to induced growth related to the proposed project. Additionally, the proposed project and some associated induced growth are located in a mostly rural setting. Similar and higher quality habitat is present in the surrounding area, such as where Rowlett Creek and Muddy Creek drain into Lake Ray Hubbard, and largely rural, unincorporated regions located to the north, east and south of the eastern AOI. Lastly, while the potential induced growth impacts to vegetation and wildlife habitat are considered at a broad/resource scale (potential impact to percent of all non-Urban habitat/vegetation in the AOI), the potential 17 and 16 percent impacts to Agriculture and Tallgrass Prairie, Grassland MOU types, respectively, are considered substantial.

There are approximately 21,201 acres of prime farmland and farmland of statewide importance in the AOI. Approximately 2,527 acres of prime farmland and farmland of statewide importance would be impacted by induced development. This represents approximately 12 percent of the 21,201 acres of prime farmland soils and farmland soils of statewide importance in the AOI and is considered substantial.

Of the 2,527 acres of prime farmland potentially impacted by induced development, 2,491 acres are located outside of the U.S. Census Bureau (USCB) 2017 Dallas-Fort Worth-Arlington, TX Urban Area and are potentially subject to the Farmland Protection Policy Act (FPPA).

There are approximately 7,574 acres of open water (lakes and ponds), 195 acres of riverine features, and 227 acres of potential wetlands within the AOI. Waters of the U.S. that could be impacted by induced development include three acres of wetlands, 19 acres of open waters (freshwater ponds), and 20 acres of riverine features, for a total of 42 acres. This represents approximately 0.3 percent of the 7,574 acres of open water; 10 percent of the 195 acres of riverine features; and one percent of the 227 acres of potential wetlands within the AOI. The impacts to Waters of the U.S. from potential induced development are not considered substantial.

There are approximately 11,268 acres of 100-year flood zone within the AOI. Approximately 199 acres of the 100-year flood zone is located within the areas of potential induced development. The potential impact represents approximately two percent of the 11,268 acres of 100-year flood zone within the AOI and is not considered substantial.

The induced 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. There are no known mitigative responsibilities for private developers in Texas for impacts to Agriculture or Tallgrass Prairie, Grassland vegetation. Private developers would not be subject to the 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 the 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 of Garland, Rowlett, Fate, and Royse City and, to a lesser extent, Dallas, Rockwall, and Hunt Counties. Examples of municipal government regulations include Article 4: Tree Preservation and Mitigation in the City of Garland's GDC; Plant Material/Protected Tree Guide in the City of Rowlett's Development Code; the City of Fate's UDO, which contains rules to protect trees, and mandates tree preservation, permitting, and mitigation; and Royse City's Code of Ordinances regarding tree preservation and removal. Additionally, developers often incorporate existing vegetation features, such as green belts, into their design plans; thus, maintaining some existing natural vegetation and wildlife habitat. The responsibility of transportation providers such as TxDOT, local and regional transit agencies, and the local governments would be to implement a transportation system to complement the land use.

All developers, public and private, would be subject to the Clean Water Act, Endangered Species Act, and Migratory Bird Treaty Act; however, private developers would not be subject to Section 106 of the National Historic Preservation Act or the FPPA.

The responsibility of transportation providers such as TxDOT, local and regional transit agencies, and the local governments would be to implement a transportation system to complement the land use.

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 (July 2016).* Refer to the *IH-30 Indirect and Cumulative Impacts Analysis Technical Report* for a detailed discussion of the cumulative impacts analysis.

Cumulative impacts to vegetation and wildlife habitat and floodplains were analyzed because there are direct impacts, indirect effects, and the resource is in poor and/or declining health.

For the cumulative impacts analysis, a resource study area (RSA) was selected which has both temporal and geographic components. The temporal component of the RSA is the timeframe in which effects to resources are expected to occur. The year 2001 was used as the beginning temporal boundary because it corresponds to the end of the longest period of economic expansion in recent U.S. history. The temporal boundary extends to 2045, the end of the current MTP planning cycle.

Due to laws and regulations concerning Waters of the U.S. and associated floodplains, agricultural practices and residential/commercial development usually avoid streams and their associated floodplains and can leave portions of pristine habitat in place. For this reason, quality wildlife habitat and vegetation are usually found within stream systems, adjacent to intermittent and perennial streams. The proposed project is located within subbasins for Buffalo Creek, Brushy Creek, Parker Creek, Pond Branch, Sabine Creek and their associated tributaries. The geographical RSA for vegetation and wildlife used in this analysis consist of these subbasins because they support the vegetation, wildlife habitat, and waters most likely to be affected by the proposed project. The Buffalo Creek, Brushy Creek, Parker Creek, Pond Branch, Sabine Creek and their associated tributaries subbasins RSA is also the geographical RSA for farmland (soils). The RSA boundary follows topographical highs. Topography affects soil formation and development, and the chemical and physical properties of soil. These factors play a part in determining soil quality. Therefore, using the subbasins RSA for farmland (soils) is admissible.

Extending the RSA beyond these subbasins would include areas outside the influence of the proposed project. The RSA captures the Cities of Garland, Rowlett, Rockwall, Mobile City, Fate, and Royse City,

Dallas County, and unincorporated areas of Rockwall, Collin and Hunt Counties. The RSA totals approximately 55,245 acres.

Vegetation and Wildlife Habitat

Results of the analysis indicate that the cumulative impacts on non-urban vegetation and wildlife habitat resulting from 13 acres of direct impacts, 2,735 acres of induced development impacts, and 11,411 acres of impacts from other past, present, and reasonably foreseeable actions would total 14,159 acres. Cumulative impacts to vegetation and wildlife habitat would affect 34 percent of the approximately 41,519 acres of non-Urban MOU Habitat-type vegetation within the RSA.

While cumulative impacts would affect approximately 14,159 acres of non-Urban MOU Habitat-type vegetation and potential wildlife habitat, it is likely that most of the wildlife that resides in the resource study area (RSA), which consists of approximately 25 percent urban, are somewhat accustomed to an urban landscape or would migrate to other areas of available non-human-altered habitat. 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 (Garland, Rowlett, Rockwall, Fate, and Royse City) 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 Article 4: Tree Preservation and Mitigation in the City of Garland's Garland Development Code; Plant Material/Protected Tree Guide in the City of Rowlett's Development Code; the City of Fate's Unified Development Ordinance, which contains rules to protect trees, and mandates tree preservation, permitting, and mitigation; and Royse City's Code of Ordinances regarding tree preservation and removal. Mitigation could include mandatory park areas or a limit on lot sizes.

Farmland

Results of the analysis indicate that the cumulative impacts on prime farmland subject to FPPA resulting from one acres of direct impacts, 2,491 acres of induced growth impacts, and 7,553 acres of impacts from other past, present, and reasonably foreseeable actions would total 10,045 acres. Cumulative impacts to vegetation and wildlife habitat would affect 45 percent of the resource 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 Collin County is 138 acres; Dallas County is 100 acres; Hunt County is 108 acres; and Rockwall County is 103 acres (USDA, 2012).

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 Collin, Dallas, Hunt, and Rockwall Counties, 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 of the RSA.

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 36 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, temporary lane, road or bridge closures (including detours); and other traffic disruptions. These potential impacts are discussed as follows:

Construction Noise – There would be loud noise from heavy equipment during construction of the project. Noise associated with the construction is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns and would not be restricted to any specific location.

Construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the businesses and residences along the project is expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected.

Provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

Fugitive Dust and Air Pollutants – During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel PM from diesel powered construction equipment and vehicles. Refer to **Section 5.12** of this EA and the *IH-30 Air Quality Assessment Technical Report* for a detailed discussion of fugitive dust and air pollutants.

Construction-related pollutants that are not contained onsite are expected to dissipate readily in the normal course of atmospheric mixing. Considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized, it is not anticipated that emissions from construction of this project would have any substantial impact on air quality in the proposed project area.

The potential impacts of PM emissions would be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The 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:

http://www.tceq.state.tx.us/implementation/air/terp/.

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 businesses and residents 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 be of short duration and 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 cities and the counties. 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 cities 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. No detours are anticipated for project construction.

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

7.0 PUBLIC INVOLVEMENT

TxDOT held two open house public meeting to present the project to the public and receive comments. The first meeting was held at Royse City High School, 700 South FM 2642, Royse City, Texas 75189 on Thursday, April 27, 2017 from 5:30 pm to 8 pm. The second meeting was held at Rockwall County District Courthouse, 1111 East Yellow Jacket Lane #401, Rockwall, Texas 75087 on Thursday, May 4, 2017 from 5:30 pm to 8 pm. Comments received as a result of the public meeting concerned public safety, noise, driveways and other access issues. The Public Meeting Documentation may be inspected and copied upon request at the TxDOT Dallas District Office.

TxDOT held a public hearing for the proposed project on January 31st, 2019 at Royse City High School Cafeteria, located at 700 FM 2642, Royse City, TX 75189. TxDOT personnel, elected officials, project consultants, and general public were present at the hearing for a combined total of approximately 218 attendees. Meeting materials were available in English and Spanish, and an interpreter was available to provide interpretation and translation services, as necessary. Notices announcing the public hearing were published in Dallas Morning News, Rockwall Herald Banner, Rowlett Lakeshore Times, Al Dia, Royse City Herald Banner, and the Garland Journal. The hearing

was held to share information about the project and seek input from the public. The environmental documents and design schematic were available during the hearing for review. There were five verbal comments made during the "Opportunity for Public Comments" portion of the hearing and sixty-one written comment received during the 15-day comment period that ended on February 15th, 2019. Comments received as a result of the public meeting concerned reconfiguration of entrance/exit ramps, access, traffic, and noise. The full Public Hearing Summary is on file at TxDOT Dallas District and it may be inspected and copied upon request.

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 ENVIRONMENTAL PERMITS, ISSUES, AND COMMITMENTS

ROW Acquisition and Relocation

The TxDOT ROW Acquisition and Relocation Assistance Program would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended, in the Uniform Relocation Assistance Act of 1987, and relocation resources are available without discrimination to all facilities being relocated.

Limited English Proficiency

A Public Hearing would be conducted for the proposed project. Reasonable steps would be taken to ensure that LEP persons have meaningful access to the programs, services, and information TxDOT provides. During the Public Hearing, an interpreter for specific languages would be provided if requests are made prior to the event date.

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.

Clean Water Act Section 401

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 grass swales and vegetative filter strips.

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

Clean Water Act Section 402

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.

Sections of the Build Alternative are located within the boundaries of an MS4 and would comply with the applicable MS4 requirements.

Executive Order 11988, Floodplain Management

The proposed project would be in compliance 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.

Biological 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.

In accordance with the TxDOT-TPWD Memorandum of Agreement, the following BMPs would be implemented for the wood stork, western burrowing owl, plains spotted skunk, alligator snapping turtle, Texas garter snake, timber rattlesnake, Texas Pigtoe, and Texas heelsplitter:

Wood Stork and Western Burrowing Owl BMPS (Bird BMPs): In addition to complying with the Migratory Bird Treaty Act (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.

Plains spotted skunk BMPs: Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered, and to avoid unnecessary impacts to dens.

Alligator snapping turtle BMPs- Minimize impacts to wetland and riverine habitats and implement the Aquatic Reptile BMPs.

Amphibian and Aquatic Reptile BMPs

a) Contractors would 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 (PSLs) 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 other 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.

Texas garter snake and Timber rattlesnake BMPs (Terrestrial Reptile BMPs):

a) 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, 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 excavation 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.

Texas Pigtoe and Texas heelsplitter BMPs (Freshwater Mussel BMPs):

a) When work is in the water, survey project footprints for state listed species where appropriate habitat exists.

b) When work is in the water and mussels are discovered during surveys, relocate state listed and SGCN mussels under TPWD permit and implement Water Quality BMPs.

c) When work is adjacent to the water, Water Quality BMPs implemented as part of SWPPP for a construction general permit or any conditions of the 401 water quality certification for the project would be implemented.

Water Quality BMPs: In addition to BMPs required for a TCEQ Storm Water Pollution Prevention Plan and/or 401 water quality permit:

a) Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges.

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

Executive Order 13112 on Invasive Species

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

Executive Memorandum on Environmentally and Economically Beneficial Landscaping

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

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a Federal permit issued in accordance within the Act's policies and regulations. The contractor would remove all old migratory bird nests from any structure where work would be done from October 1 to February 15. In addition, the contractor would be prepared to prevent migratory birds from building nest(s) between February 15 and October 1. In the event that migratory birds are encountered on-site during project construction, efforts to avoid adverse impacts on protected birds, active nests, eggs, and/or young would be observed.

Hazardous Materials or Contamination Issues

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

The engineering, social, economic, and environmental investigations conducted thus far indicate that implementation of the proposed project would result in no significant impacts on the human or natural environment. A FONSI is recommended.

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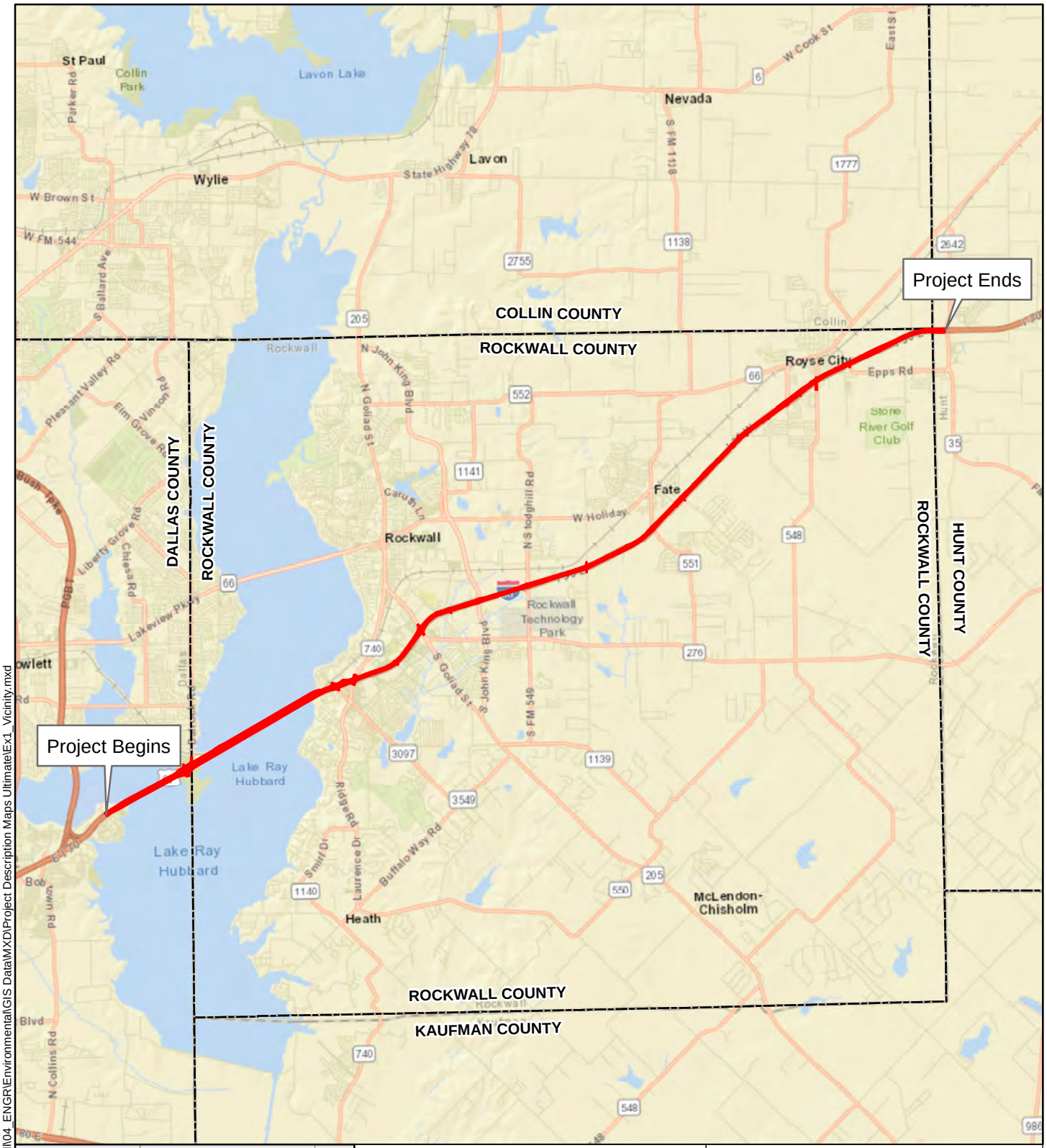
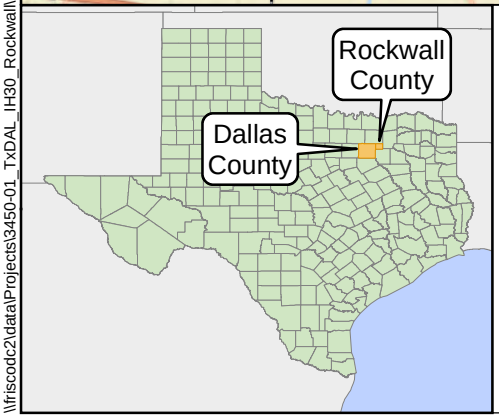
11.0 APPENDICES

Appendix A – Project Location Maps





N

Project Limits

County Line

0 1 2 4

Miles

Exhibit A-1
Project Location Map

Interstate Highway 30
From Bass Pro Drive to
West of FM 2642

CSJ 0009-11-238, etc.

Dallas & Rockwall Counties, TX

Date:	Proj. No:	Exhibit No:
April 2018	3450-00	A-1

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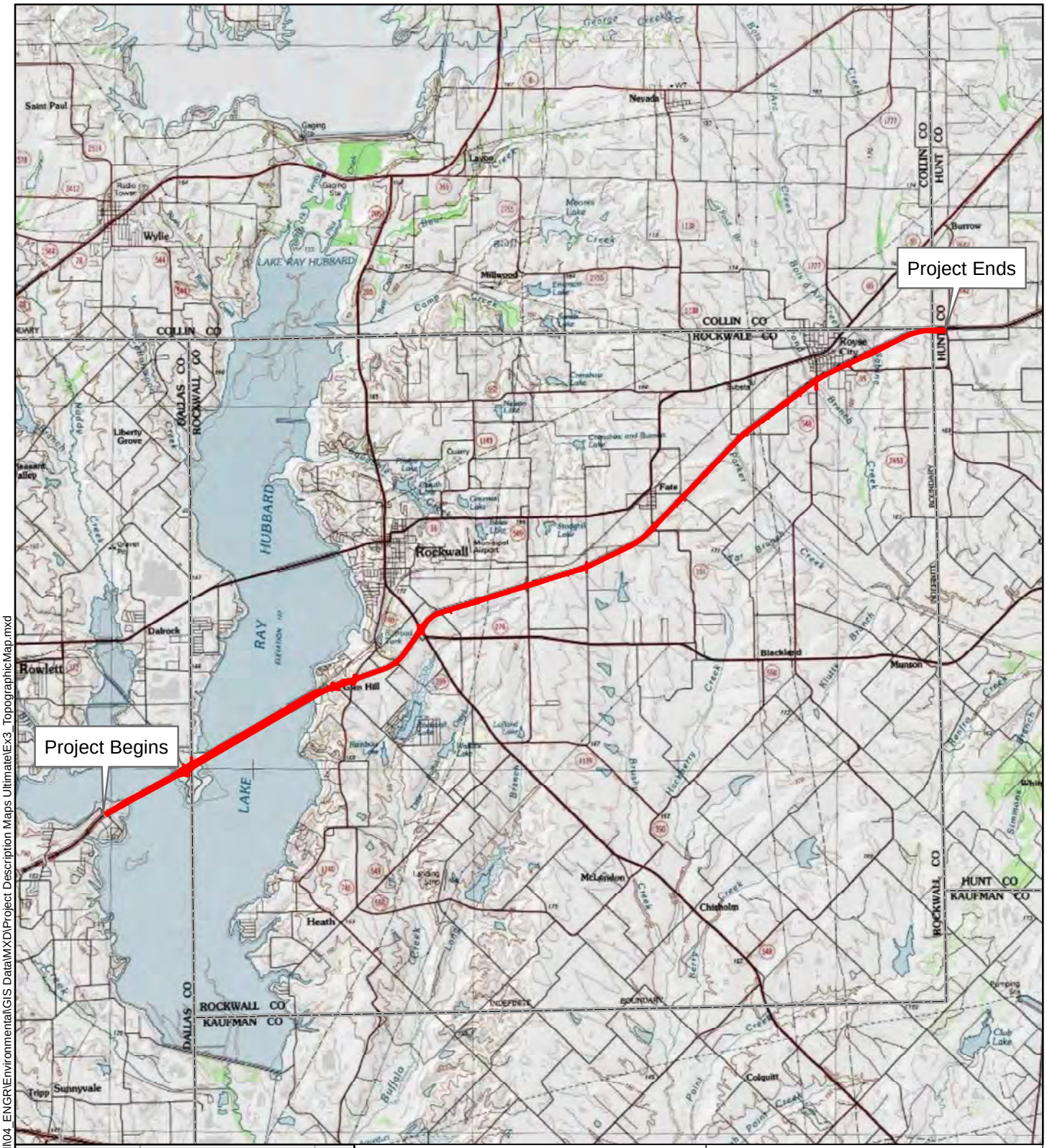
Exhibit A-2
Project Location on Aerial Map

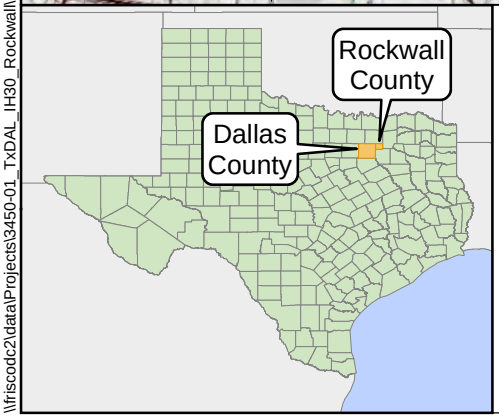
Interstate Highway 30
From Bass Pro Drive to
West of FM 2642

CSJ 0009-11-238, etc.

Dallas & Rockwall Counties, TX

Date:	Proj. No:	Exhibit No:
April 2018	3450-00	A-2





N

Project Limits

County Line

0 1 2 4

Miles

Topographicl Image: 1995 Mesquite, Forney North, Rockwall, & Rowlett Quadrangle

Exhibit A-3
Project Location on Topographic Map

Interstate Highway 30
From Bass Pro Drive to
West of FM 2642

CSJ 0009-11-238, etc.

Dallas & Rockwall Counties, TX

Date:	Proj. No:	Exhibit No:
April 2018	3450-00	A-3

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Appendix B – Project Photos

Photograph 1 - View of Stream 1 facing north (westbound).

Photograph 2 - View of Stream 2 facing north (eastbound).

Photograph 3 - View of Stream 2 facing north (westbound).

Photograph 4 - View of Stream 3 facing north-west (westbound).

Photograph 5 - View of Stream 4 facing north (westbound).

Photograph 6 - View of Stream 4 facing south (eastbound).

Photograph 7 - View of Stream 5 facing northwest (westbound).

Photograph 8 - View of Stream 5 facing southeast (eastbound).

Photograph 9 - View of Stream 6 facing northwest (westbound).

Photograph 10 - View of Stream 6 face northwest (eastbound).

Photograph 11 - View of culvert to Stream 7 facing northeast (westbound).

Photograph 12 - View of Stream 7 and Wetland 12 facing southeast (eastbound).

Photograph 13 - View of Stream 8 facing southeast (eastbound).

Photograph 14 - View of Stream 9 facing northwest (westbound).

Photograph 15 - View of Stream 9 facing southeast (eastbound).

Photograph 16 - View of Stream 10 facing northwest (eastbound).

Photograph 17 - View of Stream 10 facing southwest (eastbound).

Photograph 18 - View of Stream 11 facing northeast (westbound).

Photograph 19 - View of Stream 11 facing southeast (eastbound).

Photograph 20 - View of Stream 12 facing southeast (eastbound).

Photograph 21 - View of Stream 13 facing northwest at FM 548.

Photograph 22 - View of Stream 13 facing northwest (westbound).

Photograph 23 - View of Stream 14 facing northwest (westbound).

Photograph 24 - View of Stream 14 facing southeast (eastbound).

Photograph 25 - View of Stream 15 facing northwest (westbound).

Photograph 26 - View of Stream 15 facing southeast (eastbound).

Photograph 27 - View of Stream 16 facing northwest (westbound).

Photograph 28 - View of Stream 16 facing southeast (eastbound).

Photograph 29 - View of Stream 17 facing northwest (westbound).

Photograph 30 - View of Stream 17 facing southeast (eastbound).

Photograph 31 - View of Wetland 1.

Photograph 32 - View of Wetland 2.

Photograph 33 - View of Wetland 3, facing west.

Photograph 34 - View of Lake Ray Hubbard near Bass Pro Drive, facing southeast.

Photograph 35 - View of Lake Ray Hubbard near Bass Pro Shop, facing southeast.

Photograph 36 - View of Lake Ray Hubbard near Bass Pro Shop, facing northeast.

Photograph 37 - View of Lake Ray Hubbard near Dalrock Road, facing northeast.

Photograph 38 - View of Lake Ray Hubbard near Dalrock Road, facing southwest.

Photograph 39 - View of Wetland 4, facing northeast.

Photograph 40 - View of Wetland 5, facing west.

Photograph 41 - View of Wetland 6.

Photograph 42 - View of Wetland 7.

Photograph 43 - View of Wetland 8, facing east.

Photograph 44 - View of Wetland 9, facing east.

Photograph 45 - View of Wetland 10, facing northeast.

Photograph 46 - View of Wetland 11, facing east.

Photograph 47 – View looking east-southeast near approximate I-30 Sta. 714+00 towards one of two tank holds of the Sunmart 106 PST site at 926 E. I-30, Royse City, TX (Map ID 11). This tank hold serves automobiles and small trucks at pump islands (right of the photo out of view). ROW would be acquired from the site. The former Prime Travel Stop gas station is in the background of the photo. The site is considered a moderate environmental risk to the proposed project.

Photograph 48 – View looking northeast near approximate I30 Sta. 673+50 to 675+50 towards the tank hold of the Tiger Mart 42 gas station LPST and PST site at 117 W. I-30, Royse City, TX (Map ID 18). ROW would be required from the site. The site is considered a moderate environmental risk to the project.

Photograph 49 – View looking northeast near approximate I-30 Sta. 715+00 to 718+00 towards the former Prime Travel Stop gas station LPST and PST site at 1016 E. I-30, Royse City, TX (Map ID 20). No ROW would be acquired from the site. The site is considered a high environmental risk.

Photograph 50 – View looking southwest near approximate I-30 Sta. 676+50 to 678+00 towards the pump island and tank hold of the Triple C Convenience Store and gas station LPST and PST site at 100 W. I-30, Royse City, TX (Map ID 24). No ROW would be acquired from the site. The site is considered a high environmental risk to the project.

Photograph 51 – View looking northeast towards one of two tank holds of Loves Country Store 283 gas station LPST and PST site at 1990 E. I-30, Rockwall, TX (Map ID 45). I-30 is in the background of the photo and the pump islands in the photo serve automobiles and small trucks. ROW would be acquired from the site. The site is considered a moderate environmental risk to project

Photograph 52 – View looking west towards one of the three tank holds of the Rockwall 76 Truck Stop LPST and PST site at 2105 S. Goliad Street (SH 205), Rockwall, TX (Map ID 49). This tank hold abuts the proposed ROW. I-30 is in the background of the photo. ROW would be acquired from the site. The site is considered a high environmental risk to the project.

Appendix C – Schematics

$FILE$

$DATE$ $TIME$

MATCHLINE STA 1647+00.00

MATCHLINE STA 1707+00.00

LEGEND:

EXISTING ROW	PROPOSED TRAFFIC BARRIER	PROPOSED CROSS STREET
EXISTING EASEMENT	PROPOSED BRIDGE ADUTMENT/BENT	PROPOSED DRIVEWAY
EXISTING PROPERTY LIMITS	PROPOSED RETAINING WALL	PROPOSED SIDEWALK
EXISTING CULVERTS	PROPOSED NOISE WALL	PAVEMENT / BRIDGE TO BE REMOVED
EXISTING 100 YR FLOODPLAIN LIMTS	PROPOSED CULVERT	PROPOSED BRIDGE (UNDER CONSTRUCTION BY OTHERS)
EXISTING PLANIMETRIC FEATURES	EXISTING ROADWAY TO REMAIN	PROPOSED MAIN LANES (UNDER CONSTRUCTION BY OTHERS)
PROPOSED CENTERLINE/BASELINE	EXISTING BRIDGE TO REMAIN	PROPOSED RAMP (UNDER CONSTRUCTION BY OTHERS)
PROPOSED ROW	PROPOSED BRIDGE	PROPOSED FRONTAGE ROAD (UNDER CONSTRUCTION BY OTHERS)
PROPOSED DRAINAGE EASEMENT	PROPOSED MAIN LANES	PROPOSED CROSS STREET (UNDER CONSTRUCTION BY OTHERS)
TEMPORARY CONSTRUCTION EASEMENT	PROPOSED RAMP	
PROPOSED EDGE OF PAVEMENT	PROPOSED FRONTAGE ROAD	

HORIZONTAL
200 0 200 400

APPROVED SCHEMATIC
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SCHEMATIC PREPARED BY:
BGE, INC.
REGISTRATION NUMBER F-1046
THESE DOCUMENTS ARE NOT INTENDED FOR PERMIT, BIDDING OR CONSTRUCTION PURPOSES
Prepared by or under the Direct Supervision of:
MICHAEL H. GARRISON, P.E. 79285
NAME P.E. NUMBER
HOSSEIN M. HOSSEINY, P.E. 118668
NAME P.E. NUMBER
$DATE$
DATE

Texas Department of Transportation

IH 30-ROCKWALL CO

FROM BASS PRO DR TO
HUNT C/L (WEST OF FM 2642)

DESIGN SCHEMATIC

CSJ 0009-11-238, ETC.

DATE: SEPT. 2018 | SHEET 1 OF 16

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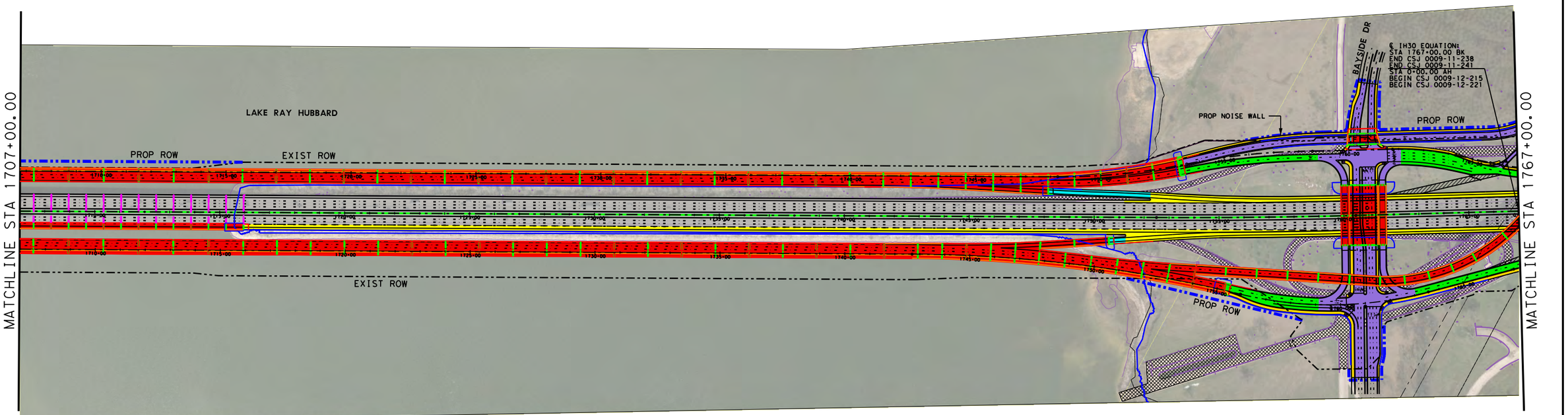

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- EXISTING CULVERTS
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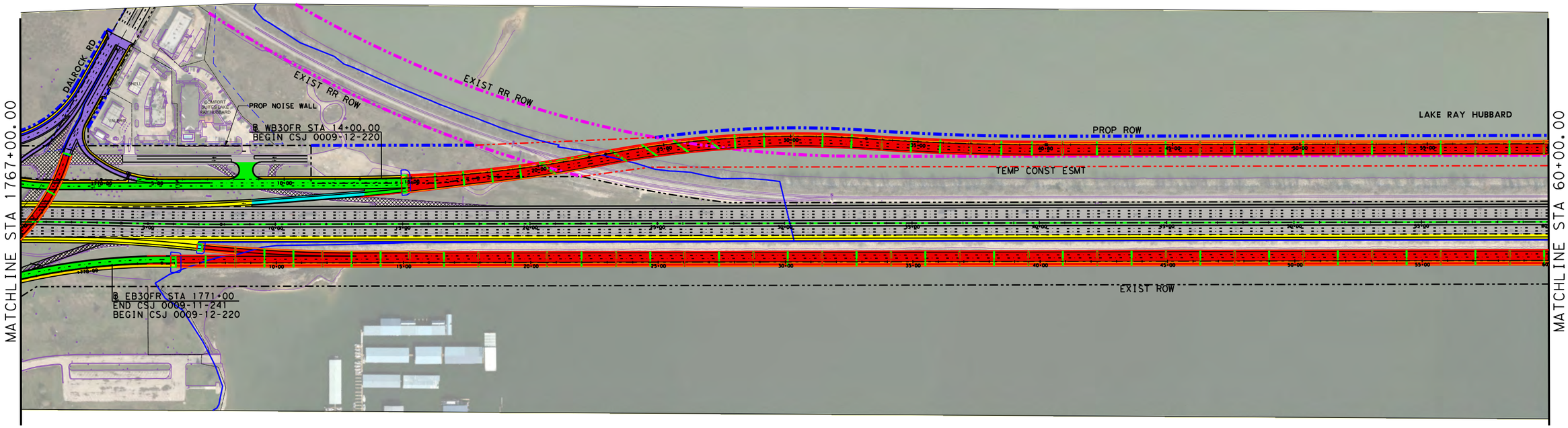

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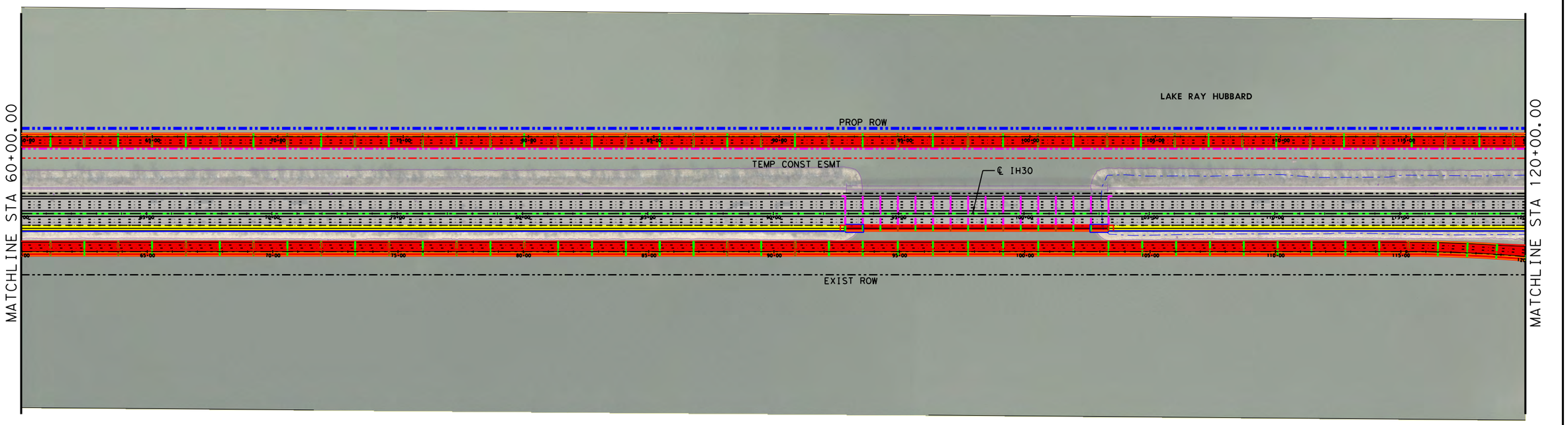

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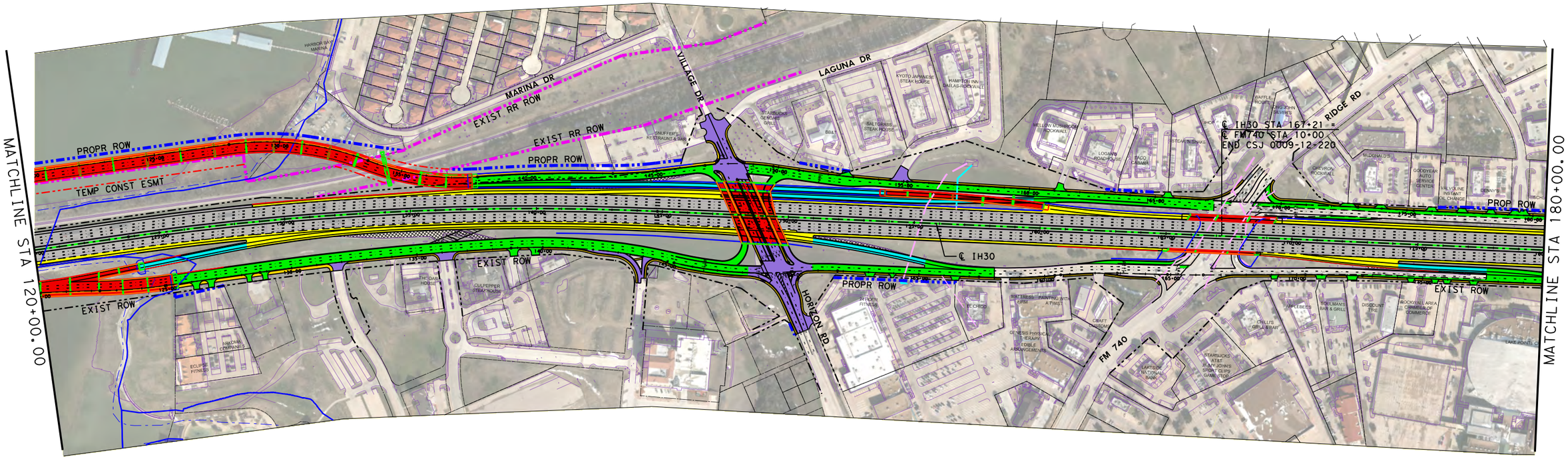

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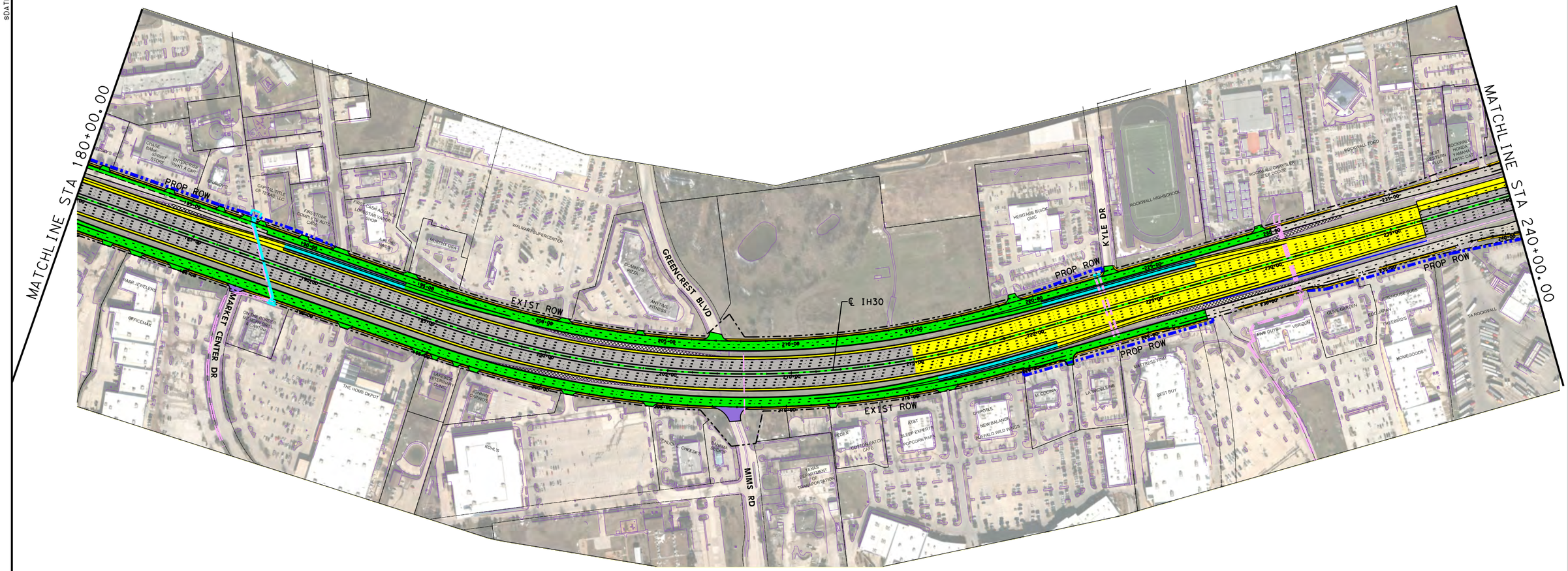

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HOSSEIN M. HOSSEINY, P.E.	118668
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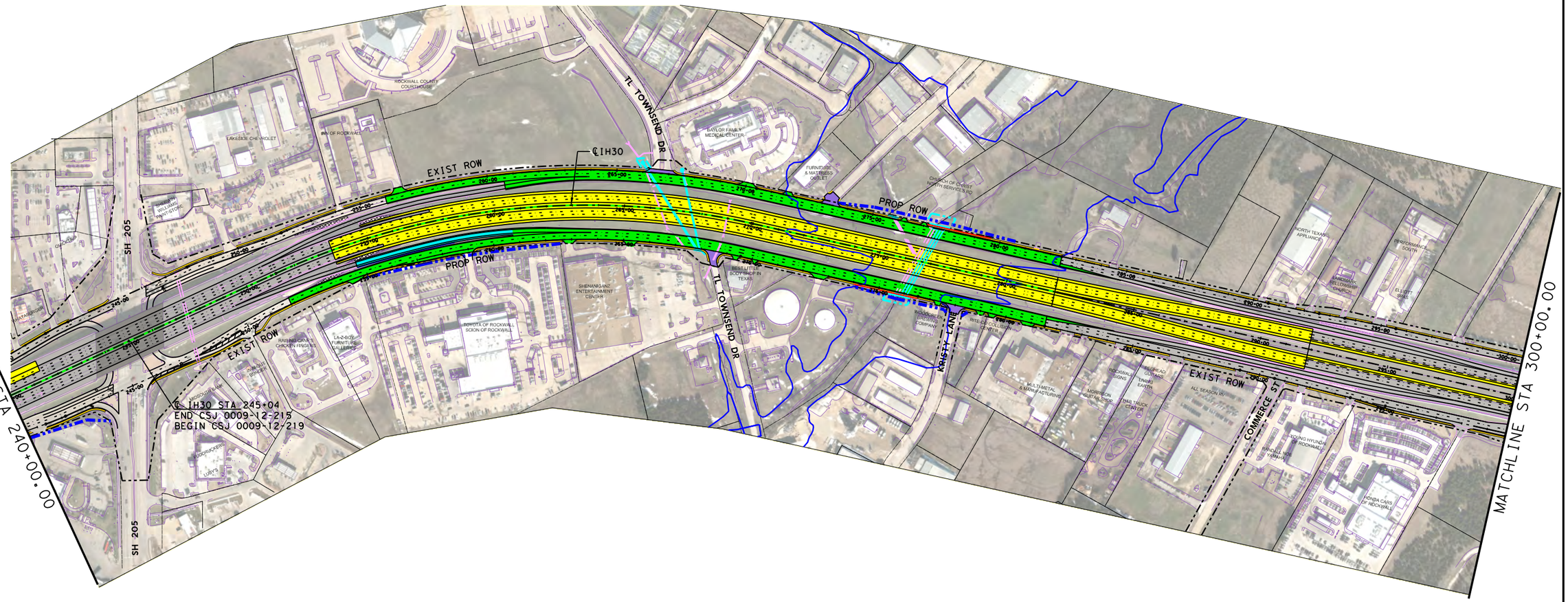

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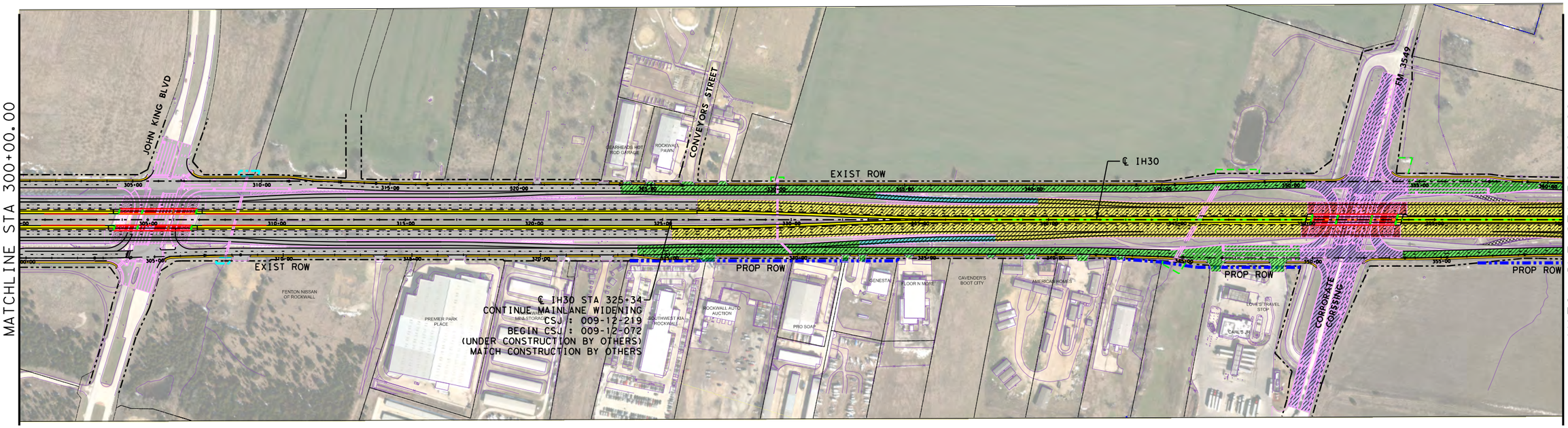
MATCHLINE STA 300+00.00



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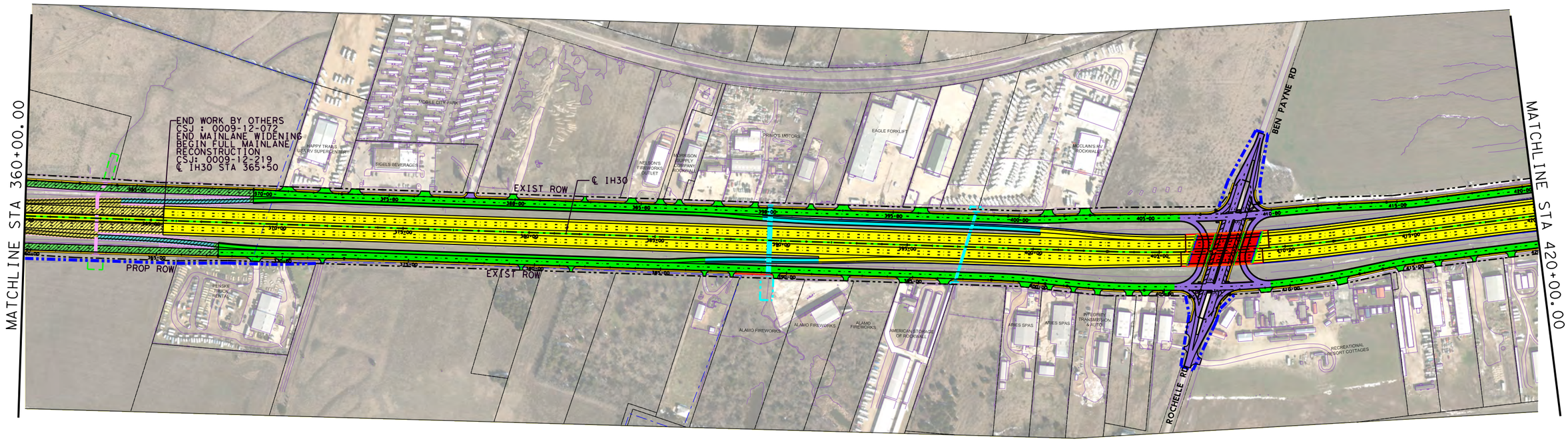

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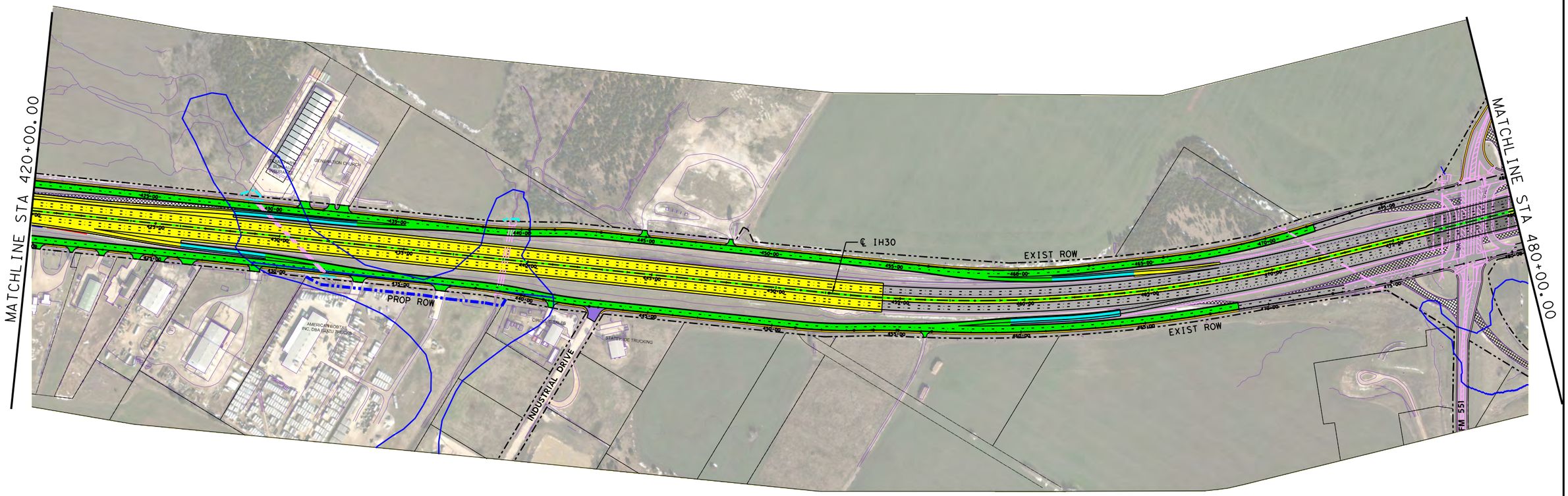

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NAME P.E. NUMBER
HOSSEIN M. HOSSEINY, P.E. 118668
NAME P.E. NUMBER
$DATE$
DATE

Texas Department of Transportation

IH 30-ROCKWALL CO

FROM BASS PRO DR TO
HUNT C/L (WEST OF FM 2642)

DESIGN SCHEMATIC

CSJ 0009-11-238, ETC.

DATE: SEPT. 2018 | SHEET 10 OF 16

FOR REPORT PURPOSES ONLY

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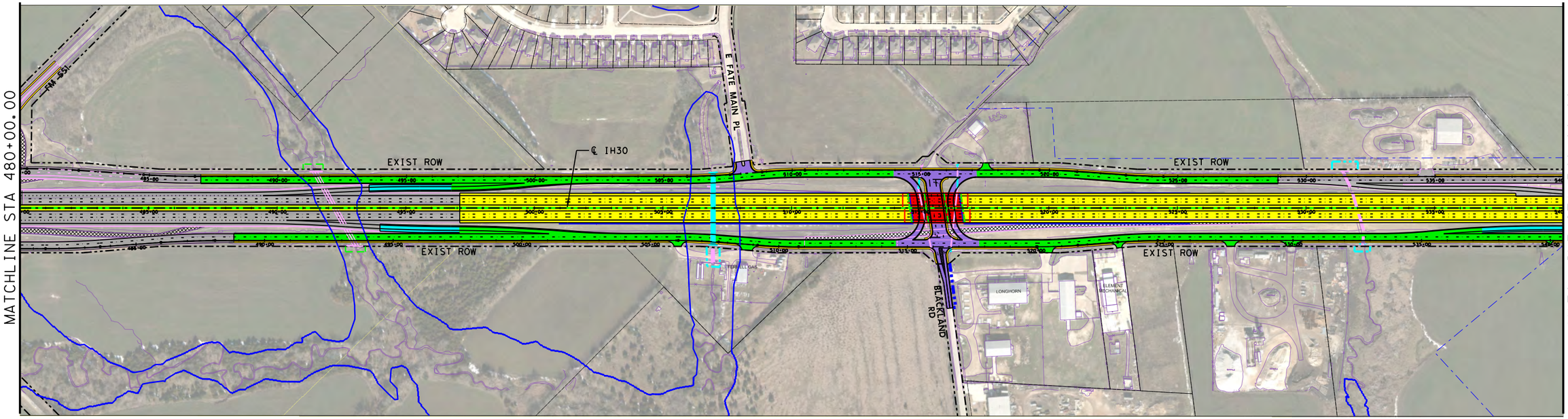

LEGEND:

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING CULVERTS
- EXISTING 100 YR FLOODPLAIN LIMTS
- EXISTING PLANIMETRIC FEATURES
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED DRAINAGE EASEMENT
- TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED BRIDGE ADUTMENT/BENT
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED CULVERT
- EXISTING ROADWAY TO REMAIN
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
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- PROPOSED FRONTAGE ROAD
- PROPOSED CROSS STREET
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- PROPOSED CROSS STREET (UNDER CONSTRUCTION BY OTHERS)

HORIZONTAL
200 0 200 400

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$DATE$ $TIME$

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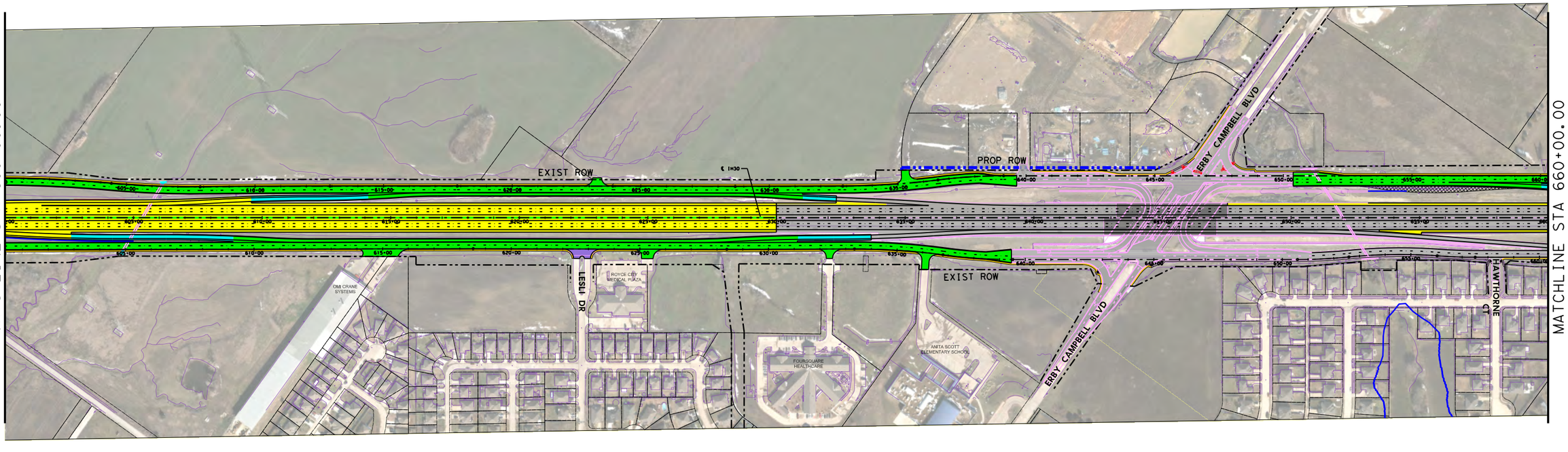

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EXISTING EASEMENT	PROPOSED BRIDGE ADUTMENT/BENT	PROPOSED DRIVEWAY
EXISTING PROPERTY LIMITS	PROPOSED RETAINING WALL	PROPOSED SIDEWALK
EXISTING CULVERTS	PROPOSED NOISE WALL	PAVEMENT / BRIDGE TO BE REMOVED
EXISTING 100 YR FLOODPLAIN LIMTS	PROPOSED CULVERT	PROPOSED BRIDGE (UNDER CONSTRUCTION BY OTHERS)
EXISTING PLANIMETRIC FEATURES	EXISTING ROADWAY TO REMAIN	PROPOSED MAIN LANES (UNDER CONSTRUCTION BY OTHERS)
PROPOSED CENTERLINE/BASELINE	EXISTING BRIDGE TO REMAIN	PROPOSED RAMP (UNDER CONSTRUCTION BY OTHERS)
PROPOSED ROW	PROPOSED BRIDGE	PROPOSED FRONTAGE ROAD (UNDER CONSTRUCTION BY OTHERS)
PROPOSED DRAINAGE EASEMENT	PROPOSED MAIN LANES	PROPOSED CROSS STREET (UNDER CONSTRUCTION BY OTHERS)
TEMPORARY CONSTRUCTION EASEMENT	PROPOSED RAMP	
PROPOSED EDGE OF PAVEMENT	PROPOSED FRONTAGE ROAD	

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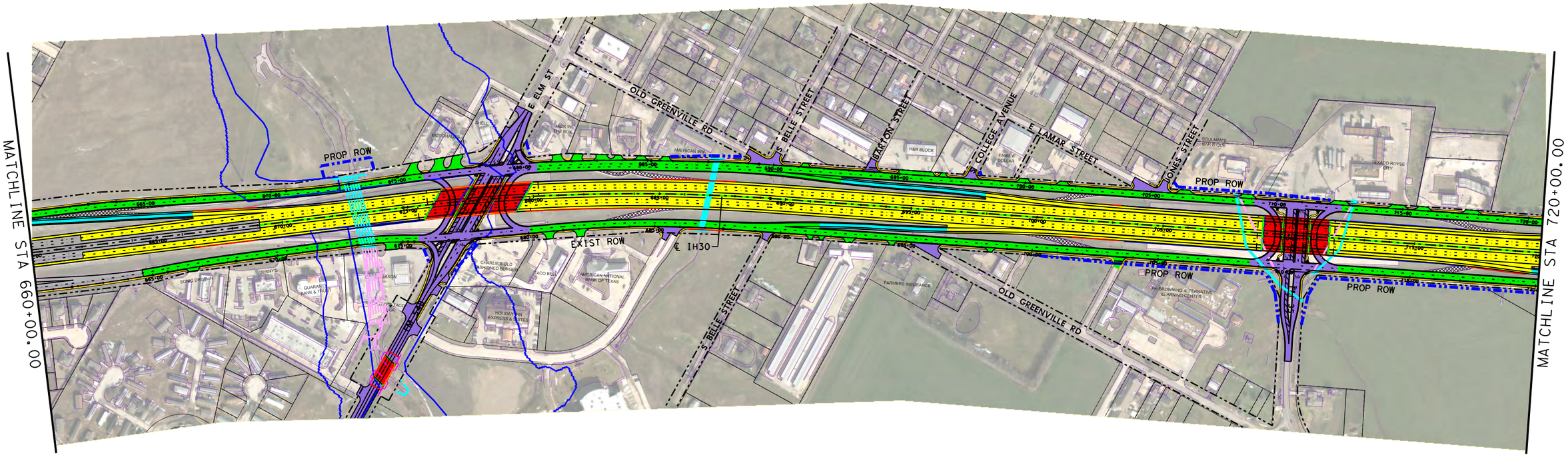

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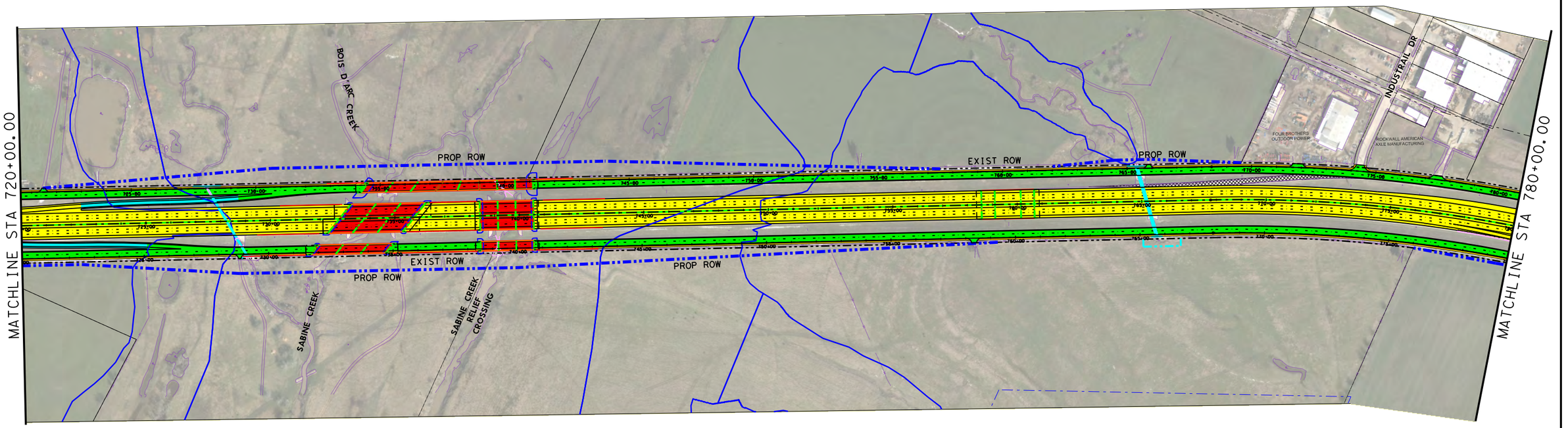
$DATE$ $TIME$



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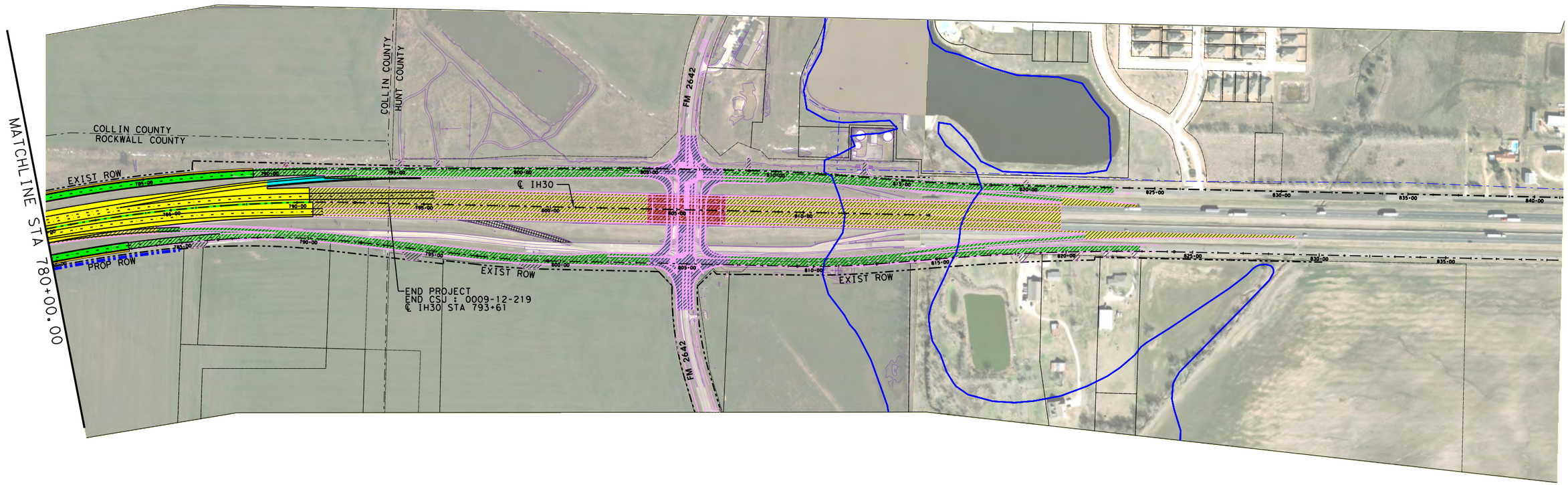

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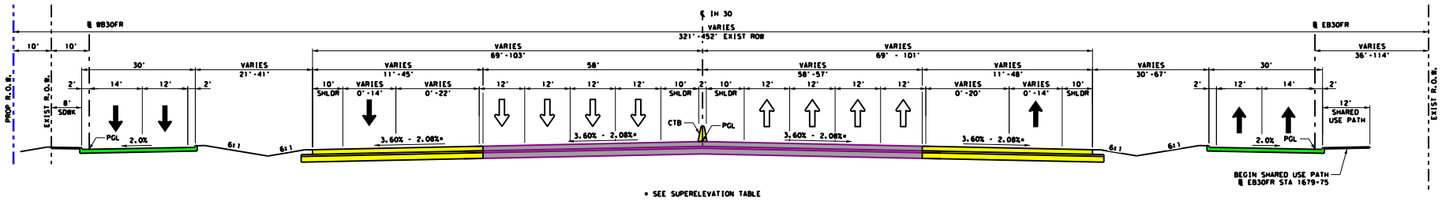
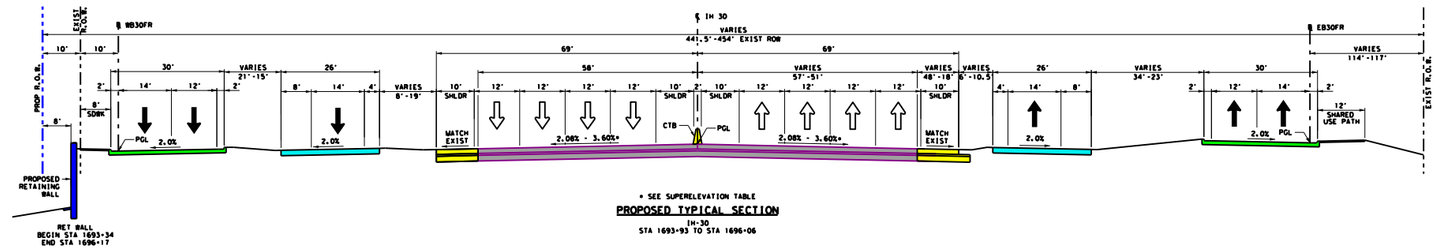
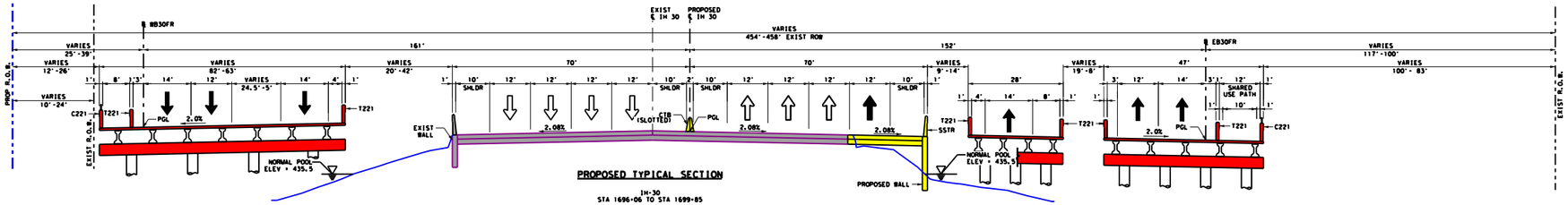
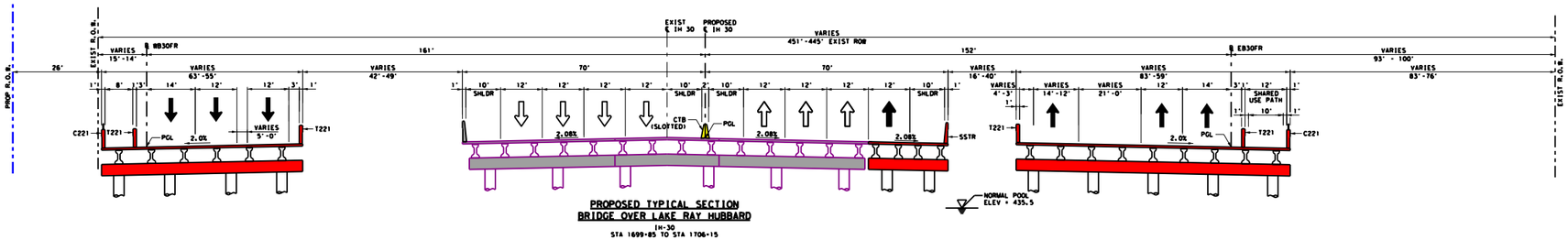
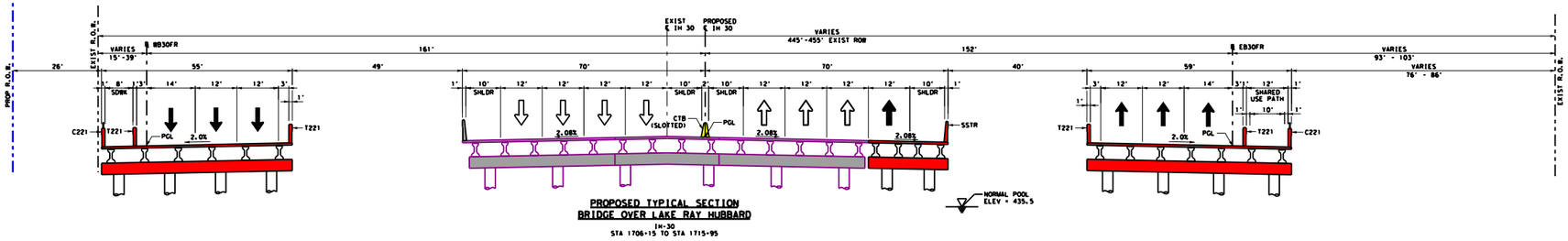
Appendix D – Typical Sections











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PROPOSED TYPICAL SECTIONS

CSJ 0009-11-238, ETC.

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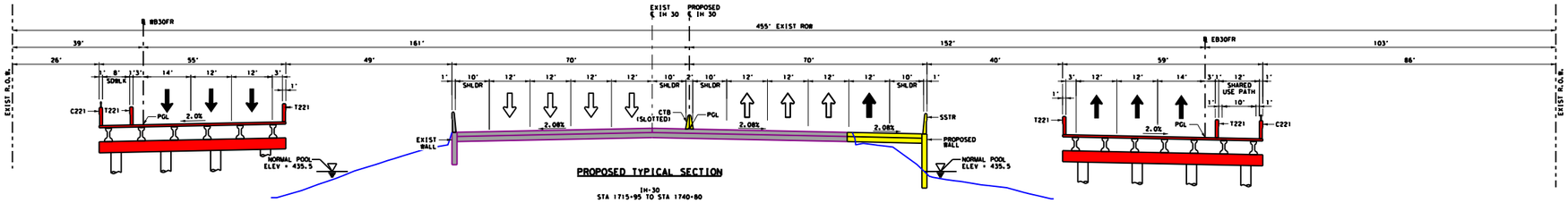
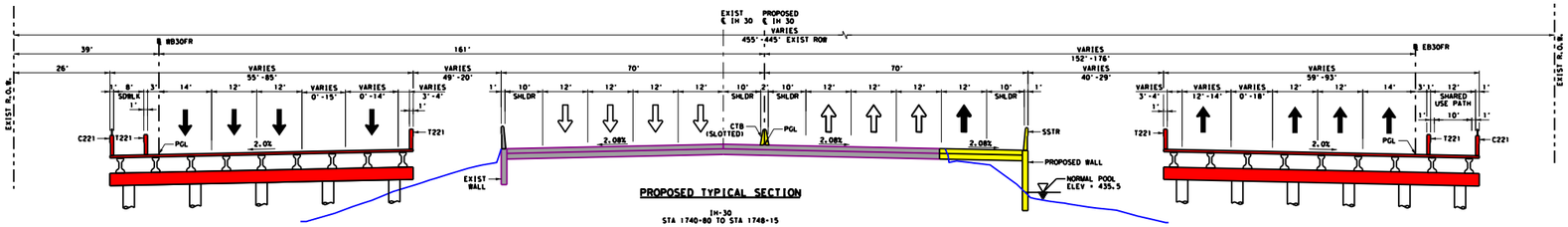


PROPOSED TYPICAL SECTION

IH-30
STA 1715+95 TO STA 1740+80



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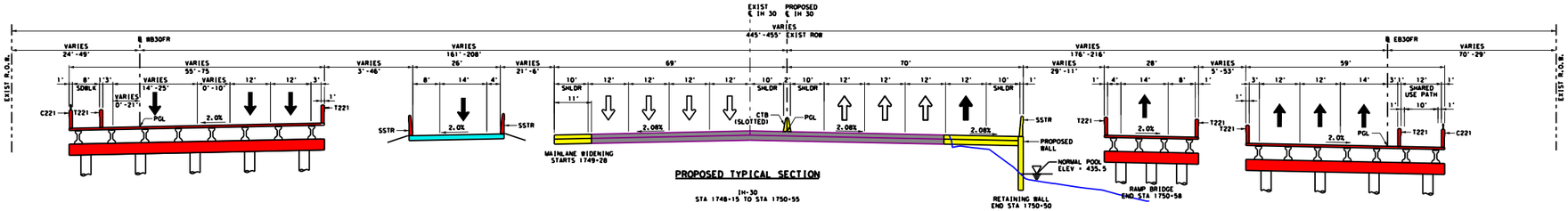
IH-30
STA 1740+80 TO STA 1748+15



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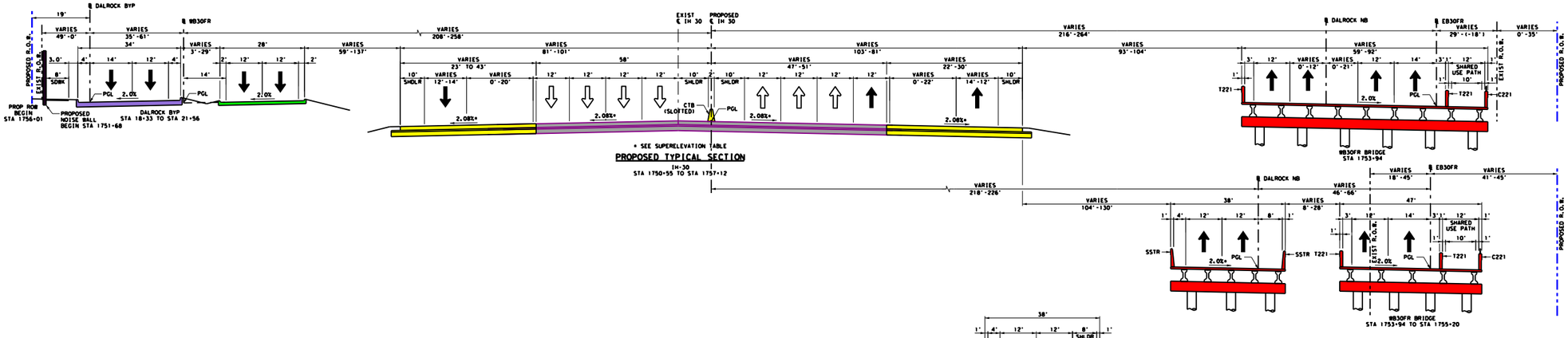
IH-30
STA 1748+15 TO STA 1750+55



* SEE SUPERELEVATION TABLE

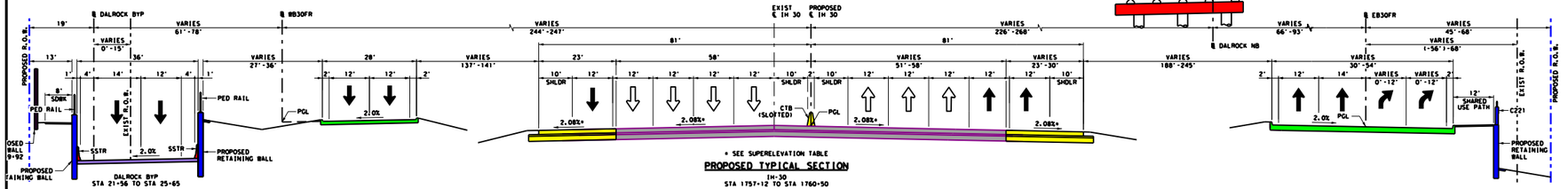
PROPOSED TYPICAL SECTION

IH-30
STA 1750+55 TO STA 1757+12

DALROCK BYP STA 18+33 TO STA 21+56

WB30FR BRIDGE STA 1753+94

WB30FR BRIDGE STA 1753+94 TO STA 1755+20



* SEE SUPERELEVATION TABLE

PROPOSED TYPICAL SECTION

IH-30
STA 1757+12 TO STA 1760+50

DALROCK BYP STA 21+56 TO STA 25+65

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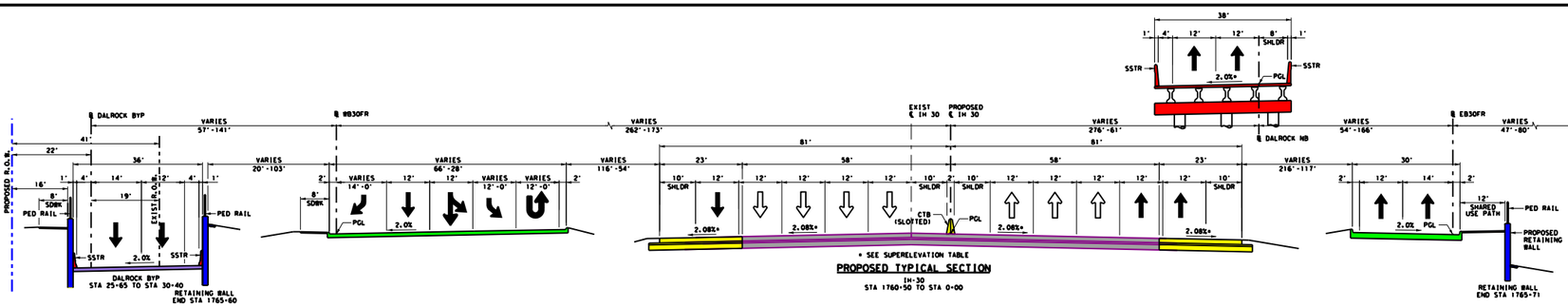

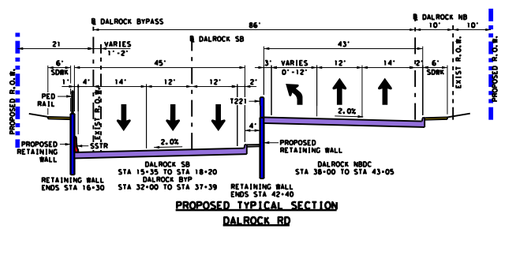

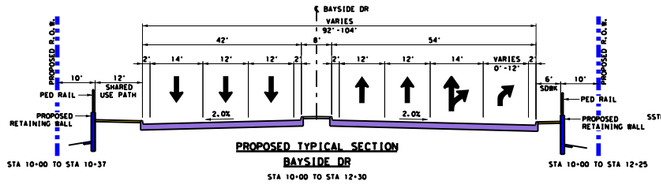

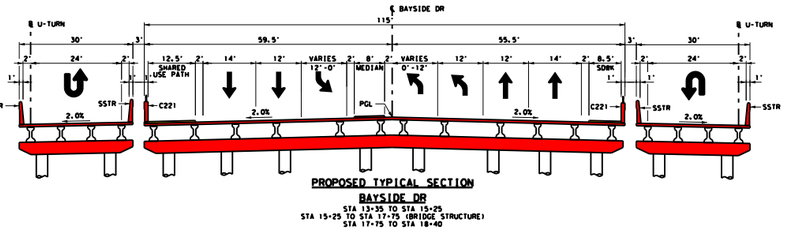

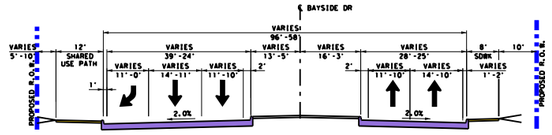

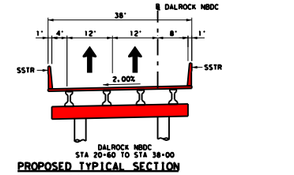

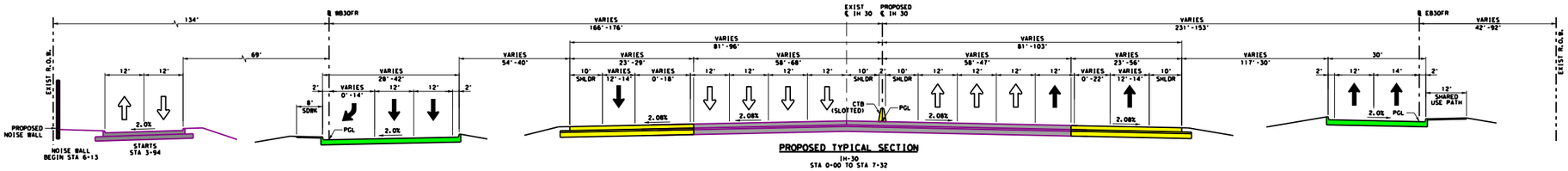

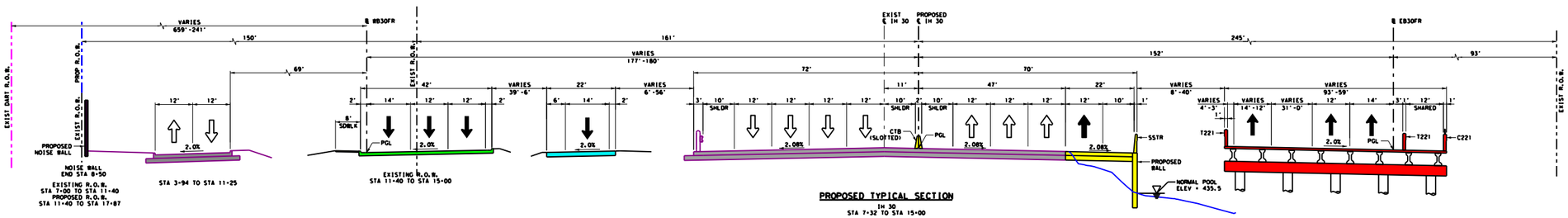

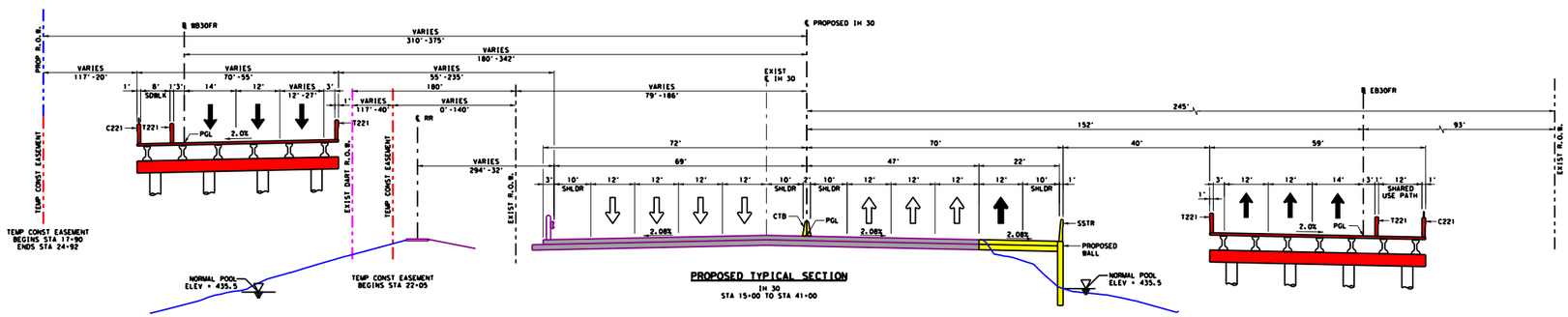

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DATE: OCT. 2018 | SHEET 3 OF 18

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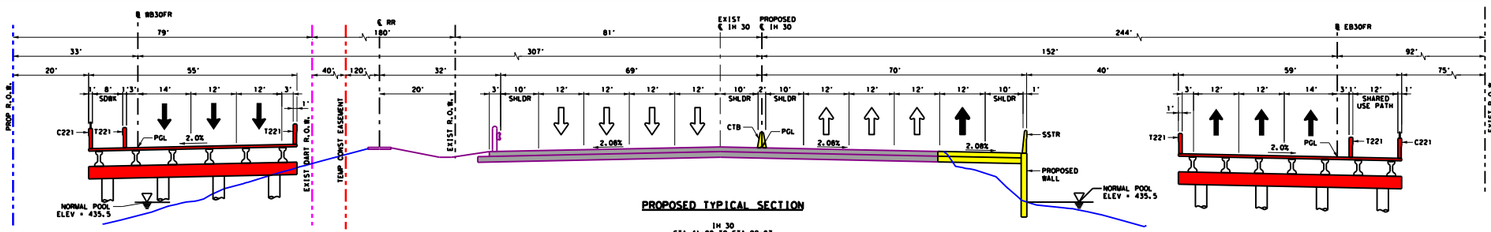
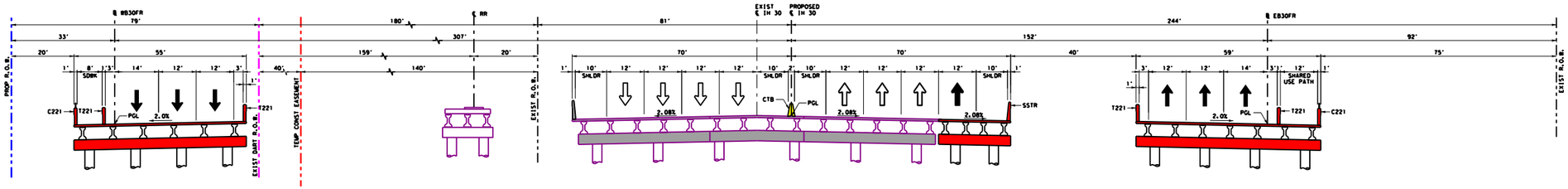


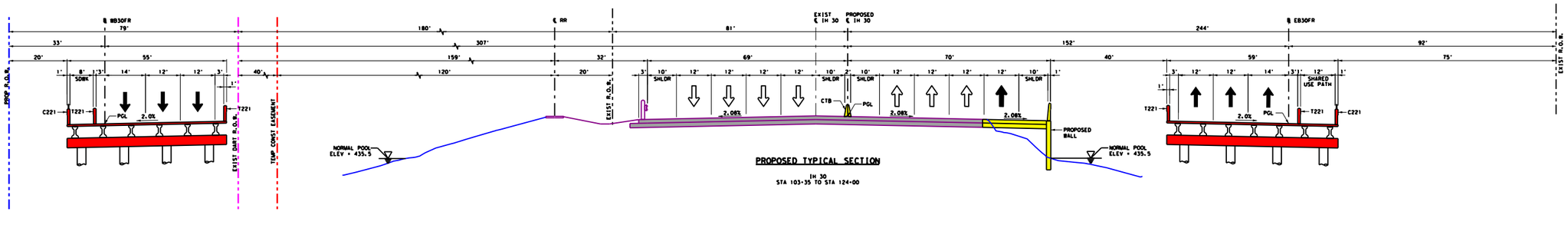
PROPOSED TYPICAL SECTION

IH 30
STA 41+00 TO STA 92+87



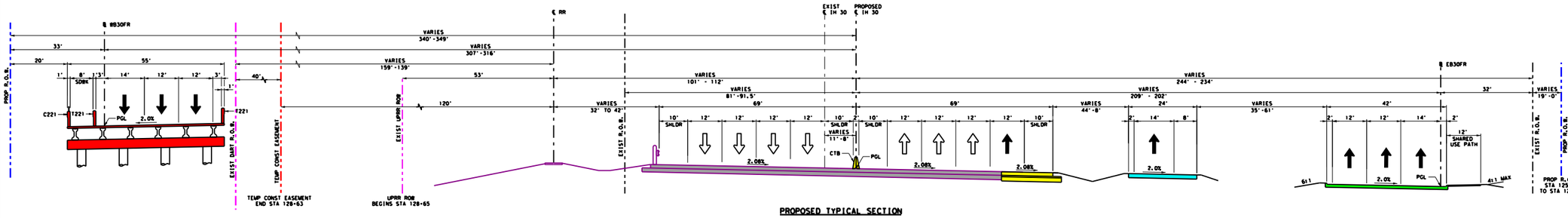
PROPOSED TYPICAL SECTION
BRIDGE OVER LAKE RAY HUBBARD

IH-30
STA 92+87 TO STA 103+35



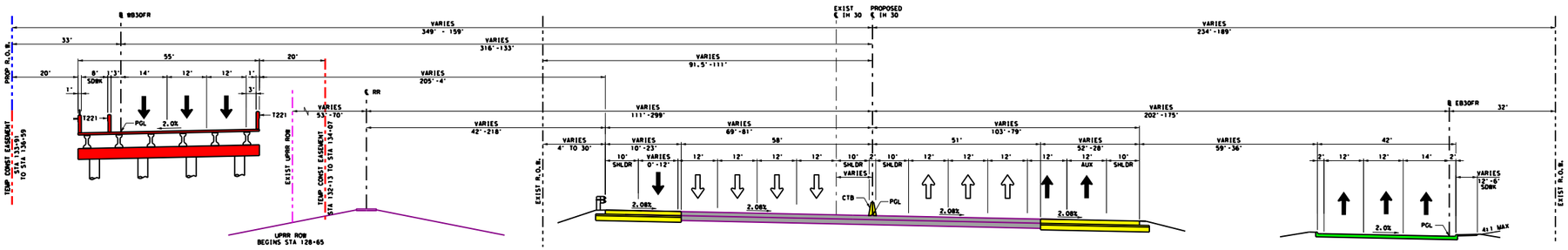
PROPOSED TYPICAL SECTION

IH 30
STA 103+35 TO STA 124+00



PROPOSED TYPICAL SECTION

IH 30
STA 124+00 TO STA 128+70



PROPOSED TYPICAL SECTION

IH 30
STA 128+70 TO STA 137+50

APPROVED SCHEMATIC
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SCHEMATIC PREPARED BY:
BGE, INC.
REGISTRATION NUMBER F-1046
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HOSSEIN M. HOSSEINY, P.E. 118668
NAME P.E. NUMBER
$DATE$
DATE

Texas Department of Transportation

IH 30-ROCKWALL CO

FROM BASS PRO DR TO
HUNT C/L (WEST OF FM 2642)

DESIGN SCHEMATIC
PROPOSED TYPICAL SECTIONS

CSJ 0009-11-238, ETC.

DATE: OCT. 2018 | SHEET 4 OF 18

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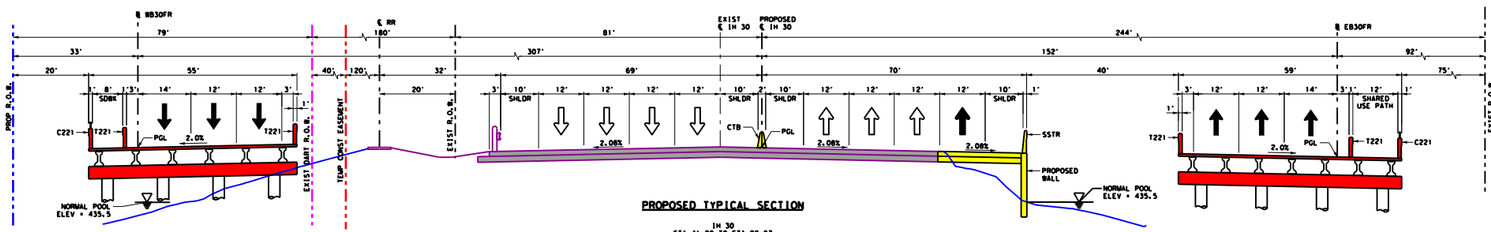
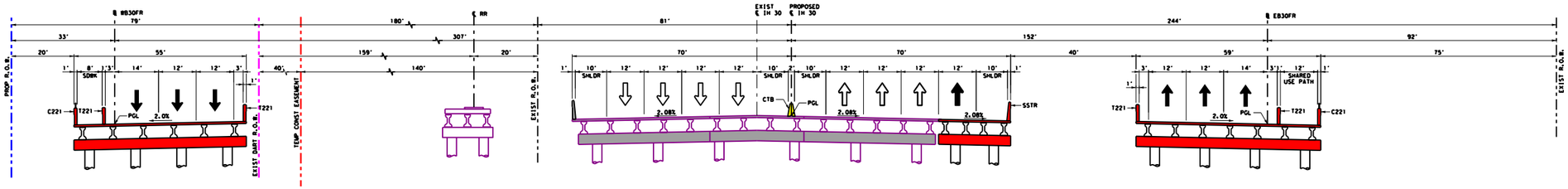


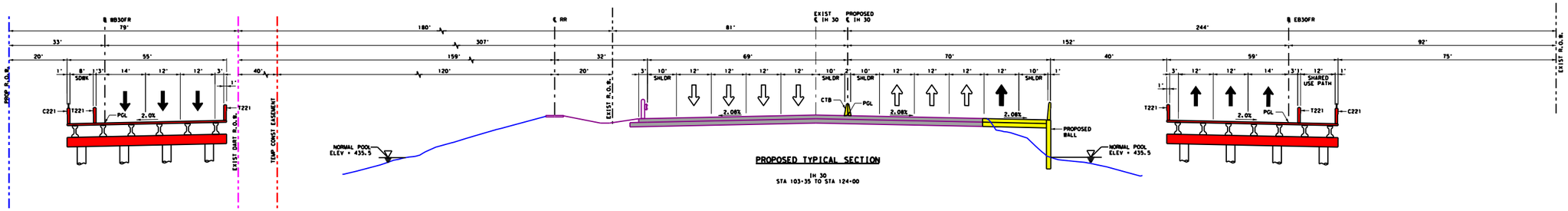
PROPOSED TYPICAL SECTION

IH 30
STA 41+00 TO STA 92+87



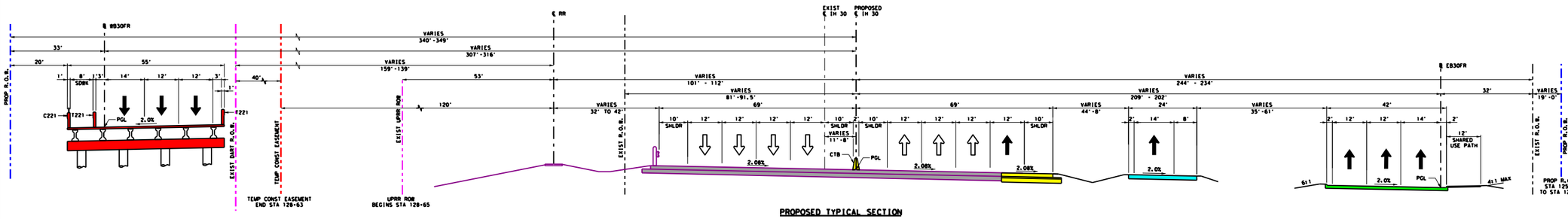
PROPOSED TYPICAL SECTION
BRIDGE OVER LAKE RAY HUBBARD

IH 30
STA 92+87 TO STA 103+35



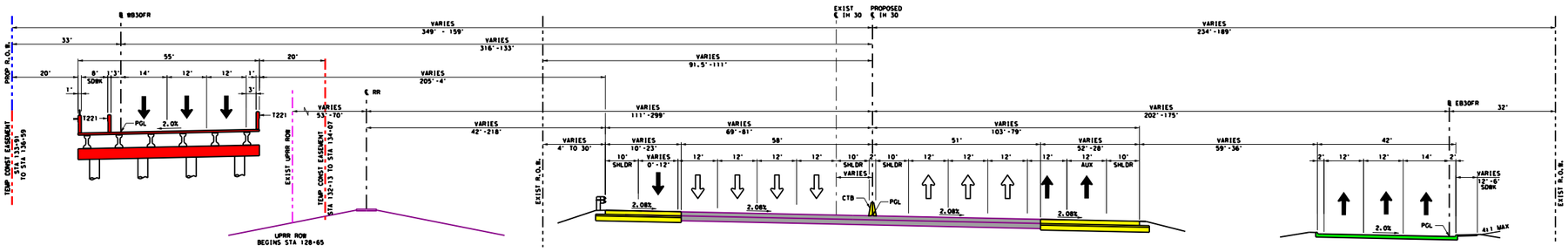
PROPOSED TYPICAL SECTION

IH 30
STA 103+35 TO STA 124+00



PROPOSED TYPICAL SECTION

IH 30
STA 124+00 TO STA 128+70



PROPOSED TYPICAL SECTION

IH 30
STA 128+70 TO STA 137+50

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IH 30-ROCKWALL CO

FROM BASS PRO DR TO
HUNT C/L (WEST OF FM 2642)

DESIGN SCHEMATIC

PROPOSED TYPICAL SECTIONS

CSJ 0009-11-238, ETC.

DATE: OCT. 2018 | SHEET 5 OF 18

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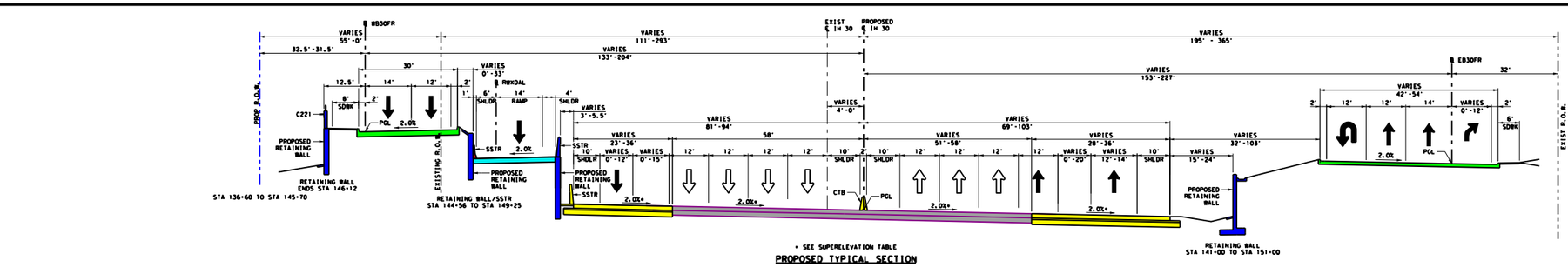
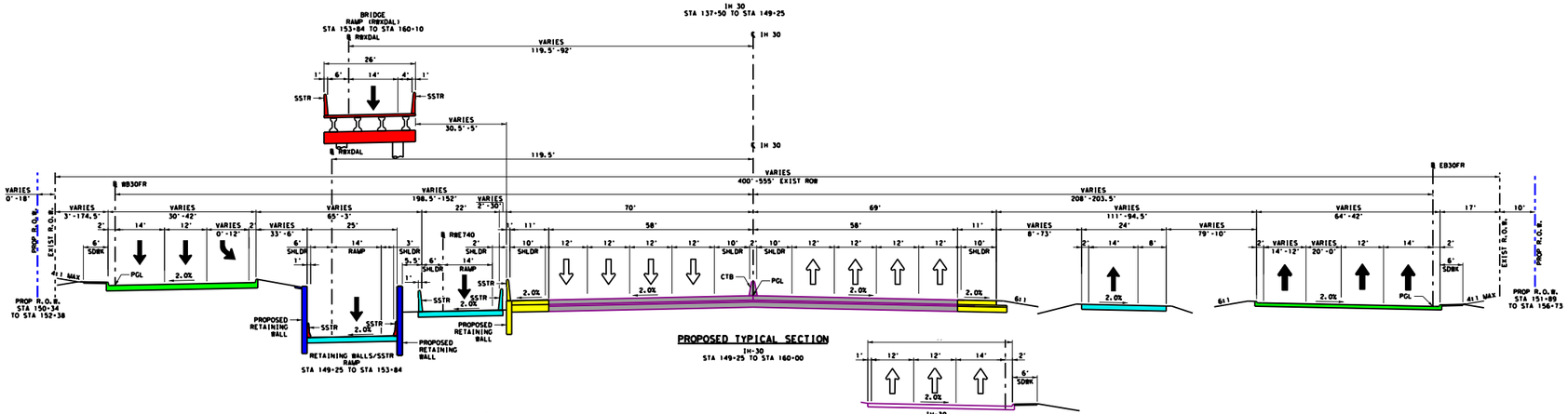
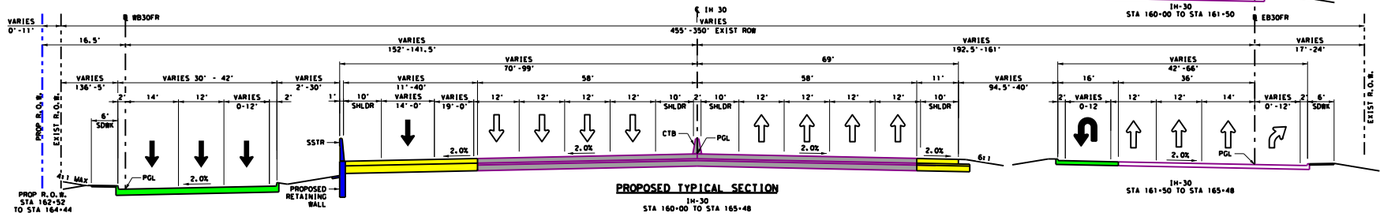


PROPOSED TYPICAL SECTION
IH 30
STA 137+50 TO STA 149+25

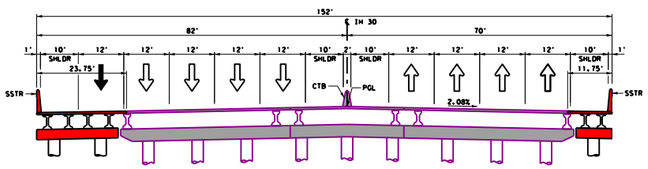


PROPOSED TYPICAL SECTION
IH-30
STA 149+25 TO STA 160+00

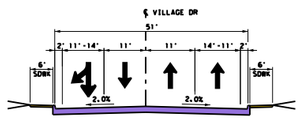


PROPOSED TYPICAL SECTION
IH-30
STA 160+00 TO STA 165+48

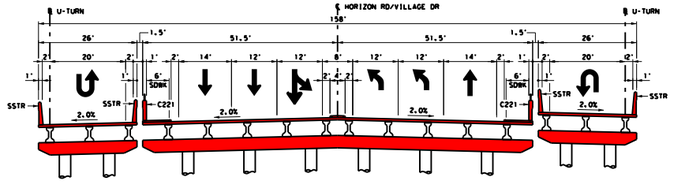
IH-30
STA 161+50 TO STA 165+48



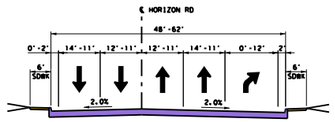
PROPOSED TYPICAL SECTION
FM 740 OVERPASS
IH-30
STA 165+48 TO STA 168+94



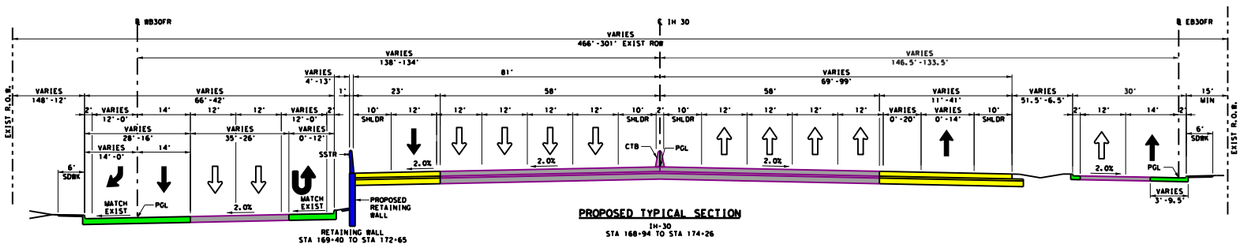
PROPOSED TYPICAL SECTION
HORIZON RD/VILLAGE DR
STA 5+60 TO STA 7+45



PROPOSED TYPICAL SECTION
HORIZON RD/VILLAGE DR
STA 8+55 TO STA 11+25



PROPOSED TYPICAL SECTION
HORIZON RD/VILLAGE DR
STA 13+00 TO STA 15+00



PROPOSED TYPICAL SECTION
IH-30
STA 168+94 TO STA 174+26

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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Texas Department of Transportation

IH 30-ROCKWALL CO

FROM BASS PRO DR TO
HUNT C/L (WEST OF FM 2642)

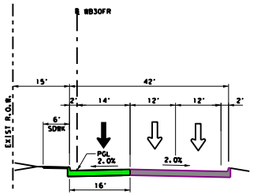
DESIGN SCHEMATIC

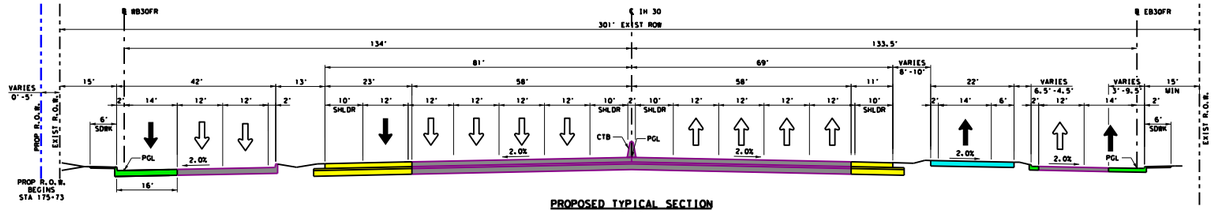
PROPOSED TYPICAL SECTIONS

CSJ 0009-11-238, ETC.

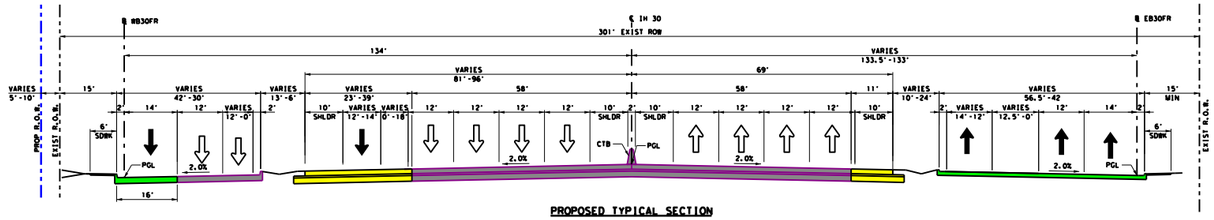
DATE: OCT. 2018 | SHEET 6 OF 18

FOR REPORT PURPOSES ONLY

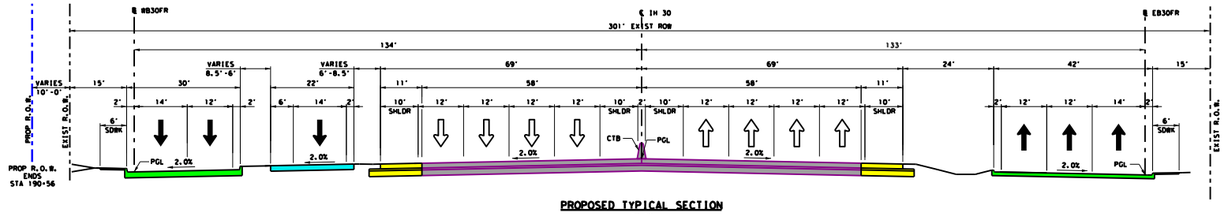




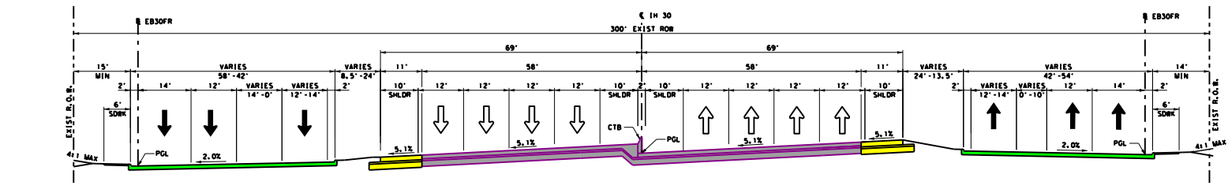
PROPOSED TYPICAL SECTION
IH-30
STA 174+26 TO STA 177+78



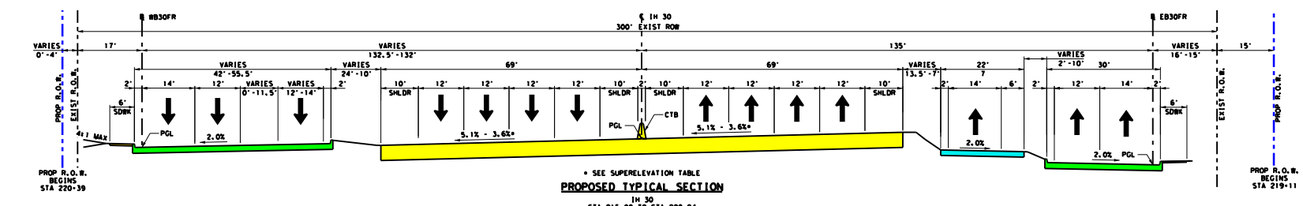
PROPOSED TYPICAL SECTION
IH-30
STA 177+78 TO STA 188+59



PROPOSED TYPICAL SECTION
IH-30
STA 188+59 TO STA 195+40

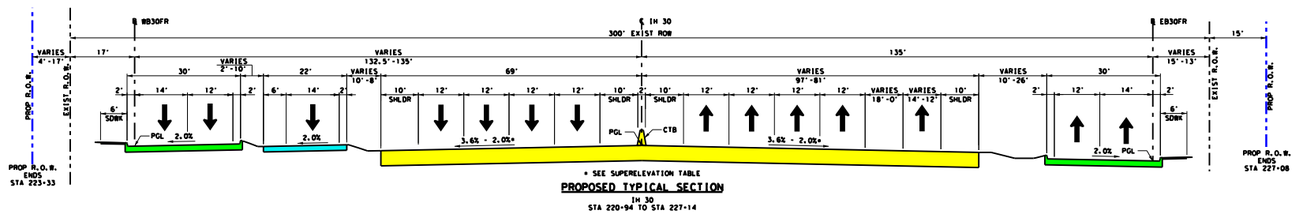


PROPOSED TYPICAL SECTION
IH 30
STA 195+40 TO STA 215+00



* SEE SUPERELEVATION TABLE

PROPOSED TYPICAL SECTION
IH 30
STA 215+00 TO STA 220+94



* SEE SUPERELEVATION TABLE

PROPOSED TYPICAL SECTION
IH 30
STA 220+94 TO STA 227+14

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Texas Department of Transportation

IH 30-ROCKWALL CO

FROM BASS PRO DR TO
HUNT C/L (WEST OF FM 2642)

DESIGN SCHEMATIC
PROPOSED TYPICAL SECTIONS

CSJ 0009-11-238, ETC.

DATE: OCT. 2018 | SHEET 7 OF 18

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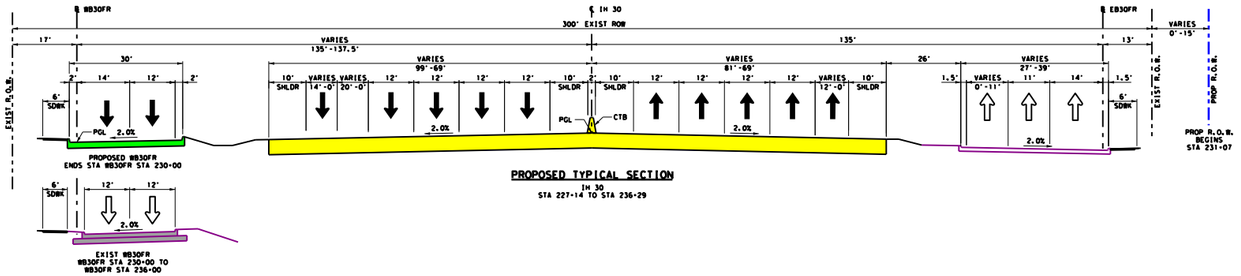
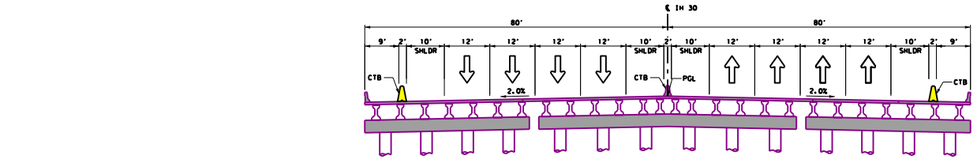
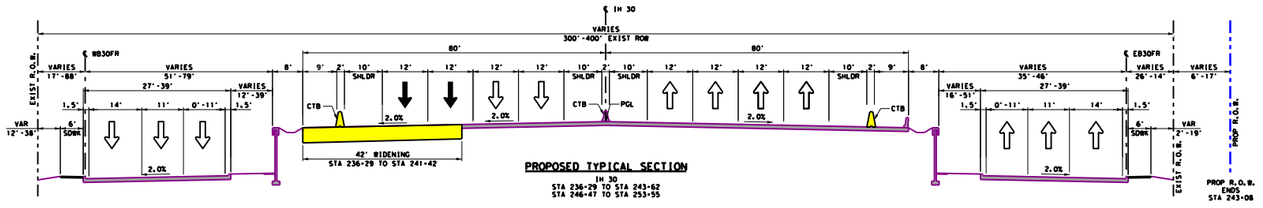


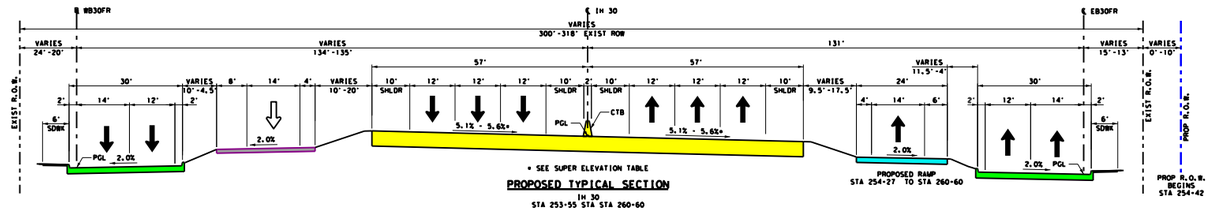
PROPOSED TYPICAL SECTION
IH 30
STA 227+14 TO STA 236+29



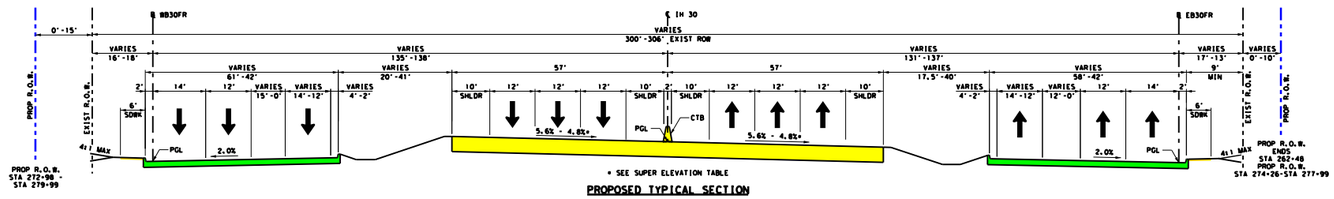
PROPOSED TYPICAL SECTION
SH 205 OVERPASS
IH-30
STA 243+62 TO STA 246+47



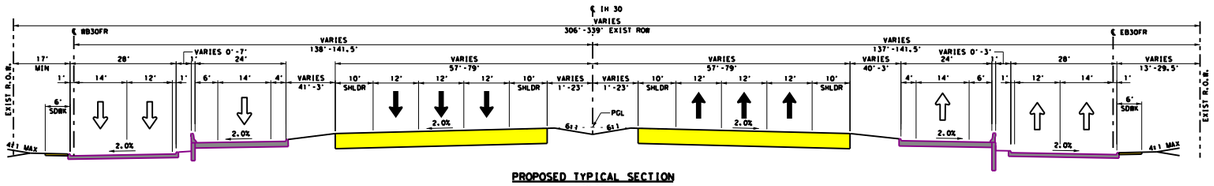
PROPOSED TYPICAL SECTION
IH 30
STA 236+29 TO STA 243+62
STA 246+47 TO STA 253+55



PROPOSED TYPICAL SECTION
IH 30
STA 253+55 STA STA 260+60



PROPOSED TYPICAL SECTION
IH 30
STA 260+60 STA STA 281+89



PROPOSED TYPICAL SECTION
IH-30
STA 281+89 TO STA 291+89

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IH 30-ROCKWALL CO
FROM BASS PRO DR TO
HUNT C/L (WEST OF FM 2642)
DESIGN SCHEMATIC
PROPOSED TYPICAL SECTIONS

CSJ 0009-11-238, ETC.

DATE: OCT. 2018 | SHEET 8 OF 18

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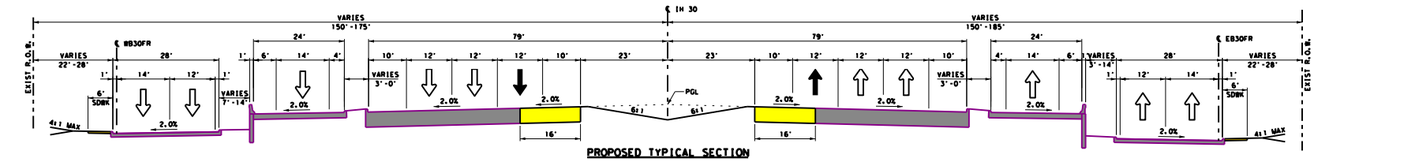
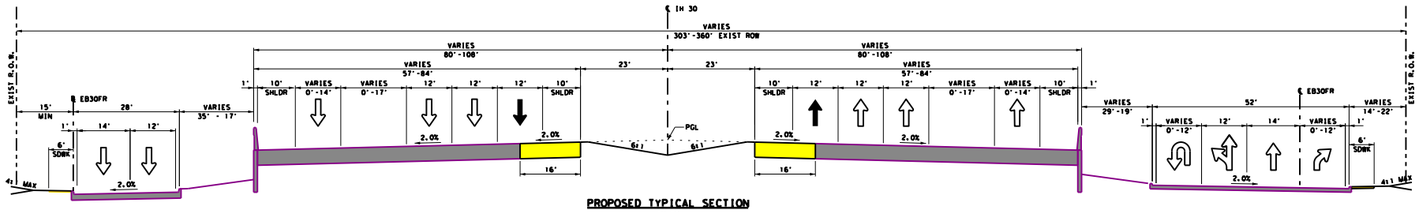
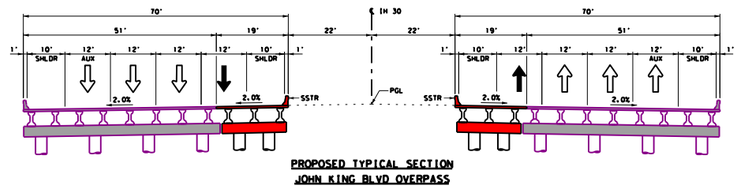


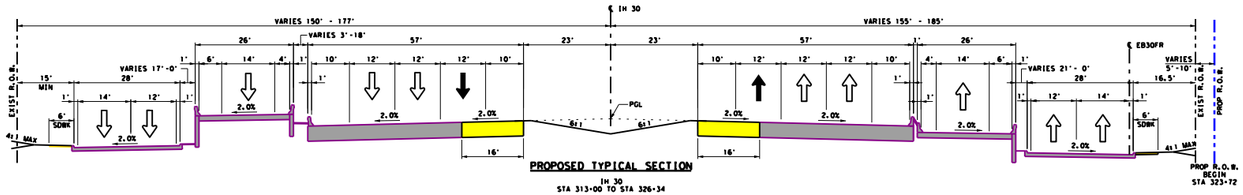
PROPOSED TYPICAL SECTION
IH 30
STA 291+89 TO STA 294+10



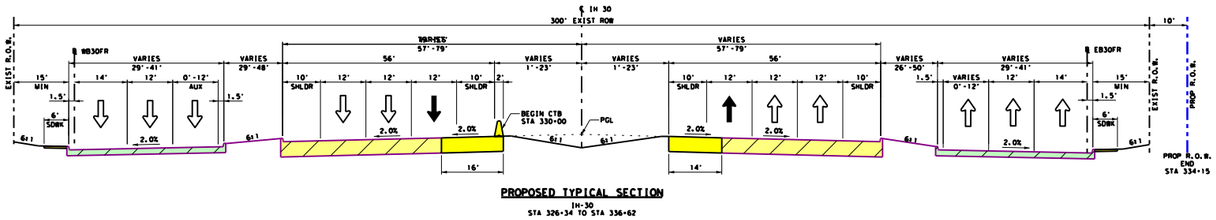
PROPOSED TYPICAL SECTION
IH-30
STA 294+10 TO STA 303+79
STA 306+79 TO STA 313+00



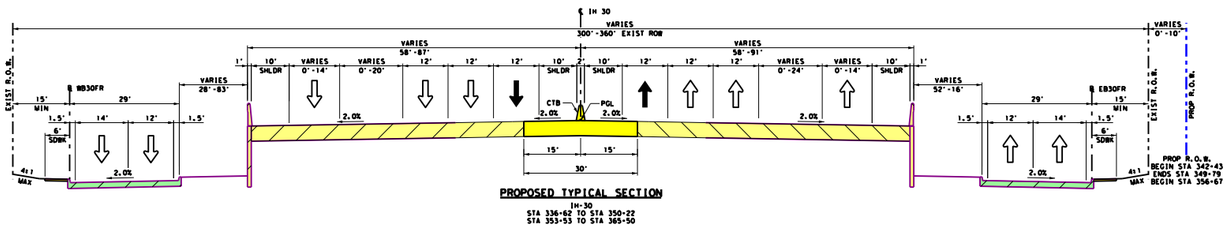
PROPOSED TYPICAL SECTION
JOHN KING BLVD OVERPASS
IH 30
STA 303+79 TO STA 306+79



PROPOSED TYPICAL SECTION
IH 30
STA 313+00 TO STA 326+34



PROPOSED TYPICAL SECTION
IH-30
STA 326+34 TO STA 336+62



PROPOSED TYPICAL SECTION
IH-30
STA 336+62 TO STA 350+22
STA 353+53 TO STA 365+50

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Texas Department of Transportation

IH 30-ROCKWALL CO
FROM BASS PRO DR TO
HUNT C/L (WEST OF FM 2642)
DESIGN SCHEMATIC
PROPOSED TYPICAL SECTIONS

CSJ 0009-11-238, ETC.

DATE: OCT. 2018 | SHEET 9 OF 18

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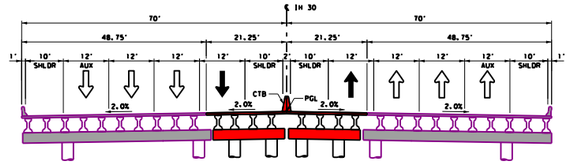
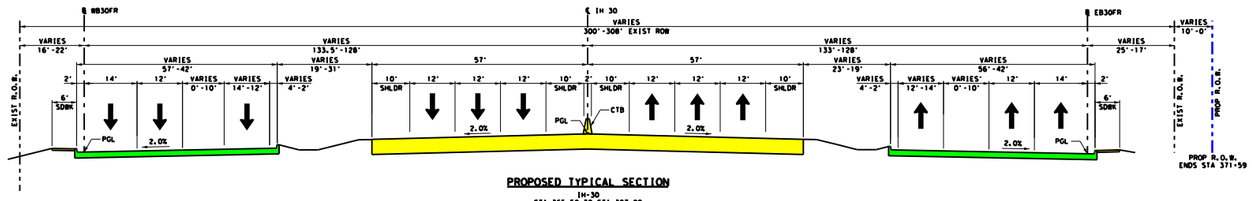
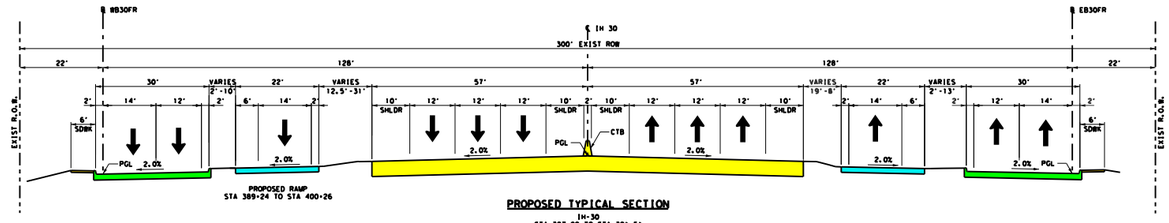


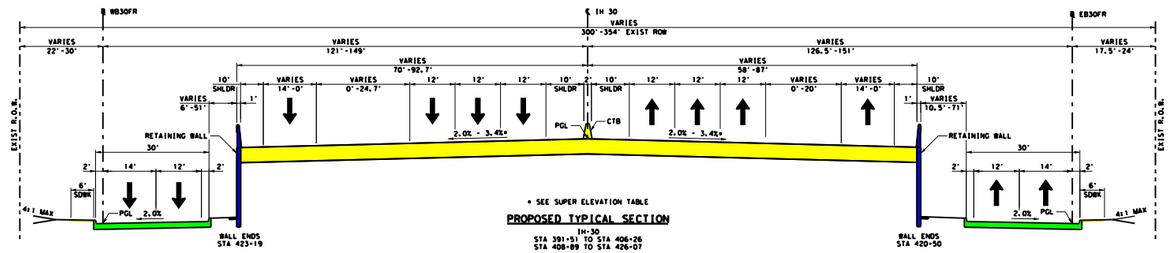
PROPOSED TYPICAL SECTION
FM 3549 OVERPASS
IH 30
STA 350+22 TO STA 353+53



PROPOSED TYPICAL SECTION
IH-30
STA 365+50 TO STA 387+00

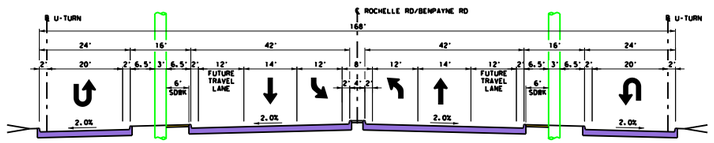


PROPOSED TYPICAL SECTION
IH-30
STA 387+00 TO STA 391+51

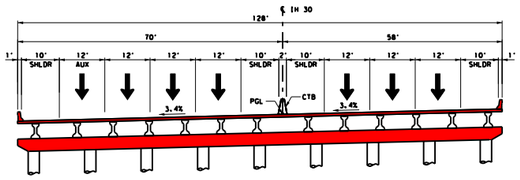


* SEE SUPER ELEVATION TABLE

PROPOSED TYPICAL SECTION
IH-30
STA 391+51 TO STA 406+26
STA 408+89 TO STA 426+07



PROPOSED TYPICAL SECTION
ROCHELLE RD/BEN PAYNE RD
STA 13+80 TO STA 16+05



PROPOSED TYPICAL SECTION
ROCHELLE RD/BEN PAYNE RD OVERPASS
IH-30
STA 406+26 TO STA 408+89

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

SCHEMATIC PREPARED BY:
BGE, INC.
REGISTRATION NUMBER F-1046
THESE DOCUMENTS ARE NOT INTENDED FOR PERMIT, BIDDING OR CONSTRUCTION PURPOSES
Prepared by or under the Direct Supervision of:
MICHAEL H. GARRISON, P.E. 79285
NAME P.E. NUMBER
HOSSEIN M. HOSSEINY, P.E. 118668
NAME P.E. NUMBER
$DATE$
DATE

Texas Department of Transportation

IH 30-ROCKWALL CO
FROM BASS PRO DR TO
HUNT C/L (WEST OF FM 2642)
DESIGN SCHEMATIC
PROPOSED TYPICAL SECTIONS

CSJ 0009-11-238, ETC.

DATE: OCT. 2018 | SHEET 10 OF 18

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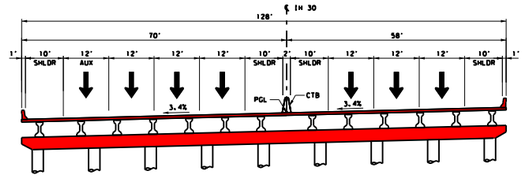
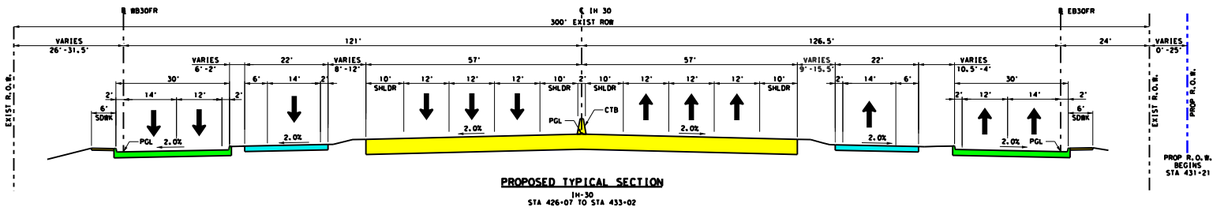
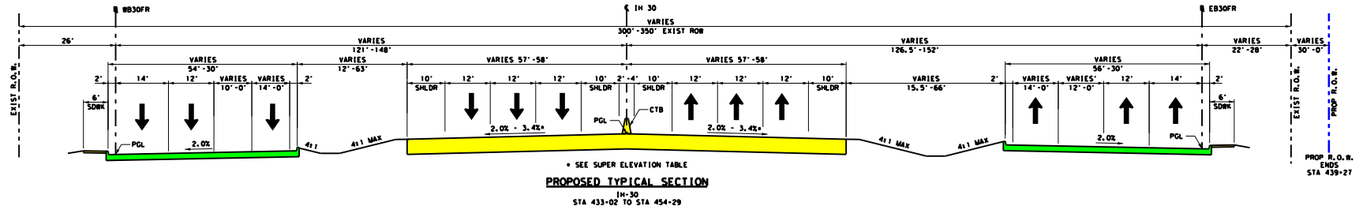


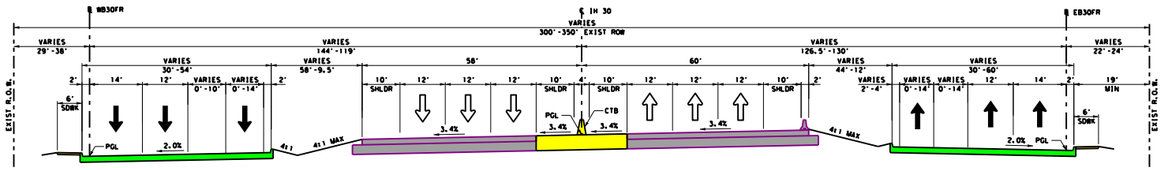
PROPOSED TYPICAL SECTION
ROCHELLE RD/BEN PAYNE RD OVERPASS
IH-30
STA 406+26 TO STA 408+89



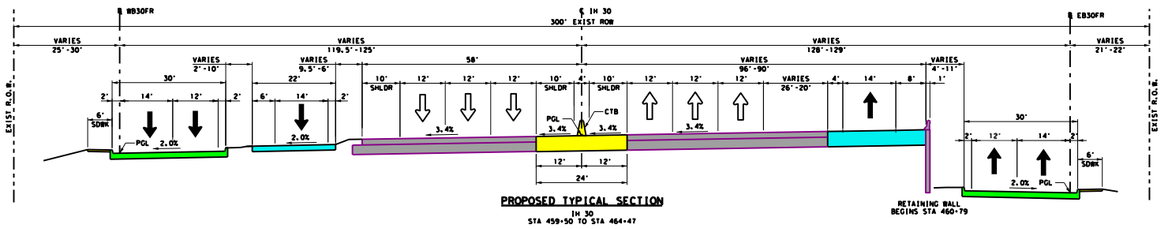
PROPOSED TYPICAL SECTION
IH-30
STA 426+07 TO STA 433+02



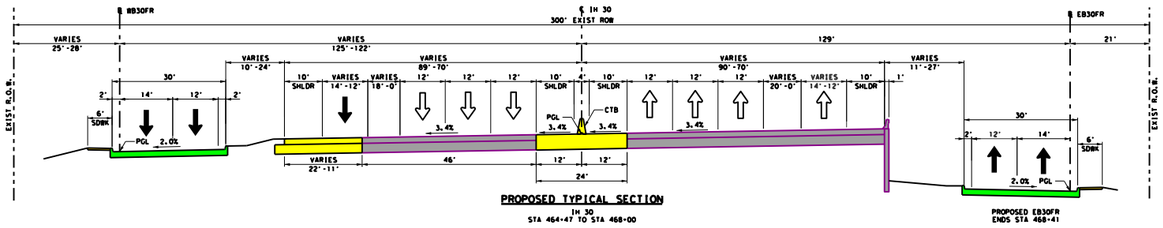
PROPOSED TYPICAL SECTION
IH-30
STA 433+02 TO STA 454+29



PROPOSED TYPICAL SECTION
IH 30
STA 454+29 TO STA 459+50



PROPOSED TYPICAL SECTION
IH 30
STA 459+50 TO STA 464+47



PROPOSED TYPICAL SECTION
IH 30
STA 464+47 TO STA 468+00

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IH 30-ROCKWALL CO

FROM BASS PRO DR TO
HUNT C/L (WEST OF FM 2642)

DESIGN SCHEMATIC
PROPOSED TYPICAL SECTIONS

CSJ 0009-11-238, ETC.

DATE: OCT. 2018 | SHEET 11 OF 18

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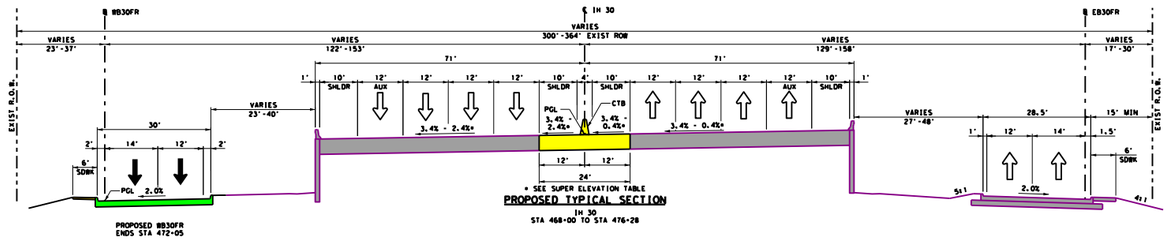
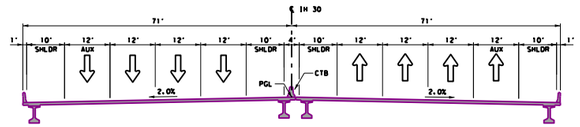
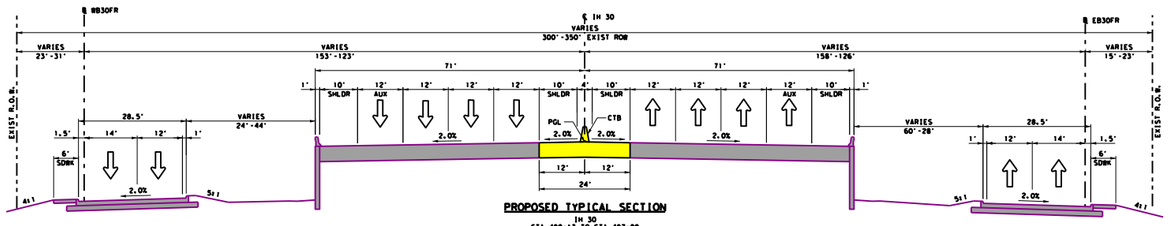


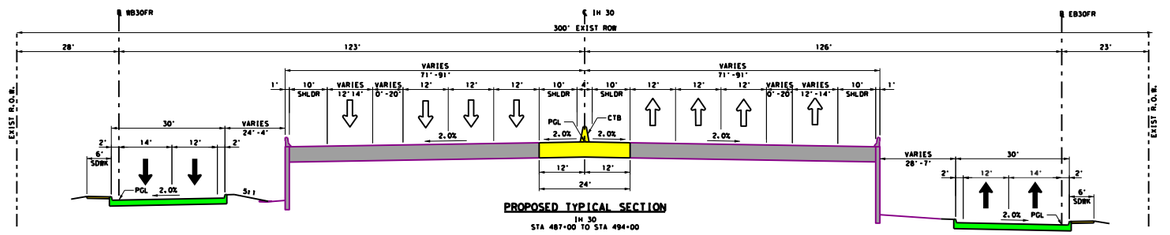
PROPOSED TYPICAL SECTION
IH 30
STA 468+00 TO STA 476+28



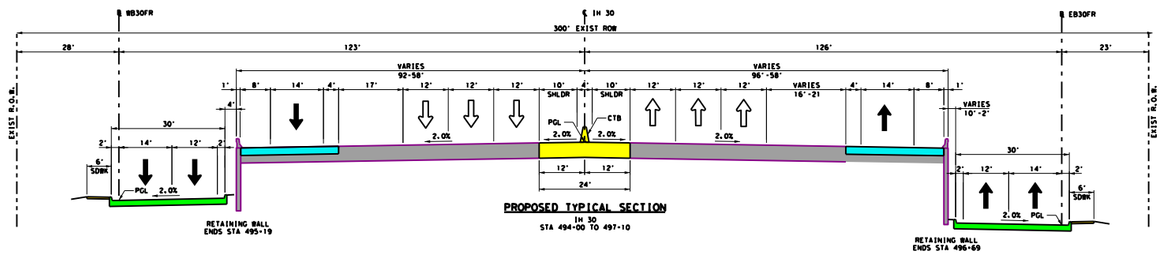
PROPOSED TYPICAL SECTION
FM 551 OVERPASS
IH 30
STA 476+28 TO STA 480+13



PROPOSED TYPICAL SECTION
IH 30
STA 480+13 TO STA 487+00



PROPOSED TYPICAL SECTION
IH 30
STA 487+00 TO STA 494+00



PROPOSED TYPICAL SECTION
IH 30
STA 494+00 TO 497+10

APPROVED SCHEMATIC
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IH 30-ROCKWALL CO

FROM BASS PRO DR TO
HUNT C/L (WEST OF FM 2642)

DESIGN SCHEMATIC
PROPOSED TYPICAL SECTIONS

CSJ 0009-11-238, ETC.

DATE: OCT. 2018 | SHEET 12 OF 18

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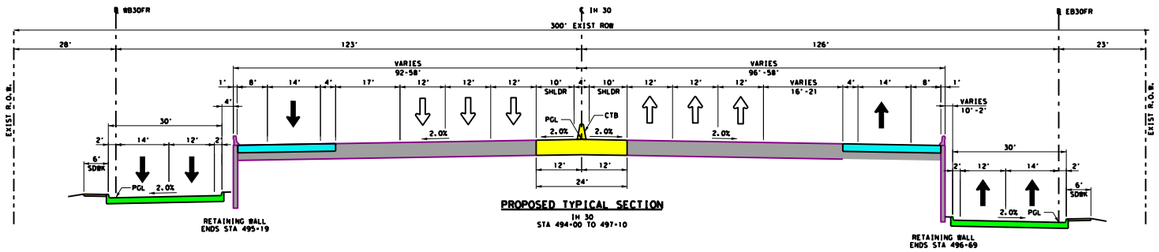
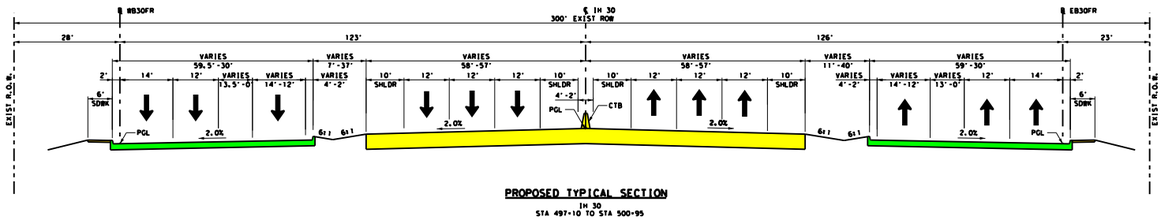
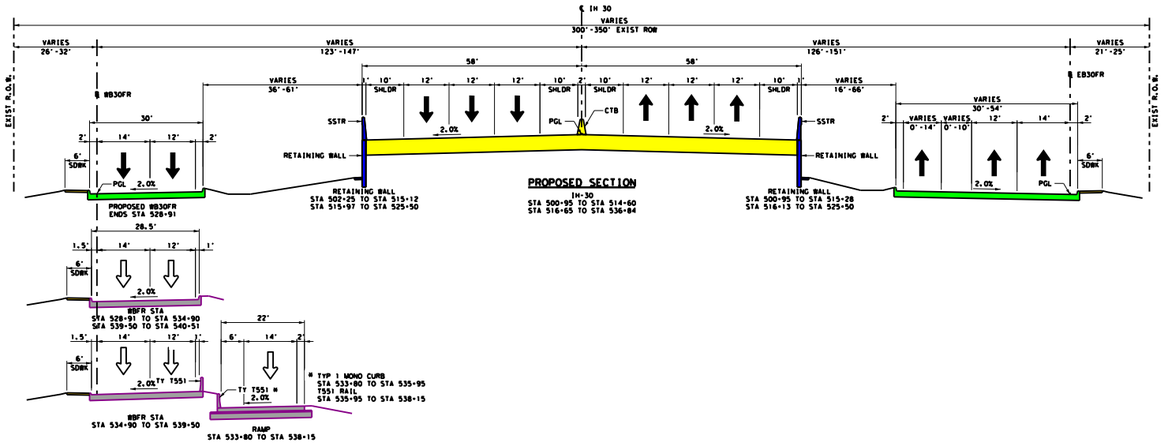


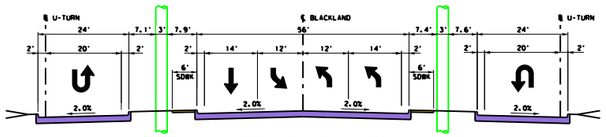
PROPOSED TYPICAL SECTION
IH 30
STA 494+00 TO 497+10



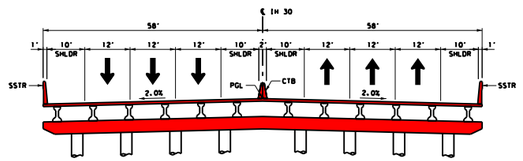
PROPOSED TYPICAL SECTION
IH 30
STA 497+10 TO STA 500+95



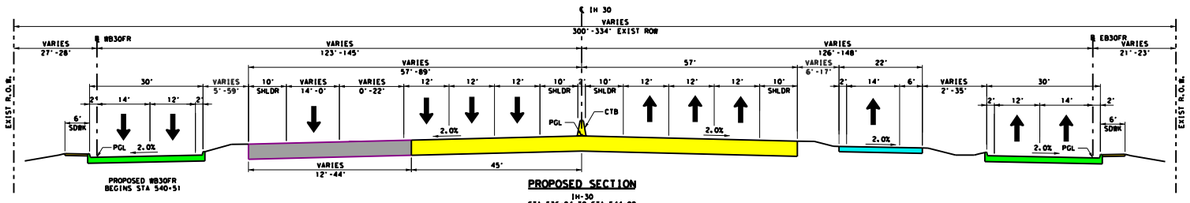
PROPOSED SECTION
IH-30
STA 500+95 TO STA 514+60
STA 516+65 TO STA 536+84



PROPOSED TYPICAL SECTION
BLACKLAND RD
STA 13+07 TO STA 15+13



PROPOSED TYPICAL SECTION
BLACKLAND RD OVERPASS
IH 30
STA 514+60.00 TO STA 516+65.00



PROPOSED SECTION
IH-30
STA 536+84 TO STA 544+02

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IH 30-ROCKWALL CO

FROM BASS PRO DR TO
HUNT C/L (WEST OF FM 2642)

DESIGN SCHEMATIC

PROPOSED TYPICAL SECTIONS

CSJ 0009-11-238, ETC.

DATE: OCT. 2018 | SHEET 13 OF 18

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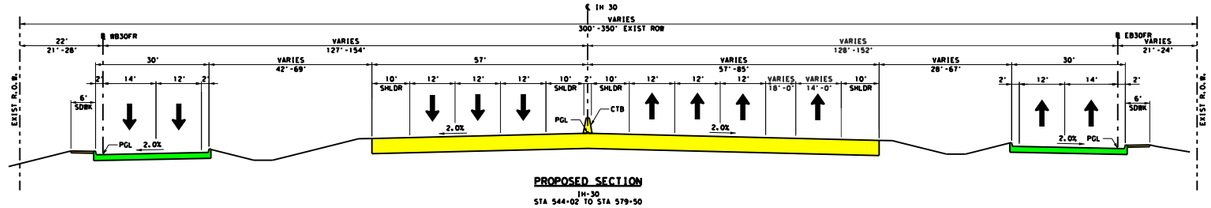
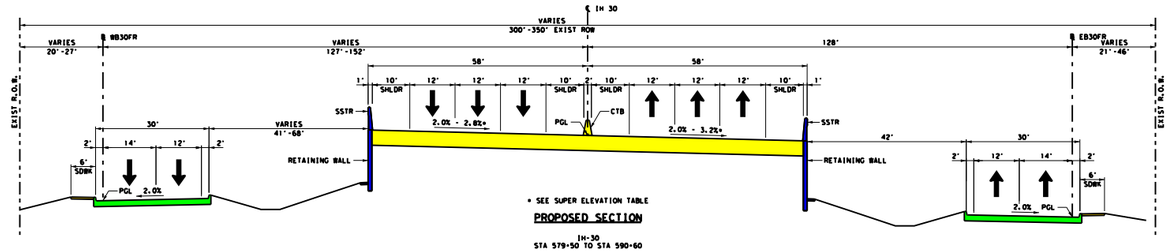
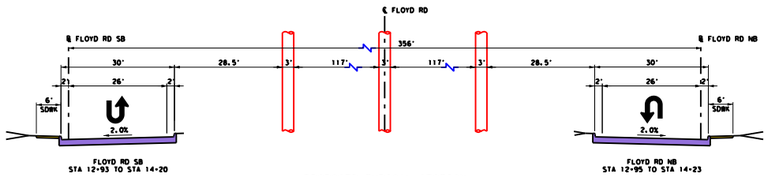


PROPOSED SECTION
IH-30
STA 544+02 TO STA 579+50



* SEE SUPER ELEVATION TABLE

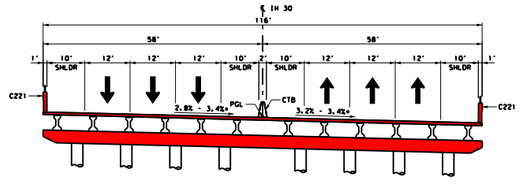
PROPOSED SECTION
IH-30
STA 579+50 TO STA 590+60



FLOYD RD SB
STA 12+93 TO STA 14+20

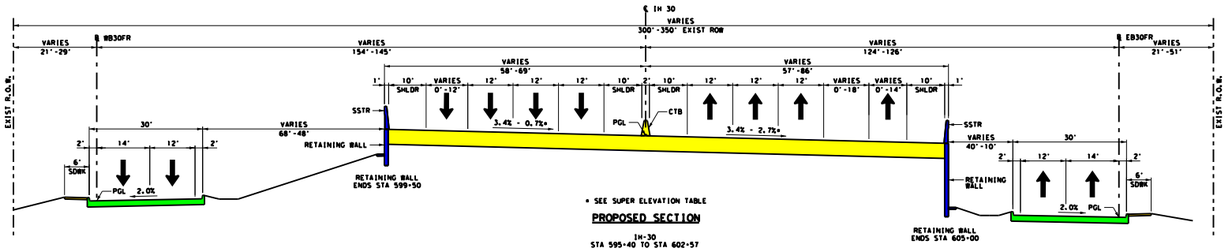
FLOYD RD NB
STA 12+95 TO STA 14+23

PROPOSED TYPICAL SECTION
FLOYD RD
STA 10+00 TO 17+00



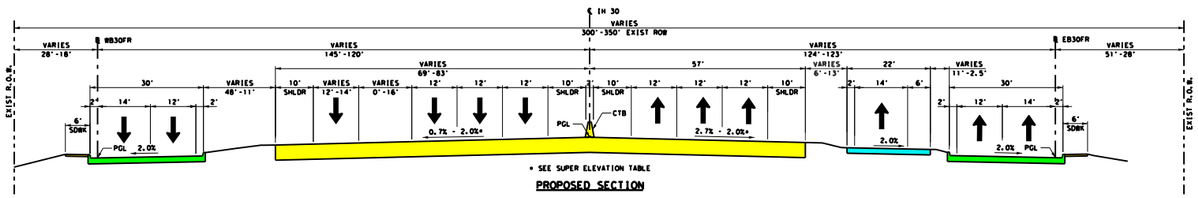
* SEE SUPER ELEVATION TABLE

PROPOSED SECTION
FLOYD RD OVERPASS
IH 30
STA 590+60 TO STA 595+40



* SEE SUPER ELEVATION TABLE

PROPOSED SECTION
IH-30
STA 595+40 TO STA 602+57



* SEE SUPER ELEVATION TABLE

PROPOSED SECTION
IH-30
STA 602+57 TO STA 609+58

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IH 30-ROCKWALL CO

FROM BASS PRO DR TO
HUNT C/L (WEST OF FM 2642)

DESIGN SCHEMATIC
PROPOSED TYPICAL SECTIONS

CSJ 0009-11-238, ETC.

DATE: OCT. 2018 | SHEET 14 OF 18

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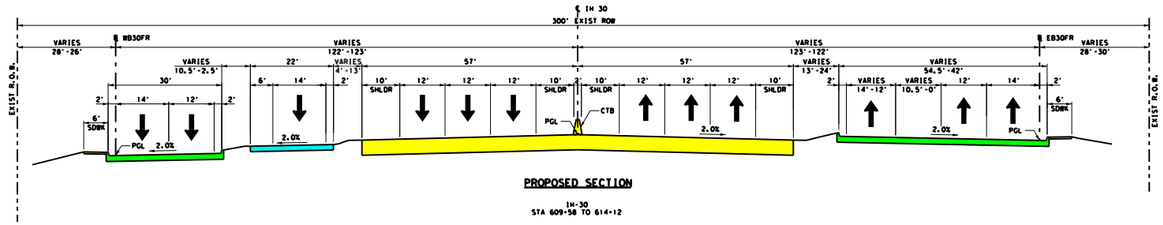
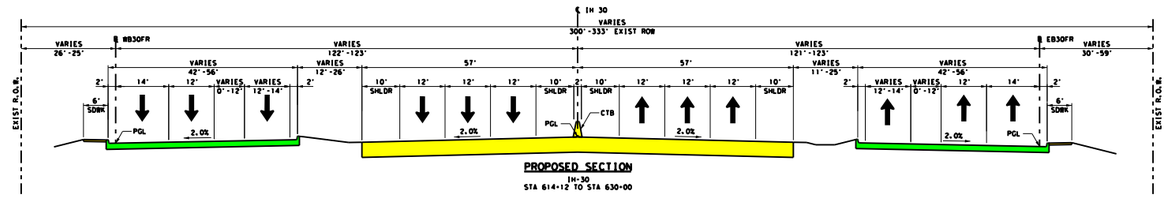


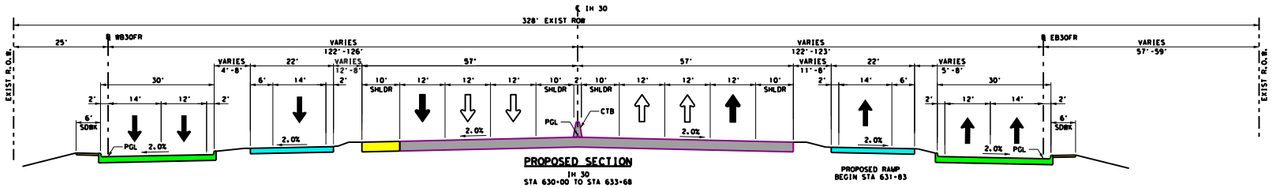
PROPOSED SECTION

IH-30
STA 609+58 TO 614+12



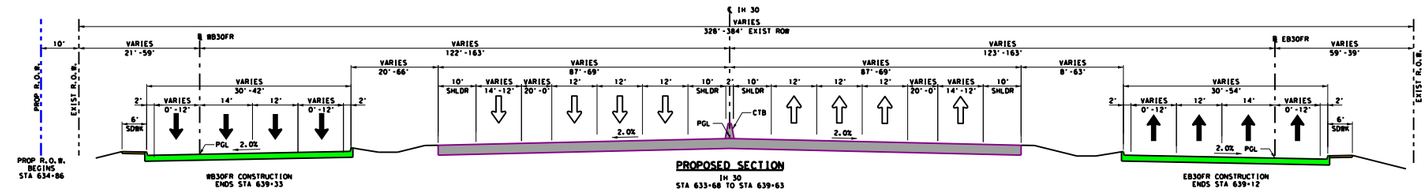
PROPOSED SECTION

IH-30
STA 614+12 TO STA 630+00



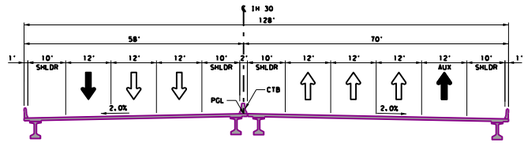
PROPOSED SECTION

IH 30
STA 630+00 TO STA 633+68



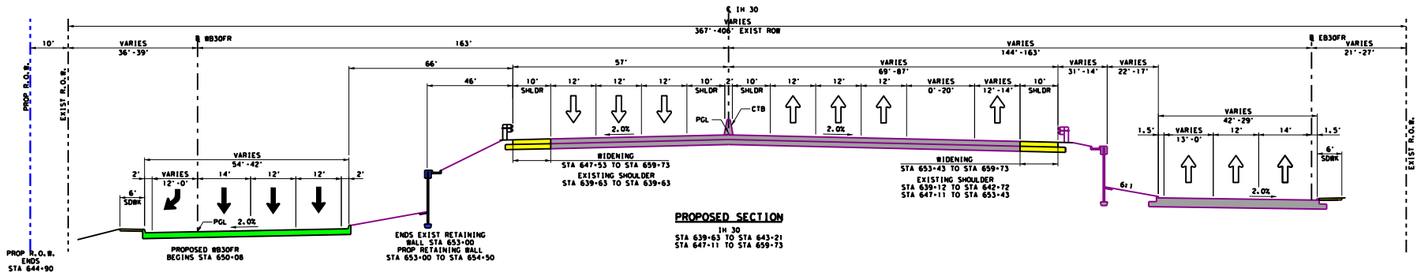
PROPOSED SECTION

IH 30
STA 633+68 TO STA 639+63



ERBY CAMPBELL BLVD OVERPASS

IH 30
STA 643+21 TO STA 647+11



PROPOSED SECTION

IH 30
STA 639+63 TO STA 643+21
STA 647+11 TO STA 659+73

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IH 30-ROCKWALL CO

FROM BASS PRO DR TO
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DESIGN SCHEMATIC

PROPOSED TYPICAL SECTIONS

CSJ 0009-11-238, ETC.

DATE: OCT. 2018 | SHEET 15 OF 18

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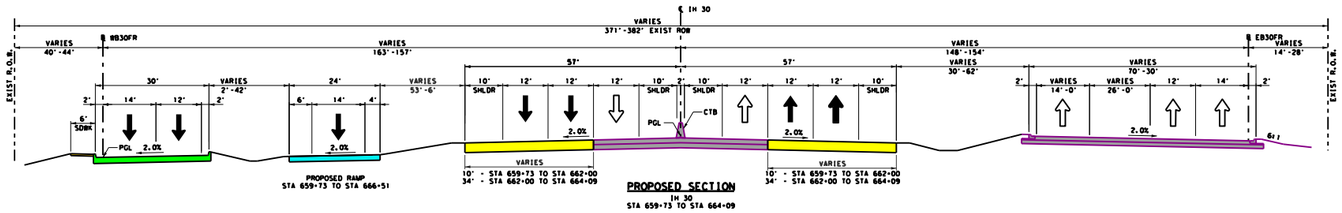
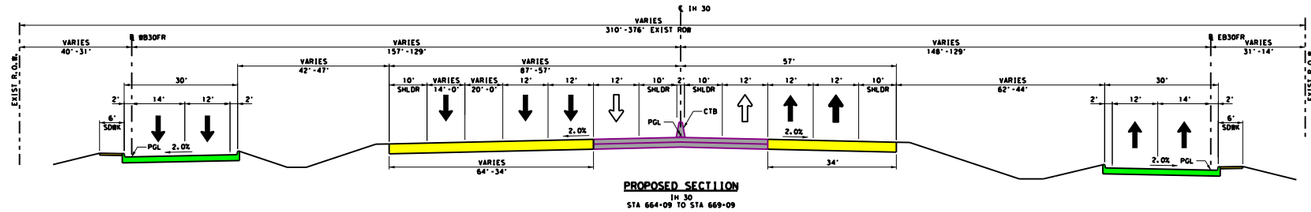
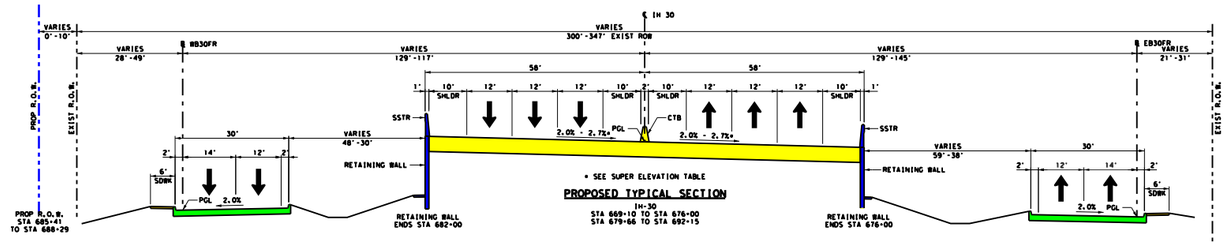
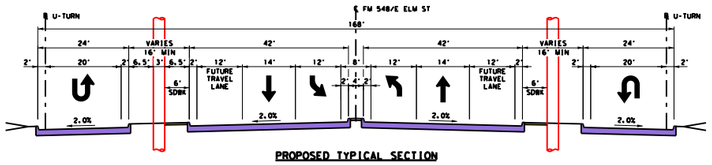
$DATE$ $TIME$ $FILES$

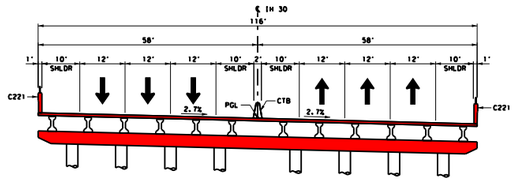




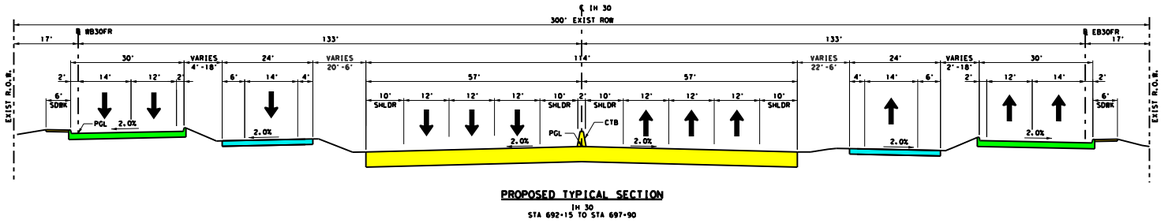




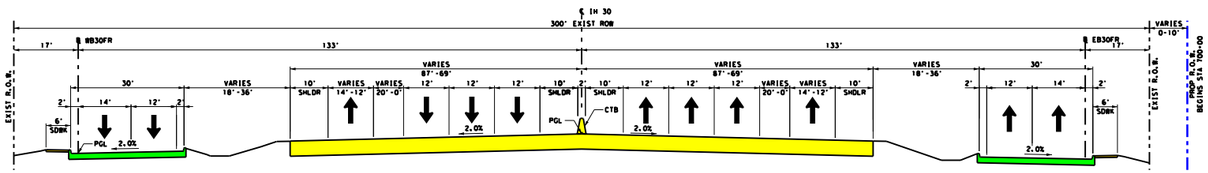
PROPOSED TYPICAL SECTION
FM 548/E ELM ST
STA 14+65 TO STA 17+35



PROPOSED TYPICAL SECTION
FM 548 OVERPASS
IH 30
STA 676+00 TO STA 679+66



PROPOSED TYPICAL SECTION
IH 30
STA 692+15 TO STA 697+90



PROPOSED TYPICAL SECTION
IH 30
STA 697+90 TO STA 703+50
STA 717+00 TO STA 719+88

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IH 30-ROCKWALL CO
FROM BASS PRO DR TO
HUNT C/L (WEST OF FM 2642)
DESIGN SCHEMATIC
PROPOSED TYPICAL SECTIONS

CSJ 0009-11-238, ETC.

DATE: OCT. 2018 | SHEET 16 OF 18

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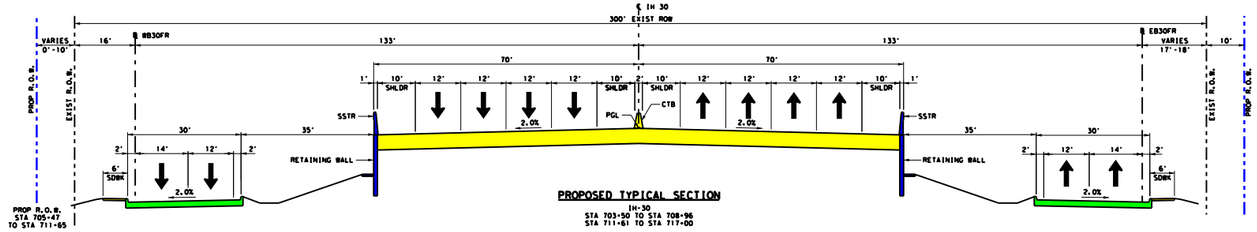
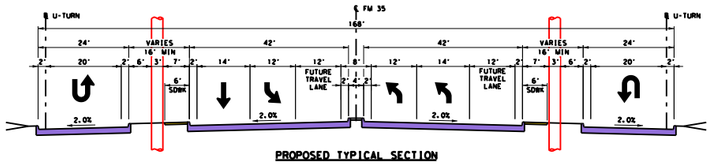
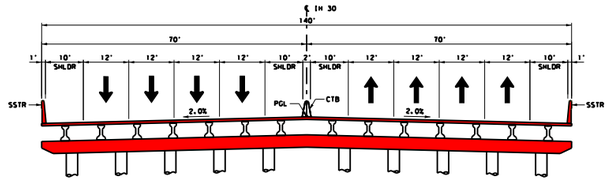


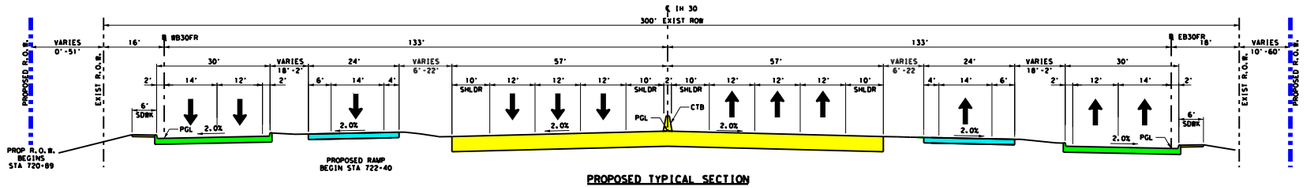
PROPOSED TYPICAL SECTION
IH 30
STA 703+50 TO STA 708+96
STA 711+61 TO STA 717+00



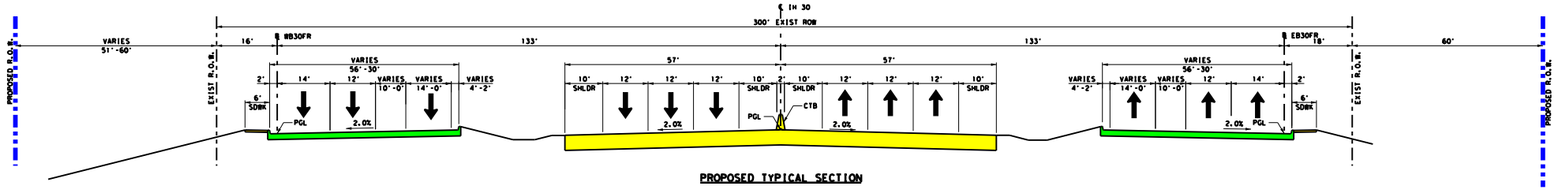
PROPOSED TYPICAL SECTION
FM 35
STA 13+95 TO STA 16+05



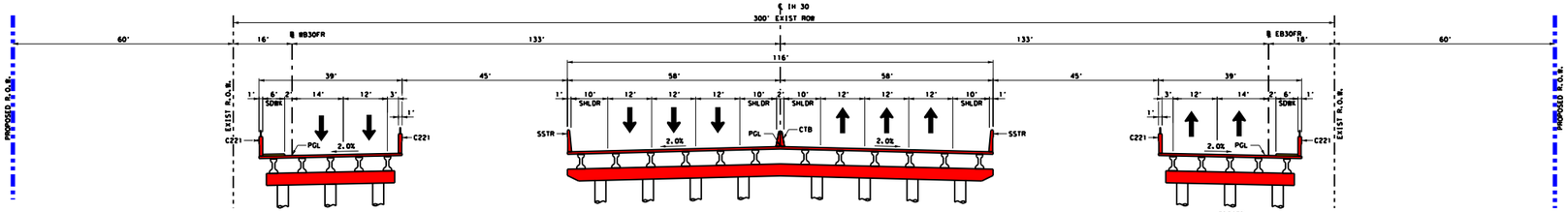
PROPOSED TYPICAL SECTION
FM 35 OVERPASS
IH 30
STA 708+96 TO STA 711+61



PROPOSED TYPICAL SECTION
IH 30
STA 719+68 TO STA 728+73



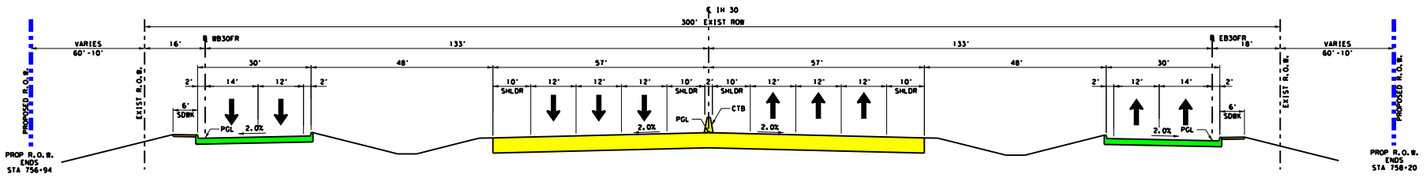
PROPOSED TYPICAL SECTION
IH 30
STA 728+73 TO STA 732+78



PROPOSED TYPICAL SECTION
BOIS D'ARC CREEK BRIDGE
SABINE CREEK BRIDGE
IH 30
STA 732+78 TO STA 735+78
STA 738+42 TO STA 740+57

WB30FR
STA 733+89 TO STA 740+57

EB30FR
STA 731+66 TO STA 734+66
STA 738+52 TO STA 740+35



PROP R.O.W. ENDS STA 756+94

PROPOSED TYPICAL SECTION
IH 30
STA 735+78 TO STA 738+42
STA 740+57 TO STA 762+00

PROP R.O.W. ENDS STA 758+20

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

SCHEMATIC PREPARED BY:
BGE, INC.
REGISTRATION NUMBER F-1046
THESE DOCUMENTS ARE NOT INTENDED FOR PERMIT, BIDDING OR CONSTRUCTION PURPOSES
Prepared by or under the Direct Supervision of:
MICHAEL H. GARRISON, P.E. 79285
NAME P.E. NUMBER
HOSSEIN M. HOSSEINY, P.E. 118668
NAME P.E. NUMBER
$DATE$
DATE

Texas Department of Transportation

IH 30-ROCKWALL CO

FROM BASS PRO DR TO
HUNT C/L (WEST OF FM 2642)

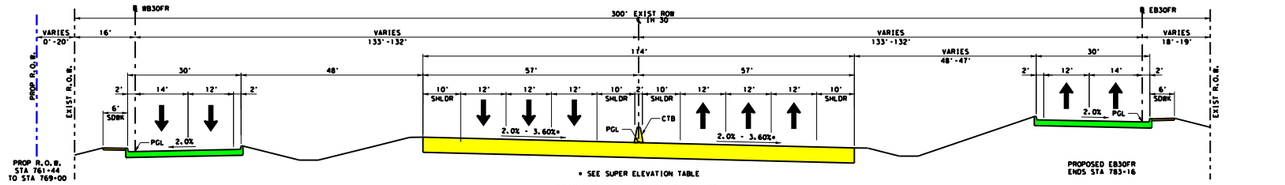
DESIGN SCHEMATIC

PROPOSED TYPICAL SECTIONS

CSJ 0009-11-238, ETC.

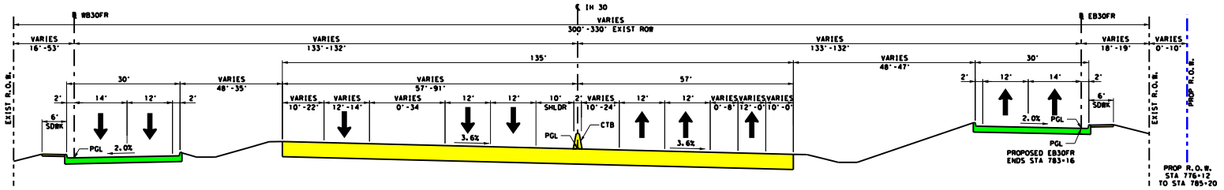
DATE: OCT. 2018 | SHEET 17 OF 18

FOR REPORT PURPOSES ONLY



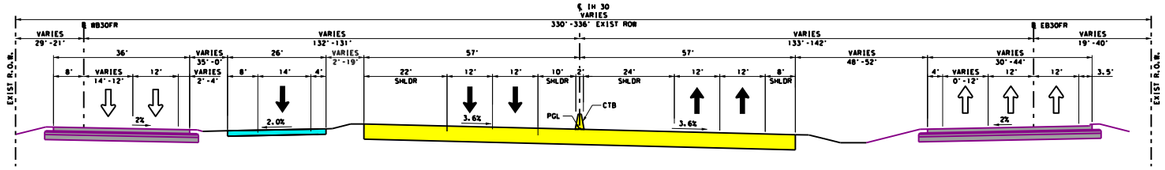
PROPOSED TYPICAL SECTION

IH 30
STA 762+00 TO STA 774+42



PROPOSED TYPICAL SECTION

IH 30
STA 774+42 TO STA 788+84



PROPOSED TYPICAL SECTION

IH 30
STA 788+84 TO STA 790+62

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

SCHEMATIC PREPARED BY:
BGE, INC.
REGISTRATION NUMBER F-1046
THESE DOCUMENTS ARE NOT INTENDED FOR PERMIT, BIDDING OR CONSTRUCTION PURPOSES
Prepared by or under the Direct Supervision of:
MICHAEL H. GARRISON, P.E. 79285
NAME P.E. NUMBER
HOSSEIN M. HOSSEINY, P.E. 118668
NAME P.E. NUMBER
$DATE$
DATE

Texas Department of Transportation

IH 30-ROCKWALL CO
FROM BASS PRO DR TO
HUNT C/L (WEST OF FM 2642)
DESIGN SCHEMATIC
PROPOSED TYPICAL SECTIONS
CSJ 0009-11-238, ETC.
DATE: OCT. 2018 | SHEET 18 OF 18
FOR REPORT PURPOSES ONLY

Appendix E – Plan and Program Excerpts

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

February 25, 2019

Transmitted Via E-mail

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

Re: Request for Project-Level Conformity Determination
Dallas and Rockwall Counties
CSJ 0009-11-238, 0009-12-215, 0009-12-219 and 0009-12-220
IH 30: From Bass Pro Drive to West of FM 2642

Dear Mrs. Maley:

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

A project-level conformity determination is requested from you. Please note that TxDOT is respectfully requesting an expedited review prior to March 8th, 2019, if at all possible. If you have any questions regarding this project, please contact me at (512) 416-2659.

Sincerely,

DocuSigned by:
Timothy Wood
C9CB724D35CE4BD...

Tim Wood
Air Specialist
Environmental Affairs Division

Attachment(s)

Transportation Conformity Report Form

Project Facility Name: INTERSTATE HIGHWAY (IH) 30

MPO Project IDs: FT1-28.90.1, FT1-28.90.2, NRSA1-28.90.1, IN1-28.546.1, IN1-28.548.1, IN1-28.549.1, IN1-28.550.1, IN1-28.550.2

Project CSJ Numbers: 0009-11-238, 0009-12-215, 0009-12-219 and 0009-12-220

Project Limits

From: BASS PRO DRIVE

To: WEST OF FARM-TO-MARKET ROAD (FM) 2642

Project Sponsor: TxDOT

Project Description[1]: Proposed improvements to IH 30 would reconstruct and/or widen this highway from Bass Pro Drive in Dallas County to west of FM 2642 in Rockwall County, approximately 17 miles through the Cities of Garland, Rowlett, Rockwall, Mobile City, Fate, and Royse City.

• Beginning at Bass Pro Drive to Dalrock Road, the proposed improvement would widen the existing mainlanes to accommodate inside and outside shoulders along with the continuous 4 mainlanes in each direction. In the proposed typical section for this area, the six-lane continuous frontage road system (three lanes in each direction) from Bass Pro Drive to Dalrock Road was environmentally cleared under a breakout project.

• From Dalrock Road to Horizon Road, the proposed improvements would convert and reconstruct the existing two-way frontage roads to three-lane one-way frontage road system in both east and westbound directions. The improvements would also widen the existing mainlanes to accommodate outside shoulders along with the continuous 4 mainlanes in each direction.

• From Dalrock Road to SH 205, the proposed improvements would reconstruct and widen this section from six mainlanes to eight mainlanes, and would reconstruct the four/six lane discontinuous frontage roads to four/six lane continuous frontage roads, to include bicycle and pedestrian accommodations crossing Lake Ray Hubbard;

• From SH 205 to West of FM 2642 (Hunt County Line), the proposed improvements would reconstruct and widen this section from four mainlanes to six mainlanes, and would reconstruct the existing four lane continuous frontage roads to a four/six lane continuous frontage roads; and,

• The proposed improvements also include interchange construction and reconfiguration, and associated ramp modification.

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

Let Year: September 2022

ETC[2] Year: 2025

Conformity Year[3]: 2028

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

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

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

Total Project Cost: $627 Million

Adding Capacity? ☒ Yes ☐ No

Counties: Dallas and Rockwall

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

Important Information

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

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

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

Instructions

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

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

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

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

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

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

☒ No – Continue to Step 2.

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

☒ Yes – Proceed to Step 4.

☐ No – Continue to Step 3.

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

☐ Yes – Continue to Step 4.

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

Step 4: Is the project located in a nonattainment or maintenance area6 for ozone7, nitrogen dioxide (NO2), carbon monoxide (CO), particulate matter (PM2.5 or PM10)?

☒ Yes – **Transportation conformity rules apply.** The project is located in the EPA designated Dallas-Fort Worth moderate and marginal nonattainment[8] area for **the** 2008 and 2015 ozone NAAQS, respectively. Continue to Step 5.

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

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

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

☒ No – Continue to Step 6.

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

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

☒ No – Continue to Step 7.

---

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

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

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

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

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

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

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

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

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

☒ Yes – Proceed to Step 9.

☐ No – Continue to Step 8.

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

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

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

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

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

☒ Yes – Continue to Step 10.

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

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

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

☒ Yes – Continue to Step 11.

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

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

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

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

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

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

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

☒ Yes – Continue to Step 12.

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

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

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

☒ Yes – Continue to Step 13.

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

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

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

☒ Yes – Continue to Step 14.

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

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

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

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

☒ Yes – Proceed to Step 15.

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

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

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

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

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

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

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

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

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

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

☐ Yes – Continue to Step 17.

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

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

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

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

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

Continue to Step 18.

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

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

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

Continue to Step 19.

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

Proceed to Step 21.

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

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

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

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

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

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

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

☐ Yes – Continue to Step 21.

☐ **No – STOP.**

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

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

Step 21: The transportation conformity evaluation is complete.

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

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

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

Retain this form in the project file.

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

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

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

TxDOT ENV Transportation Conformity Validation Complete:

Project CSJ Numbers: 0009-11-238, 0009-12-215, 0009-12-219 and 0009-12-220

Signature DocuSigned by: Timothy Wood C9CB724D35CE4BD...

Name: Timothy Wood

Title: Environmental Specialist

Date: 2/25/2019

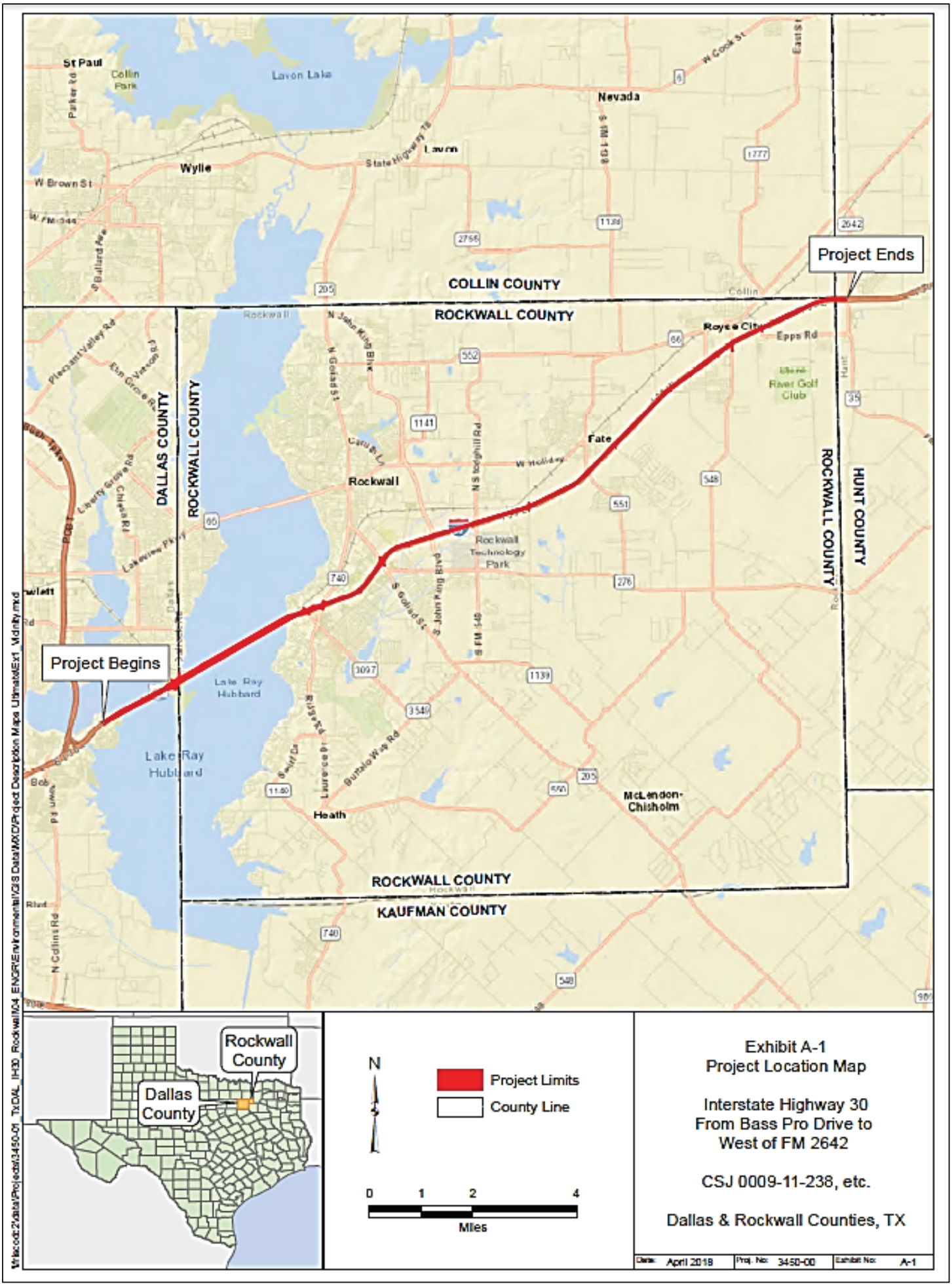
FHWA/FTA Determination of the Project-level Conformity:

Signature BARBARA C MALEY Digitally signed by BARBARA C MALEY Date: 2019.03.13 18:00:10 -05'00'

Name: _____

Title: Air Quality Specialist and Transportation Planner

Date: _____


Project Ends
Project Begins
COLLIN COUNTY
ROCKWALL COUNTY
DALLAS COUNTY
ROCKWALL COUNTY
HUNT COUNTY
ROCKWALL COUNTY
KAUFMAN COUNTY
St Paul
Lavon Lake
Nevada
Wylie
Lavon
Rockwall
Fate
Royse City
Rockwall Technology Park
Lake Ray Hubbard
Heath
McLendon-Chisholm
Rockwall County
Dallas County
N
Project Limits
County Line
0 1 2 4
Miles
Exhibit A-1
Project Location Map
Interstate Highway 30
From Bass Pro Drive to
West of FM 2642
CSJ 0009-11-238, etc.
Dallas & Rockwall Counties, TX
Date: April 2018
Proj. No: 3450-00
Exhibit No: A-1

FT Corridor	ID	Facility	From	To	2018 (Attainment Year)	2020 (Attainment Year)	2028	2037	2045	Type	YOE Cost
10 - IH 20 West (Tarrant County)	30.30.1	IH 20	IH 820	SH 183	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	Operational Improvements/ Bottleneck Removal	$255,000,000
11 - IH 30 (East)	28.60.3	IH 30	IH 45	Ferguson Road	8 (Frwy) + 1 (HOV-R), 4/6 (Frtg-D)	8 (Frwy) + 1 (HOV-R), 4/6 (Frtg-D)	10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-D)	10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-D)	10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-D)		$1,600,000,000
11 - IH 30 (East)	28.70.1	IH 30	Ferguson Road	US 80	8 (Frwy) + 1 (HOV-R), 4/8 (Frtg-D)	8 (Frwy) + 1 (HOV-R), 4/8 (Frtg-D)	10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)		included w/ 28.60.3
11 - IH 30 (East)	28.70.2	IH 30	US 80	IH 635	6 (Frwy) + 1 (HOV-R), 4/6 (Frtg-C)	6 (Frwy) + 1 (HOV-R), 4/6 (Frtg-C)	6 (Frwy) + 1/2 (ML/T-R), 4/6 (Frtg-C)	6 (Frwy) + 1/2 (ML/T-R), 4/6 (Frtg-C)	6 (Frwy) + 1/2 (ML/T-R), 4/6 (Frtg-C)		included w/ 28.60.3
12 - IH 30 (Hunt County)	28.100.1	IH 30	FM 2642 (Rockwall County Line)	SH 34	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$301,000,000
12 - IH 30 (Hunt County)	28.100.2	IH 30	SH 34	Spur 302	4 (Frwy), 4/6 (Frtg-D)	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		$89,377,968
12 - IH 30 (Hunt County)	28.100.3	IH 30	Spur 302	East of CR 3203 (Hopkins County Line)	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		$155,000,000
13 - IH 30 (Rockwall County)	28.90.1	IH 30	Dalrock Road (Dallas County Line)	SH 205	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		included w/ 28.60.3
13 - IH 30 (Rockwall County)	28.90.2	IH 30	SH 205	FM 2642 (Hunt County Line)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		included w/ 28.60.3
14 - IH 30 (Tarrant County)	28.30.2	IH 30	US 287	Oakland Blvd.	8 (Frwy)	8 (Frwy)	8 (Frwy)	8 (Frwy) + 2 (ML/T-C)	8 (Frwy) + 2 (ML/T-C)		included w/ 28.30.3

*Interim Peak-Hour Lanes
**Technology Lanes

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

Non-Regionally Significant Arterials

MTP ID	TIP Code	Project Type	CSJ	Facility	From	To	Description	YOE Total Project Cost
NRSA1- 131.20.2	53053	New Roadway	2374-02-126	IH 635	South of Gross Rd	US 80	Construct Northbound Frontage Road to Provide Access to Galloway Avenue, Intersection And Ramp Improvements at Gross Rd	$10,924,920
NRSA1- 28.50.1	52527	New Roadway	1068-04-119	IH 30	SH 161	NW 7th Street	Construct 0 to 4 lane frontage roads	$31,640,353
NRSA1- 28.50.1	54033	New Roadway	1068-04-149	IH 30	NW 7th Street	Belt Line Road	Construct 0 to 2/3 lane WB Frontage Road And Ramp Modifications	$21,977,250
NRSA1- 28.50.2	52520	New Roadway	1068-04-122	IH 30	Belt Line Rd	Macarthur Blvd	Construct 3 lane frontage roads on each side (EB And WB)	$32,731,618
NRSA1- 28.80.2	55169	Addition of lanes, New Roadway, Bridge, Interchange, Ramp Modifications	0009-11-241	IH 30	Bass Pro Drive	Dalrock Rd	Construct 0 to 6 lane frontage roads, Bayside Bridge, and Ramp Modifications; Reconstruct Dalrock Interchange	$154,693,497
NRSA1- 28.90.1	55195	New Roadway	0009-12-220	IH 30	Dalrock	East of Horizon	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Rd interchange and ramp modifications	$89,803,427
NRSA1- 28.90.1	55222	Interchange	0009-12-221	IH 30	Dalrock Rd (Rockwall C/L)	East of Dalrock Rd	Transition for Dalrock Interchange including reconstruction of existing 4 to 4 land frontage roads and ramps	$10,426,949
NRSA1- 28.90.2	52229	Interchange	0009-12-072	IH 30	At FM 3549		Reconstruct interchange at FM 3549 including 2/3 lane frontage rds and ramps construction	$111,933,568
NRSA1- 30.10.4	11754.2	New Roadway, Reconstruction	0314-07-046	IH 20	On IH 20 frontage roads From Centerpoint Road	Lakeshore Drive	Construct new eastbound 2/3 lane frontage road and Reconstruct Existing 2 lane Portion of Eastbound Frontage Road to 2/3 lane Frontage Road West of Lakeshore Drive (Phase 1B of 3)	$14,379,742
NRSA1- 30.10.4	11932	Addition of lanes, Bridge, Reconstruction	0314-07-052	IH 20	Bankhead Highway	Centerpoint Road	Reconstruct 2 lane bridge to 1 lane u-turn bridge, Construct 0 to 4 lane bridge at Centerpoint Rd, Construct 0 to 4/6 lane frontage roads on IH 20 and ramps	$27,615,937
NRSA- 30.10.4	11934	Addition of lanes	0314-07-051	IH 20	West of Bankhead Highway	East of Bankhead Highway	Reconstruct and widen 2 lane bridge to 4 lane bridge at Bankhead over IH 20, ramp modifications and 2 lane frontage roads in each direction with an auxiliary lane between ramps west of Bankhead, construct new u-turn bridge east of Bankhead	$250,000

Interchange Recommendations Summary

November 27, 2018

INT ID	Agency	Facility	Connection	Yr Open	Description	YOE Cost
21.120.1	TxDOT Dallas	Dallas North Tollway	President George Bush Turnpike	2018	Improvements	included w/ FT - 21.10.3
21.2.1	TxDOT Dallas	Dallas North Tollway	US 380	2028	New Interchange	included w/ FT - 21.10.1
18.32.1	TxDOT Dallas	East Branch (SH 190)	US 80	2028	New Interchange	included w/ FT - 39.10.1
28.121.1	TxDOT Dallas	East Branch (SH 190)	President George Bush Turnpike (SH 190)	2028	Reconstruct	included w/ FT - 39.10.1
6.30.1	TxDOT Dallas	East Branch (SH 190)	IH 20	2028	New Interchange	included w/ FT - 39.10.1
30.38.1	TxDOT Dallas	IH 20	US 67	2028	Reconstruct	included w/ FT - 7.80.3
28.111.1	TxDOT Dallas	IH 30	Outer Loop/Floyd Road	2028	New Interchange	included w/ FT - 110.20.1
28.200.1	TxDOT Dallas	IH 30	Bayside Drive	2028	New Interchange	included w/ AO - 28.80.2
28.546.1	TxDOT Dallas	IH 30	Ben Payne/Rochelle Road	2028	New Interchange	included w/ FT - 28.60.3
28.548.1	TxDOT Dallas	IH 30	FM 3549 (FM 549)	2020	Reconstruct	included w/ FT - 28.60.3
28.549.1	TxDOT Dallas	IH 30	FM 551	2018	Reconstruct	included w/ FT - 28.60.3
28.550.1	TxDOT Dallas	IH 30	Erby Campbell Blvd.	2018	Grade Separation	included w/ FT - 28.60.3
28.550.2	TxDOT Dallas	IH 30	Dalrock Road	2028	Reconstruct	$2,000,000
28.553.1	TxDOT Dallas	IH 30	Blackland Road	2028	New Interchange	included w/ FT - 28.60.3
3.100.1	TxDOT Dallas	IH 35	State Loop 288	2037	Reconstruct	included w/ FT - 3.10.1
3.95.1	TxDOT Dallas	IH 35	US 77 (Denton County)	2028	Reconstruct	included w/ FT - 3.10.1
1.7.1	TxDOT Dallas	IH 35E	US 287	2028	Reconstruct	$8,400,000
3.5.1	TxDOT Dallas	IH 35E	IH 35W	2028	Reconstruct	included w/ FT - 3.20.3
7.11.1	TxDOT Dallas	IH 35E	SH 121	2028	Reconstruct	included w/ FT - 3.20.3
7.17.1	TxDOT Dallas	IH 35E	State Loop 12	2028	Reconstruct	included w/ FT - 7.50.1
7.28.1	TxDOT Dallas	IH 35E	IH 30	2018	Reconstruct	included w/ FT - 7.80.3
7.30.1	TxDOT Dallas	IH 35E	IH 20	2028	Reconstruct	included w/ FT - 7.80.3
7.38.1	TxDOT Dallas	IH 35E	US 67	2028	Reconstruct	included w/ FT - 7.80.3
7.503.1	TxDOT Dallas	IH 35E	FM 66	2028	Reconstruct	included w/ FT - 7.100.5
7.504.1	TxDOT Dallas	IH 35E	FM 1446	2028	Reconstruct	included w/ FT - 7.100.5
7.508.1	TxDOT Dallas	IH 35E	BU 287	2028	Reconstruct	$8,400,000
7.509.1	TxDOT Dallas	IH 35E	Lofland Drive	2028	Reconstruct	$8,400,000
7.510.1	TxDOT Dallas	IH 35E	Butcher Road	2028	Reconstruct	$8,400,000
7.512.1	TxDOT Dallas	IH 35E	Sterrett Road	2028	Reconstruct	$8,400,000
7.515.1	TxDOT Dallas	IH 35E	FM 664	2028	Reconstruct	$40,000,000
7.552.1	TxDOT Dallas	IH 35E	FM 407	2037	Reconstruct	included w/ FT - 3.20.3
7.576.1	TxDOT Dallas	IH 35E	Dickerson Parkway	2018	New Interchange	included w/ FT - 3.20.3
5.103.1	TxDOT Dallas	IH 35W	State Loop 288	2037	New Interchange	included w/ FT - 3.10.1

STIP Portal

Logged in as Tim Wood Log Out

Project Management | Reports | Support

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

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

Statewide ☐ TIP Revision None

District DALLAS County ROCKWALL

MPO NCTCOG Highway IH 30

CSJ 0009 - 12 - 219 TIP FY 2019

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

Revision Date 07/2018

Project Sponsor TXDOT-DALLAS

MPO Proj Number 13036

MTP Reference FT1-28.90.2, IN1-28.546.1, IN1-28.548.1, IN1-28.549.1, IN1-28.55

City VARIOUS

NOX (Lbs /D): 0.0000

VOC (Lbs /D): 0.0000

PM10 (Kg /D): 0.0000

PM2.5 (Kg /D): 0.0000

CO (Lbs /D):

Total Project Cost Information

Prelim Engineering	$15,000,000	☐
ROW Purchase	$50,000,000	☐
Construction Cost	$232,000,000	☐
Const Engineering	$11,674,044	☐
Contingencies	$488,681	☐
Indirect Costs	$0	☐
Bond Financing	$0	☐
Potential Chg Ord	$0	☐
Total Project Cost	$309,162,725	
YOE Cost		
Toll		☐
TCM		☐

Limits From: SH 205

Limits To: WEST OF FM 2642 (HUNT COUNTY LINE)

Project Description: RECONSTRUCT & WIDEN 4 TO 6 MAIN LANES; RECONSTRUCT & WIDEN 4 TO 4/6 LANE FRONTAGE ROADS; CONSTRUCT NEW & RECONSTRUCT EXISTING INTERCHANGES; RAMP MODIFICATIONS

P7 Remarks:

Project History: 10-YEAR PLAN PROJECT

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
S102	$45,000,000	$5,000,000	$0	$0	$0	$50,000,000
Total	$45,000,000	$5,000,000	$0.00	$0.00	$0.00	$50,000,000

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	ROCKWALL	0009-12-219	2019	IH 30	R,ACQ	VARIOUS	$ 50,000,000

LIMITS FROM: SH 205
LIMITS TO: WEST OF FM 2642 (HUNT COUNTY LINE)
PROJECT DESCR: RECONSTRUCT & WIDEN 4 TO 6 MAIN LANES; RECONSTRUCT & WIDEN 4 TO 4/6 LANE FRONTAGE ROADS; CONSTRUCT NEW & RECONSTRUCT EXISTING INTERCHANGES; RAMP MODIFICATIONS
PROJECT SPONSOR: TXDOT-DALLAS
REVISION DATE: 07/2018
MPO PROJ NUM: 13036
FUNDING CAT(S): S102
REMARKS P7:
PROJECT HISTORY: 10-YEAR PLAN PROJECT

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 15,000,000
ROW PURCH:	$ 50,000,000
CONST COST:	$ 232,000,000
CONST ENG:	$ 11,674,044
CONTING:	$ 488,681
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 309,162,725

COST OF APPROVED PHASES $ 50,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
S102	$ 45,000,000	$ 5,000,000	$ 0	$ 0	$ 0	$ 50,000,000
TOTAL	$ 45,000,000	$ 5,000,000	$ 0	$ 0	$ 0	$ 50,000,000

TIP History

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

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	ROCKWALL	0009-12-219	2019	IH 30	R,ACQ	VARIOUS	$ 50,000,000

LIMITS FROM: SH 205
LIMITS TO: WEST OF FM 2642 (HUNT COUNTY LINE)
PROJECT DESCR: RECONSTRUCT & WIDEN 4 TO 6 MAIN LANES; RECONSTRUCT & WIDEN 4 TO 4/6 LANE FRONTAGE ROADS; CONSTRUCT NEW & RECONSTRUCT EXISTING INTERCHANGES; RAMP MODIFICATIONS
REMARKS P7:

PROJECT SPONSOR: TXDOT-DALLAS
REVISION DATE: 07/2018
MPO PROJ NUM: 13036
FUNDING CAT(S): S102
PROJECT HISTORY: 10-YEAR PLAN PROJECT

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 15,000,000
ROW PURCH:	$ 50,000,000
CONST COST:	$ 232,000,000
CONST ENG:	$ 11,674,044
CONTING:	$ 488,681
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 309,162,725

COST OF APPROVED PHASES $ 50,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
S102	$ 45,000,000	$ 5,000,000	$ 0	$ 0	$ 0	$ 50,000,000
TOTAL	$ 45,000,000	$ 5,000,000	$ 0	$ 0	$ 0	$ 50,000,000

Comment History

Time	User	Comment	Related Approval
2019/01/25 16:58:46	**Barbara Maley**	Approved. On January 21, 2019 NCTCOGs KBunkley confirmed via email that IN 28.551.1 should read IN 28.550.1. With this the project appears consistent with Mobility 2045.	**07/2018: Approved**
2018/08/29 18:35:32	**Barbara Maley**	Not Approved. The project does not appear to be consistent with the 2040 MTP.	**07/2018: Not Approved**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	COLLIN	0000-18-027	CS	C	FRISCO	FRISCO

LIMITS FROM: LEBANON RD FROM COIT RD
LIMITS TO: INDEPENDENCE PKWY
TIP DESCRIPTION: WIDEN FROM 2 LANES TO 4 LANES
REMARKS: LOCAL CONTRIBUTION PAID BY FRISCO

REV DATE: 07/2018
MPO PROJECT ID: 83112
MTP REFERENCE: NRSA1-DAL-167

Project History:

DALLAS | DENTON | 0000-18-031 | CS | C | FLOWER MOUND | FLOWER MOUND

LIMITS FROM: DENTON CREEK BLVD AT IH 35W
LIMITS TO:
TIP DESCRIPTION: INTERCHANGE
REMARKS: LOCAL CONTRIBUTION PAID BY CITY OF FLOWER MOUND

REV DATE: 07/2018
MPO PROJECT ID: 83129.2
MTP REFERENCE: NRSA1-DAL-178

Project History: DENTON CREEK SPINE RD WILL BE PAID BY DEVELOPER

DALLAS | COLLIN | 0000-18-082 | MH | E | VARIOUS | COLLIN CO

LIMITS FROM: ON COLLIN COUNTY OUTER LOOP FROM DNT
LIMITS TO: US 75
TIP DESCRIPTION: DEVELOP SCHEMATIC FOR ROW ACQUISITION
REMARKS: LOCAL CONTRIBUTION PAID BY COLLIN COUNTY

REV DATE: 07/2018
MPO PROJECT ID: 84149
MTP REFERENCE: FT1-110.20.1, FT3-008, RSA1-2.150.650

Project History:

DALLAS | ROCKWALL | 0009-05-012 | SH 66 | E,R | VARIOUS | TXDOT-DALLAS

LIMITS FROM: EAST OF ERBY CAMPBELL
LIMITS TO: FM 1777
TIP DESCRIPTION: WIDEN AND RECONSTRUCT FROM 2 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH 2/2 COUPLET FROM W OF HOUSTON ST TO JOSEPHINE ST
REMARKS:

REV DATE: 07/2018
MPO PROJECT ID: 54132
MTP REFERENCE: RSA1-2.370.800, RSA1-2.370.820, RSA1-2.370.825

Project History:

DALLAS | DALLAS | 0009-11-129 | IH 30 | C | VARIOUS | TXDOT-DALLAS

LIMITS FROM: IH 45
LIMITS TO: BASS PRO DRIVE
TIP DESCRIPTION: RECONST 4/6/8 LN DISCONT TO 4/6 LN CONT FRTG RDS; IH 45 TO US 80: RECONST & WIDEN 8 TO 10 MAINLANES W/1 REV HOV TO 2 REV MGD LNS; US 80 TO IH 635: RECONST 6 TO 6 MAINLANES W/1 REV HOV LN TO 1 REV MANAGED LN; IH 635 TO BASS PRO: OPERATIONAL IMPROVEMENTS
REMARKS:

REV DATE: 07/2018
MPO PROJECT ID: 13043
MTP REFERENCE: FT1-28.60.3, FT1-28.70.1, FT1-28.70.2

Project History: 10-YEAR PLAN PROJECT

DALLAS | DALLAS | 0009-11-181 | IH 30 | C | DALLAS | TXDOT-DALLAS

LIMITS FROM: IH 35E
LIMITS TO: IH 45
TIP DESCRIPTION: RECONSTRUCT AND WIDEN 6 TO 12 MAINLANES AND RECONSTRUCT AND WIDEN 0/2 LANE DISCONTINUOUS TO 2/8 LANE DISCONTINUOUS FRONTAGE ROADS
REMARKS:

REV DATE: 07/2018
MPO PROJECT ID: 13030
MTP REFERENCE: FT1-28.60.1, FT1-28.60.2

Project History: 10-YEAR PLAN PROJECT

DALLAS | DALLAS | 0009-11-238 | IH 30 | E,R | GARLAND | TXDOT-DALLAS

LIMITS FROM: BASS PRO DRIVE IN GARLAND
LIMITS TO: DALROCK RD
TIP DESCRIPTION: WIDEN TO ADD SHOULDER
REMARKS:

REV DATE: 07/2018
MPO PROJECT ID: 55179
MTP REFERENCE: MO3-001

Project History:

DALLAS | ROCKWALL | 0009-12-215 | IH 30 | E,R | VARIOUS | TXDOT-DALLAS

LIMITS FROM: DALROCK RD (DALLAS C/L)
LIMITS TO: SH 205
TIP DESCRIPTION: DALROCK TO HORIZON RD; ADD SHOULDER; RECONST & WIDEN EXIST 6 TO 8 ML; RECONST EXIST 4/6 DISCONT TO 4/6 CONTINUOUS FRTG RDS; RAMP MODIFICATIONS
REMARKS:

REV DATE: 07/2018
MPO PROJECT ID: 55221
MTP REFERENCE: FT1-28.90.1

Project History:

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	ROCKWALL	0009-12-219	IH 30	C	VARIOUS	TXDOT-DALLAS

LIMITS FROM: SH 205
REV DATE: 07/2018
LIMITS TO: WEST OF FM 2642 (HUNT COUNTY LINE)
MPO PROJECT ID: 13036
TIP DESCRIPTION: RECONSTRUCT & WIDEN 4 TO 6 MAIN LANES; RECONSTRUCT & WIDEN 4 TO 4/6 LANE FRONTAGE ROADS; CONSTRUCT NEW & RECONSTRUCT EXISTING INTERCHANGES; RAMP MODIFICATIONS
MTP REFERENCE: FT1-28.90.2, IN1-28.546.1, IN1-28.548.1, IN1-28.549.1, IN1-28.550.2, IN1-28.551.1
REMARKS:
Project History: 10-YEAR PLAN PROJECT

DALLAS	ROCKWALL	0009-12-220	IH 30	E,R	ROCKWALL	TXDOT-DALLAS

LIMITS FROM: DALROCK
REV DATE: 11/2018
LIMITS TO: EAST OF HORIZON
MPO PROJECT ID: 55195
TIP DESCRIPTION: CONSTRUCT 0/4 TO 4/6 LANE FRONTAGE ROADS; RECONSTRUCT HORIZON RD INTERCHANGE AND RAMP MODIFICATIONS
MTP REFERENCE: FT1-28.90.1, IN1-28.550.2, NRSA1-28.90.1
REMARKS: REVISE LIMITS
Project History:

DALLAS	COLLIN	0047-04-022	SH 5	E,R	MELISSA	TXDOT-DALLAS

LIMITS FROM: SH 121
REV DATE: 07/2018
LIMITS TO: CR 375
MPO PROJECT ID: 20085
TIP DESCRIPTION: RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE URBAN HIGHWAY
MTP REFERENCE: RSA1-1.680.200, RSA1-1.680.210
REMARKS:
Project History:

DALLAS	COLLIN	0047-05-054	SH 5	C	MCKINNEY	TXDOT-DALLAS

LIMITS FROM: SPUR 399
REV DATE: 07/2018
LIMITS TO: SH 121
MPO PROJECT ID: 13026
TIP DESCRIPTION: RECONSTRUCT AND WIDEN 2/4 LANE UNDIVIDED ROADWAY TO 4/6 LANE DIVIDED URBAN ROADWAY
MTP REFERENCE: RSA1-1.680.225, RSA1-1.680.250, RSA1-1.680.275, RSA1-1.680.300
REMARKS:
Project History: 10-YEAR PLAN PROJECT

DALLAS	COLLIN	0047-06-161	US 75	C	ALLEN	TXDOT-DALLAS

LIMITS FROM: AT RIDGEVIEW DRIVE
REV DATE: 11/2018
LIMITS TO:
MPO PROJECT ID: 13044
TIP DESCRIPTION: RECONSTRUCT INTERCHANGE
MTP REFERENCE: IN1-23.510.1
REMARKS: REVISE LIMITS
Project History: 10-YEAR PLAN PROJECT

DALLAS	DALLAS	0047-07-219	US 75	E	VARIOUS	TXDOT-DALLAS

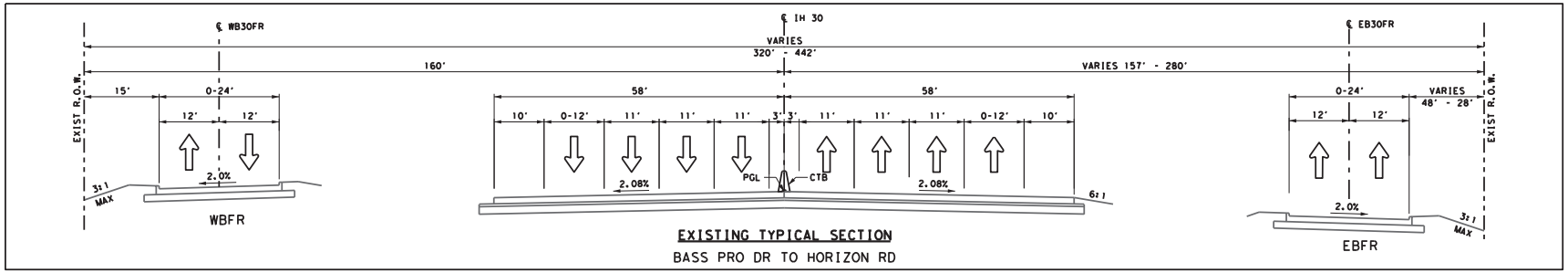
LIMITS FROM: IH 635
REV DATE: 07/2018
LIMITS TO: DALLAS/COLLIN COUNTY LINE
MPO PROJECT ID: 20217
TIP DESCRIPTION: HOV ACCESS RAMPS STUDY (DALLAS COUNTY PORTION)
MTP REFERENCE: AO1-23.50.1, FT3-014
REMARKS: RTR 121-DA2
Project History: PLANNING CSJ 0047-07-908

DALLAS	COLLIN	0047-09-034	SH 5	C	MCKINNEY	TXDOT-DALLAS

LIMITS FROM: FRISCO ROAD (N OF FM 1378)
REV DATE: 07/2018
LIMITS TO: SPUR 399
MPO PROJECT ID: 13010
TIP DESCRIPTION: RECONSTRUCT 2 LANE UNDIVIDED ROADWAY TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6 LANES)
MTP REFERENCE: RSA1-1.680.310
REMARKS:
Project History: 10-YEAR PLAN PROJECT

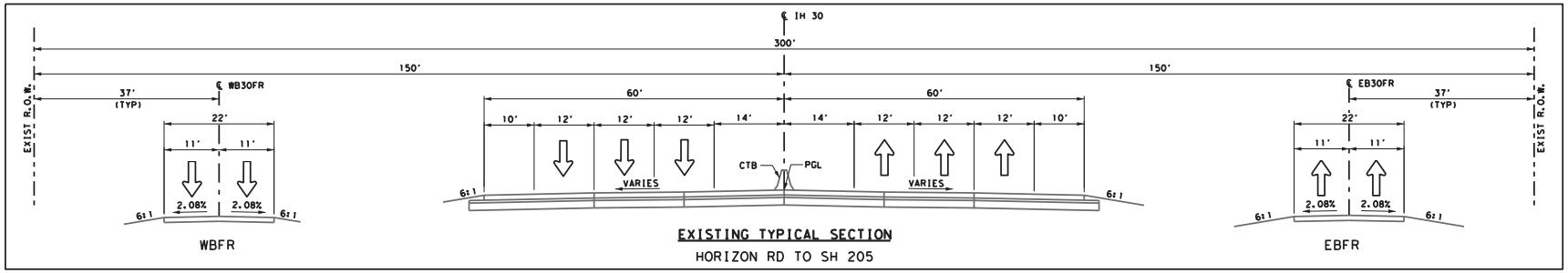
EXISTING TYPICAL SECTION

BASS PRO DRIVE TO HORIZON ROAD



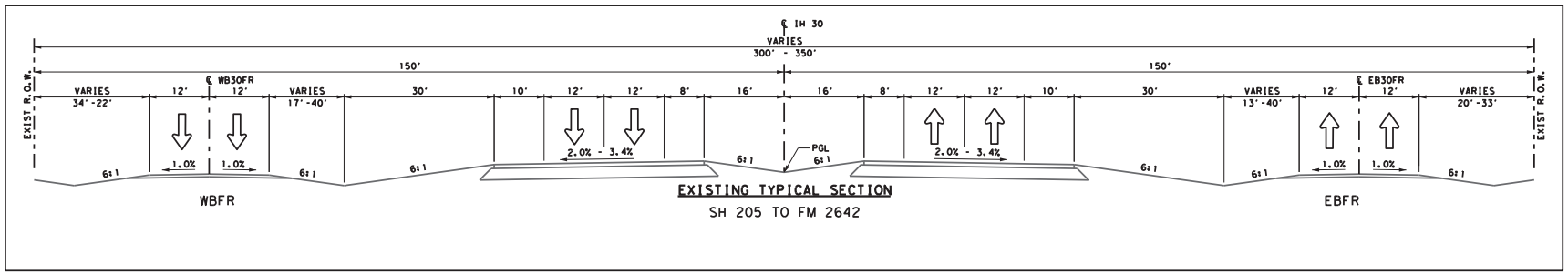
EXISTING TYPICAL SECTION
BASS PRO DR TO HORIZON RD

HORIZON ROAD TO SH 205



EXISTING TYPICAL SECTION
HORIZON RD TO SH 205

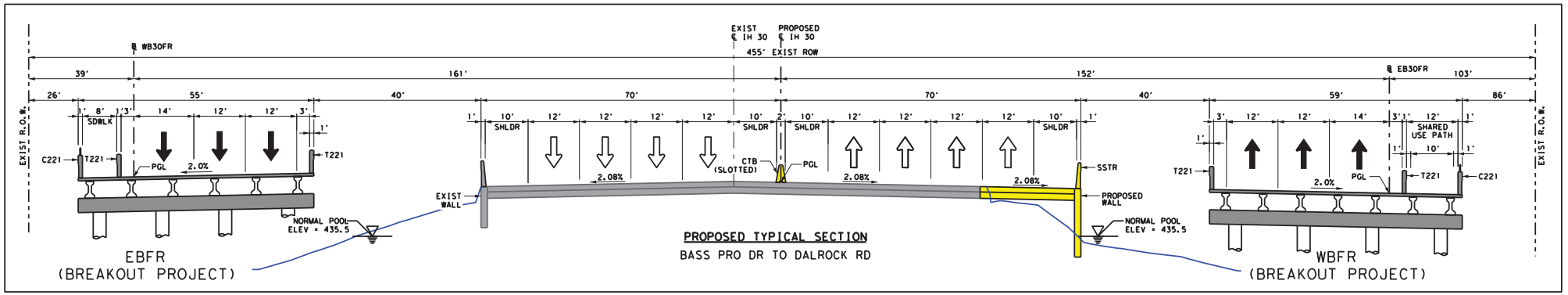
SH 205 TO FM 2642



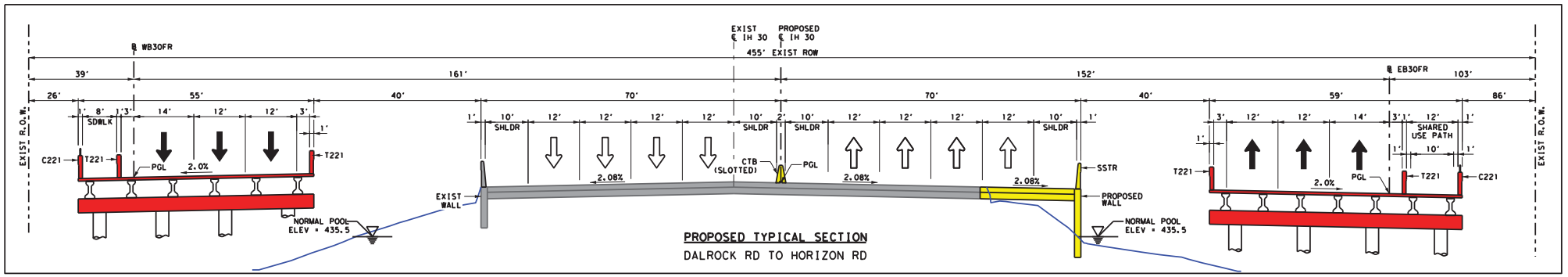
EXISTING TYPICAL SECTION
SH 205 TO FM 2642

PROPOSED TYPICAL SECTION

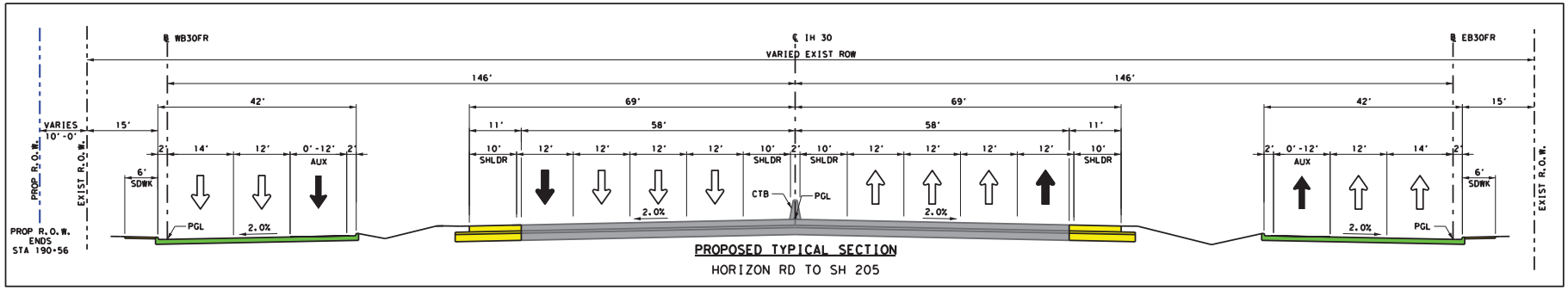
BASS PRO DRIVE TO DALROCK ROAD



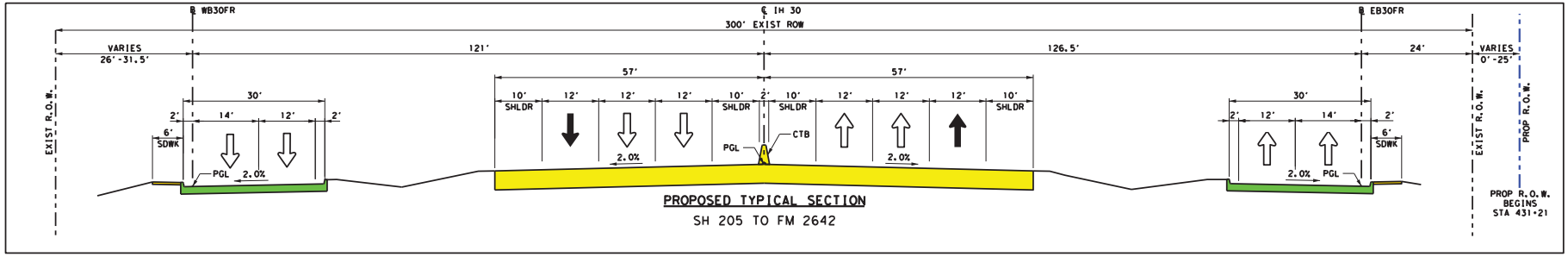
TO DALROCK ROAD TO HORIZON ROAD



HORIZON ROAD TO SH 205



SH 205 TO FM 2642



Appendix F – Resource-specific Maps

N

0 150 300 600

Feet

Aerial Map: 2017 ESRI Aerials

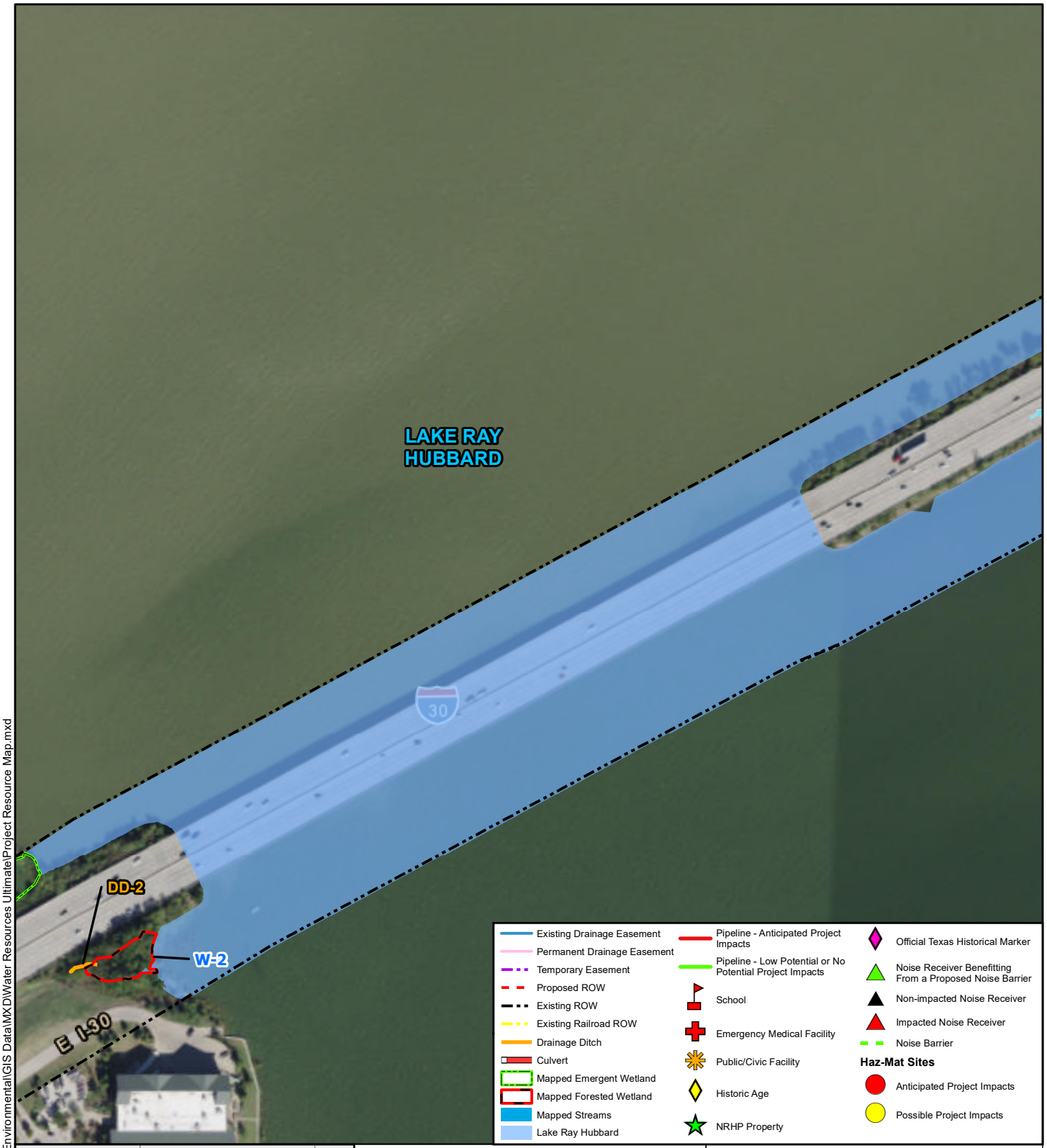
Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
Bass Pro Drive to West of FM 2642

Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	1

Q:\Projects\3450-01_TxDAL_IH30_Rockwall\04_ENGR\Environmental\GIS Data\MXD\Water Resources Ultimate\Project Resource Map.mxd



Existing Drainage Easement
Permanent Drainage Easement
Temporary Easement
Proposed ROW
Existing ROW
Existing Railroad ROW
Drainage Ditch
Culvert
Mapped Emergent Wetland
Mapped Forested Wetland
Mapped Streams
Lake Ray Hubbard

Pipeline - Anticipated Project Impacts
Pipeline - Low Potential or No Potential Project Impacts
School
Emergency Medical Facility
Public/Civic Facility
Historic Age
NRHP Property

Official Texas Historical Marker
Noise Receiver Benefitting From a Proposed Noise Barrier
Non-impacted Noise Receiver
Impacted Noise Receiver
Noise Barrier

Haz-Mat Sites

Anticipated Project Impacts
Possible Project Impacts

N

0 150 300 600

Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
Bass Pro Drive to West of FM 2642

Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	2

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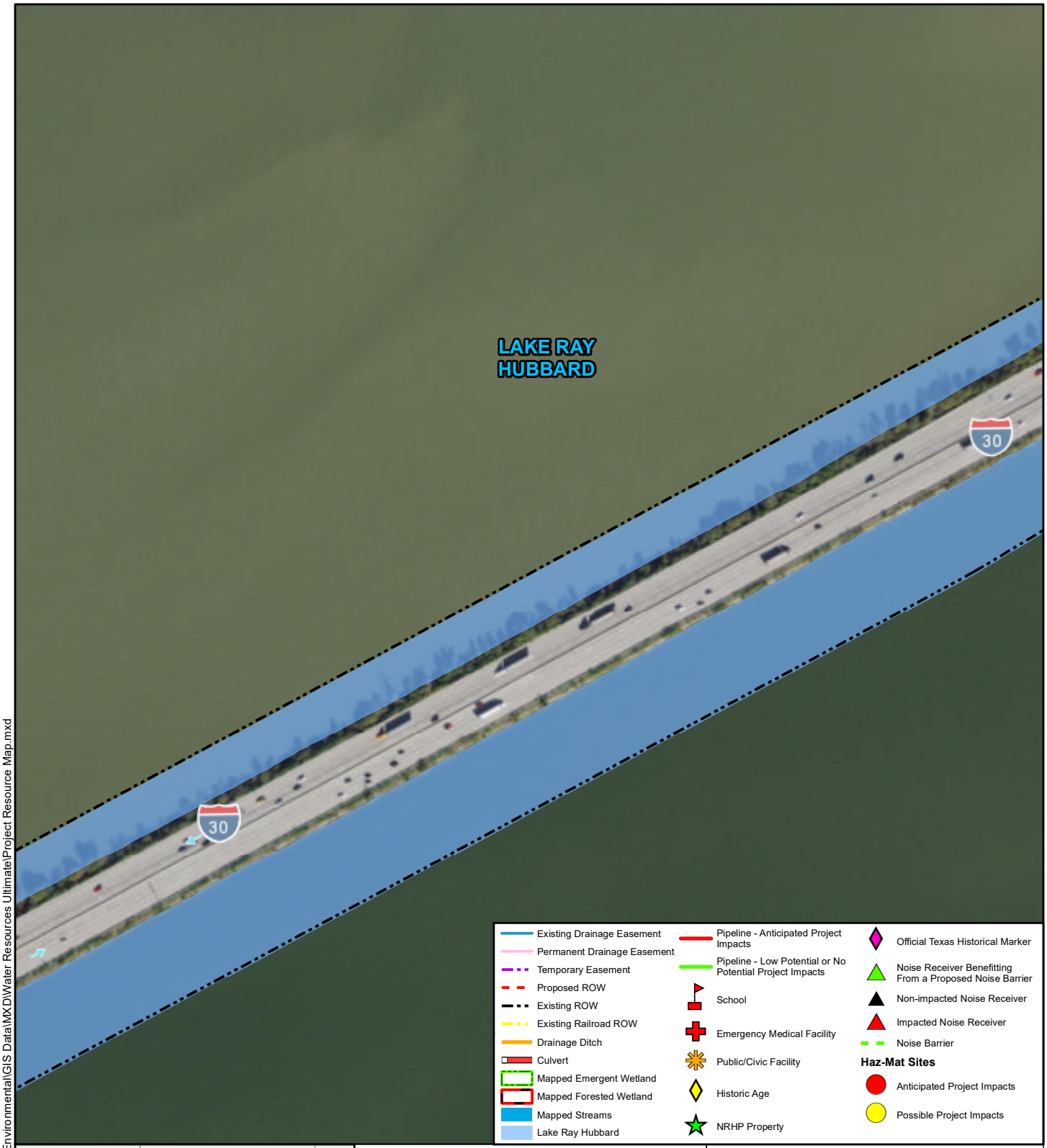


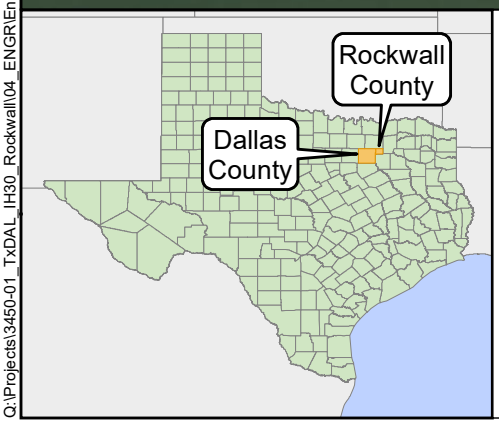
Existing Drainage Easement
Permanent Drainage Easement
Temporary Easement
Proposed ROW
Existing ROW
Existing Railroad ROW
Drainage Ditch
Culvert
Mapped Emergent Wetland
Mapped Forested Wetland
Mapped Streams
Lake Ray Hubbard

Pipeline - Anticipated Project Impacts
Pipeline - Low Potential or No Potential Project Impacts
School
Emergency Medical Facility
Public/Civic Facility
Historic Age
NRHP Property

Official Texas Historical Marker
Noise Receiver Benefitting From a Proposed Noise Barrier
Non-impacted Noise Receiver
Impacted Noise Receiver
Noise Barrier

Haz-Mat Sites

Anticipated Project Impacts
Possible Project Impacts



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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
Bass Pro Drive to West of FM 2642

Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	3

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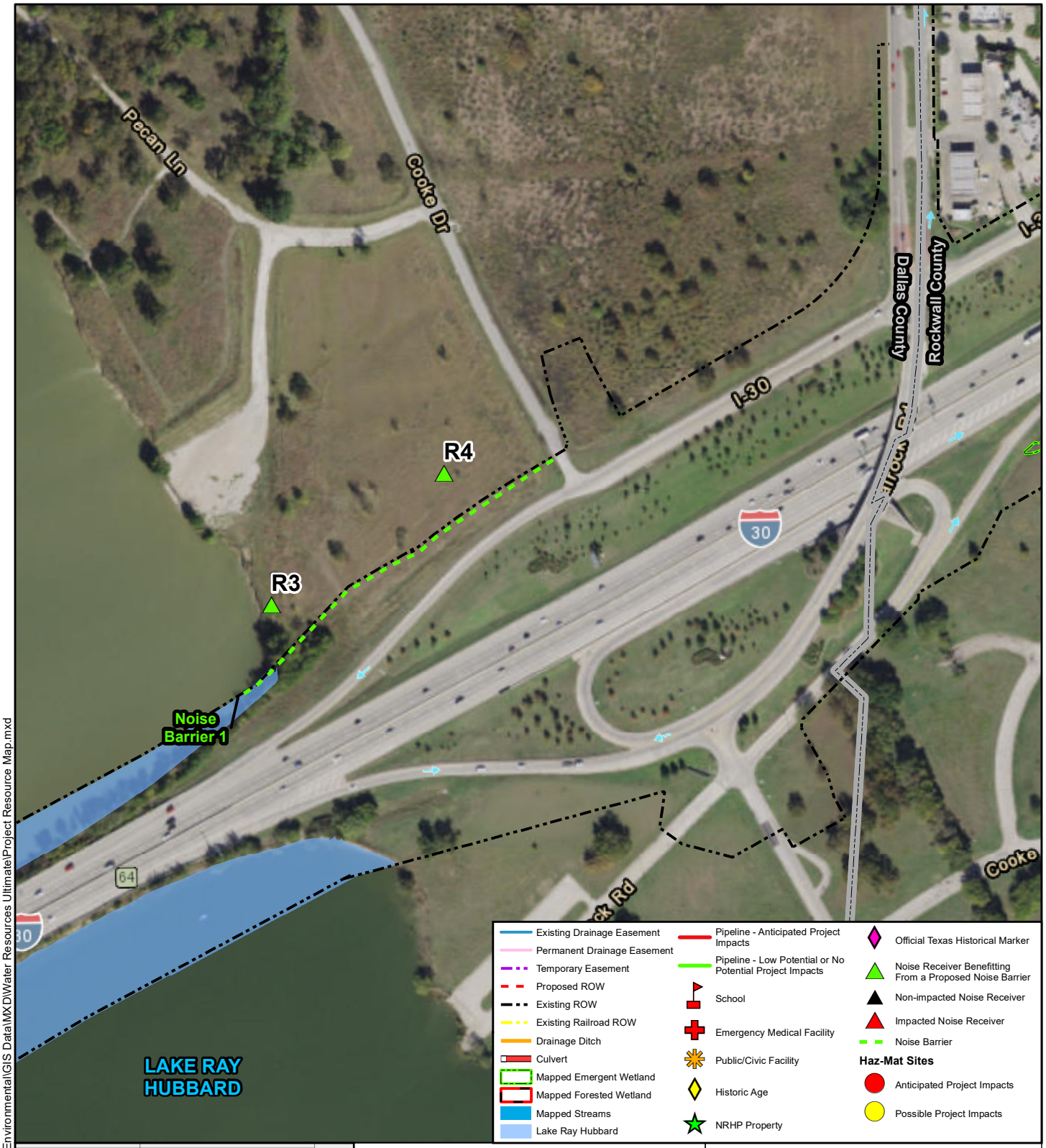

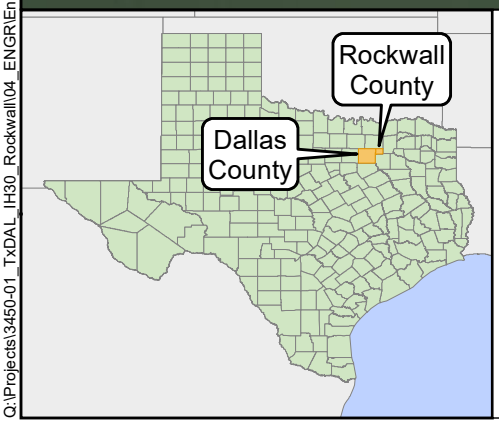

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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
Bass Pro Drive to West of FM 2642

Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	4

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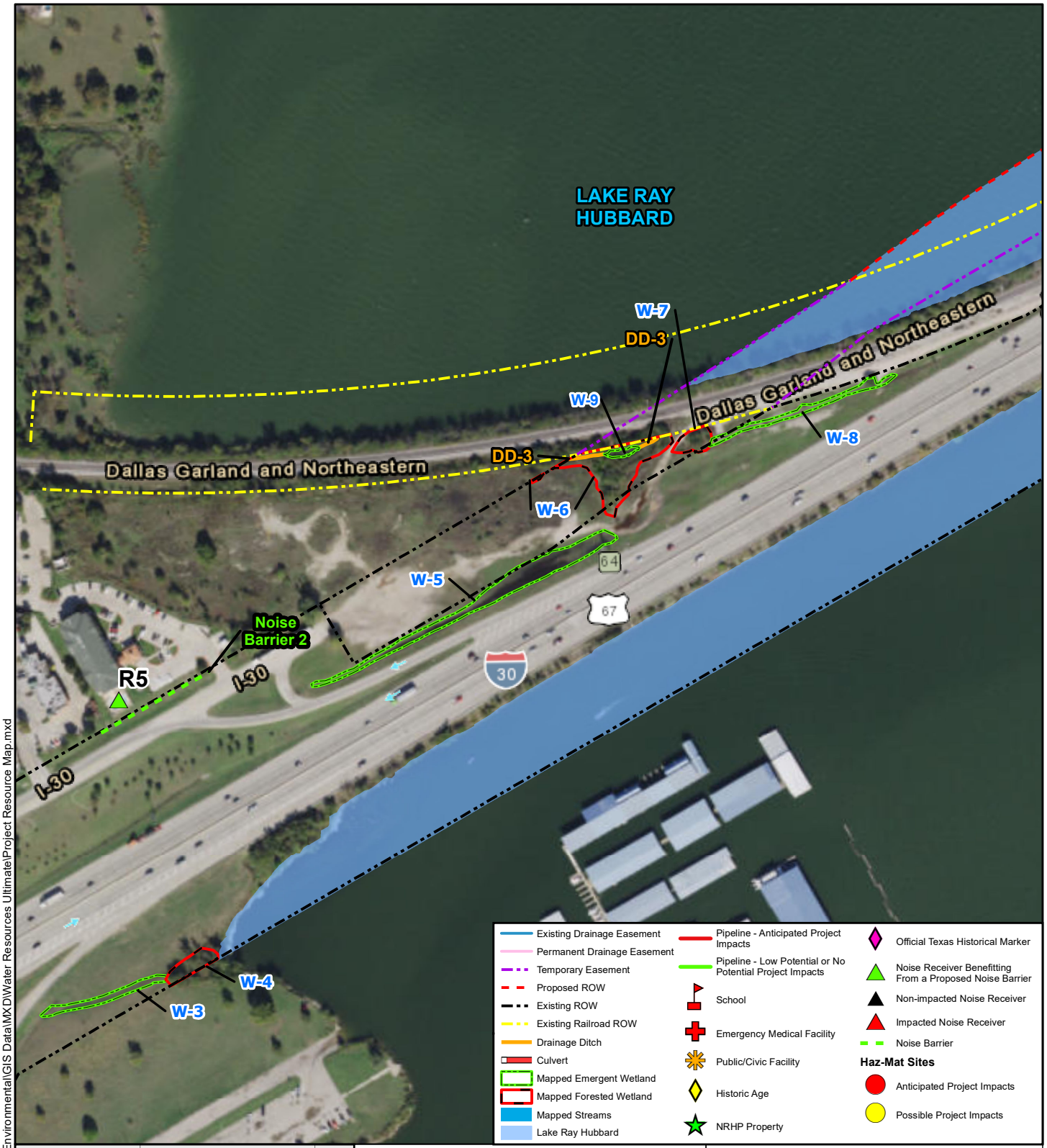

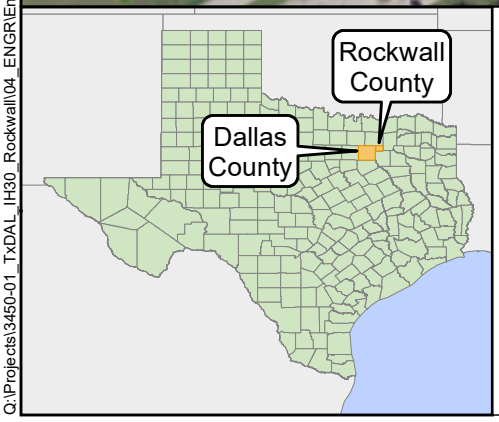

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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
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Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	5

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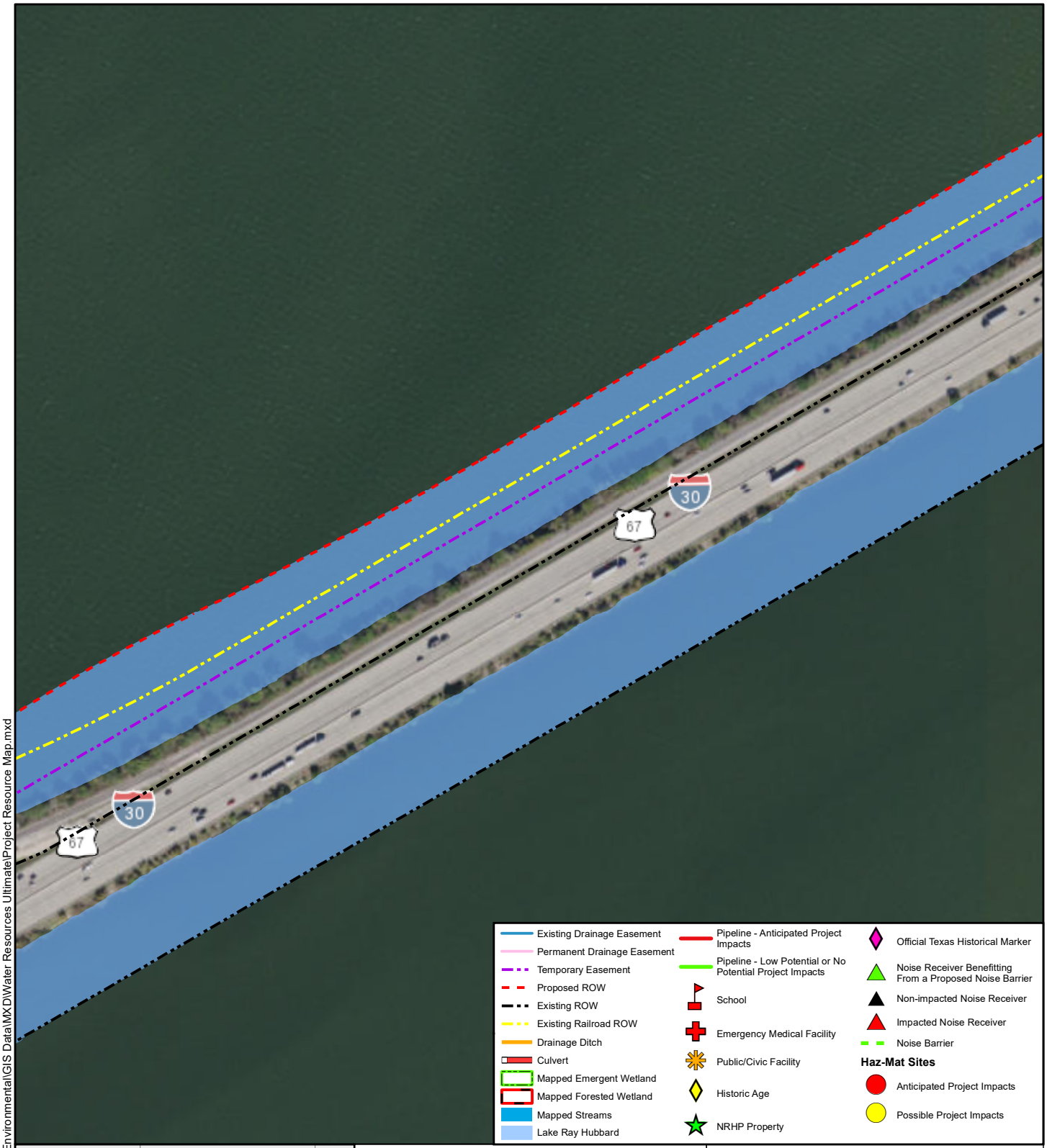

Existing Drainage Easement
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Existing ROW
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Culvert
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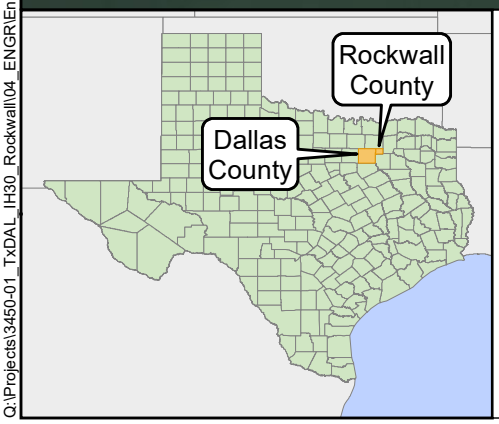
Haz-Mat Sites

Anticipated Project Impacts
Possible Project Impacts



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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
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Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	6

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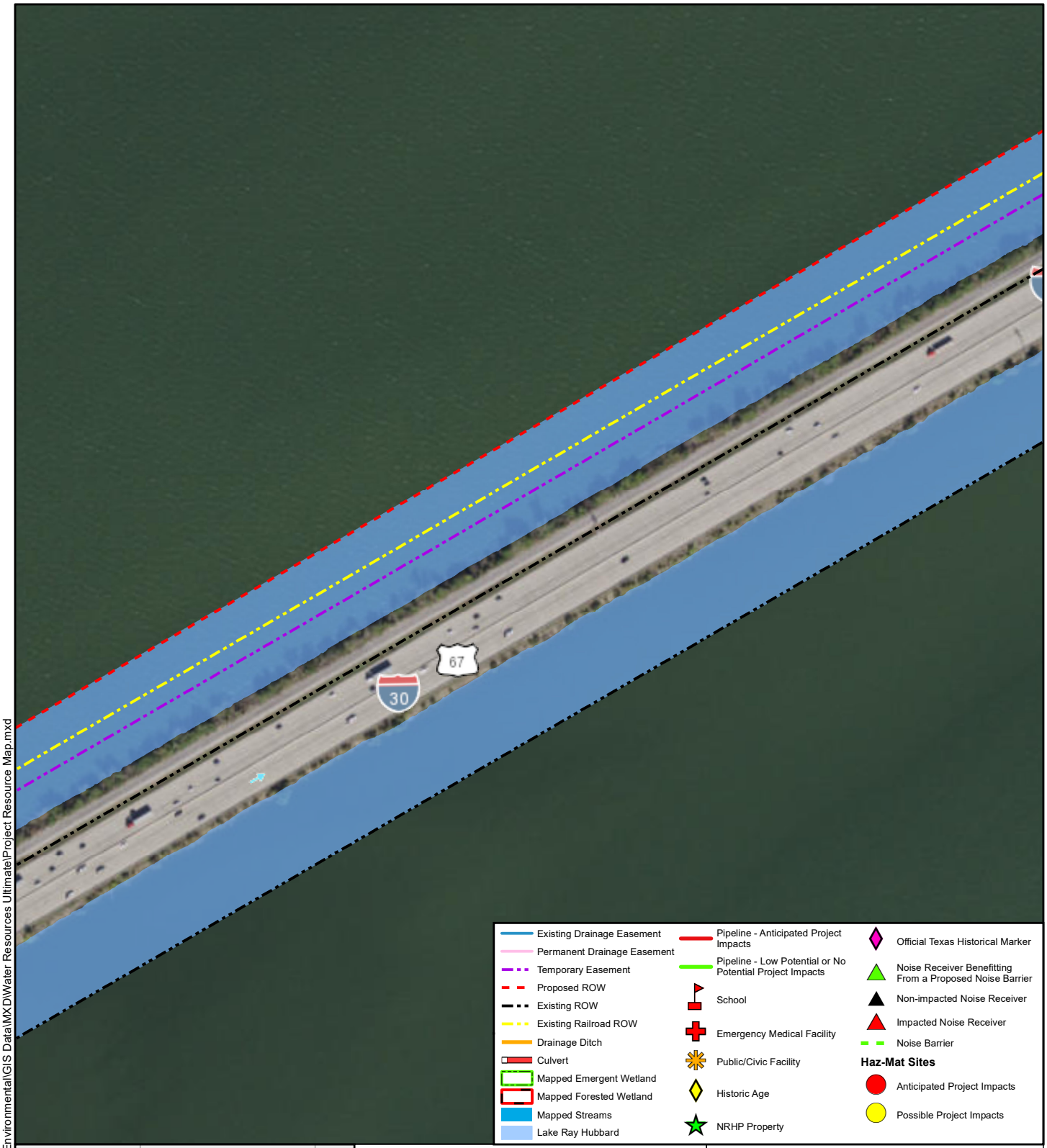

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Impacted Noise Receiver
Noise Barrier

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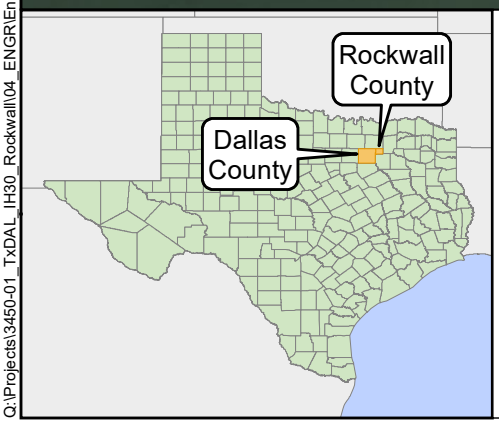
Anticipated Project Impacts
Possible Project Impacts



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Feet

Aerial Map: 2017 ESRI Aerials

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CSJ 0009-11-238, etc.
IH-30 Improvements from
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Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	7

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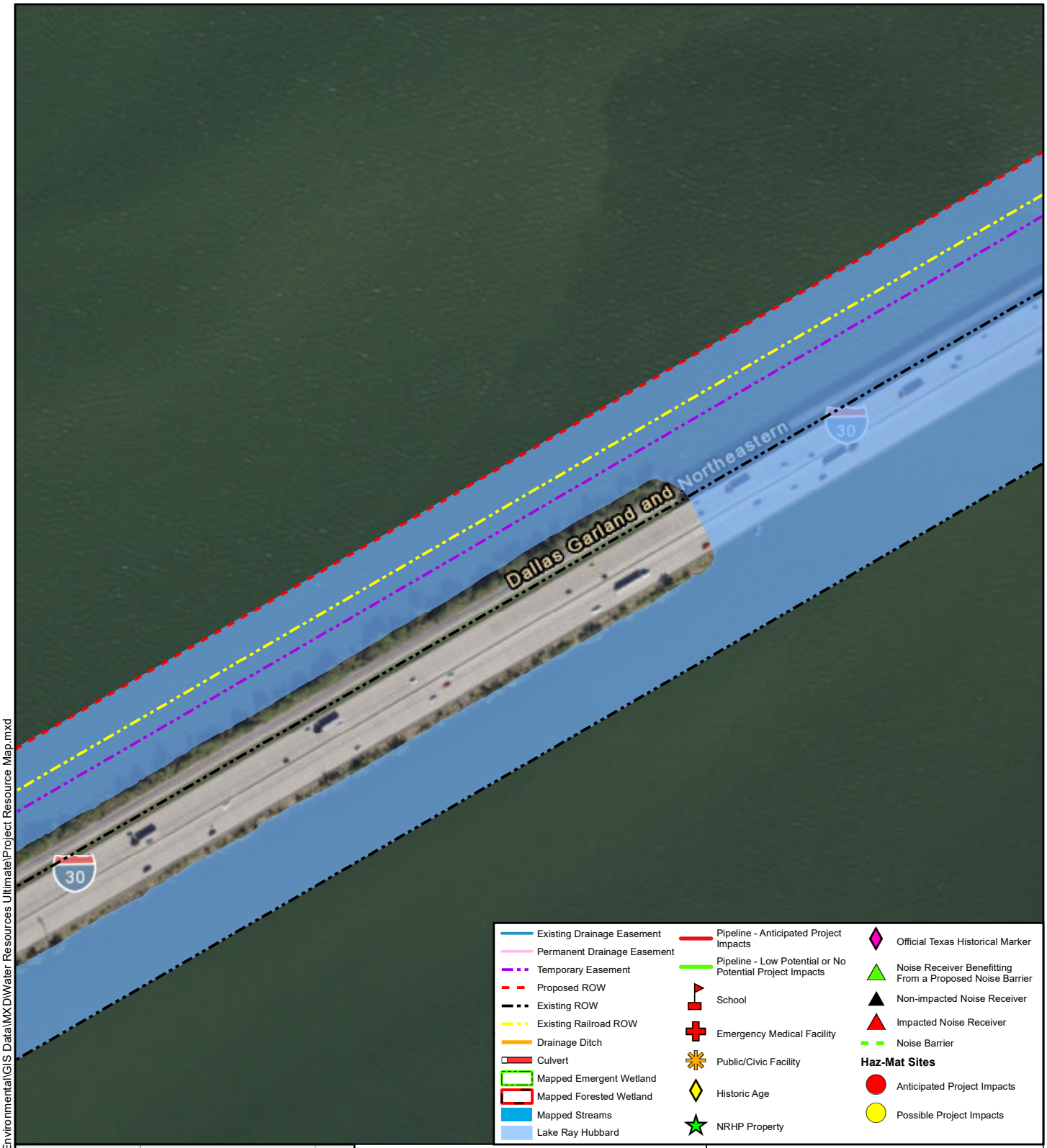

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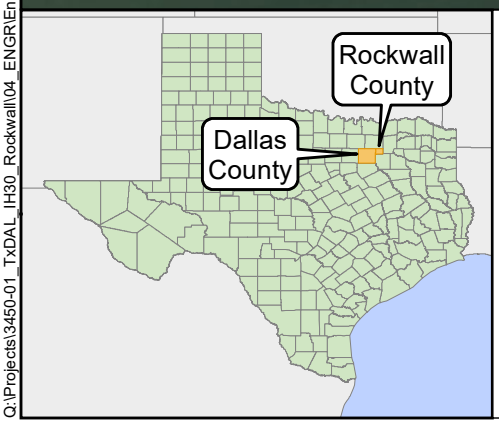

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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
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Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	8

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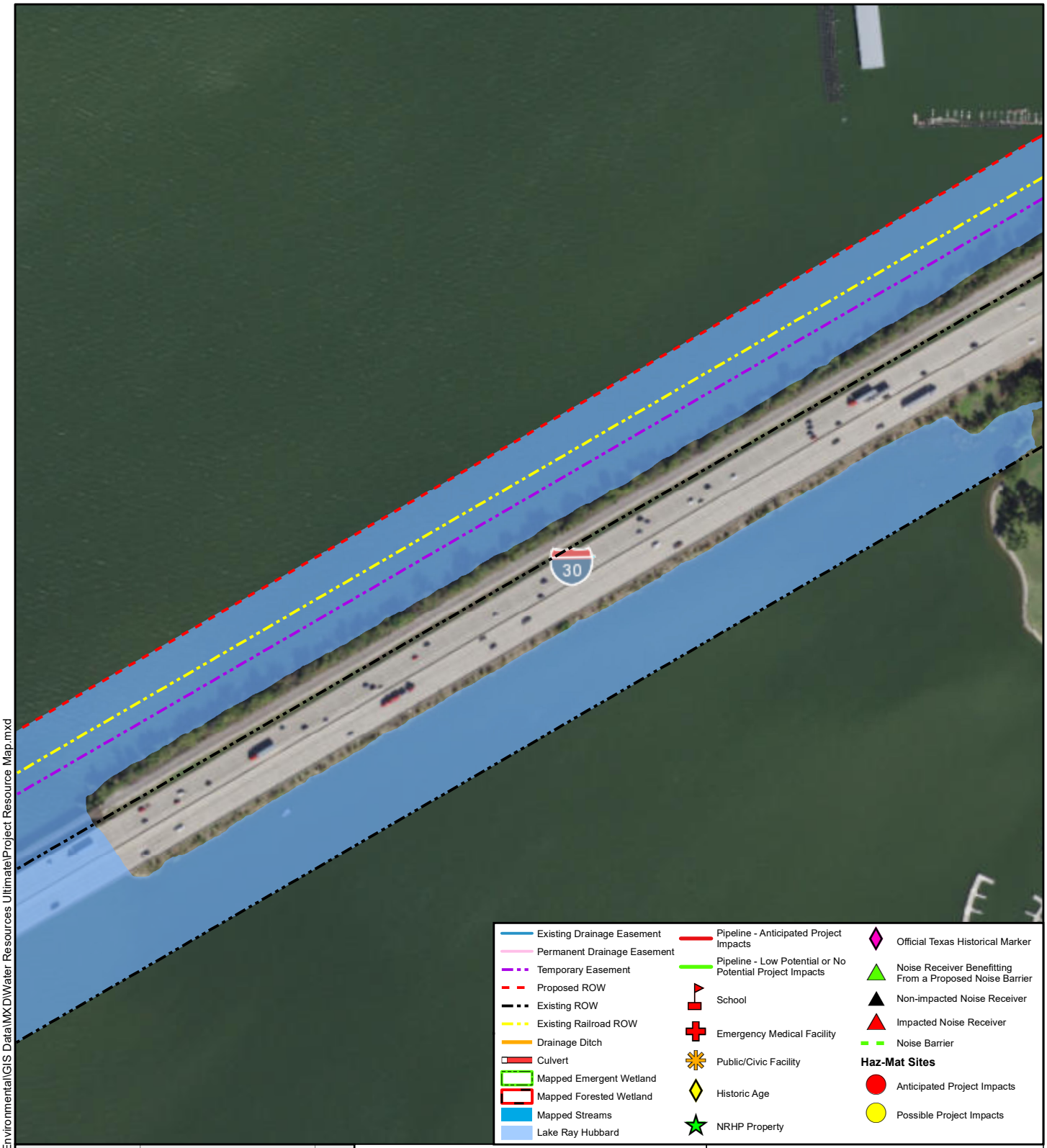

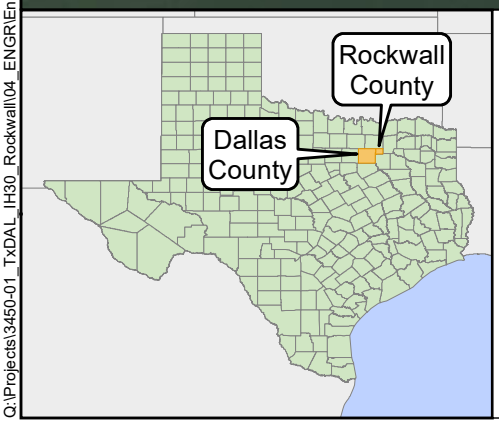

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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
Bass Pro Drive to West of FM 2642

Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	9

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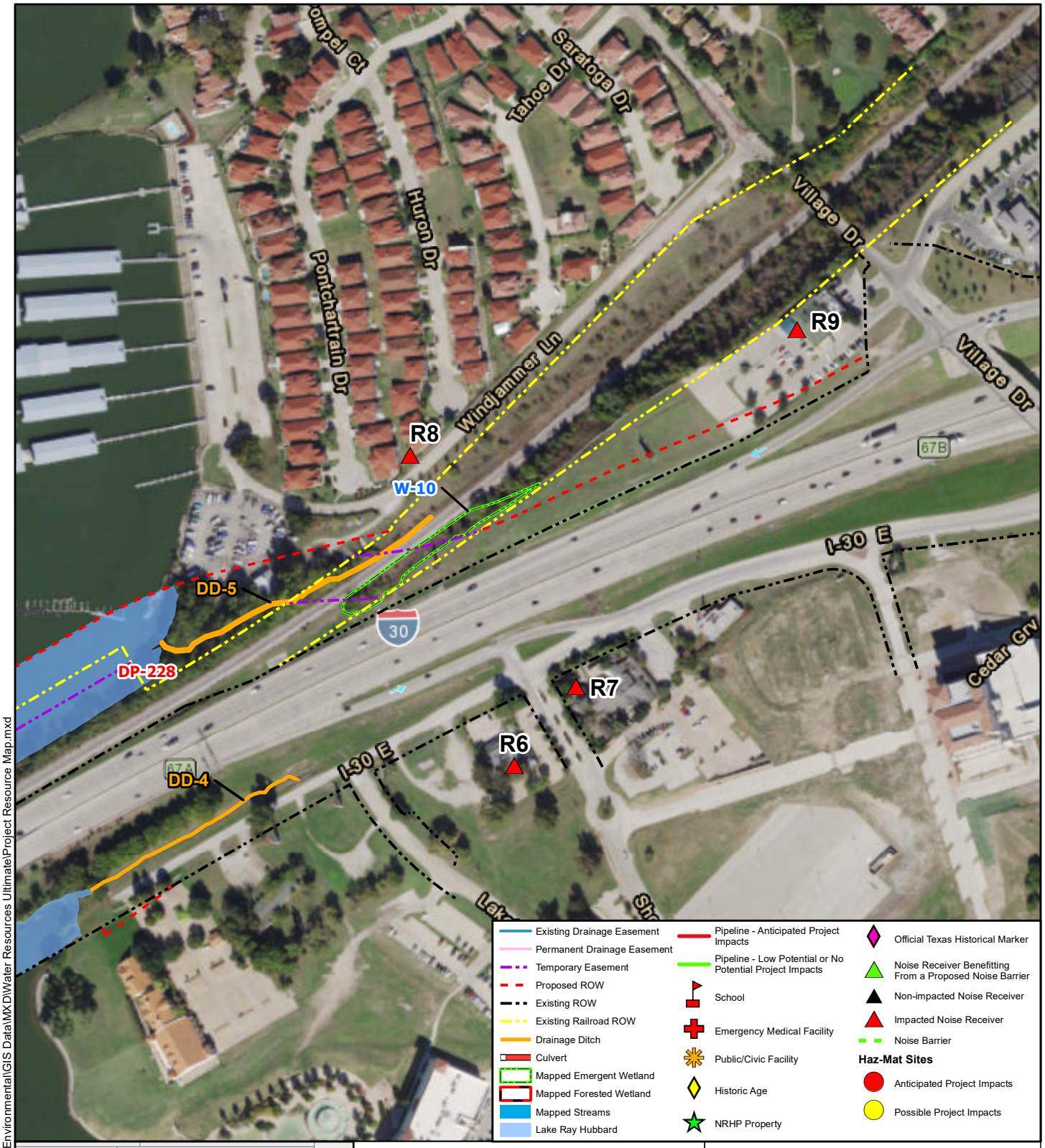

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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
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Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	10

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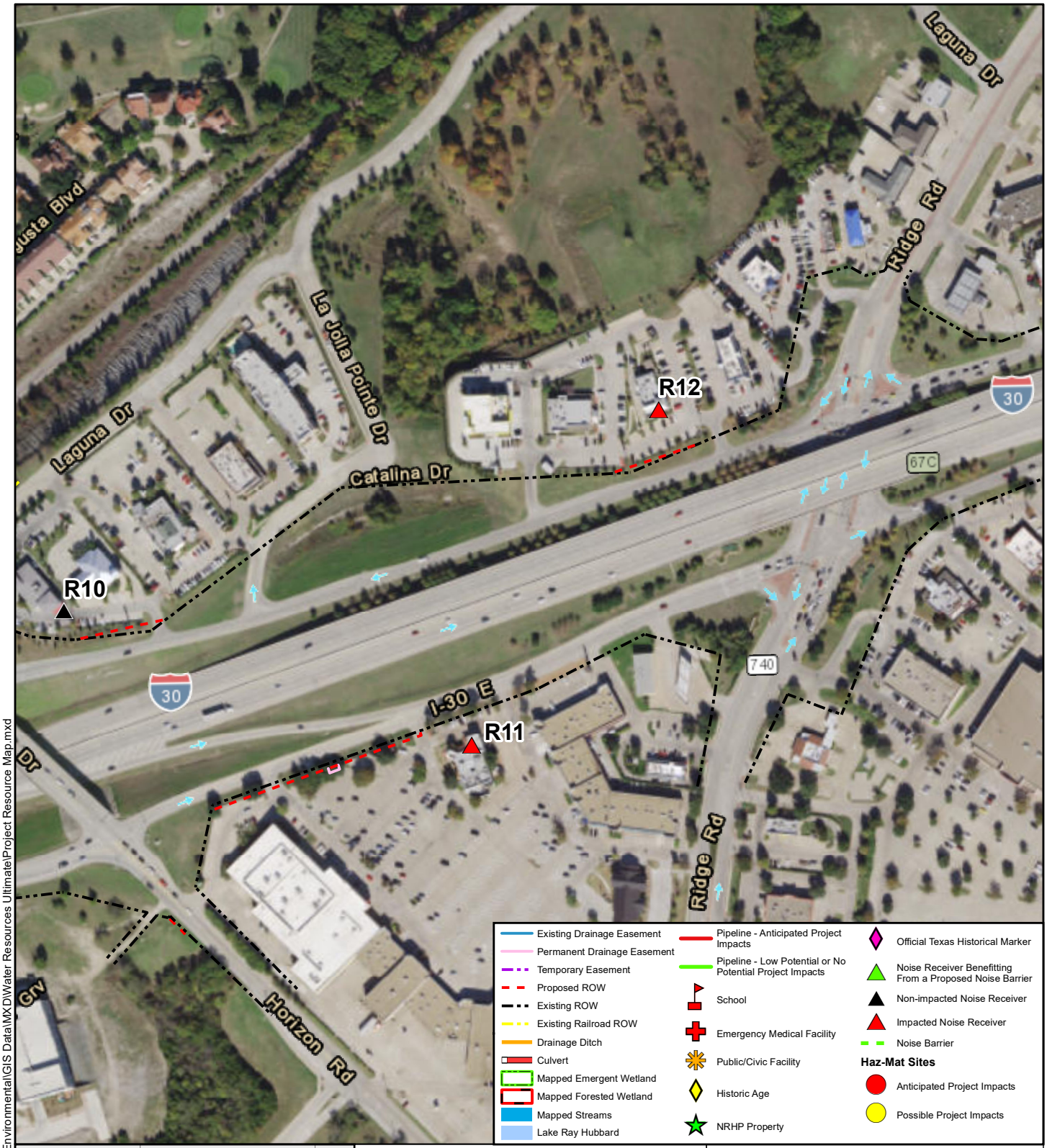

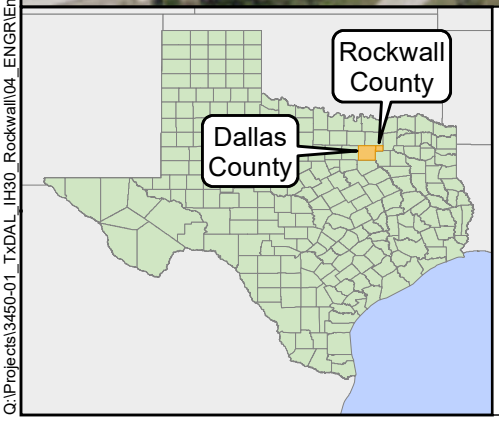

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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
Bass Pro Drive to West of FM 2642

Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	11

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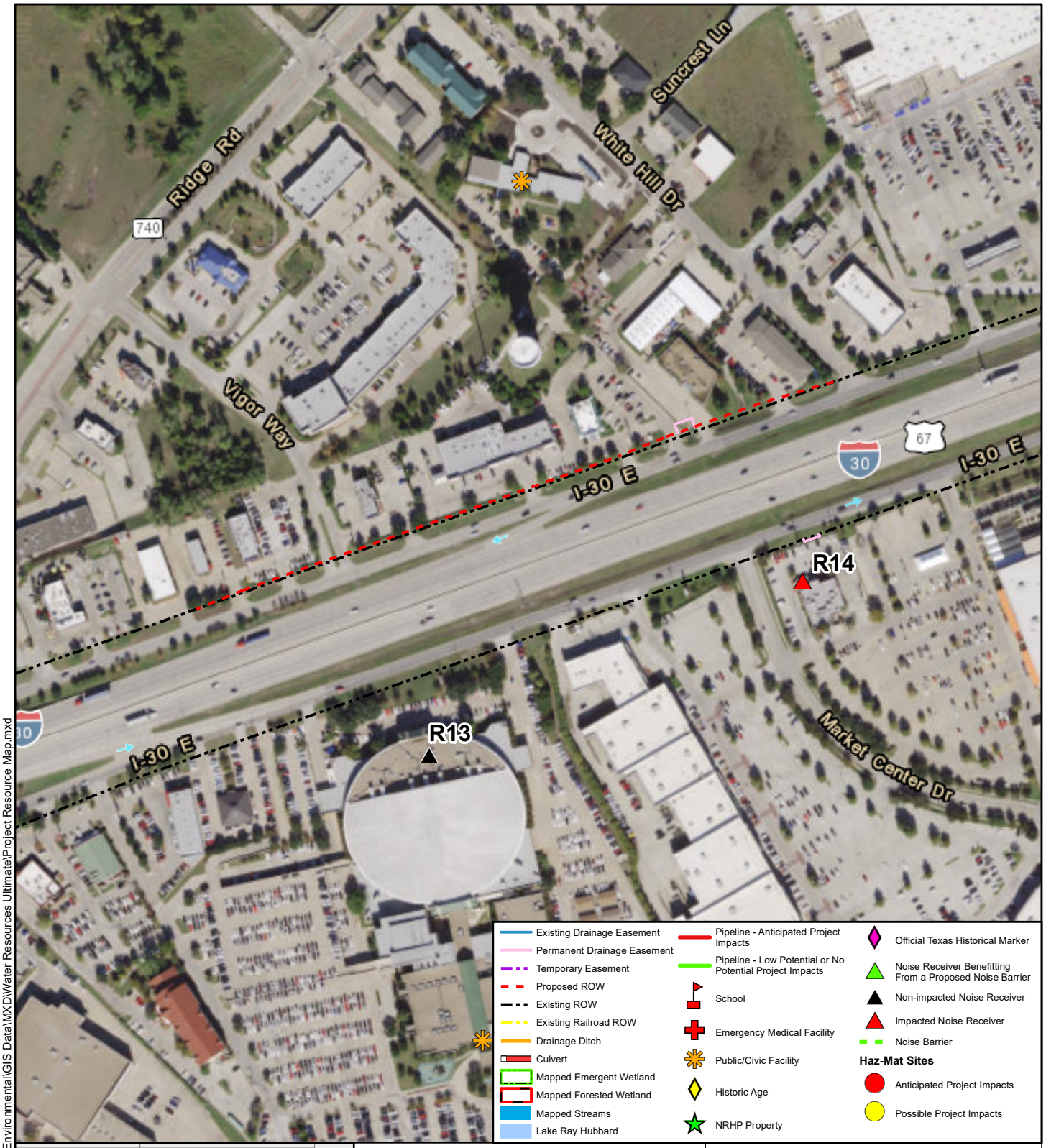

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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
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Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
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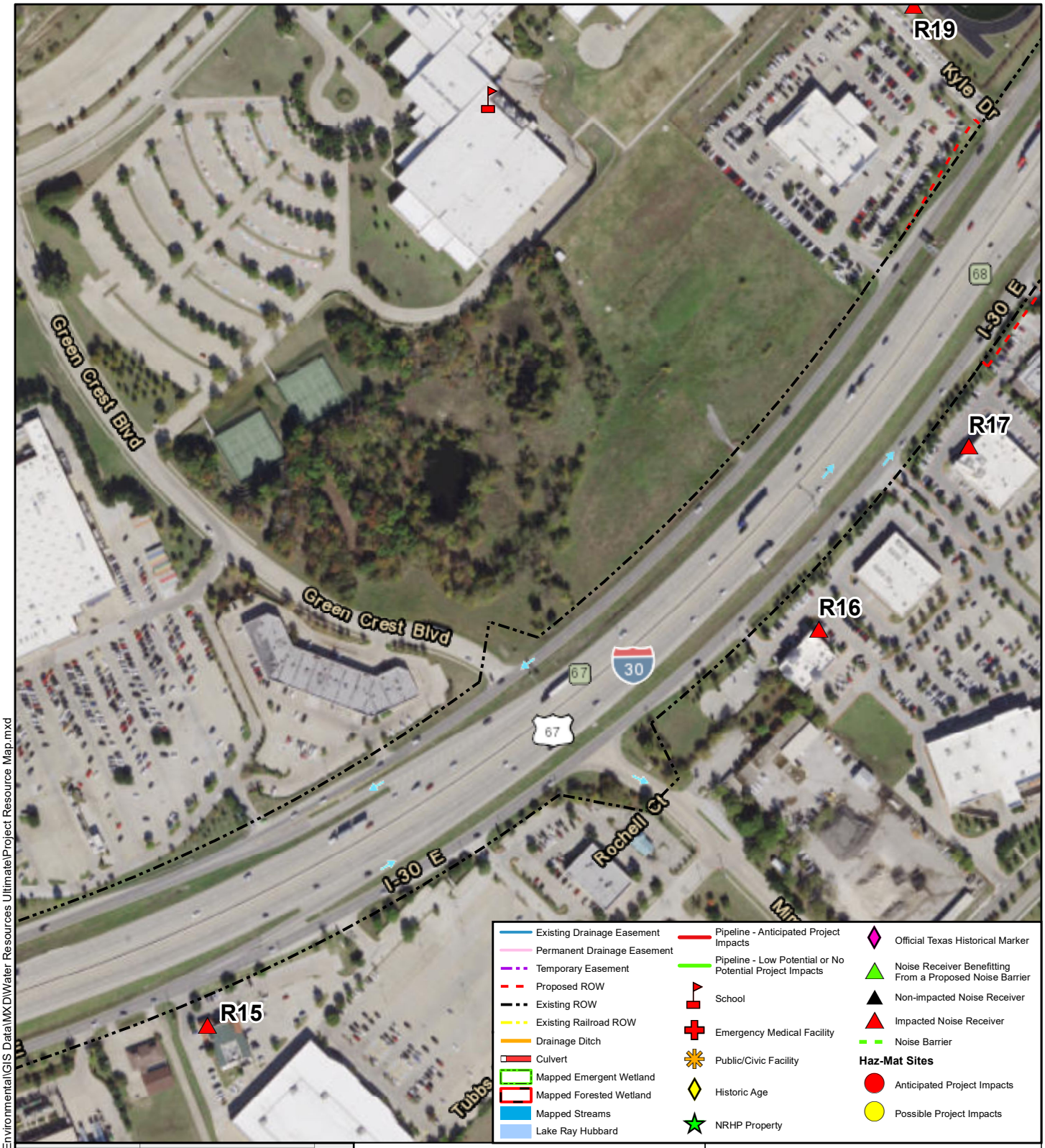

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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
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Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	13

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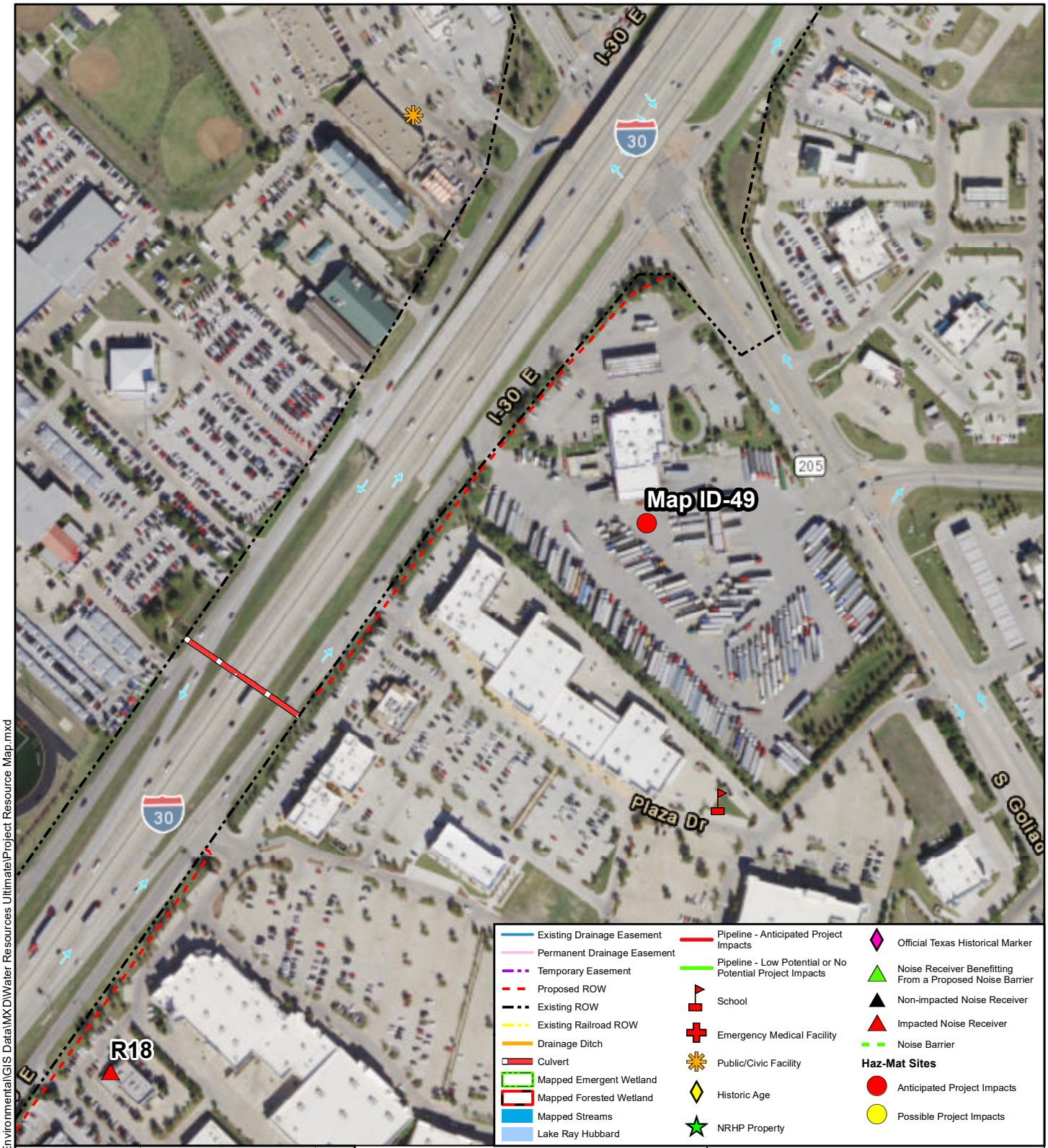

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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
Bass Pro Drive to West of FM 2642

Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	14

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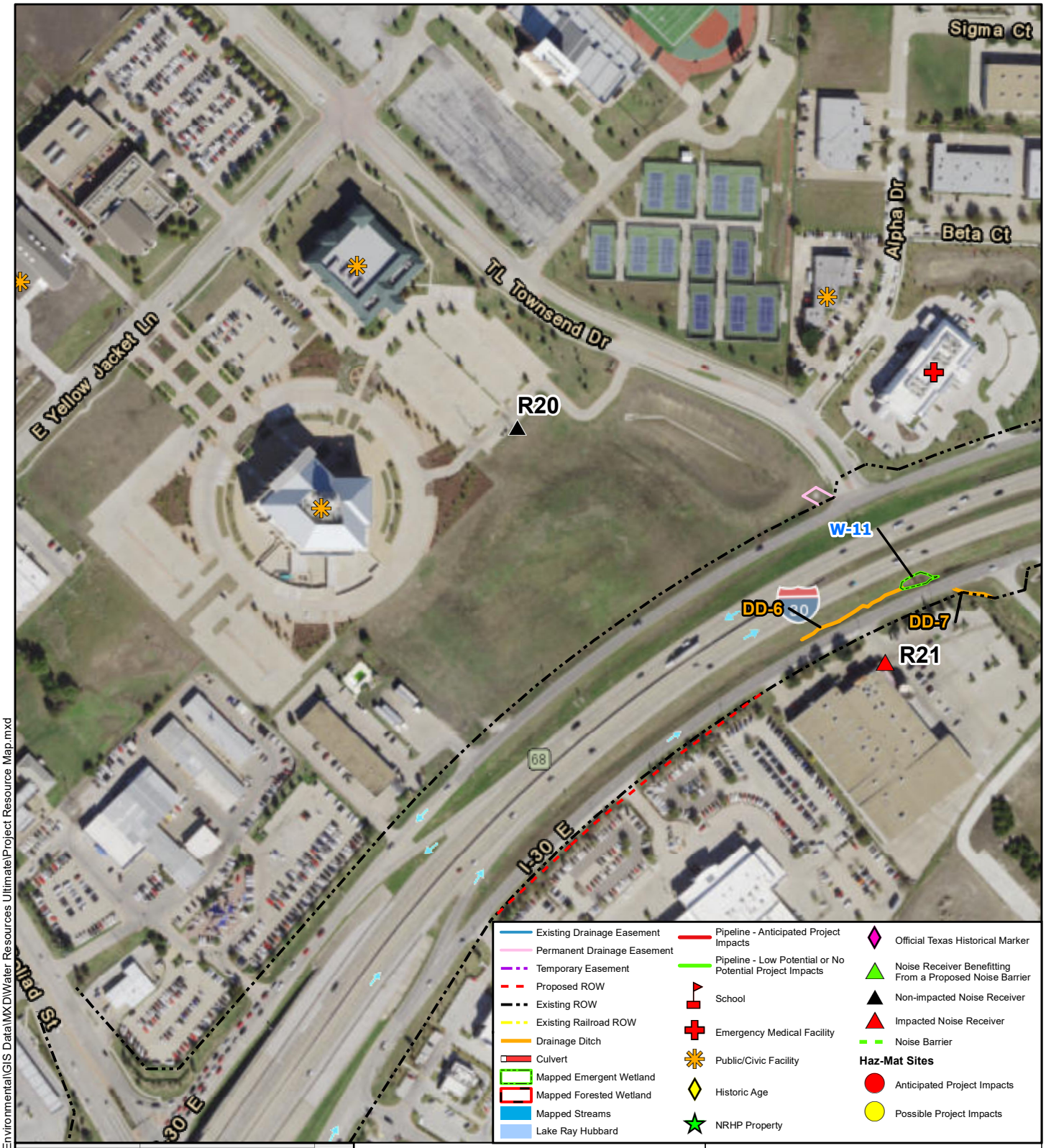

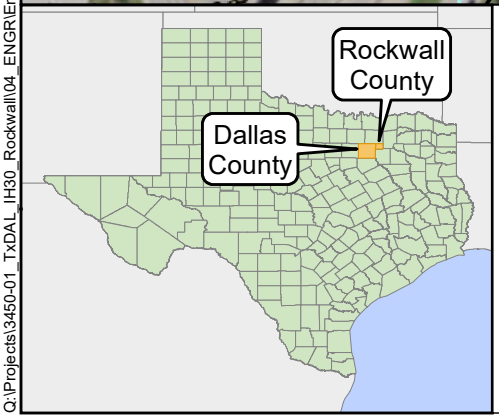

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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

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IH-30 Improvements from
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October 2018	3450-00	15

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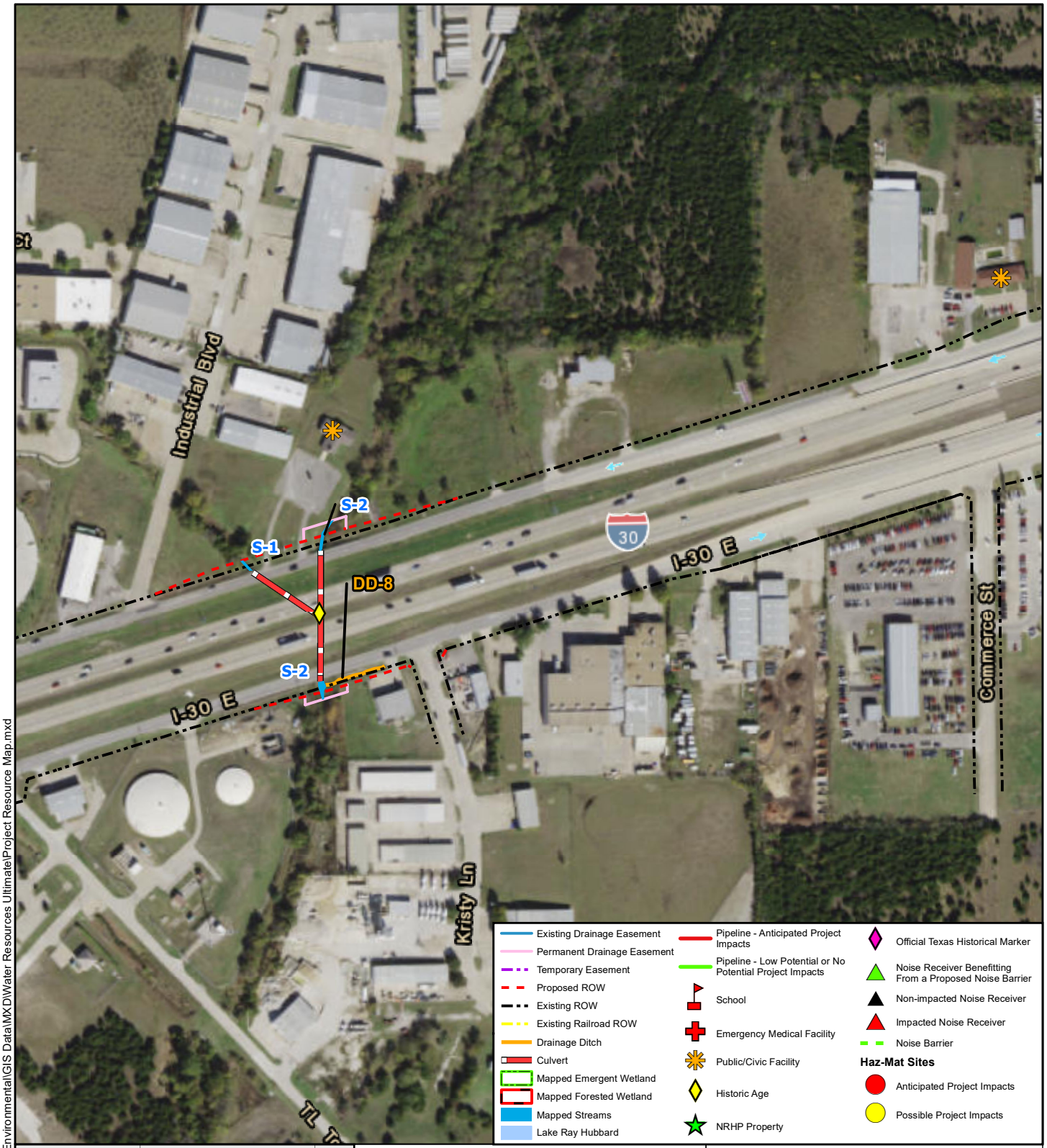

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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
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Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	16

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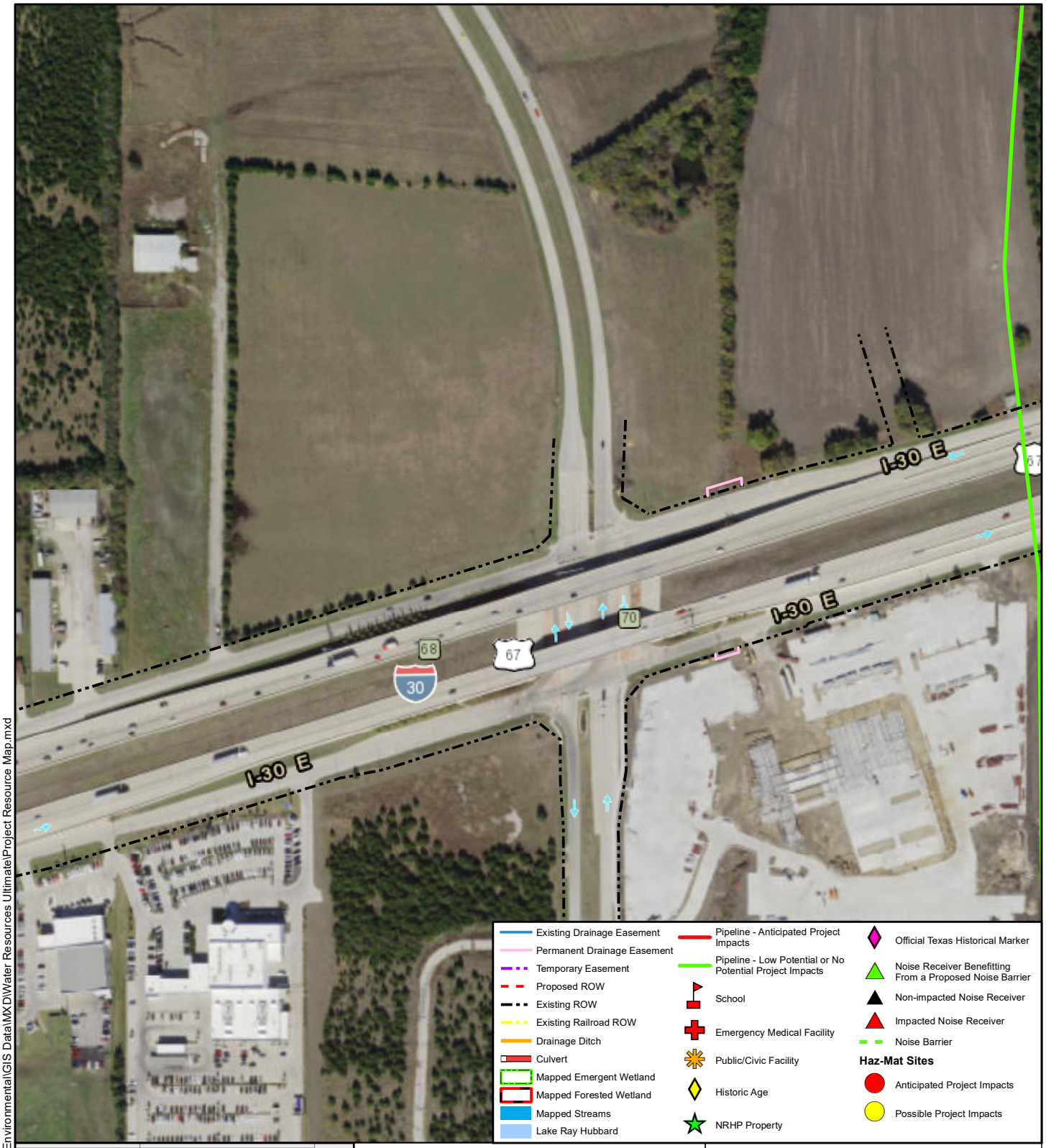

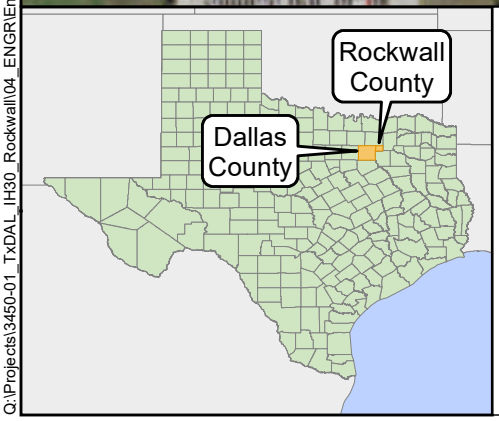

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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
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Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	17

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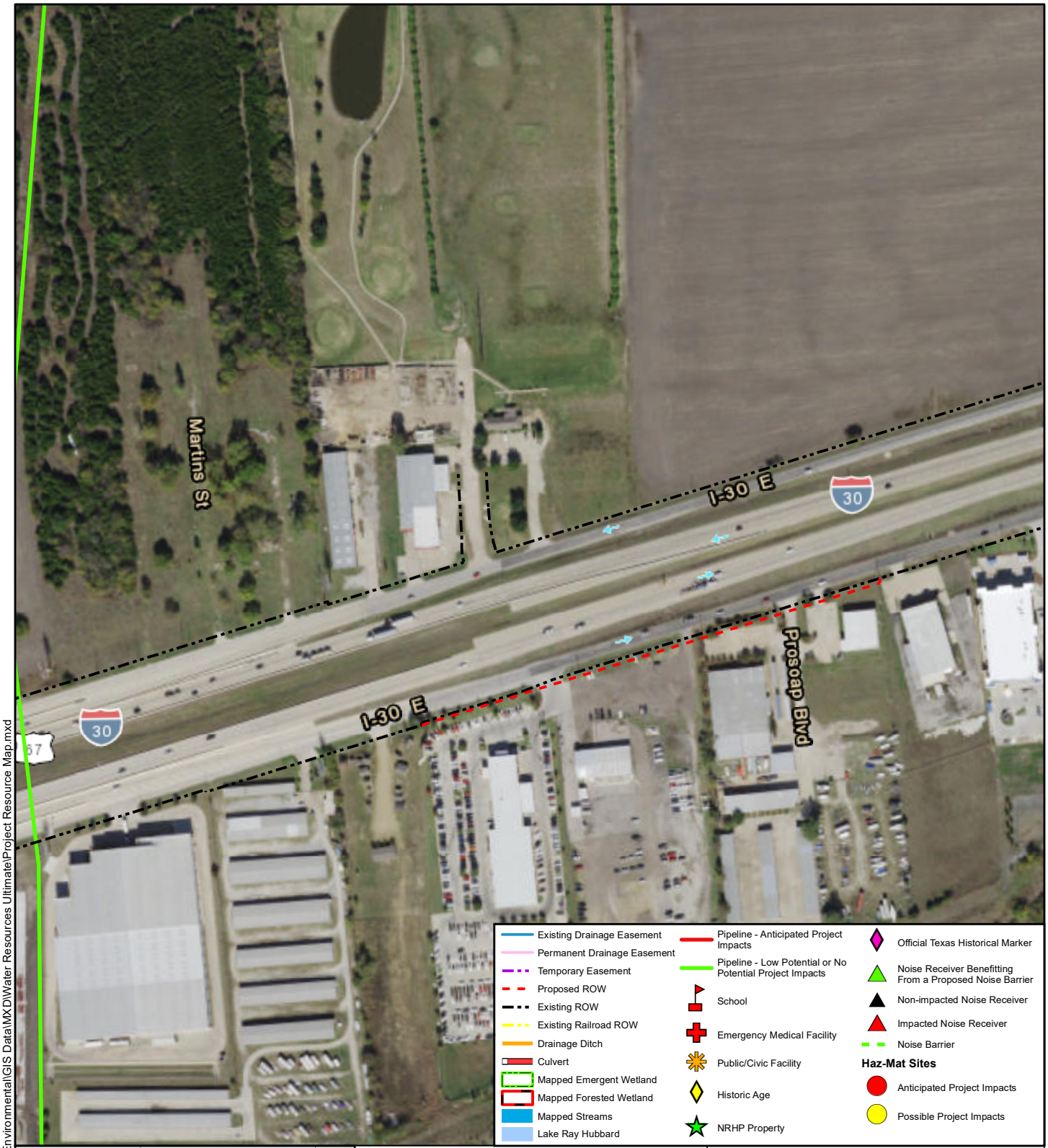

Existing Drainage Easement
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Haz-Mat Sites
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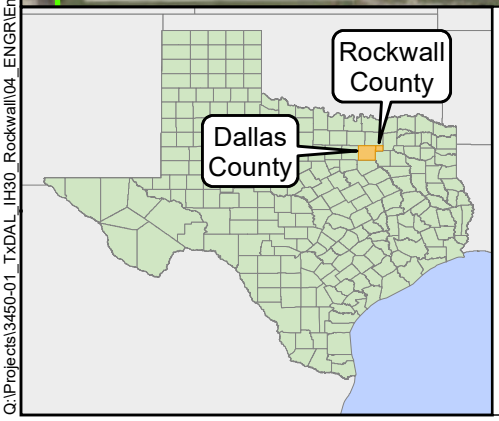

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Feet

Aerial Map: 2017 ESRI Aerials

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Date:	Proj. No:	Sheet No:
October 2018	3450-00	18

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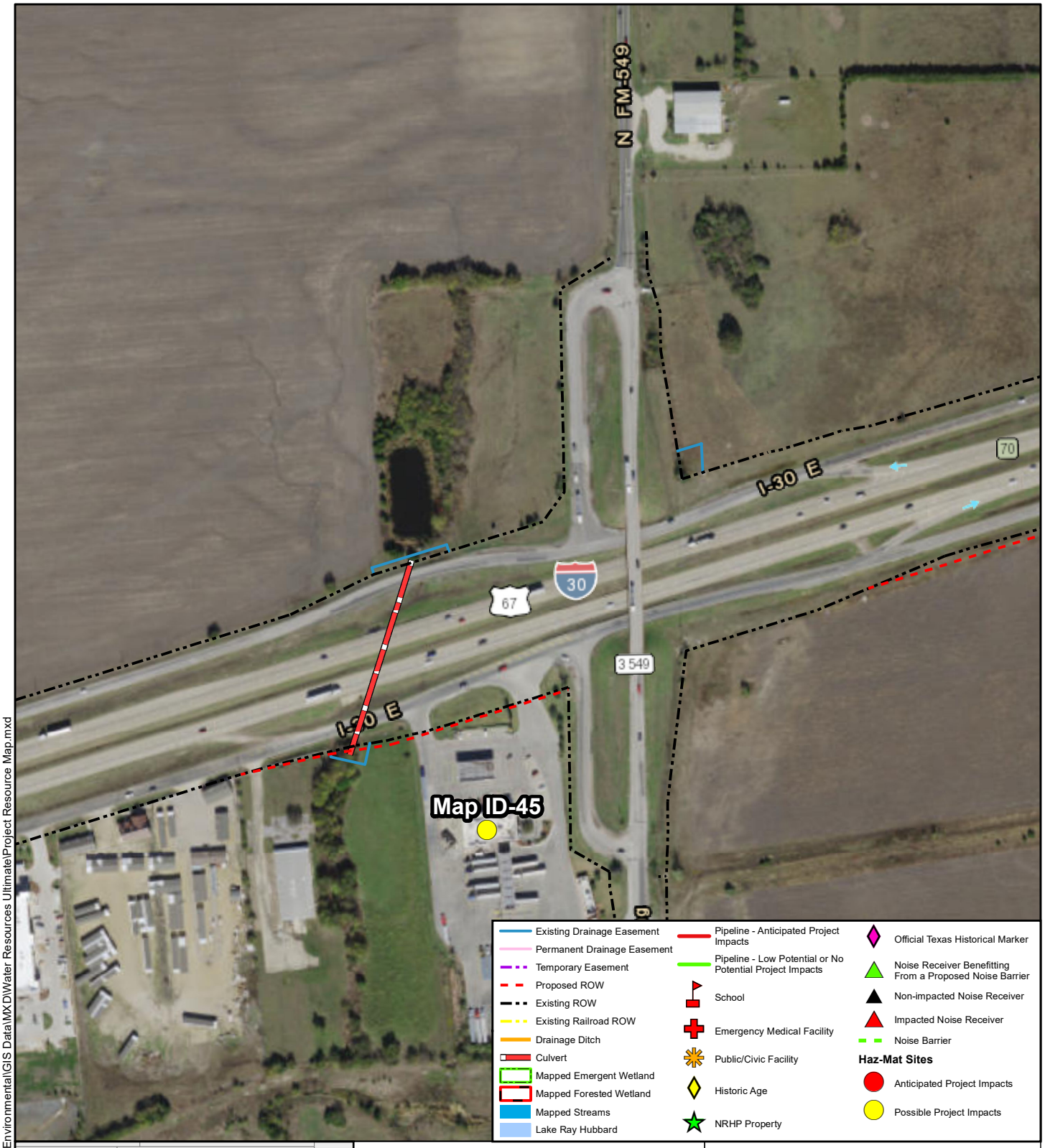

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Aerial Map: 2017 ESRI Aerials

Project Resource Map

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Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	19

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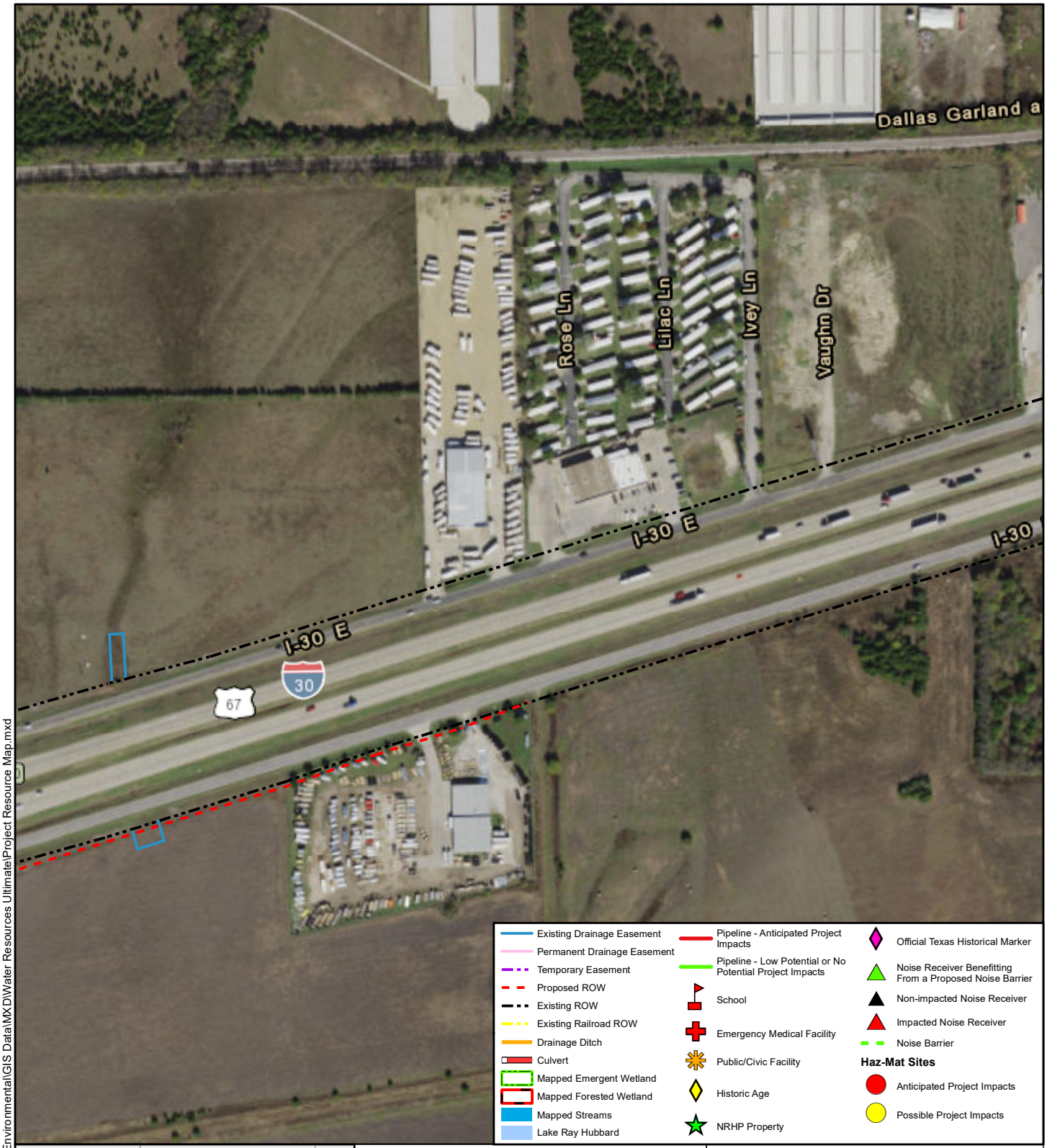

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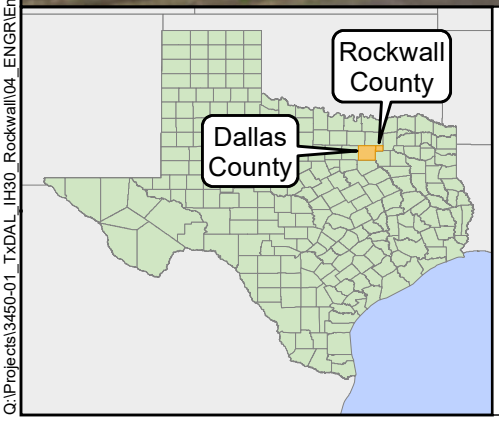

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0 150 300 600

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Aerial Map: 2017 ESRI Aerials

Project Resource Map

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IH-30 Improvements from
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Dallas & Rockwall Counties, TX

Date:	October 2018	Proj. No:	3450-00	Sheet No:	20

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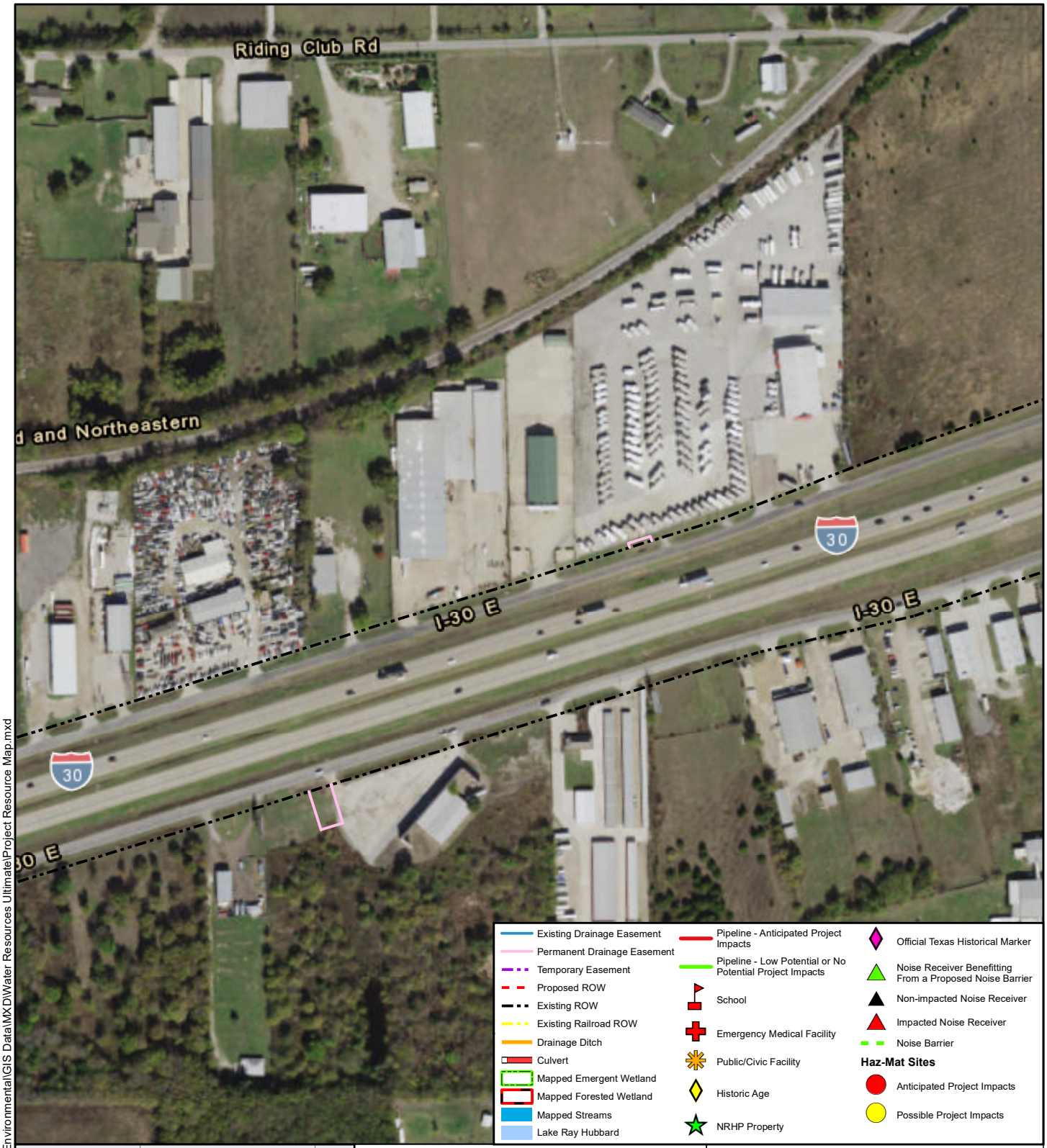

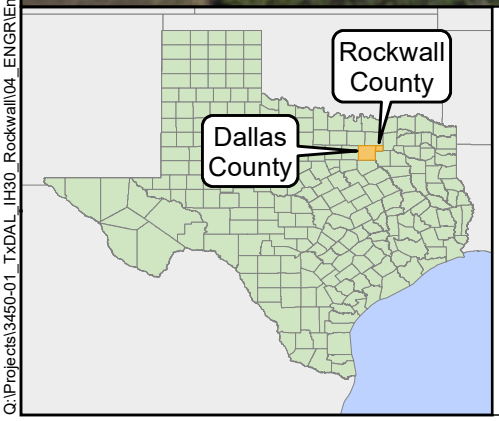

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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
Bass Pro Drive to West of FM 2642

Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	21

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Existing Drainage Easement
Permanent Drainage Easement
Temporary Easement
Proposed ROW
Existing ROW
Existing Railroad ROW
Drainage Ditch
Culvert
Mapped Emergent Wetland
Mapped Forested Wetland
Mapped Streams
Lake Ray Hubbard

Pipeline - Anticipated Project Impacts
Pipeline - Low Potential or No Potential Project Impacts
School
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Public/Civic Facility
Historic Age
NRHP Property

Official Texas Historical Marker
Noise Receiver Benefitting From a Proposed Noise Barrier
Non-impacted Noise Receiver
Impacted Noise Receiver
Noise Barrier

Haz-Mat Sites

Anticipated Project Impacts
Possible Project Impacts

N

0 150 300 600

Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
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Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	22

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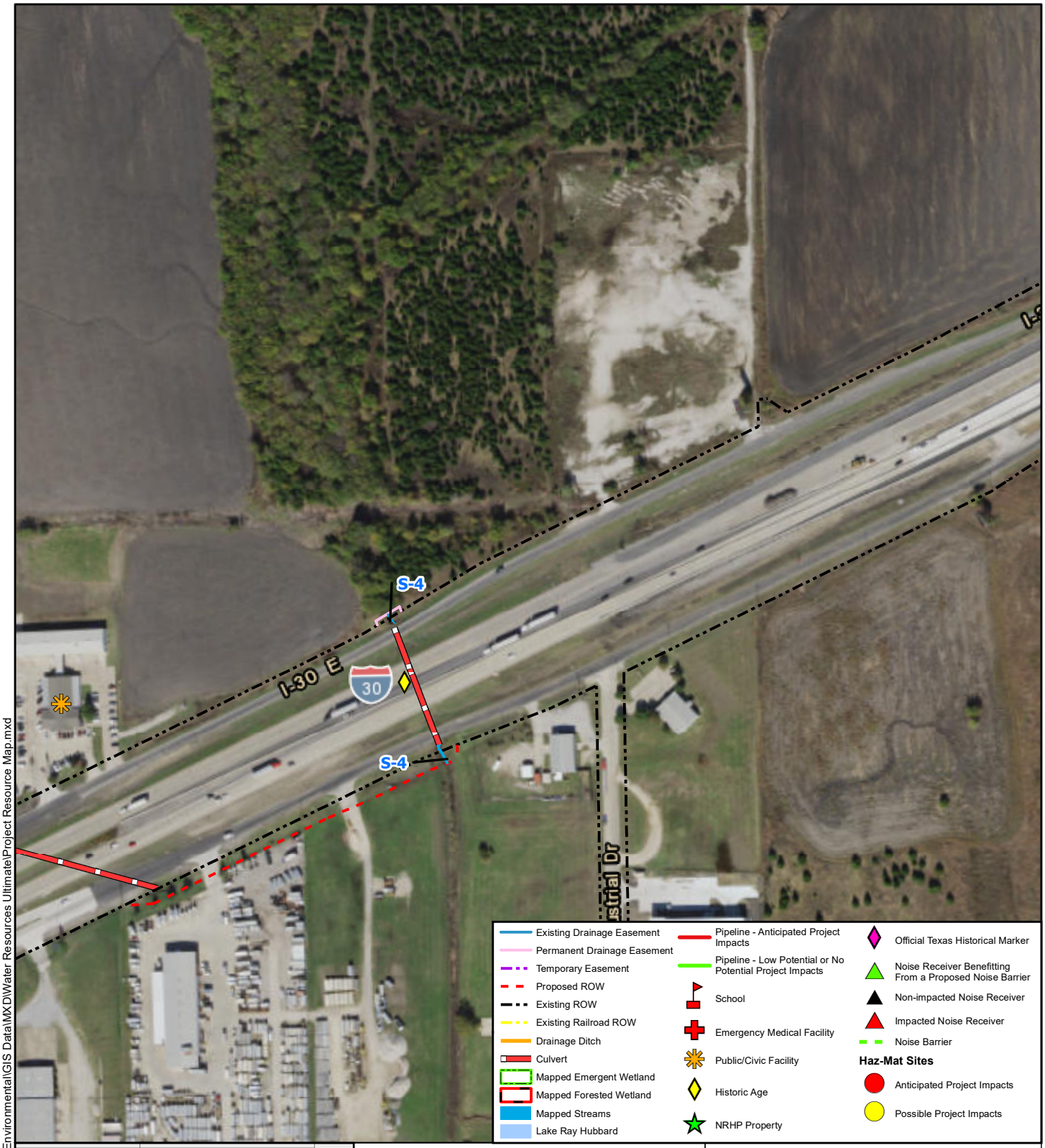

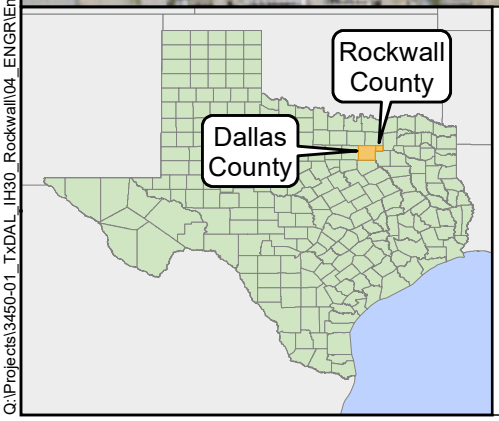

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Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
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Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	23

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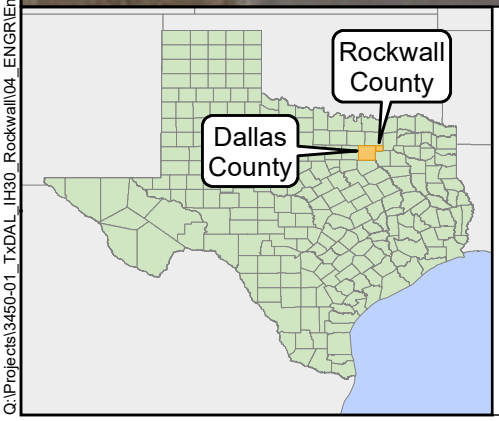

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Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
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Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	24

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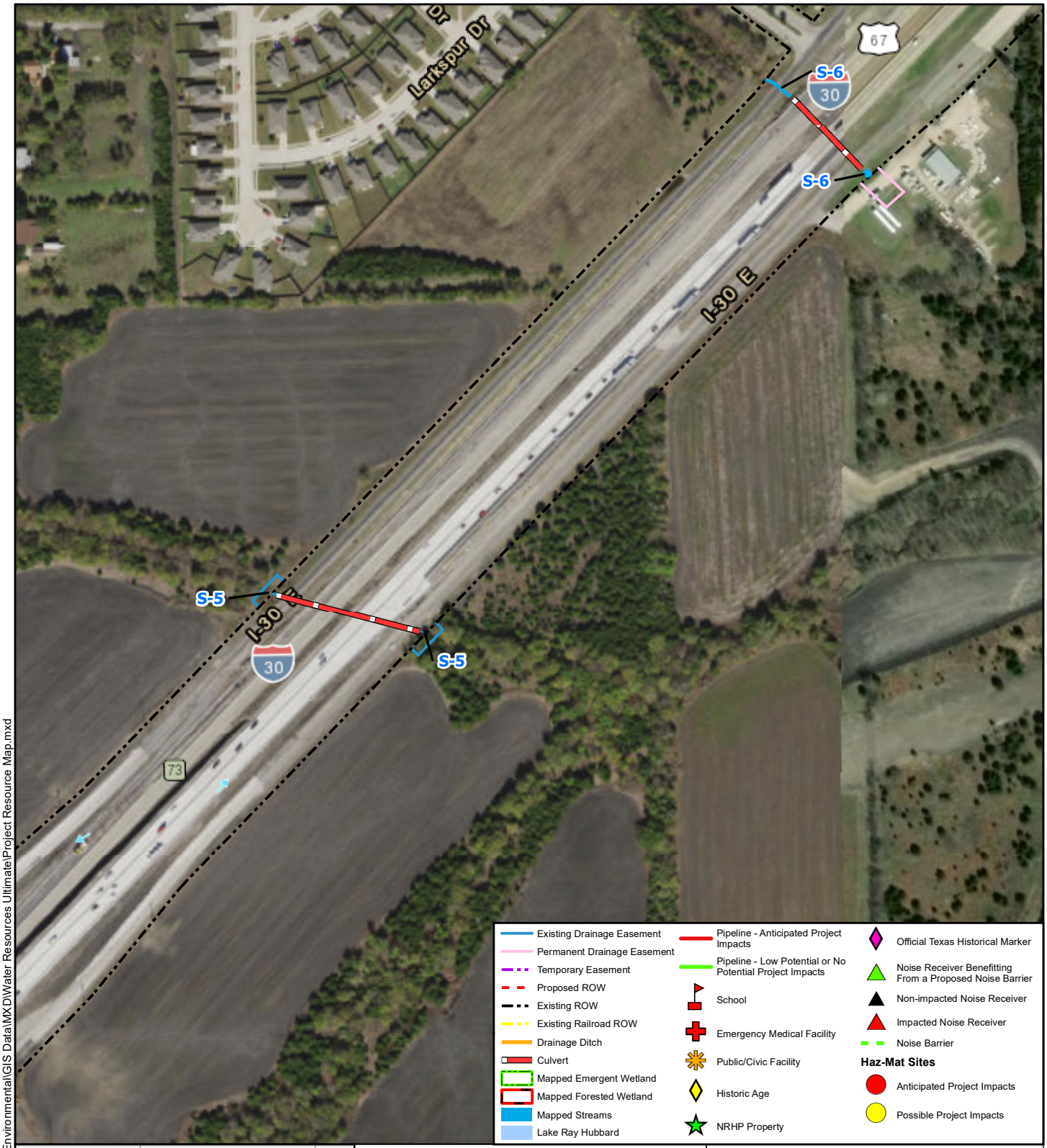

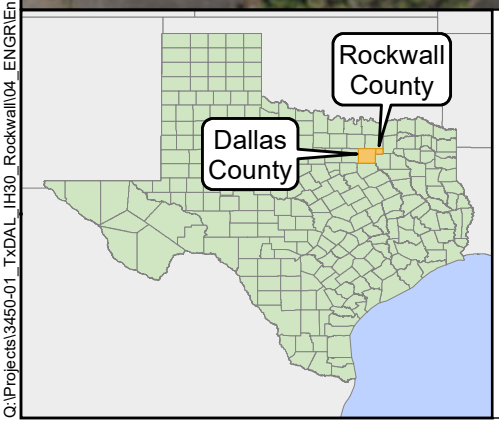

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Aerial Map: 2017 ESRI Aerials

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IH-30 Improvements from
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Dallas & Rockwall Counties, TX

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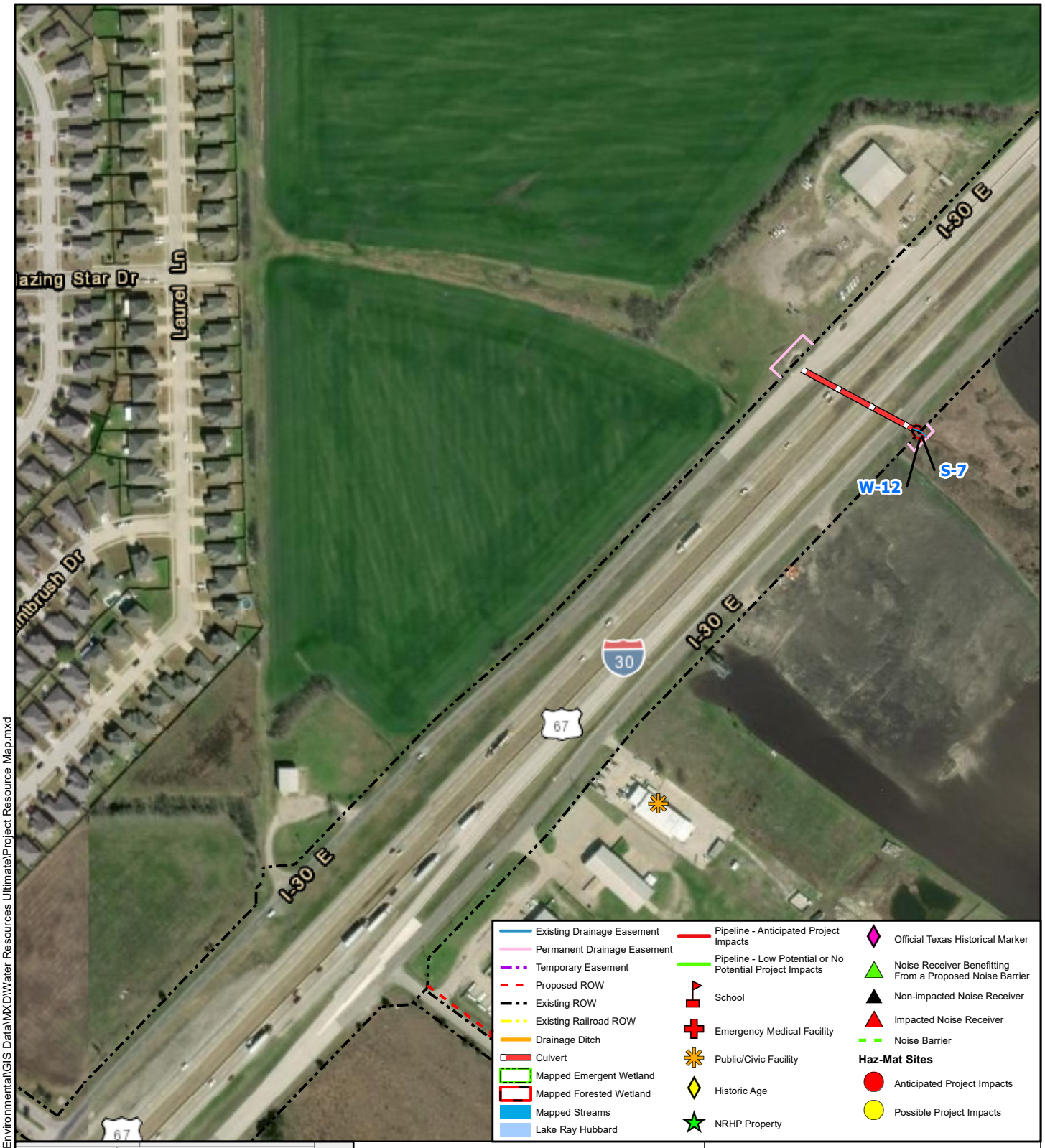

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Feet

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Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
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Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	26

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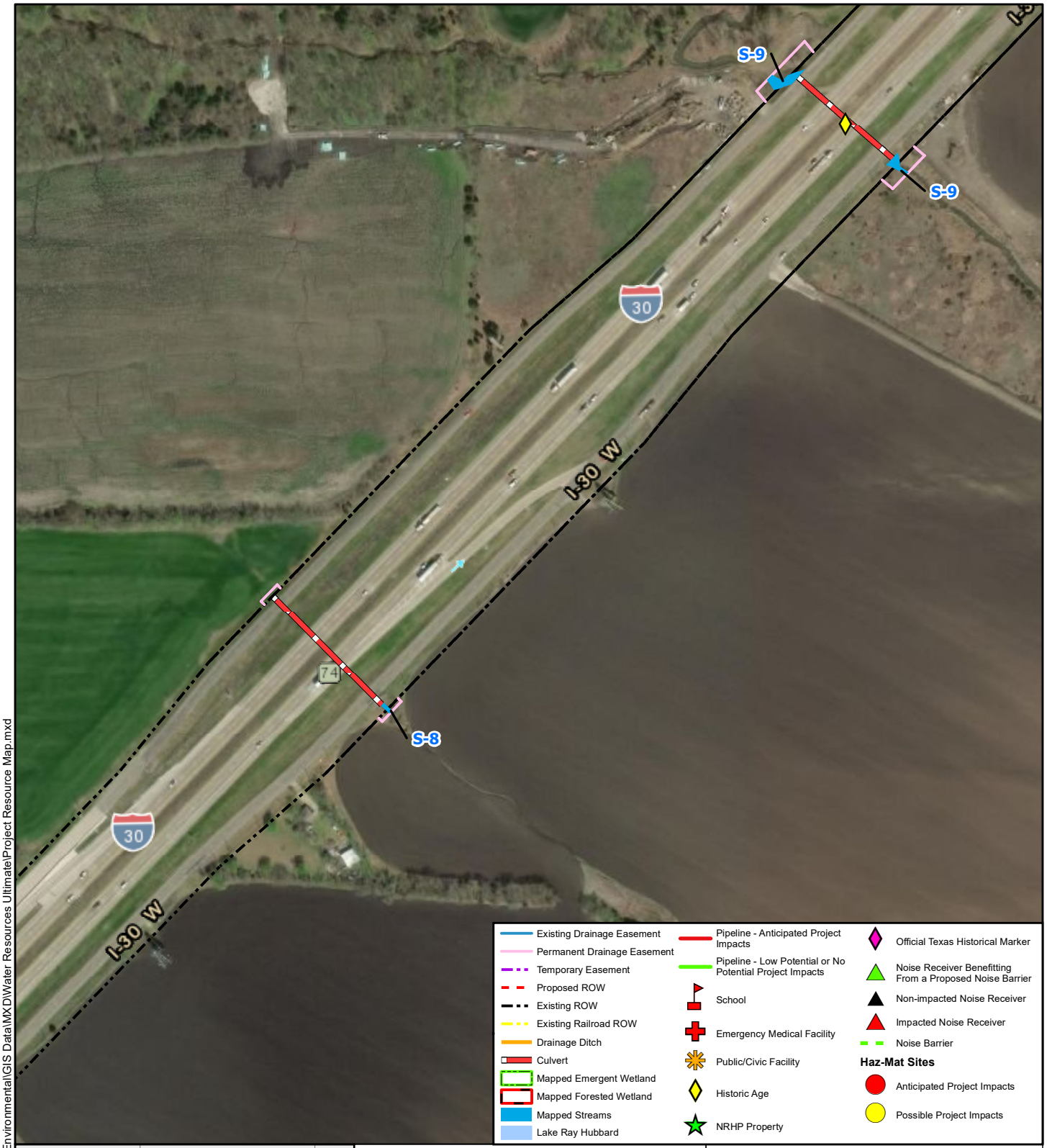

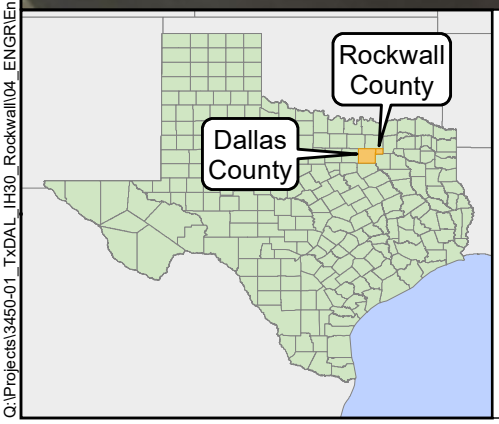

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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

CSJ 0009-11-238, etc.
IH-30 Improvements from
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Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	27

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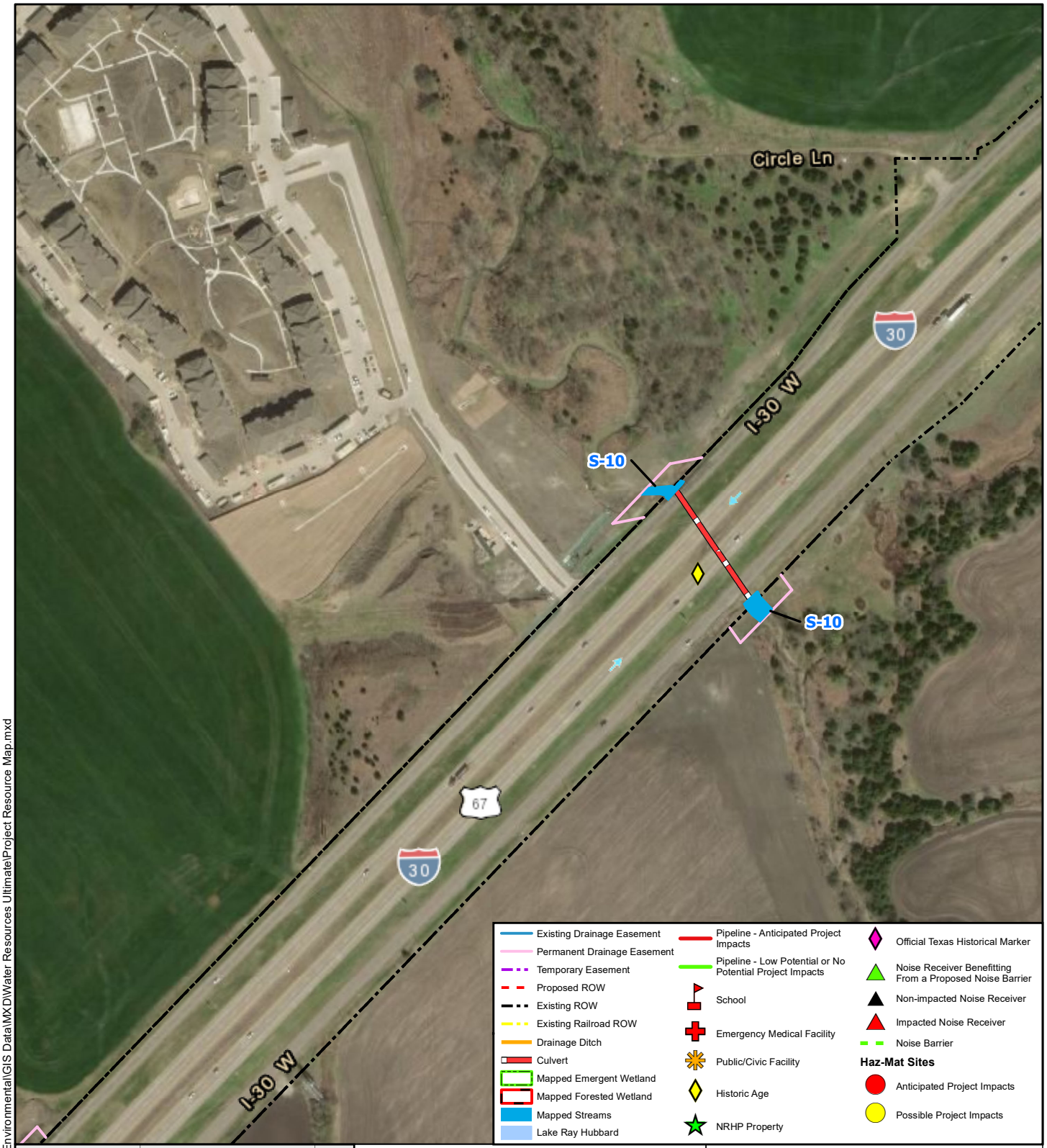

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Feet

Aerial Map: 2017 ESRI Aerials

Project Resource Map

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Date:	Proj. No:	Sheet No:
October 2018	3450-00	28

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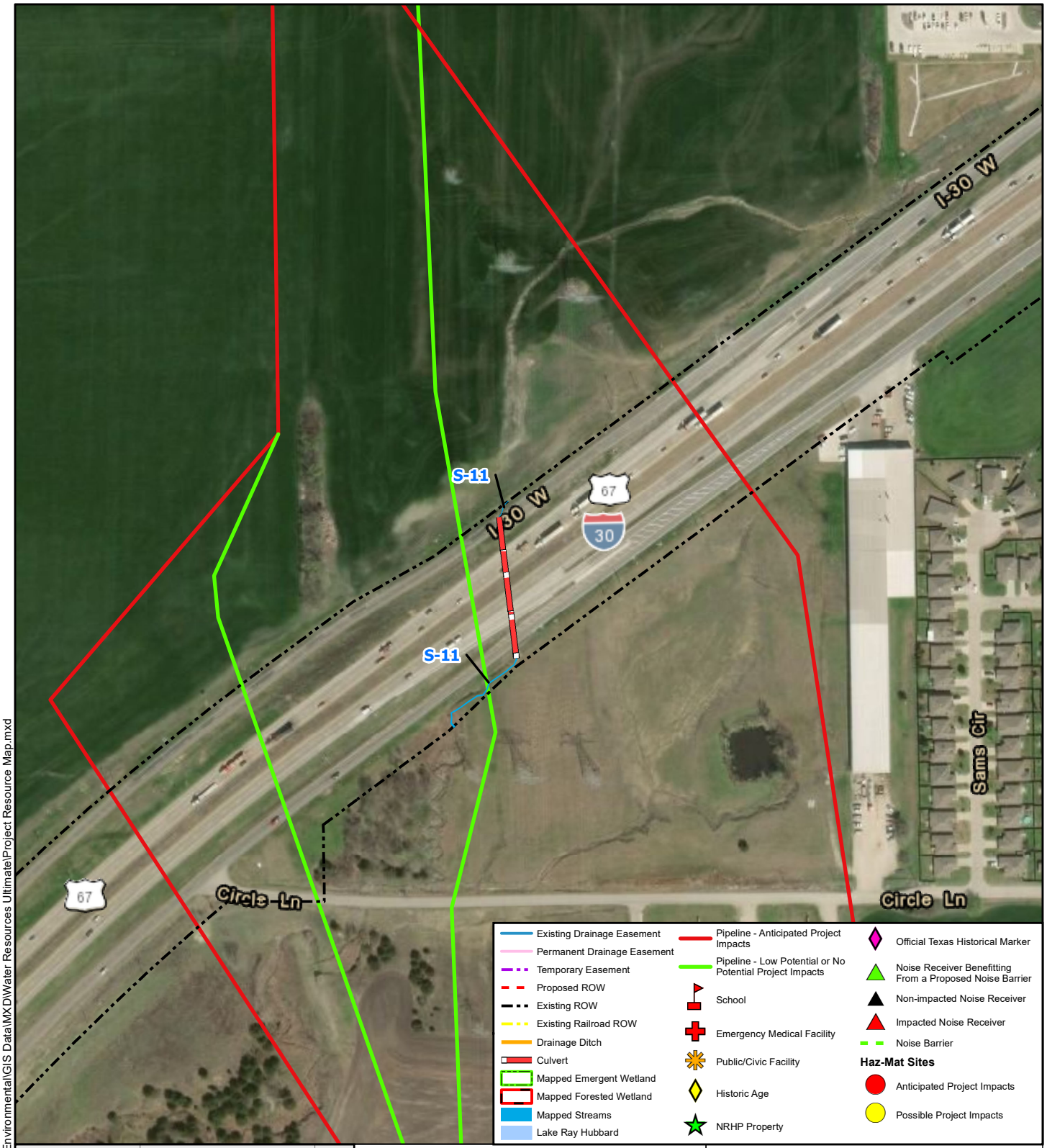

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Feet

Aerial Map: 2017 ESRI Aerials

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Date:	Proj. No:	Sheet No:
October 2018	3450-00	29

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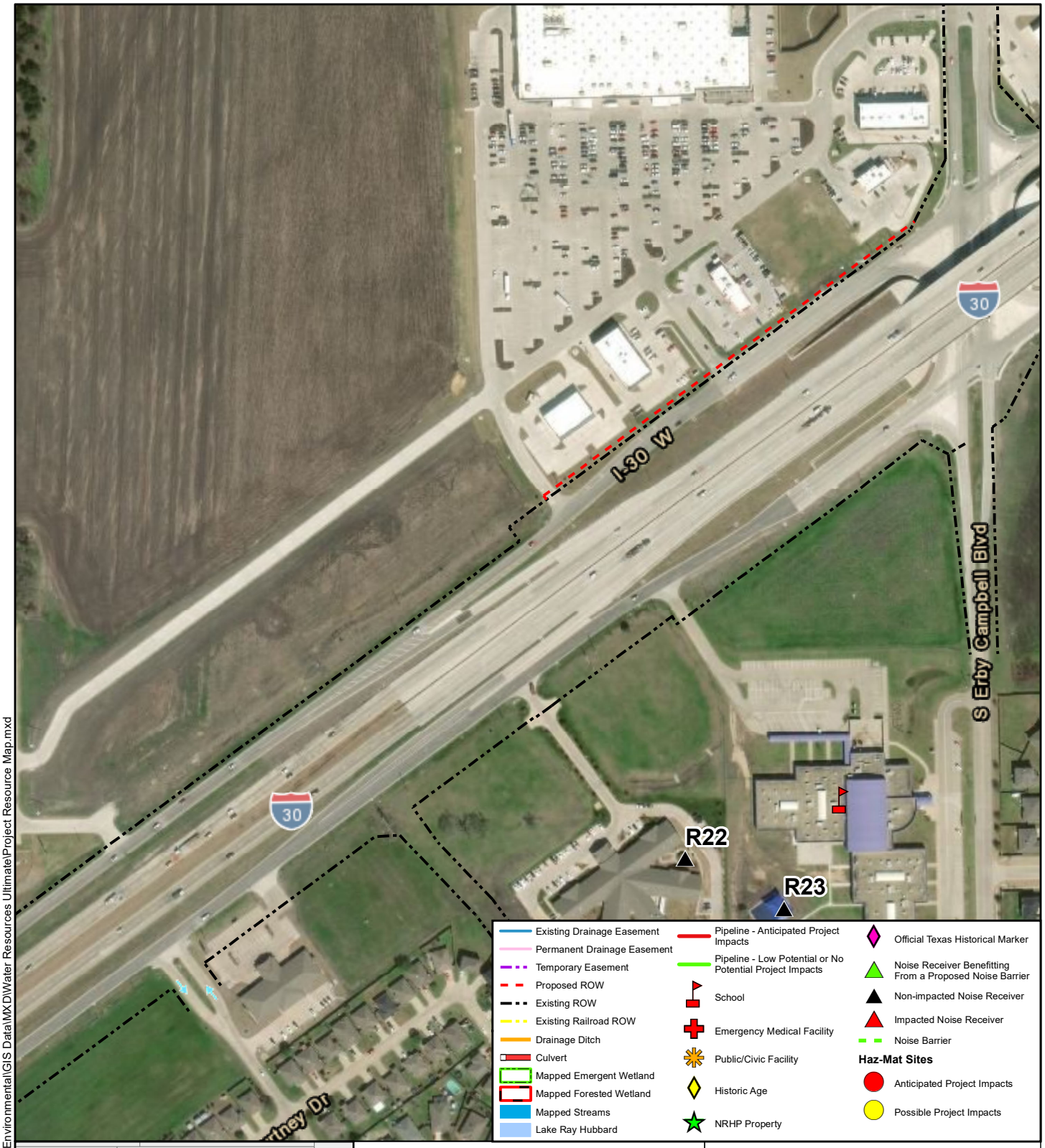

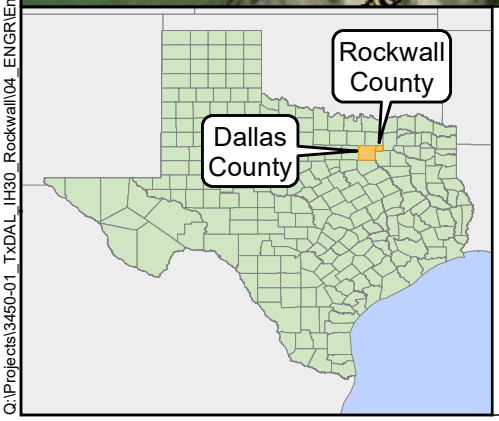

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Project Resource Map

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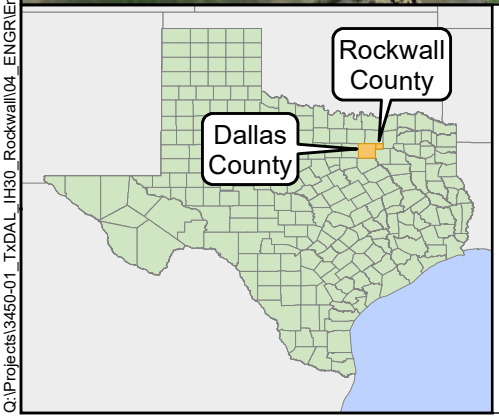

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Aerial Map: 2017 ESRI Aerials

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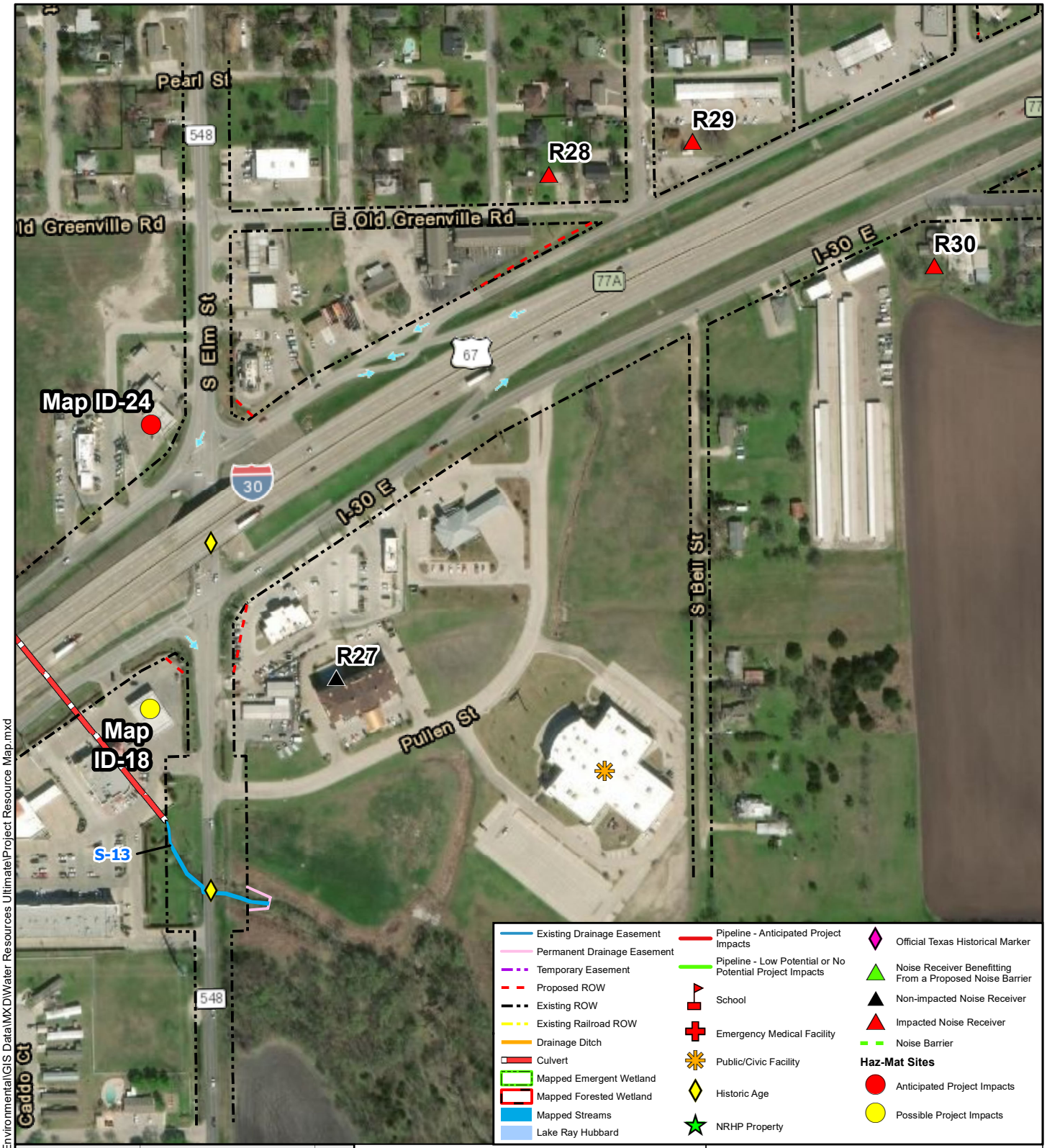

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Aerial Map: 2017 ESRI Aerials

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Date:	Proj. No:	Sheet No:
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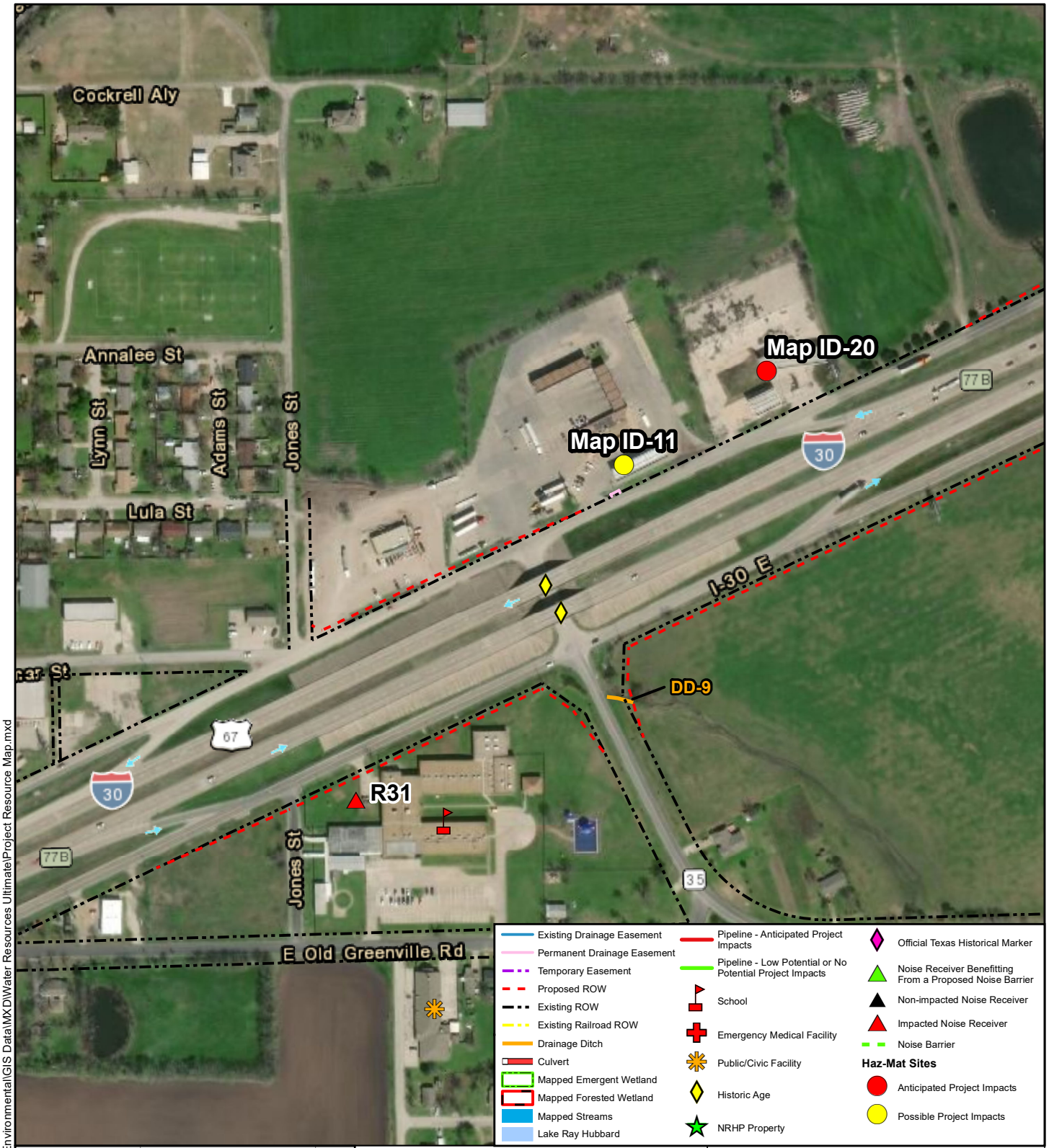

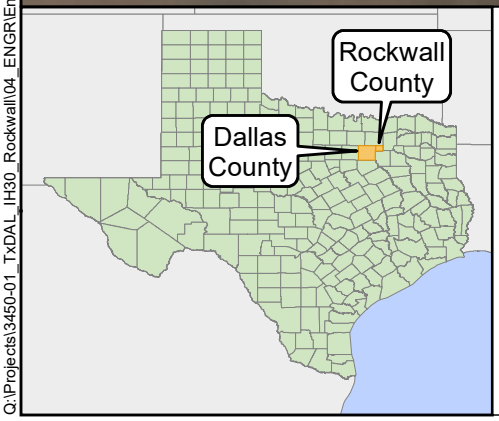

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Feet

Aerial Map: 2017 ESRI Aerials

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Date:	Proj. No:	Sheet No:
October 2018	3450-00	33

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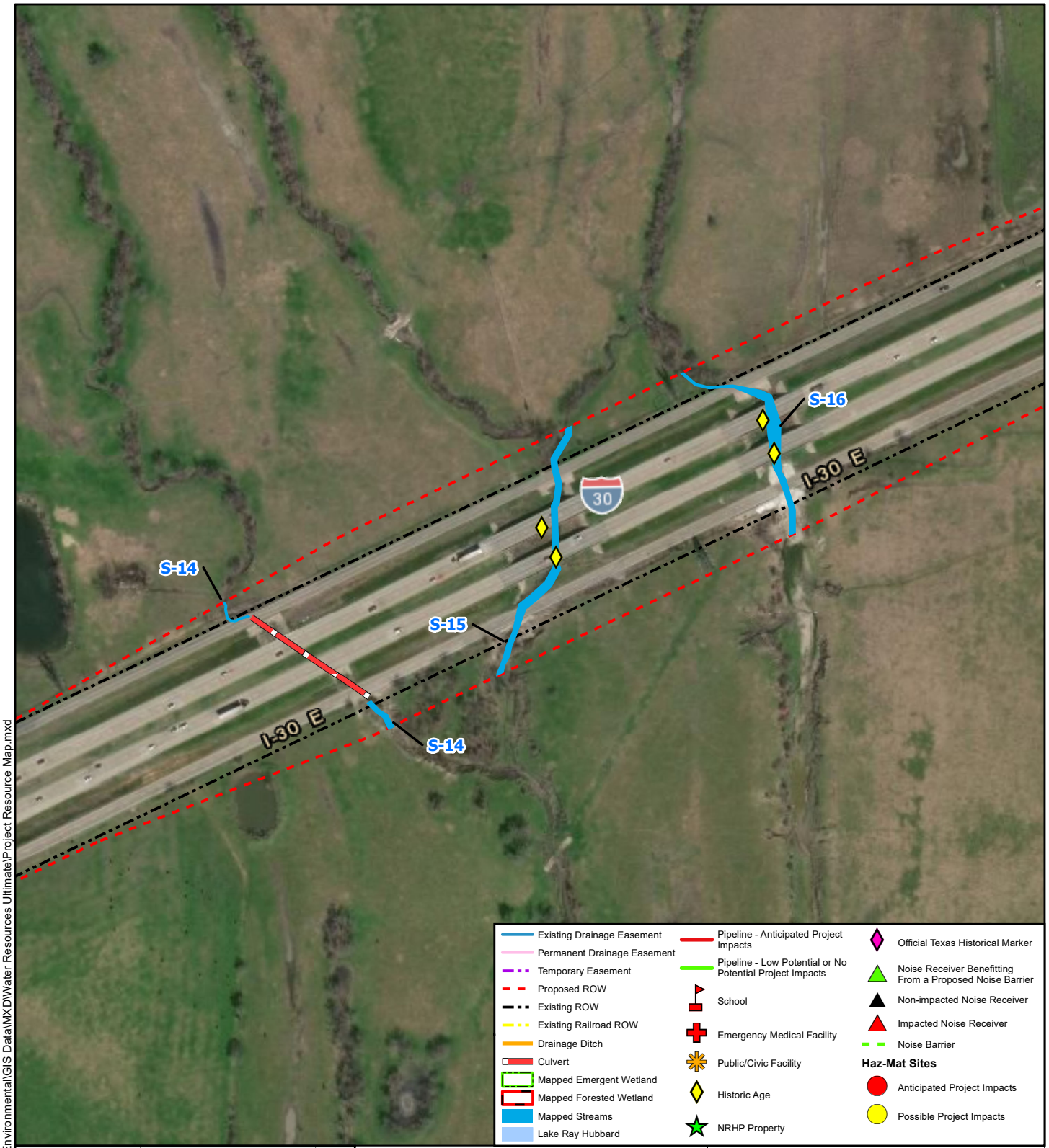

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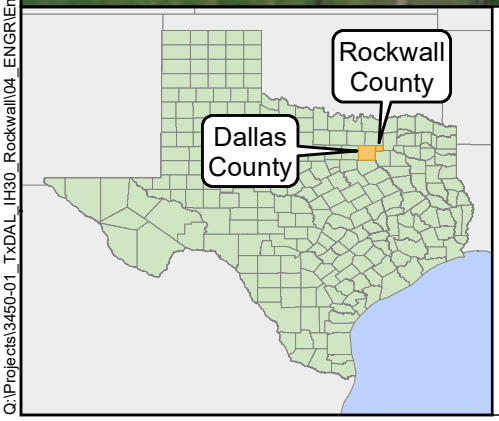

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October 2018	3450-00	34

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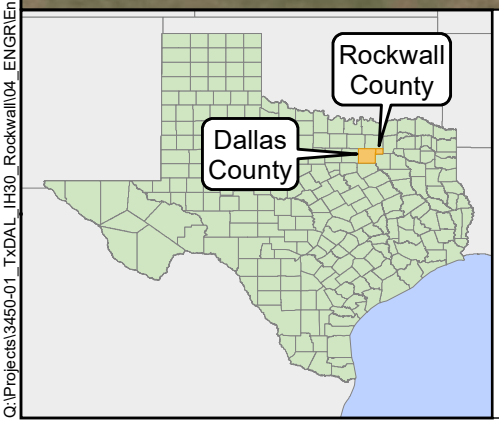

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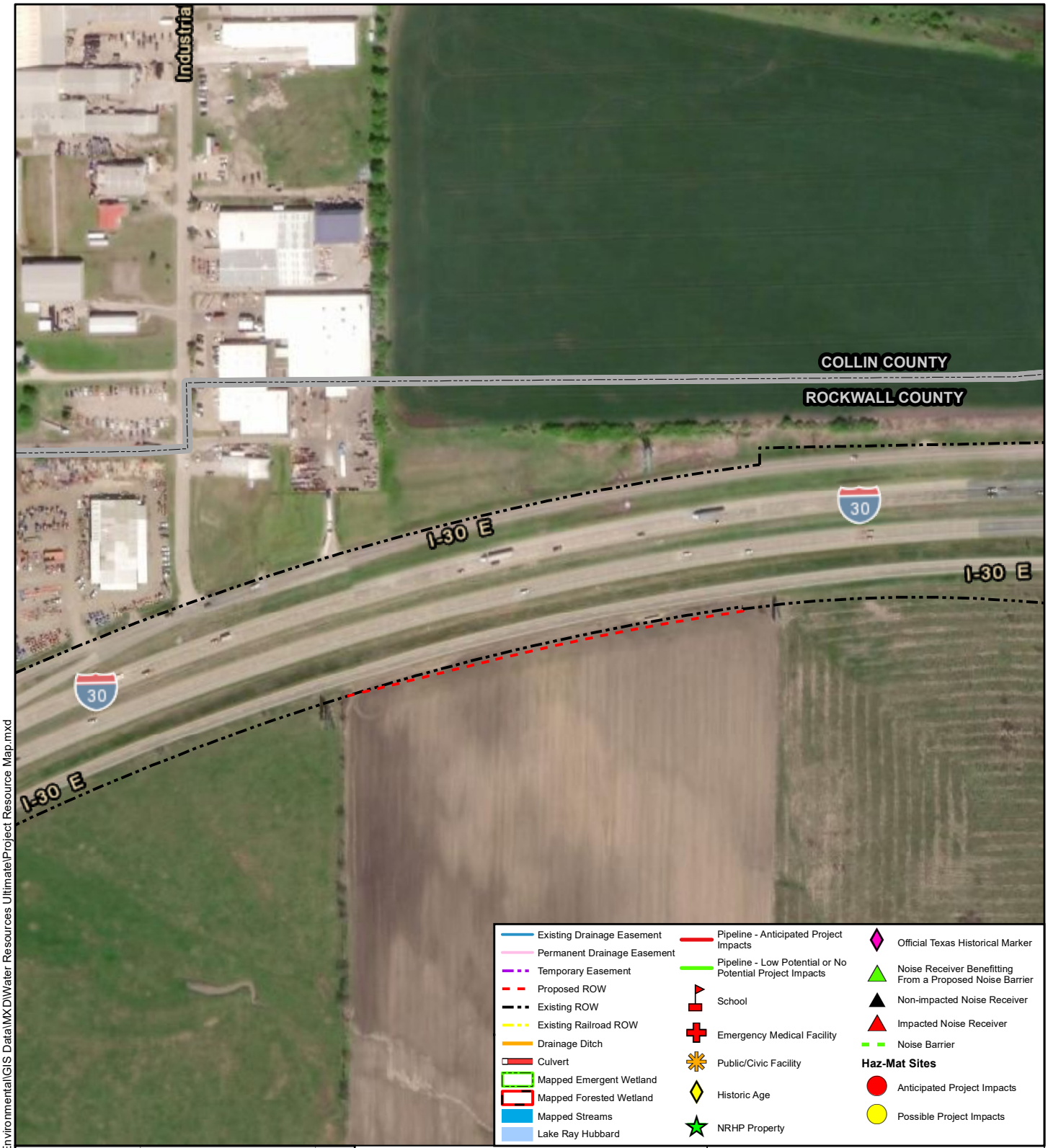

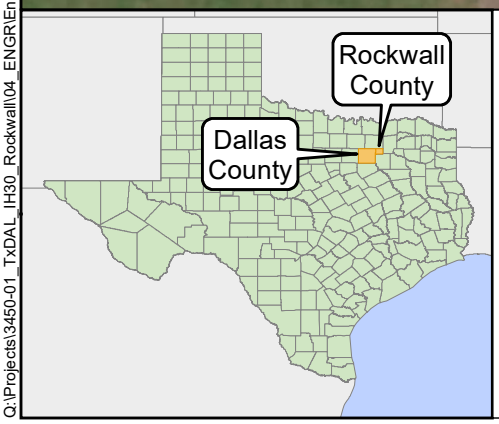

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Aerial Map: 2017 ESRI Aerials

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Date:	Proj. No:	Sheet No:
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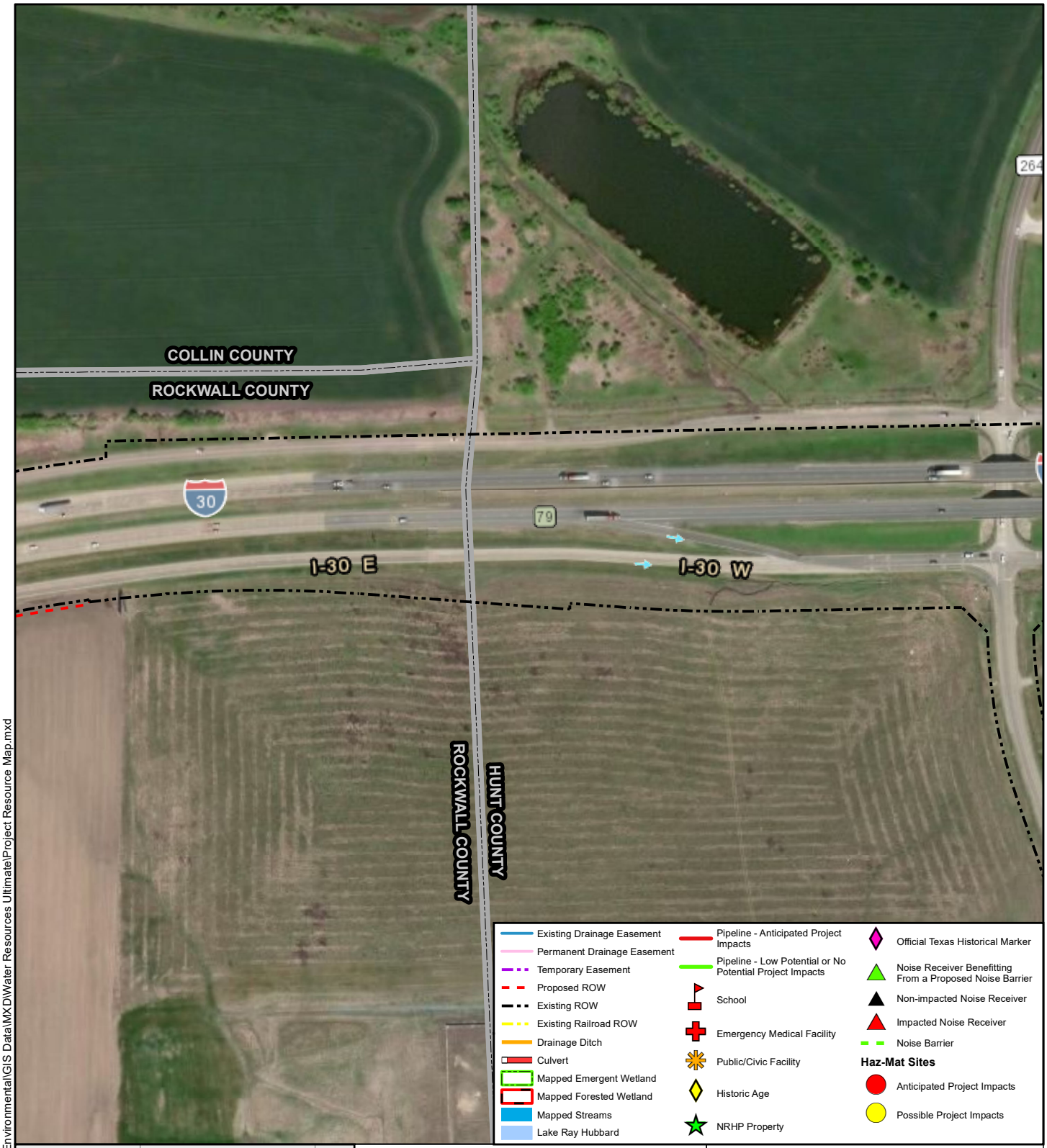

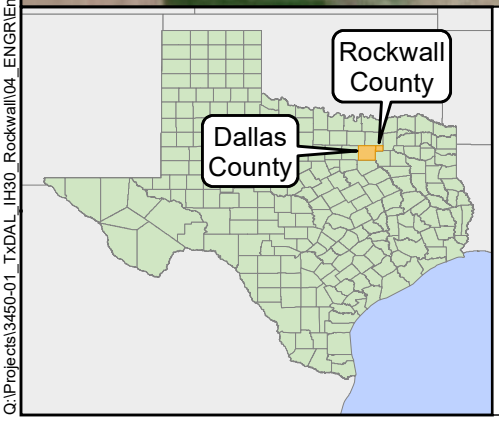

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Aerial Map: 2017 ESRI Aerials

Project Resource Map

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Dallas & Rockwall Counties, TX

Date:	Proj. No:	Sheet No:
October 2018	3450-00	37

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Appendix G – Resources Agency Coordination

Leslie Mirise

From: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Friday, August 31, 2018 4:36 PM
To: Leslie Mirise; Sandra Williams; Christine Polito; Dan Perge
Cc: Sue Reilly
Subject: RE: CSJ 0009-11-238, etc. IH 30 Widen & Add Shoulders Project - Request for Early Coordination

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 40634. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

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

From: Leslie Mirise [mailto:Leslie.Mirise@txdot.gov]
Sent: Thursday, August 30, 2018 5:36 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Sandra Williams <Sandra.Williams2@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>
Subject: CSJ 0009-11-238, etc. IH 30 Widen & Add Shoulders Project - Request for Early Coordination

Hello,

TxDOT requests early coordination for the IH 30 Widen & Add Shoulders Project in Dallas and Rockwall counties, Texas. I have attached the following:

1. The Tier 1 Site Assessment Form, including BMPs to be implemented;
2. The Biological Evaluation Form, for the purpose of reviewing the analyses performed on federally listed species that share state-listing status;

3. Supporting Documents including but not limited to location map, species lists from TPWD and USFWS/IPaC, EMST documentation, and site photos;
4. The EMST and Observed Vegetation Excel spreadsheet; and
5. A separate NDD information file.

These documents, along with other project-related information, are also available in ECOS under the CSJ: 0009-11-238. The project plans will be sent to the assigned biologist in a separate email (or dropbox depending on file size).

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

Thank you,

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

Leslie Mirise

From: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Sent: Friday, October 26, 2018 9:43 AM
To: Leslie Mirise
Subject: RE: 0009-11-238, etc. IH 30 Ultimate - Request for Early Coordination

Leslie,

Thanks for the clarification. I'll make sure that is in my records.

Have a great weekend!

Sue

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Wednesday, October 24, 2018 10:48 AM
To: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: 0009-11-238, etc. IH 30 Ultimate - Request for Early Coordination

Thanks, Sue. I have just one clarification to make because this email chain for the 0009-11-238, etc. (IH 30 Ultimate) got attached to the previously coordinated IH 30 Frontage Roads project (CSJ 0009-11-241) early on. Just to state it for the record, the Frontage Roads project is completely separate. The IH 30 Ultimate project's early coordination request was sent in to WHAB on August 30, 2018, which I will upload to ECOS separately. The IH 30 Ultimate's controlling CSJ's project limits extend from Bass Pro Drive in Garland to Dalrock Rd. However, the entire project limits extend from Bass Pro Drive in Garland (Dallas County) to FM 2642 near the Rockwall/Hunt County line. Sorry about the confusion. Please let me know if this makes sense.

Thank you,

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

From: Sue Reilly [mailto:Sue.Reilly@tpwd.texas.gov]
Sent: Tuesday, October 23, 2018 9:05 PM
To: Leslie Mirise
Subject: RE: 0009-11-238, etc. IH 30 Ultimate - Request for Early Coordination

Leslie,

Thanks for the water resources report and the information on Mussel BMPs and dewatering. Based on that information, I am going to close the project.

Thank you for submitting the following project for early coordination: IH-30 widening and adding shoulders from Bass Pro Drive to Dalrock Road (CSJ 0009-11-238). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment submitted on August 30, 2018 and in subsequent emails (below). Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.
According to §2.204(g) of the 2013 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link: http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txndd/submit.phtml

Thank you,

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

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Thursday, October 18, 2018 3:50 PM
To: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: 0009-11-238, etc. IH 30 Ultimate - Request for Early Coordination

Sorry about that, Sue. The dropbox link is heading your way.

Thanks,

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

From: Sue Reilly [mailto:Sue.Reilly@tpwd.texas.gov]
Sent: Thursday, October 18, 2018 3:24 PM
To: Leslie Mirise
Subject: RE: 0009-11-238, etc. IH 30 Ultimate - Request for Early Coordination

Would you mind sending over the Water Resources Report? I would like to see it. If it's in ECOS let me know and I can grab it there. (If you already sent it, I apologize, I can't find it!)

Thanks,
Sue

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Friday, October 12, 2018 12:42 PM
To: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Cc: Dan Perge <Dan.Perge@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Sandra Williams <Sandra.Williams2@txdot.gov>
Subject: RE: 0009-11-238, etc. IH 30 Ultimate - Request for Early Coordination

Sue,

I apologize for the delay – I thought I had responded.

Dewatering is not part of the project description. Because this comes down to construction means and methods, it would be the contractor's responsibility to follow all local, state, and Federal laws, as stated in their contract.

TxDOT has committed to implementing the Freshwater Mussel BMPs, including survey/relocation of state-listed & SGCN mussels, in areas that contain suitable habitat for state-listed freshwater mussels, including Lake Ray Hubbard. TxDOT would apply for all required permits with TPWD, including submittal of an ARRP to the Kills and Spills Team. In addition, TxDOT has committed to the implementation of the Amphibian and Aquatic Reptile BMPs, in areas that contain suitable habitat for alligator snapping turtle, and the Water Quality BMPs.

If mitigation for jurisdictional wetlands/waters is required, it would be coordinated with the USACE as part of the 404 permitting process. However, I believe the project impacts are below the threshold where mitigation would be required. The final Water Resources Tech Memo has not been uploaded to ECOS; however, I'll send it to you via dropbox (massive file size).

I've attached the KMZ file for the project that includes waters impacts. Please let me know if you have any problems with it.

Thanks,

Leslie Mirise
Environmental Specialist
Dallas District – Advance Planning
Texas Department of Transportation

4777 East Highway 80
Mesquite, Texas 75150
(214) 320-6162 office
(214) 320-4470 FAX

From: Sue Reilly [mailto:Sue.Reilly@tpwd.texas.gov]
Sent: Friday, September 28, 2018 4:52 PM
To: Leslie Mirise
Subject: RE: 0009-11-238, etc. IH 30 Ultimate - Request for Early Coordination

Leslie,

Is there any chance of dewatering? Based on the size and location of the project, I would advise contacting the Kills and Spills team at TPWD in advance to discuss potential dewatering or construction impacts. https://tpwd.texas.gov/landwater/water/environconcerns/kills_and_spills/regions/kas_r2.phtml

Adam's email is Adam.Whisenant@tpwd.texas.gov

Is there any mitigation proposed for impacts to special aquatic sites?

Thank you,

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

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Thursday, September 27, 2018 5:13 PM
To: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: 0009-11-238, etc. IH 30 Ultimate - Request for Early Coordination

Sue,

There is a bit of overlap between the current project (IH 30 Ultimate, CSJ 0009-11-238, etc) and the one previously coordinated (IH 30 Frontage Roads, CSJ 0009-11-241). Here is a short description of the differences:

The IH 30 Frontage Roads project is the construction of a six-lane frontage road system crossing Lake Ray Hubbard along IH-30, from Bass Pro Drive to Dalrock Road. There is no main lane construction as part of the Frontage Roads Project. The Ultimate Project is the widening and reconstruction of the IH 30 main lanes, from Bass Pro Drive to West of FM 2642 (near the Rockwall/Hunt County Line). The Ultimate Project also includes the continuation of the six-lane frontage road system from Dalrock Road to Horizon Road crossing to the east side of Lake Ray Hubbard along IH-30.

I've included KMZs of both projects for your reference. The consultant is putting together another KMZ of the IH 30 Ultimate that includes waters impacts. I will send that as soon as it is ready, but it may be next week.

Please let me know if you have any questions.

Thanks!

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

From: Sue Reilly [mailto:Sue.Reilly@tpwd.texas.gov]
Sent: Thursday, September 27, 2018 10:50 AM
To: Leslie Mirise
Subject: FW: 0009-11-241 IH 30 Frontage Roads - Request for Early Coordination

Leslie,

It seems like part of the 0009-11-238 project that you submitted on August 30, 2018 is already covered under a previous coordination (below). Can you detail the differences between the projects?

Also, if you have schematics or KMZ files, especially showing water impacts, can you please share those?

Thanks,

Sue

From: Sue Reilly
Sent: Friday, November 17, 2017 4:04 PM

To: Leslie Mirise <Leslie.Mirise@txdot.gov>
Subject: RE: 0009-11-241 IH 30 Frontage Roads - Request for Early Coordination

Leslie,

Thank you for your response. I do not have any further comments.

Thank you for submitting the following project for early coordination: IH-30 frontage roads from Bass Pro Shop Drive to Dalrock Road (CSJ 0009-11-241). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment submitted on October 25, 2017 and in subsequent emails (below). Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.
According to §2.204(g) of the 2013 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link: http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txndd/submit.phtml

Thank you,

Sue Reilly
Transportation Assessment Liaison
TPWD Wildlife Division
512-389-8021

From: Leslie Mirise [mailto:Leslie.Mirise@txdot.gov]
Sent: Friday, November 17, 2017 1:26 PM
To: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Cc: Jan Heady <Jan.Heady@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Sandra Williams <Sandra.Williams2@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Stirling Robertson <Stirling.Robertson@txdot.gov>
Subject: RE: 0009-11-241 IH 30 Frontage Roads - Request for Early Coordination

Sue,

TPWD Recommendation #1: TPWD recommends that impact avoidance measures for aquatic organisms, including all native fish and freshwater mussel species, regardless of state-listing status, be considered during project planning and construction activities.

TxDOT Response #1: TxDOT will include language in the EPIC sheet stating that the contractor will be instructed to avoid harming wildlife within the entire project area.

TPWD Recommendation #2: If construction occurs during times when water is present in streams and dewatering activities or other harmful construction activities are involved (such as placement of temporary or permanent fills), then TPWD may recommend relocating potentially impacted native aquatic resources in conjunction with a Permit to Introduce Fish, Shellfish or Aquatic Plants into Public Waters and an Aquatic Resource Relocation Plan. The ARRP should be completed and approved by the department 30 days prior to activity within project waters and/or resource relocation and submitted with an application for a no-cost Permit to Introduce Fish, Shellfish, or Aquatic Plants into

Public Waters. It is imperative that the ARRP reference the appropriate project CSJ Number to facilitate searching for and reviewing previous coordination information in TPWD's project-tracking database. Aquatic Resource Relocation Plans can be submitted to Adam Whisenant, TPWD Region 2 KAST. Please contact Adam Whisenant at 903-566-8387 or adam.whisenant@tpwd.texas.gov for more information or to initiate coordination for a Permit to Introduce Fish, Shellfish or Aquatic Plants into Public Waters.

TxDOT Response #2: TxDOT will include language in the EPIC sheet instructing the contractor to file for all necessary State and Federal permits, including an ARRP and Permit to Introduce Fish, Shellfish, or Aquatic Plants into Public Waters 30-days prior to any in-water work.

TPWD Recommendation #3: Because many aquatic invasive plant species (AIS) can propagate from very small fragments, TPWD recommends that a brief AIS transfer prevention plan also be prepared to outline BMPs for preventing inadvertent transfer of these species to new areas on project equipment. These BMPs may include removal of mud/plant debris from all equipment and rinsing, preferably with high pressure and/or hot water and allowing equipment to dry before use in another water body. Please visit the TPWD Wildlife Habitat Assessment Program webpage to download the "TPWD Clean/Drain/Dry Procedures and Zebra Mussel Decontamination Procedures for Contractors Working in Inland Public Waters" (https://tpwd.texas.gov/huntwild/wild/wildlife_diversity/habitat_assessment/tools.phtml) for further and more detailed information about how to avoid spreading harmful aquatic invasive species.

TXDOT Response #3: An AIS transfer plan is required information for an ARRP; therefore, please see Response #2 above.

Please let me know if you have any questions or need additional information.

Thank you,

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

From: Sue Reilly [mailto:Sue.Reilly@tpwd.texas.gov]
Sent: Friday, November 10, 2017 4:29 PM
To: Leslie Mirise
Subject: RE: 0009-11-241 IH 30 Frontage Roads - Request for Early Coordination

Leslie,

Here are my comments for the project.

- TPWD recommends that impact avoidance measures for aquatic organisms, including all native fish and freshwater mussel species, regardless of state-listing status, be considered during project planning and construction activities.

- If construction occurs during times when water is present in streams and dewatering activities or other harmful construction activities are involved (such as placement of temporary or permanent fills), then TPWD may recommend relocating potentially impacted native aquatic resources in conjunction with a Permit to Introduce Fish, Shellfish or Aquatic Plants into Public Waters and an Aquatic Resource Relocation Plan. The ARRP should be completed and approved by the department 30 days prior to activity within project waters and/or resource relocation and submitted with an application for a no-cost Permit to Introduce Fish, Shellfish, or Aquatic Plants into Public Waters. It is imperative that the ARRP reference the appropriate project CSJ Number to facilitate searching for and reviewing previous coordination information in TPWD's project-tracking database. Aquatic Resource Relocation Plans can be submitted to Adam Whisenant, TPWD Region 2 KAST. Please contact Adam Whisenant at 903-566-8387 or adam.whisenant@tpwd.texas.gov for more information or to initiate coordination for a Permit to Introduce Fish, Shellfish or Aquatic Plants into Public Waters.

TPW Code Section 66.007 and 66.0072 grant TPWD authority to regulate harmful or potentially harmful fish, shellfish, and aquatic plants. The list of these regulated species is published in Title 31, Chapter 57, Subchapter A of the TAC. Except as specifically authorized by permit, it is an offense to release into the water of this state, transport, or possess (e.g., accidental possession, transport, and introduction on improperly cleaned equipment) any species, hybrid of a species, subspecies, eggs, seeds, or any part of any species defined as a harmful or potentially harmful exotic fish, shellfish, or aquatic plant. This list includes many problematic plants such as giant and common salvinia, hydrilla, Eurasian watermilfoil, and alligatorweed, which cost the state over $1M annually to manage. The full list of prohibited species can be found on the TPWD website at:
http://tpwd.texas.gov/huntwild/wild/species/exotic/prohibited_aquatic.phtml .

- Because many aquatic invasive plant species (AIS) can propagate from very small fragments, TPWD recommends that a brief AIS transfer prevention plan also be prepared to outline BMPs for preventing inadvertent transfer of these species to new areas on project equipment. These BMPs may include removal of mud/plant debris from all equipment and rinsing, preferably with high pressure and/or hot water and allowing equipment to dry before use in another water body. Please visit the TPWD Wildlife Habitat Assessment Program webpage to download the "TPWD Clean/Drain/Dry Procedures and Zebra Mussel Decontamination Procedures for Contractors Working in Inland Public Waters" (https://tpwd.texas.gov/huntwild/wild/wildlife_diversity/habitat_assessment/tools.phtml) for further and more detailed information about how to avoid spreading harmful aquatic invasive species.

Thank you,

Sue Reilly
Transportation Assessment Liaison
TPWD Wildlife Division
512-389-8021

From: WHAB_TxDOT
Sent: Wednesday, October 25, 2017 3:22 PM
To: Leslie Mirise <Leslie.Mirise@txdot.gov>
Cc: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: 0009-11-241 IH 30 Frontage Roads - Request for Early Coordination

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 38747. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

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

From: Leslie Mirise [mailto:Leslie.Mirise@txdot.gov]
Sent: Wednesday, October 25, 2017 12:00 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Sandra Williams <Sandra.Williams2@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Jan Heady <Jan.Heady@txdot.gov>; Lani Marshall <Lani.Marshall@txdot.gov>
Subject: CSJ: 0009-11-241 IH 30 Frontage Roads - Request for Early Coordination

Hello,

TxDOT requests early coordination for the IH 30 Frontage Roads Project in Dallas and Rockwall counties, Texas. I have attached the following:

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

These documents, along with other project-related information, are also available in ECOS under the CSJ: 0009-11-241. The preliminary project schematic has been uploaded in ECOS under the following filename: 0009-11-241-IH30 Preliminary Interim Schem-Typicals_06-22-17 .pdf

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

Thank you,

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

A Texas Department of Transportation (TxDOT) message

A Texas Department of Transportation (TxDOT) message

A Texas Department of Transportation (TxDOT) message

A Texas Department of Transportation (TxDOT) message

Texas Department of Transportation

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

January 6, 2017

RE: Early Coordination for Sec. 106 Consultation

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

The purpose of this letter is to include more detailed information about TxDOT's consultation program. The documents include information on the **TxDOT Early Tribal Coordination Tool** and a table of the projects and nearby archeological sites, if any, that the **TxDOT Early Tribal Coordination Tool** map depicts. This letter provides more detail about both the **TxDOT Early Tribal Coordination Tool** and the table.

TxDOT Early Coordination Tool

The first attachment contains the link, log in information and directions for the **TxDOT Early Tribal Coordination Tool**. This web-based map depicts hundreds of both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. Each project's provisional area of effects (APE) is defined in the tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area. Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE THE ABSENTEE SHAWNEE TRIBE OF OKLAHOMA FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

We will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and
- Require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas, and such projects may affect areas that have not been previously surveyed for cultural resources.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site.

Table of Projects and Sites

The second attachment contains a table of the projects and any sites within the 500-foot APE of each project. As previously noted, sites may have already been identified within this provisional APE. The table lists, as a separate row, each site found within 500 feet of a project. For projects where multiple sites have been found within the provisional APE, the same project will be listed multiple times in the table. Projects for which no known sites occur within 500 feet will be listed only once. The table can be sorted in various ways, such as by County, project status, and let date.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov. When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,

Scott Pletka, Deputy Section Director
Environmental Affairs Division

Back To List

Print this Page

New Coordination

Program Area: Archeology

Schedule Status: Complete

Task Type: Coordination - Coordinate with Consulting Party

Agency Name: Native American Tribal Coordination(NA)

Standard Agency Review Time: 30 (# Days)

Coordination Status: Approved

Add Correspondence

Correspondence For:

Correspondence Type:

Date :

Correspondence From:

Correspondence To:

Comments:

Correspondence For	Correspondence Type	Date	Correspondence From	Correspondence To	Comments	Actions

There are currently no Correspondences that have been added.

Has the coordination letter been uploaded? Yes Sent Date: 01/06/2017 Upload Date: 04/19/2018

Has the coordination response been uploaded? No Sent Date: Upload Date:

Has the letter of concurrence and/or authorization to proceed been uploaded? No Sent Date: Upload Date:

Planned Start Date: 01/06/2017

Actual Start Date: 01/06/2017

Planned End Date: 02/06/2017

Actual End Date: 02/06/2017

Comments:

Consultation request sent 06-Jan-2017 to Kiowa Indian Tribe of Oklahoma, Mescalero Apache Tribe, Wichita and Affiliated Tribes, Caddo Nation of Oklahoma, Cherokee Nation of Oklahoma, Tonkawa Tribe of Oklahoma, Comanche Nation of Oklahoma

Last Updated By: Sarah G Stroman Last Updated Date: 04/19/2018 08:38:42

MEMO

April 19, 2018

To: 850 File, Various Road Projects, Various CSJs, Various Districts

From: Scott Pletka, Ph.D.

Subject: Internal review under the First Amended Programmatic Agreement Among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU), and internal review under the Memorandum of Understanding (MOU) Between the Texas Historical Commission and the Texas Department of Transportation

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Listed below are the projects reviewed internally by qualified TxDOT archeologists from 4/12/18 to 4/18/18. The projects will have no effect on archeological historic properties. As provided under the PA-TU, consultation with the Texas State Historic Preservation Officer is not necessary for these undertakings. As provided under the MOU, the proposed projects do not require individual coordination with the Texas Historical Commission.

CSJ	DISTRICT	COUNTY	ROADWAY	DESCRIPTION	WORK PERFORMED
0902-90-077	Fort Worth	Tarrant	Cotton Belt Extension	Trail Extension, Safety Improvements	Background Study
0009-11-238 0009-12-215 0009-12-220 0009-12-219	Dallas	Dallas	IH 30	Widen to Add Shoulders	Background Study
0270-04-006	Corpus Christi	Karnes	BS 72	Rehab Roadway	Background Study
0691-01-035	Corpus Christi	Karnes	FM 81	Widen Roadway & Replace Structures	Background Study
0912-70-093	Houston	Harris	Calhoun Street	Bridge Replacement	Background Study
0025-03-097	San Antonio	Guadalupe	IH 10	Highway Expansion Seguin Section	Background Study
0465-02-027	San Antonio	Bexar	FM 1518	Intersection Improvements	Background Study

Signature _____ Date: 04 / 19 / 2018
For TxDOT
cc: ECOS Data Entry; PD; ENV_ARC: PA File *Table Template for Weekly List Memo.doc*

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

Back To List

Properties ★ Details

Archeology Background Study Details

Documentation of Project Setting

1. Does the project conform to a type agreed (per Appendix 3 of PA-TU) to pose no potential to affect historic properties? No

2. Geologic Atlas of Texas map or PALM or soils maps examined. Yes

3. Texas Archeological Sites Atlas map examined for sites within one kilometer of the project area. Yes

4. Historical information examined. Check all that apply. Yes

Resources Used During the Initial Assessment

☑ Topographic map(s) ☑ Soil map(s) ☑ Road map(s) ☐ As-built plans ☐ Other

If other selected, please identify:

A map from 1918 shows the majority of settlement in the project area in and around what is now Lake Ray Hubbard, and in the small communities of Fate and Royse City. IH 30 was constructed through Rockwall County in the

5. Aerial images or project area images (e.g., Google Maps with Street View) examined. Yes

Analysis of Project Setting

6. Have archeological sites been identified within the area of potential effects (APE) or within 150 feet of the APE? No

Comments:

Background research for this project consisted of an online records search through the Texas Historical Commission's (THC) Archeological Sites Atlas (Atlas) and a review of historical maps and aerial photographs. Research

7. Do cemeteries occur within the APE or within 25 feet of the APE? No

Comments:

Six cemeteries are located within one kilometer of the APE, and none overlap or are immediately adjacent to the project area. Of these six cemeteries, the Glen Hill Cemetery (RW-C031) was the longest in continual use (1820s to

8. Do Holocene-age deposits mapped on Geologic Atlas of Texas or PALM or soils maps occur within the APE? Yes

Comments:

According to Geologic Atlas of Texas (GAT), Dallas Sheet, the APE is geologically underlain by Upper Cretaceous-age Wolfe City Sand and Marlbrook Marl formations. Human occupations typically occur in Holocene-age deposits.

9. Does the APE cross a waterway with the potential for shipwrecks? No

Comments:

10. Is the APE within 500 feet of a historically reliable water source? No

Comments:

11. Does the APE include a wetland or frequently flooded area? Yes

Comments:

12. Does the Atlas map or other information (enter comment) show that occupation typically occurs on particular landform or landforms that the APE does not contain? No

Comments:

13. Have all settings that may have been favorable for occupation been subject to previous disturbances? Check all that apply. Yes

Previous Disturbances Identified During the Initial Assessment

☑ Previous road construction and maintenance ☑ Installation of utilities
☑ Modern land use practices like plowing and brush clearing ☑ Urban and/or suburban development
☑ Erosion and scouring by natural processes ☐ Other

If other selected, please identify:

14. Have the majority of the settings with high potential for archeological sites within the APE been previously surveyed? No

Comments:

According to the Atlas, there are 13 archeological sites present within one kilometer (0.62 mile) of the APE. However, only one (41RW24) is located immediately adjacent to the APE and may extend into TxDOT ROW. Site 41RW24 is a

Conclusions

15. Have previous investigations covered a sufficient proportion of the APE to conclude that the APE is unlikely to contain archeological sites or cemeteries? Yes

Comments:

16. Has the APE been sufficiently disturbed that any prehistoric archeological sites would lack the integrity to address important questions? Any such sites would lack integrity of (check all that apply): Yes

Integrity Issues Identified During the Initial Assessment

☐ Location ☑ Design ☑ Materials ☑ Association ☐ Other

If other selected, please identify:

17. Has the APE been sufficiently disturbed that any historic-era archeological deposits would lack sufficient integrity to address important questions? Any such sites would lack integrity of (check all that apply): Yes

Integrity Issues Identified During the Initial Assessment

☑ Location ☑ Design ☑ Materials ☑ Association ☐ Other

If other selected, please identify:

18. Does historic research show that historic-era archeological deposits, cemeteries, and shipwrecks are not likely to occur within the APE? Yes

Comments:

The project area was historically occupied by several tribes of the Caddo. In the early nineteenth century, Cherokee peoples from east of the Mississippi relocated into the area. In the 1840s, Anglo-Americans settled the area

19. Does the project area occur in a setting that was not conducive to human occupation and activity? No

Comments:

No intact deposits are expected as the APE has undergone many ground disturbing impacts from road construction and maintenance, ditch improvements, and utilities installations. Construction and maintenance practices have

20. Will the project adversely affect archeological sites or cemeteries? No

Comments:

The Texas Department of Transportation (TxDOT) proposes to make improvements to Interstate Highway (IH) 30 from Bass Pro Drive to the Hunt County Line (west of Farm-to-Market [FM] 2642) in Dallas and Rockwall Counties, Texas

Last Updated By: Barbara J Hickman **Last Updated Date:** 04/17/2018 05:27:01

MEMO

April 26, 2018

To: 850 File, Various Road Projects, Various CSJs, Various Districts

From: Scott Pletka, Ph.D.

Subject: Internal review under the First Amended Programmatic Agreement Among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU), and internal review under the Memorandum of Understanding (MOU) Between the Texas Historical Commission and the Texas Department of Transportation

---

Listed below are the projects reviewed internally by qualified TxDOT archeologists from 4/18/18 to 4/25/18. The projects will have no effect on archeological historic properties. As provided under the PA-TU, consultation with the Texas State Historic Preservation Officer is not necessary for these undertakings. As provided under the MOU, the proposed projects do not require individual coordination with the Texas Historical Commission.

CSJ	DISTRICT	COUNTY	ROADWAY	DESCRIPTION	WORK PERFORMED
0009-11-238 0009-12-215 0009-12-220 0009-12-219	Dallas	Dallas	IH 30	Widen to Add Shoulders	Background Study
0924-06-578	El Paso	El Paso	Spur 6	Landscaping	Background Study
0142-15-026	San Antonio	Kendall	IH 10	Operational Improvements	Background Study

Signature _____ Date: 04 / 26 / 2018
For TxDOT
cc: ECOS Data Entry; PD; ENV_ARC: PA File *Table Template for Weekly List Memo.doc*

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

Back To List

Properties ★ Details

Archeology Background Study Details

Documentation of Project Setting

1. Does the project conform to a type agreed (per Appendix 3 of PA-TU) to pose no potential to affect historic properties? N

2. Geologic Atlas of Texas map or PALM or soils maps examined. Y

3. Texas Archeological Sites Atlas map examined for sites within one kilometer of the project area. Y

4. Historical information examined. Check all that apply. Y

Resources Used During the Initial Assessment

☑ Topographic map(s) ☑ Soil map(s) ☑ Road map(s) ☐ As-built plans ☐ Other

If other selected, please identify:

A map from 1918 shows the majority of settlement in the project area in and around what is now Lake Ray Hubbard, and in the small communities of Fate and Royse City. IH 30 was constructed through Rockwall County in the

5. Aerial images or project area images (e.g., Google Maps with Street View) examined. Y

Analysis of Project Setting

6. Have archeological sites been identified within the area of potential effects (APE) or within 150 feet of the APE? N

Comments:

Background research for this project consisted of an online records search through the Texas Historical Commission's (THC) Archeological Sites Atlas (Atlas) and a review of historical maps and aerial photographs. Research

7. Do cemeteries occur within the APE or within 25 feet of the APE? N

Comments:

Six cemeteries are located within one kilometer of the APE, and none overlap or are immediately adjacent to the project area. Of these six cemeteries, the Glen Hill Cemetery (RW-C031) was the longest in continual use (1820s to

8. Do Holocene-age deposits mapped on Geologic Atlas of Texas or PALM or soils maps occur within the APE? Y

Comments:

According to Geologic Atlas of Texas (GAT), Dallas Sheet, the APE is geologically underlain by Upper Cretaceous-age Wolfe City Sand and Marlbrook Marl formations. Human occupations typically occur in Holocene-age deposits.

9. Does the APE cross a waterway with the potential for shipwrecks? N

Comments:

10. Is the APE within 500 feet of a historically reliable water source? N

Comments:

11. Does the APE include a wetland or frequently flooded area? Y

Comments:

12. Does the Atlas map or other information (enter comment) show that occupation typically occurs on particular landform or landforms that the APE does not contain? N

Comments:

13. Have all settings that may have been favorable for occupation been subject to previous disturbances? Check all that apply. Y

Previous Disturbances Identified During the Initial Assessment

☑ Previous road construction and maintenance ☑ Installation of utilities
☑ Modern land use practices like plowing and brush clearing ☑ Urban and/or suburban development
☑ Erosion and scouring by natural processes ☐ Other

If other selected, please identify:

14. Have the majority of the settings with high potential for archeological sites within the APE been previously surveyed? N

Comments:

According to the Atlas, there are 13 archeological sites present within one kilometer (0.62 mile) of the APE. However, only one (41RW24) is located immediately adjacent to the APE and may extend into TxDOT ROW. Site 41RW24 is a

Conclusions

15. Have previous investigations covered a sufficient proportion of the APE to conclude that the APE is unlikely to contain archeological sites or cemeteries? Y

Comments:

16. Has the APE been sufficiently disturbed that any prehistoric archeological sites would lack the integrity to address important questions? Any such sites would lack integrity of (check all that apply): Y

Integrity Issues Identified During the Initial Assessment

☐ Location ☑ Design ☑ Materials ☑ Association ☐ Other

If other selected, please identify:

17. Has the APE been sufficiently disturbed that any historic-era archeological deposits would lack sufficient integrity to address important questions? Any such sites would lack integrity of (check all that apply): Y

Integrity Issues Identified During the Initial Assessment

☑ Location ☑ Design ☑ Materials ☑ Association ☐ Other

If other selected, please identify:

18. Does historic research show that historic-era archeological deposits, cemeteries, and shipwrecks are not likely to occur within the APE? Y

Comments:

The project area was historically occupied by several tribes of the Caddo. In the early nineteenth century, Cherokee peoples from east of the Mississippi relocated into the area. In the 1840s, Anglo-Americans settled the area

19. Does the project area occur in a setting that was not conducive to human occupation and activity? N

Comments:

No intact deposits are expected as the APE has undergone many ground disturbing impacts from road construction and maintenance, ditch improvements, and utilities installations. Construction and maintenance practices have

20. Will the project adversely affect archeological sites or cemeteries? N

Comments:

The Texas Department of Transportation (TxDOT) proposes to make improvements to Interstate Highway (IH) 30 from Bass Pro Drive to the Hunt County Line (west of Farm-to-Market [FM] 2642) in Dallas and Rockwall Counties, Texas

Last Updated By: Barbara J Hickman **Last Updated Date:** 04/23/2018 03:55:10

Texas Department of Transportation

MEMO

October 11, 2018

TO: Administrative File
From: Carolyn A Nelson

District: Dallas
County: Dallas/Rockwall
CSJ#: 0009-11-238
Highway: Interstate Highway (IH) 30
Limits: Bass Pro Drive in Garland Dallas County to West of Farm to Market (FM) 2642
Let Date: September 2022

Project Limits: From Interstate Highway (IH) 30 North Frontage Road to Gibson Lane/Arrington
Project Description: Stipulation IX, Appendix 6. Widen urban freeway mainlanes and frontage roads and add sidewalks. 34.05 acres new ROW, 13.24 acres permanent and temporary easements. No Historic Properties Present.

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 16, 2014, and executed by FHWA and TxDOT.

Proposed Project:
TxDOT Dallas District proposes to widen and reconstruct Interstate Highway 30 (IH-30) between Bass Pro Drive in Garland to west of Farm to Market (FM) 2642 just east of Rockwall County, Texas. The length of the project is an approximate 16.75 miles. This would include an addition of a frontage road system over Lake Ray Hubbard in Dallas and Rockwall counties, expansion of the mainlanes (eight mainlanes between Horizon Road and SH 205, and six mainlanes between SH 205 and west of FM 2642), and reconstruction or widening of the frontage roads between Horizon Road and west of FM 2642. Sidewalks are proposed along the outside of the frontage road lanes for the entire project limits. Additional bridges, overpasses, and U-turns would also be constructed at select intersections in the project corridor. Although most of the work would occur within existing right-of-way, 34.05 acres of new right-of-way would be required, in addition to 1.1748 acres of permanent easement and 12.067 acres for temporary easements.

Determination of Eligibility:
TxDOT historians reviewed the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL), and TxDOT files and found no historically significant resources previously documented within the area of potential effects (APE).

In January 2018, Lake Ray Hubbard was independently evaluated in the *Historical Resources Survey Report, CSJ 0009-11-241, Interstate Highway 30 Frontage Roads, November 2017* and determined **not eligible.**

The proposed project has an APE consisting of

- Existing ROW where no new ROW is needed
- 150 feet beyond the proposed ROW where added capacity or new ROW or easements (temporary or permanent) is needed

A *Historical Resources Survey Report, CSJ 0009-11-23, 000912-215,0009-12-219, 0009-12-220, Interstate Highway 30 Improvement Project from Bass Pro Drive in Garland, Dallas County, to West of Farm to Market (FM) 2642 Dallas and Rockwell Counties, October 2018* evaluated 21 historic-age resources and recommended all **not eligible** to the NRHP. TxDOT historians agree with the recommendations of the report that all evaluated historic age properties **not eligible** for the NRHP. There are no NRHP historic districts in the APE.

Consulting Parties:
The Rockwall County Historical Commission (CHC) and the City of Rockwall Historic Preservation Officer were notified of this proposed project. The Rockwall CHC responded regarding the APE. No comments or concerns were expressed regarding the Royce City Lodge or the Forney Dam; which is a feature of Lake Ray Hubbard. Both historic age resources mentioned in the historic context are outside the APE.

Determination of Effects:
Staff determined that the project poses no direct, indirect or reasonably foreseeable cumulative effects because there are no historic properties in the APE.

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 adverse effects to historic, non-archeological properties in the APE. In compliance with the Antiquities Code of Texas and the MOU, TxDOT historians determined no historic properties are present. Individual project coordination with SHPO is not required.

Lead Reviewer RMDobrasko for TxDOT 10/23/2018

Rebekah Dobrasko — Date

Approved by _____ for TxDOT 10-23-18

Bruce Jensen — Date

From: NEPA
To: Michelle Lueck
Subject: RE: EA Review - IH 30 - Dallas and Rockwall Counties (CSJ 0009-11-238 etc.)
Date: Thursday, December 06, 2018 4:35:26 PM

Re: Response to Request for TCEQ Environmental Review

The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project: EA Review - IH 30 - Dallas and Rockwall Counties (CSJ 0009-11-238 etc.).

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

This project is in an area of Texas classified by the United States Environmental Protection Agency as moderate nonattainment for the 2008 ozone National Ambient Air Quality Standard (NAAQS) and marginal nonattainment for the 2015 ozone NAAQS. Air Quality staff has reviewed the document in accordance with transportation and general conformity regulations codified in 40 Code of Federal Regulations Part 93 Subparts A and B. We concur with TxDOT's assessment.

We are in support of the project. The environmental assessment addresses issues related to surface and groundwater quality.

TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.

If you have any questions, please feel free to contact the NEPA Coordinator at (512) 239-3500 or NEPA@tceq.texas.gov.

Violet Mendoza
NEPA Coordinator
TCEQ, MC-119
NEPA@tceq.texas.gov

From: Michelle Lueck <Michelle.Lueck@txdot.gov>
Sent: Tuesday, November 20, 2018 1:29 PM
To: NEPA <NEPA@tceq.texas.gov>
Subject: EA Review - IH 30 - Dallas and Rockwall Counties (CSJ 0009-11-238 etc.)

TxDOT requests the TCEQ review the IH 30 project per 43 TAC 2.305. The proposed project would include widening of existing IH 30 in Dallas and Rockwall Counties, Texas. We are requesting TCEQ review since the project meets MOU triggers related to **water and air quality**.

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

Michelle Lueck
TxDOT-Environmental Affairs Division
Project Delivery Section
512-416-2644