Draft
Environmental Assessment

US 80, Dallas District

From IH 30 to FM 460

CSJ Numbers: 0095-10-033, 0095-02-107, 0095-02-096, 0095-03-080, 0095-03-085

Dallas and Kaufman Counties, Texas

May 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.

TABLE OF CONTENTS

TABLES

FIGURES

APPENDICES

LIST OF ACRONYMS

The following is a list of acronyms used throughout this document and their definitions.

ACS	American Community Survey
ACT	Antiquities Code of Texas
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AOI	Area of Influence
APE	Area of Potential Effect
BE	Biological Evaluation
BMP	Best Management Practice
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CGP	Construction General Permit
CIA	Community Impacts Assessment
CMP	Congestion Management Process
CO	Carbon Monoxide
CSJ	Control-section-job number
CWA	Clean Water Act
DHHS	Department of Health and Human Services
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
EPA	Environmental Protection Agency
EPIC	Environmental Permits, Issues, and Commitments
ETC	Estimated Time of Completion
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Floodplain Insurance Rate Map
FM	Farm-to-Market Road
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FTA	Federal Transit Administration
IH	Interstate Highway
ISA	Initial Site Assessment
LEP	Limited English Proficiency
LPST	Leaking Petroleum Storage Tank
LWCF	Land and Water Conservation Fund
MBTA	Migratory Birds Treaty Act
MOU	Memorandum of Understanding
MPH	Miles Per Hour
MSAT	Mobile Source Air Toxics

MS4	Municipal Separate Storm Sewer System
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NCTCOG	North Central Texas Council of Governments
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NOA	Notice of Availability
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWP	Nationwide Permit
PCN	Preconstruction Notification
PM	Particulate Matter
PS&E	Plans, Specifications, and Estimates
PST	Petroleum Storage Tank
PWC	Parks and Wildlife Code
ROW	Right-of-Way
RSA	Resource Study Area
RTC	Regional Transportation Council
RTHL	Recorded Texas Historic Landmarks
SAL	State Antiquities Landmark
SGCN	Species of Greatest Conservation Need
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
STIP	Statewide Transportation Program
SW3P	Stormwater Pollution Prevention Plan
TAC	Texas Administrative Code
TAQA	Traffic Air Quality Analysis
TCAP	Texas Conservation Action Plan
TCEQ	Texas Commission on Environmental Quality
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
TPDES	Texas Pollutant Discharge Elimination System
TP&P	Transportation Planning and Programming Division
TPW	Texas Parks and Wildlife
TPWD	Texas Parks and Wildlife Department
TWDB	Texas Water Development Board
TxDOT	Texas Department of Transportation
URARPAPA	Uniform Relocation Assistance and Real Property Acquisition Policies Act
US	United States Highway
USACE	United States Army Corps of Engineers

USC	United States Code
USCB	United States Census Bureau
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
WOUS	Waters of the United States

1.0 INTRODUCTION

The Texas Department of Transportation (TxDOT) proposes improvements to United States Highway (US) 80 in Dallas and Kaufman counties, Texas. US 80 is a major east/west thoroughfare that connects the Dallas/Fort Worth Metroplex with east Texas. The proposed improvements consist of the reconstruction and widening of US 80 from Interstate Highway 30 (IH 30) in Dallas County to Farm-to-Market Road (FM) 460 in Kaufman County within the cities of Dallas, Mesquite, Forney and the Town of Sunnyvale. The total distance of the proposed project, known as the US 80 Project, is approximately 11 miles. The proposed project is shown on the project location map included in **Appendix A**.

The purpose of this environmental assessment (EA) is to study the potential environmental consequences of the proposed project and determine whether such consequences warrant preparation of an Environmental Impact Statement (EIS). Because the proposed project would be funded in part by the Federal Highway Administration (FHWA), this EA complies with FHWA's National Environmental Policy Act (NEPA) regulations[1] as well as relevant TxDOT rules for environmental review of projects and guidance for conducting NEPA studies on behalf of FHWA. 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. Code (U.S.C.) 327 and a Memorandum of Understanding (MOU) dated December 16, 2014, and executed by FHWA and TxDOT.[2]

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

2.0 PROJECT DESCRIPTION

2.1 Existing Facility

US 80 from IH 30 to FM 460 is a controlled-access highway with four mainlanes (two lanes in each direction). Within Dallas County, US 80 has continuous frontage roads with two to three lanes in each direction. Within Kaufman County, US 80 has discontinuous frontage roads with two lanes in each direction. The existing facility does not provide sidewalks or outside lanes to accommodate shared-use lanes for vehicles and bicycles.

[1] FHWA's NEPA regulations are in 23 CFR Part 771. TxDOT regulations relevant to preparing an EA and associated public involvement activities are found in Title 43 Texas Administrative Code (TAC), Part 1, Chapter 2. TxDOT also maintains specialized instructional guidance for NEPA studies on the following website: https://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits.html. Accessed March 31, 2019.

[2] The FHWA-TxDOT MOU may be found here: https://www.fhwa.dot.gov/txdiv/finalnepa-mou.pdf. Accessed March 31, 2019.

The US 80 mainlanes are 12 feet wide, and frontage roads are 11 feet wide. The mainlanes include variable width inside and outside shoulders 2 to 10 feet wide and are separated by a median with typical minimum width of 24 feet. The shoulders along the one-way frontage roads vary in width from 0 to 10 feet and are separated by an area between the inside pavement edge of the frontage road to the outside mainlane shoulder edge typically 21 feet wide. The typical right-of-way (ROW) width is approximately 300 feet, but expands to over 1,000 feet at major interchanges. Existing posted speed limits include 70 miles per hour (mph) for mainlanes and 45 mph for frontage roads. See **Appendix B** for project photographs and **Appendix D** for the existing typical section.

2.2 Proposed Facility

The proposed US 80 Project consists of reconstruction and widening of the US 80 facility mainlanes to three to four in each direction and reconstruction of the frontage roads, ramps and bridge structures within the project limits. The proposed project would generally follow the existing alignment; however, portions of US 80 would be shifted north and/or south to avoid and minimize environmental impacts. Proposed improvements include the reconstruction and widening of US 80 to add an additional mainlane in each direction, for a total of six to eight mainlanes. Frontage roads would be reconstructed to two to three lanes in each direction between IH 30 and Lawson Road in Dallas County. Continuous frontage roads with two lanes in each direction are proposed between Lawson Road and FM 460 in Kaufman County. The proposed mainlanes would be 12 feet wide and include variable inside and outside width shoulders 10 to 12 feet wide and would be separated by either a concrete traffic barrier or a median up to 34 feet wide. In each direction, the proposed frontage roads would consist of one to two 12- foot wide inside lanes and one 14-foot wide outside lane to accommodate for shared-use of vehicles and bicycles. The shoulders along the one-way frontage roads would be 2 feet wide and would be separated by an area between the inside pavement edge of the frontage road to the outside mainlane shoulder that varies between 2 and 43 feet wide. The proposed improvements would require approximately 25 acres of additional ROW and 0.2 acre of permanent easements. The proposed design speeds are 60 mph for mainlanes and 40 mph for frontage roads.

A 6-foot sidewalk would be constructed along those frontage roads and at cross streets where reconstruction is proposed. The proposed project would be constructed within a variable ROW width that generally ranges from 300 to 458 feet but widens to 600 to 730 feet at interchanges with major cross streets (e.g., Town East Boulevard and Collins Road) and is nearly 2,000 feet wide at the interchange with IH 635.

The proposed project would also include the reconfiguration of the grade separation at US 80 and Big Town Boulevard. US 80 would become an overpass over Big Town Boulevard. Other improvements include the reconstruction of the IH 635 interchange, replacement of the Galloway Avenue bridge over US 80, addition of lanes to the existing US 80 bridge over Belt Line Road, replacement of the US 80 overpass over Gross Road, at which US 80 would become an overpass; construction of a new US 80 bridge over the future SH 190, a new US 80 bridge over East Fork Road, replacement of the US 80

bridges over the East Fork Trinity River floodplain areas, and replacement of the FM 460 bridge and approaches.

The project limits encompass the entire length of the project in which construction would take place and account for transitions into the existing roadways. Along US 80, the construction limits extend from approximately 1,100 feet west of Big Town Boulevard to approximately 400 feet east of FM 460. **Appendix C** provides the proposed project schematic layouts and **Appendix D** provides the proposed typical sections.

2.2.1 Logical Termini and Independent Utility

Federal regulations require that federally funded transportation projects have logical termini [23 Code of Federal Regulations (CFR) 771.111(f)(1)]. Simply stated, this means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts. The logical termini for the US 80 Project are IH 30 to the west and FM 460 to the east. IH 30 and FM 460 were determined to be the logical termini because these facilities are major traffic generators. These facilities have a functional classification of major arterials as shown in the TxDOT Statewide Planning Map.

Federal regulations also require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area [23 CFR 771.111(f)(2)]. This means a project must be able to provide benefit by itself, and that the project not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built. The proposed project would provide congestion relief with the added lane in each direction and addresses the proposed project need, and would remain true even if no other adjacent roads were built. The proposed US 80 Project is of independent utility and a reasonable expenditure even if no additional transportation improvements in the area are made and there are no restrictions on the consideration of alternatives for other reasonably foreseeable projects including those in the *Mobility 2045 Metropolitan Transportation Plan* (MTP). Furthermore, the proposed project is a stand-alone project; therefore, it does not irretrievably commit federal funds for other future transportation projects.

Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements [23 CFR 771.111(f)(3)]. This means that a project must not dictate or restrict any future roadway alternatives. The proposed project would not restrict the consideration of alternatives for other foreseeable transportation projects. Ongoing design coordination has occurred to ensure the proposed project would accommodate projects by others in the area. Other projects within the project limits include improvements to IH 30, IH 635, SH 352, future SH 190 and FM 460. The proposed project and these projects as mentioned are included in the transportation planning documents of the region. See **Appendix A** for the Project Location Map, **Appendix C** for the Schematic Layout, and **Appendix D** for the Typical Sections.

2.2.2 Planning and Funding

The proposed project is included in the North Central Texas Council of Governments (NCTCOG) Mobility 2045 MTP and in the 2019-2022 Transportation Improvement Program (TIP). The total project cost is estimated to be approximately $740 million. The project would be funded by state, federal, and local funds. The proposed improvement to the FM 460 bridge is part of a grouped category of projects that is not listed individually in the TIP. The MTP and STIP pages for the proposed US 80 Project are included in **Appendix E**. The proposed project letting date would be 2022 and the estimated time of completion (ETC) would be 2027.

3.0 PURPOSE AND NEED

3.1 Need

The US 80 Project is needed because US 80 from IH 30 to FM 460 (1) does not meet current and future traffic demand resulting in congestion and reduced mobility and (2) does not meet current design standards for ramp geometry and spacing, shoulder widths, and horizontal and vertical geometry.

3.2 Supporting Facts and/or Data

3.2.1 Congestion and Reduced Mobility

IH 635 near the US 80 interchange is ranked 30 of the 100 most congested roadways in Texas according to the Texas A&M Transportation Institute Texas' Most Congested Roadway.[3] According to the NCTCOG Congestion Management Process (CMP) 2013 Update, US 80 between IH 30 and Lawson Road is ranked as number 7 out of 93 segments needing improvements. US 80 has been an identified segment to have deficiencies in modal options and system demand.

According to the TxDOT Transportation Planning and Programming Division (TP&P) traffic projections from March 2018, the Average Daily Traffic (ADT) along US 80 between IH 30 and FM 460 is anticipated to increase an average of 36.86 percent between years 2025 and 2045. **Table 3-1** lists the traffic data for each segment of the US 80 corridor.

Table 3-1: US 80 Traffic Projections in Vehicles per Day

Roadway Segment	ADT		Percent Increase
	Year 2025	Year 2045	
US 80 from IH 30 to IH 635	99,300	128,300	29.20
US 80 from IH 635 to SH 352	114,200	157,000	37.48
US 80 from SH 352 to FM 460	99,300	142,900	43.91

Source: TP&P Traffic Analysis for Highway Design (March 29, 2018).

[3] https://mobility.tamu.edu/texas-most-congested-roadways/

According to the U.S. Census Bureau (USCB), both Dallas and Kaufman counties experienced population growth between 2000 and 2010. Dallas County's population increased by approximately 6.72 percent from 2,218,899 persons in 2000 to 2,368,139 persons in 2010. The Kaufman County population increased by approximately 44.92 percent from 71,313 persons in 2000 to 103,350 persons in 2010. According to NCTCOG, Dallas County's population is projected to increase by approximately 45.48 percent from a Census-documented population of 2,368,139 in 2010 to a forecasted population of 3,445,189 by 2045; and Kaufman County's population is expected to grow by approximately 116.94 percent from 103,350 persons in 2010 to a forecasted population of 224,205 in 2045. The NCTCOG also projects strong employment growth for Dallas and Kaufman counties in the year 2045. According to NCTCOG, employment in Dallas County is projected to increase by approximately 126.51 percent from 1,456,092 estimated jobs in 2016 to 3,298,213 jobs in 2045 and by approximately 181.49 percent from 24,260 estimated jobs in 2016 to 68,290 jobs in 2045 in Kaufman County.

As Dallas and Kaufman counties' population and employment continues to grow, a need to improve east/west mobility and connectivity throughout the counties is anticipated. The need to increase capacity to accommodate increasing traffic demand is supported through analysis of the future traffic demand that is anticipated to utilize the facility. The proposed project would reduce congestion by increasing the capacity along US 80 in eastern Dallas County.

3.2.2 Design Deficiencies

Since the existing roadway was originally constructed, the design standards for freeways and interstates have changed. Design deficiencies within the project limits include;

- Ramps that do not meet curve radius guidelines: Galloway Avenue, East Fork Road, and Lawson Road entrance and exit ramps;
- Inadequate ramp spacing between northbound and southbound IH 635 exit ramps, exit ramp to Galloway Avenue and entrance ramp to Belt Line Road; entrance from NB IH 635 and exit to Galloway Avenue;
- Inadequate vertical clearances at US 80 and Big Town Boulevard, Town East Boulevard, Gross Road, North Beltline Road, FM 460 and IH 635;
- Inadequate inside and outside shoulder widths throughout, and vertical curves at Galloway Avenue and east of Galloway Avenue that do not meet current design speed standards.

These design deficiencies have been addressed with the proposed project design to improve traffic operations.

3.3 Purpose

The purpose of the proposed project is to meet current roadway design standards, reduce congestion, improve mobility, and meet anticipated traffic demand on US 80 between IH 30 and FM 460.

4.0 ALTERNATIVES

4.1 Build Alternative

The Build Alternative consists of reconstruction and widening of the US 80 facility to three to four mainlanes in each direction and reconstruction of the frontage roads, ramps and bridge structures within the US 80 Project limits. The Build Alternative would include 14-ft shared use lanes to accommodate vehicles and bicyclists along those frontage roads proposed to be reconstructed. Sidewalks are proposed at cross-streets where intersection improvements would occur within the project limits. The Build Alternative would (1) address design deficiencies to meet current roadway design standards, and (2) add capacity to help meet current and future traffic demand, reduce traffic congestion and improve mobility; therefore, this alternative meets the purpose and need of the proposed project.

4.2 No-Build Alternative

The No-Build Alternative consists of leaving US 80 as it exists today and making no improvements. The No-Build Alternative would not require the conversion of approximately 25 acres of additional ROW or 0.2 acre of a permanent easement for transportation use. However, under the No-Build Alternative, design deficiencies would remain along the existing facility and the anticipated traffic demand could not be met. The No-Build Alternative would not reconstruct the existing facility or increase capacity; therefore, it would not improve mobility or meet anticipated traffic demand. The No-Build Alternative would not meet the purpose and need of the project.

The No-Build Alternative is carried forward throughout the document as a baseline comparison to the Build Alternative.

4.3 Preliminary Alternatives Considered but Eliminated from Further Considerations

An alternatives analysis was performed to evaluate five preliminary alternatives, including a No-Build Alternative and the Build Alternative. The following three alternatives were considered but eliminated from further consideration:

- Inside Lane Widening Alternative
- Reversible Managed Lane Alternative
- Concurrent Managed Lane Alternative

These three alternatives were eliminated because they would not meet the purpose and need of the project, would not be cost effective, and would result in additional environmental impacts.

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

In support of this EA, the following technical reports and documents were prepared and are currently available for review at the TxDOT Dallas District office.

- Scope Development Tool
- Community Impacts Assessment Technical Report Form
- Archeological Survey Report
- Historic Resources Survey Report
- Historic Bridge Team Report
- Section 4(f) Documentation
- Water Resources Technical Report
- Biological Evaluation (BE) and Tier I Site Assessment Forms
- Air Quality Technical Report
- Hazardous Materials Initial Site Assessment (ISA)
- Traffic Noise Technical Report
- Indirect Effects Technical Report
- Cumulative Impacts Technical Report
- Public Meeting Summary

These forms, reports, and the detailed data and maps included within them are incorporated by reference, but are not included in this EA. Selected graphical information and summaries of data from these technical reports are included in this EA to assist in describing anticipated project-related environmental impacts. 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 subsections identify the environmental consequences of the Build and No-Build Alternatives on each resource.

5.1 Right-of-Way/Displacements

The total length of the US 80 Project is approximately 11 miles. Under the Build Alternative, the proposed project would require approximately 25 acres of additional ROW and 0.2 acre of drainage easements. Four businesses would be potentially displaced by the proposed project which includes two fast food restaurants, a vacant office building, and one of two self-storage facility buildings. The two fast food restaurants, Jack in the Box and Williams Chicken, are located at the northeast and southeast corners of North Galloway Avenue and US 80, respectively. The vacant office building is located at 1010 East US 80. The self-storage business affected would be the U-Haul Moving and Storage of Mesquite located at 2349 East US 80. TxDOT would provide just compensation and relocation assistance to all the affected/displaced persons in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URARPAPA) of 1970. See **Project Resource Map (Appendix F)** and **Schematic Layout (Appendix C)** for specific locations of additional ROW, proposed easements and displacements; see **Appendix B** for photographs of the aforementioned potential displacements.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, no ROW acquisition and displacements are anticipated.

5.2 Land Use

According to 2015 NCTCOG data, land use adjacent to the proposed project consists approximately of 50 percent ranchland, followed by 12 percent of commercial development; 8 percent of parks/recreation; 8 percent of vacant land; 5 percent of farmland, 3 percent of utilities; and 3 percent of multi-family residential uses. The remaining 11 percent of the land along the proposed corridor is characterized as retail, industrial, residential acreage, single-family, institutional/semi-public, timberland, cemetery, education, hotel/motel, office, and small water body land uses.

Under the Build Alternative, substantial land use changes would not occur. Most of the land use within the US 80 corridor is predominantly urban and ranchland. The proposed project is not anticipated to alter these conditions because the 25 acres of ROW anticipated for the proposed project mostly consists of existing urban land use and would not substantially affect ranchlands.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, land use impacts are not anticipated.

5.3 Farmlands

It is TxDOT policy to comply with the Natural Resource Conservation Service (NRCS) Farmland Protection Policy Act (FPPA) of 1981 in accordance with the NRCS policy for implementing the act and for soliciting approval of transportation projects through the NEPA process. Six prime farmland soils comprising 8 acres are located within the project limits. These are Branyon clay (zero to one percent slopes), Burleson clay (zero to one percent slopes), Burleson clay (one to three percent slopes), Heiden clay (one to three percent slopes), Houston Black clay (zero to one percent slopes), and Houston Black clay (one to three percent slopes). One farmland soil (Wilson clay loam, one to three percent slopes) of statewide importance is present with the project limits.

The proposed project would convert farmland subject to the FPPA to a non-agricultural, transportation use, but the combined scores of the relative value of the farmland and the site assessment, as documented in the appropriate NRCS form and supporting documentation, are such that the site need not be given further consideration for protection and no further evaluation.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, impacts to farmlands are not anticipated.

5.4 Utilities/ Emergency Services

Several utilities are present within the US 80 Project limits. Based on the proposed design, utility relocations would be required throughout the corridor; however, these relocations would be handled so that there would be no substantial impacts to residences and businesses. Utility crossings and potential parallel conflicts include telephone lines, water lines, gas service lines, sewer lines, fiber optic and overhead electric. Utility

agreements and notice to owners would be required for this project. Conflicting utilities would be either adjusted or relocated prior to the construction of the proposed project using standard TxDOT procedures.

The Mesquite Police Department, Mesquite and Forney Fire Departments provide emergency services for the project area. Three hospitals, Dallas Regional Medical Center, Baylor Scott & White Medical Center and Texas Health Emergency Room are within one mile of the project area. Changes in access may alter current traffic patterns or routes to and from public facilities and services; however, access would not be eliminated to any specific area or location. No ROW impacts to public facilities are anticipated from the Build Alternative. Emergency response times are anticipated to be improved because of the improved mobility within and through the proposed project limits. Additional information on access changes can be found in the **Community Impacts Assessment Technical Report Form** and is available for review at the TxDOT Dallas District office.

Under the No-Build Alternative, no improvements would be constructed and changes to utilities and emergency services are not anticipated.

5.5 Bicycle and Pedestrian Facilities

The U.S. Department of Transportation (USDOT) Policy Statement on Bicycle and Pedestrian Accommodation (March 11, 2010) provides guidance on incorporating pedestrian and bicycling facilities into transportation projects. The policy guidance encourages local planning authorities to implement planning and incorporate design features to facilitate increased pedestrian and bicycling activity. In accordance to this policy, TxDOT proactively plans, designs and constructs facilities to safely accommodate bicyclists and pedestrians.

Additionally, *Mobility 2045: The Metropolitan Transportation Plan for North Central Texas* (MTP) includes policies, programs, and projects that support a range of mobility options such as bicycle and pedestrian facilities. Improving roadway design to accommodate bicycles and pedestrians can help reduce accidents and injuries.

The proposed project would include bicycle and pedestrian accommodations in accordance with the USDOT Policy Statement on Bicycle and Pedestrian Accommodation. The proposed project would include a 6-foot sidewalk along both sides of the proposed facility and an outside 14-foot frontage road lane that would allow shared-use with bicycle traffic where there is proposed reconstruction. Sidewalks would be constructed in accordance with the Americans with Disabilities Act (ADA) guidelines.

Under the No-Build Alternative, no bicycle and pedestrian accommodations would be implemented.

5.6 Community Impacts

A community impacts assessment (CIA) was performed for the proposed project within a study area that was developed to include the communities potentially impacted by the proposed project. The assessment included an evaluation of community cohesion, access and travel patterns, environmental justice (EJ) and limited English proficiency (LEP) populations potentially affected by the proposed project. Detailed information on the CIA can be found in the **Community Impacts Assessment Technical Report Form** completed for the proposed project and available at the TxDOT Dallas District office.

As a result of the proposed project, four businesses would be potentially impacted in some manner. Two fast food restaurants, a Jack in the Box and a Williams Chicken, and a vacant office building would be potentially displaced. One business, U-Haul Moving & Storage of Mesquite, would have one of the two self-storage facility buildings on the property displaced. According to the commercial real estate website, www.loopnet.com (accessed April 2018), several vacant properties and a few existing vacant commercial structures are available within the community study area for relocation and/or rebuilding of the displaced businesses. None of the business impacted were observed to be unique to the area or serve a specific population. Proposed ROW acquisition would be conducted in accordance with the URARPAPA, as amended. Therefore, substantial impacts to the community are not anticipated as a result of the proposed displacements.

The proposed project would not create a new separation; however, the level of existing separation would increase due to the proposed widening, but it is not anticipated that the increase in separation would be significant enough to cause a substantial impact to community cohesion. The proposed widening of US 80 would increase the facility's capacity and improve mobility. Connectivity would be improved at East Fork Road and Lawson Road by the addition of cross streets. Additionally, bike/pedestrian facilities would be introduced along the proposed project area frontage roads, providing improved access/use of the proposed project area for members of the community that prefer biking or walking as modes of transportation. These proposed improvements would make it easier for people to travel within the community study area and to surrounding communities. Overall, these improvements would improve mobility and traffic circulation within the community study area, which would enhance community cohesion. The proposed roadway would not affect, separate, or isolate any distinct neighborhoods, ethnic groups, or other specific groups within the project area.

The proposed project would improve access and mobility for users along US 80 and for the surrounding communities. The proposed roadway could improve emergency response times and general travel times via improved mobility and reduced congestion through the addition of mainlanes and continuous frontage roads. Also, the proposed shared use bicycle lanes and sidewalks would shorten the travel time for trips by bicycle or walking and improve safety for both pedestrians and cyclists. While existing travel patterns may change due to the reconfiguration of exit/entrance ramps, it would not impair access to any existing routes and destinations. Some businesses in the area would have changes in access directly to the frontage road as a result of the proposed project, but no

businesses would lose access in a manner that would prevent them from continuing to operate. The proposed roadway would ultimately provide drivers, pedestrians, and cyclists a more efficient route to access cross streets and adjacent properties in the project area. Therefore, negative impacts to access and travel patterns for communities in the project area resulting from the implementation of the proposed project are not anticipated.

The No-Build Alternative would not result in impacts related to the relocation or purchase of additional ROW/easements. However, the No-Build Alternative would not result in positive impacts to communities because it would not improve mobility; provide a facility that meets the anticipated traffic demand and current design standards; or provide pedestrian or bicycle accommodations.

5.6.1 Environmental Justice

Executive Order (EO) 12898, or the "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," requires each Federal agency to "make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

According to the USCB's 2012-2016 American Community Survey (ACS) 5-Year Estimates, approximately 8 percent of the households within the project area report median household income below the 2018 Department of Health and Human Services (DHHS) poverty guideline of $25,100. The project area has median household incomes that range from $17,236 to $82,841 according to the 2012-2016 ACS 5-Year Estimates. According to the 2010 Census, 33 census blocks out of the 51 total census blocks that contain a population within the project area have a minority population of 50 percent or more of the total population.

Based on an analysis of the 2010 Census data and 2012-2016 ACS data for the proposed project area, EJ populations exist in the project area; however, the proposed action would not disproportionately affect known minority or low-income populations. None of the business impacted were observed to be unique to the area or serve a specific population. Furthermore, the proposed project would not restrict access to any existing public or community services, businesses, commercial areas, or employment centers. In the long-term, the entire community, including minority and low-income populations, would benefit from the proposed project, including improved mobility, reduced traffic congestion, and improved safety.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, impacts to EJ populations are not anticipated.

5.6.2 Limited English Proficiency

Executive Order 13166 calls for all agencies to ensure their federally conducted programs and activities are readily accessible to LEP individuals. As defined by the USDOT, LEP persons as individuals with a primary or home language other than English who must, due to limited fluency in English, communicate in their primary or home language if the individuals are to have an equal opportunity to participate effectively in or benefit from any aid, service, or benefit provided by the transportation provider or other USDOT recipient.

Within the study area, 12 percent of the total population speaks English less than "very well." The languages spoken by LEP individuals include Spanish (10 percent), Asian/Pacific Island languages (1 percent) and Indo-European and other languages (less than 1 percent).

LEP persons would continue to be given the opportunity for meaningful involvement in the NEPA process. A public meeting was held on March 28, 2017. To accommodate LEP persons, the public meeting notices were published in English and Spanish. A Spanish-speaking member of the study team was in attendance at the 2017 public meeting; however, assistance in Spanish was not requested. It is anticipated that Spanish interpretation/translation services would be requested at future public involvement events for the proposed project; therefore, bilingual staff members would also be available at the future public hearing. Throughout the NEPA process, LEP persons would be given meaningful and sufficient access to programs, services, and information that TxDOT provides. The future public hearing notices and comment forms would be provided in English and Spanish, Spanish speaking team members would be present, and an interpreter would be available upon request.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, impacts to LEP populations are not anticipated.

5.7 Visual/ Aesthetics Impacts

The project corridor is generally at-grade with the adjacent properties. This consistent elevation presents unobstructed views across the facility from either side. The view towards the road is not typically obstructed from grade separated roadways except at cross street overpasses and interchanges such as IH 635, Beltline Road, and Collins Road. The view towards the roadway is nondescript and spans across to the other side of the facility. The views from the road are generally of commercial businesses, apartment complexes, and warehouse type structures. East of Beltline Road, the views from the road transitions to more undeveloped open properties with trees and vegetation. The proposed project would not substantially change the views and setting from the existing conditions within the project limits. The roadway improvements would improve the roadway existing conditions; therefore, no substantial visual impacts are anticipated for views towards and from the roadway.

Section 136 of the Federal Aid Highway Act of 1970 (Public Law 91-605) requires consideration of aesthetic values in the highway planning process. Minor aesthetic features were observed within the project limits. Current aesthetic features include lighting, landscaping at certain locations, overpass railings, and bridge enhancements. Urban design concepts have been developed to help blend the project into the adjacent communities. Additional aesthetic design concepts could be incorporated into the project if additional funding from local governments, interest groups, and organizations could be secured. Additional features such as railing and lighting would be at the discretion of the local jurisdictional areas along the project corridor. Aesthetic improvements associated with the proposed project would follow current TxDOT aesthetic guidelines and would be equal to or improve the existing conditions.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, visual impacts are not anticipated.

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 (ACT) apply to these projects. Compliance with these laws often requires consultation with the Texas Historical Commission (THC)/Texas State Historic Preservation Officer (SHPO) and/or federally-recognized tribes to determine the project's effects on cultural resources. The evaluation of impacts to cultural resources has been conducted in accordance with the Programmatic Agreement among FHWA, TxDOT, the SHPO and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings. Review and coordination of this project followed approved procedures for compliance with federal and state laws.

5.8.1 Archeology

A background study determined that approximately 96.4 percent of the area of potential effect (APE) is located within previously developed or highly disturbed setting with negligible potential for archeological deposits. The remaining approximately 3.6 percent of the APE is determined to contain a reasonable context and considered to have a moderate to high potential for containing prehistoric archeological resources because these areas were located outside existing transportation corridors and have likely avoided substantial ground disturbances. Subsequently, an intensive pedestrian survey was conducted in the moderate to high probability areas that have avoided significant ground disturbances identified within the APE. As deep subsurface impacts are proposed within the East Fork Trinity River floodplain and near Long Creek, backhoe trenching was performed to sufficiently assess for deeply buried archeological sites where these deeper impacts would occur.

The purpose of the archeological survey is to ensure compliance with Section 106 of the NHPA, as amended, and the ACT. An inventory of archeological resources (as defined by Code of Federal Regulations, Title 36, Section 800.4 [36 CFR 800.4]) was conducted within the proposed project area to identify and evaluate any identified resources for their eligibility for inclusion in the National Register of Historic Places (NRHP), as per Section 106 (36 CFR Part 800), or for designation as State Antiquities Landmarks (SAL) under the ACT and Texas Administrative Code, Title 13, Chapter 26 (13 TAC 26). The intensive archeological survey included shovel testing and backhoe trenching under Texas Antiquities Permit Number 8530. The shovel testing was conducted on October 9 and 10, 2018. Due to unseasonably wet winter and high gauge water levels for the East Fork Trinity River, the backhoe trenching was conducted on March 21 and 26, 2019.

The survey concluded that no archeological sites needed to be documented and that no artifacts were observed within the APE; therefore, no adverse effects were determined. It was recommended that the proposed project proceed without further archeological investigations. SHPO concurred with this determination on April 26, 2019 (see **Appendix G**). The Archeological Background Study Report, Antiquities Permit Application for Archeology, THC Permit, and **Archeological Survey Report** prepared for the proposed project are available at the TxDOT Dallas District office.

Consultation with federally-recognized Native American tribes was initiated on April 17, 2019 with a 30-day review period ending on May 17, 2019. See **Appendix G** for tribal coordination documentation.

In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, impacts to archeological resources are not anticipated.

5.8.2 Historic Properties

A historic resources reconnaissance survey of architectural and engineering resources located along the US 80 project was conducted to identify historic-age resources in compliance with Section 106 of the NHPA. Historic-age resources are defined as buildings, structures, objects, districts, or sites that are or will be 50 years old or older on the date the project is let for construction. A reconnaissance survey report included data concerning resources constructed in or prior to 1976. The report concluded that there were 45 historic-age resources within the APE, which were evaluated for NRHP eligibility.

A review of the NRHP, the list of SAL, the list of Recorded Texas Historic Landmarks (RTHL) and TxDOT historic files indicate that one resource, the Big Town Boulevard Bridge (National Bridge Inventory ID. 180570009510124), is located within the APE. The bridge, built in 1959, was previously recommended as eligible for inclusion in the NRHP under Criterion C for engineering at the state level of significance because the bridge features an early use of neoprene bearing pads, an innovative technology at that time.

No additional historic-age resources were recommended to be eligible for inclusion in the NRHP as a result of survey efforts. No controversy exists regarding project effects on historic properties. Refer to **Appendix G** for correspondence and documentation with the Dallas County Historical Commission, Historic Mesquite, Inc., Kaufman County Historical Commission, and the City of Dallas Historic Preservation Section.

The Build Alternative would require the demolition of the Big Town Boulevard Bridge. Because the proposed project would require the demolition of the bridge, which would be considered an adverse effect to a NRHP-eligible resource, a Section 4(f) Programmatic Evaluation was required. In addition, TxDOT guidance requires a process of forming a Historic Bridge Team (HBT) to gather project-specific information of the bridge and to develop a HBT report that would be presented and coordinated with THC. In addition, the Big Town Boulevard Bridge would be marketed for adoption through the Historic Bridge Legacy Program. The Historic Bridge Legacy Program facilitates the adoption of historic bridges to find a new public use for bridges listed in or eligible for listing in the NRHP. The Historic Bridge Adoption Information Packet for the Big Town Boulevard Bridge was posted on May 9, 2018 for public viewing on the TxDOT website (https://www.txdot.gov/inside-txdot/division/environmental/adopt-historic-bridge.html). All letters of interest and/or reuse proposals would be accepted until June 10, 2019.

Concurrence with non-archeological Section 106 findings of eligibility and effects was received from THC on May 3, 2019. The THC concurred with the findings and had no comments on the Section 4(f) programmatic determination. The proposed project is pending coordination with the Advisory Council of Historic Preservation (ACHP). The Section 106 correspondence and concurrence letter are included in **Appendix G**.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, impacts to historic resources are not anticipated.

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

No properties funded by the Land and Water Conservation Fund (LWCF) were identified within the proposed project limits; therefore, a Section 6(f) Evaluation is not required.

The proposed project would not result in any taking or use of any public land designated and used prior to the arrangement of the project as a park, recreation area, scientific area, wildlife refuge, or historic site, as defined in Chapter 26 of the Parks and Wildlife Code (PWC); therefore, Chapter 26 requirements do not apply to the proposed project.

As mentioned in Section 5.8.2, it was determined that a Section 4(f) resource is present within the project limits. Because the proposed project would result in the demolition of the Big Town Boulevard Bridge, an NRHP eligible property, Section 4(f) requirements apply. The Section 4(f) documentation for this eligible historic bridge is included in **Appendix H**. The following parks are located adjacent to the proposed project: Westover Greenbelt Park, Samuell Mesquite Park and Samuell Farm. These parks would not be impacted by the proposed project; therefore, Section 4(f) would not apply to these sites.

The No-Build Alternative would not result in impacts to Section 4(f), Section 6(f) or Chapter 26 properties.

5.10 Water Resources

Water resources within the proposed project area are summarized in the following sections. The study area for water resources includes existing and proposed ROW, drainage easements for the project, and any water resources outside the project limits but with potential to be affected. Detailed information can be found in the **Water Resources Technical Report** completed for the proposed project and available at the TxDOT Dallas District office.

5.10.1 Clean Water Act Section 404

Pursuant to Section 404 of the Clean Water Act (CWA), an investigation was conducted to identify potential jurisdictional Waters of the United States (WOUS), including wetlands, within the study area. Field reconnaissance conducted on various days in August, September, October, and November 2017 and May 2018 identified potentially jurisdictional WOUS that could be impacted by the proposed project. In addition to field observations of stream ordinary high water marks (OHWM) and wetland features, the survey team analyzed United States Geological Survey (USGS) topographic maps Federal Emergency Management Agency (FEMA) maps and current and past color aerial photography to identify WOUS.

The proposed project contains 19 single and complete water crossings. There are 24 water features and 5 wetland features contained within those crossings. The placement of temporary or permanent dredge or fill material into potentially jurisdictional WOUS would be authorized under Nationwide Permit (NWP) 14 with a Pre-Construction Notification (PCN), and under NWP 25 without a PCN. A summary of the features identified, impacts, and proposed Section 404 permitting are provided in **Table 5-1** and more details are provided in the in the **Water Resources Technical Report**.

1 **Table 5-1: Water Features**

Crossing No.	Feature Name	Existing Structure	Proposed Work or Structure	Delineated Linear Feet and/or Acres	Approximate Permanent Fill Impacts (LF and acres)	Approximate Temporary Fill Impacts (LF and acres)	Proposed Section 404 Permit
1	Intermittent tributary to South Mesquite Creek (1A)	3 - 6'x6' box culverts	Existing structure to be removed. 4 - 7'x4' box culverts (new location), riprap	785/ 0.13	114/ 0.04	671/ 0.09	NWP 14
	Intermittent tributary to South Mesquite Creek (1B)			101/ 0.011	6/ 0.001	95/ 0.01	
2	Intermittent tributary to South Mesquite Creek	Bridge	Existing bridge to remain	341/ 0.22	0	341/ 0.22	NWP 25
3	Intermittent tributary to South Mesquite Creek	3 - 10'x9' box culverts, bridge	Existing bridge to remain, existing culverts to be extended, riprap	248/ 0.16	73/ 0.04	175/ 0.12	NWP 14
4	South Mesquite Creek (perennial)	Bridges	Existing structure to be removed. New bridges, riprap	980/ 0.90	214/ 0.02	766/ 0.88	NWP 25
5	Intermittent tributary to South Mesquite Creek	3 - 8' x 4' box culverts	Existing culverts to be extended, fill from proposed entrance ramp	207/ 0.08	101/ 0.06	106/ 0.02	NWP 14
6	Intermittent tributary to South Mesquite Creek	2 - 8' x 7' box culverts	Existing culverts to be extended, riprap	318/ 0.16	103/ 0.04	215/ 0.12	NWP 14
7	Intermittent tributary to South Mesquite Creek	2 - 7' x 5' box culverts	Remove existing structure. 3 - 7' x 5' box culverts, riprap, retaining wall	198/ 0.05	54/ 0.02	144/ 0.03	NWP 14
8	Intermittent tributary to North Mesquite Creek	2 - 5' x 3' box culverts	Existing structure to be removed. 5' x 3' and 2 - 5' x 2' box culverts, retaining wall	221/ 0.014	176/ 0.004	45/ 0.01	NWP 14
9	North Mesquite Creek (perennial) (9A)	Bridges	Bridge widening, riprap	411/ 0.28	42/ 0.01	369/ 0.27	NWP 25
	Intermittent tributary to North Mesquite Creek (9B)			161/ 0.02	-	161/ 0.02	

Crossing No.	Feature Name	Existing Structure	Proposed Work or Structure	Delineated Linear Feet and/or Acres	Approximate Permanent Fill Impacts (LF and acres)	Approximate Temporary Fill Impacts (LF and acres)	Proposed Section 404 Permit
10	Intermittent tributary to Long Creek	2 - 8' x 4', 7' x 4', and 7' x 4' box culverts	Existing structure to be removed. 2 - 7' x 4' box culverts, riprap	54/ 0.014	37/ 0.01	17/ 0.004	NWP 14
11	Long Creek (perennial) (11A)	6 - 10' x 10' box culverts	-	1,028/ 0.35	-	1,028/ 0.35	NWP 14 with PCN
	Intermittent tributary to Long Creek (11B)			112/ 0.01	-	112/ 0.01	
	Wetland (11C)			NA/ 0.22	NA/ 0.03	NA/ 0.19	
12	Perennial tributary to Long Creek	3 - 10' x 10' box culverts	Existing structure to be removed. 4 - 10' x 7' box culverts	751/ 0.16	657/ 0.14	94/ 0.02	NWP 14 with PCN
13	Intermittent tributary to Long Creek	5' x 5' box culvert	Existing structure to be removed. 48" RCP	251/ 0.012	197/ 0.01	54/ 0.002	NWP 14
14	Intermittent tributary to Long Creek	2 - 6' x 6' MBC and 4 - 48" RCP	Existing structure to be removed. 4 - 48" RCP, riprap	289/ 0.05	117/ 0.03	172/ 0.02	NWP 14
15	Wetland	42" RCP	Existing structure to be removed. 2 – 36" RCP	NA/ 0.44	NA/ 0.01	NA/ 0.43	NWP 14 with PCN
16	Intermittent tributary to East Fork Trinity River (16A)	Bridge	Existing structure to be removed. New bridge, riprap	553/ 0.16	301/ 0.06	252/ 0.10	NWP 25, and NWP 14 with PCN
	Intermittent tributary to East Fork Trinity River (16B)			447/ 0.321	9/ 0.001	438/ 0.32	
	Wetland (11C)			NA/ 0.737	-	NA/ 0.737	
	Wetland (11D)			NA/ 0.074	NA/ 0.074	-	

Crossing No.	Feature Name	Existing Structure	Proposed Work or Structure	Delineated Linear Feet and/or Acres	Approximate Permanent Fill Impacts (LF and acres)	Approximate Temporary Fill Impacts (LF and acres)	Proposed Section 404 Permit
17	Intermittent tributary to the East Fork Trinity River (17A)	Bridge	Existing structure to be removed. New bridge	396/ 0.35	-	396/ 0.35	NWP 25
	Pond/ Open Water (17B)			NA/ 0.26	-	NA/ 0.26	
	Wetland (17C)			NA/ 0.28	NA/ 0.02	NA/ 0.26	
18	East Fork Trinity River (perennial) (18A)	Bridge	Existing structure to be removed. New bridge	392/ 0.851	9/ 0.001	383/ 0.85	NWP 25
	Intermittent tributary to the East Fork Trinity River (18B)			181/ 0.034	34/ 0.004	147/ 0.03	
19	Thompson Slough (19A)	Bridge	Existing structure to be removed. New bridge, riprap	2,463/ 1.93	332/ 0.06	2,131/ 1.87	NWP 14 with PCN, NWP 25
	Wetland (19B)			NA/ 0.11	NA/ 0.11	-	

‘ – foot
“ – inch
LF – Linear Feet
OWHM – Ordinary High Water Mark
NWP – Nationwide Permit
NWP 14 – Linear Transportation Projects
NWP 25 – Structural Discharges
PCN – Preconstruction Notification
MBC – Multiple Box Culvert
RCP – Reinforced Concrete Pipe

Source: Project Team, June 2018.

5.10.2 Clean Water Act Section 401

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

Section 401 Water Quality Certification would be required for the proposed project. The Section 401 Certification requirements for NWP 14 and 25 would be met by implementing a Storm Water Pollution Prevention Plan (SW3P). The SW3P would include at least one BMP from the Tier 1 401 Water Quality Certification Conditions for NWPs as published by the Texas Commission on Environmental Quality (TCEQ). These BMPs would address each of the following categories:

- Category I Erosion Control would be addressed by using temporary vegetation, permanent seeding/sodding and stone outlet structures such as stone riprap.
- Category II Sedimentation Control would be addressed by installing silt fence, rock berms and mulch filter socks.
- Category III Post-Construction Total Suspended Solids control would be addressed by installing vegetative-lined drainage ditches.

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

The potential for project-related encroachment-alteration effects on water quality would be mitigated through permanent (post-construction) BMPs as described above. To minimize the potential for adverse impacts, BMPs would be regularly inspected and proactively maintained. BMPs would be implemented to ensure that water quality impacts would not be significant; therefore, mitigation is not considered.

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to water quality are anticipated.

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.”

Based on the current design analysis, there are no practicable alternatives to construction in wetlands. The wetlands would incur permanent temporary impacts due to construction activities associated with bridge replacements/modifications, culverts, and drainage improvements. Without these activities, water would not flow between the bridge columns or through the culverts appropriately and could result in negatively affecting the integrity

of the proposed structure. As the project progresses through the Plans, Specifications, and Estimates (PS&E) stage, a more detailed drainage study would occur which may reduce the potential impacts to the wetlands.

The proposed action includes all practicable measures to minimize harm to wetlands. Impacts on wetlands would be minimized by keeping the construction footprint as small as possible while enabling construction that meets all requirements for the proposed project's implementation. The construction contractor would be required to avoid and minimize unnecessary impacts on wetlands during construction and BMPs would be implemented.

When taking economic, environmental, and other pertinent factors into consideration, impacts to the wetlands cannot be completely avoided based on the current design. However, impacts to the wetlands would be minimized to the greatest extent practicable and permitted through the appropriate Section 404 permit. Further information is provided in the **Water Resources Technical Report** available for review at the TxDOT Dallas District office.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, impacts to wetlands are not anticipated.

5.10.4 Rivers and Harbors Act

Based on a project scoping analysis, it was determined that neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter. The proposed project does not include construction activities in or over a navigable WOUS; therefore, Sections 9 and 10 of the Rivers and Harbors Act do not apply.

5.10.5 Clean Water Act Section 303(d)

According to the 2014 Texas Integrated Report - Texas 303(d) List (Category 5) and the 2014 Index of All Impaired Water, the proposed project is within 5 linear miles of an impaired assessment unit, is within the watershed of the unit, and drains to the unit. The impaired waterbody is detailed in **Table 5-2**. The constituents of concern are sulfate and total dissolved solids. The proposed project is not anticipated to contribute to the constituents of concern.

Table 5-2: Impaired Assessment Unit

Watershed	Segment Name	Segment Number	Assessment Unit Number
North Mesquite Creek - East Fork Trinity River	East Fork Trinity River	0819	0819_01

Source: Project Team, October 2018.

To date, TCEQ has not identified (through either a total maximum daily load (TMDL) or the review of projects under the TCEQ MOU) a need to implement control measures

beyond those required by the construction general permit (CGP) on road construction projects. Therefore, compliance with the project's CGP, along with coordination under the TCEQ MOU for certain transportation projects, collectively meets the need to address impaired waters during the environmental review process. As required by the CGP, the project and associated activities will be implemented, operated, and maintained using best management practices to control the discharge of pollutants from the project site.

5.10.6 Clean Water Act Section 402

Since Texas Pollutant Discharge Elimination System (TPDES) CGP authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the project. The Project Development Process Manual and the PS&E Preparation Manual require a SW3P be included in the plans of all projects that disturb one or more acres. The Construction Contract Administration Manual requires that the appropriate CGP authorization documents (notice of intent or site notice) be completed, posted and submitted, when required by the CGP, to TCEQ and the MS4 operator. It also requires that projects be inspected to ensure compliance with the CGP.

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

5.10.7 Floodplains

The project area includes Dallas and Kaufman counties and the cities of Mesquite, Dallas, and Forney and the Town of Sunnyvale. These local governments are all participants of FEMA's National Flood Insurance Program. The FEMA's Floodplain Insurance Rate Maps (FIRMs) were reviewed to determine flood zones within the area for the proposed project. The project area crosses five FIRMs: FEMA Map Number 48113C0370K, July 7, 2014; FEMA Map Number 48113C0390K, July 7, 2014; FEMA Map Number 48113C0395K, July 7, 2014; FEMA Map Number 48257C0025D, July 3, 2012; and FEMA Map Number 48257C0040D, July 3, 2012. There are 20 crossings of the flood zone for the proposed project. For more information, refer to the attachments in the **Water Resources Technical Report**.

The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, without causing significant damage to the facility, stream or other property. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances. Coordination with the local Floodplain Administrator would be required.

This project is subject to and will comply with federal EO 11988 on Floodplain Management. The department implements this EO on a programmatic basis through its Hydraulic Design Manual. Design of this project will be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project will not result in a "significant encroachment" as defined by FHWA's rules implementing EO 11988 at 23 CFR 650.105(q).

Under the No-Build Alternative, the proposed improvements would not occur; therefore, impacts to floodplains are not anticipated.

5.10.8 Wild and Scenic Rivers

Based on a project scoping analysis, it was determined that the Build and the No-Build Alternative would not have an impact on wild and scenic rivers.

5.10.9 Coastal Barrier Resources

Based on a project scoping analysis, it was determined that the Build and the No-Build Alternative would not have an impact on coastal barrier resources.

5.10.10 Coastal Zone Management

Based on a project scoping analysis, it was determined that the Build and the No-Build Alternative would not result in impacts within coastal zones.

5.10.11 Edwards Aquifer

Based on a project scoping analysis, it was determined that the Build and the No-Build Alternative would not have an impact on the Edwards Aquifer.

5.10.12 International Boundary and Water Commission

Based on a project scoping analysis, it was determined that the Build and the No-Build Alternative would not include any proposed activities that cross or encroach upon the floodplains of United States Section of the International Boundary and Water Commission flood control projects or ROW.

5.10.13 Drinking Water Systems

The Build Alternative is in the Trinity River Basin (Hydrologic Unit Code 12030103) and the Trinity Aquifer. Registered water wells were not identified within the proposed project footprint. In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges (Item 103, Disposal of Wells), any drinking water wells would need to be properly removed and disposed of during construction of the project.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, impacts to drinking water systems are not anticipated.

5.11 Biological Resources

The following subsections address potential impacts to biological resources within the project area, which is located within the Blackland Prairie Ecoregion as described in the 2011 Texas Conservation Action Plan (TCAP). The TCAP identifies issues associated with new transportation projects which may negatively impact species of greatest conservation need (SGCN), rare communities, and habitats on which they depend in this region. Transportation improvements, whether upgrades of existing facilities or new construction, may disconnect intact habitats, contribute to stormwater pollution, and provide barriers to wildlife movements.

The proposed transportation improvements are not expected to alter existing travel corridors to aquatic and terrestrial wildlife. After construction is completed, the areas of bare ground resulting from the construction activity would be reseeded/revegetated according to TxDOT standards. For more information regarding biological resources refer to the **Tier I Site Assessment and Biological Evaluation** available at the TxDOT Dallas District office.

5.11.1 Texas Parks and Wildlife Coordination

Based on the results of the Tier I Site Assessment, early coordination with Texas Parks and Wildlife Department (TPWD) was initiated on July 19, 2018. Comments received from TPWD included concerns about impacts at drainage easements and culverts; potential impacts to Samuell Mesquite Park, Samuell Farm North Park, or Samuell Farm managed areas; minimizing impacts to riparian vegetation and minimizing invasive plant species introduction; the removal of vegetation during the bird nesting season; and, driving large equipment in streams.

Additional comments from TPWD consisted of recommendations to span stream crossings where possible, design and install culverts to minimize impacts to streams and stream flows, in addition to requests relating to streams that are straightened/channelized as permanently impacted, dewatering activities, and excavation in stream beds. TPWD also recommended use of the specification on bird nest exclusion devices and daily inspection of nests during nesting season to avoid and minimize birds that may be caught in screening materials.

TxDOT provided responses to the comments and the coordination with TPWD was completed on September 28, 2018. The early coordination exchanges are included in **Appendix G**.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, TPWD coordination is not anticipated.

5.11.2 Impacts to Vegetation

The existing habitat types in the project area consist of approximately 2.88 acres of agriculture, 5.72 acres of disturbed prairie, 4.22 acres of water, 10.36 acres of riparian, 1.35 acres of tall grass prairie/grassland, and 657.76 acres of urban. As the US 80 corridor is planned as a reconstruction project, vegetation impact acreages were calculated for all of the vegetation within the project area.

The agriculture habitat type consists of row crops. This type provides limited habitat for wildlife as the fields are a monoculture and lay fallow at times during the year. The tall grass prairie/grassland habitat type consists of native grasses, invasive species to some degree, and some woody vegetation which provides suitable habitat for a variety of wildlife.

Urban landscapes contain developed areas with structures, roads, parking areas, landscaped vegetation, and undeveloped properties. This type of land cover is not considered to offer suitable habitat to wildlife. Disturbed prairie habitat types may contain invasive shrubs, woodlands, and grasses. This type of habitat generally provides minimal habitat for wildlife. However, certain species that have adapted more readily to co-exist with an urban environment can utilize some of these vegetated areas for foraging and habitat.

The primary water and riparian habitat types are associated with associated with the Trinity River and stream crossings in the project area. Vegetation associated with water features is limited to the aquatic feature margins and banks. Vegetation adjacent to water features provides riparian habitat typically comprised of trees, grasses, shrubs, and vines. These habitat types provide soil conservation, habitat biodiversity, and influence food and cover for fish, reptiles, resident and migratory birds, small mammals, invertebrates, and the predators that feed on the other species. These areas can provide important nesting and foraging habitat. There is the potential for some of the riparian vegetation to return over time after construction for those areas, such as the Elm Fork Trinity River, that would be bridged.

Pursuant to coordination with TPWD, standard language included in the Vegetation Resources section of the Environmental Permits, Issues, and Commitments (EPIC) sheet will include the following: preserve native vegetation to the extent practical; and contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751 and 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, impacts to vegetation are not anticipated.

5.11.3 Executive Order 13112 on Invasive Species

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

Under the No-Build Alternative, the proposed improvements would not occur; therefore, invasive species within the ROW as a result of the No-Build Alternative are not anticipated.

5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

This project is subject to and will comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping, effective April 26, 1994. The department implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. An approved seed mix would be used in revegetation of disturbed areas.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, impacts to vegetation are not anticipated.

5.11.5 Impacts to Wildlife

The proposed project is located within a mixed, predominately rural area undergoing development. The land uses adjacent to the proposed project include agriculture, single-family residential, commercial, institutional, and vacant land.

Species observed during the field reconnaissance consisted of species typical of an urban/agricultural area. Various avian species were observed during the field reconnaissance such as the eastern meadowlark (*Sturnella magna*), common grackle (*Quiscalus quiscula*), brown-headed cowbird (*Molothrus ater*), turkey vulture (*Cathartes aura*), and the mourning dove (*Zenaida asiatica*).

Minimal impacts to wildlife are anticipated. The proposed project would widen an existing roadway. The existing ROW and developed areas are routinely maintained. The more rural areas have been altered due to grazing or other agricultural practices. The human/urban disturbances that occur within and adjacent to the project area also limit which species would utilize habitat within the project area. Although some habitat would

be lost as a result of the proposed project, there is more suitable habitat outside of the existing corridor. Wildlife in the project area has and would continue to be slowly dominated by species that are better able to adapt to urban life. See **Section 5.11.11** for effects and impacts to federal and state-listed species.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, impacts to wildlife are not anticipated.

5.11.6 Migratory Bird Protections

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

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

Under the No-Build Alternative, the proposed improvements would not occur; therefore, no impacts to migratory birds are anticipated.

5.11.7 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (FWCA) was enacted to protect wildlife when federal actions result in the control or modification of a natural stream or body of water. The act requires federal agencies to consider the effect that water-related projects have on fish and wildlife resources; act to prevent loss or damage to these resources; and provide for the development and improvement of these resources.

To ensure compliance with the FWCA, early coordination with USFWS, National Marine Fisheries Service (NMFS) if applicable, and TPWD must be conducted if streams or water bodies would be modified under a Section 404 Individual Permit (IP). The proposed project is authorized under a Section 404 NWP with a PCN, not an IP; therefore, coordination under the FWCA would not be required.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, coordination under the FWCA is not anticipated.

5.11.8 Bald and Golden Eagle Protection Act of 2007

The Bald and Golden Eagle Protection Act, enacted in 1940, provides for the protection of the bald eagle and the golden eagle by prohibiting, except under certain specified conditions, the taking, possession, and sale of such birds. The bald eagle and golden eagle have the potential to migrate through the project area. Presence would be incidental during migration fly over. Foraging or roosting habitat border the project area near the

East Fork Trinity River. The proposed project is located along existing roadways and the human/urban disturbances that occur in this location would make it unlikely for the species to utilize the project area. No impacts to bald or golden eagles are expected.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, impacts to bald and golden eagles are not anticipated.

5.11.9 Magnuson-Stevens Fishery Conservation Management Act

There are no tidally influenced waters in Dallas and Kaufman counties, and the proposed project would not affect essential fish habitat. Therefore, it was determined that neither the Build nor the No-Build Alternative would have an impact on this resource. Coordination with the National Marine Fisheries Service (NMFS) is not required for either alternative.

5.11.10 Marine Mammal Protection Act

The proposed project would not affect marine mammals. Therefore, it was determined that neither the Build nor the No-Build Alternative would have an impact on this resource. Coordination with NMFS is not required for either alternative.

5.11.11 Threatened, Endangered and Candidate Species

The proposed project must comply with federal and state regulations for protecting and managing threatened and endangered fish, wildlife, and plant species. The Endangered Species Act of 1973 (ESA) affords protection for federally-listed threatened and endangered species and, where designated, critical habitat for these species. In general, the ESA protects both the species and the habitat. Environmental compliance under state jurisdiction in Texas follows a process similar to NEPA requirements and procedures. Details concerning state endangered or threatened animal species are contained in Chapters 67 and 68 of the Texas Parks and Wildlife (TPW) Code and Sections 65.171 - 65.176 of Title 31 of the TAC. Details concerning endangered or threatened plant species are contained in Chapter 88 of the TPW Code and Sections 69.01 - 69.9 of the TAC.

Five species were identified on the USFWS Official Species List for the proposed project. These are the golden-cheeked warbler (*Dendroica chrysoparia*), interior least tern (*Sterna antillarum*), piping plover (*Charadrius melodus*), red knot (*Calidris canutus rufa*), and whooping crane (*Grus americana*). For these species, either USFWS has not designated critical habitat or, if critical habitat has been designated, there is no critical habitat within the project area.

No suitable habitat containing oak-juniper woodlands or Ashe juniper woodlands was observed within the project area. Therefore, there would be no effect on the golden-cheeked warbler.

No suitable habitat containing sand or gravel bars, braided streams, or appropriate man-made structures for nesting are present within the project area for the interior least tern. The project would have no effect on the interior least tern.

The whooping crane is considered to be a potential migrant through the project area. However, there is no suitable habitat such as lakes, ponds, or marshes within the project area; therefore, the project would have no effect on the whooping crane.

The piping plover and red knot are included in the species list as needing consideration for wind energy projects. This is not a wind energy project, and no suitable habitat is present within the project area, so the project would have no effect on the piping plover or red knot.

Sixteen state-listed threatened or endangered species or SGCN were identified as being within range and having suitable habitat in the project area. A description of the species, their habitat, and the BMPs are in the following paragraphs.

Southern crawfish frog (*Lithobates areolatus areolatus*) and alligator snapping turtle (Macrochelys temminckii): Suitable habitat containing crawfish holes are present along the east bound US 80 frontage road just west of Lawson Road. Suitable habitat for the alligator snapping turtle is present within the project area at the East Fork Trinity River and its tributaries. Habitat for the southern crawfish frog occurs within the project area just inside Dallas County. Due to the presence of suitable habitat and a portion of this project occurring within Kaufman County, coordination with TPWD would be needed.

American peregrine falcon (*Falco peregrinus anatum*), Arctic peregrine falcon (*Falco peregrinus tundrius*), peregrine falcon (*Falco peregrinus*), white-faced ibis (*Plegadis chihi*) and wood stork (*Mycteria americana*): Each of these species are potential migrants through the project area. Their presence would be incidental during migration fly over. Preferred habitat for these species is located at the East Fork Trinity River. The proposed project is located along existing roadways and the human/urban disturbances that occur in this location would make it unlikely for the species to utilize the project area. No impacts are expected to occur to the species.

Plains spotted skunk (*Spilogale putorius interrupta*): Suitable floodplain, riparian, wooded, brushy areas are present at various locations within the project area.

Louisiana pigtoe (*Pleurobema riddellii*), sandbank pocketbook (*Lampsilis satura*), Texas heelsplitter (*Potamilus amphichaenus*), and Texas pigtoe (*Fusconaia flava*): Suitable habitat is present within the project area at the East Fork Trinity River and its perennial tributaries. The proposed project would consist of the removal of existing bridge structures at the East Fork Trinity River and construction of new bridge structures. Potential direct and indirect impacts could occur during the removal and construction activities.

Texas garter snake (*Thamnophis sirtalis annectens*) and timber/canebrake rattlesnake (*Crotalus horridus*): Suitable wet or moist microhabitats, floodplain, and riparian habitats are present at various locations within the project area.

Texas milk vetch (*Astragalus reflexus*): The presence of silty clay and urban soils within the project area provides suitable habitat; therefore, the species has the potential to occur within the project area.

Tree dodder (*Cuscuta exaltata*): Suitable *Quercus* sp., *Ulmus* sp., and other woody habitat are present within the project area, primarily in the more rural areas in the eastern portion of the project near the Elm Fork Trinity River.

BMPs will be implemented for the American peregine falcon, Arctic peregrine falcon, peregrine falcon, white-faced ibis, wood stork, migratory birds, plains spotted skunk, Louisiana pigtoe, sandbank pocketbook, Texas heelsplitter, Texas pigtoe, alligator snapping turtle, southern crawfish frog, Texas garter snake, and timber/canebrake rattlesnake. These BMPs are detailed in **Section 8.0** and in the EPIC sheet for the proposed project. There are no specific BMPs for the Texas milk vetch or tree dodder species; therefore, early coordination with TPWD was required and was completed on September 28, 2018. Additional details regarding the presence of potential species are available in the **Tier I Site Assessment**.

Under the No-Build Alternative, the proposed improvements would not occur; therefore, impacts to threatened, endangered and candidate species are not anticipated from the proposed project.

5.12 Air Quality

5.12.1 Transportation Conformity and Hot Spot Analysis

This project is located in Dallas and Kaufman counties, which are within the Dallas-Fort Worth area that has been designated by the U.S. Environmental Protection Agency (EPA) as a moderate nonattainment area for the 2008 Ozone national ambient air quality standards (NAAQS); therefore, the transportation conformity rules apply. Effective August 3, 2018, EPA designated Dallas and Kaufman counties as marginal nonattainment for the 2015 Ozone NAAQS. In accordance with 40 CFR 93.109(c), transportation conformity to this standard is required by August 3, 2019 (one year after the effective date).

The proposed action is consistent with NCTCOG's financially constrained 2045 MTP and the 2019–2022 TIP, which were initially found to conform to the TCEQ State Implementation Plan (SIP) by FHWA and Federal Transit Administration (FTA) on November 21, 2018 and September 28, 2018, respectively. The proposed improvement to the FM 460 bridge (CSJ. 0095-03-085) is part of a grouped category of projects that is not listed individually in the TIP. All projects in the NCTCOG 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. Copies of the MTP and TIP pages are included in **Attachment E**.

Per the TxDOT-TCEQ MOU, TCEQ will be afforded the opportunity to review and comment on the Draft EA. TxDOT will provide TCEQ with a Notice of Availability (NOA) notifying them that the environmental documents are available for review. The NOA will provide information on how to access the document electronically or request a hard copy.

5.12.1.1 Hot-Spot Analysis

The proposed 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.

5.12.2 Carbon Monoxide (CO) Traffic Air Quality Analysis

Traffic data for the ETC year 2027 and design year 2045 is estimated to be greater than 140,000 vehicles per day (vpd) in several sections along US 80 and IH 635; therefore, triggering the need for a Traffic Air Quality Analysis (TAQA). The traffic data used in the analysis was obtained from the TxDOT TP&P that approved traffic data for the proposed project on March 29, 2018.

CO concentrations for the proposed action were modeled using the CALINE 3 dispersion model and the EPA's Motor Vehicle Emissions Simulator (MOVES) model (2014) and factoring in adverse meteorological conditions and sensitive receptors at the ROW line in accordance with the Standard Operating Procedures for Complying with CO TAQA Requirements. Local concentrations of CO are not expected to exceed national standards at any time. The results of the analysis are summarized in **Table 5-3**.

Table 5-3: Estimated Maximum Carbon Monoxide Concentrations

Year	1-hour CO (Standard 35 ppm)	1-hour % NAAQS	8-hour CO (Standard 9 ppm)	8-hour % NAAQS
2027 (ETC Year)	2.3	6.6%	2.54	28.2%
2045 (Design Year)	2.2	6.3%	2.48	27.6%

Note: The NAAQS for CO is 35 parts per million (ppm) for the 1-hour standard and 9 ppm for the 8-hour standard. Analysis includes 1-hour background concentration of 1.9 ppm and 8-hour background concentration of 2.3 ppm per the TxDOT CO TAQA SOP (September 2015).

Source: Project Team, October 2018.

Refer to the **CO TAQA Technical Report** for the detailed analysis and is available at the TxDOT Dallas District office.

5.12.3 Mobile Source Air Toxics

A quantitative analysis of mobile source air toxics (MSATs) was completed for the base scenario (2018), design year Build Alternative in 2045 and design year No-Build

Alternative in 2045. The analysis indicates that a decrease in emissions can be expected for both the Build and No-Build Alternatives for the Build Alternative year 2045 versus the 2018 base year.

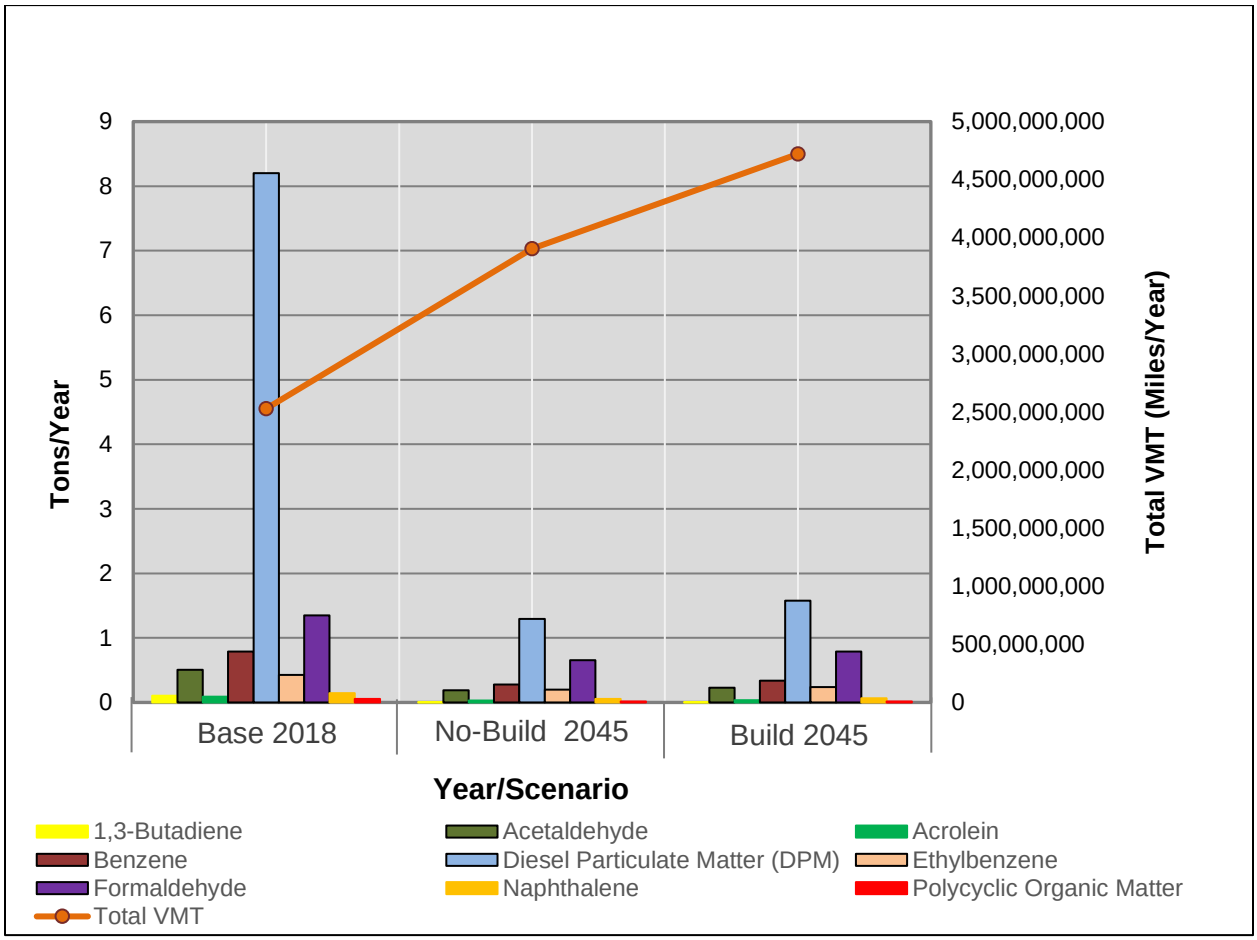
The quantitative assessment is derived from a methodology developed by the FHWA, and builds upon data generated about the regional transportation network by NCTCOG. This analysis is based on existing or base year (2018) and horizon year (2045) volumes of traffic that have been projected by the NCTCOG travel model and is reflected in Mobility 2045. The emission rates used in this analysis are from TxDOT's MSAT Emission Rate Look-up Table (ERLT 01/2017) which are developed based on the EPA's latest on-road emissions model MOVES2014 (Version October 2014).

The results of the US 80 Project MSAT analysis are shown below in **Table 5-4** and are represented graphically in **Figure 1**, which shows emissions for each primary MSAT for each affected network (i.e., base year and horizon year for Build and No Build scenarios), and **Figure 2**, which shows total MSAT emissions as compared to total VMT for each affected network.

Table 5-4: MSAT Emissions by Alternative (Tons/Year)

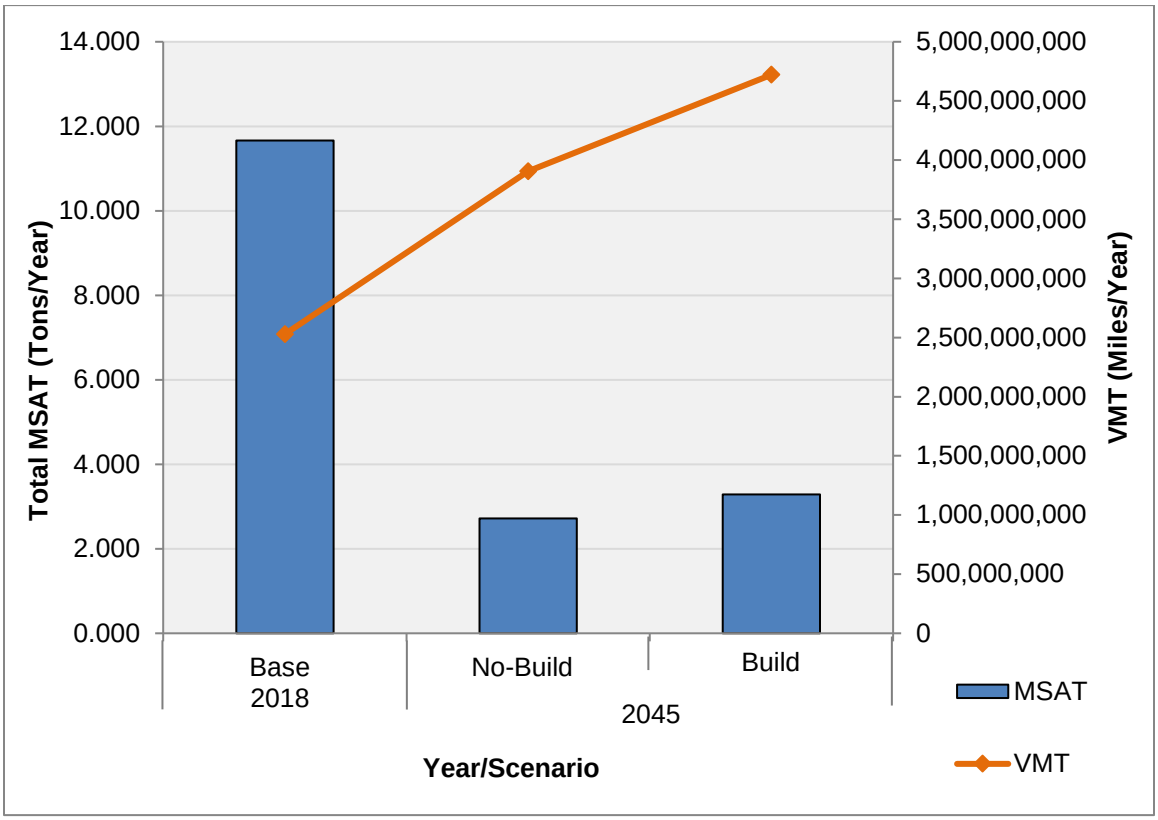
MSAT Compound	Year / Scenario			Percent Difference 2018-2045	
	2018 Base	2045 No-Build	2045 Build	No-Build	Build
1,3-Butadiene	0.102	0.002	0.003	-98	-97
Acetaldehyde	0.507	0.188	0.227	-63	-55
Acrolein	0.088	0.030	0.037	-66	-58
Benzene	0.790	0.279	0.336	-65	-57
Diesel Particulate Matter (DPM)	8.200	1.296	1.576	-84	-81
Ethylbenzene	0.426	0.200	0.237	-53	-44
Formaldehyde	1.350	0.655	0.789	-51	-42
Naphthalene	0.145	0.054	0.065	-63	-55
Polycyclic Organic Matter	0.055	0.013	0.016	-76	-71
Total MSAT Emissions (Tons/Yr)	11.664	2.718	3.287	-77	-72
Total VMT (Miles/Year)	2,528,919,574	3,905,964,591	4,721,333,603	54	87

Figure 1. Projected Changes in MSAT Emissions by Project Scenario over Time



Source: *NCTCOG Data and Project Study Team* (2019).

Figure 2. Total MSAT Emissions and VMT by Alternative



Source: *NCTCOG Data and Project Study Team* (2019).

The analysis indicates a decrease in total MSAT emissions can be expected for both the Build and No-Build Alternatives (2045) relative to the base year (2018). Emissions of total MSAT are predicted to decrease by approximately 72 percent in the 2045 Build Alternative compared with 2018 levels despite the expected increase in VMT for the Build Alternative. Accordingly, mitigation strategies for further reductions are not warranted. The Build Alternative, as compared to the No-Build Alternative, would have a difference of approximately 21 percent greater total MSAT emissions as well as VMT for year 2045.

The quantitative assessment of MSAT emissions relative to the Build Alternative has been provided acknowledging that this alternative may result in increased exposure to particular MSAT emissions in certain locations. The concentrations and duration of exposures are uncertain, however, and because of this uncertainty, the health effects from these emissions cannot be estimated. 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 additional lanes on US 80 and frontage roads contemplated as part of the Build Alternative will have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, there may be localized areas where ambient concentrations of MSAT could be higher under the Build Alternative than the No-Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections on US 80, particularly within and near the US 80/IH 635 interchange. 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 would 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.

Detailed information of this quantitative analysis can be found in the **Quantitative MSAT Technical Report** prepared for the project and available for review at the TxDOT Dallas District office.

5.12.4 Congestion Management Process

The proposed project is adding single-occupant vehicle capacity and is a project with FHWA/FTA involvement; therefore, a Congestion Management Process (CMP) analysis is required. The proposed project is within the Dallas-Fort Worth Transportation Management Area (TMA).

A CMP analysis was prepared in accordance to the TxDOT's Standards Operating Procedure for Complying with CMP Requirements and Standard Operating Procedures for Preparing Air Quality Statements. Results of the CMP analysis are included in detail in the Air Quality Technical Report available at the TxDOT Dallas District office and summarized below.

Committed congestion reduction strategies and operational improvements of the proposed project within the study boundary will consist of the addition of travel lanes, frontage road reconstruction to reduce bottlenecking, shared use lanes and pedestrian sidewalks. Other individual projects in the area are listed in **Table 5-5**.

Table 5-5: CMP Strategies

Location	Type	Implementation Date
US 80 – From IH 30 to Town East Boulevard	ITS	2016
US 80 – From Town East Boulevard to IH 635	ITS	2016
IH 635 – From IH 20 to IH 30	ITS	2014
IH 635 – From South of Gross Road to US 80	New Roadway	2016
US 80 – From IH 635 to North Galloway Avenue	Bottleneck Removal	2015
US 80 – From IH 635 to Kaufman County Line	ITS	2017
CS – On Lawson Road from Scyene Road to US 80	Addition of Lanes	2013
US 80 – From Dallas County Line to East of FM 548	ITS	2016
US 80 – From FM 460 to FM 740	Bottleneck Removal	2016

Source: NCTCOG, http://www.nctcog.org/trans/tip/tipins/, Transportation Improvement Program Information System (TIPINS) (Accessed April 2017).

5.12.5 Construction Air Emissions

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

The potential impacts of PM emissions would be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found on the TCEQ's TERP Website 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 would have any substantial impact on air quality in the area.

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to air quality are anticipated.

5.13 Hazardous Materials

The US 80 Project was investigated for known or possibly unknown hazardous materials contamination within the proposed project area and a **Hazardous Materials Initial Site**

Assessment (ISA) with a **Hazardous Materials Project Impact Evaluation (HMIE)** report was completed for the proposed project. The ISA document included the review of topographic maps, aerial photographs, project schematic, a regulatory database search and review, and results of site visits on June 12, 15, and 18, 2018. A review of the regulatory database reports dated April 26, 2018 for US 80 and June 18, 2018 for IH 635 was performed in general accordance with the American Society for Testing and Materials Practice Standard E1527-13.

The **HMIE** prepared for the proposed project identifies the potential hazardous materials concerns as they relate to project construction and/or ROW acquisition for concerns identified. Both the **ISA** and **HMIE** are maintained at and available for review at the TxDOT Dallas District office.

Based on the **ISA** and **HMIE**, there is a possibility for hazardous materials impacts to the project from existing hazardous materials sites within the proposed ROW and/or adjoining the project. A total of 43 sites were identified as having a potential environmental risk to the proposed project. These sites were assessed and grouped into one of three categories (low, moderate, or high environmental risk) as to their potential to affect the proposed project.

Low or No Environmental Risk: The issue has a low or no potential to affect the proposed project and no further investigations are required.

Moderate Environmental Risk: The issue has a moderate potential to affect the proposed project. 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.

High Environmental Risk: The issue has a high potential to impact the proposed project and further investigations, co-ordination, or contingencies may be required.

Seven sites were determined to be either a moderate or high environmental risk to the proposed project. The following are the moderate and high environmental risk sites:

- Six sites are determined to be a moderate environmental risk to impact the project:
  - Belt Line and US 80 Fuel Center/Chevron (Map ID 12) – 108 E. US 80, Mesquite: PST facility
  - Mesquite Center (U-Haul) (Map ID 13) – 2349 E. US 80, Mesquite: LPST, PST facility
  - Whip In 116 (Map ID 15) – 1101 E. US 80, Mesquite: PST facility
  - Shell Service Station/Grab & Go (Map ID 27) – 2031 N. Galloway Avenue, Mesquite: LPST, PST facility
  - Knox Super Stop (Map ID 35) – 14410 US 80, Forney: PST facility
  - Shell/7-Eleven/Chevron Station (Map ID 36) – 106 E. US 80, Mesquite: LPST, PST facility
- One site determined to be a high environmental risk to impact the project:

- County Line Truck Stop (Map ID 39) – 780 E. US 80, Sunnyvale: LPST, PST facility

The moderate and high environmental risk sites are shown on the **Project Resource Map** in **Appendix F**.

Further investigation was performed on the moderate and high risk sites in December 2018. Since Map ID 15 and 35 are not release sites, they were determined to be a lower risk to the project. Map ID 12 was discovered to have a prior release that had been listed at an incorrect location. For Map IDs 12, 13, 27, 36, and 39, TCEQ files were reviewed by Terracon Consultants, Inc. and a report submitted to TxDOT January 24, 2019. The Terracon TCEQ Records File Review Report is maintained in the TxDOT Dallas District project files.

Terracon determined Phase II environmental investigations were warranted at Map IDs 12, 13, 27, and 39. Map ID 36 was determined that affected soils and groundwater associated with the historic release would not likely be encountered during construction and therefore, further investigation was not warranted. The Phase II investigations are currently pending.

Although not considered potential hazardous material issues, other sites were identified during the site survey. Three natural gas pipeline crossings were determined to be of no environmental concern based on contents. Formal utilities location and advance planning would be required to facilitate pipeline and utilities adjustments and to otherwise avoid associated impacts. TxDOT Dallas District Subsurface Utility Engineering Coordinator and ROW will be responsible for the adjustments and displacements.

Additional information on these sites are provided in the **ISA** and **HMIE** available for review at the TxDOT Dallas District office.

Should unanticipated hazardous materials/substances be encountered during construction, TxDOT and/or the contractor would be notified and steps would be taken to protect personnel and the environment. Any unanticipated hazardous materials encountered during construction would be handled according to the applicable federal, state and local regulations per TxDOT Standard Specification. 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 the proposed project would be removed as soon as the work schedules permit. The contractor would initiate early regulatory agency coordination during project development.

The proposed project includes the demolition and/or 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.

Under the No-Build Alternative, impacts associated with hazardous materials are not anticipated.

5.14 Traffic Noise

A traffic noise analysis was prepared in accordance with TxDOT's (FHWA approved) *2011 Guidelines for Analysis and Abatement of Roadway Traffic Noise*. Details on the traffic noise analysis can be found in the **Traffic Noise Technical Report** available for review at the TxDOT Dallas District office. Sound from highway traffic is generated primarily from a vehicle's tires, engine, and exhaust, and is commonly measured in decibels. Sound occurs over a wide range of frequencies, but the human ear can detect sounds only within a certain range of high and low frequencies. Therefore, traffic noise modelling for roadway projects is adjusted to approximate the way an average person hears traffic sounds, and this adjustment is called A-weighting (expressed as 'dB(A)'). In addition, because traffic sound levels are never constant due to the changing number, type, and speed of vehicles, a single value is used to represent the average or equivalent sound level and is expressed as 'Leq.'

Existing and predicted traffic noise levels were estimated at 25 receiver locations listed in **Table 5-6,** shown in the **Project Resource Map** included in **Appendix F,** that represent 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 5-6: Traffic Noise Levels

Receiver	NAC Category	Noise Level (dB(A) Leq)				Noise Impact
		NAC	Existing	Predicted (2045)	Change (+/-)	
R1 - Forty 200 Apartments (patio)	B	67	73	76	+3	Yes
R1 - Forty 200 Apartments (2nd story balcony)	B	67	77	78	+1	Yes
R2 - Tripoint Square Apartments (playground)	C	67	72	75	+3	Yes
R3 - Deluxe Inn (pool)	E	72	67	69	+2	No
R4 - Rodeo Inn (pool)	E	72	65	67	+2	No
R5 - Carrera Run Apartments (patio)	B	67	72	72	0	Yes
R5 - Carrera Run Apartments (2nd story balcony)	B	67	76	77	+1	Yes
R6 - Pedestrian Trail/Park (Trailhead)	C	67	62	63	+1	No
R7 - Spanish Lagos Apartments (patio)	B	67	75	77	+2	Yes
R7 - Spanish Lagos Apartments (2nd story balcony)	B	67	78	79	+1	Yes
R8 - Baker Square Apartments (patio)	B	67	73	76	+3	Yes
R8 - Baker Square Apartments (2nd story balcony)	B	67	77	78	+1	Yes
R9 - Park Ridge Apartments (Pool)	B	67	67	69	+2	Yes
R10 - Willow Bend Nursing & Rehabilitation Center (Interior)	D	52	40	45	+5	No
R11 - Holy Tabernacle Christian Church (Playground)	C	67	67	72	+5	Yes
R12 - The Barons Apartments (patio)	B	67	62	67	+5	Yes
R12 - The Barons Apartments (2nd story balcony)	B	67	64	70	+6	Yes
R12 - The Barons Apartments (3rd story balcony)	B	67	66	72	+6	Yes
R13 - Falltree Apartments (patio)	B	67	68	74	+6	Yes
R13 - Falltree Apartments (2nd story balcony)	B	67	71	76	+5	Yes
R14 - Prescott Place Apartments (patio)	B	67	69	73	+4	Yes
R14 - Prescott Place Apartments (2nd story balcony)	B	67	71	77	+6	Yes
R15 - Mesquite High School Tennis Courts	C	67	71	71	0	Yes
R16 - Lil Rascals Learning Center (playground)	C	67	64	65	+1	No
R17 - Mission Ranch Apartments (patio)	B	67	75	76	+1	Yes
R17 - Mission Ranch Apartments (2nd story balcony)	B	67	78	79	+1	Yes
R18 - Mesquite Friendship Baptist Church (playground)	C	67	61	62	+1	No
R19 - Taco Cabana (outdoor seating)	E	72	71	72	+1	Yes
R20 - Samuell Farm (park)	C	67	61	63	+2	No

Table 5-6: Traffic Noise Levels

Receiver	NAC Category	Noise Level (dB(A) Leq)				Noise Impact
		NAC	Existing	Predicted (2045)	Change (+/-)	
R21 - Single-Family Residential	B	67	67	72	+5	Yes
R22 - Single-Family Residential	B	67	68	72	+4	Yes
R23 - New Hope Cemetery	C	67	67	69	+2	Yes
R24 - Single-Family Residential	B	67	63	69	+6	Yes
R25 - Beacon Hill Baptist Church (playground)	C	67	68	70	+2	Yes

Source: Project Team, March 2019. Note: NAC = Noise Abatement Criteria.

This analysis indicates that the Build Alternative would result in a traffic noise impact and the following noise abatement measures were considered: traffic management, alteration of horizontal and/or vertical alignments; acquisition of undeveloped property to act as a buffer zone and the construction of 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 to at least one impacted, first row receiver by at least 7 dB(A).

Noise barriers were determined to be the only feasible and reasonable noise abatement measure and are proposed for incorporation into the project. Results of the analysis are included in the **Traffic Noise Technical Report** available at the TxDOT Dallas District office. The noise barriers determined to be feasible and reasonable are listed in **Table 5-7** and displayed in **Appendix F** as listed below.

Table 5-7: Preliminary Traffic Noise Barrier Proposal

Barrier No.	Representative Receivers	Total # Benefitted	Length	Height in feet	Total Cost	$/Benefited Receiver
1	R1	12	20	435	$156,600	$13,050
2	R7 and R8	69	18	1,135[1]	$367,740	$5,330
3	R13 and R14	15	18	1,305[2]	$422,820	$28,188[3]
4	R17	9	16	180	$51,840	$5,760

Source: Project Team, March 2019.

[1] This barrier consists of two barriers, one 240 feet long and one 895 feet long.

[2] This barrier consists of six barriers; two 130 feet long, one 70 feet long, one 615 feet long, one 235 feet long and one 125 feet long.

[3] The cost per benefitted receiver for Barrier No. 3 exceeds the reasonableness criterion of $25,000, but is still being proposed under to cost averaging methodology.

Any subsequent project design changes may require a reevaluation of this preliminary noise barrier proposal. The final decision to construct the proposed noise barrier will 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, no new activities are planned or constructed along or within the following predicted (2045) noise impact contours in **Table 5-8**.

Table 5-8: Traffic Noise Contours

Location	Land use	Impact Contour Noise Level	Distance from ROW
From IH 30 to IH 635	NAC Categories B and C	66 dB(A) Leq	260 Feet
	NAC Category E	71 dB(A) Leq	60 Feet
From IH 635 to Belt Line Road	NAC Categories B and C	66 dB(A) Leq	320 Feet
	NAC Category E	71 dB(A) Leq	120 Feet
From Belt Line Road to FM 460	NAC Categories B and C	66 dB(A) Leq	335 Feet
	NAC Category E	71 dB(A) Leq	125 Feet

Source: Project Team, March 2019.

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

A copy of this traffic noise analysis would be available to local officials. On the date of approval of this document (Date of Public Knowledge), FHWA or TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

Under the No-Build Alternative, noise levels along US 80 would be expected to increase with an associated increase in traffic volumes.

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). For the Build Alternative, an analysis of indirect impacts followed the processes outlined in TxDOT's *Indirect Impacts Analysis Guidance* (July 2016). The **Indirect Impacts Analysis Technical Report** provides a detailed discussion of the indirect effects analysis and is available for review at the TxDOT Dallas District office.

An Area of Influence (AOI), or study area, for the indirect impacts analysis was established with a combined methodology of adopting property boundaries from the Dallas and Kaufman County Appraisal Districts, using the location of major parallel roadways, and input from City of Dallas, City of Forney, City of Mesquite and Town of Sunnyvale planners. A temporal frame of reference is necessary in addressing the range of impacts that may be caused by the proposed project in the future. Temporal boundaries for the indirect effects extend from construction of the Build Alternative until 2045, which is the project's design horizon year and correlates with the current MTP time frame.

Various methods were utilized to gather information regarding the existing and forecasted conditions of the AOI. Spatial analysis of geographic information system data layers, assessment of demographic trends, review of planning documents, and input from city planners were utilized. Communication with city planners provided the benefit of professional judgment based on years of service, knowledge of development trends particular to the AOI, and backgrounds as informed stakeholders in the planning and development of the proposed project. Planner input provided essential insights into the potential project-induced growth impacts within the AOI. The consensus of the city planners is that the proposed project would have highly-localized effects on future land use within the AOI. However, the project-induced growth impacts would be considered a positive benefit for the project area and surrounding communities. The city planners identified five areas that would be developed or redeveloped following construction of the proposed project. Approximately 218 acres of mixed-use or commercial development or redevelopment would either occur within these areas or would be expected to experience an acceleration of development or redevelopment. These induced growth areas would impact approximately 157 acres, approximately 2 percent of the existing non-urban land cover within the AOI. These non-urban land cover types include tallgrass prairie, grassland; agriculture; mixed woodland, shrubland; and riparian. These impacts are not anticipated to be substantial in consideration of the presence of human activity in the area, a combination of current and historic agricultural practices in the area and low likelihood that high quality wildlife habitat would be replaced by induced urban development.

Land development activities that may be induced by the proposed project are most likely to be private ventures regulated by each of the cities' land development ordinances. Any mitigation for project-induced land development impacts, which may arise after construction of the proposed project, would be overseen by the respective cities and would be the responsibility of the site developer. Further information on the induced

growth analysis is provided in the **Indirect Impacts Analysis Technical Report** and available for review at the TxDOT Dallas District office.

Under the No-Build Alternative, indirect and induced growth impacts are not anticipated.

5.16 Cumulative Impacts

The CEQ regulations [40 CFR § 1508.7] defines cumulative impacts (i.e., effects) as "the impact on the environment which results from the incremental impact of the proposed action when added to other past, present and reasonably foreseeable future actions." The purpose of a cumulative effects analysis is to assess the direct and indirect impacts of the proposed project within the larger context of past, present, and future activities that are independent of the proposed project, but which are likely to affect the same resources in the future. In accordance with TxDOT's *Cumulative Impacts Analysis Guidelines* (January 2019), the cumulative impacts analysis for the Build Alternative evaluated past, present and reasonably foreseeable actions that would impact waters of the U.S., including wetlands and vegetation and wildlife habitat. These resources were evaluated in the cumulative impacts analysis because direct and induced-growth impacts are expected to affect vegetation and wildlife habitats and the proposed project would cause permanent impacts to several water features subject to Section 404 regulations of the CWA. This analysis is detailed in the **Cumulative Impacts Analysis Technical Report** and available for review at the TxDOT Dallas District office.

The cumulative impact analysis considers both geographic and temporal study limits where applicable. A Resource Study Area (RSA) was determined using watershed characteristics to help analyze the water resources that could be potentially impacted by the proposed project. Vegetation types are influenced by the watershed area in which they are located; therefore, the watershed boundary is used as the RSA for both waters of the U.S., including wetlands, and vegetation and wildlife habitat. The RSA encompasses three sub-watersheds (South Mesquite Creek, North Mesquite Creek-East Fork Trinity River, Long Branch-Buffalo Creek), which include the proposed project corridor. The temporal boundaries for the cumulative impacts analysis extend from 1959 until 2045. These years correspond to the year the IH 30 facility was first constructed and the project's design horizon year that correlates with the current MTP time frame. Although the highway designation for the US 80 facility occurred in 1927, the IH 30 facility construction year was used as the past temporal boundary because it was a major influence in the start of development in the area in conjunction with the construction of IH 635 in 1970. The timeframe was determined to provide sufficient range of time to determine past actions and reasonably foreseeable actions to be included in the cumulative impacts analysis.

The overall effects of the proposed project combined with other actions are not considered substantial to both resources evaluated. The RSA encompasses approximately 63,833 acres. Existing water features consist of 4,636 acres or approximately 7 percent of the entire RSA. The direct, indirect, present and future actions would impact approximately 5 acres (1 acre from direct impacts and 4 acres from

present/future actions). In other words, approximately 0.01 percent of the existing waters of the U.S., including wetlands would be impacted. Within the entire RSA, estimated impacts to vegetation and wildlife habitat are approximately 1,303 acres (24 acres from direct impacts, 158 acres from indirect impacts, and 1,121 acres from present/future actions). Approximately 2 percent of vegetation and wildlife habitat within the entire RSA would be impacted.

Based on the cumulative impacts analysis performed for the waters of the U.S., including wetlands, and vegetation and wildlife habitat, it was determined that no further analysis is required and no substantial cumulative impacts would result from the Build Alternative.

Under the No-Build Alternative, cumulative impacts are not anticipated.

5.17 Construction Phase Impacts

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. Under the Build Alternative, these potential impacts are discussed as follows:

Construction Noise

Due to operations normally associated with road construction, there is a possibility that noise levels would be above normal in the areas adjacent to the ROW. 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. Due to the relatively temporary exposure periods imposed on any one receiver, extended disruption of normal activities is not considered likely. 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. In residential areas, major activity would be limited to normal work hours whenever practicable, to avoid noise and related impacts to the local population.

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 Pollution

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.

During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel PM from diesel powered construction equipment and vehicles. The potential impacts of PM emissions 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.[4] TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Additional discussion on fugitive dust and air emissions are included in Section 5.12 of this EA and in the **Air Quality Technical Report** which is available for review at the TxDOT Dallas District office.

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 would have any substantial impact on air quality in the area.

Light Pollution

Construction normally occurs during daylight hours; however, construction could occur during the night-time hours to minimize impacts to the traveling public during the daylight hours.

Due to the close proximity of businesses and residents to the project, if construction were to occur during the night-time hours, it would be of short duration. Construction during the night-time hours would follow any local policies and ordinances established for construction activities, such as light limitations.

Construction Vibration Impacts

Construction activities would be limited to the proposed project footprint. Vibration from construction equipment would be of short duration; however, excessive vibration from construction is not anticipated.

Temporary Lane, Road or Bridge Closures (Including Detours)

During the construction phase, traffic would follow the existing traffic patterns. 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

[4] Information about the TERP program can be found at: *http://www.tceq.state.tx.us/implementation/air/terp/*.

and visible signage for an alternative route would be displayed. Work on US 80 would be phased in such a manner to allow the roadway to remain open during construction. Access to businesses and residences would be maintained at all times and no detours are anticipated. However, in the event that road closures or detours are required, county and local public safety officials would be notified of the proposed road closures or detours. Detour timing and necessary rerouting of emergency vehicles would be coordinated with the proper local agencies. 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.

Under the No-Build Alternative, construction would not occur and 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

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

- SHPO (see Section 5.8.1): archeological coordination related to the project was completed on April 26, 2019. Coordination with the THC/SHPO regarding historic resources was completed on May 3, 2019. The coordination documentation including tribal coordination letters is included in **Appendix G**.
- TPWD (see Section 5.11): early coordination with TPWD regarding potential effects to natural resources was completed on September 28, 2018 (see attached TPWD Coordination in **Appendix G**). No further coordination with TPWD or with the USFWS would be required.
- Tribal Coordination: coordination with federally-recognized Native American tribes was initiated on April 17, 2019 with a 30-day review period ending on May 17, 2019. Coordination letters are included in **Appendix G**.

7.0 PUBLIC INVOLVEMENT

Stakeholder Meetings

Four stakeholder workgroup meetings were held in association with the proposed project. Three meetings were held at the TxDOT Dallas District office on January 12, March 14, and May 4, 2017. One stakeholder meeting was held at the City of Mesquite on May 11, 2018. The purpose of these meetings was to provide information on the proposed project,

gather feedback on the schematic design, and discuss project updates with local city and agency stakeholders within the project corridor.

Public Meeting

A public meeting was held on Tuesday, March 28, 2017. The purpose of the public meeting was to discuss and receive public comments on the proposed project. Representatives from TxDOT and project consultants were available to answer questions about the proposed project improvements. The meeting was held from 6 p.m. to 8 p.m. in an open house format with no formal presentation at the North Mesquite High School Cafeteria, located at 18201 Lyndon B. Johnson Freeway, Mesquite, Texas. Approximately 101 individuals attended the meeting. A total of 12 comments were submitted within the 15-day comment period which ended on April 12, 2017. The comments submitted were regarding design or engineering (frontage roads, ramping, drainage), construction phasing, access, and driveway improvements. Several individuals expressed their support for the proposed project and requested that the project be accelerated. The comment and response matrix for the public meeting is included in **Appendix I**.

Public Hearing

A public hearing for the proposed project is planned following approval of this draft EA. The NOA of the Draft EA will be published in both English and Spanish in various newspapers that serve the project area, and will also be available online at www.txdot.gov and www.keepitmovingdallas.com.

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

8.0 POST ENVIRONMENTAL CLEARANCE ACTIVITIES AND CONSTRUCTION CONTRACTOR COMMUNICATIONS

8.1 Post-Environmental Clearance Activities

Activities to be completed after environmental clearance are listed and discussed as follows:

1. Noise: traffic noise barriers are proposed to abate traffic noise. In accordance with TxDOT Guidelines for Analysis and Abatement of Roadway Traffic Noise, polling of adjacent property owners will take place to determine whether or not property owners desire the noise barriers. Additionally, traffic noise workshops will be held to provide information on the proposed noise barriers to adjacent property owners. The traffic noise workshops would be held after the public hearing. If the barrier status changes, additional notification will be made to affected property owners to

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

2. Utilities: utility relocations would be required throughout the corridor. Utility agreements and notice to owners would be required for this project prior to construction.
3. Section 404: The proposed project would require a NWP 14 with a PCN and a NWP 25 without a PCN. The PCN will be obtained before construction. The proposed project would comply with all general conditions of the NWP.
4. Section 401: The Section 401 Certification requirements for NWP 14 and 25 would be met by implementing a SW3P. The SW3P would include at least one BMP for erosion control, sediment control, and post-construction TSS control from the Tier 1 401 Water Quality Certification Conditions for NWPs as published by the TCEQ.
5. Section 402: project contractor will comply with the CGP, SW3P, and complete the appropriate authorization documents.
6. Wetlands: minimize impacts to wetlands during construction by keeping the construction footprint as small as possible while enabling construction that meets all requirements for the proposed project's implementation. BMPs would be implemented during construction.
7. Floodplains: notification and coordination with local floodplain administrator is required because the project is within the 100-year floodplain. This coordination will be completed prior to the start of construction.
8. Invasive Species: Preserve native vegetation to the extent practical. The contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751, & 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.
9. Migratory Birds: before construction use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction; and, schedule construction activities outside the typical nesting season.
10. Threatened, Endangered, and Candidate Species: The following BMPs would be implemented per the 2013 MOU (2017 Revision) for the proposed project.

    For the American peregrine falcon, Arctic peregrine falcon, bald eagle, peregrine falcon, white-faced ibis, wood stork and all other migratory birds, the following Bird BMPs and MBTA guidelines, as present as a Special Note on the PS&E EPIC sheet, would be implemented:

    - 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.
    - Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season.
    - Avoid the removal of unoccupied, inactive nests as practicable.

- Prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair.
- Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.
- In the event that migratory birds are encountered on-site during project construction, TxDOT will take all appropriate actions to prevent the take of migratory birds, their active nests, eggs, or young by the use of proper phasing of the project or other appropriate actions to include:
    - No active migratory bird nests (nests containing eggs and/or young) will be removed or destroyed at any time of the year.
    - No colonial nests (swallows, for example) on or in structures will be removed until all nests in the colony become inactive.
    - Measures, to the extent practicable, will be used to prevent or discourage migratory birds from building nests within portions of the project area planned for construction.
    - Inactive nests will be removed from the project area to minimize the potential for reuse by migratory birds.
    - Construction or demolition activities will be scheduled outside the typical nesting season (February 15 to October 1), and will comply with the previously listed prohibitive provisions of the MBTA, which apply year-round.
- 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.

For the plains spotted skunk the following BMP would be implemented:

- 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.

For the Texas garter snake and timber (canebrake) rattlesnake, the following Terrestrial Reptile BMPs would be implemented:

- 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.

- For open trenches and excavated pits, install escape ramps at an angle of less than 45 degrees (1:1) in areas left uncovered. Visually inspect excavation areas for trapped wildlife prior to backfilling.
- Inform contractors that if reptiles are found on project site allow species to safely leave the project area.
- Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter where feasible.
- Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.

For the Louisiana pigtoe, sandbank pocketbook, Texas heelsplitter, and Texas pigtoe, the following Freshwater Mussel BMPs would be implemented:

- When work is in the water; survey project footprints for state listed species where appropriate habitat exists.
- When work is in the water and mussels are discovered during surveys; relocate state listed and SGCN mussels under TPWD permit and implement Water Quality BMPs.
- When work is adjacent to the water; Water Quality BMPs implemented as part of the SWPPP for a construction general permit or any conditions of the 401 water quality certification for the project will be implemented. No TPWD Coordination required.

For the alligator snapping turtle and southern crawfish frog, the following Aquatic Reptile and Amphibian BMPs would be implemented:

- Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.
- Minimize impacts to wetland, temporary and permanent open water features, including depressions, and riverine habitats.
- Maintain hydrologic regime and connections between wetlands and other aquatic features.
- Use barrier fencing to direct animal movements away from construction activities and areas of potential wildlife-vehicle collisions in construction areas directly adjacent, or that may directly impact, potential habitat for the target species.
- Apply hydromulching 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.
- Project specific locations (PSLs) proposed within state-owned ROW should be located in uplands away from aquatic features.
- When work is directly adjacent to the water, minimize impacts to shoreline basking sites (e.g., downed trees, sand bars, exposed bedrock) and overwinter sites (e.g., brush and debris piles, crayfish burrows) where feasible.

- Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter, which may be refugia for terrestrial amphibians, where feasible.
- 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.
- 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.
- For culvert extensions and culvert replacement/installation, incorporate measures to funnel animals toward culverts such as concrete wingwalls and barrier walls with overhangs.
- When riprap or other bank stabilization devices are necessary, their placement should not impede the movement of terrestrial or aquatic wildlife through the water feature. Where feasible, biotechnical streambank stabilization methods using live native vegetation or a combination of vegetative and structural materials should be used.

11. Detours: county and local public safety officials would be notified of any road closures or detours during construction. Detour timing and necessary rerouting of emergency vehicles would be coordinated with the proper local agencies during construction.
12. Air Quality: implement fugitive dust control measures contained in standard specifications to minimize potential impacts of PM emissions during construction.
13. Hazardous Materials: Six sites are considered a moderate environmental risk and one site is considered a high environmental risk. Additional investigation and/or research is warranted to determine if these sites may potential affect the proposed project. Any unanticipated hazardous materials encountered during construction would be handled according to the applicable federal, state and local regulations per TxDOT Standard Specification.
14. Hazardous Materials for Bridge Structures: Bridge structures being demolished or renovated will need to be assessed and mitigated for asbestos and lead-containing-paint, as needed, within the construction process according to Standard Specification Item 6.10 (and applicable Provisions), and the TxDOT guidance document: Guidance for Handling Asbestos in Construction Projects, dated January 26, 2007.
15. Public Involvement: before construction, a notice of impending construction will be provided to owners of adjoining property and affected local governments and public officials.

8.2 Contractor Communications

1. Archeological Resources: if unanticipated archaeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT archaeological staff will be contacted to initiate post-review discovery procedures.
2. Wetlands: the construction contractor would be required to avoid and minimize unnecessary impacts on wetlands during construction.
3. Construction (TPDES): Contractor shall comply with the CGP and SW3P. Complete, post and submit notice of intent and notice of termination to TCEQ and the MS4 operator. Inspect the project to ensure compliance with the CGP.
4. Drinking Water Systems: if any unknown wells are encountered during construction activities, they would need to be properly plugged in accordance with state statutes.
5. Hazardous Materials: 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 the proposed project would be removed as soon as the work schedules permit. The contractor would initiate early regulatory agency coordination during project development.
6. Vegetation: Avoid and minimize disturbance of vegetation and soils. All disturbed areas would be revegetated, according to TxDOT specifications, as soon as it becomes practicable. In accordance with EO 13112 on Invasive Species, the Executive Memorandum on Beneficial Landscaping, and the 1999 FHWA guidance on invasive species, all revegetation would, to the extent practicable, use only native species. Furthermore, BMPs would be used to control and prevent the spread of invasive species.
7. Migratory Birds: take all appropriate actions to prevent the take of migratory birds, their active nests, eggs or young by the use of proper phasing of the project or other appropriate actions. Refer to **Section 8.1** for applicable BMPs.
8. Air Quality: 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.
9. Threatened, Endangered, and Candidate Species: if any species on Dallas or Kaufman County threatened and endangered species list is sighted in the project area during construction, construction would stop and contractor would notify the TxDOT Area Engineer. Refer to **Section 8.1** for applicable BMPs.

9.0 CONCLUSION

Implementation of the proposed project would not result in a significant impact on the human or natural environment. Therefore, a finding of no significant impact is recommended.

10.0 REFERENCES

Federal Emergency Management Agency (FEMA). 2016. FEMA National Flood Hazard Layer. Found at: https://www.fema.gov/national-flood-hazard-layer-nfhl. Accessed March 2018.

Natural Resources Conservation Service (NRCS). 2018a. 2018b. Web Soil Survey. Found at: http://websoilsurvey.nrcs.usda.gov. Accessed March 2018.

North Central Texas Council of Governments (NCTCOG). Found at: http://www.nctcog.org/ris/demographics/forecast.asp.

Texas Commission on Environmental Quality (TCEQ). 2014 Texas Integrated Report - Texas 303(d) List (Category 5). Found at: https://www.tceq.texas.gov/assets/public/waterquality/swqm/assess/14txir/2014_303d.pdf. Accessed March 2018.

Texas Department of Transportation (TxDOT)

2011. Guidelines for Analysis and Abatement of Roadway Traffic Noise. Found at: http://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/730-02-gui.pdf.

2017. Texas Parks and Wildlife Department 2013 MOU, Best Management Practices 2017 Revision. Found at: http://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/300-01-pa.pdf.

2018a. Environmental Handbook for Traffic Noise (Version 4). Found at: http://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/730-01-gui.pdf

2018b. 2019-2027 Statewide Transportation Improvement Program, Latest Completed. Found at https://www.dot.state.tx.us/apps/estip/index.aspx. Accessed June 2018.

2018c. Mobility 2045, Latest Completed. Found at: https://www.nctcog.org/trans/plan/mtp/2045 Accessed June 2018.

2018. Statewide Planning Map – Functional Classification. Found at: https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html. Accessed on March 2019.

Texas Water Development Board (TWDB). 2017. River Basins. Found at:

https://www.twdb.texas.gov/surfacewater/rivers/river_basins/index.asp. Accessed March 2018.

U.S. Army Corps of Engineers (USACE)

1987. *Corps of Engineers Wetlands Delineation Manual*, Technical Report Y-87-1, Environmental Laboratory, U.S. Army Engineer Waterways Experiment Station, Vicksburg, Mississippi.

2010. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Great Plains Region (Version 2.0)*. Technical Report: ERDC/EL TR-10-

1. Environmental Laboratory, U.S. Army Engineer Research and Development Center. Vicksburg, Mississippi.

U.S. Fish and Wildlife Service (USFWS). 2016. National Wetland Inventory (NWI) Database. Found at: https://www.fws.gov/wetlands/data/Mapper.html. Accessed January 2018.

US 80 Project

From IH 30 to FM 460

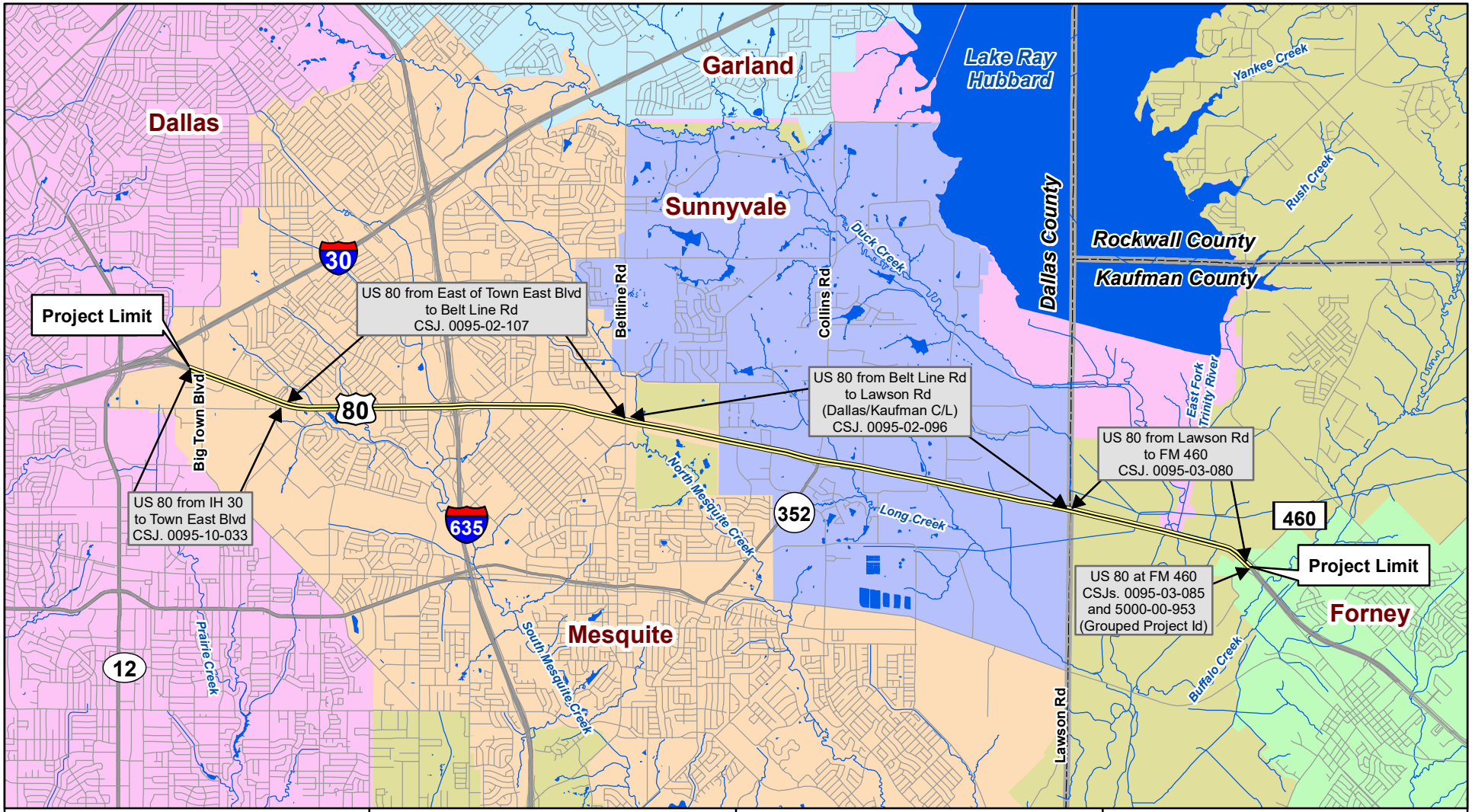
Dallas and Kaufman Counties, Texas
CSJs: 0095-10-033, etc.

Draft Environmental Assessment

Appendices

Appendix	Description	Number of Pages
A	Project Location Map	1
B	Project Photographs	12
C	Schematic Layout	12
D	Typical Sections	3
E	Plan and Program Excerpts	11
F	Project Resource Map	6
G	Agency Coordination	51
H	Section 4(f) Documentation	-
I	March 28, 2017 Public Meeting Comment and Response Matrix	5

Appendix A: Project Location Map



Legend

- Project Limits
- Road
- Stream
- County Boundary
- Lake
- Unincorporated

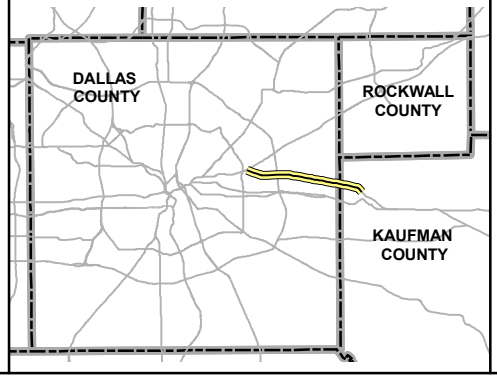
N

0 1.5 3

Miles

Texas Department of Transportation®

Source: NCTCOG GIS Data from Regional Data Center



PROJECT LOCATION MAP

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Dallas and Kaufman Counties, Texas

Appendix B: Project Photographs

Photograph 1: View of existing US 80 from the Big Town Boulevard Bridge at the western project terminus. View is to the west. (4/26/2018)

Photograph 2: View of Big Town Boulevard Bridge. View is to the northeast. (8/28/17)

Photograph 3: View towards the Mesquite Center (U-Haul) LPST, PST site at 2349 E. US 80, Mesquite, TX. This facility is a potential displacement. View is to the northeast. (6/12/18)

Photograph 4: View towards the tank hold of the Whip In 116 PST site at 1101 E. US 80, Mesquite, TX. No ROW would be acquired from this site. View is to the east-southeast. (6/12/18)

Photograph 5: View of adjacent commercial buildings across the roadway along US 80 east of IH 635. View is to the east. (8/28/17)

Photograph 6: View towards the tank hold of the Shell Service Station (currently Valero Grab & Go) LPST, PST site at 2031 N. Galloway Avenue, Mesquite, TX. ROW would be acquired from this site. View is to the southeast. (6/12/18)

Photograph 7: View of existing southbound IH 635, north of the IH 635/US 80 interchange. View is to the south. (8/28/17)

Photograph 8: View towards the tank hold of the Belt Line and US 80 Fuel Center (Chevron) PST site at 108 E. US 80, Mesquite, TX. A possible plugged soil boring or monitor well is in the foreground of the photo. The gas station is out of business. ROW would be acquired from this site. View is to the north-northeast. (6/12/18)

Photograph 9: View of existing northbound IH 635, south of the IH 635/US 80 interchange. View is to the north. (4/26/2018)

Photograph 10: View of existing westbound US 80 east of the IH 635/US 80 interchange. View is to the west. (4/26/2018)

Photograph 11: View of Williams Chicken located at 1020 US 80, Mesquite, Texas. This building is identified as a potential displacement as a result of the proposed project. View is to the south. (4/26/2018)

Photograph 12: View of Jack in the Box located at 2100 North Galloway Avenue, Mesquite, Texas. This building is identified as a potential displacement as a result of the proposed project. View is to the west. (4/26/2018)

Photograph 13: View of former office structure located at 1010 US 80, Mesquite, Texas. This building is identified as a potential displacement as a result of the proposed project. View is to the southwest. (5/1/2018)

Photograph 14: View of Samuell Farm located south of US 80. No impacts to the park are anticipated as a result of the proposed project. View is to the southeast. (4/26/2018)

Photograph 15: View towards the tank hold of the Shell 100970 LPST, PST site at 106 E. US 80, Mesquite, TX. The eastbound US 80 frontage road is in the background of the photo. ROW would be acquired from this site. View is to the north. (6/12/18)

Photograph 16: View towards the tank hold of the former County Line Truck Stop (Currently Shorty's Texas Bar B Q) LPST, PST site at 780 E. US 80, Sunnyvale. View is to the east-northeast. (6/12/18)

Photograph 17: Representative photograph of stream flowing to culvert along US 80. View is to the east-northeast. (8/10/2017)

Photograph 18: Representative photograph of a concrete lined channel flowing under bridged section of US 80. View is to the north-northeast. (9/14/2017)

Photograph 19: View towards a wetland within the 100-year floodplain of the East Fork Trinity River from near the eastbound US 80 frontage road. View is to the southeast. (10/12/2017)

Photograph 20: Representative photograph of a wetland/open water complex in the East Fork Trinity River 100-year floodplain. View is to the southeast. (11/21/2017)

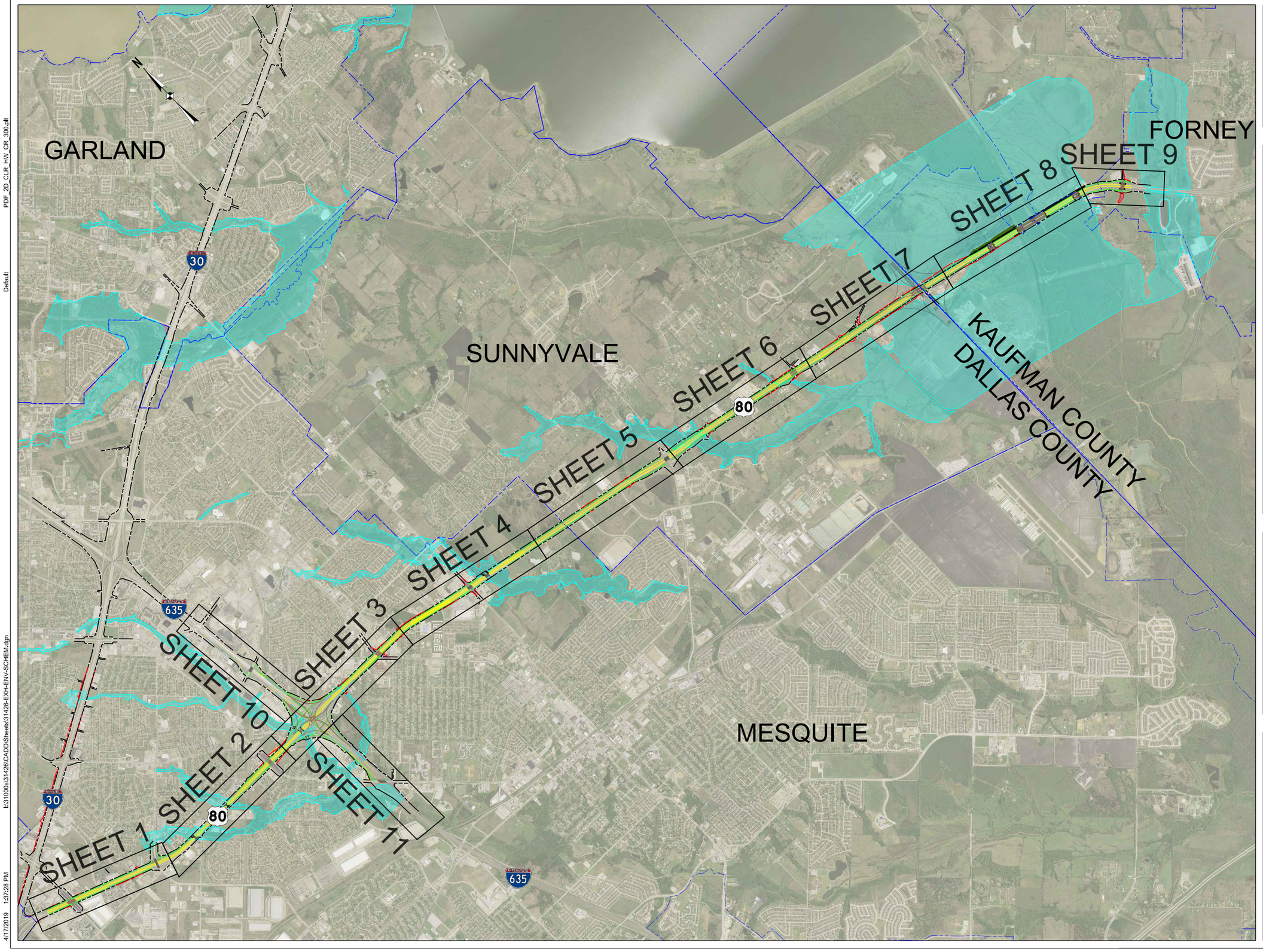
Photograph 21: View of the East Fork Trinity River. View is to the northeast (11/21/2017)

Photograph 22: View of existing westbound US 80 at the East Fork Trinity River. View is to the west. (4/26/2018)

Photograph 23: View towards one of two tank holds at the Knox Super Stop PST site at 14410 US 80, Forney, TX. This tank hold is located near the southeast corner of the site. No ROW would be acquired from this site. View is to the south-southeast (6/12/18)

Photograph 24: View of existing eastbound US 80 at the eastern project terminus (FM 460) in Forney, Texas. View is to the east. (4/26/2018)

Appendix C: Schematic Layout



0 2000 4000 6000 8000

SCALE: 1"=4000'

DATE: 12/4/2018

LEGEND:

- EXISTING ROW
- FEMA 100YR FLOODPLAIN LIMITS
- CITY/COUNTY LIMITS
- PROPOSED ROW
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- POTENTIAL DISPLACEMENTS

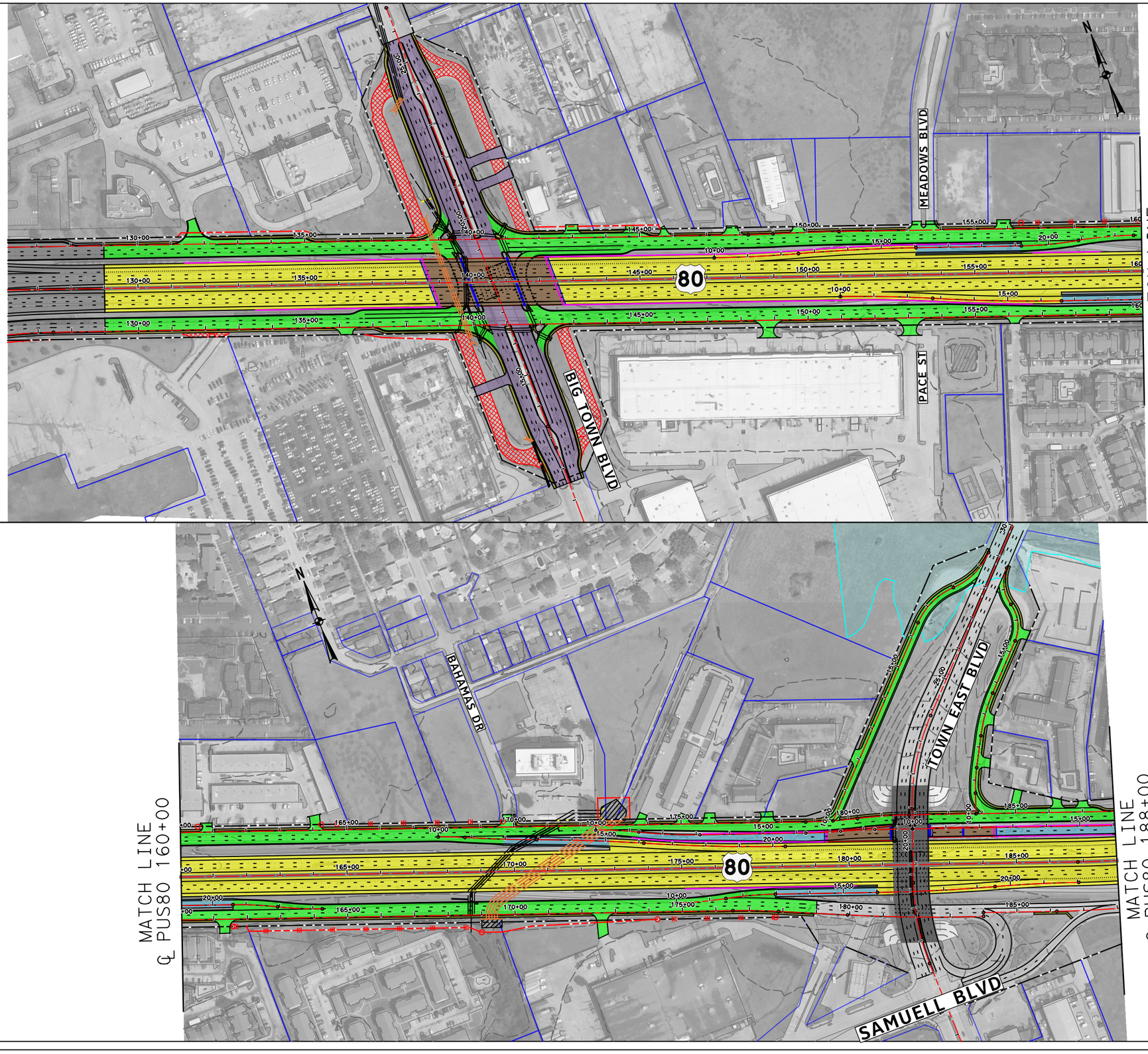
THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

APPENDIX C
SCHEMATIC LAYOUT

INDEX MAP

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Dallas and Kaufman Counties, Texas



0 150 300 450 600

SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING CULVERT
- EXISTING STORM SEWER
- FEMA 100YR FLOODPLAIN LIMITS
- PARK BOUNDARY
- EXISTING PLANIMETRIC FEATURES
- EXISTING CONTOURS (5FT)
- CITY/COUNTY LIMITS
- EXISTING CENTERLINE/BASELINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED ACCESS DENIAL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CTB
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- POTENTIAL NOISE WALL
- PROPOSED CULVERT
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PROPOSED PROJECT BY OTHERS
- POTENTIAL DISPLACEMENTS

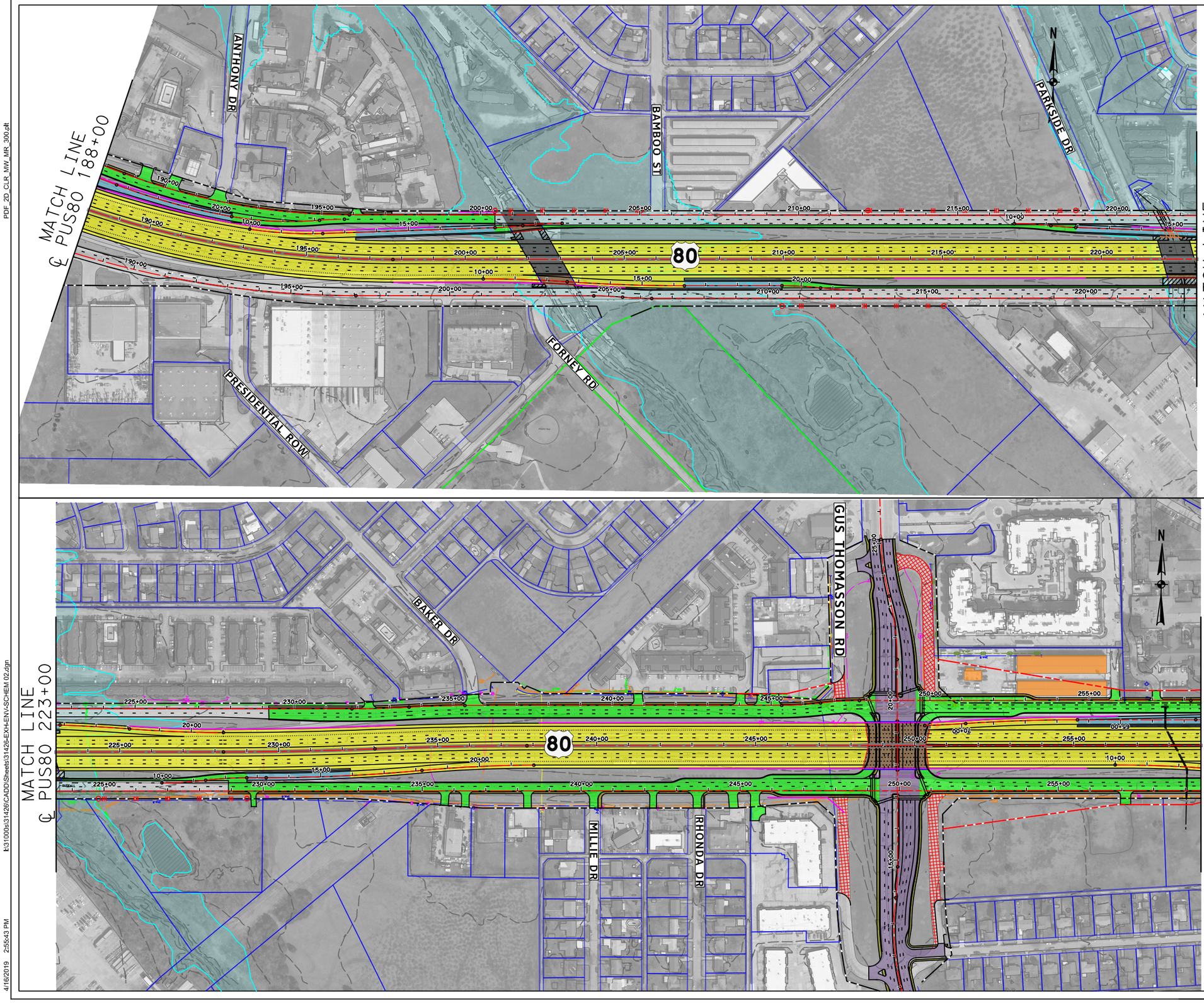
THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

APPENDIX C
SCHEMATIC LAYOUT

Sheet 1 of 11

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Dallas and Kaufman Counties, Texas



0 150 300 450 600

SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING CULVERT
- EXISTING STORM SEWER
- FEMA 100YR FLOODPLAIN LIMITS
- PARK BOUNDARY
- EXISTING PLANIMETRIC FEATURES
- EXISTING CONTOURS (5FT)
- CITY/COUNTY LIMITS
- EXISTING CENTERLINE/BASELINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED ACCESS DENIAL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CTB
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- POTENTIAL NOISE WALL
- PROPOSED CULVERT
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PROPOSED PROJECT BY OTHERS
- POTENTIAL DISPLACEMENTS

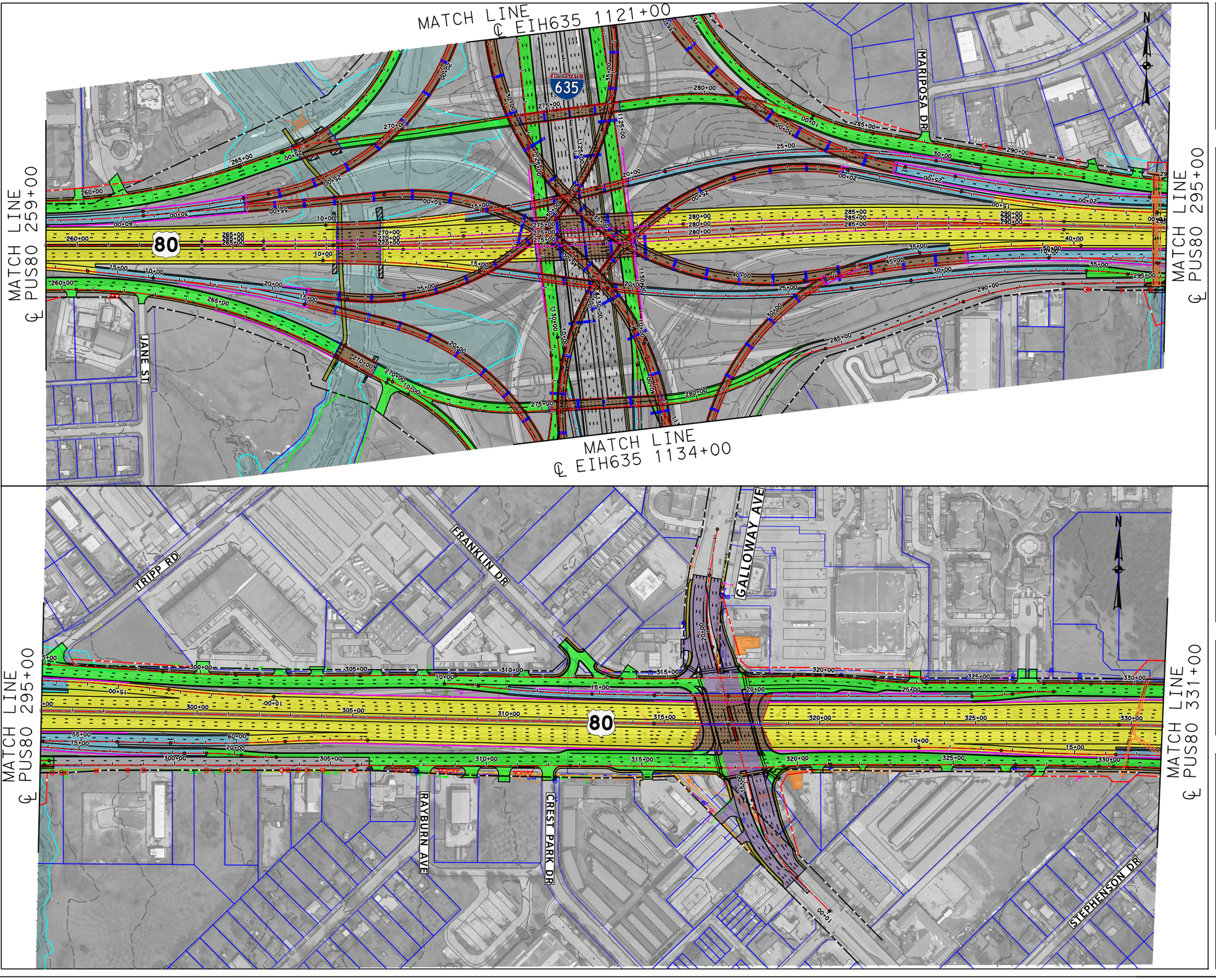
THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

APPENDIX C
SCHEMATIC LAYOUT

Sheet 2 of 11

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Dallas and Kaufman Counties, Texas



0 150 300 450 600

SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING CULVERT
- EXISTING STORM SEWER
- FEMA 100YR FLOODPLAIN LIMITS
- PARK BOUNDARY
- EXISTING PLANIMETRIC FEATURES
- EXISTING CONTOURS (5FT)
- CITY/COUNTY LIMITS
- EXISTING CENTERLINE/BASELINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED ACCESS DENIAL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CTB
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- POTENTIAL NOISE WALL
- PROPOSED CULVERT
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PROPOSED PROJECT BY OTHERS
- POTENTIAL DISPLACEMENTS

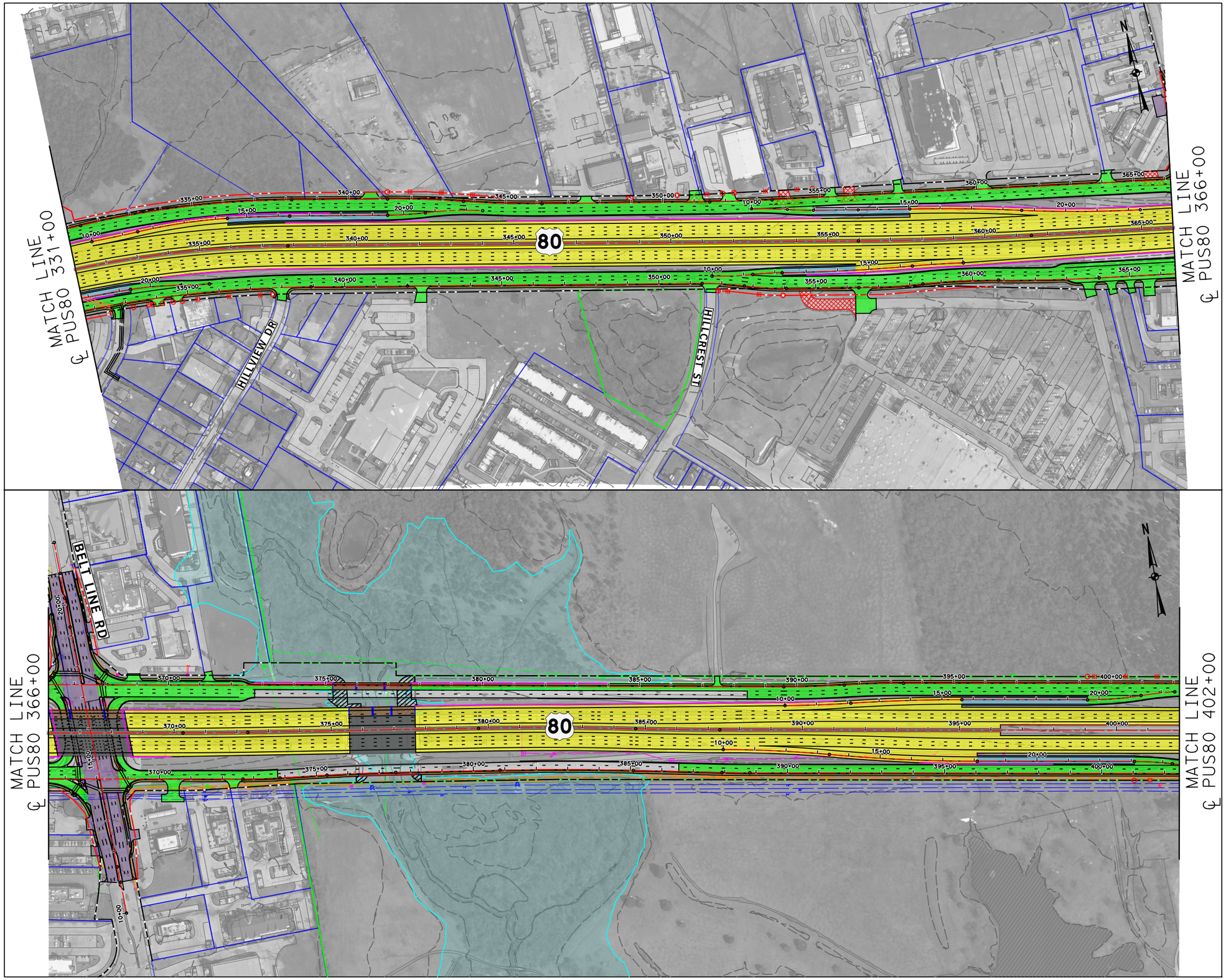
THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

APPENDIX C
SCHEMATIC LAYOUT

Sheet 3 of 11

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Dallas and Kaufman Counties, Texas



0 150 300 450 600

SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING CULVERT
- EXISTING STORM SEWER
- FEMA 100YR FLOODPLAIN LIMITS
- PARK BOUNDARY
- EXISTING PLANIMETRIC FEATURES
- EXISTING CONTOURS (5FT)
- CITY/COUNTY LIMITS
- EXISTING CENTERLINE/BASELINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED ACCESS DENIAL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CTB
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- POTENTIAL NOISE WALL
- PROPOSED CULVERT
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PROPOSED PROJECT BY OTHERS
- POTENTIAL DISPLACEMENTS

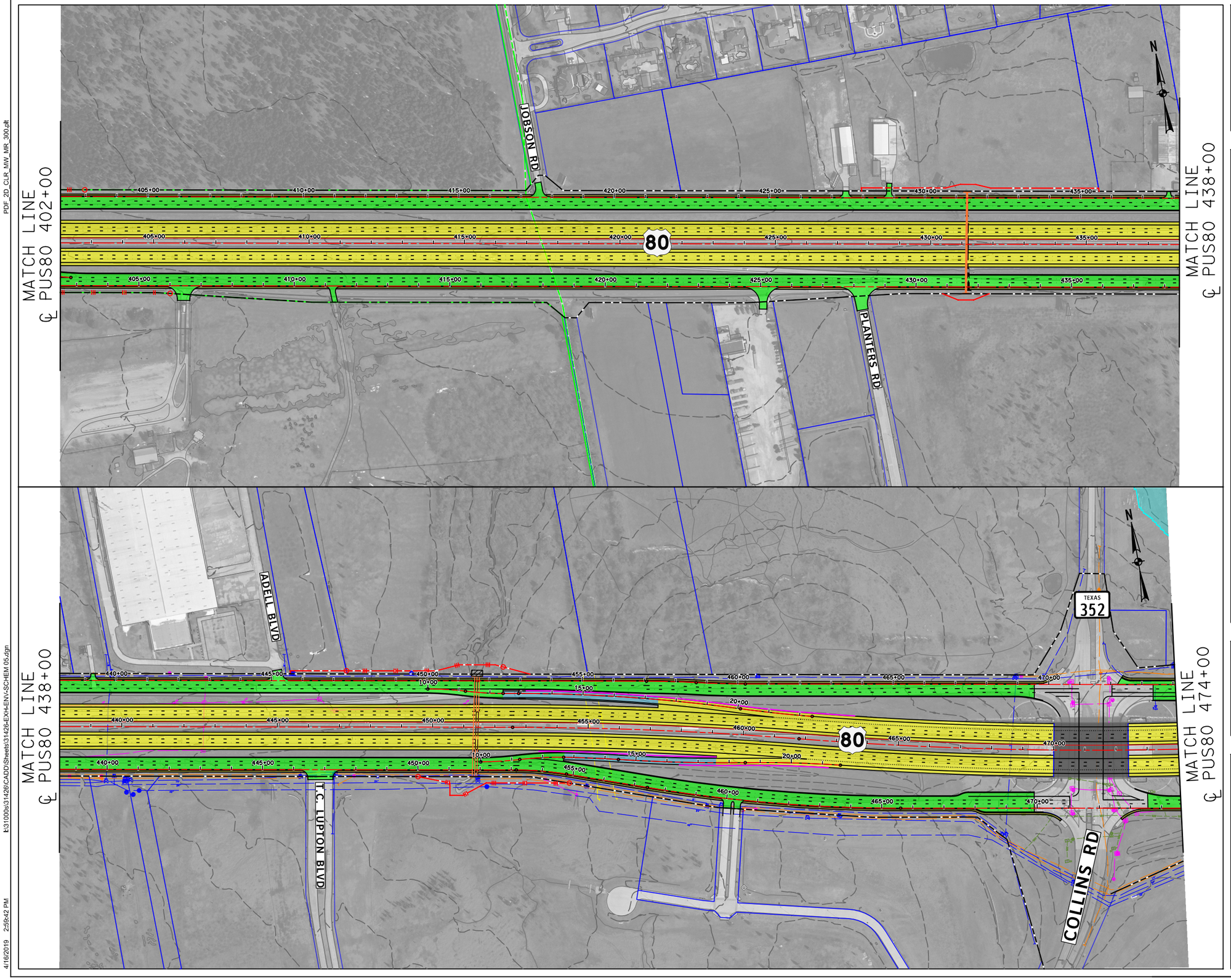
THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

APPENDIX C
SCHEMATIC LAYOUT

Sheet 4 of 11

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Dallas and Kaufman Counties, Texas



0 150 300 450 600

SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING CULVERT
- EXISTING STORM SEWER
- FEMA 100YR FLOODPLAIN LIMITS
- PARK BOUNDARY
- EXISTING PLANIMETRIC FEATURES
- EXISTING CONTOURS (5FT)
- CITY/COUNTY LIMITS
- EXISTING CENTERLINE/BASELINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED ACCESS DENIAL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CTB
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- POTENTIAL NOISE WALL
- PROPOSED CULVERT
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PROPOSED PROJECT BY OTHERS
- POTENTIAL DISPLACEMENTS

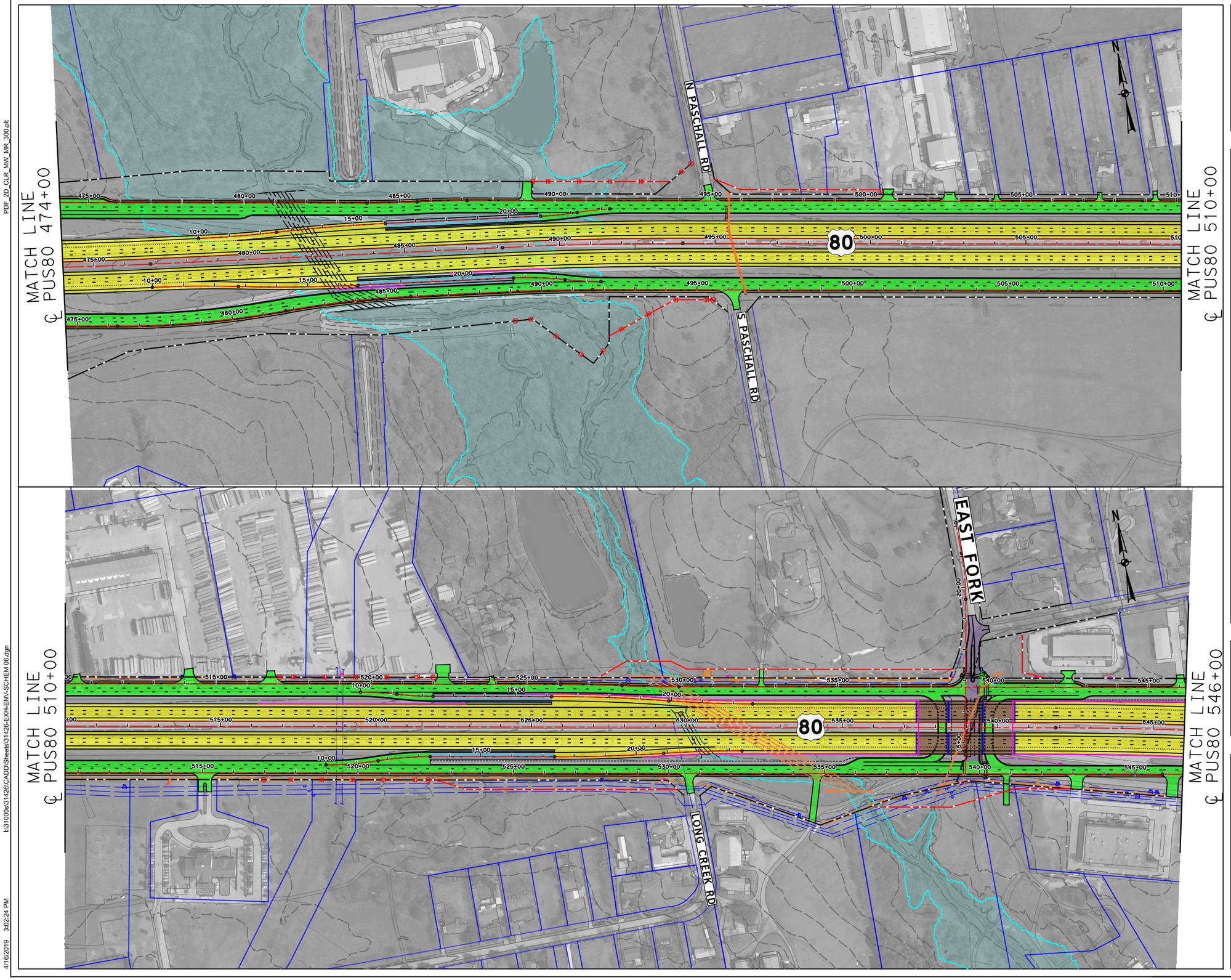
THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

APPENDIX C
SCHEMATIC LAYOUT

Sheet 5 of 11

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Dallas and Kaufman Counties, Texas



0 150 300 450 600

SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING CULVERT
- EXISTING STORM SEWER
- FEMA 100YR FLOODPLAIN LIMITS
- PARK BOUNDARY
- EXISTING PLANIMETRIC FEATURES
- EXISTING CONTOURS (5FT)
- CITY/COUNTY LIMITS
- EXISTING CENTERLINE/BASELINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED ACCESS DENIAL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CTB
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- POTENTIAL NOISE WALL
- PROPOSED CULVERT
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PROPOSED PROJECT BY OTHERS
- POTENTIAL DISPLACEMENTS

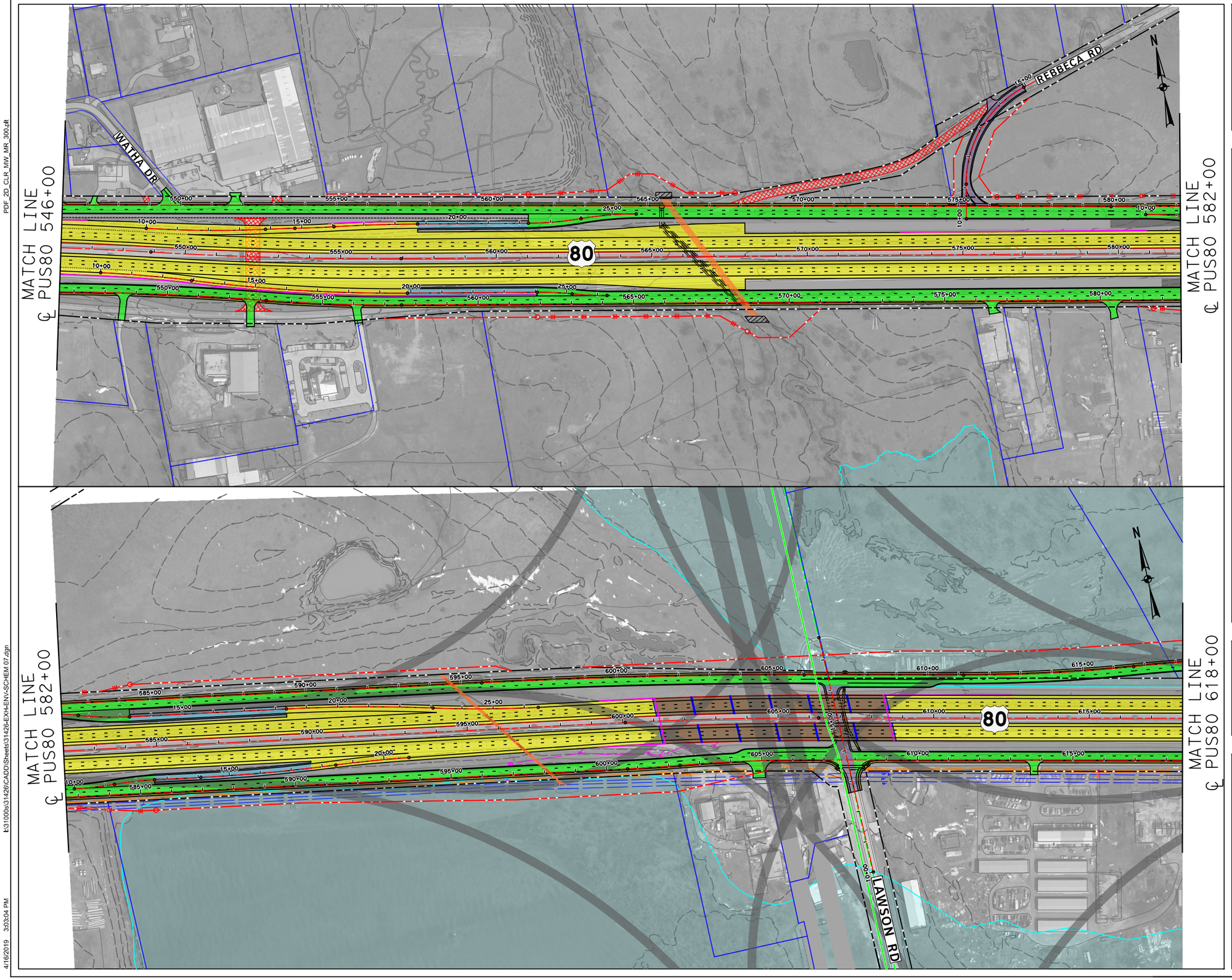
THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

APPENDIX C
SCHEMATIC LAYOUT

Sheet 6 of 11

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Dallas and Kaufman Counties, Texas



0 150 300 450 600

SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING CULVERT
- EXISTING STORM SEWER
- FEMA 100YR FLOODPLAIN LIMITS
- PARK BOUNDARY
- EXISTING PLANIMETRIC FEATURES
- EXISTING CONTOURS (5FT)
- CITY/COUNTY LIMITS
- EXISTING CENTERLINE/BASELINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED ACCESS DENIAL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CTB
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- POTENTIAL NOISE WALL
- PROPOSED CULVERT
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PROPOSED PROJECT BY OTHERS
- POTENTIAL DISPLACEMENTS

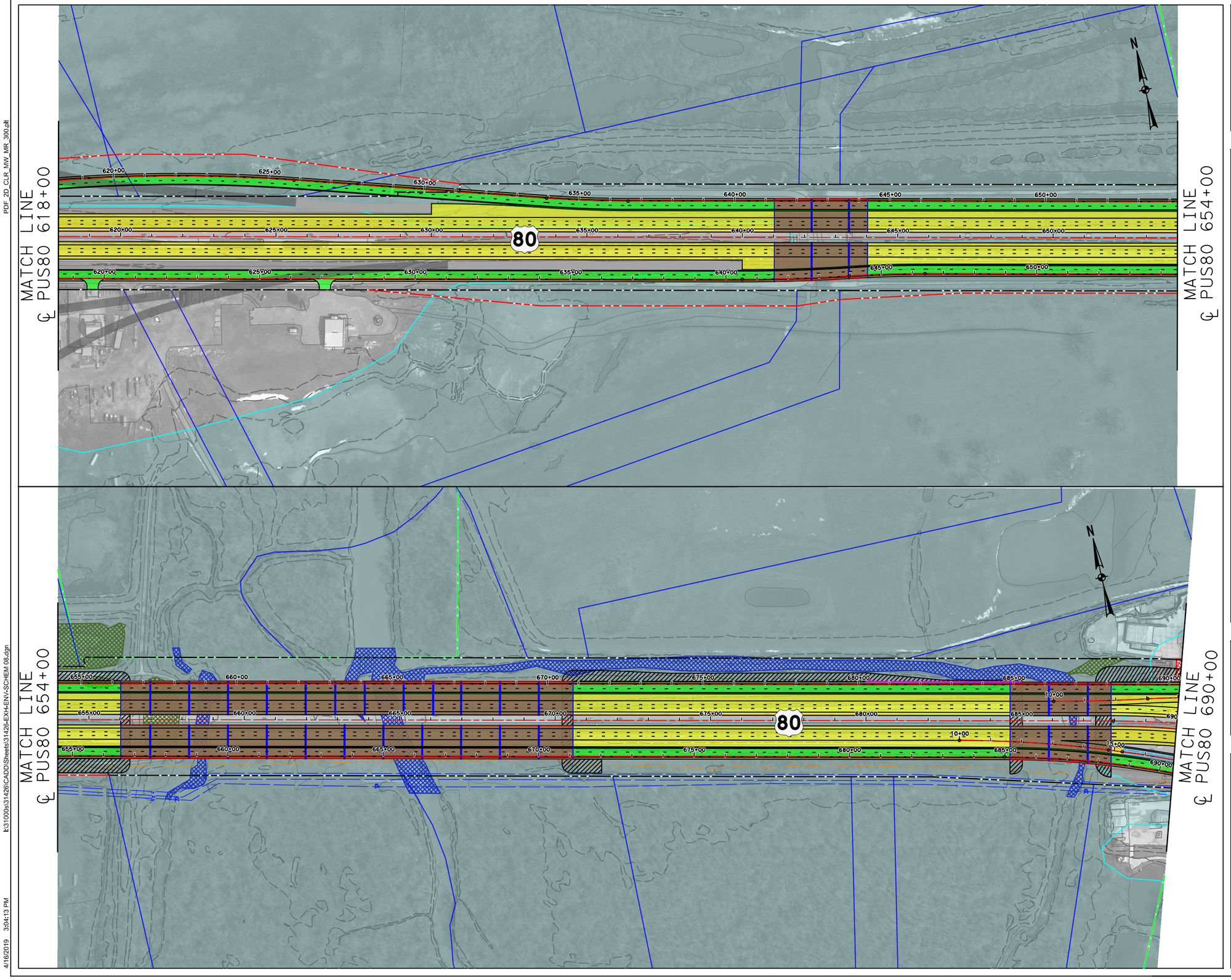
THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

APPENDIX C
SCHEMATIC LAYOUT

Sheet 7 of 11

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Dallas and Kaufman Counties, Texas



0 150 300 450 600

SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING CULVERT
- EXISTING STORM SEWER
- FEMA 100YR FLOODPLAIN LIMITS
- PARK BOUNDARY
- EXISTING PLANIMETRIC FEATURES
- EXISTING CONTOURS (5FT)
- CITY/COUNTY LIMITS
- EXISTING CENTERLINE/BASELINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED ACCESS DENIAL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CTB
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- POTENTIAL NOISE WALL
- PROPOSED CULVERT
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PROPOSED PROJECT BY OTHERS
- POTENTIAL DISPLACEMENTS

THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

APPENDIX C
SCHEMATIC LAYOUT

Sheet 8 of 11

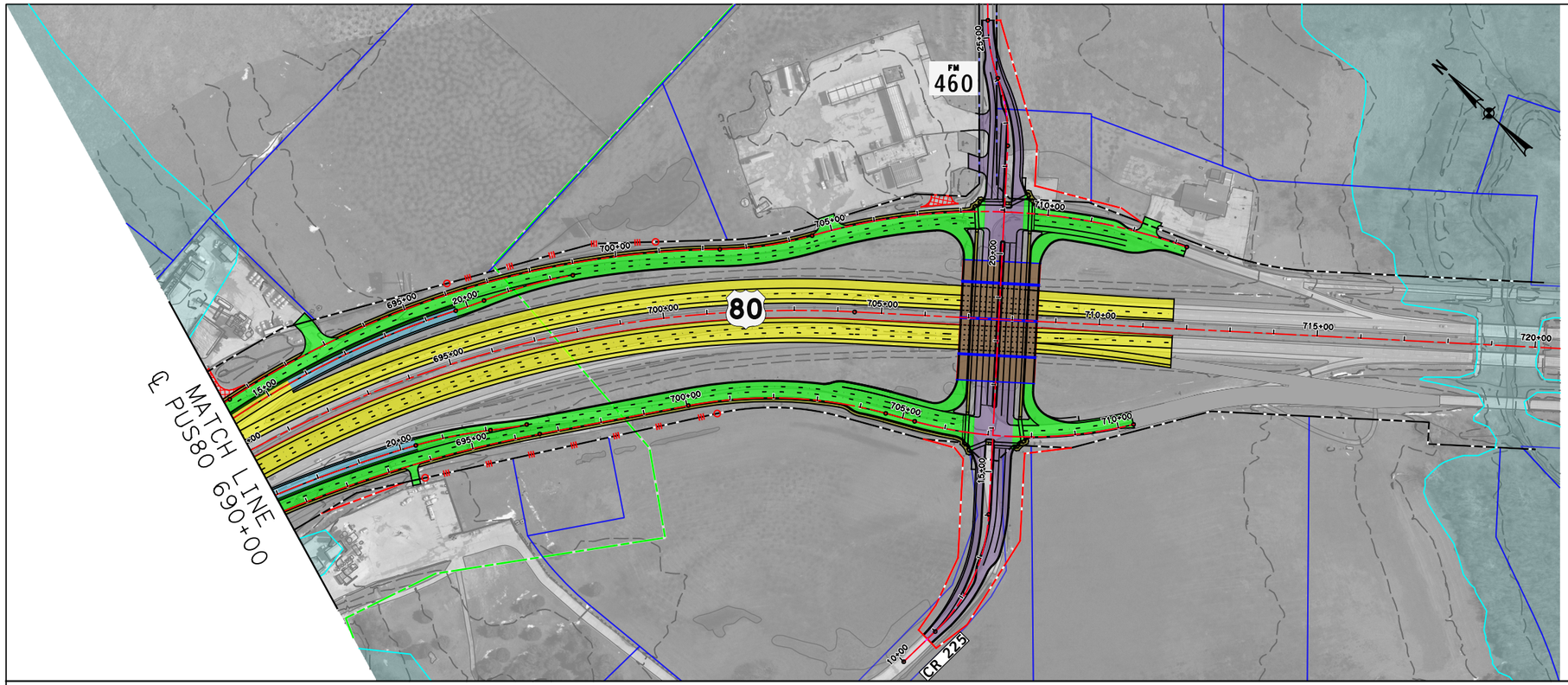
US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Dallas and Kaufman Counties, Texas

PDF_2D_CLR_MW_MR_300.plt

t:\31000s\31426\CADD\Sheets\31426-EXH-ENV-SCHEM 08.dgn

4/16/2019 3:04:13 PM



0 150 300 450 600

SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING CULVERT
- EXISTING STORM SEWER
- FEMA 100YR FLOODPLAIN LIMITS
- PARK BOUNDARY
- EXISTING PLANIMETRIC FEATURES
- EXISTING CONTOURS (5FT)
- CITY/COUNTY LIMITS
- EXISTING CENTERLINE/BASELINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED ACCESS DENIAL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CTB
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- POTENTIAL NOISE WALL
- PROPOSED CULVERT
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PROPOSED PROJECT BY OTHERS
- POTENTIAL DISPLACEMENTS

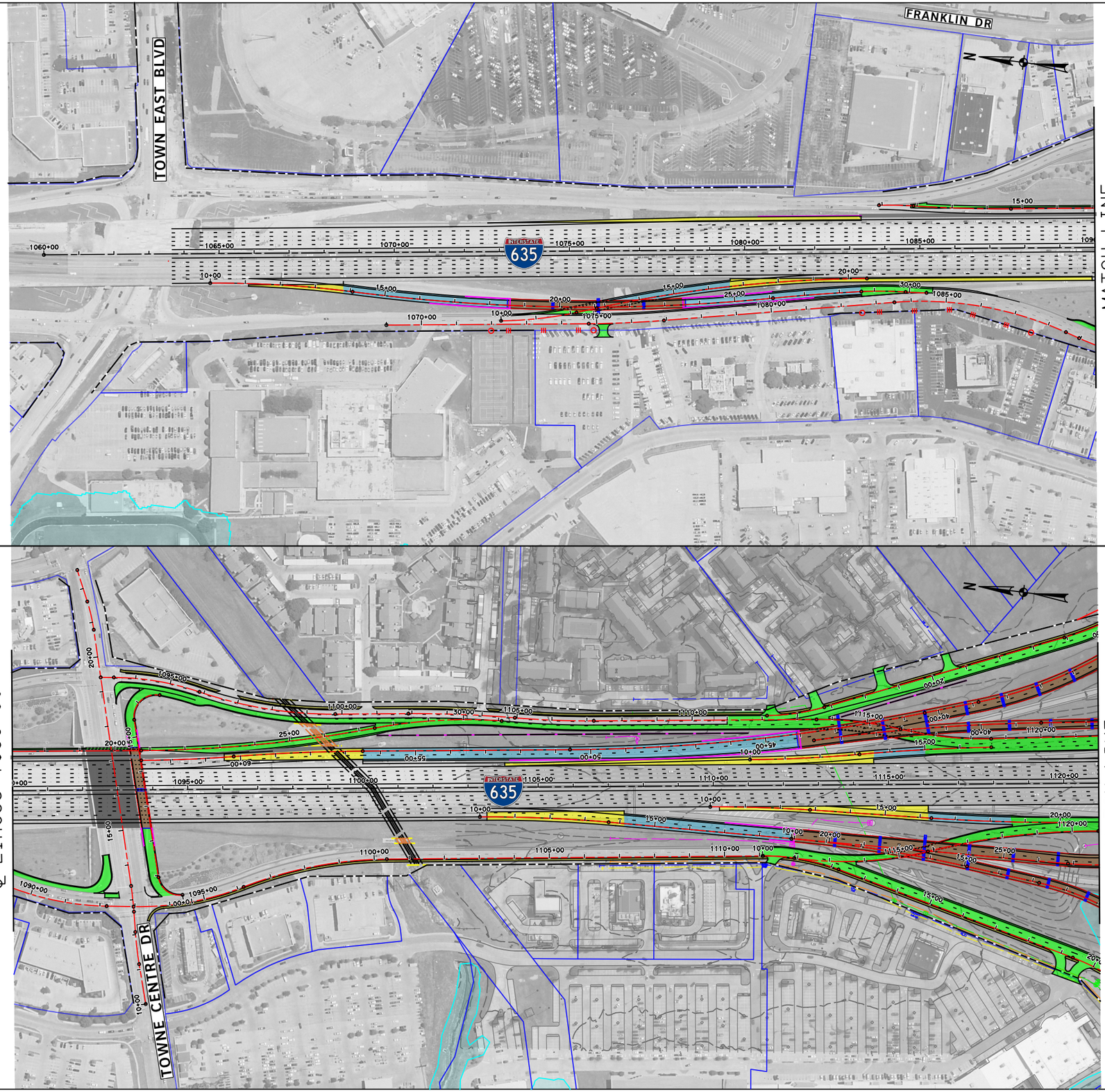
THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

APPENDIX C
SCHEMATIC LAYOUT

Sheet 9 of 11

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Dallas and Kaufman Counties, Texas



0 150 300 450 600

SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING CULVERT
- EXISTING STORM SEWER
- FEMA 100YR FLOODPLAIN LIMITS
- PARK BOUNDARY
- EXISTING PLANIMETRIC FEATURES
- EXISTING CONTOURS (5FT)
- CITY/COUNTY LIMITS
- EXISTING CENTERLINE/BASELINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED ACCESS DENIAL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CTB
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- POTENTIAL NOISE WALL
- PROPOSED CULVERT
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PROPOSED PROJECT BY OTHERS
- POTENTIAL DISPLACEMENTS

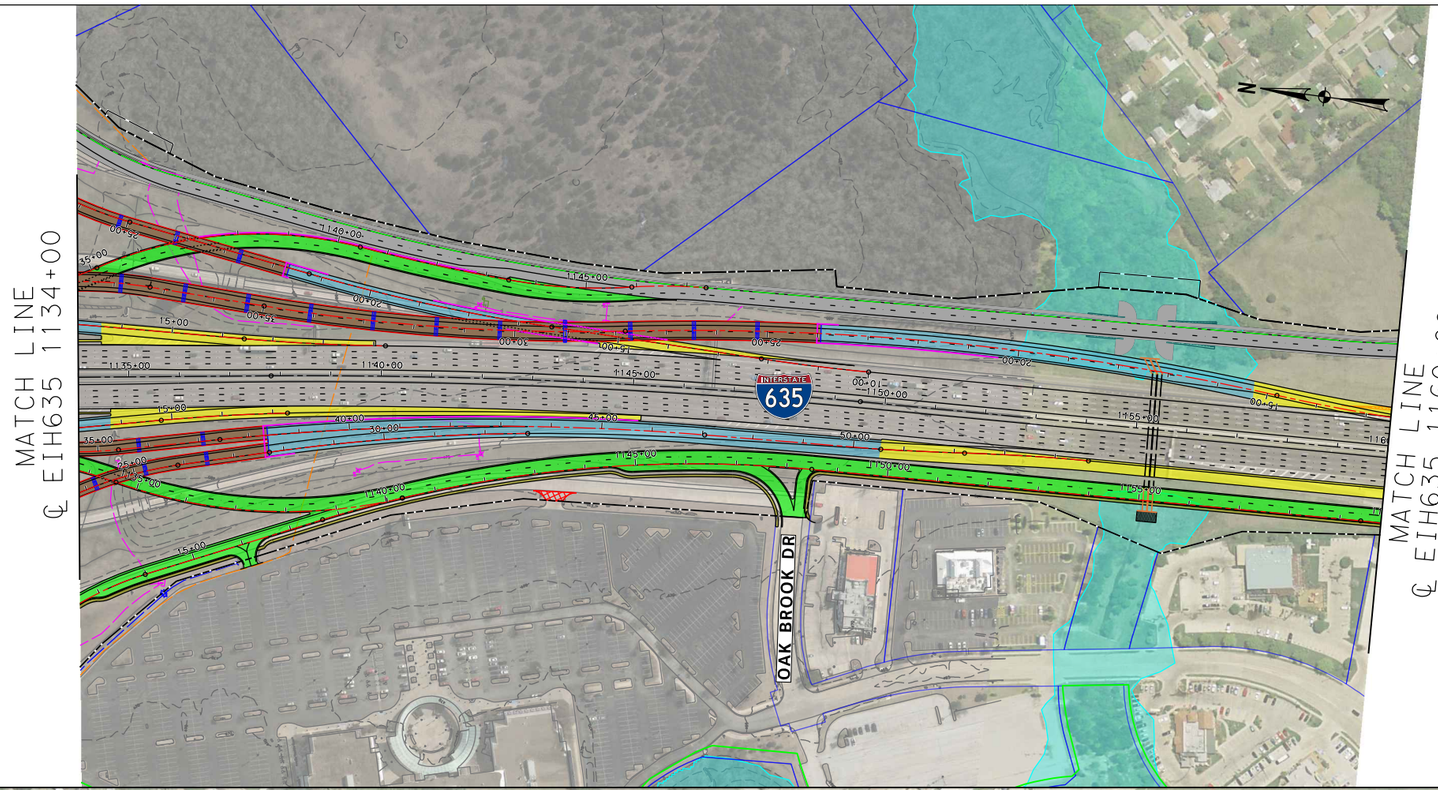
THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

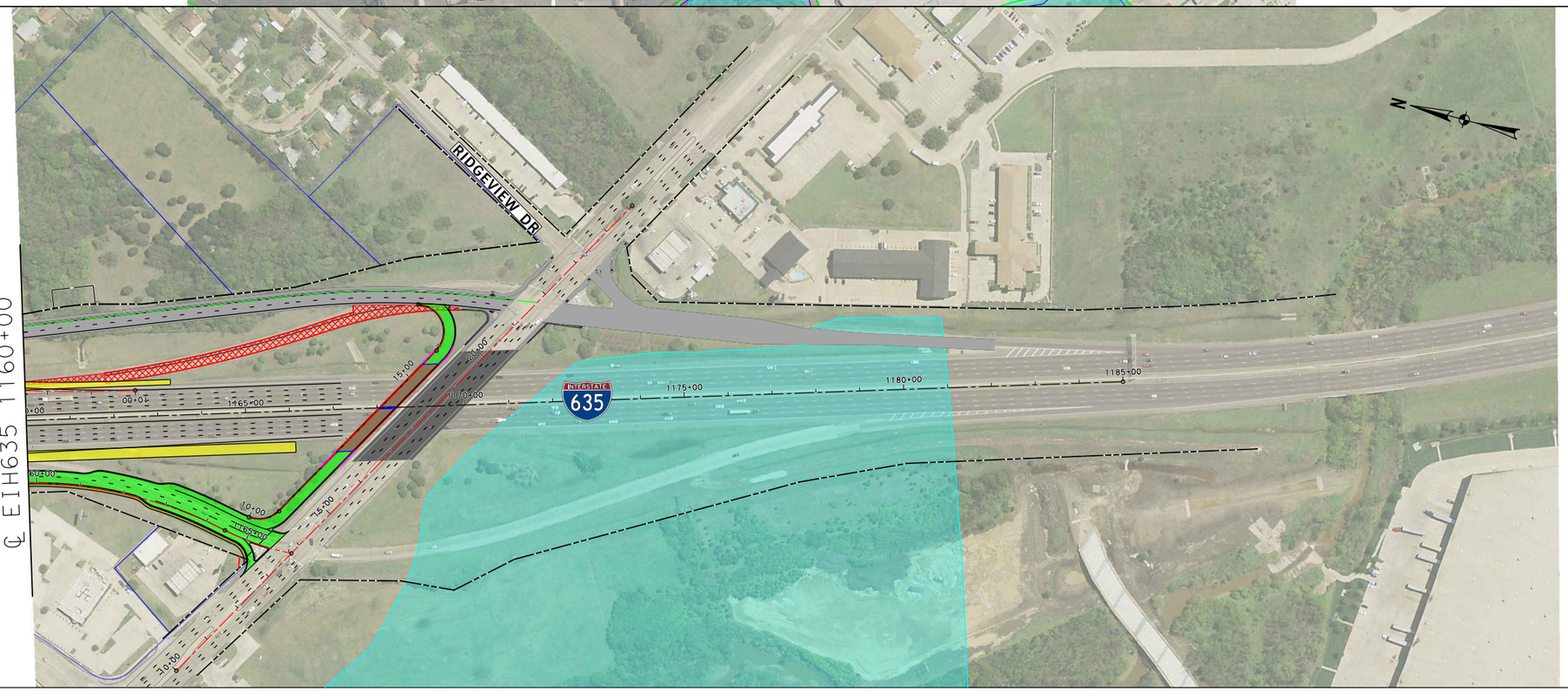
APPENDIX C
SCHEMATIC LAYOUT

Sheet 10 of 11

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Dallas and Kaufman Counties, Texas





0 150 300 450 600

SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING CULVERT
- EXISTING STORM SEWER
- FEMA 100YR FLOODPLAIN LIMITS
- PARK BOUNDARY
- EXISTING PLANIMETRIC FEATURES
- EXISTING CONTOURS (5FT)
- CITY/COUNTY LIMITS
- EXISTING CENTERLINE/BASELINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED ACCESS DENIAL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CTB
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- POTENTIAL NOISE WALL
- PROPOSED CULVERT
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PROPOSED PROJECT BY OTHERS
- POTENTIAL DISPLACEMENTS

THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

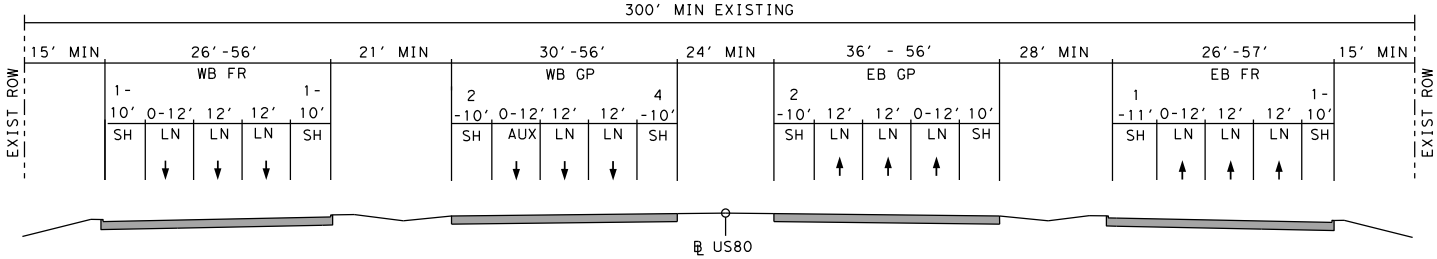
APPENDIX C
SCHEMATIC LAYOUT

Sheet 11 of 11

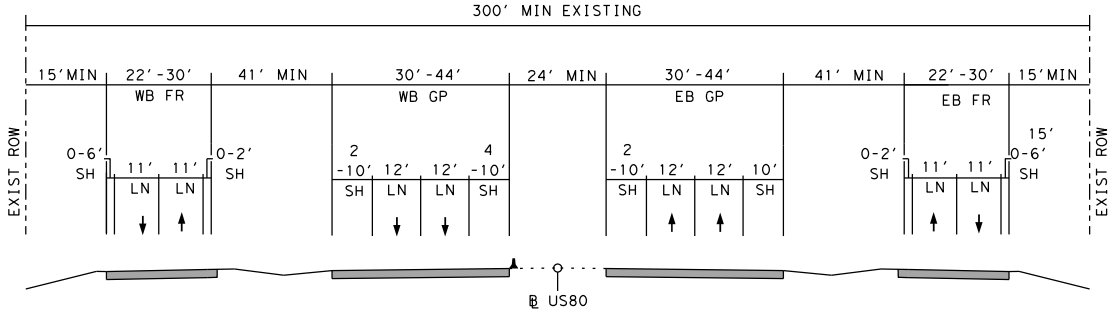
US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Dallas and Kaufman Counties, Texas

Appendix D: Typical Sections



EXISTING TYPICAL SECTION
From IH 30 to IH 635



EXISTING TYPICAL SECTION
From IH 635 to FM 460

WB FR = WESTBOUND FRONTAGE ROAD
WB GP = WESTBOUND GENERAL PURPOSE LANE
EB FR = EASTBOUND FRONTAGE ROAD
EB GP = EASTBOUND GENERAL PURPOSE LANE

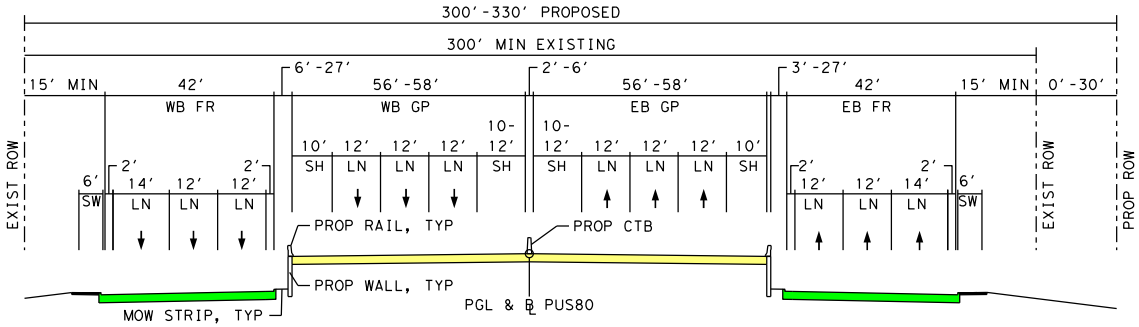
EXISTING TYPICAL SECTIONS

SHEET 1 OF 3

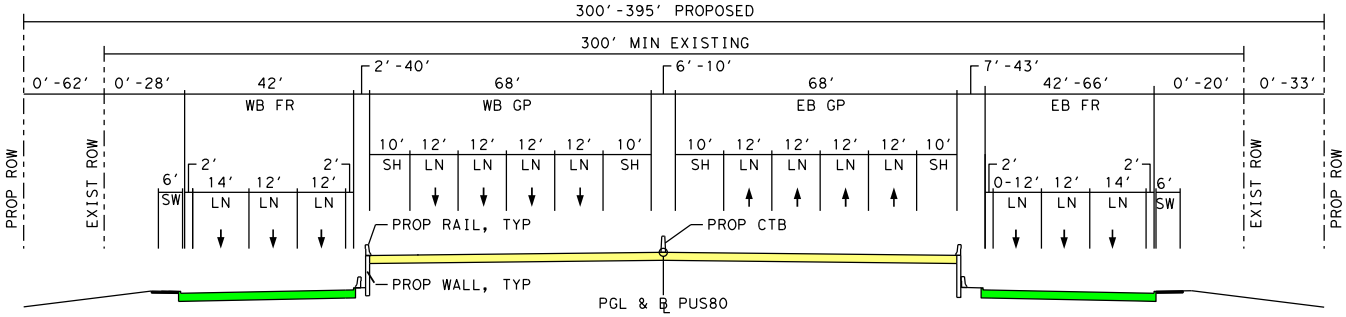
US 80 FROM IH 30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS

CSJs: 0095-10-033, 0095-02-107, 0095-02-096, 0095-03-080, 0095-03-085



PROPOSED TYPICAL SECTION
From IH 30 to IH 635



PROPOSED TYPICAL SECTION
From IH 635 to Belt Line Road

WB FR = WESTBOUND FRONTAGE ROAD
WB GP = WESTBOUND GENERAL PURPOSE LANE
EB FR = EASTBOUND FRONTAGE ROAD
EB GP = EASTBOUND GENERAL PURPOSE LANE

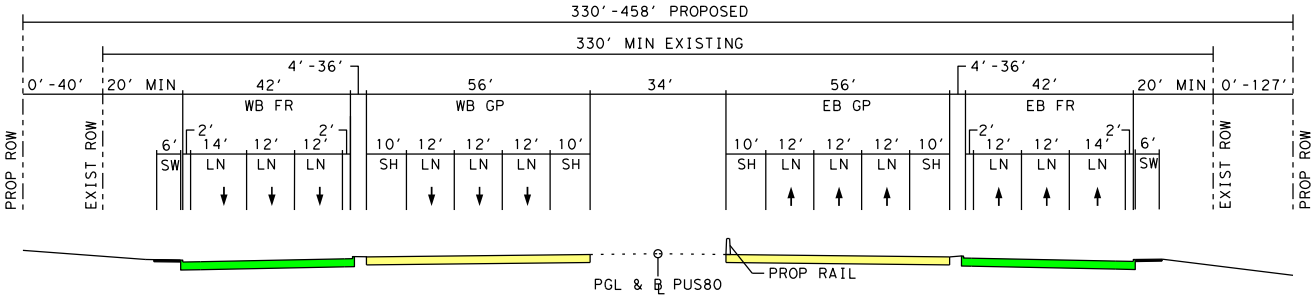
PROPOSED TYPICAL SECTIONS

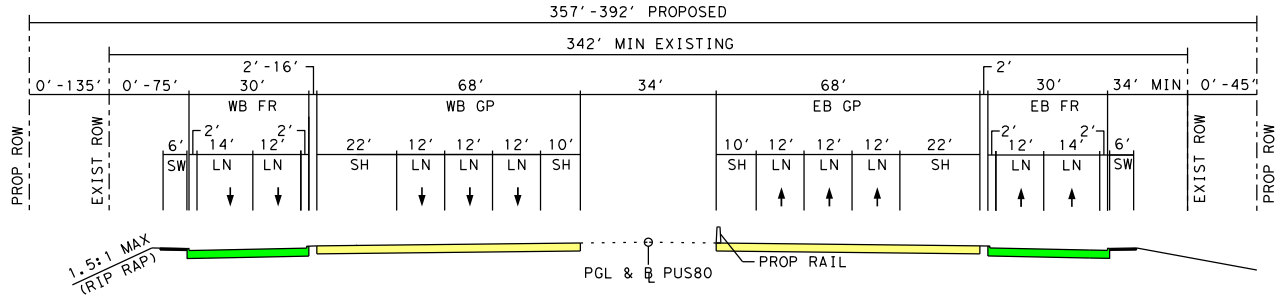
SHEET 2 OF 3

US 80 FROM IH 30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS

CSJs: 0095-10-033, 0095-02-107, 0095-02-096, 0095-03-080, 0095-03-085





PROPOSED TYPICAL SECTIONS
From Belt Line Road to FM 460

WB FR = WESTBOUND FRONTAGE ROAD
WB GP = WESTBOUND GENERAL PURPOSE LANE
EB FR = EASTBOUND FRONTAGE ROAD
EB GP = EASTBOUND GENERAL PURPOSE LANE

PROPOSED TYPICAL SECTIONS

SHEET 3 OF 3

US 80 FROM IH 30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS

CSJs: 0095-10-033, 0095-02-107, 0095-02-096, 0095-03-080, 0095-03-085

Appendix E: Plan and Program Excerpts

Description	Number of Pages
Mobility 2045 Freeway/Tollway Summary Table (revised March 2019)	1
Mobility 2045 Interchange Summary Table (April 5, 2019)	2
2019-2022 TIP	8

Mobility 2045
Freeway/Tollway Summary Table

FT Corridor	ID	Facility	From	To	2018 (Attainment Year)	2020 (Attainment Year)	2028	2037	2045	Type	YOE Cost
56 - US 80	32.10.1	US 80	IH 30	IH 635	4 (Frwy), 2/6 (Frtg-C)	4 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$1,400,000,000
56 - US 80	32.10.2	US 80	IH 635	Belt Line Rd	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		included w/ 32.10.1
56 - US 80	32.10.3	US 80	Belt Line Rd	FM 460	4 (Frwy), 2/4 (Frtg-D)	4 (Frwy), 2/4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		included w/ 32.10.1
56 - US 80	32.10.4	US 80	FM 460	FM 548	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		included w/ 32.10.1
56 - US 80	32.10.5	US 80	FM 548	Spur 557	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		included w/ 32.10.1

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

*Interim Pk-Hr Lanes
**Technology Lanes

Mobility 2045
Interchange Summary Table

April 5, 2019

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

Mobility 2045
Interchange Summary Table

April 5, 2019

INT ID	Agency	Facility	Connection	Yr Open	Description	YOE Cost
12.529.1	TxDOT Dallas	SH 114	FM 156	2018	Reconstruct	included w/ FT - 12.30.1
11.130.1	TxDOT Dallas	SH 121	IH 635	2023	Reconstruct	included w/ FT - 9.10.1
11.503.1	TxDOT Dallas	SH 121	SH 160	2028	Reconstruct	included w/ RSA - 1.745.200
11.505.1	TxDOT Dallas	SH 121	FM 2862	2028	New Interchange	included w/ RSA - 1.745.250
11.508.1	TxDOT Dallas	SH 121	FM 455	2028	Reconstruct	included w/ RSA - 1.745.260
11.512.1	TxDOT Dallas	SH 121	SH 5	2045	Reconstruct	included w/ RSA - 1.745.350
11.54.1	TxDOT Dallas	SH 121	FM 2499	2023	Reconstruct	included w/ FT - 9.10.1
10.531.1	TxDOT Dallas	SH 170	Parish	2020	New Interchange	included w/ FT - 10.20.1
12.22.1	TxDOT Dallas	SH 183	SH 114	2023	Reconstruct	included w/ FT - 22.10.1
17.22.1	TxDOT Dallas	SH 183	State Loop 12	2023	Reconstruct	included w/ FT - 22.10.1
22.42.1	TxDOT Dallas	SH 183	Spur 482	2023	Reconstruct	included w/ FT - 22.10.1
11.540.1	TxDOT Dallas	Spur 399	SH 5	2028	Grade Separation	included w/ RSA - 1.680.300
34.575.1	TxDOT Dallas	Spur 557	CR 305	2028	New Interchange	included w/ FT - 30.100.1
34.580.1	TxDOT Dallas	Spur 557	FM 148	2028	Reconstruct	included w/ FT - 30.100.1
17.28.1	TxDOT Dallas	State Loop 12	IH 30	2028	New Interchange	included w/ FT - 17.10.1
27.6.1	TxDOT Dallas	State Loop 9	IH 45	2028	Phased New Interchange	included w/ FT - 6.20.1
6.36.1	TxDOT Dallas	State Loop 9	US 175	2037	Phased New Interchange	included w/ FT - 6.20.1
6.38.1	TxDOT Dallas	State Loop 9	US 67	2028	Phased New Interchange	included w/ FT - 6.20.1
7.6.1	TxDOT Dallas	State Loop 9	IH 35E	2028	Phased New Interchange	included w/ FT - 6.20.1
17.12.1	TxDOT Dallas	The Diamond (SL 12)	SH 114	2028	Improvements	$400,000,000
1.33.1	TxDOT Dallas	US 287	SH 34	2028	Reconstruct	included w/ FT - 1.110.6
1.503.1	TxDOT Dallas	US 287	Walnut Grove Road	2028	Reconstruct	$23,753,323
1.560.1	TxDOT Dallas	US 287	Ensign Road	2028	Grade Separation	included w/ FT - 1.110.6
1.561.1	TxDOT Dallas	US 287	FM 1183/Oak Grove Road	2028	New Interchange	included w/ FT - 1.110.6
1.562.1	TxDOT Dallas	US 287	Rudd Road	2028	New Interchange	included w/ FT - 1.110.6
2.100.1	TxDOT Dallas	US 380	State Loop 288	2037	Grade Separation	included w/ RSA - 2.190.250
2.526.1	TxDOT Dallas	US 380	SH 289 (Preston Road)	2028	Reconstruct	included w/ RSA - 2.225.525
2.536.1	TxDOT Dallas	US 380	FM 1570	2028	Direct Connectors	included w/ RSA - 2.260.225
38.17.1	TxDOT Dallas	US 67	State Loop 12	2028	Reconstruct	included w/ FT - 7.80.3
38.598.1	TxDOT Dallas	US 67	Lakeridge Pkwy	2028	New Interchange	included w/ AO - 38.20.4
11.23.1	TxDOT Dallas	US 75	SH 121 (North)	2028	Reconstruct	included w/ FT - 23.20.1
11.23.2	TxDOT Dallas	US 75	Spur 399	2045	New Interchange	included w/ FT - 23.20.1
23.100.1	TxDOT Dallas	US 75	North of FM 455- CR 370	2023	Construct	included w/ FT - 23.10.1
23.120.1	TxDOT Dallas	US 75	President George Bush Turnpike	2028	Improvements	included w/ FT - 23.40.1
23.510.1	TxDOT Dallas	US 75	Ridgeview Drive	2028	Reconstruct	$41,400,000
32.563.1	TxDOT Dallas	US 80	Gross Road	2028	Improvements	included w/ FT - 32.10.1
32.578.1	TxDOT Dallas	US 80	Galloway Blvd.	2028	Improvements	included w/ FT - 32.10.1
30.31.1	TxDOT Fort Worth	Chisholm Trail Parkway (SH 121)	IH 20	2027	Improvements	included w/ FT - 30.30.1
31.38.1	TxDOT Fort Worth	Chisholm Trail Parkway (SH 121)	US 67	2025	New Interchange	$23,400,000
1.30.1	TxDOT Fort Worth	IH 20	US 287	2026	Reconstruct	included w/ FT - 1.50.4
30.151.1	TxDOT Fort Worth	IH 20	IH 820	2026	Reconstruct	included w/ FT - 1.50.4
30.161.1	TxDOT Fort Worth	IH 20	Walsh Ranch Pkwy (Minor 2)	2037	New Interchange	included w/ AO - 30.20.2

2019-2022 STIP — **12/2018 Revision: Approved 01/28/2019**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DALLAS	0918-47-246	2019	CS	E,ENG	GLENN HEIGHTS	$ 2,000,000

LIMITS FROM ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD
LIMITS TO IH 35E
PROJECT DESCR RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WIT H BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS
REMARKS REVISE SCOPE; UPDATE CSJ FROM 0918-45-999 TO 0
P7 918-47-246
PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 12/2018
MPO PROJ NUM 14032
FUNDING CAT(S) SBPE,7
PROJECT HISTORY 2017-2018 CMAQ/STBG PROJECT SELECTION/STRATEGIC PARTNERSH IPS (ROUND 2)

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 2,000,000
ROW PURCH	$ 3,600,000
CONSTR	$ 20,000,000
CONST ENG	$ 1,289,517
CONTING	$ 517,367
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 27,406,884

COST OF APPROVED PHASES $ 2,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SBPE	$ 0	$ 1,000,000	$ 0	$ 0	$ 0	$ 1,000,000
7	$ 800,000	$ 0	$ 0	$ 200,000	$ 0	$ 1,000,000
TOTAL	$ 800,000	$ 1,000,000	$ 0	$ 200,000	$ 0	$ 2,000,000

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

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DALLAS	0918-45-999	2019	CS	E,ENG	GLENN HEIGHTS	$ 2,000,000

LIMITS FROM ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD
LIMITS TO IH 35E
PROJECT DESCR RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED (ULT IMATE 6) WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS
REMARKS
P7
PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 07/2018
MPO PROJ NUM 14032
FUNDING CAT(S) 7,SBPE
PROJECT HISTORY 2017-2018 CMAQ/STBG PROJECT SELECTION/STRATEGIC PARTNERSH IPS (ROUND 2)

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 2,000,000
ROW PURCH	$ 3,600,000
CONSTR	$ 20,000,000
CONST ENG	$ 160,891
CONTING	$ 64,551
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 25,825,442

COST OF APPROVED PHASES $ 2,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SBPE	$ 0	$ 1,000,000	$ 0	$ 0	$ 0	$ 1,000,000
7	$ 800,000	$ 0	$ 0	$ 200,000	$ 0	$ 1,000,000
TOTAL	$ 800,000	$ 1,000,000	$ 0	$ 200,000	$ 0	$ 2,000,000

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

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DALLAS	0095-02-107	2019	US 80	E,ENG,R,ACQ,UTL	MESQUITE	$ 87,000,000

LIMITS FROM EAST OF TOWN EAST BLVD
LIMITS TO BELT LINE RD
PROJECT DESCR RECONSTRUCT AND WIDEN 4 TO 6/8 MAINLANES AND 2/6 TO 4/6 LANE FRONTAGE ROADS AND RECONSTRUCT IH 635 INTERCHANGE
REMARKS
P7
PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 07/2018
MPO PROJ NUM 53109
FUNDING CAT(S) S102,SBPE
PROJECT HISTORY 10-YEAR PLAN PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 20,000,000
ROW PURCH	$ 67,000,000
CONSTR	$ 105,000,000
CONST ENG	$ 16,659,411
CONTING	$ 697,371
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 209,356,782

COST OF APPROVED PHASES $ 87,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SBPE	$ 0	$ 20,000,000	$ 0	$ 0	$ 0	$ 20,000,000
S102	$ 53,600,000	$ 6,700,000	$ 0	$ 6,700,000	$ 0	$ 67,000,000
TOTAL	$ 53,600,000	$ 26,700,000	$ 0	$ 6,700,000	$ 0	$ 87,000,000

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

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTOG	DALLAS	0095-02-096	2019	US 80	E,ENG	SUNNYVALE	$ 10,000,000

LIMITS FROM BELT LINE RD
LIMITS TO LAWSON RD
PROJECT DESCR RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND 2/4 TO 4/6 LANE CONTINUOUS FRONTAGE ROADS
REMARKS P7
PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 07/2018
MPO PROJ NUM 53110
FUNDING CAT(S) SBPE
PROJECT HISTORY 10-YEAR PLAN PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 10,000,000
ROW PURCH	$ 42,000,000
CONSTR	$ 100,000,000
CONST ENG	$ 7,072,474
CONTING	$ 296,057
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 159,368,531

COST OF APPROVED PHASES $ 10,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SBPE	$ 0	$ 10,000,000	$ 0	$ 0	$ 0	$ 10,000,000
TOTAL	$ 0	$ 10,000,000	$ 0	$ 0	$ 0	$ 10,000,000

2019-2022 STIP — **11/2018 Revision: Approved 12/19/2018**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTOG	DALLAS	0094-03-060	2019	SS 482	C,E,ENG,R,ACQ	IRVING	$ 227,118,564

LIMITS FROM AT SH 114 & SH 183
LIMITS TO
PROJECT DESCR RECONSTRUCT INTERCHANGE (PH 2)
REMARKS REVISE ROW FUNDING SHARES IN FY2019; INCREASE CONSTRUCTION FUNDING AND ADVANCE TO FY2019
PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 11/2018
MPO PROJ NUM 53003
FUNDING CAT(S) 12,3P14,S102
PROJECT HISTORY 10-YEAR PLAN PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 8,923,507
ROW PURCH	$ 8,195,057
CONSTR	$ 210,000,000
CONST ENG	$ 10,174,892
CONTING	$ 6,486,765
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 243,780,221

COST OF APPROVED PHASES $ 227,118,564

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
12	$ 168,000,000	$ 42,000,000	$ 0	$ 0	$ 0	$ 210,000,000
3P14	$ 0	$ 8,923,507	$ 0	$ 0	$ 0	$ 8,923,507
S102	$ 6,556,046	$ 819,506	$ 0	$ 819,505	$ 0	$ 8,195,057
TOTAL	$ 174,556,046	$ 51,743,013	$ 0	$ 819,505	$ 0	$ 227,118,564

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

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTOG	DALLAS	0094-03-060	2019	SS 482	E,ENG,R,ACQ	IRVING	$ 17,118,564

LIMITS FROM AT SH 114 & SH 183
LIMITS TO
PROJECT DESCR RECONSTRUCT INTERCHANGE (PH 2)
REMARKS P7
PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 07/2018
MPO PROJ NUM 53003
FUNDING CAT(S) 3P14,S102
PROJECT HISTORY 10-YEAR PLAN PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 8,923,507
ROW PURCH	$ 8,195,057
CONSTR	$ 128,049,000
CONST ENG	$ 5,103,974
CONTING	$ 3,253,919
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 153,525,457

COST OF APPROVED PHASES $ 17,118,564

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
3P14	$ 0	$ 8,923,507	$ 0	$ 0	$ 0	$ 8,923,507
S102	$ 6,556,046	$ 1,639,011	$ 0	$ 0	$ 0	$ 8,195,057
TOTAL	$ 6,556,046	$ 10,562,518	$ 0	$ 0	$ 0	$ 17,118,564

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

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DALLAS	0918-47-208	2020	CS	R,ACQ,UTL	VARIOUS	$ 1,400,000

LIMITS FROM ON WINTERGREEN RD FROM JEFFERSON STREET
LIMITS TO WEST OF CARPENTER ROAD
PROJECT DESCR RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN
REMARKS P7

PROJECT SPONSOR DALLAS CO
REVISION DATE 07/2018
MPO PROJ NUM 14002
FUNDING CAT(S) 7
PROJECT HISTORY PLANNING CSJ 0918-45-997; 2017-2018 CMAQ/STBG PROJECT SEL ECTION/STRATEGIC PARTNERSHIPS

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 2,239,442
ROW PURCH	$ 1,400,000
CONSTR	$ 13,860,558
CONST ENG	$ 989,101
CONTING	$ 396,837
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 18,885,938

COST OF APPROVED PHASES $ 1,400,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
7	$ 1,120,000	$ 0	$ 0	$ 280,000	$ 0	$ 1,400,000
TOTAL	$ 1,120,000	$ 0	$ 0	$ 280,000	$ 0	$ 1,400,000

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

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DALLAS	0095-02-096	2020	US 80	R,ACQ,UTL	SUNNYVALE	$ 42,000,000

LIMITS FROM BELT LINE RD
LIMITS TO LAWSON RD
PROJECT DESCR RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND 2/4 TO 4/6 LANE CONTINUOUS FRONTAGE R OADS
REMARKS P7

PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 07/2018
MPO PROJ NUM 53110
FUNDING CAT(S) S102
PROJECT HISTORY 10-YEAR PLAN PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 10,000,000
ROW PURCH	$ 42,000,000
CONSTR	$ 100,000,000
CONST ENG	$ 7,072,474
CONTING	$ 296,057
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 159,368,531

COST OF APPROVED PHASES $ 42,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
S102	$ 33,600,000	$ 4,200,000	$ 0	$ 4,200,000	$ 0	$ 42,000,000
TOTAL	$ 33,600,000	$ 4,200,000	$ 0	$ 4,200,000	$ 0	$ 42,000,000

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

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DALLAS	0094-03-060	2020	SS 482	C	IRVING	$ 128,049,000

LIMITS FROM AT SH 114 & SH 183
LIMITS TO
PROJECT DESCR RECONSTRUCT INTERCHANGE (PH 2)
REMARKS P7

PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 07/2018
MPO PROJ NUM 53003
FUNDING CAT(S) 12
PROJECT HISTORY 10-YEAR PLAN PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 8,923,507
ROW PURCH	$ 8,195,057
CONSTR	$ 128,049,000
CONST ENG	$ 5,103,974
CONTING	$ 3,253,919
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 153,525,457

COST OF APPROVED PHASES $ 128,049,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
12	$ 102,439,200	$ 25,609,800	$ 0	$ 0	$ 0	$ 128,049,000
TOTAL	$ 102,439,200	$ 25,609,800	$ 0	$ 0	$ 0	$ 128,049,000

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

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	KAUFMAN	0095-03-080	2021	US 80	E,ENG,R,ACQ,UTL	DALLAS	$ 19,000,000

LIMITS FROM LAWSON ROAD (DALLAS/KAUFMAN C/L)
LIMITS TO FM 460
PROJECT DESCR RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND RECONSTRUCT 4 LANE DISCONTINUOUS FRON TAGE RDS TO 4 LANE CONTINUOUS FRONTAGE RDS
REMARKS P7
PROJECT HISTORY PART OF REGIONAL 10 YEAR PLAN

PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 07/2018
MPO PROJ NUM 53086
FUNDING CAT(S) S102,SBPE

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 7,000,000
ROW PURCH	$ 12,000,000
CONSTR	$ 133,000,000
CONST ENG	$ 5,563,981
CONTING	$ 232,911
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 157,796,892

COST OF APPROVED PHASES $ 19,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SBPE	$ 0	$ 7,000,000	$ 0	$ 0	$ 0	$ 7,000,000
S102	$ 9,600,000	$ 1,200,000	$ 0	$ 1,200,000	$ 0	$ 12,000,000
TOTAL	$ 9,600,000	$ 8,200,000	$ 0	$ 1,200,000	$ 0	$ 19,000,000

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

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	ROCKWALL	2588-02-008	2021	FM 548	R,UTL	VARIOUS	$ 2,000,000

LIMITS FROM S OF SH 205 (KAUFMAN COUNTY LINE)
LIMITS TO SH 205
PROJECT DESCR WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6)
REMARKS P7
PROJECT HISTORY R PHASE IN FY2019 IS $3 MILLION FOR ROW; R PHASE IN FY202 1 IS $2 MILLION FOR UTILITIES; 10 YEAR PLAN PROJECT

PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 07/2018
MPO PROJ NUM 13017
FUNDING CAT(S) S102

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 1,500,000
ROW PURCH	$ 5,000,000
CONSTR	$ 6,200,000
CONST ENG	$ 304,688
CONTING	$ 122,244
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 13,126,932

COST OF APPROVED PHASES $ 2,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
S102	$ 1,600,000	$ 200,000	$ 0	$ 200,000	$ 0	$ 2,000,000
TOTAL	$ 1,600,000	$ 200,000	$ 0	$ 200,000	$ 0	$ 2,000,000

2019-2022 STIP — **07/2018 Revision: Administrative 10/25/2018**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	ROCKWALL	0451-04-021	2021	SH 205	C	ROCKWALL	$ 2,702,009

LIMITS FROM JCT SH 205/ JOHN KING (N. GOLIAD ST)
LIMITS TO NORTH OF JOHN KING (COLLIN COUNTY LINE)
PROJECT DESCR WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)
REMARKS P7
PROJECT HISTORY 10 YEAR PLAN PROJECT

PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 07/2018
MPO PROJ NUM 55074
FUNDING CAT(S) 2M

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 1,200,000
ROW PURCH	$ 1,000,000
CONSTR	$ 2,702,009
CONST ENG	$ 158,826
CONTING	$ 63,723
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 5,124,558

COST OF APPROVED PHASES $ 2,702,009

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
2M	$ 2,161,607	$ 540,402	$ 0	$ 0	$ 0	$ 2,702,009
TOTAL	$ 2,161,607	$ 540,402	$ 0	$ 0	$ 0	$ 2,702,009

2019-2022 STIP — **11/2018 Revision: Approved 12/19/2018**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	ELLIS	0092-03-053	2022	IH 45	C	FERRIS	$ 38,486,132

LIMITS FROM AT FM 664
LIMITS TO
PROJECT DESCR CONSTRUCT INTERCHANGE
REMARKS DECREASE CONSTRUCTION FUNDING IN FY2022 AND CHANGE P7 FUNDING SOURCES
PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 11/2018
MPO PROJ NUM 13029
FUNDING CAT(S) 1,12
PROJECT HISTORY PART OF REGIONAL 10 YEAR PLAN

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 2,000,000
ROW PURCH	$ 5,100,000
CONSTR	$ 38,486,132
CONST ENG	$ 1,829,231
CONTING	$ 1,166,183
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 48,581,546

COST OF APPROVED PHASES $ 38,486,132

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
1	$ 3,588,906	$ 897,226	$ 0	$ 0	$ 0	$ 4,486,132
12	$ 27,200,000	$ 6,800,000	$ 0	$ 0	$ 0	$ 34,000,000
TOTAL	$ 30,788,906	$ 7,697,226	$ 0	$ 0	$ 0	$ 38,486,132

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

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	ELLIS	0092-03-053	2022	IH 45	C	FERRIS	$ 40,419,966

LIMITS FROM AT FM 664
LIMITS TO
PROJECT DESCR CONSTRUCT INTERCHANGE
REMARKS P7
PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 07/2018
MPO PROJ NUM 13029
FUNDING CAT(S) 4
PROJECT HISTORY PART OF REGIONAL 10 YEAR PLAN

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 2,000,000
ROW PURCH	$ 5,100,000
CONSTR	$ 40,419,966
CONST ENG	$ 1,822,785
CONTING	$ 1,162,074
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 50,504,825

COST OF APPROVED PHASES $ 40,419,966

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
4	$ 32,335,973	$ 8,083,993	$ 0	$ 0	$ 0	$ 40,419,966
TOTAL	$ 32,335,973	$ 8,083,993	$ 0	$ 0	$ 0	$ 40,419,966

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

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	KAUFMAN	0095-03-080	2022	US 80	C	DALLAS	$ 133,000,000

LIMITS FROM LAWSON ROAD (DALLAS/KAUFMAN C/L)
LIMITS TO FM 460
PROJECT DESCR RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND RECONSTRUCT 4 LANE DISCONTINUOUS FRON TAGE RDS TO 4 LANE CONTINUOUS FRONTAGE RDS
REMARKS P7
PROJECT SPONSOR TXDOT-DALLAS
REVISION DATE 07/2018
MPO PROJ NUM 53086
FUNDING CAT(S) 4
PROJECT HISTORY PART OF REGIONAL 10 YEAR PLAN

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 7,000,000
ROW PURCH	$ 12,000,000
CONSTR	$ 133,000,000
CONST ENG	$ 5,563,981
CONTING	$ 232,911
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 157,796,892

COST OF APPROVED PHASES $ 133,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
4	$ 106,400,000	$ 26,600,000	$ 0	$ 0	$ 0	$ 133,000,000
TOTAL	$ 106,400,000	$ 26,600,000	$ 0	$ 0	$ 0	$ 133,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	DENTON	0081-13-050	IH 35W	E,R	VARIOUS	TXDOT-DALLAS
LIMITS FROM:	SH 114					REV DATE: 07/2018
LIMITS TO:	IH 35W/IH 35E INTERCHANGE					MPO PROJECT ID: 55242
TIP DESCRIPTION:	WIDEN AND RECONSTRUCT 4 LANE RURAL TO 6 MAIN LANE URBAN FREEWAY AND RECONSTRUCT 2/4 TO 4/6 LANE FRONTAGE ROADS					MTP REFERENCE: FT1-5.10.2, FT1-5.10.1
REMARKS:						
						Project History:

DALLAS	DENTON	0081-13-058	IH 35W	E,R	VARIOUS	TXDOT-DALLAS
LIMITS FROM:	TARRANT COUNTY LINE					REV DATE: 07/2018
LIMITS TO:	SH 114					MPO PROJECT ID: 55230
TIP DESCRIPTION:	RECONSTRUCT AND WIDEN 4 LANE RURAL TO 6 LANE URBAN FREEWAY AND CONSTRUCT 4 TO 4/6 LANE FRONTAGE ROADS					MTP REFERENCE: FT1-5.20.1
REMARKS:						
						Project History:

DALLAS	COLLIN	0091-03-022	SH 289	E,R	VARIOUS	TXDOT-DALLAS
LIMITS FROM:	N BUS 289C, NORTH OF CELINA					REV DATE: 07/2018
LIMITS TO:	N CR 60/CR 107 (GRAYSON C/L)					MPO PROJECT ID: 54023
TIP DESCRIPTION:	RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED URBAN (ULTIMATE 6 LANES)					MTP REFERENCE: RSA1-1.605.200
REMARKS:						
						Project History:

DALLAS	DALLAS	0092-02-130	IH 45	E,R	VARIOUS	TXDOT-DALLAS
LIMITS FROM:	AT SL 9					REV DATE: 11/2018
LIMITS TO:						MPO PROJECT ID: 55249
TIP DESCRIPTION:	RECONSTRUCT EXISTING 2 TO 2 LANE SOUTHBOUND FRONTAGE ROAD AND RAMP MODIFICATIONS					MTP REFERENCE: IN1-27.6.1, NRSA1-27.30.2, TSMO2-001
REMARKS:	ADD PROJECT TO APPENDIX D OF THE 2019-2022 TIP/STIP					
						Project History:

DALLAS	DALLAS	0094-07-044	SH 183	E,R	IRVING	TXDOT-DALLAS
LIMITS FROM:	1.0 MILE EAST OF SL 12					REV DATE: 11/2018
LIMITS TO:	WEST END OF ELM FORK TRINITY RIVER BRIDGE					MPO PROJECT ID: 53198
TIP DESCRIPTION:	RECONSTRUCT EXISTING 8 GP LANES, 2 TO 6 CONCURRENT MANAGED LANES, AND 4/6 DISCONTINUOUS TO 6/8 CONTINUOUS FRONTAGE ROADS (ULTIMATE)					MTP REFERENCE: FT1-22.40.2
REMARKS:	REMOVE CONSTRUCTION PHASE FROM APPENDIX D OF THE 2019-2022 TIP/STIP					
						Project History: 10-YEAR PLAN PROJECT

DALLAS	DALLAS	0094-07-045	SH 183	E,R	IRVING	TXDOT-DALLAS
LIMITS FROM:	WEST END OF ELM FORK TRINITY RIVER BRIDGE					REV DATE: 11/2018
LIMITS TO:	WEST OF IH 35E					MPO PROJECT ID: 54072
TIP DESCRIPTION:	RECONSTRUCT AND WIDEN 6/8 TO 6/8 GP LANES, 2 TO 2/6 MANAGED LANES & RECONSTRUCT 4/6 DISCONTINUOUS TO 4/8 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE)					MTP REFERENCE: FT1-22.40.2, FT1-22.40.3
REMARKS:	REMOVE CONSTRUCTION PHASE FROM APPENDIX D OF THE 2019-2022 TIP/STIP					
						Project History: 10-YEAR PLAN PROJECT

DALLAS	DALLAS	0095-02-096	US 80	C	SUNNYVALE	TXDOT-DALLAS
LIMITS FROM:	BELT LINE RD					REV DATE: 07/2018
LIMITS TO:	LAWSON RD					MPO PROJECT ID: 53110
TIP DESCRIPTION:	RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND 2/4 TO 4/6 LANE CONTINUOUS FRONTAGE ROADS					MTP REFERENCE: FT1-32.10.3
REMARKS:						
						Project History: 10-YEAR PLAN PROJECT

DALLAS	DALLAS	0095-02-107	US 80	C	MESQUITE	TXDOT-DALLAS
LIMITS FROM:	EAST OF TOWN EAST BLVD					REV DATE: 07/2018
LIMITS TO:	BELT LINE RD					MPO PROJECT ID: 53109
TIP DESCRIPTION:	RECONSTRUCT AND WIDEN 4 TO 6/8 MAINLANES AND 2/6 TO 4/6 LANE FRONTAGE ROADS AND RECONSTRUCT IH 635 INTERCHANGE					MTP REFERENCE: FT1-32.10.1, FT1-32.10.2, IN1-32.131.1
REMARKS:						
						Project History: 10-YEAR PLAN PROJECT

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	KAUFMAN	0095-04-069	US 80	E	TERRELL	TXDOT-DALLAS
LIMITS FROM:	AT SH 205/FM 148					REV DATE: 07/2018
LIMITS TO:						MPO PROJECT ID: 55207
TIP DESCRIPTION:	INTERSECTION IMPROVEMENTS					MTP REFERENCE: TSMO2-001
REMARKS:						
						Project History:

DALLAS	DALLAS	0095-10-033	US 80	E,R	MESQUITE	TXDOT-DALLAS
LIMITS FROM:	IH 30					REV DATE: 11/2018
LIMITS TO:	EAST OF TOWN EAST BLVD					MPO PROJECT ID: 53108
TIP DESCRIPTION:	RECONSTRUCT AND WIDEN 4 TO 6 MAIN LANES AND 2/6 TO 4/6 LANE CONTINUOUS FRONTAGE ROADS					MTP REFERENCE: FT1-32.10.1
REMARKS:	REVISE SCOPE					
						Project History:

DALLAS	DALLAS	0095-13-038	IH 20	E,R	MESQUITE	TXDOT-DALLAS
LIMITS FROM:	LAWSON ROAD					REV DATE: 07/2018
LIMITS TO:	KAUFMAN COUNTY LINE					MPO PROJECT ID: 55232
TIP DESCRIPTION:	ADD 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS					MTP REFERENCE: NRSA1-30.90.2
REMARKS:						
						Project History:

DALLAS	KAUFMAN	0095-14-027	IH 20	E,R	VARIOUS	TXDOT-DALLAS
LIMITS FROM:	DALLAS COUNTY LINE					REV DATE: 07/2018
LIMITS TO:	SP 557					MPO PROJECT ID: 55219
TIP DESCRIPTION:	ADD 0 TO 4 CONTINUOUS FRONTAGE ROADS					MTP REFERENCE: AO1-30.100.1, AO1-30.100.2
REMARKS:						
						Project History:

DALLAS	COLLIN	0135-03-046	US 380	E,R	PRINCETON	TXDOT-DALLAS
LIMITS FROM:	AIRPORT ROAD					REV DATE: 07/2018
LIMITS TO:	4TH STREET					MPO PROJECT ID: 55233
TIP DESCRIPTION:	WIDEN 4 LANE ROADWAY TO 6 LANE DIVIDED					MTP REFERENCE: RSA1-2.225.660
REMARKS:						
						Project History:

DALLAS	COLLIN	0135-04-033	US 380	E,R	PRINCETON	TXDOT-DALLAS
LIMITS FROM:	4TH STREET					REV DATE: 07/2018
LIMITS TO:	CR 458					MPO PROJECT ID: 55234
TIP DESCRIPTION:	WIDEN 4 LANE ROADWAY TO 6 LANES DIVIDED					MTP REFERENCE: RSA1-2.225.660
REMARKS:						
						Project History:

DALLAS	DENTON	0196-01-108	IH 35E	E,R	VARIOUS	TXDOT-DALLAS
LIMITS FROM:	TURBEVILLE RD					REV DATE: 07/2018
LIMITS TO:	US 77					MPO PROJECT ID: 25033.1
TIP DESCRIPTION:	RECONSTRUCT EXISTING 6/8 INTERIM GP LANES TO 8 GP LANES; RECONSTRUCT AND CONVERT 2 INTERIM REVERSIBLE TO 4 CONCURRENT MANAGED LANES					MTP REFERENCE: FT1-7.10.3, FT1-7.10.4, FT1-7.10.5
REMARKS:						
						Project History: PART OF REGIONAL 10 YEAR PLAN

DALLAS	DENTON	0196-02-124	IH 35E	C,E,R	VARIOUS	TXDOT-DALLAS
LIMITS FROM:	DALLAS COUNTY LINE					REV DATE: 07/2018
LIMITS TO:	FM 407					MPO PROJECT ID: 13033
TIP DESCRIPTION:	RCNST & CONVERT 2 REV TO 4 CONC MNGD LNS; RCNST 6 TO 6/8 COLL DISTR LNS (DALLAS C/L TO SH 121); RCNST 8 TO 8 GP LNS (SH 121 TO FM 407); RCNST 2/6 TO 2/8 CONT FRTG (FM 407 TO SRT/SH 121); AND RCNST 4/6 TO 2/6 CONT FRTG FROM (SRT/SH 121 TO DALLAS C/L)					MTP REFERENCE: FT1-7.10.6, FT1-7.20.1
REMARKS:						
						Project History: PART OF REGIONAL 10 YEAR PLAN

*Project ID:	A00012529	Project Name:	US 80 AT FM 460
Project Stage:	Planning	Project Status:	Active
Project Type:	Construction	Project Subtype:	Bridge
*District / Division:	Dallas - 18	County:	Kaufman
Highway:	US 80	Control Section:	0095-03
Construction Estimate	$7,815,259.00	Estimated Let Date:	02/2022
Controlling Project ID:	0095-03-085	Control Section Job:	0095-03-085

Statewide Transportation Improvement Program

MPO Project ID:	MPO Name:	City Name:	
	North Central Texas Council of Governments		
Implementing Agency:	**Revision Date:**	**TIP Year:**	**FHWA Approval Date:**
	07/2018	2022	09/28/2018

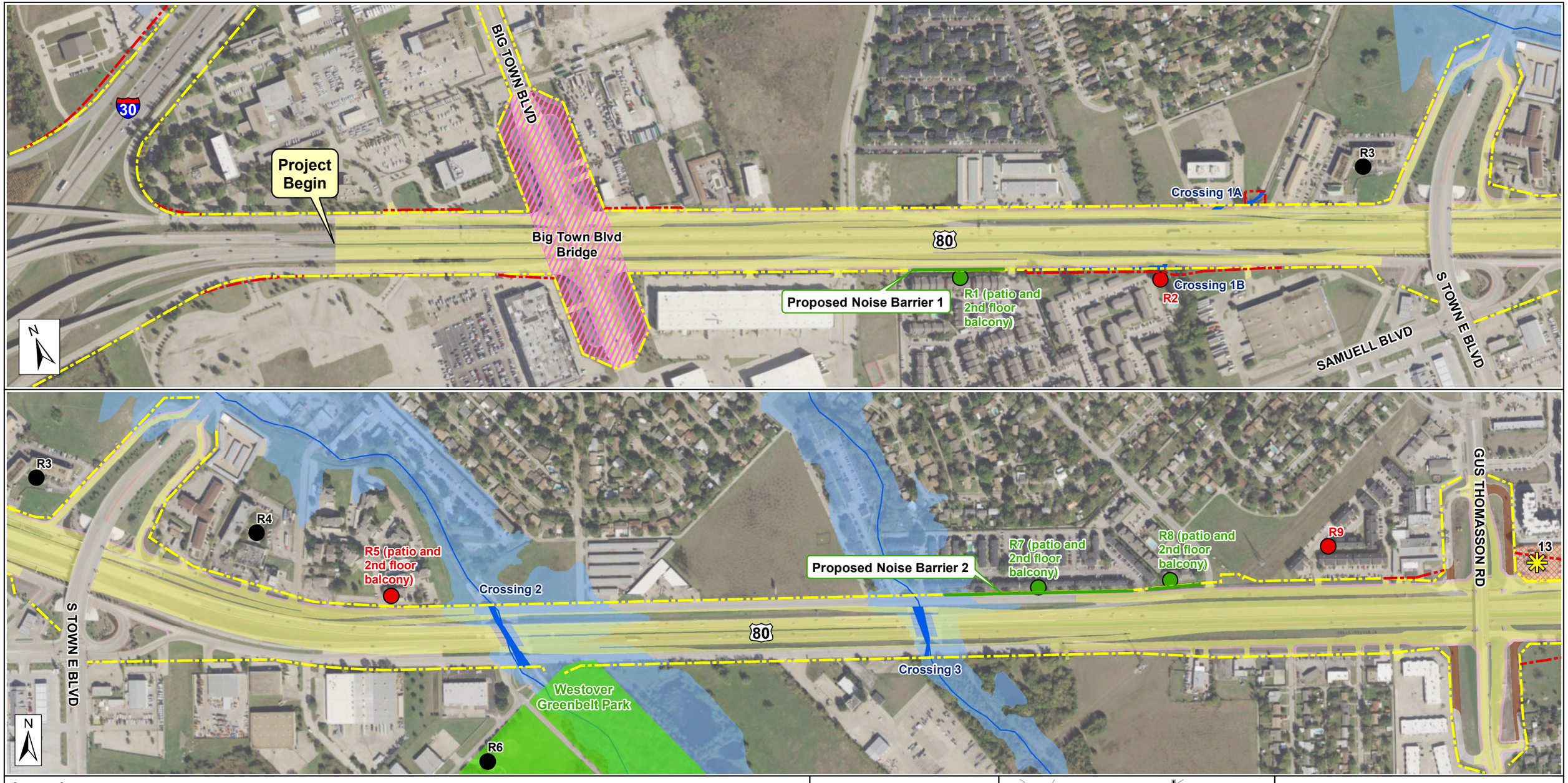
Grouped Project ID:

500000953

Phase:

☑ Construction ☑ Preliminary Engineering ☑ Right of Way ☐ Transfer

Appendix F: Project Resource Map



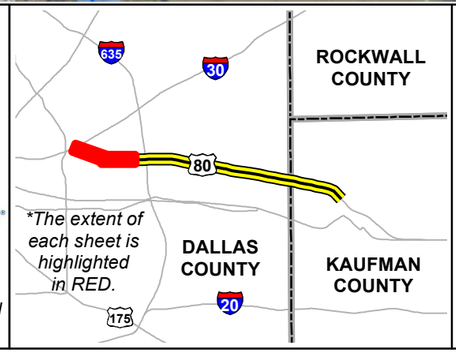
Legend

- Existing ROW
- Proposed ROW
- Proposed Drainage Easement
- Proposed Pavement
- Proposed Pavement Removal
- Proposed Sidewalk
- County Boundary
- Park
- NRHP Eligible Site
- Impacted Structure
- Stream
- Delineated Water Feature
- Delineated Wetland Feature
- 100-Year Floodplain
- Proposed Noise Barrier
- Existing Noise Barrier
- Non-Impacted Noise Receiver
- Impacted Noise Receiver
- Noise Receiver Benefitting from a Proposed Noise Barrier
- Hazardous Materials Moderate Environmental Risk Site
- Hazardous Materials High Environmental Risk Site

0 250 500 Feet

Texas Department of Transportation

Source: TNRIS Aerial Imagery (2016) and August 2018 Approved Schematic Plans.

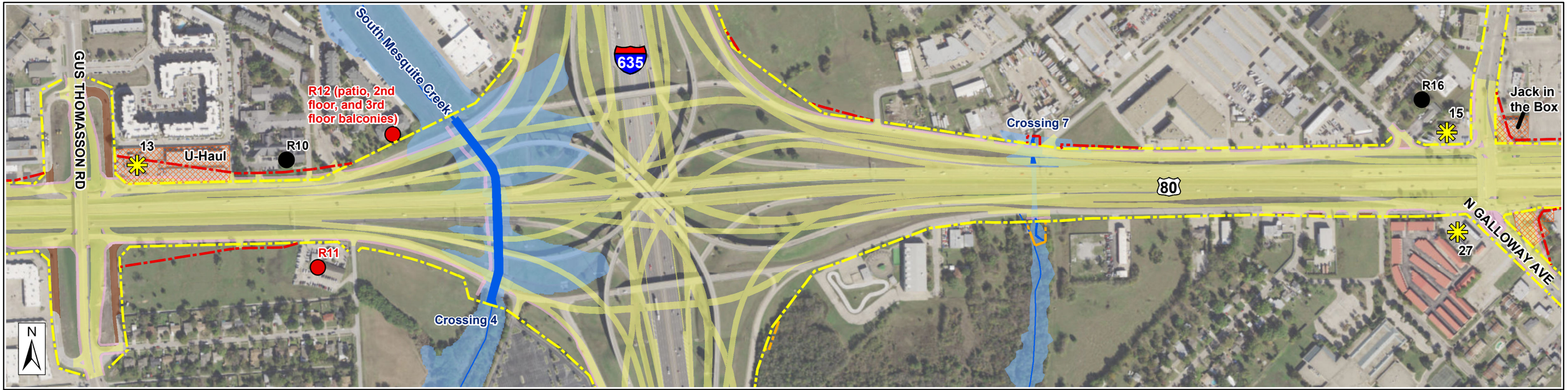


PROJECT RESOURCE MAP
(Sheet 1 of 6)

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Environmental Assessment

Dallas and Kaufman Counties, Texas



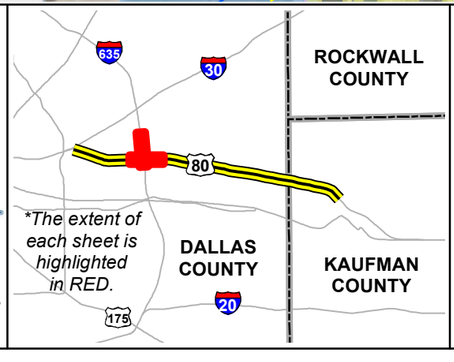
Legend

- Existing ROW
- Proposed ROW
- Proposed Drainage Easement
- Proposed Pavement
- Proposed Pavement Removal
- Proposed Sidewalk
- County Boundary
- Park
- NRHP Eligible Site
- Impacted Structure
- Stream
- Delineated Water Feature
- Delineated Wetland Feature
- 100-Year Floodplain
- Proposed Noise Barrier
- Existing Noise Barrier
- Non-Impacted Noise Receiver
- Impacted Noise Receiver
- Noise Receiver Benefitting from a Proposed Noise Barrier
- Hazardous Materials Moderate Environmental Risk Site
- Hazardous Materials High Environmental Risk Site

0 250 500 Feet

Texas Department of Transportation

Source: TNRIS Aerial Imagery (2016) and August 2018 Approved Schematic Plans.



PROJECT RESOURCE MAP
(Sheet 2 of 6)

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Environmental Assessment

Dallas and Kaufman Counties, Texas

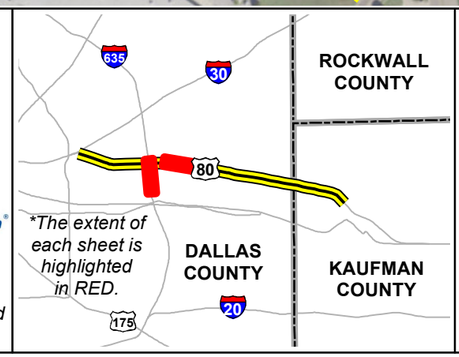
Legend

- Existing ROW
- Proposed ROW
- Proposed Drainage Easement
- Proposed Pavement
- Proposed Pavement Removal
- Proposed Sidewalk
- County Boundary
- Park
- NRHP Eligible Site
- Impacted Structure
- Stream
- Delineated Water Feature
- Delineated Wetland Feature
- 100-Year Floodplain
- Proposed Noise Barrier
- Existing Noise Barrier
- Non-Impacted Noise Receiver
- Impacted Noise Receiver
- Noise Receiver Benefitting from a Proposed Noise Barrier
- Hazardous Materials Moderate Environmental Risk Site
- Hazardous Materials High Environmental Risk Site

0 250 500 Feet

Texas Department of Transportation

Source: TNRIS Aerial Imagery (2016) and August 2018 Approved Schematic Plans.



**The extent of each sheet is highlighted in RED.*

PROJECT RESOURCE MAP
(Sheet 3 of 6)

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Environmental Assessment

Dallas and Kaufman Counties, Texas

North Mesquite Creek
Crossing 9B
Samuell Mesquite Park
JOBSON RD
80
Crossing 9A
R19
36
Samuell Farm
R20
N
COLLINS RD
Long Creek
N PASCHALL RD
R21
R22
Crossing 10
Crossing 11B
Wetland 11C
80
T.C. LIPTON BLVD
Crossing 11A
N

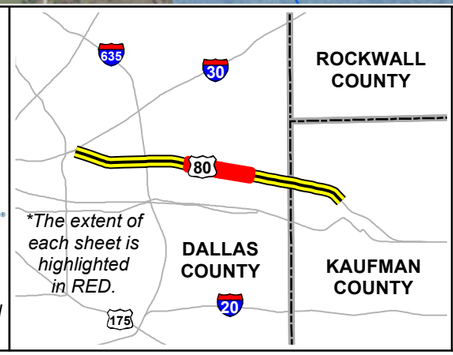
Legend

- Existing ROW
- Proposed ROW
- Proposed Drainage Easement
- Proposed Pavement
- Proposed Pavement Removal
- Proposed Sidewalk
- County Boundary
- Park
- NRHP Eligible Site
- Impacted Structure
- Stream
- Delineated Water Feature
- Delineated Wetland Feature
- 100-Year Floodplain
- Proposed Noise Barrier
- Existing Noise Barrier
- Non-Impacted Noise Receiver
- Impacted Noise Receiver
- Noise Receiver Benefitting from a Proposed Noise Barrier
- Hazardous Materials Moderate Environmental Risk Site
- Hazardous Materials High Environmental Risk Site

0 250 500 Feet

Texas Department of Transportation

Source: TNRIS Aerial Imagery (2016) and August 2018 Approved Schematic Plans.

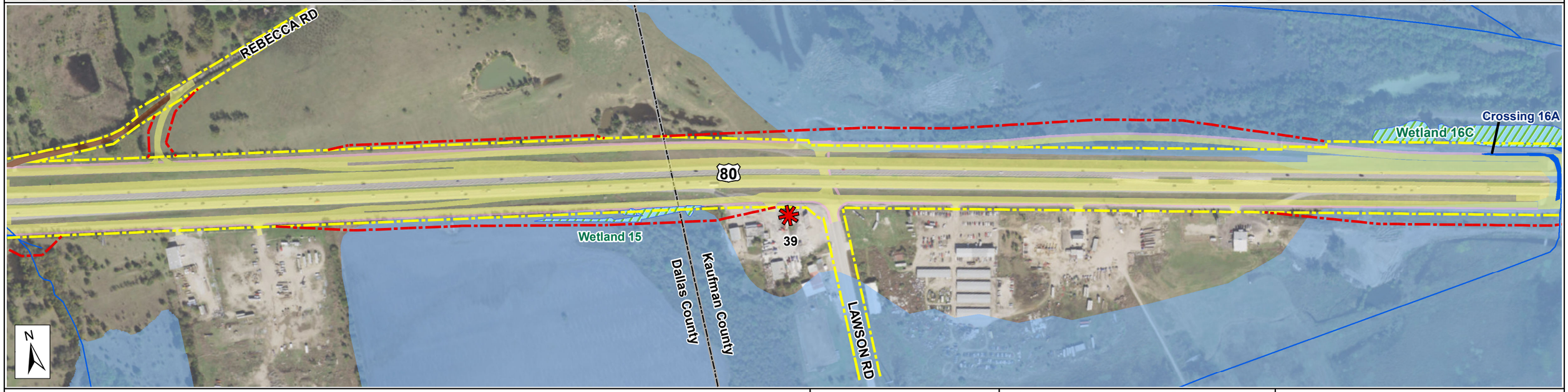


PROJECT RESOURCE MAP
(Sheet 4 of 6)

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Environmental Assessment

Dallas and Kaufman Counties, Texas



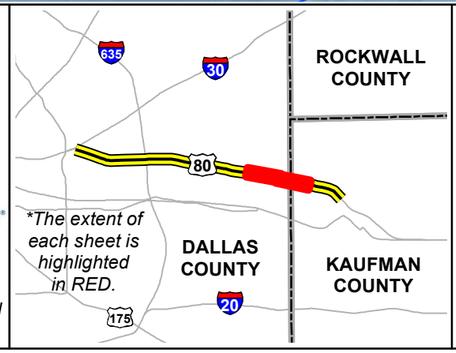
Legend

- Existing ROW
- Proposed ROW
- Proposed Drainage Easement
- Proposed Pavement
- Proposed Pavement Removal
- Proposed Sidewalk
- County Boundary
- Park
- NRHP Eligible Site
- Impacted Structure
- Stream
- Delineated Water Feature
- Delineated Wetland Feature
- 100-Year Floodplain
- Proposed Noise Barrier
- Existing Noise Barrier
- Non-Impacted Noise Receiver
- Impacted Noise Receiver
- Noise Receiver Benefitting from a Proposed Noise Barrier
- Hazardous Materials Moderate Environmental Risk Site
- Hazardous Materials High Environmental Risk Site

0 250 500 Feet

Texas Department of Transportation

Source: TNRIS Aerial Imagery (2016) and August 2018 Approved Schematic Plans.

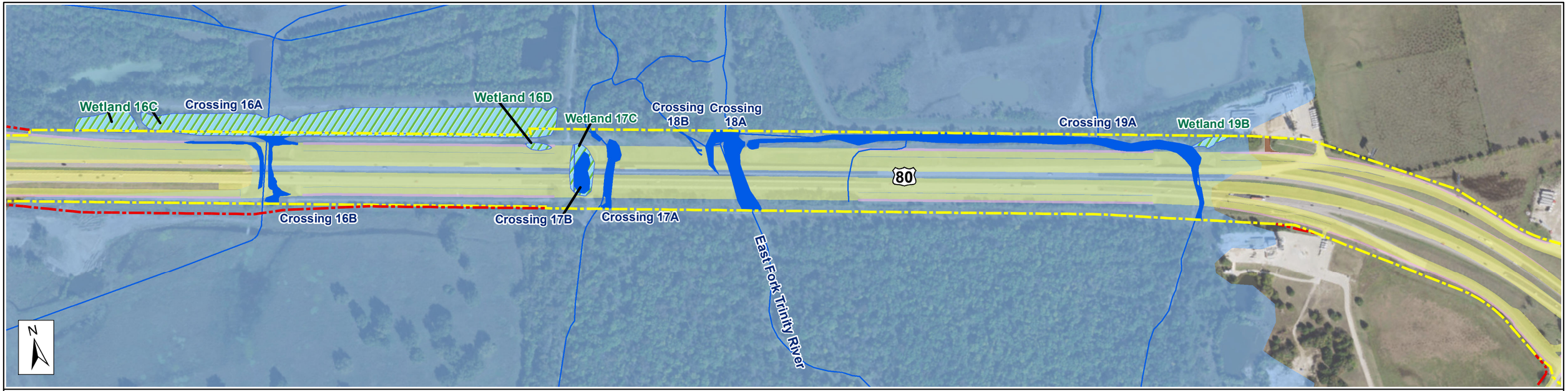


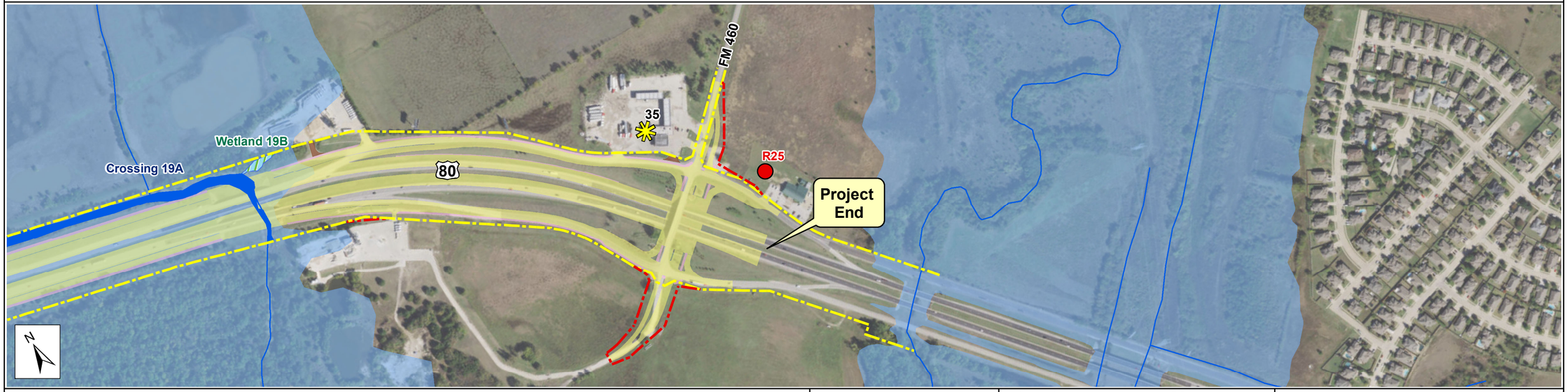
PROJECT RESOURCE MAP
(Sheet 5 of 6)

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Environmental Assessment

Dallas and Kaufman Counties, Texas





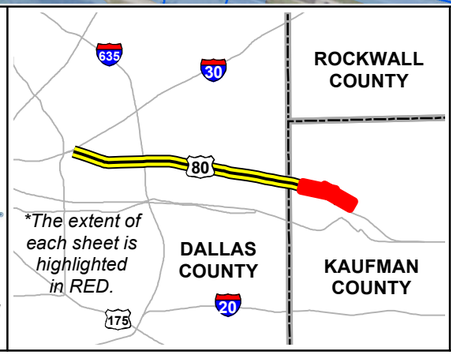
Legend

- Existing ROW
- Proposed ROW
- Proposed Drainage Easement
- Proposed Pavement
- Proposed Pavement Removal
- Proposed Sidewalk
- County Boundary
- Park
- NRHP Eligible Site
- Impacted Structure
- Stream
- Delineated Water Feature
- Delineated Wetland Feature
- 100-Year Floodplain
- Proposed Noise Barrier
- Existing Noise Barrier
- Non-Impacted Noise Receiver
- Impacted Noise Receiver
- Noise Receiver Benefitting from a Proposed Noise Barrier
- Hazardous Materials Moderate Environmental Risk Site
- Hazardous Materials High Environmental Risk Site

0 250 500 Feet

Texas Department of Transportation

Source: TNRIS Aerial Imagery (2016) and August 2018 Approved Schematic Plans.



*The extent of each sheet is highlighted in RED.

PROJECT RESOURCE MAP
(Sheet 6 of 6)

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Environmental Assessment

Dallas and Kaufman Counties, Texas

Appendix G: Agency Coordination

Description	Number of Pages
TPWD Early Coordination Correspondence	14
Section 106 Coordination Letter to Dallas County Historical Commission (8/10/18)	4
Section 106 Coordination Letter to Historic Mesquite (8/10/18)	4
Section 106 Coordination Letter to Kaufman County Historical Commission (8/14/18)	4
Section 106 Coordination Letter to City of Dallas Historic Preservation (9/14/18)	4
Kaufman County Historical Commission Response (8/14/18)	1
Historic Mesquite Response (8/22/18)	1
City of Dallas Historic Preservation Officer Response (9/17/18)	3
Section 106 Tribal Coordination Request and Letter (April 17, 2019)	10
Section 106 and Antiquities Code Coordination Letter (April 24, 2019) and Concurrence (April 26, 2019)	3
Archeological Survey Report Acceptance (April 26, 2019)	1
Section 106 and Section 4(f) Coordination Letter (May 1, 2019) and Concurrence (May 3, 2019)	2

Leslie Mirise

From: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Sent: Friday, September 28, 2018 4:38 PM
To: Leslie Mirise
Cc: John Maresh; Christine Polito; Dan Perge
Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Hi Leslie,

I appreciate the additional information that you provided during this coordination process, and please let me know if I can assist the Dallas District with the USACE required compensatory mitigation for the proposed project. One of my goals as the Transportation Conservation Coordinator is to increase the environmental value of project mitigation performed by TxDOT, and I am here to assist the District with identifying conservation options and implementing conservation strategies, such as, mitigation banking. I look forward to working with you on future Dallas District projects.

With that being said, thank you for submitting the following project for early coordination: US 80 from IH 30 to East Town Blvd (CSJ:0095-10-033). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment form submitted on July 19, 2018 and in the 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

Sincerely,

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Friday, September 21, 2018 5:31 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: John Maresh <John.Maresh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>
Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination
Importance: High

Suzanne,

Thank you for your comments.

The project description does not include plans to dewater the channel. More specifically, the project description states the following: *Water diversions, coffer dams or temporary crossings are not anticipated for the project.*

The EPIC to implement the Freshwater Mussel BMPs is included in the EPIC sheet. The language within the EPIC addresses your concern about coordinating with TPWD KAST. See below:

Freshwater Mussel BMP #2: When work is in the water and mussels are discovered during surveys; relocate state listed and SGCN mussels under TPWD authorization and implement Water Quality BMPs.

Any required compensatory mitigation would be coordinated with the USACE. It is anticipated that mitigation bank credits from a mitigation bank in the proposed project's watershed would be used to satisfy requirements of a PCN.

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: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Friday, September 21, 2018 4:53 PM
To: Leslie Mirise
Cc: John Maresh; Christine Polito; Dan Perge
Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Hi Leslie,

Can you clarify if TxDOT will include a note in the EPIC to coordinate with TPWD KAST prior to dewatering activities?

Can you provide any additional information on the compensatory mitigation?

Thanks,
Suzanne

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Tuesday, September 18, 2018 4:31 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>

Cc: John Maresh <John.Maresh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>
Subject: FW: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Suzanne,

Thank you for the additional comments. The District's responses are below (marked as "b" as this is the second group of additional information provided):

TPWD Comment #1b: In general, Texas Parks and Wildlife Department (TPWD) staff discourages channelizing or burying streams in culverts because of the loss to fish and wildlife resources and a reduction of stream functions in the overall system. Putting a stream underground further limits access to water for urban wildlife, removes important riparian corridors, and degrades a public aquatic resource. TPWD recommends stream crossings span the channel where possible.
TxDOT Response #1b: In general, it is not current practice to unnecessarily channelize or bury streams. This project proposes culvert extensions and bridge widenings only where existing culverts and bridges exist in order to allow for the widening of the highway and addition of frontage roads. Stream crossings would be spanned where possible, and all culverts and bridges would be designed per TxDOT hydraulic specifications.

TPWD Comment #2b: To further minimize impacts, where culverts must be used for road crossings, the crossings should be designed with the culvert(s) in the active channel area lower than those in the floodplain benches so that the flow in the channel is not overly spread out. The central/low-flow culvert(s) should be large enough to handle a 1.5 year flow without backing up water. The bottoms of these lower culverts should be set at least a foot below grade (i.e. recessed) to allow natural substrate to cover the culvert bottom and to allow for aquatic organism passage. These lower, recessed culverts should be installed in the thalweg or deepest part of the channel and be aligned with the low flow channel.
TxDOT Response #2b: Comment noted. TxDOT culverts would be constructed to TxDOT hydraulic specifications.

TPWD Comment #3b: Regarding impacts calculations, sections of stream that are straightened/channelized leading up to or exiting the crossings should also count as permanent impacts, as would areas where headwalls or riprap are used.
TxDOT Response #3b: Vegetation impact acreages have been calculated from proposed ROW line to proposed ROW line. Impacts to Waters of the U.S. are coordinated with the USACE.

TPWD Comment #4b: The removal of stream sinuosity and floodplain access can increase the flow volume and velocity downstream, potentially causing erosion or flooding in those areas. If the project results in a negative effect on stream stability and/or the quality of aquatic resources in the segment immediately downstream this should constitute a further impact to waters of the U.S. If the project is permitted a monitoring plan should be implemented to assess the stability of stream functions downstream of the site. A decrease in the functionality of the stream attributable to the project should require further mitigation.
TxDOT Response #4b: Comment noted. Mitigation to regulated habitat would be coordinated with the USACE as required. Impacts to TPWD jurisdiction vegetation has been calculated from proposed ROW line to proposed ROW line. All bridges and culverts are designed to TxDOT hydraulic specifications.

TPWD Comment #5b: Dewatering activities can impact aquatic resources through stranding fish and mussels. Other harmful construction activities can trample, dredge, or fill areas exhibiting stationary aquatic resources such as plants and mussels. To avoid or reduce impacts, TPWD may recommend relocating aquatic life, including, but not limited to, fish, turtles, and mussels, to an area of suitable habitat outside the project footprint. Relocation activities are done under the authority of a TPWD *Permit to Introduce Fish, Shellfish or Aquatic Plants into Public Waters*. Information regarding this permit can be obtained at: http://www.tpwd.state.tx.us/publications/fishboat/forms/. Aquatic Resource Relocation Plans (ARRP) are used to plan resource handling activities and assist in the permitting process. If dewatering activities and other project-related activities cause mortality to fish and wildlife species, then the responsible party could be liable for the value of the lost resources under the authority of TPW Code Sections 12.0011 (b) (1) and 12.301.

Aquatic Resource Relocation Plans can be submitted to Greg Conley, TPWD Region 2 KAST at 903-566-2518 or Greg.Conley@tpwd.texas.gov to initiate coordination prior to construction for a Permit to Introduce Fish, Shellfish or Aquatic Plants into Public Waters. An Aquatic Resource Relocation Plan should be completed and approved by the department 30 days prior to dewatering and/or resource relocation and submitted with an application for a no-cost Permit to Introduce Fish, Shellfish, or Aquatic Plants into Public Waters.
TxDOT Response #5b: TxDOT has committed to implementing the Freshwater Mussel BMPs, which includes survey and relocation of state-listed mussel species, the Water Quality BMPs, and the Aquatic Reptile and Amphibian BMPs, as required in the MOU for impacts to aquatic species with suitable habitat within the proposed project area. Please see the Tier 1 Site Assessment Form for the complete list of approved species BMPs that would be implemented as part of the project. The District conducts required mussel habitat assessments and survey/relocation approximately six months (or less) prior to construction. Surveys conducted too early would not be protective of the species. An ARRP would be submitted to the Region 2 KAST at the appropriate time.

TPWD Comment #6b: The TPWD biologist coordinating the Sand, Shell, Gravel and Marl (SSGM) program should be consulted to evaluate activities involving the disturbance or taking of material from the beds or bottoms of State-navigable streambeds and bay bottoms. Tom Heger, 512-389-4583 or tom.heger@tpwd.texas.gov
TxDOT Response #6b: Comment noted. No excavation in streams is planned for this project.

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: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Tuesday, September 18, 2018 9:54 AM
To: Leslie Mirise
Cc: John Maresh; Christine Polito; Dan Perge
Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Hi Leslie,

I coordinated internally with our Inland Fisheries staff given that there were multiple stream crossings and that a PCN would be required for linear impacts at crossings 16 and 19. I received their comments regarding the proposed project last Friday.

- In general, Texas Parks and Wildlife Department (TPWD) staff discourages channelizing or burying streams in culverts because of the loss to fish and wildlife resources and a reduction of stream functions in the overall system. Putting a stream underground further limits access to water for urban wildlife,

removes important riparian corridors, and degrades a public aquatic resource. TPWD recommends stream crossings span the channel where possible.

- To further minimize impacts, where culverts must be used for road crossings, the crossings should be designed with the culvert(s) in the active channel area lower than those in the floodplain benches so that the flow in the channel is not overly spread out. The central/low-flow culvert(s) should be large enough to handle a 1.5 year flow without backing up water. The bottoms of these lower culverts should be set at least a foot below grade (i.e. recessed) to allow natural substrate to cover the culvert bottom and to allow for aquatic organism passage. These lower, recessed culverts should be installed in the thalweg or deepest part of the channel and be aligned with the low flow channel.
- Regarding impacts calculations, sections of stream that are straightened/channelized leading up to or exiting the crossings should also count as permanent impacts, as would areas where headwalls or riprap are used.
- The removal of stream sinuosity and floodplain access can increase the flow volume and velocity downstream, potentially causing erosion or flooding in those areas. If the project results in a negative effect on stream stability and/or the quality of aquatic resources in the segment immediately downstream this should constitute a further impact to waters of the U.S. If the project is permitted a monitoring plan should be implemented to assess the stability of stream functions downstream of the site. A decrease in the functionality of the stream attributable to the project should require further mitigation.
- Dewatering activities can impact aquatic resources through stranding fish and mussels. Other harmful construction activities can trample, dredge, or fill areas exhibiting stationary aquatic resources such as plants and mussels. To avoid or reduce impacts, TPWD may recommend relocating aquatic life, including, but not limited to, fish, turtles, and mussels, to an area of suitable habitat outside the project footprint. Relocation activities are done under the authority of a TPWD *Permit to Introduce Fish, Shellfish or Aquatic Plants into Public Waters*. Information regarding this permit can be obtained at: http://www.tpwd.state.tx.us/publications/fishboat/forms/. Aquatic Resource Relocation Plans (ARRP) are used to plan resource handling activities and assist in the permitting process. If dewatering activities and other project-related activities cause mortality to fish and wildlife species, then the responsible party could be liable for the value of the lost resources under the authority of TPW Code Sections 12.0011 (b) (1) and 12.301. Aquatic Resource Relocation Plans can be submitted to Greg Conley, TPWD Region 2 KAST at 903-566-2518 or Greg.Conley@tpwd.texas.gov to initiate coordination prior to construction for a Permit to Introduce Fish, Shellfish or Aquatic Plants into Public Waters. An Aquatic Resource Relocation Plan should be completed and approved by the department 30 days prior to dewatering and/or resource relocation and submitted with an application for a no-cost Permit to Introduce Fish, Shellfish, or Aquatic Plants into Public Waters.
- The TPWD biologist coordinating the Sand, Shell, Gravel and Marl (SSGM) program should be consulted to evaluate activities involving the disturbance or taking of material from the beds or bottoms of State-navigable streambeds and bay bottoms. Tom Heger, 512-389-4583 or tom.heger@tpwd.texas.gov

Additionally, do you have any more information on the compensatory mitigation plans?

As I mentioned to John Maresh on the phone this morning, I will out of the office later this afternoon until Thursday for a TPWD meeting and return to the office on Friday. I can appreciate that you are under a time constraint and please let me know the deadline that you are trying to meet internally.

Thanks,
Suzanne

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Monday, September 17, 2018 5:01 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>

Cc: John Maresh <John.Maresh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>
Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Suzanne,

How is the review coming along? I know last week was the environmental conference, but I am up against deadlines to complete this project since it's been in coordination for nine weeks.

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: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Wednesday, September 05, 2018 4:47 PM
To: Leslie Mirise
Cc: John Maresh; Christine Polito; Dan Perge
Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Thank you, Leslie. I appreciate the additional information and will look over the report.

Suzanne

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Wednesday, September 5, 2018 1:37 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: John Maresh <John.Maresh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>
Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Suzanne,

The Waters Tech Report has yet to be uploaded to ECOS. I am, however, dropboxing a copy to you now. Please let me know if you need anything else.

Just FYI, the schematic that you saw was at 95%. There have been no changes to the project footprint between that and the approved version.

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: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Tuesday, September 04, 2018 5:08 PM
To: Leslie Mirise
Cc: John Maresh; Christine Polito; Dan Perge
Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Leslie,

When do you expect the Water Resources Report to be finalized and available in ECOS?

Thanks,
Suzanne

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Tuesday, September 4, 2018 3:40 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: John Maresh <John.Maresh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>
Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Suzanne,

The “bio tech report” mentioned below is the Biological Evaluation Form, Tier 1 Site Assessment Form, supporting documents, NDD search, and EMST and observed vegetation table originally submitted. It’s just easier to say bio tech report rather than call out each of the pieces of it. My apologies for not being clear in the definition earlier. The Water Resources Tech Report is still under review. It will be posted to ECOS when it is finalized.

The project footprint has not changed from the earlier schematic that you saw. The approved schematic will be uploaded to ECOS shortly.

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: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Tuesday, September 04, 2018 3:29 PM
To: Leslie Mirise
Cc: John Maresh; Christine Polito; Dan Perge
Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Hi Leslie,

Thanks again for answering my questions and letting me know that the schematic that I was reviewing was an earlier version and not the most current. In your email, you mentioned the Biological Technical Report, but I did not see it in ECOS. Could you send me a copy of it and the water report if it's available?

Thanks,
Suzanne

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Friday, August 31, 2018 4:30 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: John Maresh <John.Maresh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>
Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Suzanne,

Thank you for the phone call earlier today and the comments listed below. To the best of my recollection, I've documented the topics we discussed and provided additional information below. Please let me know if I've missed anything.

TPWD comment #1: I noticed that there were a few proposed drainage easements on the schematic. Can you tell more about what the plans are for the drainage easements?
TxDOT response #1: The proposed project would reconstruct the US 80 facility. Drainage crossings (i.e., proposed drainage easement or widened proposed ROW areas) would be enlarged to increase conveyance capacity and culverts

would typically be extended to accommodate the addition or widening of frontage roads. The 12 areas identified as "proposed easements" in the bio tech report materials and as compared to the approved schematic were reviewed in order to provide additional information, as summarized in the points below:

- Three of the 12 are existing drainage easements along the east side of IH 635 and south of US 80 were erroneously mapped as "proposed easement". No construction activity is proposed for two water crossings, which are ephemeral streams or swales. The third water feature is Crossing 6 – intermittent tributary to South Mesquite Creek that may receive temporary impacts; however, the drainage easement is over 100-feet upstream from proposed construction activities, so it is unlikely that this area would be impacted.
- The only "proposed drainage easement" in the approved schematic is at Crossing 7, just east of the interchange with IH 635 and south of US 80. This intermittent tributary to South Mesquite Creek would have the existing two 7'x5' box culverts replaced by three 7'x5' box culverts with riprap and a retaining wall.
- The eight areas former identified as "proposed drainage easements" but now as "proposed ROW" break out as follows on the approved schematic:
    - Seven of the eight involve stream crossings of US 80 that would be reconstructed to enlarge flow capacity and extend culverts, and in most cases would modify the flow pattern across the highway to improve flow efficiency (i.e., remove bends in the box culverts or pipes). Several of these crossings would also add several linear feet of stream riprap, generally on the downstream side of the highway.
    - One former proposed easement is associated with an existing RCP crossing of local drainage that would be removed and not replaced (i.e., stormwater would be accommodated by a storm drain system).

TPWD comment #2: Can you tell me more about the proposed work at Long Creek?
TxDOT response #2: The screenshot below of the Long Creek crossing is a good example of what would happen on a smaller scale with six other former "proposed drainage easements" discussed above. This would include complete reconstruction involving enlarging capacity, relocation/straightening, and extending culverts. Long Creek (crossing 12) is a perennial stream; however, what lies in existing TxDOT ROW is highly maintained and has been for many years. The Freshwater Mussel BMPs and WQ BMPs would be applicable to this area.

TPWD comment #3: Will there be any impacts to the Samuell Mesquite Park, Farm North Park, or Farm?

TxDOT response #3: EOID 11917 Vertisol Blackland Prairie is the only one that lies within the project's 1.5 mile buffer. The proposed project would not impact this remnant community.

TPWD comment #4: TPWD recommends the minimization of impacts to riparian vegetation and minimization of invasive plant species introduction.
TxDOT response #4: Standard language included in the Vegetation Resources section of the EPIC sheet includes the following: Preserve native vegetation to the extent practical. Contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751 & 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments. Soil disturbance would be minimized in the project area in order to minimize invasive species establishment, as part of TxDOT's commitments under EO 13112 on Invasive Species. In addition, seeding and replanting of disturbed areas with seed mixes that are in compliance with Executive Memorandum on Environmentally and Economically Beneficial Landscaping would be done where possible.

TPWD comment #5: TPWD recommends avoiding the removal of vegetation during the nesting season.
TxDOT response #5: TxDOT includes the following standard language in the project EPIC sheet for MBTA compliance: 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 or 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.

The following Bird BMPs are included in the project EPIC sheet: 1) 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. 2) Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season. 3) Avoid the removal of unoccupied, inactive nests, as practicable. 4) Prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair. 5) Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.

TPWD comment #6: TPWD recommends the specification on bird nest exclusion devices and daily inspection to avoid and minimize birds caught in netting or screening material.
TxDOT response #6: The use of nest exclusion devices would be determined on a case-by-case and as-needed basis at the time of construction. As noted above, EPIC commitments include MBTA compliance language and Bird BMPs.

TPWD comment #7: TPWD recommends the avoidance of driving large equipment in streams.
TxDOT response #7: TxDOT includes the Water Quality BMPs in the project EPIC sheet. These include the following: 1) Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges. 2) When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.

Please let me know if you have any questions or required any additional information. Have a good Labor Day weekend.

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: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Wednesday, August 29, 2018 3:17 PM
To: Leslie Mirise
Cc: Mohammed Shaikh
Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Hi Leslie,

I had a couple of questions about the proposed project.

I noticed that there were a few proposed drainage easements on the schematic. Can you tell more about what the plans are for the drainage easements?

Can you tell me more about the proposed work at Long Creek?

Will there be any impacts to the Samuell Mesquite Park, Farm North Park, or Farm?

Thanks,
Suzanne

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Monday, August 13, 2018 5:35 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>
Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Hi Suzanne,

I just received the attached kmz from the project consultant. Please let me know if you have any trouble opening the file.

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: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Wednesday, August 08, 2018 4:26 PM
To: Leslie Mirise
Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Hi Leslie,

I look forward to working with you on Dallas District projects as well.

Could you send a KMZ file of the project? Also, do you have any additional pictures that show the bridge structures that will be replaced or extended?

Thank you,

Suzanne Walsh, Ph.D.
Transportation Conservation Coordinator
Wildlife Division – Wildlife Habitat Assessment Program
Texas Parks and Wildlife Department
4200 Smith School Road
Austin, TX 78744
Phone: (512) 389-4579
Suzanne.Walsh@tpwd.texas.gov

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Friday, July 20, 2018 11:29 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: FW: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Suzanne,

Hello from the Dallas District. I look forward to working with you.

This project's schematic is a rather large file, so I will send you a dropbox link in just a minute. Please let me know if there are any issues retrieving it, or if you have any questions on the project.

Thanks,

Leslie Mirise
Environmental Specialist
Dallas District – Advance Planning
Texas Department of Transportation
4777 East Highway 80

Mesquite, Texas 75150
(214) 320-6162 office
(214) 320-4470 FAX

From: WHAB_TxDOT [mailto:WHAB_TxDOT@tpwd.texas.gov]
Sent: Friday, July 20, 2018 9:49 AM
To: Leslie Mirise; Mohammed Shaikh; Christine Polito; Dan Perge; Lani Marshall
Cc: Suzanne Walsh
Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 40364. 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, July 19, 2018 5:05 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Lani Marshall <Lani.Marshall@txdot.gov>
Subject: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Hello,

TxDOT requests early coordination for the US 80 Widening Project in Dallas and Kaufman 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

These documents, along with other project-related information, are also available in ECOS under the CSJ: 0095-10-033. The project schematic will be sent to the assigned biologist in a separate email (or dropbox depending on file size).

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

Thank you,

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

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

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

Texas Department of Transportation
4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214) 320-6100 | WWW.TXDOT.GOV

August 10, 2018

Fred Durham, Chairman
Dallas County Historical Commission
411 Elm Street
3rd Floor
Dallas, TX 75202

NATIONAL HISTORIC PRESERVATION ACT REVIEW: US 80 Project, Interstate Highway (IH) 30 to Farm-to-Market Road (FM) 460, Dallas and Kaufman Counties, Dallas District (CSJ Numbers 0095-10-033, 0095-02-107, 0095-02-096, 0095-03-080, 0095-03-085)

Dear Mr. Durham,

We ask that the Dallas County Historical Commission (CHC) comment on area historic resources for the above-referenced project. If your organization does not contact the Texas Department of Transportation (TxDOT) by September 10, 2018 we will assume that the CHC has no comment.

TxDOT Dallas District is proposing to reconstruct and widen the US 80 facility and reconstruct frontage roads, ramps, and bridge structures in Dallas and Kaufman Counties, Texas.[1] The proposed project would generally follow the existing alignment; however, portions of U.S. 80 would be shifted to the north or south to accommodate highway widening. Proposed improvements include the reconstruction and widening of US 80 to add an additional mainlane in each direction, for a total of six to eight mainlanes. Frontage roads in Dallas County would be reconstructed with three lanes in each direction, and in Kaufman County there would be continuous frontage roads with two lanes in each direction. Throughout the project, a six-foot sidewalk would be constructed along both sides of the proposed facility, as would an outside 14-foot frontage road lane that would allow shared-use of vehicle and bicycle traffic. The proposed project would be constructed with a variable existing/proposed right-of-way (ROW) width that generally ranges from 300 to 500 feet, but widens to 600 to 730 feet at interchanges with major cross streets (e.g., Town East Boulevard and Collins Road) and is nearly 2,000 feet wide at the interchange with IH 635. The improvements also include the replacement of the Big Town Boulevard Bridge. The project area is defined as all existing/proposed ROW, construction easements, and driveway construction along US 80 from IH 30 to FM 460. The length of the proposed project is approximately 11.2 miles. A total of approximately 25 acres of new right-of-way (ROW) would be required for this project.

Environmental issues, including the identification of historic properties, are scheduled to be resolved by April 30, 2019. When resolved, the project will be cleared for construction. Please see the attached map for the proposed project location. The Report for Historical Studies Survey for the US 80 Project will be submitted to you via e-mail by TxDOT Dropbox for your review when the survey is complete.

We request the CHC's help to locate historic properties within our project area. Historic properties are generally those that are 50 years old, that are listed in, or eligible to be listed in, the National Register of Historic Places. To date, our research identified the following historic properties within the project area:

- Big Town Boulevard Bridge (previously recommended eligible);
- TxDOT Dallas District Offices at 4777 East US Hwy 80;
- Historical Marker #13467 for Long Creek Cemetery at 500 Long Creek Road;
- Residential properties at Watha Road and US 80 (Atlas number 3001001288); and Rebecca Road and US 80 (Atlas number 3001001288), identified by THC in June 1982.

Does CHC agree with our findings and are the above properties the only known historic resources in the project area? If so, please sign where indicated below and return this document to TxDOT by September 10, 2018.

Does CHC have any additional information about these or other historic resources including pre-1976 historic buildings, structures, objects, cemeteries or other historic resources that may be important locally within the project area? If so, contact TxDOT via letter, e-mail, or phone call by September 10, 2018.

Does CHC have general comments or questions about how our project could impact the historic properties in the project area? If so, contact TxDOT via letter, e-mail, or phone call by September 10, 2018.

Direct responses and questions to Mohammed Shaikh, Environmental Specialist, at (214) 320-6148 (email: mohammed.shaikh@txdot.gov) . When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to Texas Department of Transportation – Dallas District Office, Advance Project Development, 4777 E. Hwy 80, Mesquite, texas 75150-6643, Attn: Mohammed Shaikh.

Thank you for your assistance in this project.

Sincerely,

Mohammed Shaikh

Mohammed Shaikh
Advance Project Development
TxDOT Dallas District

Cc: Jason Estridge
Carolyn Nelson

Enclosure:

This letter and its enclosures serve to initiate consultation with Dallas CHC on historic resource identification efforts for the proposed project. Please concur with our findings of historic properties listed above or provide other comments below.

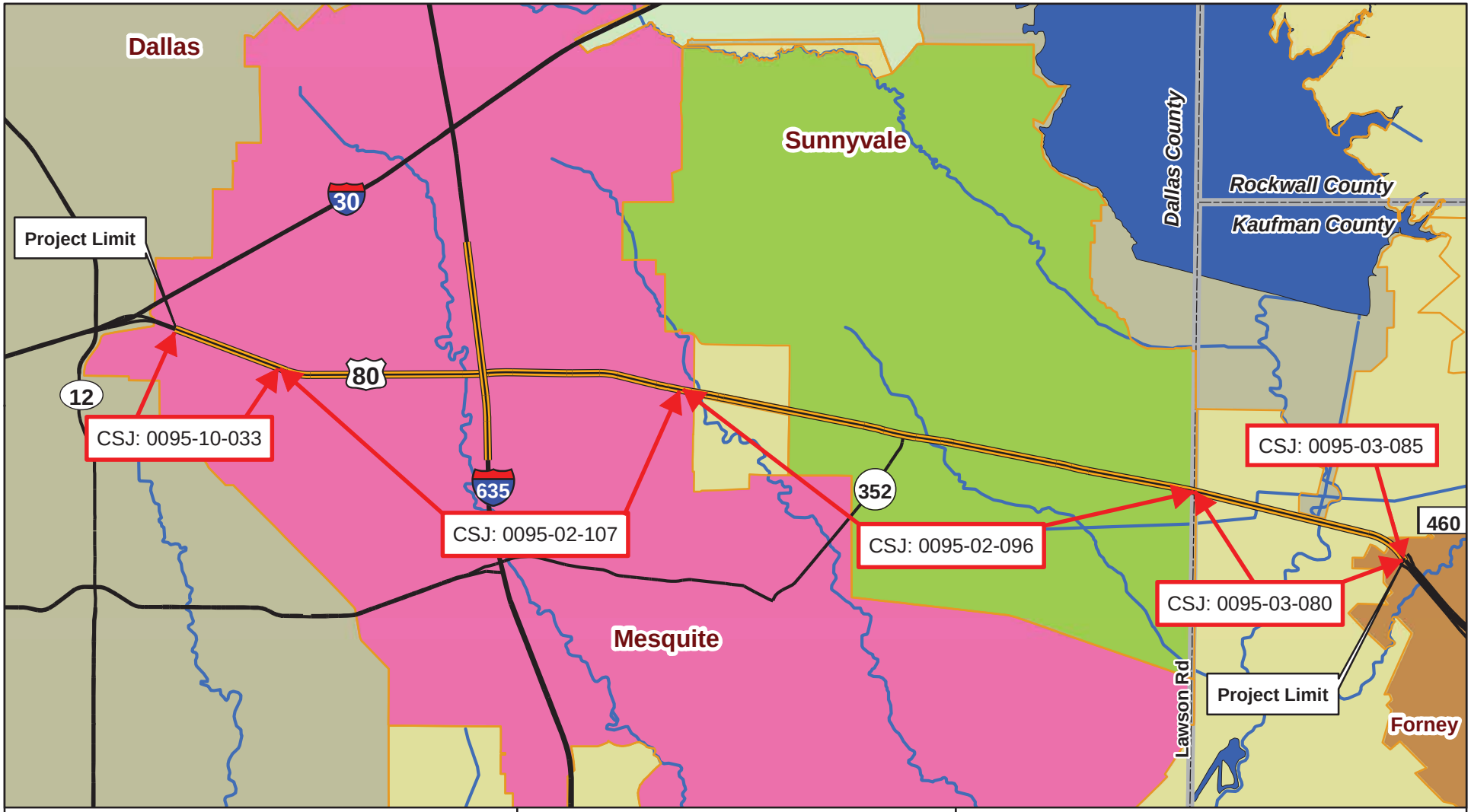
_____ _____

CHC Chairperson Date:

Contact TxDOT via letter, e-mail, or phone call using information provided in the letter above. If you'd prefer, use the comment secion below to share information and return signed copy to TxDOT.

Comments:

[1] The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT. TxDOT's regulatory role for this project is that of the Federal action agency.



Legend

- Proposed US 80 Project Limits
- Major Roadway
- City Limits
- Unincorporated
- County Boundary
- Open Water (Lake)
- River or Major Creek

N

0 1.5 3

Miles

Texas Department of Transportation

Sources: TNRIS and NCTCOG

PROJECT LOCATION/CSJ MAP

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

CHC Coordination

Dallas and Kaufman Counties, Texas

Texas Department of Transportation
4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214) 320-6100 | WWW.TXDOT.GOV

August 10, 2018

Charlene Orr, Executive Director
Historic Mesquite, Inc.
P.O. Box 850137
Mesquite, TX 75185

NATIONAL HISTORIC PRESERVATION ACT REVIEW: US 80 Project, Interstate Highway (IH) 30 to Farm-to-Market Road (FM) 460, Dallas and Kaufman Counties, Dallas District (CSJ Numbers 0095-10-033, 0095-02-107, 0095-02-096, 0095-03-080, 0095-03-085)

Dear Ms. Orr,

We ask that Historic Mesquite, Inc. comment on area historic resources for the above-referenced project. If your organization does not contact the Texas Department of Transportation (TxDOT) by September 10, 2018 we will assume that Historic Mesquite, Inc. has no comment.

TxDOT Dallas District is proposing to reconstruct and widen the US 80 facility and reconstruct frontage roads, ramps, and bridge structures in Dallas and Kaufman Counties, Texas.[1] The proposed project would generally follow the existing alignment; however, portions of U.S. 80 would be shifted to the north or south to accommodate highway widening. Proposed improvements include the reconstruction and widening of US 80 to add an additional mainlane in each direction, for a total of six to eight mainlanes. Frontage roads in Dallas County would be reconstructed with three lanes in each direction, and in Kaufman County there would be continuous frontage roads with two lanes in each direction. Throughout the project, a six-foot sidewalk would be constructed along both sides of the proposed facility, as would an outside 14-foot frontage road lane that would allow shared-use of vehicle and bicycle traffic. The proposed project would be constructed with a variable existing/proposed right-of-way (ROW) width that generally ranges from 300 to 500 feet, but widens to 600 to 730 feet at interchanges with major cross streets (e.g., Town East Boulevard and Collins Road) and is nearly 2,000 feet wide at the interchange with IH 635. The improvements also include the replacement of the Big Town Boulevard Bridge. The project area is defined as all existing/proposed ROW, construction easements, and driveway construction along US 80 from IH 30 to FM 460. The length of the proposed project is approximately 11.2 miles. A total of approximately 25 acres of new right-of-way (ROW) would be required for this project.

Environmental issues, including the identification of historic properties, are scheduled to be resolved by April 30, 2019. When resolved, the project will be cleared for construction. Please see the attached map for the proposed project location. The Report for Historical Studies Survey for the US 80 Project will be submitted to you via e-mail by TxDOT Dropbox for your review when the survey is complete.

We request Historic Mesquite's help to locate historic properties within our project area. Historic properties are generally those that are 50 years old, that are listed in, or eligible to be listed in, the National Register of Historic Places. To date, our research identified the following historic properties within the project area:

- Big Town Boulevard Bridge (previously recommended eligible);
- TxDOT Dallas District Offices at 4777 East US Hwy 80;
- Historical Marker #13467 for Long Creek Cemetery at 500 Long Creek Road;
- Residential properties at Watha Road and US 80 (Atlas number 3001001288); and Rebecca Road and US 80 (Atlas number 3001001288), identified by THC in June 1982.

Does Historic Mesquite, Inc. agree with our findings and are the above properties the only known historic resources in the project area? If so, please sign where indicated below and return this document to TxDOT by September 10, 2018.

Does Historic Mesquite, Inc. have any additional information about these or other historic resources including pre-1976 historic buildings, structures, objects, cemeteries or other historic resources that may be important locally within the project area? If so, contact TxDOT via letter, e-mail, or phone call by September 10, 2018.

Does Historic Mesquite, Inc. have general comments or questions about how our project could impact the historic properties in the project area? If so, contact TxDOT via letter, e-mail, or phone call by September 10, 2018.

Direct responses and questions to Mohammed Shaikh, Environmental Specialist, at (214) 320-6148 (email: mohammed.shaikh@txdot.gov) . When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to Texas Department of Transportation – Dallas District Office, Advance Project Development, 4777 E. Hwy 80, Mesquite, Texas 75150-6643, Attn: Mohammed Shaikh.

Thank you for your assistance in this project.

Sincerely,

Mohammed Shaikh

Mohammed Shaikh
Advance Project Development
TxDOT Dallas District

Cc: Jason Estridge
Carolyn Nelson

Cc:

Enclosure:

This letter and its enclosures serve to initiate consultation with Historic Mesquite, Inc. on historic resource identification efforts for the proposed project. Please concur with our findings of historic properties listed above or provide other comments below.

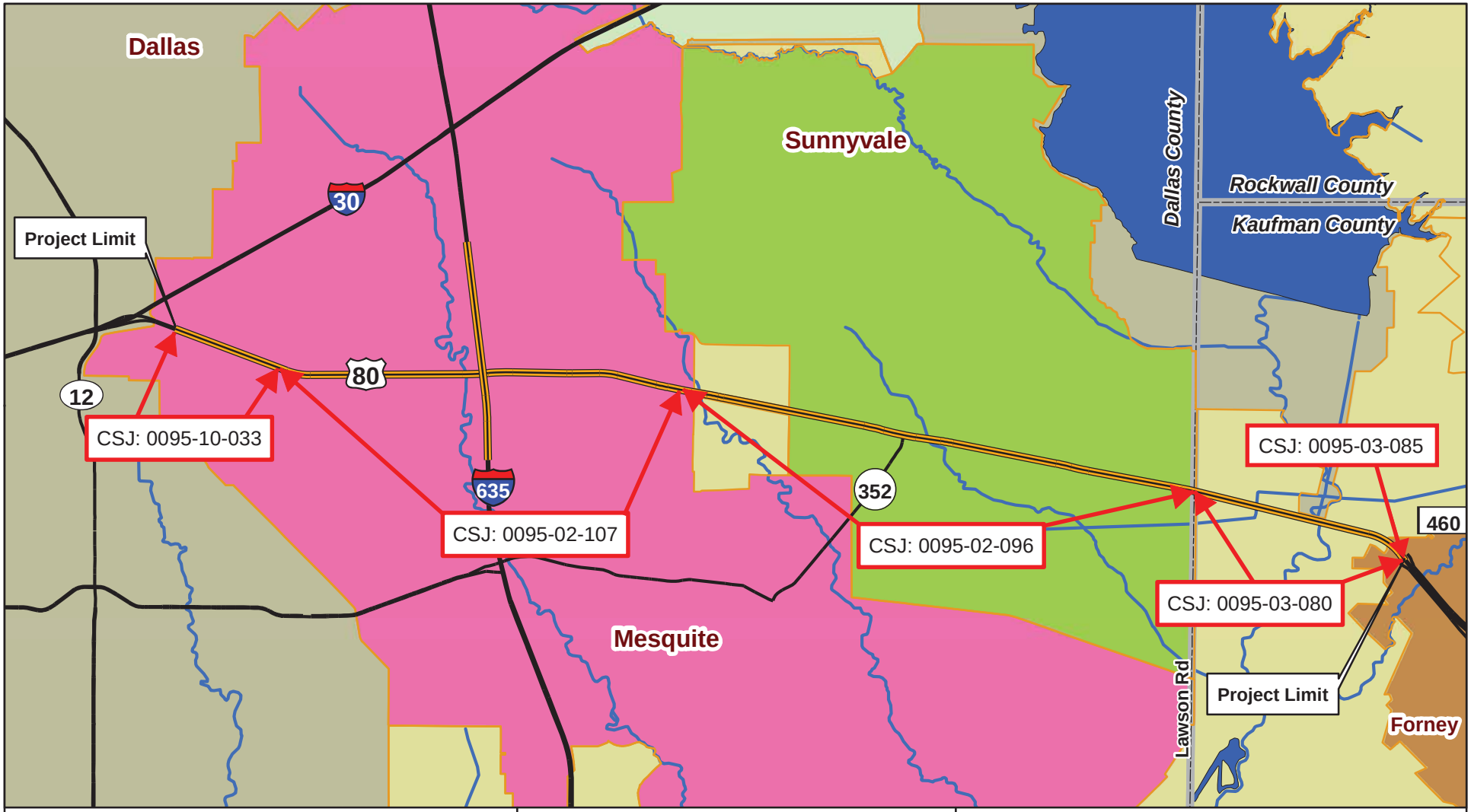
_____ _____

CHC Chairperson Date:

Contact TxDOT via letter, e-mail, or phone call using information provided in the letter above. If you'd prefer, use the comment secion below to share information and return signed copy to TxDOT.

Comments:

[1] The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT. TxDOT's regulatory role for this project is that of the Federal action agency.



Legend

- Proposed US 80 Project Limits
- Major Roadway
- City Limits
- Unincorporated
- County Boundary
- Open Water (Lake)
- River or Major Creek

N

0 1.5 3

Miles

Texas Department of Transportation

Sources: TNRIS and NCTCOG

PROJECT LOCATION/CSJ MAP

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

CHC Coordination

Dallas and Kaufman Counties, Texas

Texas Department of Transportation
4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214) 320-6100 | WWW.TXDOT.GOV

August 14, 2018

Pam Corder
Kaufman County Historical Commission
3003 S. Washington Street
Kaufman, TX 75142

NATIONAL HISTORIC PRESERVATION ACT REVIEW: US 80 Project, Interstate Highway (IH) 30 to Farm-to-Market Road (FM) 460, Dallas and Kaufman Counties, Dallas District (CSJ Numbers 0095-10-033, 0095-02-107, 0095-02-096, 0095-03-080, 0095-03-085)

Dear Ms. Corder,

We ask that the Kaufman County Historical Commission (CHC) comment on area historic resources for the above-referenced project. If your organization does not contact the Texas Department of Transportation (TxDOT) by September 15, 2018 we will assume that the CHC has no comment.

TxDOT Dallas District is proposing to reconstruct and widen the US 80 facility and reconstruct frontage roads, ramps, and bridge structures in Dallas and Kaufman Counties, Texas.[1] The proposed project would generally follow the existing alignment; however, portions of U.S. 80 would be shifted to the north or south to accommodate highway widening. Proposed improvements include the reconstruction and widening of US 80 to add an additional mainlane in each direction, for a total of six to eight mainlanes. Frontage roads in Dallas County would be reconstructed with three lanes in each direction, and in Kaufman County there would be continuous frontage roads with two lanes in each direction. Throughout the project, a six-foot sidewalk would be constructed along both sides of the proposed facility, as would an outside 14-foot frontage road lane that would allow shared-use of vehicle and bicycle traffic. The proposed project would be constructed with a variable existing/proposed right-of-way (ROW) width that generally ranges from 300 to 500 feet, but widens to 600 to 730 feet at interchanges with major cross streets (e.g., Town East Boulevard and Collins Road) and is nearly 2,000 feet wide at the interchange with IH 635. The improvements also include the replacement of the Big Town Boulevard Bridge. The project area is defined as all existing/proposed ROW, construction easements, and driveway construction along US 80 from IH 30 to FM 460. The length of the proposed project is approximately 11.2 miles. A total of approximately 25 acres of new right-of-way (ROW) would be required for this project.

Environmental issues, including the identification of historic properties, are scheduled to be resolved by April 30, 2019. When resolved, the project will be cleared for construction. Please see the attached map for the proposed project location. The Report for Historical Studies Survey for the US 80 Project will be submitted to you via e-mail by TxDOT Dropbox for your review when the survey is complete.

We request the CHC's help to locate historic properties within our project area. Historic properties are generally those that are 50 years old, that are listed in, or eligible to be listed in, the National Register of Historic Places. To date, our research identified the following historic properties within the project area:

- Big Town Boulevard Bridge (previously recommended eligible);
- TxDOT Dallas District Offices at 4777 East US Hwy 80;
- Historical Marker #13467 for Long Creek Cemetery at 500 Long Creek Road;
- Residential properties at Watha Road and US 80 (Atlas number 3001001288); and Rebecca Road and US 80 (Atlas number 3001001288), identified by THC in June 1982.

Does CHC agree with our findings and are the above properties the only known historic resources in the project area? If so, please sign where indicated below and return this document to TxDOT by September 15, 2018.

Does CHC have any additional information about these or other historic resources including pre-1976 historic buildings, structures, objects, cemeteries or other historic resources that may be important locally within the project area? If so, contact TxDOT via letter, e-mail, or phone call by September 15, 2018.

Does CHC have general comments or questions about how our project could impact the historic properties in the project area? If so, contact TxDOT via letter, e-mail, or phone call by September 15, 2018.

Direct responses and questions to Mohammed Shaikh, Environmental Specialist, at (214) 320-6148 (email: mohammed.shaikh@txdot.gov) . When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to Texas Department of Transportation – Dallas District Office, Advance Project Development, 4777 E. Hwy 80, Mesquite, Texas 75150-6643, Attn: Mohammed Shaikh.

Thank you for your assistance in this project.

Sincerely,

Mohammed Shaikh

Mohammed Shaikh
Advance Project Development
TxDOT Dallas District

Cc: Jason Estridge
Carolyn Nelson

Enclosure:

This letter and its enclosures serve to initiate consultation with Kaufman CHC on historic resource identification efforts for the proposed project. Please concur with our findings of historic properties listed above or provide other comments below.

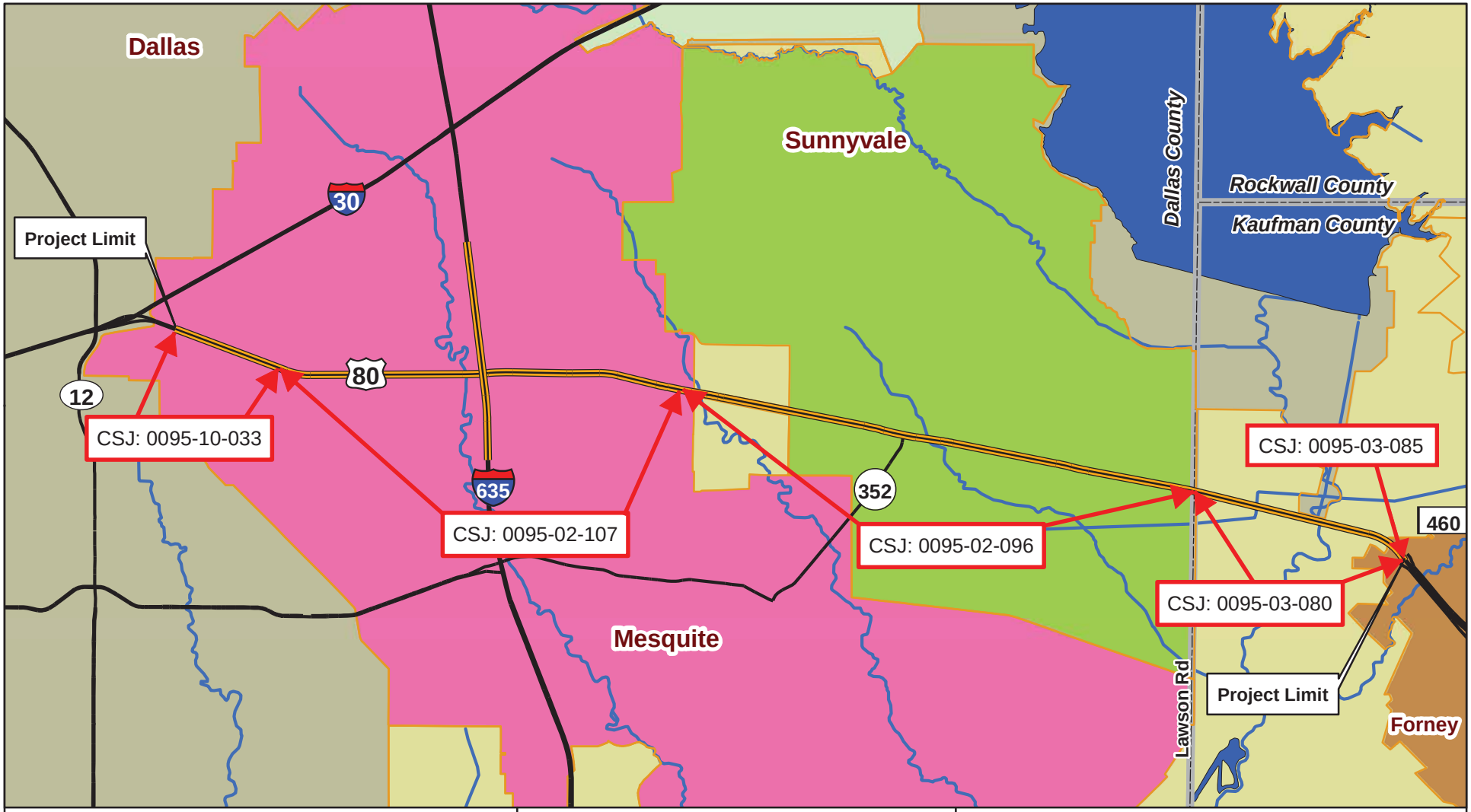
_____ _____

CHC Chairperson Date:

Contact TxDOT via letter, e-mail, or phone call using information provided in the letter above. If you'd prefer, use the comment secion below to share information and return signed copy to TxDOT.

Comments:

[1] The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT. TxDOT's regulatory role for this project is that of the Federal action agency.



Legend

- Proposed US 80 Project Limits
- Major Roadway
- City Limits
- Unincorporated
- County Boundary
- Open Water (Lake)
- River or Major Creek

N

0 1.5 3

Miles

Texas Department of Transportation

Sources: TNRIS and NCTCOG

PROJECT LOCATION/CSJ MAP

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

CHC Coordination

Dallas and Kaufman Counties, Texas

Texas Department of Transportation

4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214)-320-6100 | WWW.TXDOT.GOV

September 14, 2018

Mark Doty, Chief Planner/Historic Preservation Officer
City of Dallas Historic Preservation Section
1500 Marilla Street Room 5BN
Dallas, TX 75201
mark.doty@dallascityhall.com

NATIONAL HISTORIC PRESERVATION ACT REVIEW: US 80 Project, Interstate Highway (IH) 30 to Farm-to-Market Road (FM) 460, Dallas and Kaufman Counties, Dallas District (CSJ Numbers 0095-10-033, 0095-02-107, 0095-02-096, 0095-03-080, 0095-03-085)

Dear Mr. Doty,

We ask that the City of Dallas Historic Preservation Officer (HPO) comment on area historic resources for the above referenced project. If your HPO does not contact the Texas Department of Transportation (TxDOT) by October 15, 2018, we will assume that the HPO has no comment.

TxDOT Dallas District is proposing to reconstruct and widen the US 80 facility and reconstruct frontage roads, ramps, and bridge structures in Dallas and Kaufman Counties, Texas.[i] The proposed project would generally follow the existing alignment; however, portions of U.S. 80 would be shifted to the north or south to accommodate highway widening. Proposed improvements include the reconstruction and widening of US 80 to add an additional mainlane in each direction, for a total of six to eight mainlanes. Frontage roads in Dallas County would be reconstructed with three lanes in each direction, and in Kaufman County there would be continuous frontage roads with two lanes in each direction. Throughout the project, a six-foot sidewalk would be constructed along both sides of the proposed facility, as would an outside 14-foot frontage road lane that would allow shared-use of vehicle and bicycle traffic. The proposed project would be constructed with a variable existing/proposed right-of-way (ROW) width that generally ranges from 300 to 500 feet, but widens to 600 to 730 feet at interchanges with major cross streets (e.g., Town East Boulevard and Collins Road) and is nearly 2,000 feet wide at the interchange with IH 635. The improvements also include the replacement of the Big Town Boulevard Bridge. The project area is defined as all existing/proposed ROW, construction easements, and driveway construction along US 80 from IH 30 to FM 460. The length of the proposed project is approximately 11.2 miles. A total of approximately 25 acres of new right-of-way (ROW) would be required for this project.

Environmental issues, including the identification of historic properties, are scheduled to be resolved by April 30, 2019. When resolved, the project will be cleared for construction. Please see the attached map for the proposed project location. The Report for Historical Studies Survey for the US 80 Project will be submitted to you via email by TxDOT Dropbox for your review when the survey is complete.

We request the HPO's help to locate historic properties within our project area. Historic properties are generally those that are 50 years old, which are listed in, or eligible to be listed in, the National

Register of Historic Places. To date, **our research identified the following historic properties within the project area:**

- Big Town Boulevard Bridge; previously recommended eligible
- TxDOT Dallas District Offices at 4777 East US Hwy 80
- Historical Marker #13467 for Long Creek Cemetery at 500 Long Creek Road
- Residential properties at Watha Road and US 80 (Atlas number 3001001288) and Rebecca Road and US 80 (Atlas number 3001001288), identified by THC in June 1982
- Approximately 146 properties within the project study area dated 1976 or older; one of these properties includes the Samuell Farm, of which no temporary or proposed ROW easement will be required.

Does HPO agree with our findings––are the above properties the only known historic resources in the project area? If so, please sign where indicated below and return this document to TxDOT by October 15, 2018.

Does HPO have any additional information about these or other historic resources––pre-1976 historic buildings, structures, objects, cemeteries or other historic resources that may be important locally within the project area? If so, contact TxDOT via letter, e-mail, or phone call by October 15, 2018.

Does HPO have general comments or questions about how our project could impact the historic properties in the project area? If so, contact TxDOT via letter, e-mail, or phone call October 15, 2018.

Direct HPO responses and questions to Mohammed Shaikh. Environmental Specialist, at (214) 320-6148 (e-mail: mohammed.shaikh@txdot.gov). When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to Texas Department of Transportation—Dallas District Office, Advance Project Development, 4777 E. Hwy 80, Mesquite, Texas 75150-6643, Attn: Mohammed Shaikh.

Thank you for your assistance in this project.

Sincerely,

Mohammed Shaikh

Mohammed Shaikh
Advance Project Development
TxDOT Dallas District

Cc: Jason Estridge, PE
Carolyn Nelson, Architectural Historian

Enclosure:

This letter and its enclosures serve to initiate consultation with the Historic Preservation Officer on historic resource identification efforts for the proposed project. Please concur with our findings of historic properties listed above or provide other comments below.

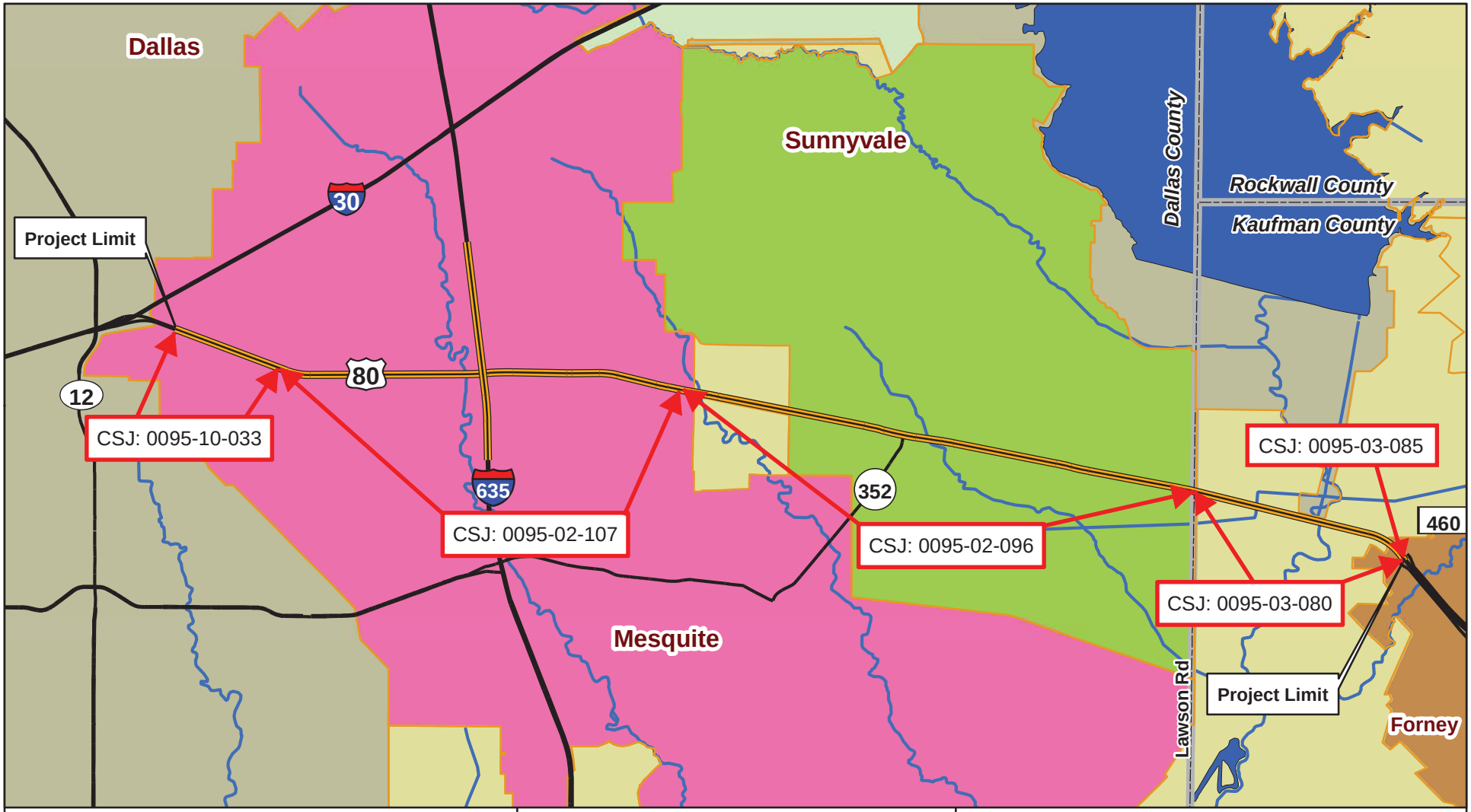
_____ _____

Historic Preservation Officer Date:

Contact TxDOT via letter, e-mail, or phone call using information provided in the letter above. If you'd prefer, use the comment section below to share information and return signed copy to TxDOT.

Comments:

[i] The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT. TxDOT's regulatory role for this project is that of the Federal action agency.



Legend

- Proposed US 80 Project Limits
- Major Roadway
- City Limits
- Unincorporated
- County Boundary
- Open Water (Lake)
- River or Major Creek

N

0 1.5 3

Miles

Texas Department of Transportation

Sources: TNRIS and NCTCOG

PROJECT LOCATION/CSJ MAP

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

CHC Coordination

Dallas and Kaufman Counties, Texas

This letter and its enclosures serve to initiate consultation with Kaufman CHC on historic resource identification efforts for the proposed project. Please concur with our findings of historic properties listed above or provide other comments below.

Pam Corder 8/14/18

469-719-9001

CHC Chairperson Date:

Contact TxDOT via letter, e-mail, or phone call using information provided in the letter above. If you'd prefer, use the comment secion below to share information and return signed copy to TxDOT.

Comments:

Kaufman County Historical Commission's finding were that we have no knowledge of any historical value/significate property in the area of the US 80 Project.

[1] The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT. TxDOT's regulatory role for this project is that of the Federal action agency.

This letter and its enclosures serve to initiate consultation with Historic Mesquite, Inc. on historic resource identification efforts for the proposed project. Please concur with our findings of historic properties listed above or provide other comments below.

Charlene Orr — Aug. 22, 2018

~~CHC Chairperson~~ Executive Director, HMI
Mgr. of HP, City of Mesquite

Date:

Contact TxDOT via letter, e-mail, or phone call using information provided in the letter above. If you'd prefer, use the comment secion below to share information and return signed copy to TxDOT.

Comments:

Samuel Farm, Highway 80 in Sunnyvale, is possibly eligible but owned by the City of Dallas. This site, which spans across Hwy 80 will definitely be impacted. Suggest a letter might go to Mark Doty, City of Dallas.

Lawrence Farmstead marker 5113011831, is located at Hwy 352 and Kearney St., within impacted area. However, it is far enough away from Hwy 80 to consider any endangerment from the project.

Please alert both Dallas and Kaufman County Historical Commissions.

Thank you Charlene Orr

[1] The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT. TxDOT's regulatory role for this project is that of the Federal action agency.

Mohammed Shaikh

From: Doty, Mark <mark.doty@dallascityhall.com>
Sent: Monday, September 17, 2018 8:54 AM
To: Mohammed Shaikh
Cc: Dan Perge; Jason Estridge; Carolyn Nelson; Jaynes, Rich
Subject: RE: NATIONAL HISTORIC PRESERVATION ACT REVIEW: US 80 Project, Interstate Highway (IH) 30 to Farm-to-Market Road (FM) 460

Mr. Shaikh,

No comment from the City of Dallas.

Thank you!
Mark

Mark Doty
Chief Planner – Historic Preservation
City of Dallas | www.dallascityhall.com
Sustainable Development and
Construction Department
1500 Marilla Street 5BN
Dallas, TX 75201
O: 214 671 9260 |
mark.doty@dallascityhall.com

From: Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>
Sent: Friday, September 14, 2018 12:17 PM
To: Doty, Mark <mark.doty@dallascityhall.com>
Cc: Dan Perge <Dan.Perge@txdot.gov>; Jason Estridge <Jason.Estridge@txdot.gov>; Carolyn Nelson <Carolyn.Nelson@txdot.gov>; Jaynes, Rich <rJaynes@Halff.com>
Subject: NATIONAL HISTORIC PRESERVATION ACT REVIEW: US 80 Project, Interstate Highway (IH) 30 to Farm-to-Market Road (FM) 460

Dear Mr. Doty,

We ask that the City of Dallas Historic Preservation Officer (HPO) comment on area historic resources for the above referenced project. If your HPO does not contact the Texas Department of Transportation (TxDOT) by October 15, 2018, we will assume that the HPO has no comment.

TxDOT Dallas District is proposing to reconstruct and widen the US 80 facility and reconstruct frontage roads, ramps, and bridge structures in Dallas and Kaufman Counties, Texas.[i]The proposed project would generally follow the existing

alignment; however, portions of U.S. 80 would be shifted to the north or south to accommodate highway widening. Proposed improvements include the reconstruction and widening of US 80 to add an additional mainlane in each direction, for a total of six to eight mainlanes. Frontage roads in Dallas County would be reconstructed with three lanes in each direction, and in Kaufman County there would be continuous frontage roads with two lanes in each direction. Throughout the project, a six-foot sidewalk would be constructed along both sides of the proposed facility, as would an outside 14-foot frontage road lane that would allow shared-use of vehicle and bicycle traffic. The proposed project would be constructed with a variable existing/proposed right-of-way (ROW) width that generally ranges from 300 to 500 feet, but widens to 600 to 730 feet at interchanges with major cross streets (e.g., Town East Boulevard and Collins Road) and is nearly 2,000 feet wide at the interchange with IH 635. The improvements also include the replacement of the Big Town Boulevard Bridge. The project area is defined as all existing/proposed ROW, construction easements, and driveway construction along US 80 from IH 30 to FM 460. The length of the proposed project is approximately 11.2 miles. A total of approximately 25 acres of new right-of-way (ROW) would be required for this project.

Environmental issues, including the identification of historic properties, are scheduled to be resolved by April 30, 2019. When resolved, the project will be cleared for construction. Please see the attached map for the proposed project location. The Report for Historical Studies Survey for the US 80 Project will be submitted to you via email by TxDOT Dropbox for your review when the survey is complete.

We request the HPO's help to locate historic properties within our project area. Historic properties are generally those that are 50 years old, which are listed in, or eligible to be listed in, the National Register of Historic Places. To date, **our research identified the following historic properties within the project area:**

- Big Town Boulevard Bridge; previously recommended eligible
- TxDOT Dallas District Offices at 4777 East US Hwy 80
- Historical Marker #13467 for Long Creek Cemetery at 500 Long Creek Road
- Residential properties at Watha Road and US 80 (Atlas number 3001001288) and

  Rebecca Road and US 80 (Atlas number 3001001288), identified by THC in June 1982

- Approximately 146 properties within the project study area dated 1976 or older; one of these properties includes the Samuell Farm, of which no temporary or proposed ROW easement will be required.

Does HPO agree with our findings—are the above properties the only known historic resources in the project area? If so, please sign where indicated below and return this document to TxDOT by October 15, 2018.

Does HPO have any additional information about these or other historic resources—pre-1976 historic buildings, structures, objects, cemeteries or other historic resources that may be important locally within the project area? If so, contact TxDOT via letter, e-mail, or phone call by October 15, 2018.

Does HPO have general comments or questions about how our project could impact the historic properties in the project area? If so, contact TxDOT via letter, e-mail, or phone call by October 15, 2018.

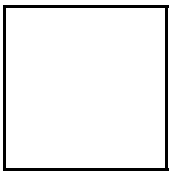
Direct HPO responses and questions to Mohammed Shaikh. Environmental Specialist, at (214) 320-6148 (e-mail: mohammed.shaikh@txdot.gov). When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to Texas Department of Transportation—Dallas District Office, Advance Project Development, 4777 E. Hwy 80, Mesquite, Texas 75150-6643, Attn: Mohammed Shaikh.

Thank you for your assistance in this project.

Sincerely,

Mohammed Shaikh

Environmental Specialist
Advance Project Development
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643
Tel: 214-320-6148



[i] The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT. TxDOT's regulatory role for this project is that of the Federal action agency.

Scott Pletka

From: Scott Pletka
Sent: Wednesday, April 17, 2019 4:07 PM
To: ashively@jenachoctaw.org; dhill@caddo.xyz; dkelly@delawarenation.com; elizabeth-toombs@cherokee.org; gary.mcadams@wichitatribe.com; holly@mathpo.org; Ivy@tribaladminservices.org; kellie@tribaladminservices.org; lbrown@tonkawatribe.com; mallen@tonkawatribe.com; martinac@comanchenation.com; nalligood@delawarenation.com; pgwin@cherokee.org; Terri.Parton@wichitatribe.com; theodorev@comanchenation.com
Subject: TxDOT Sec. 106 Consultation Request: CSJ 009510003, US 80, Dallas and Kaufman Counties
Attachments: 009510033_Consultation_Request_17-Apr-2019.pdf

Sec. 106 Consultation

APRIL 17, 2019

Contacts:

Laura Cruzada
512-416-2638

We kindly request your comments regarding a proposed undertaking. Please see the attached info for project details and information. A summary is provided below.

Summary:

Project ID (CSJ), County and TxDOT District	*009510033, Dallas and Kaufman Counties, Dallas District*
Project Sponsor:	*TxDOT Dallas District*
Short Description:	*Road widening*
New Right of Way:	*24.1 acres of new right of way and two acres of new easements*
Depth of Impacts:	*15 ft. typical*
Known Archeological Sites or Properties in project area:	*No*
Identification Efforts:	*Survey with 40 shovel test pits and 10 backhoe trenches*
Recommendations:	*No sites affected; proceed to construction*

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

April 17, 2019

RE: CSJ: 0095-10-033; US 80, Roadway Widening, Section 106 Consultation; Dallas and Kaufman Counties, Dallas District

To: Representatives of Federally-recognized Tribes with Interest in this Project Area

The above referenced transportation project is being considered for construction by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT). Environmental studies are in the process of being conducted for this project. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

The purpose of this letter is to contact you in order to consult with your Tribe pursuant to stipulations of the 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). The project is located in an area that is of interest to your Tribe.

Undertaking Description

TxDOT's Dallas District is proposing to widen US 80 from Interstate Highway 30 to Farm-to-Market Road 460 in Dallas and Kaufman Counties, Texas (Exhibits A-1 to A-4). The proposed project would include reconstructing and widening of an approximately 11-mile segment of the existing four-lane divided roadway facility to a six-to-eight lane divided highway (three to four mainlanes in each direction). New ROW will be required for the widening. The typical proposed ROW width for the project would vary from 300 feet to 1500 feet.

Area of Potential Effects

The project's area of potential effects (APE) comprises the following area.

- The project limits extend from Interstate Highway 30 to Farm-to-Market Road 460 along US 80. The total project length is thus 58,608 feet.
- The total proposed right of way width would vary from 300 to 1500 feet.
- The latitude and longitude for the end points of the project are:
    - Begin latitude: +32.79945197 Begin longitude: -96.67748083

- End latitude: +32.79277103 End longitude: -96.65389598

- The existing right of way comprises an area estimated at 651.01 acres.
- Additional right of way will be required at various locations along US 80 on both sides of the road; the proposed new right of way comprises an area estimated at 24.1 acres. In addition, two acres of permanent easements would be required at various locations along the project corridor.
- The estimated depth of impacts is typically 15 feet with a maximum depth of impacts of 30 feet for drainage improvements.
- For the purposes of this cultural resources review, the APE also includes an additional 50-foot area around the previously-described horizontal dimensions to account for potential alterations to the proposed APE included in the final project design. Consultation would be continued if potential impacts extend beyond this additional area, based on the final design

Identification Efforts

For this project, TxDOT has conducted an archeological survey. The APE largely comprises existing, previously-disturbed right of way in upland settings. For this reason, the survey efforts concentrated on those areas near streams and rivers with the potential to bury and preserve archeological sites. Portions of these target areas were not accessible due to lack of landowner permissions. The inaccessible areas, however, were at locations that either were extensively channelized to manage water flow within the East Fork Trinity River floodplain or were severely disturbed by sand and gravel quarrying activities during the mid-20th century along the terraces of the floodplain. During the survey, the archeologists excavated 40 shovel tests and 10 backhoe trenches within the APE (Exhibit B). Archeologists did not find any artifacts or archeological deposits. Consequently, the archeologists did not document any archeological sites within the APE. The following bullets summarize the report findings.

- Archeologists have reviewed and surveyed the APE.
- This survey identified no cultural materials or archeological sites.
- Based on the foregoing factors, there is little to no reason to expect archeological historic properties (36 CFR 800.16(l)) to be located within the APE.

Findings and Recommendations

Based on the above, TxDOT proposes the following findings and recommendations:

- an archeological survey has found that no archeological historic properties (36 CFR 800.16(l)) would be affected by this proposed undertaking and the proposed project may proceed to construction;
- a zone of 50 feet beyond the horizontal project limits be considered as part of the cultural resources evaluation; and

- if any future changes to the project APE extend beyond the additional 50-foot zone or if archeological deposits are discovered, your Tribe would then be contacted for further consultation.

According to our procedures and agreements currently in place regarding consultation under Section 106 of the National Historic Preservation Act, we are writing to request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed project APE and the area within the above defined buffer. Any comments you may have on the TxDOT findings and recommendations should also be provided. Please provide your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible. If you do not object that the proposed findings and recommendations are appropriate, please sign below to indicate your concurrence. In the event that further work discloses the presence of archeological deposits, we will contact your Tribe to continue consultation.

Thank you for your attention to this matter. If you have questions, please contact Laura Cruzada at 512/416-2638 (email: 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.

Sincerely,

Scott Pletka, Deputy Section Director
Environmental Affairs Division

_____ _____

Concurrence by: Date:

Enclosure

cc w/ enclosure: ENV-ARCH ECOS

Exhibit A-1 – Project Location Map

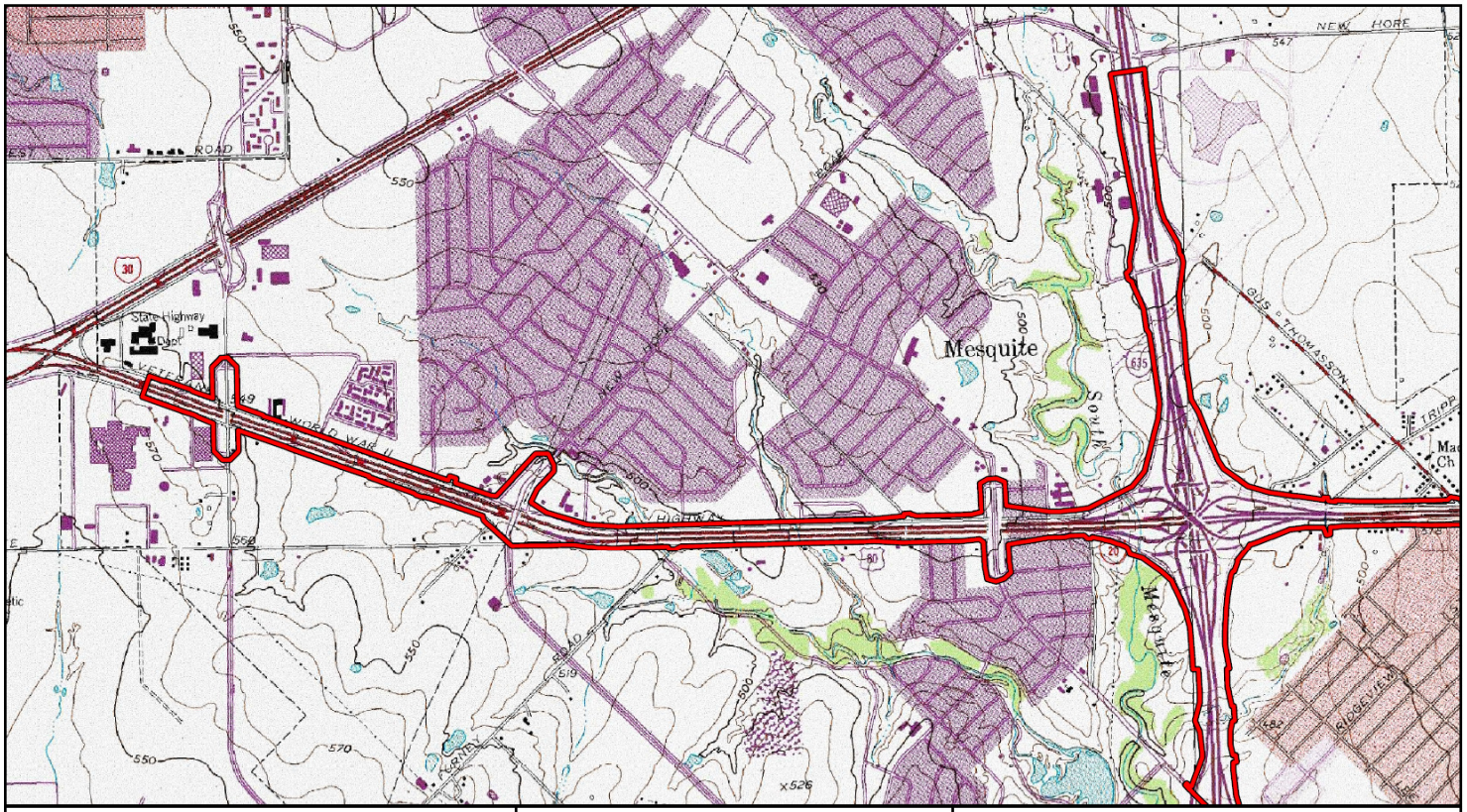


Exhibit A-2 – Project Location Map

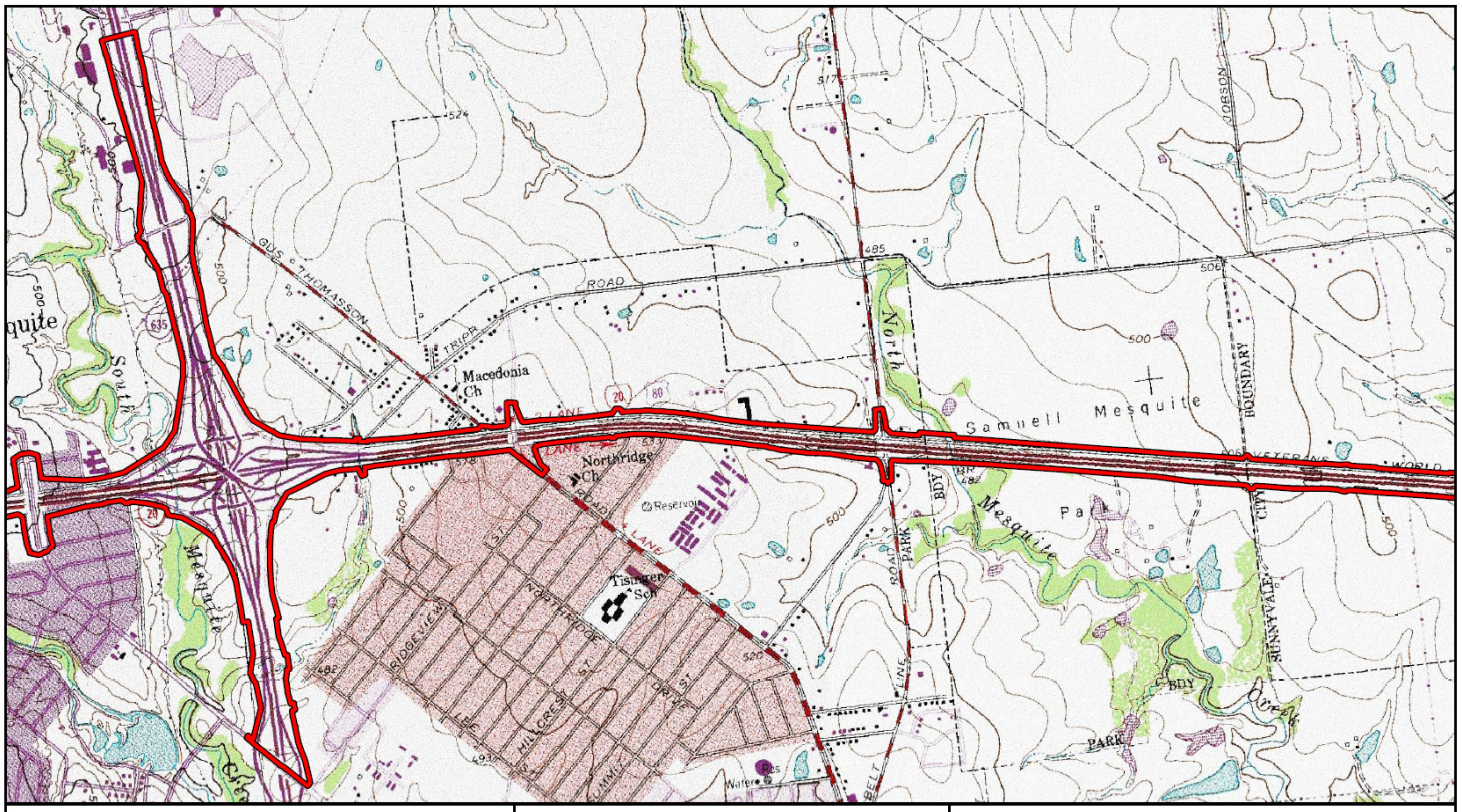
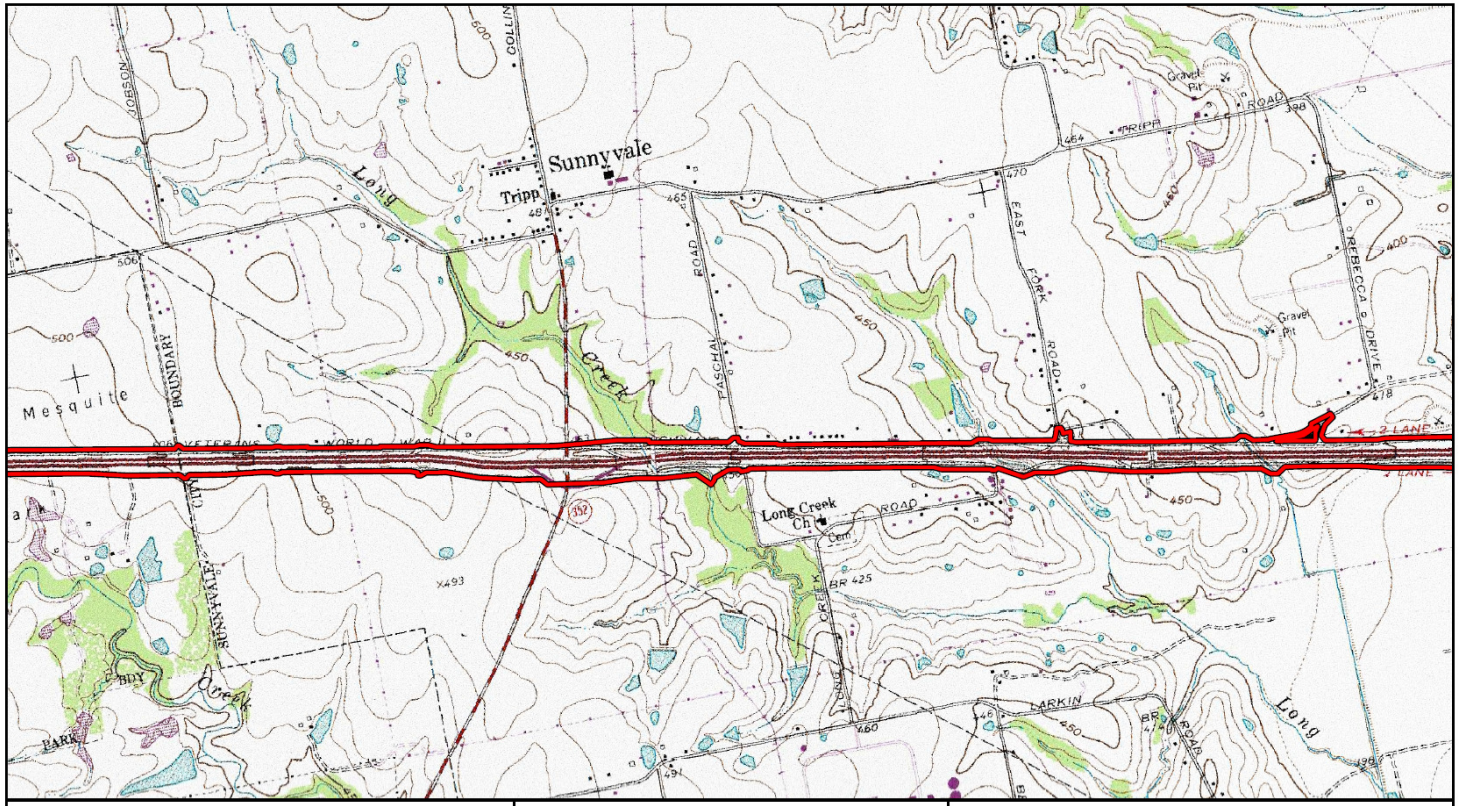


Exhibit A-3 – Project Location Map



Legend
Area of Potential Effects

N

0 0.3 0.6
Miles

Texas Department of Transportation

Source: USGS Topographic Map, Dallas and Kaufman County Mosaic (1982)

Area of Potential Effects on USGS Topographical Map
Page 3 of 4

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Cultural Resources Technical Report
Dallas and Kaufman Counties, Texas

Exhibit A-4 – Project Location Map

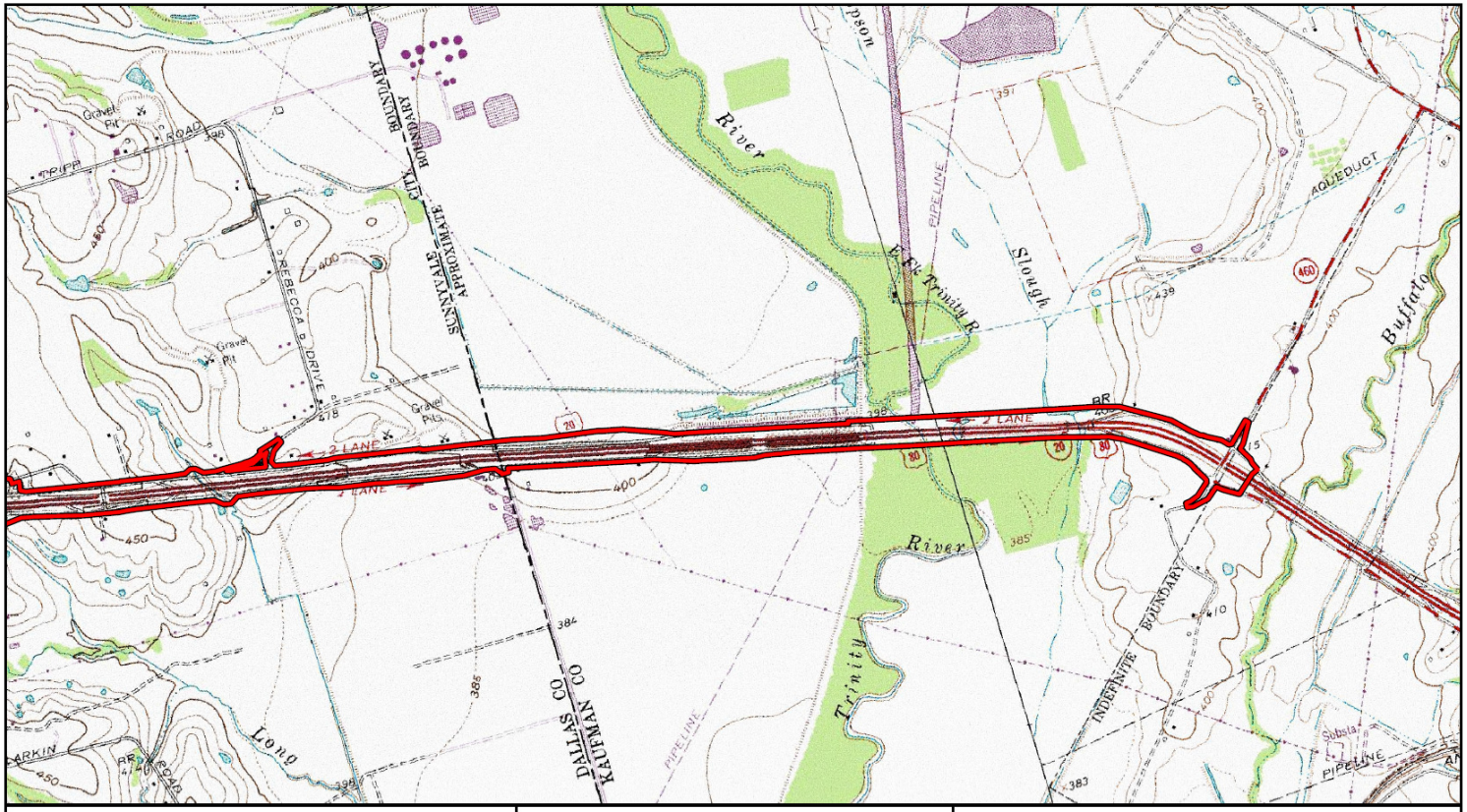
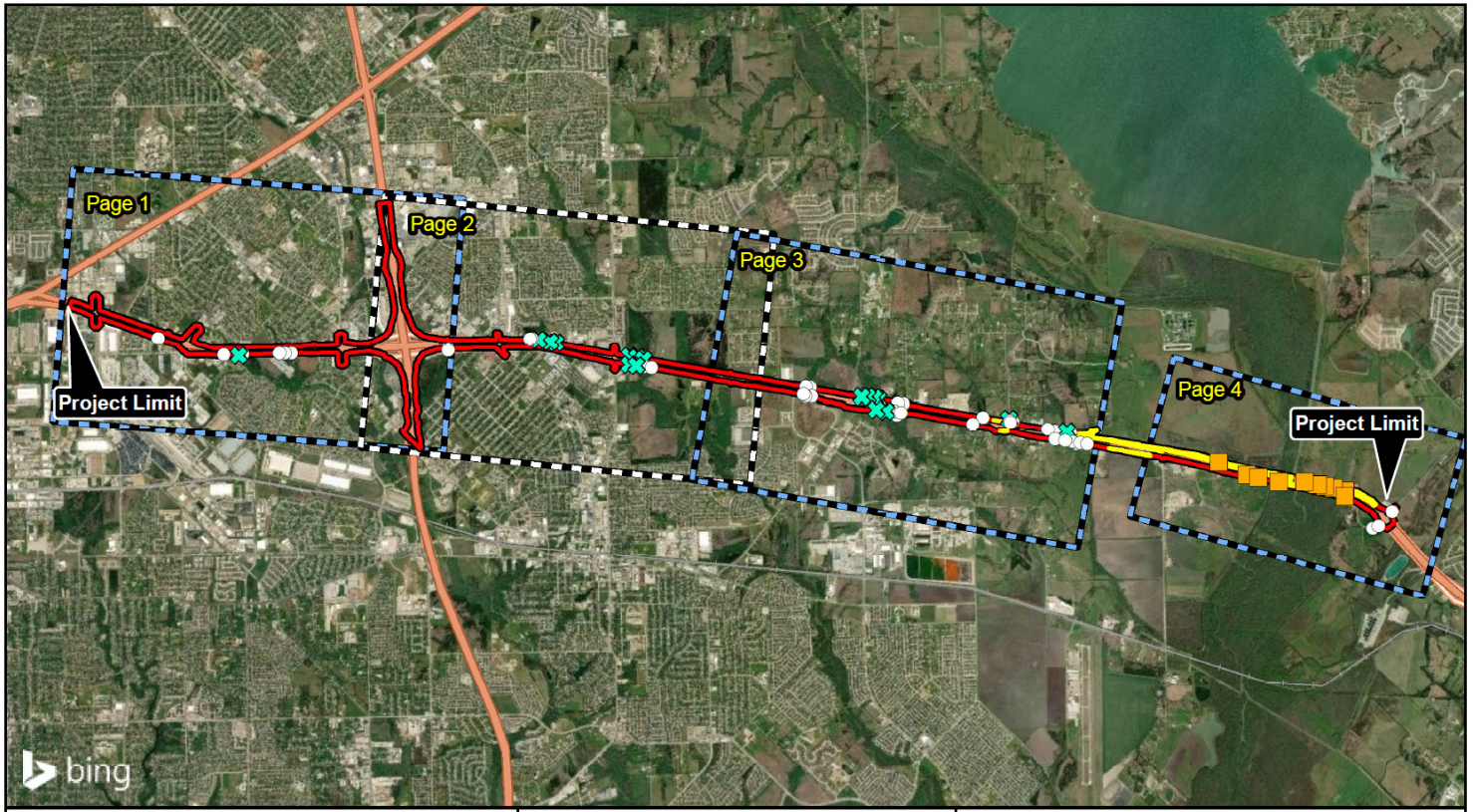


Exhibit B - Shovel Test Pit and Backhoe Trench Distribution Overview



Legend

- Area of Potential Effects
- Recommended Archeological Survey Location
- Negative Shovel Test
- Surface Inspection Point
- Backhoe Trench
- Map Grid
- Map Grid

N

0 1 2
Miles

Texas Department of Transportation

Source: Bing Aerial Imagery (2018).

Shovel Test and Backhoe Trench Location Map Index

US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Cultural Resources Technical Report
Dallas and Kaufman Counties, Texas

Texas Department of Transportation

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

April 24, 2019

RE: CSJ: 0095-10-033; US 80, Roadway Widening, Dallas and Kaufman Counties, Dallas District; Section 106 Consultation and Antiquities Code Coordination; Texas Antiquities Permit No. 8530

Ms. Pat Mercado-Allinger,
Division of Archeology, Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

Dear Ms. Mercado-Allinger:

The above proposed project will be undertaken with federal funds on state-owned right of way. As required by the Programmatic Agreement (PA, 2015) and the Memorandum of Understanding with your agency, we are initiating consultation on this project. We have enclosed for your review and processing a draft report of an archeological survey recently conducted by Integrated Environmental Solutions, LLC (IES) for this undertaking.

Undertaking Description
TxDOT's Dallas District is proposing to widen US 80 from Interstate Highway 30 to Farm-to-Market Road 460 in Dallas and Kaufman Counties, Texas. The proposed project would include reconstructing and widening of an approximately 11-mile segment of the existing four-lane divided roadway facility to a six-to-eight lane divided highway (three to four mainlanes in each direction). New ROW will be required for the widening. The typical proposed ROW width for the project would vary from 300 feet to 1500 feet.

Area of Potential Effects

The project's area of potential effects (APE) comprises the following area.

- The project limits extend from Interstate Highway 30 to Farm-to-Market Road 460 along US 80. The total project length is thus 58,608 feet.
- The total proposed right of way width would vary from 300 to 1500 feet.
- The latitude and longitude for the end points of the project are:
    - Begin latitude: +32.79945197 Begin longitude: -96.67748083
    - End latitude: +32.79277103 End longitude: -96.65389598
- The existing right of way comprises an area estimated at 651.01 acres.
- Additional right of way will be required at various locations along US 80 on both sides of the road; the proposed new right of way comprises an area estimated at

24.1 acres. In addition, two acres of permanent easements would be required at various locations along the project corridor.
- The estimated depth of impacts is typically 15 feet with a maximum depth of impacts of 30 feet for drainage improvements.

Identification Efforts

For this project, TxDOT has conducted an archeological survey. The APE largely comprises existing, previously-disturbed right of way in upland settings. For this reason, the survey efforts concentrated on those areas near streams and rivers with the potential to bury and preserve archeological sites. Portions of these target areas were not accessible due to lack of landowner permissions. The inaccessible areas, however, were at locations that either were extensively channelized to manage water flow within the East Fork Trinity River floodplain or were severely disturbed by sand and gravel quarrying activities during the mid-20th century along the terraces of the floodplain. During the survey, the archeologists excavated 40 shovel tests and 10 backhoe trenches within the APE (Exhibit B). Archeologists did not find any artifacts or archeological deposits. Consequently, the archeologists did not document any archeological sites within the APE. The following bullets summarize the report findings.

- Archeologists from IES have reviewed and surveyed the APE.
- This survey identified no cultural materials or archeological sites.
- Based on the foregoing factors, there is little to no reason to expect archeological historic properties (36 CFR 800.16(l)) to be located within the APE.

Findings and Recommendations

A TxDOT archeologist has reviewed the report from IES and concurs with the results. No archeological historic properties would be affected by this proposed undertaking and the proposed project may proceed to construction. TxDOT seeks THC concurrence that:

1. No archeological historic properties (36 CFR Part 800.16(1) or State Antiquities Landmarks (13 TAC 26.12) are present within the project APE.

2. Since the survey was conducted under an individual THC Antiquities Permit, we are forwarding the draft for your review and processing in partial fulfillment of THC Antiquities Permit No. 8530. TxDOT finds the report acceptable as a draft and pending any final report review comments from your office, we request your concurrence that the report may proceed toward production.

Thank you for your consideration of this matter. If you have any questions regarding the survey report, please contact Christopher Goodmaster (972) 562-7672. If you have any other questions or have need of further information, please contact me at (512) 416-2631. Thank you for your consideration in this matter.

CSJ: 0095-10-033, US 80, Dallas and Kaufman Counties, Dallas District
THC Antiquities Permit No. 8530

Sincerely,

Scott Pletka
Archeological Studies Branch
Environmental Affairs Division

Cc w/o attachments: ECOS Scan

Concurrence By:

for: Mark Wolfe, Executive Director and SHPO
Texas Historical Commission

4/26/19
Date

Environmental studies are in the process of being conducted for this process. 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.

DRAFT REPORT ACCEPTABLE
by
for Mark Wolfe
Executive Director, THC
Date 4/26/19
Track#

Texas Department of Transportation

Archeological Survey Report

US 80 Project, Dallas District

Project Limits: From Interstate Highway 30 to Farm-to-Market Road 460

CSJs: 0095-10-033, 0095-02-107, 0095-02-096, 0095-03-080, & 0095-03-085

Antiquities Permit No. 8530

Dallas and Kaufman Counties, Texas

April 2019

Prepared by: Integrated Environmental Solutions, LLC
Christopher Goodmaster, Principal Investigator
(972) 562-7672; cgoodmaster@intenvsol.com

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 16 December 2014, and executed by FHWA and TxDOT.

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

May 1, 2019

SECTION 106 REVIEW: DETERMINATION OF ELIGIBILITY and EFFECT
SECTION 4(f) REVIEW: NOTIFICATION OF INTENT TO RENDER SECTION 4(f) *PROGRAMMATIC BRIDGE* FINDING

Dallas and Kaufman Counties / Dallas District
Facility: US 80
From: I-30 to FM 460
CSJs: 0095-10-033, 0095-02-107, 0095-02-096, 0095-03-080, 0095-03-085

Justin Kockritz
History Programs
Texas Historical Commission
Austin, Texas 78711

Mr. Kockritz:

This letter *continues* Section 106 coordination for the above project.

My letter dated April 23, 2019 includes an incorrect Area of Potential Effect (APE). The letter should state

> In areas where elevation changes are under five feet, the APE is 150 feet from all proposed ROW/easements and follows the existing ROW where project activities are confined to the existing ROW. In areas where there is a five-foot to 29-foot elevation change, the APE is 150 feet from the existing ROW. The APE is 300 feet from the existing ROW in areas where there is an elevation change of 30 feet or greater.

Please see Appendix C of the previously submitted survey report for a map of the APE.

I apologize for this oversight.

TxDOT historians reassert the determinations of eligibility and affect in our April 23, 2019 correspondence:

-Resource #2, the Big Town Boulevard Bridge, is the only resource in the APE that is eligible for listing on the National Register of Historic Places (NRHP).
-In accordance with 36 CFR 800.5, TxDOT historians applied the *Criteria of Adverse Effect* and determined demolition of Resource #2 is an **adverse effect.**

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, the Antiquities Code of Texas, and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

In accordance with 36 CFR 800, I hereby request your signed concurrence with TxDOT's findings of eligibility and effect.

We additionally notify you that SHPO is the designated official with jurisdiction over Section 4(f) resources protected under the provisions of *23 CFR 774.3* and that your comments on our Section 106 findings will be integrated into decision-making regarding prudent and feasible alternatives for purposes of Section 4(f) evaluations. Final determinations for the Section 4(f) process will be rendered by TxDOT pursuant to 23 U.S.C. 327 and the afore-mentioned MOU dated December 16, 2014.

Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please call me at (512) 416-2600.

Sincerely,

Mark M. Brown
Historic Preservation Specialist
Historical Studies Branch
Environmental Affairs Division

cc: Christine Polito, Dallas District; ECOS

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS OF ELIGIBILITY and EFFECTS:

NRHP Eligible Properties in APE:
Resource #2: Big Town Boulevard Bridge

ADVERSE EFFECTS to Historic Properties:
Resource #2

NAME: _____ DATE: 5/3/2019
for Mark Wolfe, State Historic Preservation Officer

NO COMMENTS ON SECTION 4(F) PROGRAMMATIC DETERMINATION

NAME: _____ DATE: 5/3/2019
for Mark Wolfe, State Historic Preservation Officer

Appendix H: Section 4(f) Documentation

Appendix I: March 28, 2017 Public Meeting Comment and Response Matrix

March 28, 2017 Public Meeting Comment and Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1.	Not provided	3/28/2017	Comment Form	Access roads over the Trinity River are extremely important!	Frontage roads are provided for the length of the proposed project.
2.	Not provided	3/28/2017	Comment Form	Proposed access roads over the Trinity River are much needed, please do not remove them from the final plan.	Frontage roads are provided for the length of the proposed project.
3.	B&A Sunnyvale Joint Venture c/o Alan Owen	3/28/2017	Comment Form	I think the proposed improvements are well designed. I just hope that they are implemented in a timely fashion.	Comment noted. At this time the proposed project is anticipated to let for construction in the Fall 2023.
4.	Boyd, Lawrence	3/28/2017	Comment Form	My property 4692, 4696, and 4697 is located at the East Fork Road exit bridge. This bridge was rebuilt in the late 1980's due to the old bridge too low and being hit by trucks with normal size loads. When the bridge was out for 2 ½ years all the businesses were harmed or put out of business. Warehouse Furniture, restaurants, antique business, and convenience stores closed. Bridge built 1980's was according to specs for future widening. I would propose that Sunnyvale close the Watha access to service road. This would stop traffic going to East Fork bridge. Keep the bridge for future access to the south part of town along with new East Fork Road bridge for access to south and north part of town.	The existing bridge columns will be impacted by the main lane widening of US 80, which will necessitate removal of the existing bridge and relocation to align the bridge with East Fork Road.
5.	Deel III, Frank	3/28/2017	Comment Form	Frank Deel – Superior Trailer Sales Co. 501 E. Hwy 80, Sunnyvale, TX 75182. Property #'s 4635, 4640, 4647, and 4644. Concerned about open and complete ingress and egress during business hours Monday – Friday for semi-trailers.	Access to adjacent businesses will be maintained during construction. Any temporary driveway closures would be coordinated with each individual property owner.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
6.	Golla, Michael R.	4/7/2017	Email	Howdy Mr. Renfrow and Mr. Craig, This is Mr. Michael Golla, and my family (R&M Motley LLC) owns highway commercial property (approx. 21 acres) in East Dallas County along the Hwy 80 Corridor. Specifically, we have property on the north and south sides of Hwy 80 as you travel east or west through the Town of Sunnyvale, if you use the Samuel Farm as a reference we are the next property and we border the farm on both sides of the highway. Unfortunately, I was not able to attend the TXDOT sponsored March 28th meeting located at North Mesquite High School. My reason for contacting you both is to open a discussion about the activities during the Hwy 80 expansion. I am very pleased to see these improvements and would like a little more information about the access roads along the highway and if there will be a plan to improve the access roads, driveways and drainage. My main concern is the drainage and ingress/egress access to our properties that have driveways. When the past improvements occurred in the mid to late 90s the access road grade was raised and the standard profiles for driveways were not followed. According to my records the profile that TXDOT requires states from Section 4: Profiles “Public driveways and commercial driveways should be constructed with a vertical curve between the pavement cross-slope and the driveway approach and between changes in grade within the driveway throat length. A private residential driveway may be constructed without vertical curves provided that a change in grade does not adversely affect vehicle operations. Typically, a change in grade of the percent (3%) or less and a distance between changes in grade of a least eleven feet [3.3m] accommodates most vehicles. However, literature suggest that a six percent (6%) to eight percent (8%) change in grade may operate effectively. Individual site conditions should be evaluated to accommodate the vehicle fleet using the driveway”	

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Driveway Grades To achieve satisfactory driveway profiles, some of the significant factors to be considered are: 1. Abrupt grade changes, which cause vehicles entering and exiting driveways to move at extremely slow speeds can create: • The possibility of rear end collisions for vehicles entering the driveway • The need for large traffic gapes that may be unavailable or infrequent, causing drivers to accept inadequate gaps. 2. Where sidewalks are present, or in developing areas where pedestrians may be expected now or in the future, slower turning speeds may be beneficial and special design requirements apply. See section 6 for more information 3. The comfort of vehicle occupants and potential vehicle damage, (i.e., prevent the dragging of center or overhanging portion of passenger vehicles). 4. Grades must be compatible with the site requirement for sight distance and drainage, to prevent excessive drainage runoff from entering the roadway or adjacent property. Because of a large combination of slopes, tangent lengths, and vertical curves will provide satisfactory driveway profiles, some generalization should be considered relative. Please correct me if this Section 4 has changed but I wanted to inform you that since those improvements to the road were made, vehicles have always had difficulty entering the property from the road. For your reference two properties in particular have very poor access and traffic in and out of the property has resulted in the erosion of the shoulder along with standing water in the driveway. I can provide images if needed, but if you are surveying or doing a “drive by” the addresses are 307 & 309 East Hwy 80 West. At these locations we have two contractors who use these lots to operate their businesses. The names of these businesses are Texas General Mechanical	The reconstructed frontage road at this location would be a concrete roadway with curb and gutter drainage and driveway connections at appropriate locations. Driveways would be reconstructed onto the adjacent owners’ properties such that they tie in to the existing driveway pavement. Drainage is considered in the design and construction of the road. Drainage would be directed to the curb and gutter system to prevent any ponding or standing water on adjacent property.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				and Coast to Coast Communications. I can provide contact information if needed of the owners, if you would think that could help in your management of this expansion project. Please add my comments to your file during this time of open forum. I would also like to offer our property (vacant land or fields to contractors, surveyors and other TXDOT personnel if necessary or needed). Some of our open land might be able to be used to stage or store equipment, materials or manpower. We would like to support this expansion and improvement effort to the best of our ability to help with your mission of a successful project. I am including my contact information below and the best way to reach me quickly is my mobile phone, however I may not pick up right away. I am an instructor in the Department of Engineering Technology and Industrial Distribution at Texas A&M University in College Station and if I'm in class or with students I normally have my phone on silent, but I do call back as soon as possible. I wish you good luck in the upcoming months and years and looking forward to working with TXDOT, Halff and other contractors on this project.	Your offer will be passed along to the area office for consideration during construction.
7.	Hendrius, Thomas	3/28/2017	Comment Form	Please qualify US 80 from I-635 to I-20 as I-120 – A spur to Dallas.	Redesignation of the road is not being considered at this time.
8.	McClure, Wes	3/28/2017	Comment Form	Thank you for bringing this important project to this point and for the opportunity to comment. Daily bottlenecks and incidents have created uncertainty for people that must use the highway for work, school, etc. The frontage roads will help immensely. I know it is hard to fully fund a project of this size so I suggest priority be given to the East Fork bridge and Frontage Roads. Good job everyone!	Comment noted.
9.	Myers, Shaun	3/28/2017	Comment Form	The project looks great. This will be a nice improvement to the commute on that stretch of highway! I just wish you could make it happen faster!	Comment noted. At this time the proposed project is anticipated to let for construction in the Fall 2023.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
10.	Parsotam, Skip	3/27/2017	Email	I appreciate you taking your time to help me visualize the proposed development of US80 in Mesquite, Texas. I have a few concerns relating the removal of the existing Jug Handle Ramps at Town East Blvd. and US80. The removal of the Jug Handle Ramps could result in increased traffic in the residential neighborhoods from Bahamas Drive, Flamingo and Tradewind Drive for drivers to access Town East Blvd. The residential streets are already very narrow and would cause gridlock with the residents. The proposed ramps to the Town East Blvd. Bridge could also cause backups at a new four way traffic light on the bridge and also on the service road. I am in favor for the Jug Handle Ramps to remain in place to free up traffic and stop drivers going into the residential neighborhoods.	The decision to remove jug handles has not been finalized. This issue will be further considered, and input from the City of Mesquite will be obtained prior to making the decision whether or not to remove the jug handles.
11.	Rain, David	3/28/2017	Comment Form	Regarding HWY 80 Forney traffic, the frontage road needs to be built first (at least to East Fork Rd.). Then you can work on widening main lanes – divert traffic to service roads during construction phase.	Your comment is noted. Construction phasing plans will be developed during final project design after project funding becomes available.
12.	Sai JDV Hotels, LLC	3/28/2017	Comment Form	We have a hotel at 3817 US Hwy 80E, right at the jug handle type roadways located at Town East Blvd. and Hwy 80 called Deluxe Inn. As per schematic shown here on public hearing on 3-28-2017 it shows those jug handles to be removed. This will severely impact access to our hotel and we will suffer the revenue dramatically. So we urge TxDOT to consider keeping them the way it is.	The decision to remove jug handles has not been finalized. This issue will be further considered, and input from the City of Mesquite will be obtained prior to making the decision whether or not to remove the jug handles.