From: Naser Abusaad
To: David Stauder
Date: 4/5/2005 11:47:36 AM
Subject: Revised Re-Eval for 8043-18-005 Hampton Inwood

David,
We have revised the Re-Eval for subject project addressing FHWA comment regarding updated Air Quality text (see below e-mail). Attached please find the revised document as well as the previously submitted MAPO. Please forward these to ENV for further processing. A C-5E copy will be printed for the files.
Thanks,
Naser

-----Original Message-----
From: Wilson, Anita [mailto:Anita.Wilson@fhwa.dot.gov]
Sent: Thursday, March 31, 2005 2:57 PM
To: David Stauder
Cc: Naser Abusaad; Dan Perge; Manuel Flores; Mindi Nielsen
Subject: RE: 8043-18-005 Hampton Inwood

Tom brought up to me the question regarding MAPO or other public involvement took place due to the addition 0.03 hectares of ROW.
And because the document was originally developed in 2003, page 4 of the re-eval, under air quality needs to be updated to reflect the current plan and tip. If you can update that information and email it I can insert it.
The discussion regarding MAPO, would be ok if you send that information via a response to this email. Sorry for the delay...

Anita N. Wilson
Urban Programs Engineer
Texas Division
512-536-5951
512-536-5990 (fax)

-----Original Message-----
From: David Stauder [mailto:DSTAUDE@dot.state.tx.us]
Sent: Thursday, March 31, 2005 2:35 PM
To: Wilson, Anita
Cc: naser@civilassociates.com; Dan Perge; Manuel Flores; Mindi Nielsen
Subject: CSJ: 8043-18-005 Hampton Inwood

Anita,

Please find attached the return letter from the USCG concerning the lighting.

Let me know if you need any additional information to help get this project cleared for its July 2005 letting.

thanks

C-5E (8043-18-005) EA - 1.4 Revised Re-eval to ENV 4-5-05

CC: "naser@civilassociates.com".Smtp.GWIA; Dan Perge; ian@civilassociates.com

September 25, 2004

Texas Department of Transportation
Meeting with Affected Property Owners (MAPO) Summary
Hampton/Inwood Road:
From: Canada Drive
To: Harry Hines Boulevard
Roadway Widening
CSJ: 8043-18-005
Dallas County

Letters with exhibits were sent to affected property owners (listed below) on December 20, 2003 explaining the proposed project and the need for additional right-of-way due to some design refinements. Two of these letters were returned—both addressed to the same property owner (physical and post office box addresses). No other communication—verbal or written—was received by the end of the comment period dated January 30, 2004.

The Dallas County Appraisal District records were researched for the current property owner of 4002 N. Hampton Road (the subject property of the returned letter). On July 13, 2004, a letter was sent to the current property owner. No verbal or written communication was received by the end of the comment period dated August 13, 2004.

Chronology of MAPO Letters

Letters with exhibit showing additional ROW needs sent on December 30, 2003 to:

- Dallas Housing Authority, 3939 N Hampton Rd, Dallas, TX 75212-1630
- Friendly Chevrolet, Mr. Mark Addins, 2754 N Stemmons Frwy, Dallas, TX 75207
- Anna Green & O.L. Green, 402 E. Labadie, DeLeon, TX 76444*
- Anna Green & O.L. Green, PO Box 211008, Dallas, TX 75211-4300**
- Abundant Faith Church, 3930 N Hampton Rd, Dallas, TX 75212-1655

NOTES: *: citizen replied back in letter stating that they do not own subject property.
**: letter returned as undeliverable.

Letter with exhibit showing additional ROW needs sent on July 13, 2004 to:

- Juan E. and Silvia Gress, 2463 Tan Oak Dr, Dallas, TX 75212-1585 (current property owner of subject property of previously returned letters)

FONSI RE-EVALUATION

HAMPTON/INWOOD ROAD

FROM: CANADA DRIVE

TO: HARRY HINES BOULEVARD

DALLAS COUNTY

CSJ: 8043-18-005

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND

TEXAS DEPARTMENT OF TRANSPORTATION

April 2005

FONSI RE-EVALUATION

HAMPTON/INWOOD ROAD

DALLAS COUNTY

CSJ: 8043-18-005

This FONSI Re-evaluation for Hampton/Inwood Road covers the limits of the FONSI as described above, and was issued by the Federal Highway Administration (FHWA) on November 14, 1996 (Attached) under the CSJ listed above. The proposed improvements include the widening of the existing 4-lane divided urban roadway to a 6-lane urban facility and improvements to the Hampton/Inwood Bridge that crosses the Trinity River.

The proposed project improvements include the widening of the existing 4-lane divided urban roadway to a 6-lane facility and reconstruction of the Hampton/Inwood Bridge that crosses the Trinity River. The project limits are from Canada Drive to Harry Hines Boulevard (Refer attached Location Map).

The project is scheduled for a construction letting for July 2005 and project design is 98% complete. Also, detailed plan preparation and right-of-way acquisition is currently underway and approximately 25% of the required right-of-way has been acquired.

DESIGN CHANGES

Since the FONSI was issued there have been some changes to the project design. The changes include the addition of a one-foot (1') to the outside bike and travel lane and a sixteen feet (16') turning lane to the propose bridge section. Consequently, the outside bike and travel lane is now fifteen feet (15') wide instead of fourteen feet (14') and the proposed bridge would be one hundred and twelve feet (112') instead of ninety four feet (94') as noted on the previous Environmental Assessment. The one-foot addition was done to address an American Association of State Highway and Transportation Officials (AASHTO) requirement for one-foot (1') offset for bike lanes (Proposed and Existing Typical Sections attached).

The Environmental Assessment (EA) showed that an additional 0.03 hectares (0.08 acres) right-of-way (row) was required to construct a right-turn lane going north bound from Irving Boulevard onto Inwood Road. It was also stated that an additional 0.1 hectares (0.25 acres) of right-of-way for an auxiliary lane was required between IH 35E frontage road and Irving Boulevard. It was further stated that an additional 0.02 hectares (0.05 acres) of right-of-way was needed at the northwest corner of Inwood Road and IH 35E westbound frontage road. However, during project design it was discovered that an additional 0.0277 hectares (0.0684 acres) and 0.019 hectares (0.0469 acres) was required at the southwest and southeast corners of Calypso Street to transition into existing roadway at the south project limits. Also, an additional 0.0136 hectares (0.00335 acres) were required at the southwest corner of Conveyor Lane and Hampton/Inwood Road. Also, an additional 0.0336 hectares (0.0830 acres) and 0.0208 hectares (0.0514 acres) of right-of-way was required at the northwest and northeast corner of IH 35E and Hampton/Inwood Road respectively. A total of 0.1147 ha (0.2834 ac) of additional ROW will be required. A temporary construction easement will be acquired in order to construct the bridge within the levees of the Trinity River.

SOCIO-ECONOMIC DISCUSSION

As noted on the environmental assessment, the proposed project would not affect, separate, or isolate any distinct neighborhoods, ethic groups, or other specific groups. No displacements or relocations would be caused by this project. There does not appear to be any disproportionate impacts on any minority and/or low income populations associated with the project. Therefore, the requirements of Executive Order 12898 (on Environmental Justice) appear to be satisfied.

WATER RESOURCES

The Project crosses waters of the United States, and is regulated by the Army Corps of Engineers (COE) under authority of Section 404 of the Clean Water Act. Since the crossing will be bridge to prevent restriction of flow, and fill material will not cause the loss of more than one-tenth acre of waters of the U.S., and no fill will occur in wetlands or special aquatic sites; the project will be authorized by a Nationwide Permit (NWP) #14 (Road Crossings). Neither individual permitting nor coordination with COE will be required. However, if during detailed plan preparation the proposed design fails to meet the criteria mentioned above the appropriate permit would be requested. The proposed bridge structure at the Trinity River would be 3,840-feet in length, which consist of 16-100'(feet) long pre-stressed concrete beams, 12-110'(feet) long pre-stressed concrete beams, 3-120' (feet) long pre-stressed concrete beams, 2-175' (feet) continuous plate girder, and 1-210' (feet) long continuous plate girder. The columns will not impact any jurisdictional waters and coordination with the Corps of Engineers (COE) is not required. The river will not be channelized. Any temporary fill required for construction will be completely removed and the area will be returned to pre-construction conditions.

The proposed project would cross the Upper Trinity River, Segment number 0805, of the Trinity River Basin. Segment 0805 is designated in the 2002 Clean Water Act Section 303(d) list as impaired water and the project is within five (5) miles of this impaired water segment. The pollutants segment 0805 is listed for bacterial levels and PCBs in fish tissue.

Because project will disturb more than one acre, TxDOT will be required to comply with the Texas Commission on Environmental Quality (TCEQ) Texas Pollutant Discharge Elimination System General Permit for construction activity. This will be accomplished by filing a Notice of Intent to comply with TCEQ stating TxDOT will have a Storm Water Pollution Prevention Plan in place during construction of this project. This project lies within the USGS 7.5 Minute Quadrangle Map, Dallas, Texas.

The project engineer will ensure that appropriate steps are taken to control water pollution during construction. The Amount of disturbed earth will be limited so that potential for excessive erosion is minimized and sedimentation outside of the right-of-way is avoided. Temporary erosion and sedimentation control measures such as silt fences and mulching (hay or straw) will be implemented as needed prior to the initiation of construction. Permanent soil erosion control features such as sodding, compost manufactured topsoil, paved flumes, rock bedding at construction exit, curbs and gutters, and storm sewers will be constructed as soon as feasible during the early stages of the contract through proper techniques. Disturbed areas will be restored and stabilized as soon as the construction schedule permits and temporary sodding will be considered where large areas of disturbed ground will be left bare for a considerable length of time.

Permanent Post Construction TSS controls will not be required.

Regulations issued by the Federal Highway Administration (FHWA) (23 CFR 650, Subpart H, 850.801-850.809) prescribe policies and procedures governing coordination with the United States Coast Guard (USCG) when highway bridge projects require navigational clearance permits. These regulations implement Section 9 of the General Bridge Act of 1946 and are based in part of the previous Memorandum of Understanding between FHWA and USCG. Trinity River is included in the list of navigable waters, or waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, and may be susceptible for use to transport interstate or foreign commerce. A Section 9 Bridge permit is required for this project; however, because Trinity River is not a navigable waterway a waiver to this requirement was submitted to the United States Coast Guard (USCG) for review and approval on April 5, 2002 (Attached). On a letter dated April 16, 2002 (Attached), The USCG stated that a Coast Guard permit will not be required for construction if the Federal Highway Administration (FHWA) determine that the project falls under the Surface Transportation Assistance Program (STA), per 23 CFR (Code of Federal Regulations) § 650.805. The USCG letter also stated that if FHWA allows the bridge construction, the bridge would be exempted from lights and other signals required under of 33 CFR 118.40 provisions.

THREATENED/ENDANGERED SPECIES AND WILDLIFE HABITAT

In accordance with Executive Order 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping, landscaping will be limited to seeding and replanting the right of way with TxDOT approved seeding specifications where possible. TxDOT seeding specifications will be used to revegetate the right of way.

The vegetation type present is not a mapped type as shown on *The Vegetative Types of Texas* (TPWD, 1984) but is in a flat grassy floodplain and an urbanized area. Vegetation within the proposed ROW is mainly maintained grass. The vegetation within the temporary construction easement, located adjacent to the proposed ROW and within the Trinity River levee system, consists of upland grass species such annual rye grass. Also within this easement, but in limited quantity, are species such as bois d'arc, cedar elm, hackberry, and pecan.

The Trinity River is considered a special habitat feature and one large tree, (species unknown) growing near the current bridge and within the levee, is considered an unusual vegetative feature. In accordance with Provision (4)(A)(ii) of the TxDOT – TPWD MOU, some habitats may be given consideration for non-regulatory mitigation during project planning (at the TxDOT District's discretion). These habitats may include:

- Habitat for federal candidate species if mitigation would assist in the prevention of the listing of the species
- Rare vegetation series (S1, S2, or S3) that also locally provide habitat for a state-listed species.
- All vegetation communities listed as S1 or S2, regardless of whether or not the series in question provide habitat for a state-listed species,
- Bottomland hardwoods, native prairies, and riparian sites and
- Any other habitat feature considered to be locally important

No compensatory mitigation is proposed per the TxDOT-TPWD Memorandum of Agreement.

As the additional right-of-way required is zoned for urban use, the proposed project is exempt from the requirements of the Farmland Protection Act (FPPA) and requires no coordination with the Natural Resources Conservation Service (NRCS).

An assessment of Wildlife Habitat and Threatened and Endangered Species was included in the Environmental Assessment. No changes have been occurred in this area.

AIR QUALITY

The proposed project is located in Dallas County, which is an ozone non-attainment area; therefore the transportation conformity rules do apply. The proposed project is consistent with the area's financially constrained MTP known as Mobility 2025 Plan – 2004 Update and the 2004-2006 TIP, which were found to conform to the Clean Air Act Amendments on 1990 by the U.S. DOT on April 8, 2004. Additionally, the project comes from an operational Congestion Management System (CMS) that meets all requirements on 23 CFR Highways, Parts 450 and 500. The proposed project is funded from Category 4 C under STP-MM (Surface Transportation Program-Metropolitan Mobility) and is included in the 2006-2006 TIP.

An Air Quality analysis was performed and documented in the Environmental Assessment. There has been no change in the Air Quality status since that time.

HAZARDOUS MATERIALS

A Hazardous Materials Assessment was included in the Environmental Assessment. There has been no change in the HazMat status since that time.

NOISE ASSESSMENT

The original traffic noise analysis concluded that no receivers were impacted. Since that time, there have been no changes that would alter this conclusion; therefore, the original traffic noise analysis remains valid.

CONCLUSION

There have been no other changes in the physical, biological, economic, and social issues since the FONSI was issued; therefore, we are requesting that the FONSI designation remains valid.