



# Final Environmental Assessment

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## US 380 Farmersville Improvements Dallas District

From County Road (CR) 560 to CR 699 (Hunt County Line)

CSJs: 0135-05-028, 0135-04-038, 0135-17-002, and 0135-06-038

Collin County, Texas

May 2023

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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## LIST OF ACRONYMS

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

AADT	Average Annual Daily Traffic
ACS	American Community Survey
ACT	Antiquities Code of Texas
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AOI	Area of Influence
BGEPA	Bald & Golden Eagle Protection Act
BTPD	Black-tailed prairie dog
BMP	Best Management Practice
CCOL	Collin County Outer Loop
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CGP	Construction General Permit
CMAQ	Congestion Mitigation and Air Quality Improvement
CMP	Congestion Management Process
CO	Carbon Monoxide
CR	County Road
CSJ	Control-section-job number
CWA	Clean Water Act
DBH	Diameter at breast height
EA	Environmental Assessment
EJ	Environmental Justice
EMST	Ecological Mapping System of Texas
ENV	TxDOT Environmental Affairs Division
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ETC	Estimated time of completion
ETJ	Extra-territorial jurisdiction
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map

FONSI	Finding of No Significant Impact
FPPA	Farmlands Protection Policy Act
ft	Foot or feet
FTA	Federal Transit Administration
HOV	High Occupancy Vehicles
HRSR	Historical Resources Survey Report
IBWC	International Boundary Water Commission
IF	Isolated Finds
ISA	Initial Site Assessment
KCSRR	Kansas City Southern Railroad
LBP	Lead Base Paint
LEP	Limited English Proficiency
LCP	Lead-containing paint
LPST	Leaking Petroleum Storage Tank
MBTA	Migratory Bird Treaty Act
MOU	Memorandum of Understanding
mph	Miles per hour
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile Source Air Toxics
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NCTCOG	North Central Texas Council of Governments
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOA	Notice of Availability
NOI	Notice of Intent
NOT	Notice of Termination
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWP	Nationwide Permit
PA	Programmatic Agreement
PCN	Pre-construction Notification
PM	Particulate Matter
PS&E	Plans, Specifications, and Estimates
PSL	Project specific locations
PST	Petroleum Storage Tank

PWC	Parks and Wildlife Code
ROE	Right-of-Entry
ROW	Right-of-Way
RSA	Resource Study Area
RTEST	Rare, Threatened, and Endangered Species of Texas
RTHL	Recorded Texas Historic Landmarks
SAL	State Antiquities Landmarks
SGCN	Species of Greatest Conservation Need
SH	State Highway
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SOV	Single occupancy vehicle
SW3P	Stormwater Pollution Prevention Plan
TAQA	Traffic Air Quality Analysis
TCEQ	Texas Commission on Environmental Quality
TDM	Traffic Demand Management
TEAM	Texas Ecosystem Analytical Mapper
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TIP	Transportation Improvement Program
TPDES	Texas Pollutant Discharge Elimination System
TP&P	TxDOT Transportation Planning and Programming Division
TPWD	Texas Parks and Wildlife Department
TSM	Traffic System Management
TxDOT	Texas Department of Transportation
TXNDD	Texas Natural Diversity Database
US	U.S. Highway
USACE	U.S. Army Corps of Engineers
USCB	U.S. Census Bureau
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
VMT	Vehicle miles traveled
vpd	Vehicles per day
WHAB	Wildlife Habitat Assessment

## 1.0 INTRODUCTION

The Texas Department of Transportation (TxDOT) proposes the new location realignment of the existing U.S. Highway (US) 380 from County Road (CR) 560 to CR 699 (Hunt County Line) south of the City of Farmersville, in Collin County for approximately (approx.) 7.9 miles. The existing US 380 roadway would remain. Although the proposed project would occur mostly within Collin County, the eastern transition into the existing US 380 facility extends approx. 0.46 mile into Hunt County. Therefore, this environmental assessment addresses potential environmental impacts for the proposed project in both Collin and Hunt Counties. See **Project Location Map** and **Project Photos** in **Appendices A** and **B**. The Draft EA was made available for public review followed by a public hearing. TxDOT considered comments submitted during the comment period and determined that the project would result in no significant adverse effects. TxDOT will prepare and sign a Finding of No Significant Impact (FONSI), which will be made available to the public.

## 2.0 PROJECT DESCRIPTION

### 2.1 Existing Facility

The existing US 380 facility, also known as E. Audie Murphy Pkwy., consists of a four 12-foot (ft) wide lanes, divided urban roadway with 16-ft wide center turn lane with outside shoulders that vary from 2 feet (ft) to 10 ft for a maximum total roadway width of 84 ft. The right-of-way (ROW) width for the existing facility ranges from 120 ft to 180 ft. The existing roadway, classified as a principal arterial, runs east and west and through the City of Farmersville. The existing roadway crosses State Highway (SH) 78 and the Kansas City Southern Railroad Tracks (KCSRR) and is intersected by several county roads, city streets, and driveways. The posted speed limit is 50 miles per hour (mph). There are no bicycle or pedestrian facilities along the existing roadway. See **Project Photos** and **Typical Sections** in **Appendices B** and **D**.

### 2.2 Proposed Facility

The new location realignment facility would be constructed as a six-lane divided roadway (three lanes in each direction separated by a median) with 12-ft wide travel lanes that may include (as needed) 12-ft wide additional auxiliary lanes, 10-ft wide outside shoulders, and 12-ft wide inside shoulders. The proposed project would also include continuous, two to three-lane one-way frontage roads with 12-ft wide travel lanes and a 10-ft wide shared-use path on both sides of the roadway. The proposed project would be constructed within a proposed ROW width of approx. 270 ft (on the west end) to 542 ft

wide (at the KCSRR). The proposed facility would be controlled access with entrance and exit ramps.

The proposed project includes overpasses at the following cross streets: CR 607, SH 78, CR 609, Old Josephine Road (Rd.), CR 547, CR 697, CR 696, and CR 699. In addition, the proposed project crosses over Audie Murphy Parkway (Pkwy.)/CR 567 near the western project limits and Audie Murphy Pkwy. near the eastern project limits. The proposed project would bridge over nine stream crossings, and over the KCSRR. All bridges would be prestressed concrete with girders. The existing US 380 roadway would remain and could be named Audie Murphy Pkwy. See the **Schematic Layout** and **Typical Sections** in **Appendices C** and **D**.

The construction limits account for transitions into the existing US 380 roadway. The limits of construction extend approx. 2,480 ft or 0.47 mile west of CR 560 and approx. 2,500 ft or 0.5 mile east of CR 699 (Hunt County Line). Construction limits are shown in the **Schematic Layout** and **Environmental Resources Map** in **Appendices C** and **F-3**.

According to the TxDOT Annual Scope & Estimate Documentation estimate, the total project cost is estimated to be approx. \$750 million. The project would be funded by state, federal, and local funds.

### 2.3 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 terminus for the project is CR 560 to the west and CR 699 to the east. CR 560 and CR 699 were determined to be the logical termini because these facilities are considered major crossroads. These facilities have a functional classification of collectors per the North Central Texas Council of Governments (NCTCOG) Mobility 2045 roadway networks (NCTCOG 2022). The proposed project would be a new location realignment and the existing US 380 facility would remain; therefore, it includes transition zones to and from the existing US 380.

#### *Independent Utility*

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area [23 CFR 771.111(f)(2)]. This means a project must be able to provide benefit by itself, and that the project does 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 is of independent utility and 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) Update*. The proposed project can stand on its own without the implementation of other traffic improvements because the project provides congestion relief between two major cross streets by providing a new location alternative, which satisfies the project's need, and this would be true even if no other roads were built nearby. Because the project stands alone, it cannot and does not irretrievably commit federal funds for other future transportation projects.

Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements [23 CFR 771.111(f)(3)]. This means that a project must not dictate or restrict any future roadway alternatives. The proposed project would not restrict the consideration of alternatives for other foreseeable transportation improvements. 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 US 380 between the junction of US 380/Princeton Dr. and CR 560, Collin County N/S Road #12, SH 78, and the Collin County Outer Loop (CCOL). The proposed project and these projects as mentioned are included in the transportation planning documents of the region. See **Appendices A, C, and D** for **Project Location Map, Schematic Layout, and Typical Sections**.

## 2.4 Planning Consistency

The proposed project is included in the NCTCOG Mobility 2045 MTP Update and will be included in the 2023-2026 Transportation Improvement Program (TIP). TxDOT will not take final action on this environmental document until a project level conformity determination has been obtained from FHWA. Refer to **Section 5.12.1** for further details. The latest MTP and TIP pages for the proposed US 380 Project are included in **Appendix E**. The proposed project letting date would be 2026, and the estimated time of completion (ETC) would be 2030.

## 3.0 PURPOSE AND NEED

### 3.1 Need

The project is needed because US 380 from CR 560 to CR 699 (Hunt County line) (1) offers inadequate capacity to meet the future increase in traffic demand stemming from



projected population growth, and (2) because the existing facility does not meet current design standards.

### **3.2 Supporting Facts and Data**

#### *Traffic Demand*

According to the U.S. Census Bureau (USCB), Collin County and the City of Farmersville experienced robust population growth between 2010 and 2020. The City of Farmersville population increased by approx. 9.2% from 3,309 persons in 2010 to 3,612 persons in 2020. Collin County's population increased by approx. 35.1% from 787,614 persons in 2010 to 1,064,465 persons in 2020. According to the NCTCOG, Collin County's population is projected to increase by approx. 68.1% from a Census-documented population of 1,064,465 in 2020 to a forecasted population of 1,789,009 by 2045. The NCTCOG also projects strong employment growth for Collin County in the year 2040. According to NCTCOG, employment in Collin County is projected to increase by approx. 126% from 472,000 estimated jobs in 2015 to 1,068,555 jobs in 2045.

As Collin County population and employment continues to grow, a need to improve east/west mobility, provide safe and efficient transportation that meets current and forecasted demand, and provide connectivity throughout the county is anticipated and identified in the 2020 City of Farmersville Major Thoroughfare Plan. The need to accommodate increasing traffic capacity is supported through analysis of the future traffic demand that is anticipated to utilize the facility. According to the TxDOT Transportation Planning and Programming Division (TP&P) traffic projections from May 27, 2022, the Average Daily Traffic (ADT) along US 380 between CR 560 and the Hunt County Line is projected to increase by 76% from 29,100 vehicles per day (vpd) in 2030 to 51,200 vpd in 2050, along the main lanes and by 87.2% from 14,150 vpd in 2030 to 26,500 vpd in 2050, along the frontage roads.

#### *Design Deficiencies (Geometry)*

Since the existing roadway was originally constructed, the design standards for roadways have changed. The existing US 380 facility is a four-lane divided urban roadway with a 16-ft center turn lane and outside shoulders that vary from 2 ft to 10 ft (from Old McKinney Rd. to Farr Hill Ln.). There are several locations of below-standard horizontal geometry along the existing facility, which has a posted speed of 50 mph. Substandard ramp geometry and acceleration/deceleration lengths occur at the SH 78 underpass and Main St. overpass, which are well below the accepted minimum design criteria for the posted speed limit. US 380 is on the TxDOT Texas Highway Freight Network. There is an area at Main St. with below-standard vertical geometry for bridges, where vertical clearance does not meet the proposed design criteria of 18.5 ft for a freight corridor. There are no

bicycle or pedestrian facilities along existing US 380 which are now recommended by the US Department of Transportation (USDOT). There are existing driveways east of Main St. that violate the access control management manual requirements for control of access.

#### *Design Deficiencies (Drainage)*

There are ditches along both sides of the roadway providing surface drainage between CR 560 to Old McKinney Rd. and Farr Hill Lane (Ln.) to CR 699, which are undersized to meet the design storm discharges; as well as bridge class and non-bridge class culverts crossing the existing roadway at existing creek crossing locations. Most of US 380 currently relies on roadside ditches and undersized culverts which are not adequate for the current or anticipated storm drainage discharge. Between Old McKinney Rd. and Farr Hill Ln. there is a curb and gutter section, which is undersized to meet the design storm discharges. There are several existing bridges at Elm Creek, Brushy Creek, and their tributaries that do not meet the hydraulic design frequency requirements or minimum freeboard.

### **3.3 Purpose**

The purpose of the proposed project is to improve mobility, accommodate future traffic demand, and to comply with current roadway design standards.

## **4.0 ALTERNATIVES**

### **4.1 Build Alternative(s)**

The Build Alternative as described in **Section 2.2** would meet the project's purpose and need. The proposed project would improve mobility and accommodate future traffic demand with the addition of a new roadway with six general purpose lanes and continuous frontage roads on a new location. The proposed project would be designed per latest TxDOT design standards.

### **4.2 No-Build Alternative**

The No-Build Alternative consists of leaving US 380 as it is today, without a new location realignment. The No-Build Alternative would not require the conversion of approx. 364 acres of additional ROW for transportation use. However, under the No-Build Alternative, design deficiencies would not be addressed, and the anticipated traffic demand would not be met. Mobility and operational efficiency would not be improved. The No-Build Alternative would not construct the new location realignment following latest design standards or increase capacity; therefore, it would not improve mobility or meet

anticipated future traffic demand. The No-Build Alternative would not meet the purpose and need of the project. Therefore, the Build Alternative is the preferred alternative.

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 Consideration**

In the Spring of 2020, TxDOT completed a feasibility study that evaluated conceptual alternatives for US 380 in Collin County. During the alignment evaluation process, TxDOT considered many factors and constraints which included engineering analysis, traffic analysis, safety and crash data, ROW requirements, existing and planned residential and commercial developments, and environmental constraints, among others. Alignments were eliminated from consideration if they did not address the problems (needs) identified in the feasibility study.

TxDOT presented results of the initial analyses at a technical work session with municipal, county and agency staff in September 2017. In relation to the proposed project, attendees asked TxDOT to consider a “southern bypass” around Farmersville. Five viable alignments, including a new location realignment south of Farmersville, were presented to the general public during the first series of public meetings in the Spring of 2018. After this round of public involvement, TxDOT conducted further evaluations and reduced the number of alignments to two alignments with options that minimized environmental impacts (referred to as the “Red” and “Green” alignments). These alignments were presented to the public during the second series of public meetings in the Fall of 2018. Following the Fall 2018 public meetings, TxDOT presented the recommended alignment and results of additional studies during the third series of public meetings held in the Spring of 2019.

In the feasibility study, TxDOT recommended the “Red” alignment for the US 380 segment between CR 599 and the Hunt County line because it would result in fewer residential and business relocations and would cost less when compared to the “Green” alignment. TxDOT identified a six-lane divided (three lanes in each direction) alternative to be carried forward to schematic refinement, public involvement, and detailed environmental evaluation processes. The six-lane alternative represents the reasonable alternative and corresponds to the Build Alternative in this report.

## 5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

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

- Congestion Management Process Disclosure Statement
- Mobile Source Air Toxics (MSAT) Technical Report
- Transportation Conformity Report Form (in progress)
- Species Analysis Form
- Species Analysis Spreadsheet
- Documentation of Texas Parks and Wildlife Department Best Management Practices
- Surface Water Analysis Form/Water Features Delineation Report
- Community Impacts Assessment Technical Report Form
- Hazardous Materials Initial Site Assessment (ISA)
- Indirect Impacts Analysis Technical Report
- Archeological Background Study
- Antiquities Permit Application for Archeology
- Texas Historical Commission (THC) Permit
- Archeological Survey Report
- Project Coordination Request for Historical Studies
- Historical Studies Research Design
- Historical Resources Survey Report (HRSR)
- Traffic Noise Technical Report
- Farmland Conservation Impact Rating Form
- Public Meeting Summary (2021)
- Public Meeting Summary (2022)

### 5.1 Right-of-Way/Displacements

The proposed ROW width varies from approx. 270 ft (on the west end) to 542 ft wide (at the KCSRR). The proposed project would result in approx. 364 acres of additional ROW and eight displacements. TxDOT would be responsible for these property acquisitions. The potential displacements, shown in the **Environmental Resources Map in Appendix F-3**, include two businesses, Winners Sweepstakes (an entertainment business) and A&A Landscape and Irrigation, also known as Lakeway Nursery (potential displacements D1 and D2; respectively); three single-family residences (potential displacements D3, D4, and D7); electric utility facility (potential displacement D5); one propane tank (potential displacement D6); and a barn/workshop within a residential parcel (potential

displacement D8). The **Community Impacts Assessment Technical Report Form** includes more information on these displacements.

TxDOT will provide relocation assistance. The ROW acquisition and relocation process would be conducted in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970.

The No-Build Alternative would not result in displacements, or the acquisition of additional ROW.

## 5.2 Land Use

The proposed project is within a predominately rural area. The land uses south of the existing US 380 are primarily undeveloped agricultural, residential, and recreational. The City of Farmersville downtown, located along the north of the existing US 380, consists of commercial and residential land uses. Commercial properties (i.e., gas stations, car repair shops, car dealerships, landscaping businesses, restaurants, etc.) are located along the existing US 380 with some residential uses at the eastern and western project limits. A USACE park, Caddo Park, is located at the western end of the project near Lavon Lake. There are two lakes near the proposed project, Lavon Lake and South Lake. According to the City of Farmersville Future Land Use map, growth and highway commercial development is anticipated along the proposed project. Potential indirect impacts on land use resulting from the proposed project are discussed in more detail in **Section 5.15**.

The Build Alternative would directly convert approx. 364 acres of additional ROW south of the existing US 380, from mostly agricultural/undeveloped land to highway ROW (transportation use).

The No-Build Alternative would not require additional ROW; therefore, it would not result in the conversion of land into transportation uses.

## 5.3 Farmlands

The Farmlands Protection Policy Act (FPPA) of 1981 requires a farmland impact evaluation for applicable, federally funded projects. The purpose of the FPPA is to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to non-agricultural uses. The FPPA protects prime, unique, or state-wide/locally important farmland. It is TxDOT policy to comply with the FPPA in accordance with the Natural Resources Conservation Service (NRCS) policy for

implementing the act and for soliciting approval of transportation projects through the National Environmental Policy Act (NEPA) process.

Two prime farmland soils comprising approx. 187 acres are located within the project limits. These are Burleson clay, 1 to 3% slopes, and Houston Black clay, 1 to 3% slopes.

The proposed project would convert farmland subject to the FPPA to non-agricultural, transportation use. A Farmland Conservation Impact Rating Form NRCS-CPA-106 was completed in October 2022 resulting in a score of 61 on Part VI of the form. Therefore, coordination with NRCS was required and initiated on November 22, 2022. Per NRCS letter dated November 29, 2022, the combined rating of the site is 139. The FPPA law states that sites with a rating less than 160 will need no further consideration for protection and no additional evaluation is necessary. Coordination documents, including the NRCS-CPA-106 Form, are included in **Appendix G**.

The No-Build Alternative would not require additional ROW and therefore, it would not result in impacts to farmlands subject to the FPPA.

#### **5.4 Utility Relocation**

It is reasonably foreseeable that utilities will have to be relocated as a result of this project. The impacts resulting from removal of any utilities from within existing highway ROW (e.g., construction noise, potential disturbance to archeological resources, and potential impacts to species habitat) have been considered as part of the overall project footprint impacts within this EA.

Several utilities are present within the project limits. Based on the proposed design, utility relocations would be required throughout the project; 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 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. Access to private utility services will be maintained as part of the proposed project. Specific adjustments required will be identified during the preparation of the construction plans.

#### ***Emergency Services***

No ROW impacts to public facilities are anticipated from the Build Alternative. There are no police stations, fire stations or hospitals directly adjacent to the proposed project.

Farmersville Police and Fire departments are located within the city limits. Because the new location realignment of US 380 is approx. 1 mile south of the existing US 380, and the city of Farmersville, the proposed project is not anticipated to result in direct impacts on local response times. In the event emergency responders need to pass through Farmersville, the proposed project would improve response times by providing an alternate route around the city. This, in conjunction with continuous frontage roads included as part of the Build Alternative, would further benefit response times by providing ample opportunities to avoid traffic backups in the region.

Under the No-Build Alternative, current conditions would remain; therefore, emergency response times would not change. However, there would not be an alternate route available and consequently no improvement on response times in the event emergency responders need to pass through Farmersville. An increase in traffic demand, over time, would result in traffic congestion within the project limits, which could result in increases in emergency response times. The No-Build Alternative would not result in utility relocations.

### **5.5 Bicycle and Pedestrian Facilities**

The USDOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (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 with this policy, TxDOT proactively plans, designs, and constructs facilities to safely accommodate bicyclists and pedestrians.

Additionally, the current MTP (*Mobility 2045 Update*) 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 compliance with TxDOT's Bicycle Accommodation Design Guidance. This guidance implements USDOT and FHWA policy regarding bicycle and pedestrian accommodations. The proposed project would include a 10-ft shared-use path along the outside of the proposed eastbound and westbound frontage roads. Sidewalks would be at cross streets and would be constructed in accordance with the Americans with Disabilities Act (ADA) guidelines.

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

## 5.6 Community Impacts

A community impacts assessment for the proposed project includes analyses of regional and community growth, public facilities and services, potential ROW acquisitions, easements, displacements and relocations, community cohesion, Limited English Proficiency (LEP) population impacts, and Environmental Justice (EJ) population impacts. Refer to the **Community Impacts Assessment Technical Report Form** for detailed information on the socioeconomic resource analysis prepared for the project.

### *Displacements*

Two businesses, three single-family residential structures, one barn/workshop structure, an electric utility facility and a propane tank would potentially be displaced by the proposed project. The number of displacements is minimized by creating a new location alignment, rather than widening the existing US 380. There are properties (residential, commercial and utility facilities) that are available for purchase within the community study area.

### *Access and Travel Patterns*

No major impacts are expected to access as the existing US 380 would remain in place. Travel impacts include travelers bypassing the City of Farmersville, no longer stopping in town. These impacts are expected to be minor as travelers that were planning to stop in Farmersville would still likely do so.

### *Community Cohesion*

The proposed project would not directly or indirectly result in the separation or isolation of any geographic areas or groups of people. The project would accommodate growth in the area, and the future frontage roads are anticipated to improve community cohesion. Relocating the alignment south of Farmersville prevents any further bisection of already developed areas.

### *Environmental Justice*

Information was compiled using the USCB data, specifically the USCB American Community Survey (ACS) 5-year estimates for 2016-2020 and the 2020 Census. Census areas partially or wholly contained within the proposed project represent the project study area for this analysis. The new location realignment of US 380 would cross through four EJ blocks with over 50% minority population; however, there would be no negative access and/or travel patterns impacts to the minority populations in that area. Access and/or



travel pattern impacts in the area would benefit minority populations in that area by providing alternative travel options including bicycle and pedestrian facilities. No negative impacts to access and/or travel patterns are anticipated to EJ geographies or communities. None of the potential displacements would occur within EJ census geographies. The potentially displaced businesses do not serve a specific population.

#### *Limited English Proficiency (LEP)*

The LEP persons within the community study area predominantly speak Spanish, with some speaking other Indo-European and Asian and Pacific Island languages. Reasonable steps have been, and would continue to be taken, to ensure LEP persons have meaningful access to the programs, services, and information TxDOT provides. Meeting notices as well as meeting materials were provided in both English and Spanish. Interpreters were not requested, but will continue to be provided, if needed, for all future meetings. The public hearing legal notice was also provided in traditional Chinese to the Kalachakra Meditation Center.

Based on the information provided in this analysis, the proposed project would not result in disproportionately high and adverse impacts to EJ or LEP populations. The proposed project would maintain the existing community cohesion of the City of Farmersville and would result in mobility and access improvements that would equally benefit both EJ and non-EJ populations.

The No-Build Alternative would neither result in displacements nor would it result in mobility and access improvements that would equally benefit both EJ and non-EJ populations.

### **5.7 Visual/Aesthetic Impacts**

Section 136 of the Federal Aid Highway Act of 1970 (Public Law 91-605) requires consideration of aesthetic values in the highway planning process. In order to achieve this goal, aesthetic components would be included in the proposed project.

The proposed project is a new location realignment with elevated bridge sections that would alter existing views at these specific areas. Obstructed views would occur at grade separated roadways and overpasses that would be approx. 17 to 20 ft above ground. US 380 overpasses would be constructed at CR 560, CR 567, SH 78, future Hamilton/Main St., Old Josephine Rd., over a cattle crossing located east of Old Josephine Rd., CR 696, and the Audie Murphy Pkwy.; a cross street near CR 699. Overpasses would also be constructed over the Elm Creek Tributaries 4 and 5, Elm Creek and floodplain, Brushy Creek Tributary and floodplain, and at the KCSRR crossing. The bridge at the KCSRR

crossing would be approx. 25 ft above existing ground. A US 380 underpass is proposed at FM 547.

The view towards the new roadway would be nondescript and span across to the other side of the facility. The views from the road would generally be of open fields and farmland. Parts of the City of Farmersville would possibly be visible, though partially obscured by the limited amount of tree cover. The proposed project would change the views and setting from the existing conditions within the project limits where there is currently no roadway. Although the bridges would block existing views, resulting in moderate visual impacts, the overall benefit from the bridges would outweigh the potential visual impacts by minimizing floodplain and Waters of the U.S. impacts. Considering the overall benefits from the proposed bridge structures, it is anticipated that the improvements would outweigh the overall visual impacts resulting from the proposed project. The views to and from the existing US 380 would not change.

The main visual impact of the proposed project is the construction of a new highway within a mostly undeveloped rural area. Aesthetic treatments would be applied to help mitigate any adverse visual impacts. The proposed project would apply aesthetic treatments to the proposed structures. Urban design concepts would be 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 railings 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. In November 2022, a meeting was held with the City of Farmersville to discuss potential aesthetic treatments. The aesthetic preliminary concepts were available at the public hearing for review and comment.

It is recommended that lighting at the intersection of US 380 and CR 648/Old Josephine Rd. [where the National Register of Historic Places (NRHP) eligible Farmersville Riding Club is located] be planned so it does not shine into the eyes of horses or riders at the riding club.

The No-Build Alternative would not change the existing visual and aesthetic qualities of the project area.

## 5.8 Cultural Resources

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

Cultural resources are structures, buildings, archeological/historic sites, districts (a collection of related structures, buildings, and/or archeological sites), and objects. Both federal and state laws require consideration of cultural resources during project planning. At the federal level, NEPA and the 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 THC/SHPO and/or federally-recognized tribes to determine the project's effects on cultural resources. Review and coordination of this project followed approved procedures for compliance with federal and state laws.

### 5.8.1 Archeology

The purpose of the archeological 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 (CFR), 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 NRHP, as per Section 106 (36 CFR Part 800), or for designation as State Antiquities Landmarks (SAL) under the ACT and TAC, Title 13, Chapter 26 (13 TAC 26).

The Archeological Background Study was completed in June 2022. It was recommended that an archeological survey be conducted throughout the proposed ROW within the APE. Recommended investigations consisted of intensive pedestrian survey supplemented by shovel testing. Mechanical excavations were recommended in areas determined to contain deep deposits along the drainage crossings.

The archeological survey included intensive pedestrian survey, shovel testing, and backhoe trenching under Texas Antiquities Permit Number 30821. The testing was conducted between September 27 and October 5, 2022.

Five archaeological sites (41COL368, 41COL369, 41COL370, 41COL371, and 41COL372) and two isolated finds (IF-1 and IF-2) were identified during the archeological survey. Site 41COL369, IF-1 and IF-2 represent prehistoric sites of unknown period.

Sites 41COL368, 41COL370, 41COL371, and 41COL372 represent the possible artifactual remains of early to mid-twentieth century occupation. All these sites lack sufficient integrity to have potential for listing as a SAL or on the NRHP. No further work is recommended within the proposed ROW for these sites. However, thorough investigation of areas identified for high potential for intact archeological deposits not surveyed during these investigations because of lack of right-of-entry (ROE), shall be completed after ROW is purchased and before construction begins.

The proposed project would not result in impacts to any cemetery. 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 November 8, 2022, with a 30-day review period ending on December 8, 2022. 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, construction of the proposed project would not occur; therefore, there would be no project-related impacts to archeological resources.

### 5.8.2 Historic Properties

A historic resources reconnaissance survey of architectural and engineering resources located along the US 380 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 1981. The report concluded that there were 157 historic-age resources on 36 properties within the APE. The historic-age resources and properties were evaluated for NRHP eligibility.

A review of the NRHP, the list of SAL, the list of Recorded Texas Historic Landmarks (RTHL), the THC Texas Historic Sites Atlas, and TxDOT historic files indicate that there are no previously identified historic resources located within the APE. In accordance with provisions of 36 CFR 800, a TxDOT pre-certified historian conducted a historic studies survey in August of 2022 to identify additional properties listed and potentially eligible for

listing in the NRHP. Two properties were recommended as eligible for listing in the NRHP, Caddo Park and the Farmersville Riding Club, shown in the exhibits located in **Appendix G**. Caddo Park is recommended as NRHP-eligible because it was part of a USACE pilot program to design and offer wheelchair-accessible parks 15 years before the ADA passed. The Park was recommended eligible as a historic district at the state level under **Criterion A** in the Entertainment/Recreation area of significance for its association with the movement to provide access to public facilities for people with disabilities and under **Criterion C** for Design/Construction. It has wheelchair-accessible restrooms, trails, picnic tables, grills, fishing ponds, and water fountains. The proposed project would not require additional ROW from this park.

The Farmersville Riding Club facility was constructed in 1966, a year after the club was established in 1965. Farmersville Riding Club is still active and over time has hosted "play days", rodeos, 4-H events, and a variety of equestrian events. The resources associated with the riding club include the gate, fencing, arena, lighting, concession stand, judging stand, viewing gallery, horse alley, announcer's box, and competition gates. The Farmersville Riding Club was recommended to be locally significant under **Criterion A** for Entertainment/Recreation with a Period of Significance from 1966 to 1980. The proposed project would not require any ROW from the Farmersville Riding Club. The historian recommended that the lighting at the intersection of US 380 and CR 648/Old Josephine Rd. be planned so it does not shine into the eyes of horses or riders at the Farmersville Riding Club. The proposed project would not require additional ROW from this property.

TxDOT redesigned the project plans to avoid the acquisition of any new ROW at the Farmersville Riding Club. TxDOT does not propose to acquire any ROW within the NRHP boundaries of either the Farmersville Riding Club or Caddo Park. The proposed new alignment of US 380 may visually affect the Riding Club, but those effects would not be adverse. Therefore, pursuant to Stipulation IX, Appendix 6 "Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)" of the Section 106 PA and the MOU, TxDOT historians determined there is no adverse effect to historic properties in the APE. In compliance with the Antiquities Code of Texas and the MOU, TxDOT historians determined project activities have no potential for adverse effects. Individual project coordination with SHPO is not required. No controversy exists regarding project effects on historic properties. Refer to **Appendix G** for correspondence submitted to the Farmersville Historical Society and the Collin County Historical Commission, and the internal review memo under the Section 106 Programmatic Agreement (Section 106 PA) among TxDOT, SHPO, Advisory Council on Historic Preservation, and FHWA; and the MOU between THC and TxDOT. The **Project Coordination Request for Historical**

**Studies, Historical Studies Research Design, and Historical Resources Survey Report** prepared for the proposed project are available at the TxDOT Dallas District office.

There would be no indirect effects due to traffic noise at Caddo Park or at the Farmersville Riding Club. No direct, indirect, or cumulative effects are anticipated for these resources.

The proposed project would have no adverse effects on historic properties/districts within the APE. Non-archeological Section 106 findings of eligibility documentation is included in **Appendix G**.

Under the No-Build Alternative, there would be no changes to existing conditions; therefore, no impacts to historic resources would occur.

## **5.9 Protected Lands**

### *Section 4(f), Section 6(f), and Parks and Wildlife Code (PWC) Chapter 26*

A public park, Caddo Park, is directly adjacent to the project near the western project limits. No additional ROW would be required from this park; therefore, the proposed project would not require the use of, nor substantially impair the purposes of the park. The proposed project would not impact the park. The proposed project would not require additional ROW from any publicly owned recreational area, wildlife and waterfowl refuge lands, or historic sites of national, state, or local significance; therefore, a Section 4(f) Evaluation is not required.

There are no Section 6(f) properties adjacent to the project. The proposed project would not require the conversion of properties funded by the Land and Water Conservation Fund program to a non-outdoor public recreation use; therefore, a Section 6(f) Evaluation is not required.

The proposed project would not require the use or acquisition 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; therefore, Chapter 26 would not apply to the proposed project.

Under the No-Build Alternative, construction of the proposed project would not occur; therefore, there would be no project-related impacts to Section 4(f), Section 6(f), or Chapter 26 properties.

## 5.10 Water Resources

### 5.10.1 Clean Water Act Section 404

This project will involve regulated activity in jurisdictional waters and therefore will require authorization under Section 404. **Table 5-1** shows the waters that are anticipated to be jurisdictional waters in which regulated activity is anticipated to take place. It also indicates whether the impacts are anticipated to be authorized under Section 404 by a non-reporting nationwide permit [i.e., no pre-construction notification (PCN) required], or if it is anticipated that a nationwide permit with pre-construction notification, individual standard permit, letter of permission, or regional general permit will be required.

**Table 5-1: Water Features**

Name of Water Feature	Type of Water Feature	Location of Water Feature (Appendix F-1 Water Features Map)	Covered by Non-Reporting Nationwide Permit under Section 404?	Nationwide Permit with Pre-Construction Notification, Individual Standard Permit, Letter of Permission, or Regional General Permit Required under Section 404?
Water 1	Intermittent Stream	Sheet 1 of 4	Yes	No
Water 3	Intermittent Stream	Sheet 1 of 4	No	Yes
Water 4	Intermittent Stream	Sheet 1 of 4	No	Yes
Water 5	Intermittent Stream	Sheet 2 of 4	Yes	No
Water 6	Intermittent Stream	Sheet 2 of 4	Yes	No
Water 8	Pond/Intermittent Stream	Sheet 2 of 4	Yes	No
Water 9	Intermittent Stream	Sheet 2 of 4	Yes	No
Water 10	Intermittent Stream	Sheet 2 of 4	Yes	No
Water 11	Ephemeral Stream	Sheet 3 of 4	Yes	No
Water 12	Intermittent Stream	Sheet 3 of 4	Yes	No
Water 14	Ephemeral Stream	Sheet 3 of 4	Yes	No
Water 15	Emergent Wetland	Sheet 3 of 4	No	Yes
Water 16	Intermittent Stream	Sheet 3 of 4	No	Yes
Water 17	Intermittent Stream	Sheet 4 of 4	Yes	No
Water 18	Intermittent Stream	Sheet 4 of 4	Yes	No

Source: Section 404/10 Impacts Table (January 2023).

Impacts to Waters of the U.S. within the proposed project limits would result from both the widening of the existing US 380 roadway and construction of the new section of the proposed project. See **Appendix F-1 Water Features Map** and **Section 404/10 Impacts Table** for more detailed information. A **Water Features Delineation Report** was prepared for the proposed project and is available at the TxDOT Dallas District office.

The placement of permanent and temporary fill in Waters of the U.S. would be authorized by Nationwide Permit (NWP) 14 – Linear Transportation Projects. An NWP PCN would be needed for Waters 3, 4, 15, and 16.

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

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

Under the No-Build Alternative, construction of the proposed project would not occur; therefore, no project-related impacts on Waters of the U.S. would occur.

#### **5.10.2 Clean Water Act Section 401**

For projects that require an NWP under Section 404 that is covered by Texas Commission on Environmental Quality (TCEQ's) blanket 401 water quality certification, regardless of whether the NWP is non-reporting, or requires the submission of a PCN, TxDOT complies with Section 401 of the Clean Water Act (CWA) by implementing TCEQ conditions for NWPs. For projects that require authorization under an NWP under Section 404 that is not covered by TCEQ's blanket 401 water quality certifications, or under an Individual Standard Permit, Letter of Permission, or Regional General Permit under Section 404, TxDOT will coordinate the Section 401 water quality certification with TCEQ. TCEQ will either approve or deny the Section 401 water quality certification or issue a waiver. The TCEQ Section 401 water quality certification decision must be submitted to the USACE before use of the NWP can be confirmed, or an Individual Standard Permit, Letter of Permission, or Regional General Permit decision can be made. See **Appendix F-1: Water Features Map** for the location of water features within the project limits.

Under the No-Build Alternative, construction of the proposed project would not occur; therefore, no project-related impacts on Waters of the U.S. would occur.



### **5.10.3 Executive Order 11990 Wetlands**

This project is federally funded and therefore is subject to Executive Order (EO) 11990, Protection of Wetlands, and will involve construction in one or more wetlands.

There are no practicable alternatives that would minimize impacts to the wetland within the project limits. The wetland is located approx. 130 ft west of the proposed at-grade intersection at CR 697. The project alignment is constrained by water resources, residences, and businesses, and any changes to the project's alignment would have the potential to result in greater impacts to those resources and structures. The proposed project will implement all necessary best management practices (BMPs) and take necessary mitigation measures to assure that impacts to wetlands are minimized to the extent practicable.

Under the No-Build Alternative, construction of the proposed project would not occur; therefore, no project-related impacts on wetlands would occur.

### **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 Water of the U.S.; therefore, Sections 9 and 10 of the Rivers and Harbors Act do not apply.

### **5.10.5 Clean Water Act Section 303(d)**

This project is not located within 5 linear miles (not stream miles) of, and is not within the watershed of, or does not drain to an impaired assessment unit under Section 303(d) of the federal CWA. The Build and the No-Build Alternative would not result in impacts to Section 303(d) waters.

### **5.10.6 Clean Water Act Section 402**

Because the Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit (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 Plans, Specifications, and Estimates (PS&E) Preparation Manual require a storm water pollution prevention plan (SWP3) 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 municipal separate storm sewer system (MS4) operator. It also requires that projects be inspected to ensure compliance with the CGP.

The PS&E Preparation Manual requires that all projects include Standard Specification Item 506 (Temporary Erosion, Sedimentation, and Environmental Controls), and the “Required Specification Checklists” require the current version of Special Provision 506 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and Stormwater Pollution Prevention Plan (SW3P), and to complete the appropriate authorization documents.

Under the No-Build Alternative, as construction of the proposed project would not occur, there would be no alteration on the amount of runoff generated within the proposed project area. Therefore, no compliance with runoff associated permits would be required.

#### **5.10.7 Floodplains**

A review of Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) indicated the project area crosses the 100-year floodplain at five locations. Each of these areas are identified as Zone A, special flood hazard areas inundated by the 100-year flood with no base flood elevations determined. The total acres of floodplain within the project limits are approx. 32.4 acres. The **Environmental Resources Map** included in **Appendix F-3** displays the floodplain areas crossed by the proposed project.

This project is subject to and would 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 would be conducted in accordance with the department’s Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project does not result in a “significant encroachment” as defined by FHWA’s rules implementing EO 11988 at 23CFR 650.105(q). Therefore, the proposed project is not anticipated to result in significant encroachment in the floodplain.

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

#### **5.10.8 Wild and Scenic Rivers**

Based on a project scoping analysis, it was determined that both the Build and the No-Build Alternative would not have an impact on wild and scenic rivers. This project would not involve work within the designated segment of the Rio Grande; therefore, coordination with the National Park Service would not be required.

#### **5.10.9 Coastal Barrier Resources**

The Coastal Barrier Resources Act does not apply.

#### **5.10.10 Coastal Zone Management**

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

#### **5.10.11 Edwards Aquifer**

The TCEQ Edwards Aquifer Rules do not apply. The EPA Edwards Aquifer Memorandum of Understanding (MOU) does not apply.

#### **5.10.12 International Boundary and Water Commission**

This project does not cross or encroach upon the floodway of the International Boundary Water Commission (IBWC) ROW or an IBWC flood control project.

#### **5.10.13 Drinking Water Systems**

In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges (Item 103, Disposal of Wells), any drinking water wells would need to be properly removed and disposed of during construction of the project. The Texas Water Development Board Water Data Interactive map was utilized to identify any known water wells within the project limits. Based on a review of the data, there are no registered water wells identified within the project limits.

### **5.11 Biological Resources**

#### **5.11.1 Impacts to Vegetation**

Per the 2021 MOU TPWD, a habitat assessment of the project limits was performed and potential impacts to vegetation/habitat were determined. The potential vegetation impacts are included in the **Texas Ecosystem Analytical Mapper (TEAM) Vegetation and Ecosystems Table** completed and available at the TxDOT Dallas District office. In accordance with the 2021 MOU, TxDOT will coordinate with TPWD as this project required an EA. Coordination (collaborative review) was initiated on November 23, 2022.

The proposed project would impact 205.13 acres of Blackland Prairie, Disturbance or Tame Grassland, 56.33 acres of Central Texas: Riparian Hardwood Forest, 7.56 acres of Native Invasive: Juniper Shrubland, 0.72 acres of Open Water, 91.72 acres of Row Crops, and 84.16 acres of Urban Low Intensity. Refer to **Appendix F-2 for the TEAM Mapped and Field Verified Ecological Mapping Systems of Texas (EMST) Vegetation Map** for the location of these features.

Potential impacts to vegetation would be confined to the existing and proposed ROW. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs would be avoided to the greatest extent practicable. Seeding and replanting with TxDOT-approved seed mixes containing native species would be used in the re-vegetation of disturbed areas.

The Texas Natural Diversity Database (TXNDD) data obtained from TPWD on April 15, 2022, was reviewed along with the TPWD Rare, Threatened, and Endangered Species of Texas (RTEST) list for Collin County, accessed on March 28, 2023, and for Hunt County, accessed on May 8, 2023. The TXNDD radii of 1.5 miles and 10 miles from the project area were searched and revealed element of occurrence records within 1.5 and 10 miles of the proposed project. Within 1.5 miles of the proposed project there is one record for the Little Bluestem-indiangrass Series and two records for the Vertisol Blackland Prairie. Several records are present between 1.5 miles and 10 miles of the proposed project. Each of these occurrences are located outside of the project area and would not be impacted by the proposed project.

Collaborative review with TPWD was initiated on November 23, 2022. TPWD coordination of the EA was initiated on February 10, 2023. TPWD coordination was completed on March 27, 2023. **Appendix G** includes this coordination documentation. The **Species Analysis Form, Species Analysis Spreadsheet, and Documentation of Texas Parks and Wildlife Department Best Management Practices** form prepared for the proposed project is available at the TxDOT Dallas District office.

Under the No-Build Alternative, the proposed project would not be constructed. No effects to vegetation related to the construction of the proposed project would occur. Existing land use and activities would continue to periodically affect vegetation communities.

#### **5.11.2 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 Executive Order on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

#### **5.11.3 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.

#### 5.11.4 Impacts to Wildlife

The proposed project is located in Collin and Hunt counties. Developed and undeveloped lands are present within the proposed project area. Developed land includes single-family residences, retail, and commercial facilities. Undeveloped lands comprise vacant (not utilized), agriculture (ranch and pasture), woodlands, disturbed prairies, fence row vegetation, streams, and ponds. Wildlife species expected to inhabit the proposed project area are likely adapted to both a rural environment as well as an urban, developed environment. Mammalian species that likely inhabit the area include the coyote (*Canis latrans*), Virginia opossum (*Didelphis virginiana*), raccoon (*Procyon lotor*), and eastern fox squirrel (*Sciurus niger*). Various avian species likely to inhabit the area would include species such as the Northern Mockingbird (*Mimus polyglottos*), Mourning Dove (*Zenaida macroura*), Blue Jay (*Cyanocitta cristata*), Great Blue Heron (*Ardea herodias*), Turkey Vulture (*Cathartes aura*), American Crow (*Corvus brachyrhynchos*), and Red-tailed Hawk (*Buteo jamaicensis*). Amphibian and reptilian species would also utilize the different available habitats. The species would include various snakes, turtles, lizards, and frogs native to north-central Texas. Examples would be the Texas rat snake (*Elaphe obsoleta lindheimeri*), red-eared slider (*Trachemys scripta*), western ribbon snake (*Thamnophis proximus*), and the northern cricket frog (*Acris crepitans*). Various waterfowl species could utilize the aquatic habitat.

The presence or evidence of the following wildlife species were observed during field reconnaissance: raccoon tracks, Mourning Dove, Turkey Vulture, Great Blue Heron, turtles, and frogs. There is suitable habitat present within the proposed project area for federal and state-listed species as well as Species of Greatest Conservation Need (SGCN) as discussed in **Section 5.11.10**.

Substantial impacts to wildlife are not anticipated. The proposed project is the construction of a new location roadway and would result in habitat fragmentation. Some mortality to individual species that are less mobile such as reptiles and amphibians may occur during the initial construction. The constructed roadway would contain a concrete traffic barrier along the mainlanes that would restrict wildlife movement. An increase in wildlife mortality would likely occur to wildlife attempting to cross the roadway due to vehicle strikes. The proposed culverts and bridge structures would provide a safer means of crossing the roadway. More mobile species such as mammals and avian species would most likely relocate to suitable surrounding habitats. Wildlife that does currently inhabit adjacent urban development and existing transportation structures (culverts, utility poles,

etc.) would be temporarily impacted due to potential structure displacements/relocations and roadway structure reconstruction and relocation. It is likely that some wildlife species would recolonize the available habitat once construction of the proposed project is complete.

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

#### **5.11.5 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 vegetation clearing activities outside the typical nesting season.

Additional preemptive and preventative measures that may be applied, where appropriate and practicable, are described in TxDOT's Guidance – Avoiding Migratory Birds and Handling Potential Violations.

#### **5.11.6 Fish and Wildlife Coordination Act**

The project is anticipated to require a nationwide permit issued by the USACE. Compliance with the Fish and Wildlife Coordination Act will be accomplished by complying with the terms and conditions of the nationwide permit.

#### **5.11.7 Bald and Golden Eagle Protection Act of 2007**

This project is not within 660 ft of an active or inactive Bald or Golden Eagle nest. Therefore, no coordination with the U.S. Fish and Wildlife Service (USFWS) is required.

#### **5.11.8 Magnuson-Stevens Fishery Conservation Management Act**

The Essential Fish Habitat/Magnuson-Stevens Fishery Conservation and Management Act does not apply.

#### **5.11.9 Marine Mammal Protection Act**

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

#### 5.11.10 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. 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.

The USFWS Official Species List from the Information for Planning and Consultation (IPaC) was obtained on March 28, 2023, for the proposed project. The TPWD Annotated County Lists of Rare Species data for Collin County, accessed on March 28, 2023, and for Hunt County, accessed on May 8, 2023, were also obtained for the proposed project.

##### Federal and State Listed Species

Eight species were identified on the USFWS Official Species List for the proposed project. These are the tricolored bat (*Perimyotis subflavus*), Piping Plover (*Charadrius melodus*), Red Knot (*Calidris canutus rufa*), Whooping Crane (*Grus americana*), alligator snapping turtle (*Macrochelys temminckii*), Texas fawnsfoot (*Truncilla macrodon*), Texas heelsplitter (*Potamilus amphichaenus*), and monarch butterfly (*Danaus plexippus*). The Louisiana pigtoe (*Pleurobema riddellii*) was not included on the Official Species List, but is listed as proposed threatened. For these species, either USFWS has not designated critical habitat or, if critical habitat has been designated, there is no critical habitat within the action area. The following discussion of these species also notes which ones are included on TPWD's RTEST list.

The tricolored bat has been proposed as a federally endangered species. There is suitable habitat consisting of forest, woodland, and riparian areas in the project area. The effects to the species are currently undetermined. Consultation with the USFWS is not required at this time. If the species is listed, effects to the tricolored bat will be re-evaluated to determine the appropriate course of action, which may include consultation with USFWS.

The Piping Plover and Red Knot are listed as threatened on the federal and state lists. These species are included in the species list as needing consideration for wind energy projects. As this is not a wind energy project and no suitable habitat is present within the

action area for either species, the project would have no effect on the Piping Plover or Red Knot.

The Whooping Crane is listed as endangered on the federal and state lists. Suitable stopover habitat consisting of preferred ponds and wetlands is present within the action area. The action area is outside of the breeding and wintering ranges for the species. Any use of potential stopover habitat within the action area would be incidental and ephemeral. The project would have no effect on the Whooping Crane.

The Texas fawnsfoot is listed as proposed threatened and the Texas heelsplitter is listed as proposed endangered on the federal list. Both species are listed as threatened on the state list. The Louisiana pigtoe was federally listed as proposed threatened in March 2023 and is listed as threatened on the state list. The action area consists of only ephemeral and intermittent streams as well as stock ponds. No suitable habitat is present within the action area, and it would be unlikely to encounter these species. The project would have no effect on the Texas fawnsfoot, Texas heelsplitter, or Louisiana pigtoe.

The monarch butterfly is listed as a candidate species on the federal list and can be found in a variety of habitats. The action area contains pastures, open woodlands, and urbanized areas with various nectar plant species. The project may affect the monarch butterfly; however, the monarch is currently a candidate species and no consultation with USFWS is required at this time. As construction activities for this project are not anticipated to be completed prior to Fiscal Year 2024, when a listing decision for the species is anticipated, additional coordination may be required. The project should be reevaluated at that time to determine if further action is required if the species becomes proposed for federal listing.

The alligator snapping turtle is listed as proposed threatened on the federal list and threatened on the state list and can be found in deep perennial water bodies. The project area consists of only ephemeral and intermittent streams as well as stock ponds. No suitable habitat is present within the project action area, and it would be unlikely to encounter this species. The project would have no effect on the alligator snapping turtle.

TPWD's RTEST list also included the Least Tern (*Sternula* (= *Sterna*) *antillarum*) listed as endangered and the Black Rail (*Laterallus jamaicensis*), White-faced Ibis (*Plegadis chihi*), Wood Stork (*Mycteria americana*), black bear (*Ursus americanus*), southern hickorynut (*Obovaria arkansasensis*), Texas pigtoe (*Fusconaia askewi*), northern scarlet snake (*Cemophora coccinea copei*), and Texas horned lizard (*Phrynosoma cornutum*) listed as



threatened. No suitable habitat is present for the Least Tern, Black Rail, black bear, southern hickorynut, Texas pigtoe, northern scarlet snake, and Texas horned lizard.

Potential stopover habitat is present for the White-faced Ibis and Wood Stork. The project limits are outside of the breeding and year round ranges for these species. Any use of potential stopover habitat within the project limits would be incidental and ephemeral.

#### Species of Greatest Conservation Need

Suitable habitat was observed within the proposed project for the following SGCN: southern crawfish frog (*Lithobates areolatus areolatus*), Woodhouse's toad (*Anaxyrus woodhousii*), Chestnut-collared Longspur (*Calcarius ornatus*), Sprague's Pipit (*Anthus spragueii*), Western Burrowing Owl (*Athene cunicularia hypugaea*), Parkhill Prairie crayfish (*Procambarus steigmani*), big brown bat (*Eptesicus fuscus*), eastern red bat (*Lasiurus borealis*), eastern spotted skunk (*Spilogale putorius*), hoary bat (*Lasiurus cinereus*), long-tailed weasel (*Mustela frenata*), muskrat (*Ondatra zibethicus*), swamp rabbit (*Sylvilagus aquaticus*), eastern box turtle (*Terrapene carolina*), slender glass lizard (*Ophisaurus attenuatus*), Texas garter snake (*Thamnophis sirtalis annectens*), timber (canebreak) rattlesnake (*Crotalus horridus*), western box turtle (*Terrapene ornata*), and Sutherland hawthorn (*Crataegus viridis* var. *glabriuscula*). No suitable habitat for other listed SGCN is present within project limits.

Right-of-entry (ROE) was not provided for all of the parcels within the project limits. Areas where ROE was not provided would need to be assessed after ROW is acquired. If suitable habitat is observed in those areas, it may result in a change to effect/impact determinations.

The TPWD "Beneficial Management Practices – Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources" was utilized to determine the BMPs to be implemented for this project and coordinated with TPWD during the Collaborative Review process. Refer to **Section 8.0** for the list of BMPs that would be used to avoid or minimize impacts and to the **Documentation of Texas Parks and Wildlife Department Best Management Practices** form, included in **Appendix G**, for the complete list of BMPs.

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

## 5.12 Air Quality

### 5.12.1 Transportation Conformity and Hot Spot Analysis

This project is located in Collin County, which is within the Dallas-Fort Worth area that has been designated by the U.S. Environmental Protection Agency (EPA) as severe nonattainment area for the 2008 Ozone national ambient air quality standards (NAAQS) and moderate nonattainment for the 2015 ozone NAAQS; therefore, the transportation conformity rules apply. Conformity for older standards is satisfied by conformity to the more stringent 2008 and 2015 ozone NAAQS, as applicable.

Both NCTCOG's financially constrained 2045 MTP Update and 2023-2026 TIP were found to conform to the TCEQ State Implementation Plan (SIP) by FHWA and FTA on December 15, 2022. The proposed action is consistent with the 2045 MTP Update but not with the 2023–2026 TIP. TxDOT will not take final action on this environmental document until a project level conformity determination has been obtained from FHWA, as applicable. Copies of the MTP and TIP pages are included in **Appendix E**.

### 5.12.2 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.

### 5.12.3 Carbon Monoxide Traffic Air Quality Analysis

Traffic data for the mainlanes at the estimated time of completion (ETC) year (2030) and design year (2050) is 29,100 vehicles per day (vpd) and 51,200 vpd, respectively. Traffic data for the frontage roads for the ETC and design year is projected to be 14,150 and 26,500 vpd, respectively. A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that the carbon monoxide standard would ever be exceeded as a result of any project with an average annual daily traffic (AADT) below 140,000 vpd. The AADT projections for the project do not exceed 140,000 vpd; therefore, a carbon monoxide Traffic Air Quality Analysis (CO TAQA) was not required.

### 5.12.4 Mobile Source Air Toxics

A qualitative mobile source air toxics (MSAT) assessment has been conducted relative to the Build and No-Build Alternatives. As documented in the **Mobile Source Air Toxics Technical Report**, all project alternatives may result in increased exposure to MSAT emissions in certain locations although the concentrations and duration of exposure are uncertain. Because of this uncertainty, the health effects from these emissions cannot be estimated. However, on a regional basis, EPA's vehicle, and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases,

will cause region-wide MSAT levels to be significantly lower than today. Detailed information of this qualitative analysis can be found in the **Mobile Source Air Toxics Technical Report** available for review at the TxDOT Dallas District office.

#### 5.12.5 Congestion Management Process

The proposed project is adding single-occupant vehicle (SOV) capacity, is a project with FHWA/FTA involvement, and is within the Dallas-Fort Worth Transportation Management Area; therefore, a Congestion Management Process (CMP) analysis is required. The CMP is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The project was developed from the NCTCOG's CMP, which meets all requirements of 23 CFR 450.320 and 500.109, as applicable. The CMP was adopted by the NCTCOG in August 2021.

The project-level CMP analysis is on file and available for review at the NCTCOG and is included as an appendix in the **Congestion Management Process Disclosure Statement** prepared for the proposed project and available for review at the TxDOT Dallas District office.

Committed congestion reduction strategies and operational improvements within the study boundary will consist of modal options, system reliability, and roadway infrastructure improvements including addition of new lanes, shared-use path for bicyclists and pedestrians, turn lanes, and intersection improvements.

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

#### 5.12.6 Construction Air Emissions

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

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

<https://www.tceq.texas.gov/airquality/terp>.

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

The No-Build alternative would not meet TxDOT and NCTCOG goals for congestion reduction goals through CMAQ, the CMP and the MTP; would not result in increased exposure to MSAT emissions along the proposed new roadway; or increase construction emission; however, over time, traffic volumes increase, and traffic congestion could worsen within the existing roadway system.

### 5.13 Hazardous Materials

A Hazardous Materials Initial Site Assessment (ISA) report was completed to summarize potential hazardous materials within and adjacent to the project corridor. The ISA included a site reconnaissance and environmental regulatory database search for the project area. The ISA was completed to identify sites or facilities that might pose a potential for hazardous materials impacts to the proposed project. The ISA, approved on April 29, 2022, is maintained in the TxDOT Dallas District project files.

Based on the ISA, 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. One gas station (Exxon 380) was identified as having a potential environmental risk to the proposed project.

The Exxon 380 site, displayed in the **Environmental Resources Map** included in **Appendix F-3**, located at 5777 US Hwy. 380 in Caddo Mills, Hunt Co., TX, is adjacent to the project improvements at the eastern project limits. The facility is an active gas station and uses one 40,000-gallon split gasoline/diesel underground petroleum storage tank (PST) that was installed in 2006. The facility had Effective Enforcement Orders and Commissioner Actions in 2016 and 2021 related to failure to monitor the underground

storage tank (UST) system for releases, failure to provide corrosion protection, and failure to conduct corrective actions for confirmed release. Although one of the violations relates to a release, there are no leaking petroleum storage tanks (LPSTs) identified for this facility. The tank hold is approx. 200 ft southeast of the proposed improvements. Project improvements adjacent to this facility consist of a transition into the existing facility and therefore include minimal regrading of the existing US 380 and driveway improvements. Based on the distance of the tank hold from the proposed improvements and the type of the proposed work adjacent to this facility, this site is considered a low environmental risk. A low environmental risk determination indicates the issue has a low or no potential to affect the proposed project and no further investigations are required.

The proposed project would also include the demolition of buildings. Asbestos-containing materials and lead-containing paint (LCP) may be present in the structures. Asbestos and LCP inspections, notification, and removal, as applicable, would be addressed prior to demolition in accordance with regulatory requirements.

No surface evidence of contamination was observed within the project limits. No sources of contamination were identified from adjacent or surrounding properties. Therefore, no further investigation appears necessary. Any unanticipated hazardous materials and/or petroleum contamination encountered during construction would be handled according to applicable federal and state regulations per TxDOT Standard Specifications.

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

#### 5.14 Traffic Noise

A traffic noise analysis was prepared in accordance with TxDOT's FHWA-approved Traffic Noise Policy (2019). Details on the traffic noise analysis can be found in the **Traffic Noise Technical Report** available for review at the TxDOT Dallas District office.

Existing noise levels at selected receiver locations were measured to characterize the existing noise environment along the new location sections of the project. Existing noise levels were modeled along the existing roadway sections where the proposed project would transition into US 380.

Predicted traffic noise levels were modeled at representative receivers for land use activity areas adjacent to the project that might be impacted by traffic noise and would potentially benefit from feasible and reasonable noise abatement. Modeled locations were primarily residential, both single- and multi-family residential; and recreational (at Caddo Park and at the Farmersville Riding Club).

The receiver locations are listed in Table 5-2 and shown in the **Environmental Resources Map** included in **Appendix F-3**.

**Table 5-2: Traffic Noise Levels dB(A) Leq**

<b>Representative Receiver</b>	<b>NAC Category</b>	<b>NAC dB(A) Leq</b>	<b>Existing*</b>	<b>Predicted (2050)</b>	<b>Change (+/-)</b>	<b>Noise Impact (Yes/No)</b>
R1 – Multi Family Residential (1 <sup>st</sup> Fl.)	B	67	48	64	+16	Yes
R1a – Multi Family Residential (2 <sup>nd</sup> Fl.)	B	67	48	67	+19	Yes
R1b – Multi Family Residential (3 <sup>rd</sup> Fl.)	B	67	48	69	+21	Yes
R2 – Multi Family Residential (1 <sup>st</sup> Fl.)	B	67	48	64	+16	Yes
R2a – Multi Family Residential (2 <sup>nd</sup> Fl.)	B	67	48	66	+18	Yes
R2c – Multi Family Residential (3 <sup>rd</sup> Fl.)	B	67	48	69	+21	Yes
R3 – Multi Family Residential (1 <sup>st</sup> Fl.)	B	67	48	62	+14	Yes
R3a – Multi Family Residential (2 <sup>nd</sup> Fl.)	B	67	48	65	+17	Yes
R3b – Multi Family Residential (3 <sup>rd</sup> Fl.)	B	67	48	68	+20	Yes
R4 – Multi Family Residential (1 <sup>st</sup> Fl.)	B	67	48	61	+13	Yes
R4a – Multi Family Residential (2 <sup>nd</sup> Fl.)	B	67	48	65	+17	Yes
R4b – Multi Family Residential (3 <sup>rd</sup> Fl.)	B	67	48	67	+19	Yes
R5 – Single Family Residential	B	67	48	59	+11	Yes
R6 – Single Family Residential	B	67	48	66	+18	Yes
R7 – Single Family Residential	B	67	48	64	+16	Yes
R8 – Single Family Residential	B	67	48	58	+10	Yes
R9 – Single Family Residential	B	67	53	63	+10	Yes

Representative Receiver	NAC Category	NAC dB(A) Leq	Existing*	Predicted (2050)	Change (+/-)	Noise Impact (Yes/No)
R10 – Single Family Residential	B	67	53	61	+8	No
R11 – Single Family Residential	B	67	53	62	+9	No
R12 – Single Family Residential	B	67	56	60	+4	No
R13 – Farmersville Riding Club (Arena)	C	67	56	60	+4	No
R14 – Single Family Residential	B	67	55	55	0	No
R15 – Single Family Residential	B	67	55	55	0	No
R16 – Single Family Residential	B	67	56	61	+5	No
R17 – Single Family Residential	B	67	55	65	+10	Yes
R18 – Single Family Residential	B	67	56	65	+9	No
R19 – Single Family Residential	B	67	52	60	+8	No
R20 – Single Family Residential	B	67	48	55	+7	No
R21 – Caddo Park (Picnic Grill and Pad)	C	67	60	62	+2	No
R22 – Caddo Park (Picnic Pavilion)	C	67	57	60	+3	No
R23 – Caddo Park (Trail)	C	67	56	59	+3	No

Source: Project Team (December 2022).

\*Note: Existing noise for receivers R1 through R16 were based on field-measured values.

As indicated in **Table 5-2**, the Build Alternative would result in a traffic noise impact at one or more representative receiver locations 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.

Noise abatement measures were considered for each location with predicted noise impacts. None of the above noise abatement measures would be both feasible and

reasonable; therefore, no abatement measures are proposed for this project. Details regarding the abatement analysis can be found in the **Traffic Noise Technical Report**.

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 (2050) noise impact contours.

**Table 5-3: Predicted Traffic Noise Contours**

Location	Land use	Impact Contour dB(A)	Distance from ROW
North of US 380 east of CR 560	NAC B&C	66	75 ft
	NAC E	71	0 ft
South of US 380 west of CR 607	NAC B&C	66	100 ft
	NAC E	71	0ft
North of US 380 east of CR 607	NAC B&C	66	100 ft
	NAC E	71	0 ft
North of US 380 east of SH 78	NAC B&C	66	100 ft
	NAC E	71	0 ft
South of US 380 east of SH 78	NAC B&C	66	125 ft
	NAC E	71	0 ft
North of US 380 between CR 609 and Old Josephine Rd.	NAC B&C	66	0 ft
	NAC E	71	0 ft
South of US 380 between CR 609 and Old Josephine Rd.	NAC B&C	66	0 ft
	NAC E	71	0 ft
North of US 380 between Old Josephine Rd. and FM 547	NAC B&C	66	100 ft
	NAC E	71	0 ft
South of US 380 between Old Josephine Rd. and FM 547	NAC B&C	66	0 ft
	NAC E	71	0 ft
North of US 380 between FM 547 and Audie Murphy Pkwy.	NAC B&C	66	0 ft
	NAC E	71	0 ft
South of US 380 between FM 547 and Audie Murphy Pkwy.	NAC B&C	66	0 ft
	NAC E	71	0 ft

Source: Project Team (December 2022).

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

A copy of the traffic noise analysis 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, traffic noise levels along the new location alignment would remain similar to existing conditions or would increase with increasing traffic on adjacent existing roadways. However, traffic noise along the existing US 380 would be expected to increase with an associated increase in traffic volumes.

### 5.15 Induced Growth

The new location realignment of the US 380 would utilize ample amounts of land which are considered developable. Within the proposed project's area of influence (AOI), there is approx. 8,858 acres of land readily available for development (vacant, farmland, ranchland, and timberland land uses). These lands account for approx. 57% of the AOI.

Resources utilized to forecast induced development included local planners, comprehensive plans, satellite imagery, and FEMA floodplain data. Ultimately, it was concluded that approx. 2,351 acres of residential, commercial, and industrial, development would either occur within these areas or would be expected to experience and acceleration of development. The total area of project-induced growth reflects approx. 15% of the AOI (15,550 acres). Detailed information on induced growth is presented in **Table 5-4**.

**Table 5-4: Identified Types of Project-Induced Development**

<b>Development Type</b>	<b>Anticipated Induced Growth (Approximate Acreage)</b>	<b>Percent of Total Induced Growth</b>	<b>Percent of AOI</b>
<b>Residential</b>	664	28%	4%
<b>Commercial</b>	984	42%	6%
<b>Industrial</b>	703	30%	5%
<b>Total:</b>	2,351	100%	15%

Source: Project Team (October 2022).

Per consultation with local planners during the analysis, the existing City of Farmersville extra-territorial jurisdiction (ETJ) was used as a boundary that encompassed induced growth. Forecasted project induced growth is primarily limited to those undeveloped areas south of the existing US 380 facility, and south of the City of Farmersville. This area would see the most access improvements within the AOI and is supported by public utilities. It is foreseeable that commercial developments would likely occur directly adjacent to the proposed facility with residential developments coming in behind. Industrial developments

would be induced; however, they would focus to the east of the city near similar existing facilities. As a general rule, the specific types of developments and their size were forecasted in reference to the City of Farmersville Future Land Use Map published in 2021.

Project induced development would primarily generate indirect impacts to vegetation and water features adjacent to the proposed project. Further information can be found in the **Indirect Impacts Analysis Report** available for review at the TxDOT Dallas District office.

Under the No-Build alternative, development could still occur within the project AOI along the existing US 380; however, it would not be considered induced by any specific roadway project.

### 5.16 Cumulative Impacts

Council on Environmental Quality (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 view 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. This approach allows the evaluation of the incremental impacts of the proposed project in light of the overall health and abundance of selected resources. The evaluation process for each resource considered may be expressed in shorthand form as follows:

$$\begin{array}{ccccccc} \text{BASELINE} & & \text{FUTURE} & & \text{PROJECT} & & \\ \text{CONDITION} & & \text{EFFECTS} & & \text{IMPACTS} & & \text{CUMULATIVE} \\ (\text{historical and} & + & (\text{expected} & + & (\text{direct and} & = & \text{EFFECTS} \\ \text{current}) & & \text{projects}) & & \text{indirect}) & & \end{array}$$

The following five-step approach as described in TxDOT *Cumulative Impacts Analysis Guidelines* (2019), was utilized to assess the potential cumulative effects of the past, present, and reasonably foreseeable actions to the resources in the study area:

1. Resource Study Area, Conditions and Trends;
2. Direct and Indirect Effects on Each Resource from the Proposed Project;
3. Other Actions – Past, Present, and Reasonably Foreseeable – and their Effect on Each Resource;
4. The Overall Effects of the Proposed Project Combined with other Actions; and

## 5. Mitigation of Cumulative Effects.

All of the resource categories considered in this EA are candidates for cumulative effects analysis. The initial step of the cumulative effects analysis uses information from the evaluation of direct and indirect impacts in the selection of environmental resources that should be evaluated for cumulative effects. TxDOT guidelines states: “If a project will not cause direct or indirect impacts on a resource, it will not contribute to a cumulative impact on that resource.” CEQ guidance recommends focusing on key resource issues of national, regional, or local significance. To identify potential issues, the resource is considered whether it is protected by legislation or resource management plans; ecologically important; culturally important; economically important; or important to the well-being of a human community.

Applying these criteria, the resources or environmental issues considered for the cumulative effects analysis are listed in **Table 5-5**. As recommended by CEQ guidance, specific indicators of the condition of each resource are identified and shown. The use of indicators of the health, abundance, and/or integrity of resources are helpful tools in formulating quantitative or qualitative metrics for characterizing overall impacts to resources. These indicators are also key aspects of each resource that have already been evaluated in terms of the direct and indirect impacts of a project and facilitate greater consistency and objectivity in the analysis of cumulative effects.

**Table 5-5: Resources Considered for the Cumulative Impacts Analysis**

Resource or Topic Evaluated	TxDOT/CEQ Criteria <sup>1</sup>			Included for Cumulative Impacts Analysis	Explanation For Including or Excluding the Resource or Topic from Cumulative Effects Analysis
	Would the Resource or Topic be Directly or Indirectly Impacted?	Would the Direct or Indirect Impacts be Substantial?	Is the Resource in Poor or Declining Health?		
Visual	Yes	No	No	No	Excluded because direct and indirect impacts are not anticipated
<b>Biological Resources</b>					
Threatened and Endangered Species	Yes	No	Yes	No	Excluded because direct impacts are not anticipated to be substantial, BMPs are recommended to avoid potential direct impacts, and indirect impacts are not anticipated.
Migratory Birds	No	No	No	No	Excluded because neither direct nor indirect impacts are anticipated.
Vegetation and Wildlife Habitat	Yes	Yes	No	<b>Yes</b>	Included because substantial direct impacts are anticipated. The proposed project would impact various vegetation types.
Soils	Yes	No	No	No	Excluded because no substantial direct or indirect impacts are anticipated.
Farmland	Yes	Yes	Yes	<b>Yes</b>	Included because substantial direct and indirect Impacts are anticipated.
<b>Socio-economic Resources</b>					
Community	No	No	No	No	Excluded because no direct or indirect impacts are anticipated.
<b>Cultural Resources</b>					
Historic Properties	No	No	No	No	Excluded because no direct or indirect impacts are anticipated.
Archeological Resources	No	No	No	No	Excluded because no direct or indirect impacts are anticipated.
<b>Water Resources</b>					
Groundwater	No	No	No	No	Excluded because no direct or indirect impacts are anticipated.
Threatened or Impaired Waters	No	No	No	No	Excluded because no direct or indirect impacts are anticipated.

<sup>1</sup> In accordance with TxDOT (2010) and CEQ (2007) selection criteria for limiting the scope of cumulative impacts analysis.

Resource or Topic Evaluated	TxDOT/CEQ Criteria <sup>1</sup>			Included for Cumulative Impacts Analysis	Explanation For Including or Excluding the Resource or Topic from Cumulative Effects Analysis
	Would the Resource or Topic be Directly or Indirectly Impacted?	Would the Direct or Indirect Impacts be Substantial?	Is the Resource in Poor or Declining Health?		
Wetlands and Jurisdictional Waters of the U.S.	Yes	No	No	No	Excluded because neither direct nor indirect substantial impacts are anticipated
Floodplains	Yes	No	No	No	Excluded because neither direct nor indirect substantial impacts are anticipated.
Water Quality	No	No	No	No	Excluded because neither direct nor indirect impacts are anticipated.

Source: Project Team (January 2023).

Although several topics were identified to result in potential direct or indirect impacts (traffic noise, land use, soils, floodplains, threatened and endangered species, wetlands and jurisdictional waters of the U.S.), the effects would not warrant a cumulative impacts analysis on these resources.

Conversely, the resources eligible for a cumulative impacts analysis are vegetation/wildlife habitat and farmland. Cumulative impacts are analyzed in terms of the specific resource being affected. Direct impacts to these resources are addressed in **Section 5.0: Affected Environment and Environmental Consequences**. The following sections describe steps 1 through 5 applied to each resource analyzed for potential cumulative impacts.

### 5.16.1 Vegetation and Wildlife Habitat

#### Step 1: Resource Study Area, Conditions and Trends

The resource study area (RSA) was determined using the boundaries for the watershed and sub watershed areas in which the proposed project is located. The watershed boundaries were used to delineate the RSA because vegetation types tend to be affected by the watershed areas and drainage influences the vegetation types that occur within the area. The total area of the RSA is approximately 113,301 acres. The RSA is located on the northeast periphery of the Dallas Fort-Worth Metroplex and is largely undeveloped and rural in nature. The only other major roadway besides the existing US 380 facility in the RSA is the larger I-30. The timeframe included in this cumulative analysis would be from 1957 through 2045 which are the years in which I-30 was first constructed, and the

horizon year for the MTP, respectively. The timeframe was determined to provide sufficient range of time to determine reasonable and foreseeable actions to be included in the cumulative effects analysis.

Ecosystem and vegetation data for the RSA were obtained using the TPWD TEAM. A breakdown of the 18 identified ecosystems within the RSA and their approximate acreage is displayed in **Table 5-6**. The ecosystems within the RSA encompass a total of 44 individual vegetation types as identified by the TPWD.

**Table 5-6: Ecosystem Types within the Vegetation RSA**

Ecosystem Name	Acreage	Percent of RSA
Barren	242	<0%
East-Central Texas Plains Post Oak Savanna and Woodland	3,491	3%
Edwards Plateau Dry-Mesic Slope Forest and Woodland	6	<0%
Edwards Plateau Limestone Savanna and Woodland	107	<0%
Native Invasive: Deciduous Woodland	9,037	8%
Native Invasive: Juniper Shrubland	202	<0%
Native Invasive: Juniper Woodland	129	<0%
Native Invasive: Mesquite Shrubland	1,001	1%
Open Water	8,289	7%
Row Crops	22,912	20%
Southeastern Great Plains Floodplain Forest	3,626	3%
Southeastern Great Plains Riparian Forest	1,459	1%
Swamp	513	<0%
Texas Blackland Tallgrass Prairie	48,757	43%
Urban High Intensity	617	1%
Urban Low Intensity	4,048	4%
West Gulf Coastal Plain Large River Floodplain Forest	2,618	2%
West Gulf Coastal Plain Small Stream and River Forest	6,247	6%
<b>Total:</b>	<b>113,301</b>	<b>100%</b>

Source: TPWD TEAM (2022).

### Step 2: Direct and Indirect Effects on Each Resource from the Proposed Project

Direct impacts to vegetation were assessed using the proposed project footprint. The project footprint incorporates the 364 acres of proposed ROW as well as portions of the existing facility, amounting to a total area of approximately 445 acres. The direct effects to vegetation are further discussed in **Section 5.11.1: Impacts to Vegetation**.

Urbanized areas within the RSA provide minimal habitat for wildlife; however, certain species that have adapted more readily to co-exist with an urban environment can utilize

some of the vegetated areas. Minimal urbanized areas are present within the RSA due to its rural nature. The only urbanized area would be downtown Farmersville, and in other small towns within the RSA such as Caddo Mills.

It was determined in the induced growth analysis that the proposed project would result in induced growth effects to vegetation since the proposed project is on new location within a largely undeveloped area. Indirect vegetation impacts are broken down by ecosystem type in **Table 5-7**. Further discussion of the induced growth analysis is provided in **Section: 5.15 Induced Growth** and in the **Indirect Impacts Technical Report**.

**Table 5-7: Ecosystem Types Impact by Project-Induced Growth**

Ecosystem Type	Acres	Acres Within RSA	Percent of RSA Resources Impacted
Edwards Plateau Limestone Savanna and Woodland	1	107	1%
Native Invasive: Deciduous Woodland	298	9,037	3%
Native Invasive: Juniper Shrubland	1	202	0%
Native Invasive: Mesquite Shrubland	13	1,001	1%
Open Water	0	8,289	0%
Row Crops	314	22,912	1%
Southeastern Great Plains Floodplain Forest	19	3,626	1%
Southeastern Great Plains Riparian Forest	80	1,459	5%
Swamp	3	513	1%
Texas Blackland Tallgrass Prairie	1,570	48,757	3%
Urban High Intensity	2	617	0%
Urban Low Intensity	32	4,048	1%
West Gulf Coastal Plain Small Stream and River Forest	16	6,247	0%
<b>Total:</b>	<b>2,348</b>	<b>106,815</b>	<b>2%</b>

Source: TPWD TEAM (2022).

### Step 3: Other Actions – Past, Present, and Reasonably Foreseeable – and their Effect on Each Resource

The RSA has had relatively few past actions affect vegetation. I-30 crosses the southeastern portion of the RSA and was constructed in 1957. Since then, only minor infrastructure construction and maintenance has taken place alongside localized commercial and residential developments.

Reasonable and foreseeable actions within the RSA are largely limited to the planned CCOL. A potential alignment for this future roadway, alongside the resource being discussed, are shown on **Appendix I-1: Vegetation RSA Map**. The potential alignment would be approximately 8 miles in length within the RSA. Available schematic plans associated with the US 380 project portray the proposed CCOL with an approximate ROW of 500 ft near its interchange to the proposed US 380 project. Using these measurements, the proposed CCOL would potentially impact approximately 485 acres of varying vegetation types through ROW acquisition within the RSA. Several other roadway projects within the RSA are listed in the 2045 MTP Update. All of which are adding capacity to existing facilities. Facilities within the RSA slated for improvements include I-30, SH 66, FM 6, FM 1778, and SH 78.

#### Step 4: The Overall Effects of the Proposed Project Combined with other Actions

Overall cumulative effects include past, present, and future actions. **Table 5-8** shows the areas of impact quantitatively from the cumulative effects. The present action refers to impacted areas resulting from the proposed project and the future action includes areas resulting from potential future developments and reasonably foreseeable actions. The future action listed is the planned CCOL. While still in the early planning stages, available measurements were used to calculate an approximate area of impact. No new major residential or commercial developments are planned with the RSA at this time. Measurements for the additional roadway widening projects within the RSA are not available as it is unclear at this time if these projects would be developed within or outside of their existing ROW. Therefore, these projects were not included as Future Actions in the following table for analysis.

**Table 5-8: Cumulative Impacts to Vegetation within the RSA**

Type of Action	Approximate Area of Impact
<b>PRESENT ACTION</b>	
Proposed Project Direct Impacts	445 acres
Proposed Project Indirect Impacts	2,351 acres
<b>Total Present Action</b>	2,796 acres
<b>FUTURE ACTION</b>	
CCOL	485 acres
<b>Total Cumulative Impacts</b>	<b>3,281 Acres</b>

Source: Project Team (November 2022).

The cumulative effects from past development, the proposed project, and future developments impact vegetation types over time through a conversion of various



ecosystems and vegetation types to roadway surfaces and ongoing landscaping activities. Per **Table 5-8**, approximately 3,281 acres of vegetation could be impacted from cumulative effects as a result of the proposed project and other reasonable and foreseeable actions.

In the context of the entire RSA, the cumulative impacts to vegetation were determined to be approximately 3,281 acres, which would account for approximately 3% of the approximately 113,301 acres of vegetation within the RSA. Irrespective of the proposed project, development/redevelopment and population growth would continue for this region. Overall, the cumulative effects would not substantially alter the existing rural, undeveloped nature of the RSA and would not change the trends for growth and development.

#### Step 5: Mitigation of Cumulative Effects

Efforts would be taken through local, state and federal regulations to avoid and minimize any adverse effects from development or future activities. Additional BMPs such as seeding and replanting in accordance with TxDOT approved seeding specification could help mitigate effects from transportation projects. Similar activities of landscaping and planting where feasible could be performed to help mitigate for areas developed for urban use. Future city, county or local plans could help avoid and minimize impacts to these natural resources from future developments or activities. Any impacts associated with future developments would be the responsibility of developers in coordination with the City of Farmersville and local agencies.

### **5.16.2 Farmland**

#### Step 1: Resource Study Area, Conditions and Trends

The farmland RSA was determined using by generating a 1/2-mile buffer from the Indirect Impacts Area of Influence. The use of buffers for studying farmland impacts is standard practice per the FPPA. The RSA formed by this buffer surrounds the 1-mile buffer required by the NRCS farmland assessment form – *NRCS-CPA-106 – Farmland Conversion Impact Rating for Corridor Type Projects*, as well as areas within the indirect impacts AOI shown to be subject to project induced growth, see **Appendix I-2: Farmland RSA Map**. A buffer around the project AOI was used to unsure proposed induced growth areas were accounted for in the analysis. The farmland RSA encompasses approximately 23,327 acres around the City of Farmersville. The RSA is located on the northeast periphery of the Dallas-Fort Worth Metroplex and is largely undeveloped and rural in nature. Urbanized areas are limited to the core of the City of Farmersville. The farmland RSA is smaller than, but completely contained within, the previously described vegetation RSA. Thus, the same temporal limits apply. The timeframe included in this cumulative analysis

is from 1957 through 2045 (MTP horizon year). From 1957 to the 1970s, the City of Farmersville population trends remained stagnant; however, the City of Farmersville Comprehensive Plan<sup>2</sup> explains that the city began to experience growth in the 1970s. Additionally, available Census data and the comprehensive plan show the City of Farmersville has maintained a 26% population growth rate since 1990. Refer to **Table 5-9** for recent demographic trends associated with the farmland RSA. The timeframe was determined to provide sufficient range of time to determine reasonable and foreseeable actions to be included in the cumulative effects analysis.

**Table 5-9: Demographic Trends Associated with Farmland RSA**

	1990	2000	2010	2020	Total Growth	Percent Growth
<b>United States</b>	248,709,873	281,421,906	308,745,538	331,893,745	83,183,872	25%
<b>Texas</b>	16,986,335	20,851,820	25,145,561	29,145,505	12,159,170	41%
<b>Collin County</b>	264,036	491,675	782,341	1,064,465	800,429	75%
<b>City of Farmersville</b>	2,640	3,188	3,301	3,612	972	26%

Source: City of Farmersville Comprehensive Plan (2013), 2020 Decennial Census Table P1.

The City of Farmersville is within and adjacent to areas that have and still are experiencing tremendous growth. However, Farmersville itself has only sustained levels of growth just above the national average during the study timeframe.

The farmland RSA contains ample amounts of prime farmland. According to a NRCS custom soil report, approximately 12,516 acres of the farmland RSA is considered prime farmland. This amounts to 54% of the RSA.

### Step 2: Direct and Indirect Effects on Each Resource from the Proposed Project

Direct impacts to farmland are confined to the project footprint. As previously defined, the project footprint incorporates the 364 acres of proposed ROW as well as portions of the existing facility, amounting to a total area of approximately 445 acres. Within the project footprint, approximately 208 acres of prime farmland would be directly impacted by the project. This amounts to 46% of the project footprint, and 2% of prime farmland within the RSA. Additional information pertaining to the proposed project's direct impacts to farmland is provided in **Section 5.3: Farmlands**.

<sup>2</sup> City of Farmersville, Comprehensive Plan (January, 2013).

[https://www.farmersvilletx.com/departments/development\\_services/planning\\_\\_\\_zoning.php](https://www.farmersvilletx.com/departments/development_services/planning___zoning.php) Accessed November 9, 2022.

Indirect Impacts to farmland would stem from project induced growth. As depicted, project induced growth would cause indirect impacts to approximately 502 acres within the farmland RSA. Further discussion of the induced growth analysis is provided in **Section: 5.15 Induced Growth** and in the **Indirect Impacts Technical Report**. Direct and Indirect Impacts to farmland are shown in the following in **Table 5-10**.

**Table 5-10: Direct and Indirect Impacts to Farmland within RSA**

Impacts	Acres	Percent of RSA
Direct Impacts to Farmland	208	<1%
Indirect Impacts to Farmland	502	2%
<b>Total</b>	<b>710</b>	<b>3%</b>

Source: Project Team (November 2022).

### Step 3: Other Actions – Past, Present, and Reasonably Foreseeable – and their Effect on Each Resource

The farmland RSA has had relatively few past actions affect local soil conditions. While population growth showed an increase after 1970 and again in 1990, the rate was still lower compared to neighbouring areas. Lavon Lake has likely served as a growth boundary for years, leaving much of the City of Farmersville and northeast Collin County largely undeveloped. Lack of development and the absence of any major highway besides the existing US 380 means that ample amounts of prime farmland have been left undisturbed. Minor residential and commercial developments naturally associated with population growth have occurred over the study timeframe. However, given that the city only grew by 972 people during a period of high growth, the effect of these developments on prime farmland would be negligible. Past actions have not had a profound effect on the resource within the RSA during the study timeframe.

Reasonable and foreseeable actions within the RSA are largely limited to the planned CCOL. A potential alignment for this future roadway, alongside the resource being discussed, is shown on **Appendix I-2 Farmland RSA Map**. The potential alignment would stretch approximately 4.5 miles through the farmland RSA. Available schematic plans associated with the US 380 project portray the proposed CCOL with an approximate ROW of 500 ft near its interchange to the proposed US 380 project. Using these measurements, the proposed CCOL would impact approximately 273 acres of land within the farmland RSA. Additional roadway projects within the RSA include the widening of SH 78 and the construction of the new Collin County Road 12 (extending south from Main St.).

**Step 4: The Overall Effects of the Proposed Project Combined with other Actions**

Overall cumulative effects include past, present, and future actions. **Table 5-11** shows the areas of impact quantitatively from the cumulative effects. The present action refers to impacted areas resulting from the proposed project and the future action includes areas resulting from potential future developments and reasonably foreseeable actions. The future action listed is the planned CCOL. While still in the early planning stages, available measurements were used to calculate an approximate area of impact. No new major residential or commercial developments are planned with the RSA at this time. Measurements for the additional roadway widening projects within the RSA are not available as it is unclear at this time if these projects would be developed within or outside of their existing ROW. Therefore, these projects were not included as Future Actions in **Table 5-11**.

**Table 5-11: Cumulative Impacts to Farmland within RSA**

Type of Action	Approximate Area of Impact
<b>PRESENT ACTION</b>	
Proposed Project Direct Impacts	208 acres
Proposed Project Indirect Impacts	502 acres
<b>Total Present Action</b>	710 acres
<b>FUTURE ACTION</b>	
CCOL	273 acres
<b>Total Cumulative Impacts</b>	<b>983 Acres</b>

Source: Project Team (November 2022).

The cumulative effects from past development, the proposed project, and future developments would impact prime farmland soils through a conversion of land to roadway surfaces and indirectly through project induced development. **Table 5-11** shows approximately 983 acres of farmland could be impacted from cumulative effects as a result of the proposed project and other reasonable and foreseeable actions.

In the context of the entire RSA, the cumulative impacts to prime farmland soils were determined to be approx. 983 acres, which would account for approximately 8% of the 12,516 acres of prime farmland within the RSA. Irrespective of the proposed project, development/redevelopment and population growth would continue for this region. Overall, the cumulative effects would not substantially degrade the quality or abundance of farmland within the RSA.

### Step 5: Mitigation of Cumulative Effects

The purpose of the FPPA is to minimize the extent to which Federal programs contribute to the unnecessary conversion of prime farmland to non-agricultural uses. The FPPA does not cover private construction subject to federal permitting and licensing, projects planned and completed without any assistance from a federal agency, and projects proposed on land already committed to urban development.

To assess the relative impact of projects on sites subject to the FPPA, Federal agencies or agencies that use Federal funds complete a Farmland Conversion Impact Rating Form. If the outcome results in a score of 60 points or greater in Part VI of the form, then additional coordination with the NRCS is required. The NRCS will complete their segments of the form and if the overall score is 160 or greater, the NRCS will make a determination of adverse impact for the proposed project. The NRCS response will include a recommendation of ways to minimize the adverse impact. This form has been completed for Collin County, and coordination with the NRCS occurred based on the direct impacts from the proposed project. Recommendations from the NRCS for minimizing the adverse effects and alternative actions to lessen the conversion's adverse effects to protected farmland will be considered.

The No-Build Alternative would not result in cumulative impacts to vegetation, wildlife habitat, or farmlands.

### **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

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receptors are 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.

### Fugitive Dust and Air Pollution

As discussed in **Section 5.12.6** of this EA, temporary increases in PM and MSAT emissions may occur during the construction phase of the project. These impacts would be minimized by using fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements. Considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized, it is not anticipated that emissions from construction of this project will have a significant impact on air quality in the area. Additional discussion on fugitive dust and air emissions are included in **Section 5.12.6** of this EA and in the **Mobile Source Air Toxics Technical Report** which is available for review at the TxDOT Dallas District office.

### 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 City of Farmersville and Collin County. Construction that would require cross street closures would be scheduled so only one crossing in an area is affected at one time. If detours are required, clear and visible signage for an alternative route would be displayed. Work on US 380 would be phased in such a manner to allow the existing roadways to remain open during construction. 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 or road closures; and other traffic disruptions associated with construction.

### **5.18 Greenhouse Gas Emissions and Climate Change**

The public hearing for the proposed project occurred on March 23, 2022. TxDOT has prepared a *Statewide On-Road Greenhouse Gas Analysis and Climate Change Assessment Technical Report*. The report discloses: 1) an analysis of available data regarding statewide greenhouse gas (GHG) emissions for on-road GHG emissions,<sup>3</sup> 2) TxDOT actions and funding that support reducing GHG emissions, 3) projected climate change effects for the state of Texas and 4) TxDOT's current strategies and plans for addressing the changing climate. A summary of key issues in this technical report is provided below. Please refer to the statewide technical report for more details.

The Earth has gone through many natural changes in climate over time. However, since the industrial revolution began in the 1700s, atmospheric concentration of GHG emissions have continued to climb, primarily due to humans burning fossil fuel (e.g., coal, natural gas, gasoline, oil and/or diesel) to generate electricity, heat and cool buildings, and power industrial processes, vehicles, and equipment. According to the Intergovernmental Panel on Climate Change (IPCC), this increase in GHG emissions is projected to contribute to future changes in climate (Solomon 2007, Stocker 2013).

#### **5.18.1 Statewide On-road Greenhouse Gas Emissions**

TxDOT prepared a GHG analysis for the statewide on-road transportation system and associated emissions generated by motor vehicle fuels processing called "fuel-cycle emissions." EPA's Motor Vehicle Emissions Simulator (MOVES2014 version) emissions model was used to estimate emissions. Texas on-road and fuel cycle GHG emissions are estimated to be 186 million metric tons (MMT) in 2050 and reach a minimum in 2032 at 161 MMT. Future on-road GHG emissions may be affected by changes that may alter

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<sup>3</sup> GHG emissions consist of on-road tailpipe emissions and upstream fuel cycle emissions. Upstream fuel cycle emissions are the emissions generated by extracting, shipping, refining, and delivering fuels.

where people live and work and how they use the transportation system, including but not limited to 1) the results of federal policy including tailpipe and fuel controls, 2) market forces and economics, 3) individual choice decisions, 4) acts of nature (e.g., pandemic) or societal changes, and 5) other technological advancements. Such changes cannot be accurately predicted due to the inherent uncertainty in future projections related to demographics, social change, technology, and inability to accurately forecast where people work and live.<sup>4</sup>

### 5.18.2 Mitigation Measures

Strategies that reduce on-road GHG emissions fall under four major categories:

- Federal engine and fuel controls under the Clean Air Act implemented jointly by EPA and USDOT, which includes Corporate Average Fuel Economy standards;
- “Cash for clunker” programs which remove older, higher-emitting vehicles from roads;
- Traffic system management (TSM) which improves the operational characteristics of the transportation network (e.g., traffic light timing, pre-staged wrecker service to clear accidents faster, or traveler information systems); and
- Travel demand management (TDM) which provides reductions in vehicle miles traveled (VMT) (e.g., transit, rideshare, and bicycle and pedestrian facilities) and requires personal choice decisions.

TxDOT has implemented programmatic strategies that reduce GHG emissions including: 1) travel demand management projects and funding to reduce VMT, such as bicycle and pedestrian facilities, 2) traffic system management projects and funding to improve the operation of the transportation system, 3) participation in the national alternative fuels corridor program, 4) clean construction activities, 5) clean fleet activities, 6) CMAQ funding, 7) transit funding, and 8) two statewide campaigns to reduce tailpipe emissions.

### 5.18.3 TxDOT and Changing Climate

TxDOT has strategies that address a changing climate in accordance with TxDOT and FHWA design, asset management, maintenance, emergency response, and operational policies and guidance. The flexibility and elasticity in TxDOT transportation planning, design, emergency response, maintenance, asset management, and operation and maintenance of the transportation system are intended to consider any number of

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<sup>4</sup> Transportation Research Board Special Report 288 (2007) Metropolitan Travel Forecasting Current Practice and Future Direction.



changing scenarios over time. Additional detail is included in the statewide technical report.

Under the No-Build Alternative, strategies to reduce on-road GHG emissions would not be implemented.

## 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**): Coordination with the THC/SHPO regarding historic resources and archeological resources is complete. Documentation is included in **Appendix G**.
- TPWD (see **Section 5.11**): Collaborative review with TPWD was initiated on November 23, 2022 and concluded on March 27, 2023. The coordination material is included in **Appendix G**. Additional coordination with TPWD or with the USFWS would occur, as needed, for any changes to listed species that may occur within the project limits. In accordance with the MOU between TxDOT and TPWD, TPWD has provided a set of recommended BMPs in a document titled, “Beneficial Management Practices – Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources,” which is available on TxDOT’s Natural Resources Toolkit at: <https://www.txdot.gov/insidetxdot/division/environmental/compliance-toolkits/natural-resources.html>. The MOU provides that application of specific BMPs to individual projects will be determined by TxDOT at its discretion. The TPWD-recommended BMPs that will be applied to this project are indicated in the **Documentation of Texas Parks and Wildlife Department Best Management Practices** form prepared for the project, which is included in **Appendix G**. On February 10, 2023, TxDOT provided TPWD with a notice of availability (NOA) notifying them that the environmental documents were available for review. The NOA, included in **Appendix G**, provided information on how to access the document electronically or request a hard copy.
- Tribal Coordination: Coordination documentation with federally recognized Native American tribes is available in **Appendix G**.
- NRCS: Because the proposed build alternative scored higher than 60 points using the NRCS-CPA-106 form, FPPA coordination was required. Per NRCS letter dated November 29, 2022, the combined rating of the site is 139. No further

consideration for protection and no additional evaluation is necessary (see **Appendix G**).

- TCEQ: Per the TxDOT-TCEQ MOU, TCEQ was afforded the opportunity to review and comment on the Draft EA. TxDOT provided TCEQ with a NOA notifying them that the environmental documents were available for review. The NOA provided information on how to access the document electronically or request a hard copy. Per the TCEQ letter dated February 16, 2023, the agency is in support of the project and stated that TxDOT shall still follow applicable laws, including applicable permits. A copy of the letter is included in **Appendix G**.

## 7.0 PUBLIC INVOLVEMENT

TxDOT held the first public meeting, a virtual public meeting, for the proposed project in 2021. The virtual meeting was available online from Thursday, January 28, 2021, to Friday, February 12, 2021. The Virtual Public Meeting notice was published in English in the Collin County Commercial Record on January 12, 2021, The Dallas Morning News on January 13, 2021, and Farmersville Times on January 14, 2021. The legal notice was published in Spanish in Al Día on January 13, 2021. The legal notice was mailed to adjacent property owners, elected officials and public agencies. The notice was also sent via email to interested feasibility study participants and elected officials. The meeting material was posted on the TxDOT project website (<https://www.keepitmovingdallas.com/US380Farmersville>). The comment period ended on February 12, 2021.

The second public meeting was held both in person (Thursday, April 28, 2022) and virtual (Thursday, April 28, 2022, through Friday, May 13, 2022). The Virtual Public Meeting notice was published in English in the Collin County Commercial Record on April 12, 2022, The Dallas Morning News on April 13, 2022, and Farmersville Times on April 14, 2022. The legal notice was published in Spanish in Al Día on April 13, 2022. The legal notice was mailed to adjacent property owners, elected officials, and public agencies. The notice was also sent via email to interested feasibility study participants and elected officials. The meeting material was posted on the TxDOT project website (<https://www.keepitmovingdallas.com/US380Farmersville>). The comment period ended on May 13, 2022.

A total of 21 comments were received during the first public meeting comment period. Most of the comments received were from property owners that expressed concerns about property acquisition and impacts to their land. Two comments were regarding the

timeline of the project, one comment was a request to be signed up for project updates, one comment opposed the project, and one comment was in support of the project.

A total of 13 comments were received during the second public meeting comment period. The comments were mostly concerning environmental impacts to wildlife, existing businesses, private property, and the rural character of the area. Several commenters requested alignment changes, and one requested a cattle crossing. One commenter expressed opposition to the project and one expressed support for the project. One attendee requested to be added to the mailing list. The comment and response matrices for public meetings held in 2021 and 2022 are included for reference in **Appendix H**.

As a result of the public involvement held in 2021 and 2022, and throughout project development, TxDOT has held one-on-one meetings with property owners and the City of Farmersville to address concerns and develop feasible solutions. The schematic plans were modified where feasible to reduce the proposed ROW width, shift the alignment, and relocate ramps to avoid and minimize property impacts including relocations. An opportunity to provide comments or ask questions was afforded to several property owners including the property owner of the Farmersville Riding Club and to the president of the club. No input was received regarding the Farmersville Riding Club.

The public hearing, initially scheduled for March 2, 2023, was rescheduled and held on March 23, 2023 due to a severe weather threat. The public hearing was held both virtually (Thursday, March 2, 2023, through Friday, April 7, 2023) and in person (Thursday, March 23, 2023). The Virtual Public Hearing notices were published in English in the Collin County Commercial Record on February 14 and on March 7, 2023; on the Dallas Morning News on February 15 and on March 8, 2023; and in the Farmersville Times on February 16 and on March 9, 2023. A second round of Public Hearing notices was published in the Farmersville Times on February 23 and March 16, 2023 to comply with Texas Code 203.021 because the project would bypass the City of Farmersville. The legal notice was published in Spanish in *Al Día* on February 15 and on March 8, 2023. The legal notice was mailed to adjacent property owners, elected officials, and public agencies. The meeting material was posted on the TxDOT project website (<https://www.KeepItMovingDallas.com/US380Farmersville>). The comment period ended on April 7, 2023.

A total of 39 comments were received during the public hearing comment period. Most of the comments received were from property owners and stakeholders expressing design and environmental concerns including preference for improvements of the existing facility instead of the realignment of US 380 south of Farmersville, impacts to properties; mainly

due to concerns for impacts to the Indigo Hills Prairie and Wildflower Preserve located south of the South Lake Park. Comments included inquiries about ROW impacts to particular properties, potential relocations, drainage, traffic noise, and design at the transitional areas to the existing US 380. Other commenters requested access to the remnant sections of their property resulting from ROW acquisition, requests for accommodation of cattle crossings, and concerns for detrimental effects on the existing US 380 once the new highway is constructed. Miscellaneous comments were regarding other projects (i.e., US 380 Princeton and McKinney segments, future Collin County Outer Loop, and future SH 78 and CR 560 expansions). Several commenters expressed support for the proposed project.

To address concerns regarding potential impacts to Indigo Hills Prairie and Wildflower Preserve, TxDOT project team members visited the preserve on April 10, 2023 to determine the boundary of the prairie in relation to the project. TxDOT concluded that the proposed project would not impact the Indigo Hill Prairie & Wildflower Preserve because the preserve is located south of South Lake Park, more than 0.5 mile south of the proposed US 380 project.

In response to the design comments received during the public hearing, the schematic plans were revised to include accommodation for cattle crossings where feasible. In total, two cattle crossings are accommodated by schematic plans. Feasible driveway locations were also added for bisected properties that would not have access via other roadways. Regarding those comments for which TxDOT cannot accommodate design requests because it would not be feasible, it was stated that TxDOT will provide just compensation for property impacts and damages associated with impacts in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the TxDOT Right-of-Way Manual. TxDOT's procedures for ROW acquisition will be followed to determine compensation for damages to the property and farming operations (i.e., no cattle access).

Regarding the request to widen US 380 in its current location, it was stated that the alternative of improving the existing US 380 was evaluated during the 2019 feasibility study. The study concluded that the new location alignment would reduce more regionwide traffic congestion than improving the existing facility. The new location alignment was recommended to be the preferred alternative.

Because the project involves construction of a highway on a new location, a notice of impending construction will 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 website. This notice will be provided after the environmental decision, but before earthmoving or other activities requiring the use of heavy equipment begin. A NOA of the final EA will be issued, and the FONSI will not be signed until 30 days after the NOA of the final EA.

## **8.0 POST-ENVIRONMENTAL CLEARANCE ACTIVITIES AND DESIGN/CONSTRUCTION COMMITMENTS**

### **8.1 Post-Environmental Clearance Activities**

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

1. Utilities: Utility relocations would be required throughout the corridor. Utility agreements and notice to owners would be required for this project prior to construction.
2. Traffic Noise: Following the environmental clearance, a Notification of Noise letter will be sent to the Local Officials in the City of Farmersville about traffic noise and its potential impacts on the communities adjacent to the project.
3. Section 404: The proposed project would require an NWP 14 with 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 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 Section 401 Water Quality Certification Conditions for NWPs as published by the TCEQ.
5. Section 402: The project contractor will comply with the CGP, SW3P, and complete the appropriate authorization documents.
6. Wetlands: The project contractor will 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 the local floodplain administrator is required because portions of the project are within the 100-year floodplain. This coordination will be completed prior to the start of construction.
8. Invasive Species: The project contractor is required to preserve native vegetation to the extent practical. The contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751, and 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.

9. Migratory Birds: Before construction begins, the project contractor will 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 2021 MOU for the proposed project. The full BMPs are included on the **Documentation of Texas Parks and Wildlife Department Best Management Practices** form included in **Appendix G**.
  - General Design and Construction BMP
  - Vegetation BMP
  - Water Quality BMP
  - Rare Plant BMP
  - Bird BMP
  - Crayfish BMP
  - Bat BMP
  - Aquatic Amphibian and Reptile BMP
  - Terrestrial Amphibian and Reptile BMP
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 for Building Demolition: Structures being demolished will need to be assessed and mitigated for asbestos and lead-containing-paint. Asbestos and LCP inspections, notification, and removal, as applicable, would be addressed prior to demolition in accordance with regulatory requirements.
14. 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 Design/Construction Commitments

1. Archeological Resources: Thorough investigation of areas identified for high potential for intact archeological deposits not surveyed during these investigations because of lack of ROE, shall be completed after ROW is purchased and before construction begins. 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 (NOI) and notice of termination (NOT) 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: As indicated above in **Section 6.0**, the TPWD-recommended BMPs that will be applied to this project are indicated in the **Documentation of Texas Parks and Wildlife Department Best Management Practices** form prepared for the project, which is included in **Appendix G**. If any species on the Collin County or Hunt 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.
10. Lighting: The lighting at the intersection of US 380 and CR 648/Old Josephine Rd. shall be planned so it does not shine into the eyes of horses or riders at the Farmersville Riding Club.

## **9.0 CONCLUSION**

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



## 10.0 REFERENCES

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## 11.0 NAMES AND QUALIFICATIONS OF PERSONS PREPARING THE EA

*TxDOT Environmental Affairs Division (ENV) personnel name and title, years of experience, and role:*

Doug Booher, Director of ENV, 25 years, Document Approver

Patrick Lee, Environmental Program Manager, 13 years, Document Reviewer

Adrienne Boer, Project Delivery Management Section Director, 28 years, Document Reviewer

Michelle Lueck, Project Delivery Manager, 23 years, Document Reviewer

Ray Umscheid, Traffic Noise Specialist, 15 year, Traffic Noise Reviewer/Approver

Susan M. Shuffield, Environmental Specialist, Water Team Lead, 24 years, Water Resources Analysis/404 Permitting Reviewer/Approver

Rebekah Dobrasko, Environmental Program Manager, 18 years, Historic Resources Survey and Report Reviewer/Approver

Scott Pletka, Archeology Program Manager, 19 years, Archeological Resources Survey, Permitting, and Report Reviewer/Approver

Nicolle Kord, Community Impacts Specialist, 10 years, Community Impacts Assessment Reviewer/Approver

Spencer Ward, Community Impacts Specialist, 3 years, Community Impacts Assessment Reviewer/Approver

Tim Wood, Air Quality Specialist, 10 years, Air Quality Analysis Reviewer/Approver

Glendora Lopez, Air Quality Specialist, 2 years, Air Quality Analysis Reviewer/Approver

Doug Mack, Environmental Program Manager, 24 years, Hazardous Waste Assessment Reviewer/Approver

Stirling Robertson, Ph.D., Environmental Specialist, Biology Team Lead, 28 years, Biological Resource Analysis Reviewer/Approver

*TxDOT Dallas District personnel name and title, years of experience, and role:*

Liang Ding, P.E., Transportation Engineer, 16 years, Project Manager

Christine Polito, Environmental Program Manager, 18 years, District Environmental Lead

Adam Fouts, Environmental Specialist, 11 years, District Water Resources Specialist

Deborah Nixon, Environmental Specialist, 20 years, District Hazardous Materials Specialist

Leslie Mirise, Environmental Specialist, 21 years, District Biologist

Manuel Trevino, Environmental Specialist, 16 years, District Traffic Noise Specialist

*HNTB Corporation personnel name and title, years of experience, and role:*

Maria G. Pettit, P.E., Project Manager II, 25 years, Environmental Task Lead, Air Quality Analyst, Transportation Conformity Analyst, and EA Preparation

Scott Inghlish, Senior Project Manager, 25 years; Natural Resources & Hazmat Analyst and EA Preparation

Mark Bedgood, Project Manager I, 21 years, Natural Resources Reviewer

Connor Horn, Planner III, 7 years, Traffic Noise Modeler, Analyst and Report Preparation

Tina Rust, Sr. Archeologist, 20 years, Archeological Resources Analyst and Report Preparation

Lauren Ayers, Sr. Historian, 10 years, Historic Resources Reviewer

Brandon Wrenn, Planner I, 1 year; Community, Induced Growth and Cumulative Impacts  
Analyst and Report Preparation

Nolan Cummings, Scientist I, 1 year, Natural Resources Analysis and Report Preparation

*Smith CRM, LLC personnel name and title, years of experience, and role:*

Lynn Smith, Sr. Historian and Principal Investigator, 22 years, Historic Resources Analyst and  
Report Preparation

## **12.0 APPENDICES**

Appendix A: Project Location Map

Appendix B: Project Photos

Appendix C: Schematic Layout

Appendix D: Typical Sections

Appendix E: Plan and Program Excerpts

Appendix F-1: Water Features Map and Section 404/10 Impacts Table

Appendix F-2: TEAM Mapped and Field Verified EMST Vegetation Map

Appendix F-3: Environmental Resources Map

Appendix G: Resource Agency Coordination

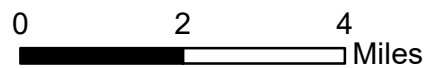
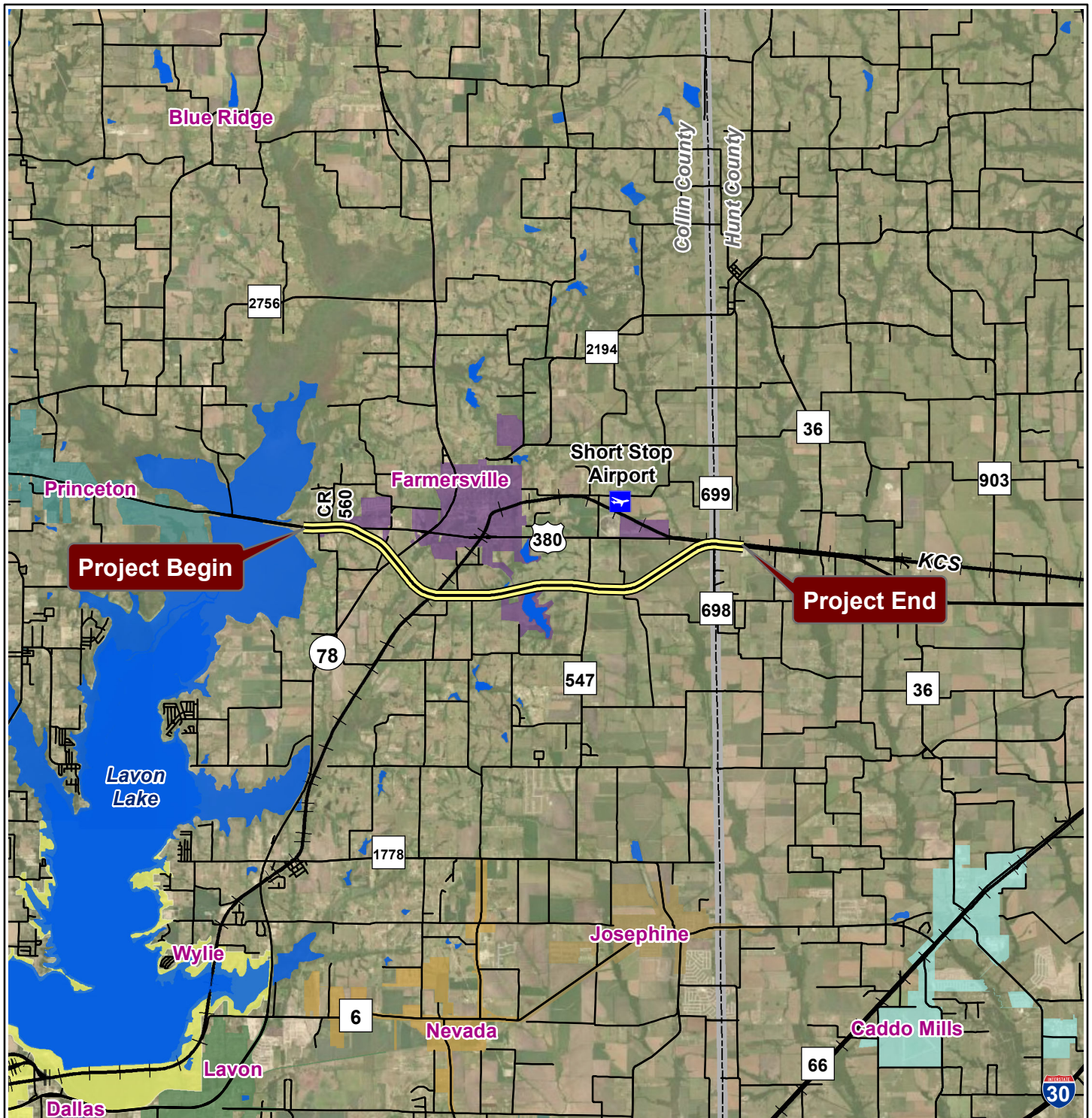
Appendix H: Comment and Response Matrix from Public Meetings and Public Hearing

Appendix I-1: Vegetation RSA Map

Appendix I-2: Farmland RSA Map

## **APPENDIX A – PROJECT LOCATION MAP**

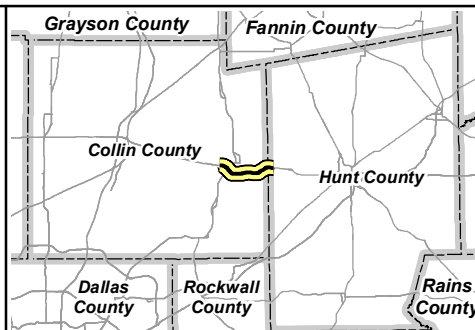




### Legend

- Roadway
- Airport
- Lake
- County Boundary

Source: TNRIS Imagery, TxDOT (2020).



### APPENDIX A PROJECT LOCATION MAP

US 380  
From CR 560 to CR 699

Environmental Assessment

Collin County, Texas

## **APPENDIX B – PROJECT PHOTOS**



## PROJECT PHOTOS



**Photo 1:** Looking east along US 380 from western project limit.



**Photo 2:** View looking southeast of the sign for Caddo Park, located along the north side of US 380 near the western project limits. This USACE park was determined to be eligible for the NHRP.



**Photo 3:** View looking north at a typical handicap accessible trail at Caddo Park. The Park was part of a USACE pilot program to design and offer wheelchair-accessible parks. No additional ROW would be required from this resource.



**Photo 4:** Looking north from US 380 at Winners Sweepstakes, a potential business displacement (potential displacement D1, Appendix F-3).





**Photo 5:** Looking southwest from US 380 at A&A Landscape and Irrigation/Lakeway Nursery, a potential business displacement (potential displacement D2, Appendix F-3).



**Photo 6** - Looking north from US 380 at two potential residential displacements (potential displacements D3 and D4, Appendix F-3).



**Photo 7:** Looking east along the existing US 380 near S. Main St.



**Photo 8:** Looking east on the south side of US 380 at herbaceous vegetation within the project footprint near the western project limits.





**Photo 9:** View facing east of the multi-family residential, Palladium Farmersville Apartments, building and balconies represented by noise receivers R1-R4 (Appendix F-3).



**Photo 10:** Looking southeast from the south side of US 380, northwest of CR 607, at herbaceous vegetation within the project limits.



**Photo 11:** View facing northwest of single-family residences represented by noise receivers R6 and R7 (Appendix F-3), along SH 78.



**Photo 12:** Looking east from south of SH 78 at general vegetation within project limits.





**Photo 13:** View facing south of single-family residence represented by noise receiver R9 (Appendix F-3) at 17244 CR 558.



**Photo 14:** Looking northwest at water feature (pond) east of the KCSR and west of CR 609. This photo is representative of similar water features and associated vegetation within the project limits.





**Photo 15:** Looking west at water feature (Elm Creek) west of CR 648. This photo is representative of similar water features and associated vegetation within the project limits.



**Photo 16:** View of the riding arena at the Farmersville Riding Club represented by noise receiver R13 (Appendix F-3) at 1568 Old Josephine Rd., facing southeast.





**Photo 17:** View looking northeast of the entrance to the Farmersville Riding Club Arena. The riding club was determined to be a NRHP-eligible. No additional ROW would be required from this resource.



**Photo 18:** Looking north along Brushy Creek located south of US 380.



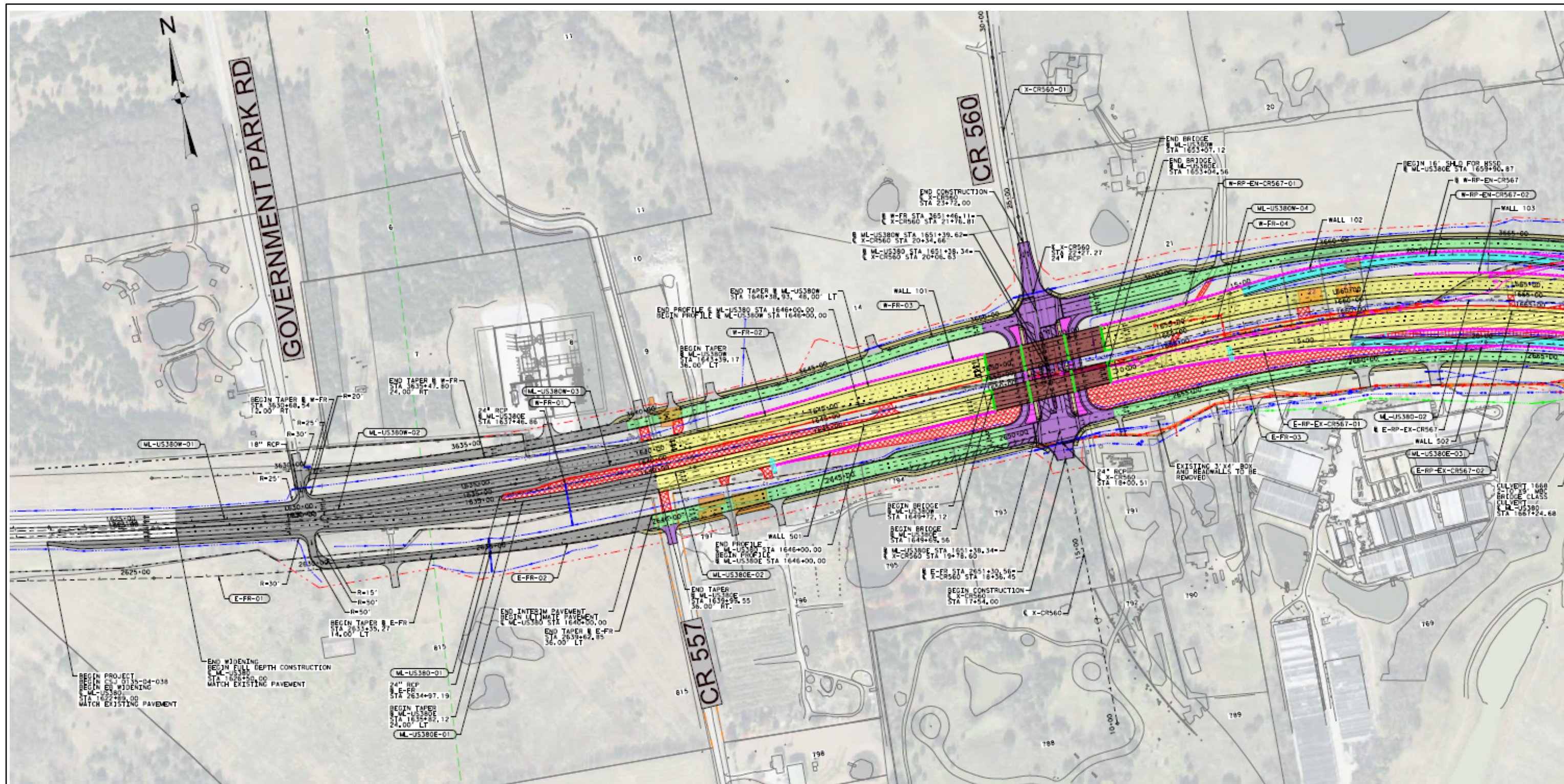
**Photo 19:** View of Exxon 380, low environmental risk hazmat site, located at 5777 US 380, along the south side of US 380, near the eastern project limits. (Source: Google.com Image, June 2022).



**Photo 20:** View facing west along the existing US 380 from the eastern project limit at CR 699.

## **APPENDIX C – SCHEMATIC LAYOUT**





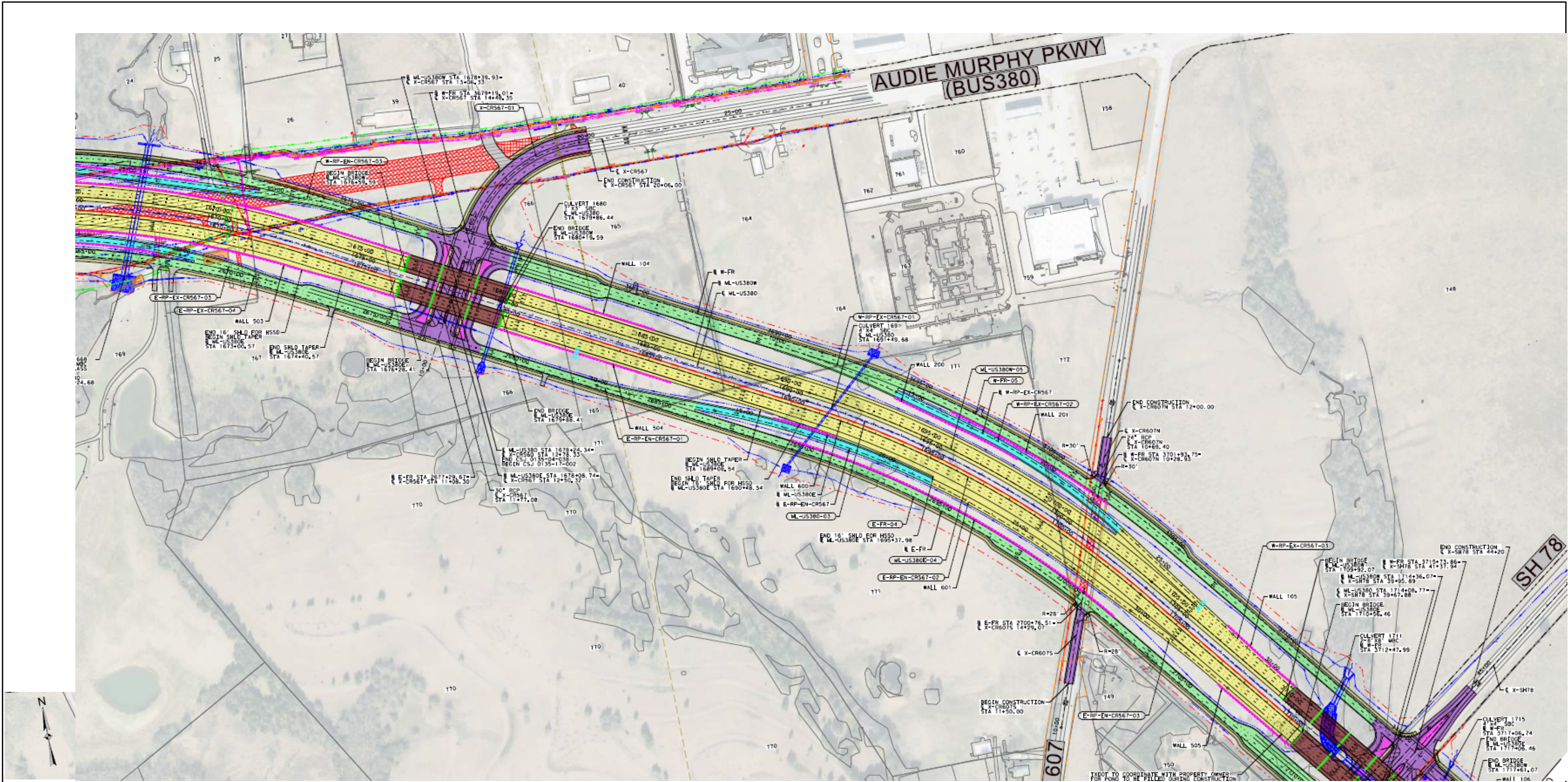
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---	PROPOSED CENTERLINE/BASELINE		PROPOSED FRONTAGE ROAD		LAKE
---	PROPOSED ROW		PROPOSED CROSS STREET		WETLAND
---	EXISTING ROW (APPARENT ROW, AUGUST 2021)		PROPOSED SHARED USE PATH		FLOOD PLAIN ZONE A
---	EXISTING PROPERTY LIMITS		PROPOSED DRIVEWAY		CITY OF FARMERSVILLE BOUNDARY
	PROPOSED BRIDGE		PROPOSED INTERIM PAVEMENT		RETAINING WALL
	PROPOSED MAIN LANES		POTENTIAL DISPLACEMENT		PROPOSED BRIDGE BENT / ABUTMENT
	PROPOSED RAMP		PAVEMENT / BRIDGE TO BE REMOVED		DIRECTION OF TRAVEL
					PROPOSED DRAINAGE DITCH

## APPENDIX C SCHEMATIC LAYOUT Sheet 1 of 9

US 380  
From CR 560 to CR 699  
Environmental Assessment  
Collin County, Texas





**Legend**

---	PROPOSED CENTERLINE/BASELINE		PROPOSED FRONTAGE ROAD		LAKE
---	PROPOSED ROW		PROPOSED CROSS STREET		WETLAND
---	EXISTING ROW (APPARENT ROW, AUGUST 2021)		PROPOSED SHARED USE PATH		FLOOD PLAIN ZONE A
---	EXISTING PROPERTY LIMITS		PROPOSED DRIVEWAY		CITY OF FARMERSVILLE BOUNDARY
	PROPOSED BRIDGE		PROPOSED INTERIM PAVEMENT		RETAINING WALL
	PROPOSED MAIN LANES		POTENTIAL DISPLACEMENT		PROPOSED BRIDGE BENT / ABUTMENT
	PROPOSED RAMP		PAVEMENT / BRIDGE TO BE REMOVED		DIRECTION OF TRAVEL
					PROPOSED DRAINAGE DITCH

**APPENDIX C  
SCHEMATIC LAYOUT**  
Sheet 2 of 9

US 380  
From CR 560 to CR 699

Environmental Assessment

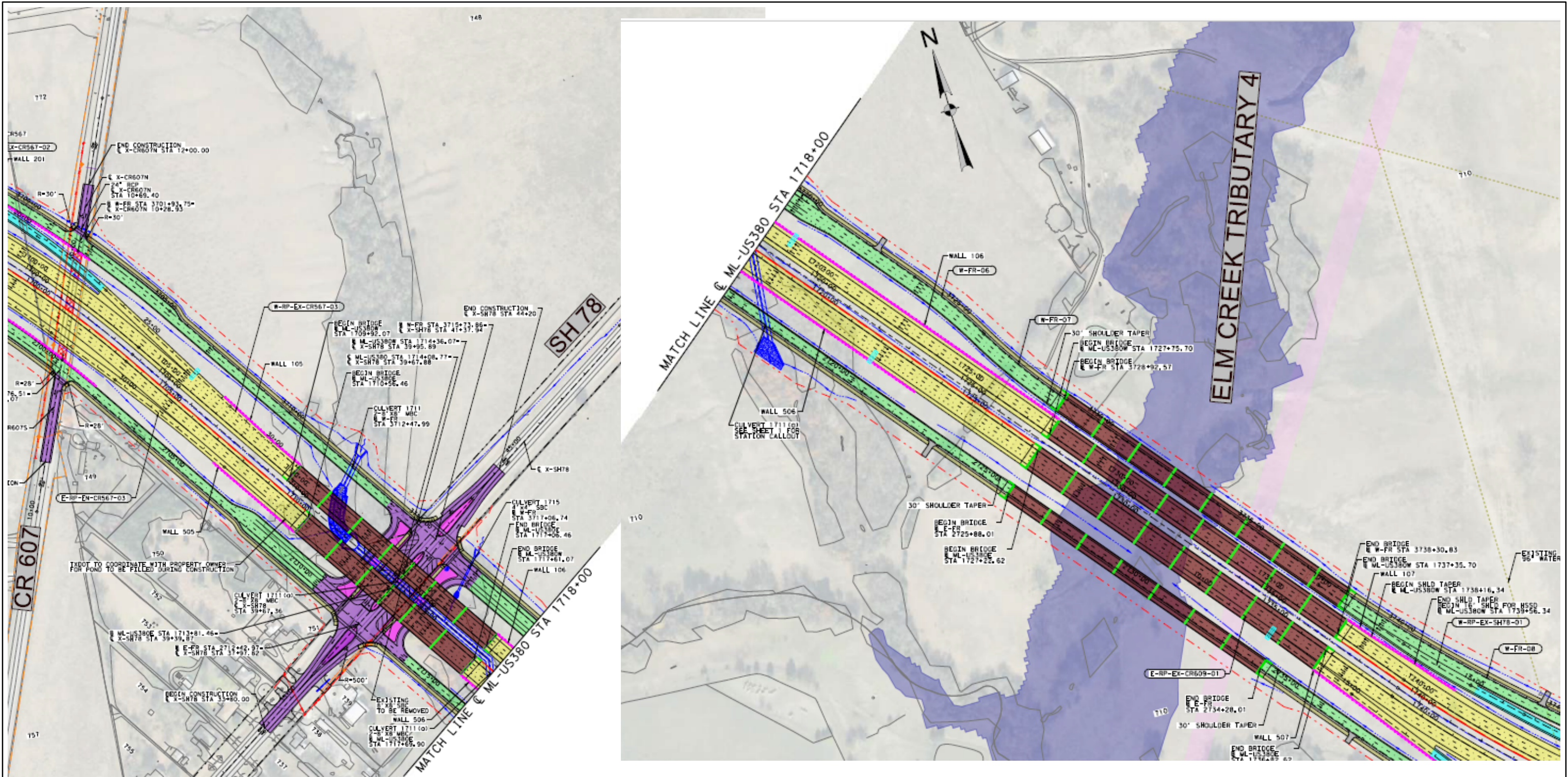
Collin County, Texas

Source: TxDOT 100% Schematic Plans (April 2023).



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### Legend

---	PROPOSED CENTERLINE/BASELINE		PROPOSED FRONTAGE ROAD		LAKE
---	PROPOSED ROW		PROPOSED CROSS STREET		WETLAND
---	EXISTING ROW (APPARENT ROW, AUGUST 2021)		PROPOSED SHARED USE PATH		FLOOD PLAIN ZONE A
---	EXISTING PROPERTY LIMITS		PROPOSED DRIVEWAY		CITY OF FARMERSVILLE BOUNDARY
	PROPOSED BRIDGE		PROPOSED INTERIM PAVEMENT		RETAINING WALL
	PROPOSED MAIN LANES		POTENTIAL DISPLACEMENT		PROPOSED BRIDGE BENT / ABUTMENT
	PROPOSED RAMP		PAVEMENT / BRIDGE TO BE REMOVED		DIRECTION OF TRAVEL
					PROPOSED DRAINAGE DITCH

### APPENDIX C SCHEMATIC LAYOUT Sheet 3 of 9

US 380  
From CR 560 to CR 699

Environmental Assessment

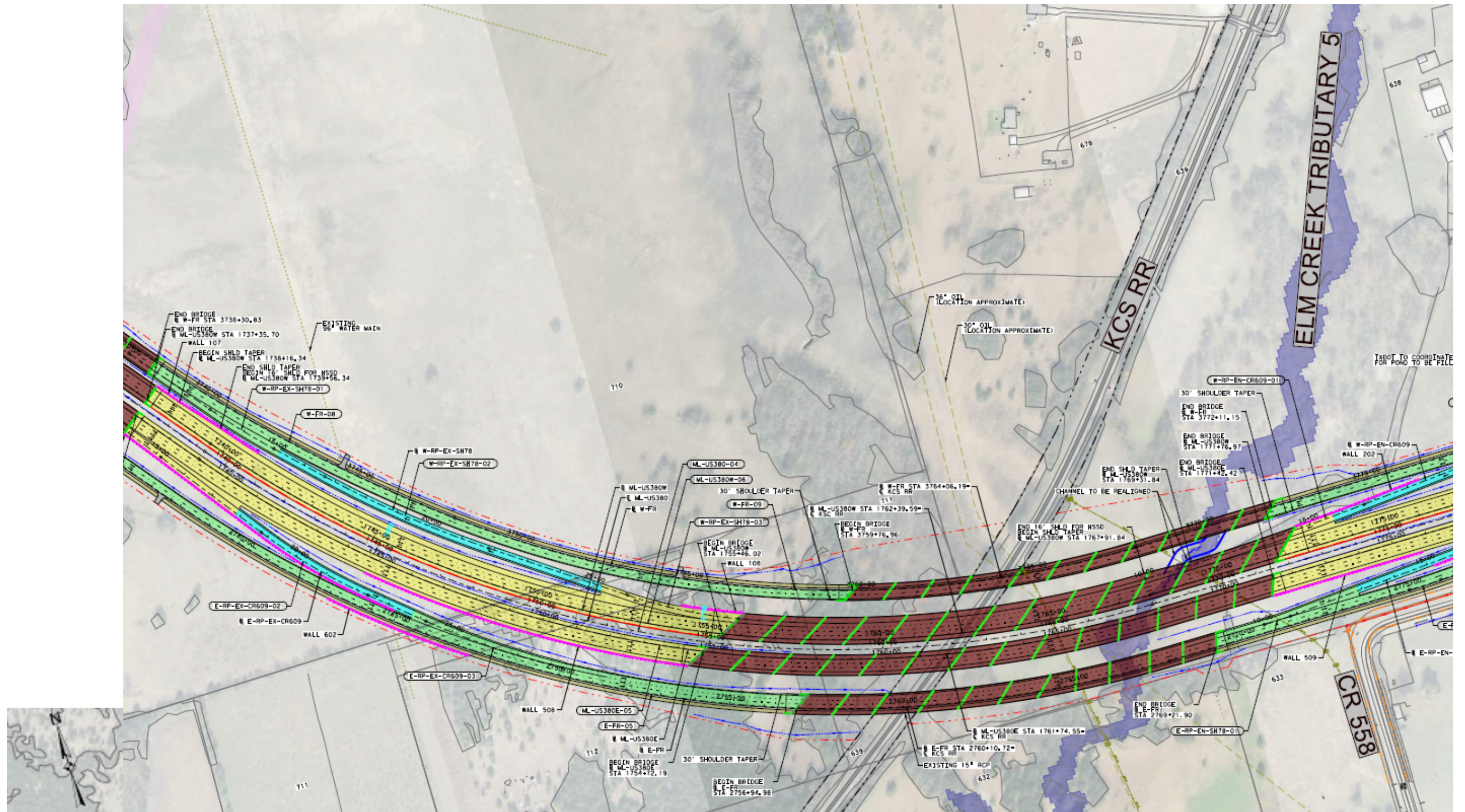
Collin County, Texas

Source: TxDOT 100% Schematic Plans (April 2023).



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### Legend

— — — —	PROPOSED CENTERLINE/BASELINE		PROPOSED FRONTAGE ROAD		LAKE
- - - - -	PROPOSED ROW		PROPOSED CROSS STREET		WETLAND
- - - - -	EXISTING ROW (APPARENT ROW, AUGUST 2021)		PROPOSED SHARED USE PATH		FLOOD PLAIN ZONE A
— — — —	EXISTING PROPERTY LIMITS		PROPOSED DRIVEWAY		CITY OF FARMERSVILLE BOUNDARY
	PROPOSED BRIDGE		PROPOSED INTERIM PAVEMENT		RETAINING WALL
	PROPOSED MAIN LANES		POTENTIAL DISPLACEMENT		PROPOSED BRIDGE BENT / ABUTMENT
	PROPOSED RAMP		PAVEMENT / BRIDGE TO BE REMOVED		DIRECTION OF TRAVEL
					PROPOSED DRAINAGE DITCH

### APPENDIX C SCHEMATIC LAYOUT Sheet 4 of 9

US 380  
From CR 560 to CR 699

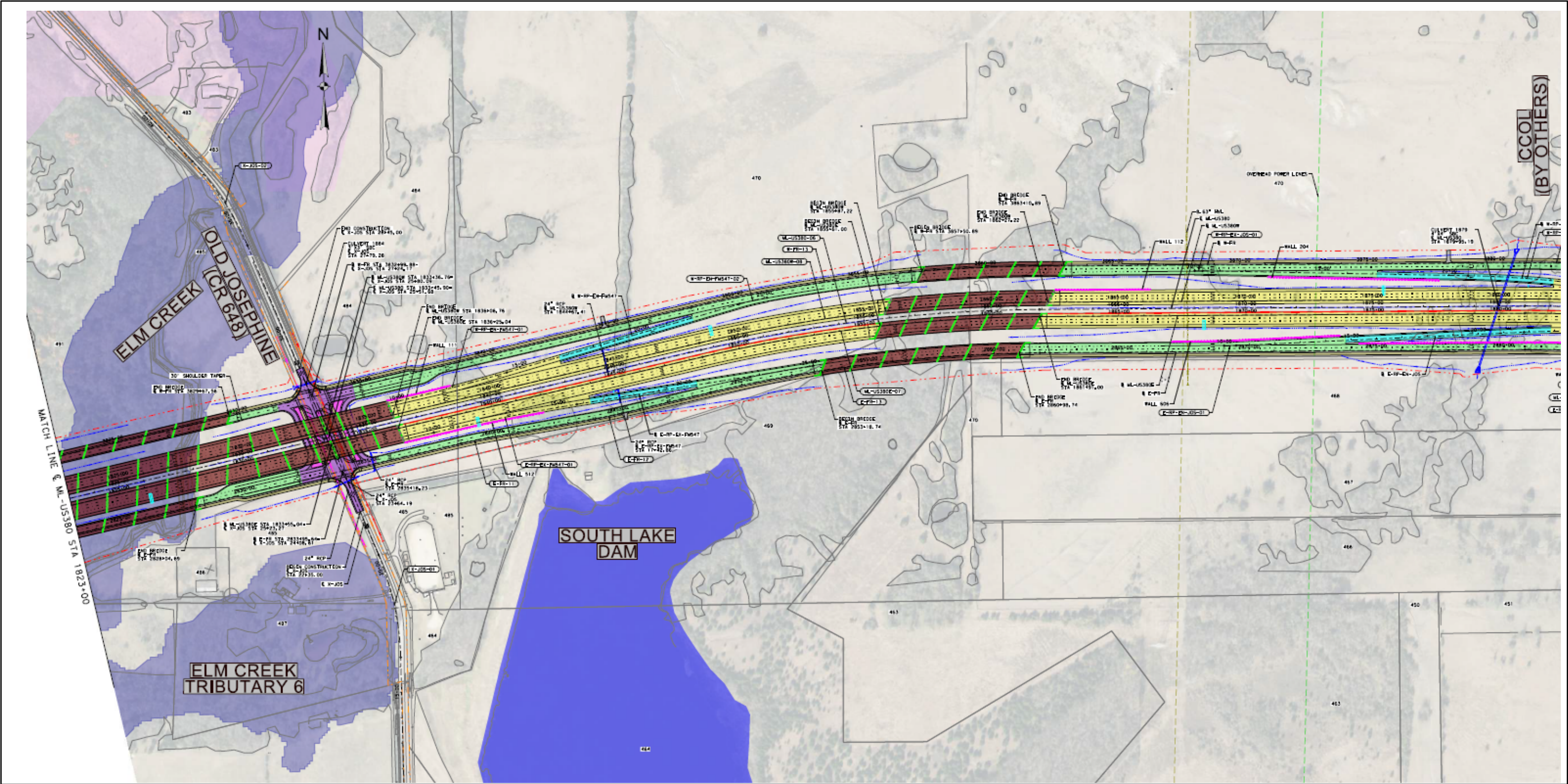
Environmental Assessment

Collin County, Texas









**Legend**

---	PROPOSED CENTERLINE/BASELINE		PROPOSED FRONTAGE ROAD		LAKE
---	PROPOSED ROW		PROPOSED CROSS STREET		WETLAND
---	EXISTING ROW (APPARENT ROW, AUGUST 2021)		PROPOSED SHARED USE PATH		FLOOD PLAIN ZONE A
---	EXISTING PROPERTY LIMITS		PROPOSED DRIVEWAY		CITY OF FARMERSVILLE BOUNDARY
	PROPOSED BRIDGE		PROPOSED INTERIM PAVEMENT		RETAINING WALL
	PROPOSED MAIN LANES		POTENTIAL DISPLACEMENT		PROPOSED BRIDGE BENT / ABUTMENT
	PROPOSED RAMP		PAVEMENT / BRIDGE TO BE REMOVED		DIRECTION OF TRAVEL
					PROPOSED DRAINAGE DITCH

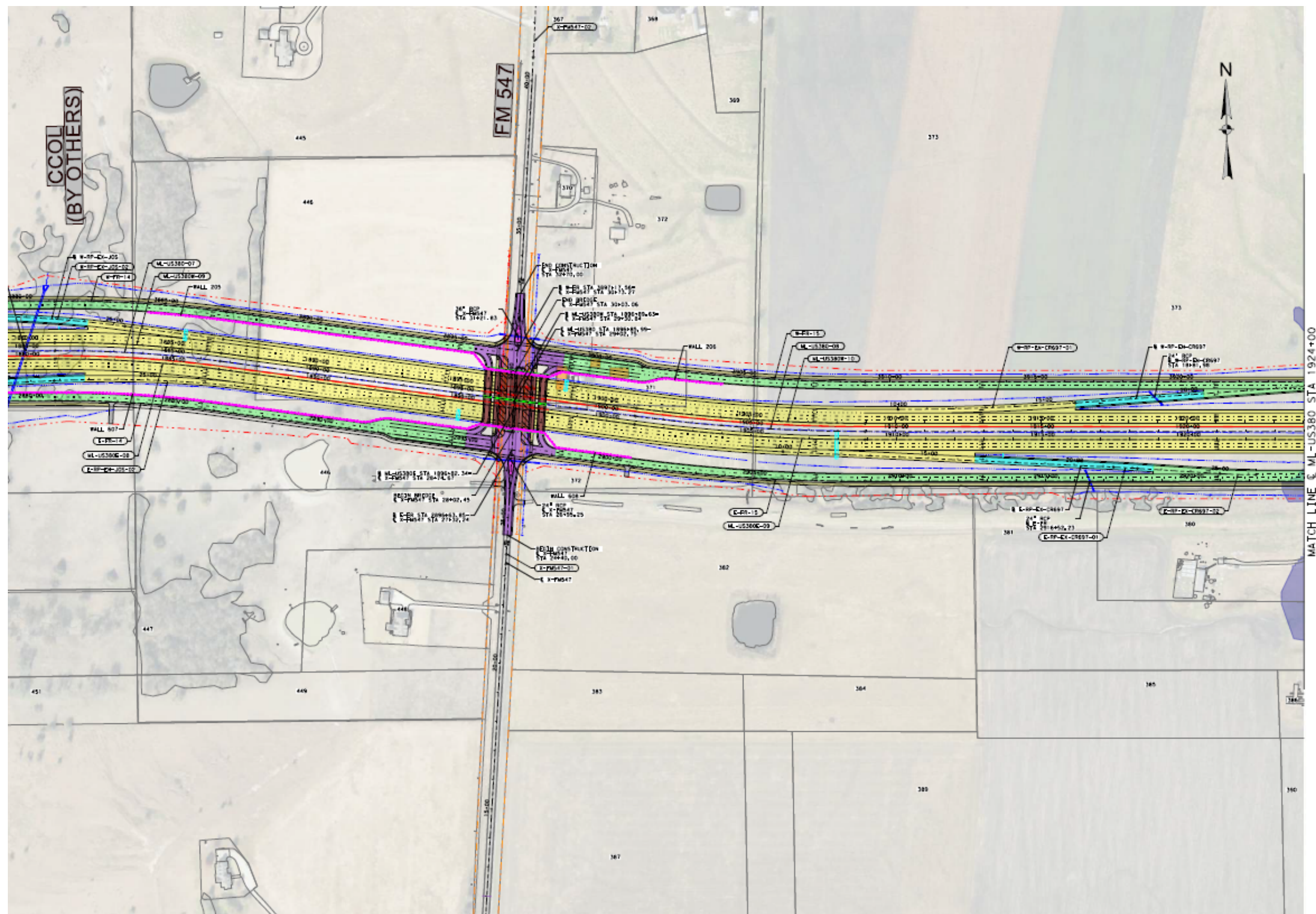
**APPENDIX C  
SCHEMATIC LAYOUT**  
Sheet 6 of 9

US 380  
From CR 560 to CR 699

Environmental Assessment

Collin County, Texas



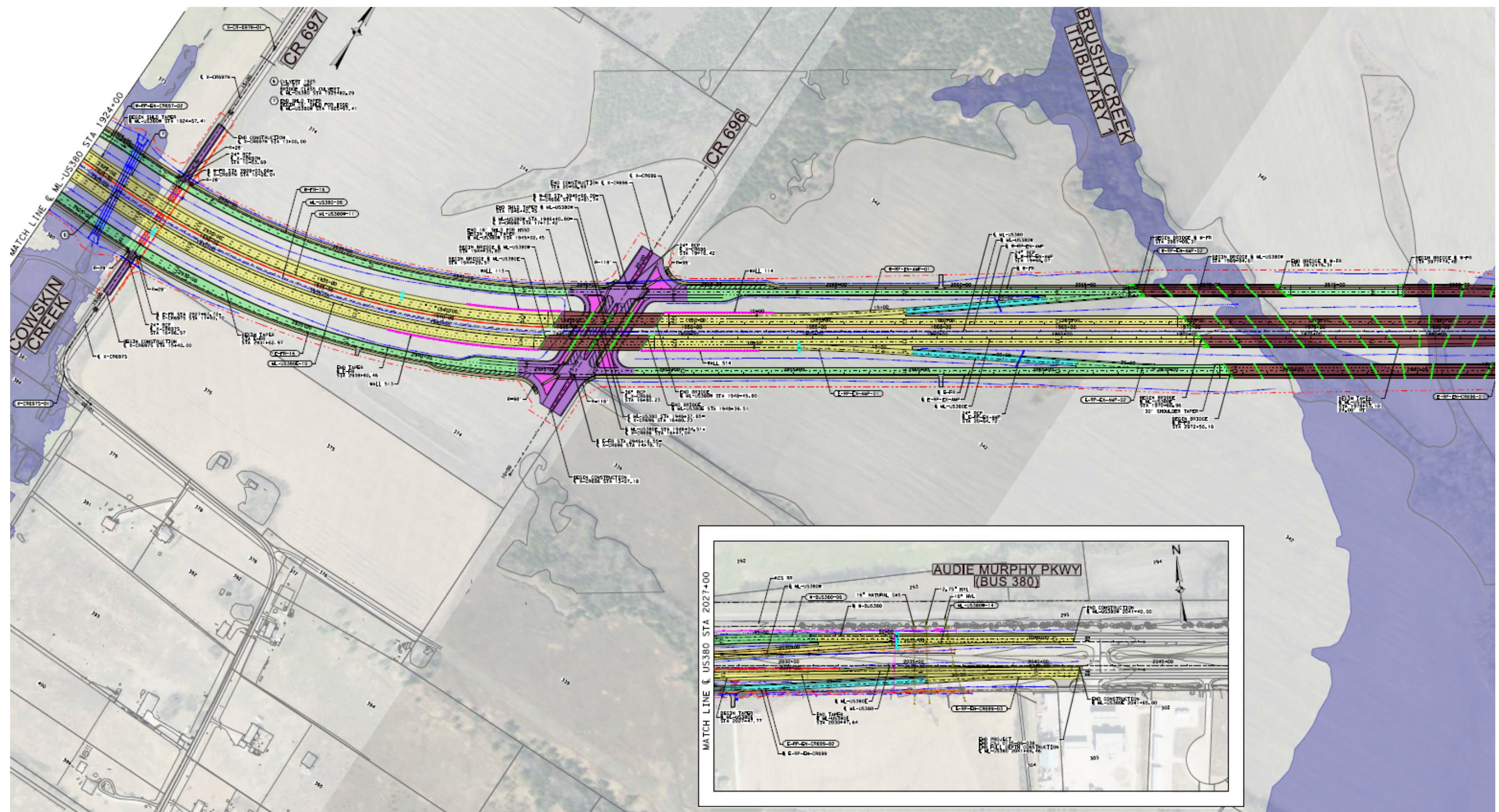


Legend		
---	PROPOSED CENTERLINE/BASELINE	
---	PROPOSED ROW	
---	EXISTING ROW (APPARENT ROW, AUGUST 2021)	
---	EXISTING PROPERTY LIMITS	
	PROPOSED BRIDGE	
	PROPOSED MAIN LANES	
	PROPOSED RAMP	
	PROPOSED FRONTAGE ROAD	
	PROPOSED CROSS STREET	
	PROPOSED SHARED USE PATH	
	PROPOSED DRIVEWAY	
	PROPOSED INTERIM PAVEMENT	
	POTENTIAL DISPLACEMENT	
	PAVEMENT / BRIDGE TO BE REMOVED	
	LAKE	
	WETLAND	
	FLOOD PLAIN ZONE A	
	CITY OF FARMERSVILLE BOUNDARY	
	RETAINING WALL	
	PROPOSED BRIDGE BENT / ABUTMENT	
	DIRECTION OF TRAVEL	
	PROPOSED DRAINAGE DITCH	

# **APPENDIX C** **SCHEMATIC LAYOUT** Sheet 7 of 9

US 380  
From CR 560 to CR 699  
Environmental Assessment  
Collin County, Texas





# Legend

---	PROPOSED CENTERLINE/BASELINE		PROPOSED FRONTAGE ROAD		LAKE
---	PROPOSED ROW		PROPOSED CROSS STREET		WETLAND
---	EXISTING ROW (APPARENT ROW, AUGUST 2021)		PROPOSED SHARED USE PATH		FLOOD PLAIN ZONE A
---	EXISTING PROPERTY LIMITS		PROPOSED DRIVEWAY		CITY OF FARMERSVILLE BOUNDARY
	PROPOSED BRIDGE		PROPOSED INTERIM PAVEMENT		RETAINING WALL
	PROPOSED MAIN LANES		POTENTIAL DISPLACEMENT		PROPOSED BRIDGE BENT / ABUTMENT
	PROPOSED RAMP		PAVEMENT / BRIDGE TO BE REMOVED		DIRECTION OF TRAVEL
					PROPOSED DRAINAGE DITCH

## APPENDIX C SCHEMATIC LAYOUT Sheet 8 of 9

US 380  
From CR 560 to CR 699

Environmental Assessment

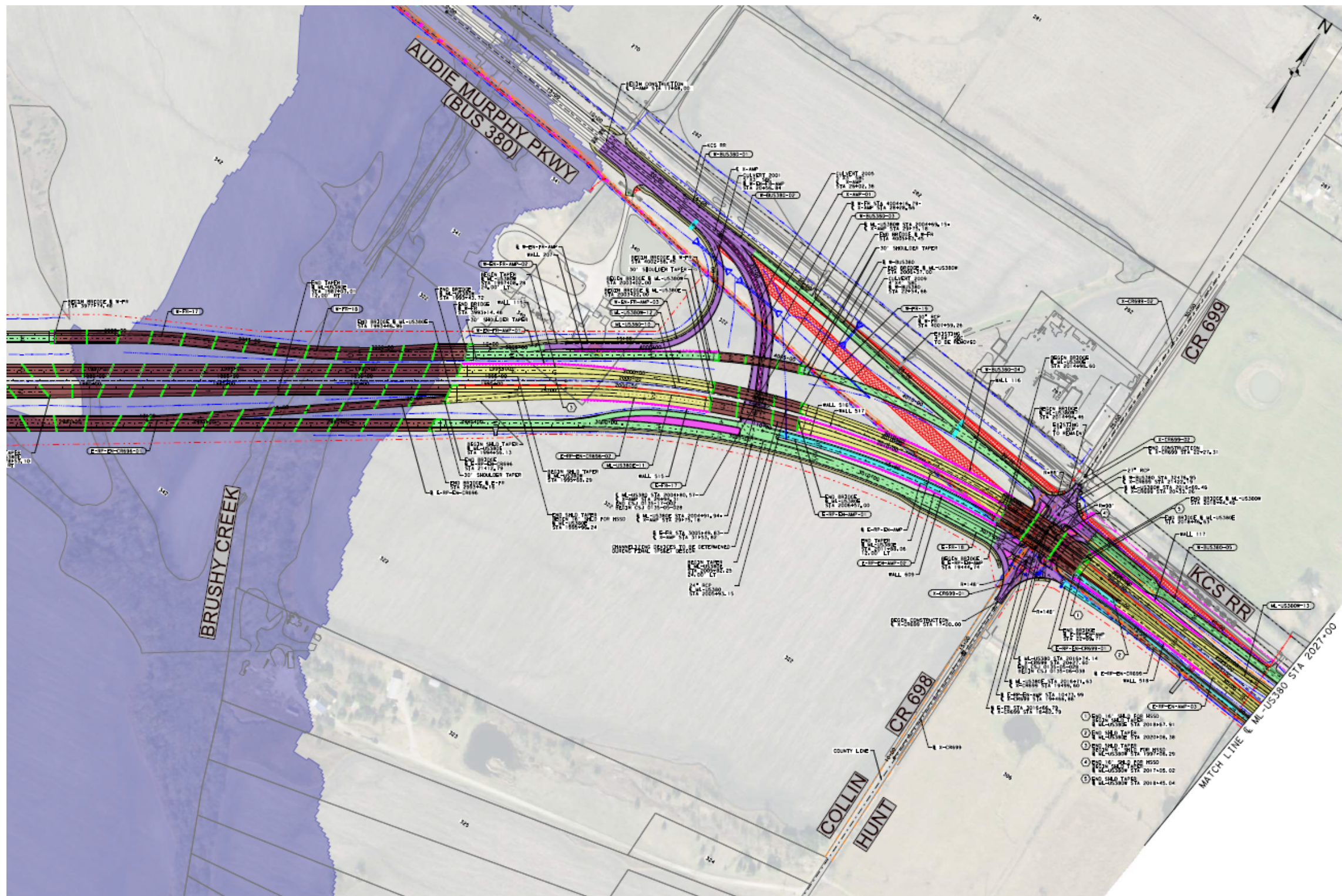
Collin County, Texas

Source: TxDOT 100% Schematic Plans (April 2023).



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Legend		
---	PROPOSED CENTERLINE/BASELINE	
---	PROPOSED ROW	
---	EXISTING ROW (APPARENT ROW, AUGUST 2021)	
---	EXISTING PROPERTY LIMITS	
---	PROPOSED BRIDGE	
---	PROPOSED MAIN LANES	
---	PROPOSED RAMP	
---	PROPOSED FRONTAGE ROAD	
---	PROPOSED CROSS STREET	
---	PROPOSED SHARED USE PATH	
---	PROPOSED DRIVEWAY	
---	PROPOSED INTERIM PAVEMENT	
---	POTENTIAL DISPLACEMENT	
---	PAVEMENT / BRIDGE TO BE REMOVED	
---	LAKE	
---	WETLAND	
---	FLOOD PLAIN ZONE A	
---	CITY OF FARMERSVILLE BOUNDARY	
---	RETAINING WALL	
---	PROPOSED BRIDGE BENT / ABUTMENT	
---	DIRECTION OF TRAVEL	
---	PROPOSED DRAINAGE DITCH	

# **APPENDIX C** **SCHEMATIC LAYOUT** Sheet 9 of 9

US 380  
From CR 560 to CR 699

Environmental Assessment

Collin County, Texas

## **APPENDIX D – TYPICAL SECTIONS**

# Environmental Assessment Collin County, Texas

## **APPENDIX E – PLAN AND PROGRAM EXCERPTS**



## 2045 MTP UPDATE (4/17/23)

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost
57 - US 380 Farmersville Bypass	2.140.1	US 380 Farmersville Bypass	CR 560	West of CR 698/CR 699			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
57 - US 380 Farmersville Bypass	2.140.2	US 380 Farmersville Bypass	West of CR 698/CR 699	East of CR 698/CR 699 (Hunt County Line)			4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
58 - US 380 Freeway	2.50.1	US 380	West of Legacy Drive	SH 289			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
58 - US 380 Freeway	2.50.2	US 380	SH 289	Lakewood Drive			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$3,196,700,966
58 - US 380 Freeway	2.110.1	US 380	Spur 399 Extension	West of CR 337			10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
58 - US 380 Freeway	2.130.1	US 380	East of CR 456	CR 560			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
59 - US 380 McKinney Bypass	2.80.1	US 380 McKinney Bypass	Lakewood Drive	CR 1006			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
59 - US 380 McKinney Bypass	2.90.1	US 380 McKinney Bypass	CR 1006	US 75			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
59 - US 380 McKinney Bypass	2.100.1	US 380 McKinney Bypass	US 75	US 380			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2

(Frwy): Freeway Lanes; (Toll): Tolloed Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolloed Concurrent Managed Lanes; (ML/T-R): Tolloed Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.



## 2045 MTP UPDATE (4/17/23)

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Total Project Cost*
2.225.665	TxDOT Dallas	Collin	US 380**	New Hope Road	West of Tarvin Road	4	4	N/A	N/A	Included w/ Freeways/Tollways
2.225.670	TxDOT Dallas	Collin	US 380	West of Tarvin Road	CR 490	4	4	6	6	\$76,362,281
2.225.675	TxDOT Dallas	Collin	US 380**	CR 490	East of CR 560	4	4	N/A	N/A	Included w/ Freeways/Tollways
2.225.680	TxDOT Dallas	Collin	US 380	East of CR 560	CR 608 Hamilton Street	4	4	6	6	Included w/ Freeways/Tollways
2.225.690	TxDOT Dallas	Collin	US 380	CR 608 Hamilton Street	South Main Street	4	4	4	6	\$2,250,000
2.225.700	TxDOT Dallas	Collin	US 380	South Main Street	West of CR 698/CR 699 (Hunt County Line)	4	4	4	6	\$12,500,000
1.515.375	TxDOT Dallas	Dallas	Belt Line Road	Conflans Road	Rock Island Road	6	6	8	8	\$3,015,600
1.525.425	TxDOT Dallas	Dallas	Macarthur Blvd	Shady Grove Road	Hunter Ferrell Road	4	4	6	6	\$8,903,200
1.525.450	TxDOT Dallas	Dallas	Macarthur Blvd	Hunter Ferrell Road	South of Hunter Ferrell Road	4	4	4	6	\$2,500,000
1.525.475	TxDOT Dallas	Dallas	Macarthur Blvd	South of Hunter Ferrell Road	IH 30	4	4	4	6	\$10,000,000
1.525.500	TxDOT Dallas	Dallas	Macarthur Blvd	IH 30	SH 180 Main Street	4	4	6	6	\$5,959,400
1.527.200	TxDOT Dallas	Dallas	Mountain Creek Parkway	Kiest Blvd	IH 20	4	4	6	6	\$19,816,800
1.547.200	TxDOT Dallas	Dallas	Wildwood Drive	California Crossing Road	Tom Braniff Drive	2	2	4	4	\$5,887,600
1.550.300	TxDOT Dallas	Dallas	Luna Road	Royal Lane	SP 348	2	2	4	6	\$17,500,000
1.565.260	TxDOT Dallas	Dallas	Lemmon Avenue	Bluffview Blvd	University Blvd	6	6	8	8	\$3,518,200
1.565.275	TxDOT Dallas	Dallas	Lemmon Avenue	Bluffview Blvd	North Of Airdrome Drive	6	6	8	8	\$1,417,000
1.565.300	TxDOT Dallas	Dallas	Lemmon Avenue NB/ Lemmon Avenue SB	North of Airdrome Drive	Airdrome Drive	3/3	3/3	4/4	4/4	\$525,000
1.570.250	TxDOT Dallas	Dallas	Midway Road	Belt Line Road	North of Spring Valley Road	6	6	6	8	\$3,750,000
1.575.425	TxDOT Dallas	Dallas	Hampton Road	FM 1382 Belt Line Road	Parkerville Road	4	4	6	6	\$7,108,200
1.575.440	TxDOT Dallas	Dallas	Hampton Road	Parkerville Road	Bear Creek Road	2	2	6	6	\$14,216,400
1.585.250	TxDOT Dallas	Dallas	Riverfront Blvd	Market Center Blvd	Continental Blvd	6	6	8	8	\$4,236,200
1.585.275	TxDOT Dallas	Dallas	Riverfront Blvd	Continental Blvd	Commerce Street	6	6	6	6	\$20,480,000
1.585.300	TxDOT Dallas	Dallas	Riverfront Blvd	Commerce Street	Reunion Blvd	8	6	6	6	\$6,866,761

(Frtg): Frontage Lanes

\*Total Project Cost based on Year of Expenditure

\*\*Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

NOTE: 2/2 – Directional lanes (facility serves as either a couplet or facility with wide median); 4 – Total lanes of both directions

## 2045 MTP UPDATE (4/17/23)

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Total Project Cost*
1.375.290	TxDOT Fort Worth	Wise	FM 51	South of Preskitt Road	CR 3170 (Haynes Road)	2	2	2	4	\$15,000,000
2.205.325	TxDOT Fort Worth	Wise	SH 114 Rock Island Avenue	FM 730	US 81	2	2	2	4	\$45,000,000
2.225.100	TxDOT Fort Worth	Wise	US 380 SH 114	West of FM 3701	East of FM 1658	2	2	4	4	\$97,500,000
2.225.125	TxDOT Fort Worth	Wise	US 380 SH 114	East of FM 1658	SH 101	2	2	4	4	Included w/ 2.225.100
1.840.400	TxDOT Paris	Hunt	SH 34	Traders Road	South of CR 3703	2	2	2	4	\$1,000,000
1.875.250	TxDOT Paris	Hunt	SH 24	CR 4511	SL 178 / Culver Street	4	4	4	4	\$4,900,000
2.225.725	TxDOT Paris	Hunt	US 380	West of CR 698/CR 699 (Collin County Line)	East of CR 698/CR 699 (Collin County Line)	2/2	2/2	N/A	N/A	Included w/ Freeways/Tollways
2.260.225	TxDOT Paris	Hunt	FM 1570	SH 34	IH 30	2	4	4	4	\$26,504,000
2.370.825	TxDOT Paris	Hunt	SH 66	East County Line Road	FM 2642	2	2	4	4	\$20,534,800
2.370.850	TxDOT Paris	Hunt	SH 66	FM 2642	US 69	2	2	2	4	\$70,000,000
2.375.375	TxDOT Paris	Hunt	SH 276 Quinlan Parkway	Honey Creek Circle	CR 2472	2	4	4	6	\$3,750,000

(Frtg): Frontage Lanes

\*Total Project Cost based on Year of Expenditure

\*\*Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

NOTE: 2/2 – Directional lanes (facility serves as either a couplet or facility with wide median); 4 – Total lanes of both directions

## 2045 MTP UPDATE (4/17/23)

### Programs

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

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

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
NCTCOG MPO - HIGHWAY PROJECTS  
FY 2024

2023-2026 STIP									
02/2023 Revision: Approved 03/28/2023									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	COLLIN	0135-17-002	2024	US 380	E,ENG,R,ACQ	FARMERSVILLE	\$	124,215,000
LIMITS FROM JCT US 380/AUDIE MURPHY (WEST OF FARMERSVILLE)						PROJECT SPONSOR TXDOT-DALLAS			
LIMITS TO WEST OF CR 698 (COLLIN/HUNT COUNTY LINE)						REVISION DATE 02/2023			
PROJECT CONSTRUCT 0 TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS							MPO PROJ NUM 55286		
DESCR							FUNDING CAT(S) SW PE,SW ROW		
REMARKS REVISE LIMITS				PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	22,815,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	101,400,000		SW PE	\$ 0	\$ 22,815,000	\$ 0	\$ 0	\$ 0	\$ 22,815,000
CONSTR \$	480,715,200		SW ROW	\$ 81,120,000	\$ 10,140,000	\$ 0	\$ 10,140,000	\$ 0	\$ 101,400,000
CONST ENG \$	18,699,821		TOTAL	\$ 81,120,000	\$ 32,955,000	\$ 0	\$ 10,140,000	\$ 0	\$ 124,215,000
CONTING \$	28,915,200								
INDIRECT \$	13,940,741								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	790,700,962								

2023-2026 STIP									
02/2023 Revision: Approved 03/28/2023									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	COLLIN	0135-04-038	2024	US 380	E,ENG,R,ACQ	FARMERSVILLE	\$	9,045,000
LIMITS FROM CR 560						PROJECT SPONSOR TXDOT-DALLAS			
LIMITS TO JCT US 380/AUDIE MURPHY (WEST OF FARMERSVILLE)						REVISION DATE 02/2023			
PROJECT RECONSTRUCT AND WIDEN 4 LANE ARTERIAL TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 L							MPO PROJ NUM 55285		
DESCR ANE FRONTAGE ROADS							FUNDING CAT(S) SW PE,SW ROW		
REMARKS INCREASE ROW FUNDING				PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	945,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	8,100,000		SW PE	\$ 0	\$ 945,000	\$ 0	\$ 0	\$ 0	\$ 945,000
CONSTR \$	19,896,800		SW ROW	\$ 6,480,000	\$ 810,000	\$ 0	\$ 810,000	\$ 0	\$ 8,100,000
CONST ENG \$	773,986		TOTAL	\$ 6,480,000	\$ 1,755,000	\$ 0	\$ 810,000	\$ 0	\$ 9,045,000
CONTING \$	1,196,800								
INDIRECT \$	577,007								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	40,534,593								

2023-2026 STIP									
02/2023 Revision: Approved 03/28/2023									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
FORT WORTH	NCTCOG	HOOD	0080-03-060	2024	US 377	E,ENG,R,ACQ,UTLGRANBURY		\$	10,300,000
LIMITS FROM PIRATE DR						PROJECT SPONSOR TXDOT-FORT WORTH			
LIMITS TO HOLMES DRIVE						REVISION DATE 02/2023			
PROJECT RECONSTRUCT 4 LANE RURAL HIGHWAY TO 4 LANE URBAN HIGHWAY WITH INTERCHANGE AT BUS							MPO PROJ NUM 54022		
DESCR 377H							FUNDING CAT(S) SW PE,SW ROW		
REMARKS REVISE LIMITS AND SCOPE				PROJECT RELATED TO TIP 54018/CSJ 0080-03-049					
P7				HISTORY					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	1,300,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	9,000,000		SW PE	\$ 1,040,000	\$ 260,000	\$ 0	\$ 0	\$ 0	\$ 1,300,000
CONSTR \$	29,514,432		SW ROW	\$ 7,200,000	\$ 1,800,000	\$ 0	\$ 0	\$ 0	\$ 9,000,000
CONST ENG \$	1,393,081		TOTAL	\$ 8,240,000	\$ 2,060,000	\$ 0	\$ 0	\$ 0	\$ 10,300,000
CONTING \$	1,162,432								
INDIRECT \$	855,919								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	53,525,864								

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
NCTCOG MPO - HIGHWAY PROJECTS  
FY 2025

2023-2026 STIP			07/2022 Revision: Not Approved 11/18/2022						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	COLLIN	0135-05-028	2025	US 380	E,ENG,R,ACQ	VARIOUS	\$ 8,791,200	
LIMITS FROM WEST OF CR 698 (COLLIN/HUNT COUNTY LINE)						PROJECT SPONSOR TXDOT-DALLAS			
LIMITS TO CR 698/CR 699 (COLLIN/HUNT COUNTY LINE)						REVISION DATE 07/2022			
PROJECT RECONSTRUCT 4 LANE ARTERIAL TO 4 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTA						MPO PROJ NUM 55282			
DESCR GE ROADS						FUNDING CAT(S) SW PE, SW ROW			
REMARKS				PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	1,620,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	7,171,200		SW PE	\$ 0	\$ 1,620,000	\$ 0	\$ 0	\$ 0	\$ 1,620,000
CONSTR \$	31,500,000		SW ROW	\$ 5,760,000	\$ 705,600	\$ 0	\$ 705,600	\$ 0	\$ 7,171,200
CONST ENG \$	1,866,107		TOTAL	\$ 5,760,000	\$ 2,325,600	\$ 0	\$ 705,600	\$ 0	\$ 8,791,200
CONTING \$	3,121,650								
INDIRECT \$	1,004,028								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	55,074,185								

2023-2026 STIP		07/2022 Revision: Approved 10/30/2022							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	DENTON	0918-46-331	2025	VA	C	LEWISVILLE	\$ 2,400,000	
LIMITS FROM DENTON TO DALLAS TRAIL (DCTA-A TRAIN RAIL) SOUTHERN EXPANSION FROM DCTA HE BRON STATION						PROJECT SPONSOR LEWISVILLE			
LIMITS TO CARROLLTON CITY LIMITS						REVISION DATE 07/2022			
PROJECT CONSTRUCT SHARED-USE PATH						MPO PROJ NUM 21055			
DESCR						FUNDING CAT(S) 5, Other			
REMARKS				PROJECT HISTORY					
P7				480,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CITY OF LEWISVILLE MTP POLICY BUNDLE TDCS					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	330,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		5	\$ 2,400,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,400,000
CONSTR \$	2,400,000		Other	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CONST ENG \$	107,348		TOTAL	\$ 2,400,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,400,000
CONTING \$	162,000	\$ 2,400,000							
INDIRECT \$	74,298								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	5,473,646								

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
NCTCOG MPO - HIGHWAY PROJECTS  
FY 2025

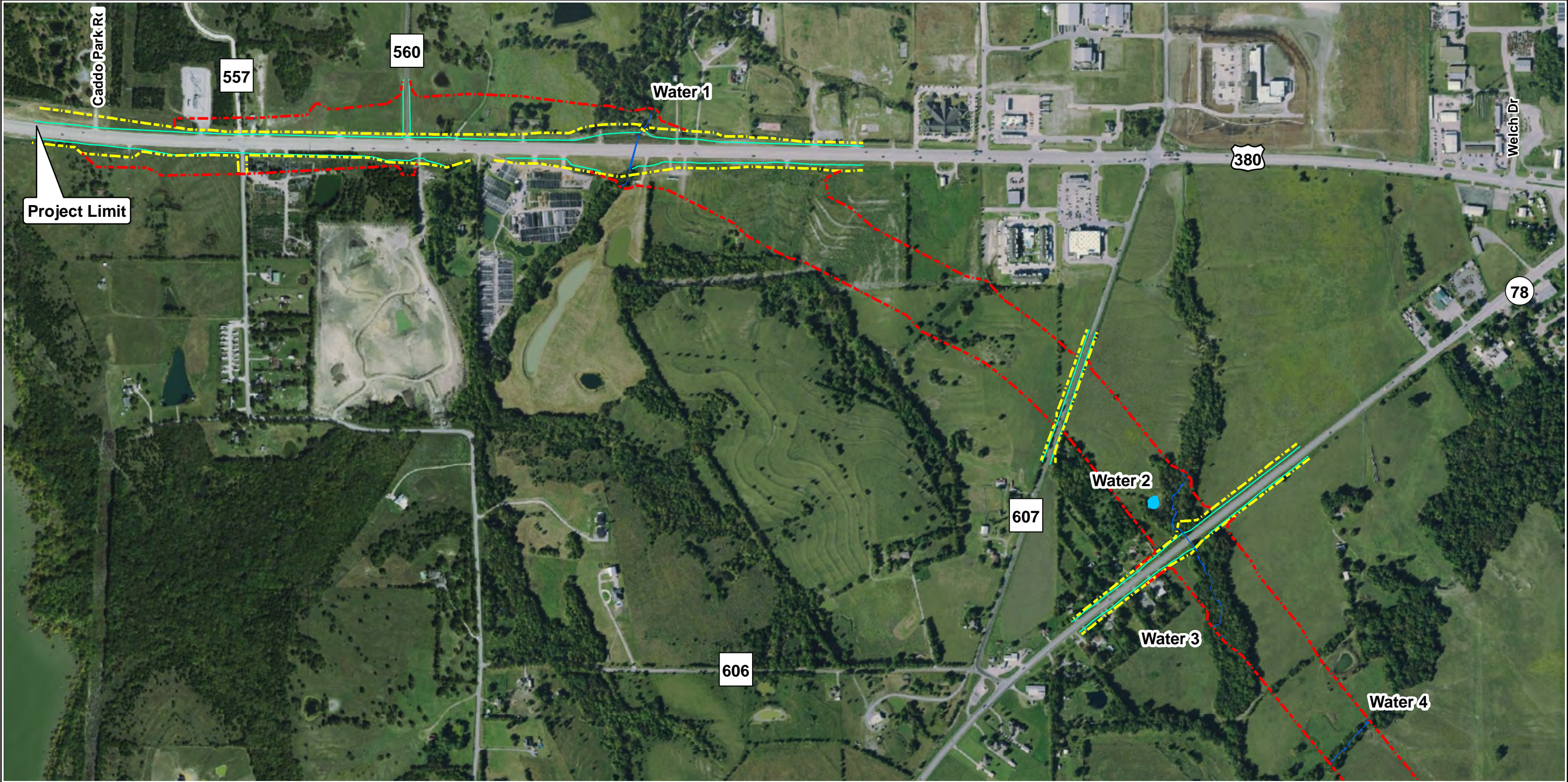
2023-2026 STIP			07/2022 Revision: Approved 10/30/2022						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	ELLIS	0918-22-167	2025	VA	C	MIDLOTHIAN	\$ 2,000,000	
LIMITS FROM LIMESTONE TRAIL SEGMENT 1 FROM MIDLOTHIAN PARKWAY						PROJECT SPONSOR MIDLOTHIAN			
LIMITS TO US 287						REVISION DATE 07/2022			
PROJECT CONSTRUCT NEW SHARED-USE PATH; PART OF LARGER MIDLOTHIAN TO WAXAHACHIE TRAIL						MPO PROJ NUM 21056.1			
DESCR						FUNDING CAT(S) 5			
REMARKS				PROJECT RELATED TO TIP 21056.2/CSJ 0918-22-168					
P7				HISTORY					
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	200,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		5	\$ 1,600,000	\$ 0	\$ 0	\$ 400,000	\$ 0	\$ 2,000,000
CONSTR \$	2,000,000		TOTAL	\$ 1,600,000	\$ 0	\$ 0	\$ 400,000	\$ 0	\$ 2,000,000
CONST ENG \$	89,457								
CONTING \$	135,000								
INDIRECT \$	61,915								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	4,486,372								

2023-2026 STIP		02/2023 Revision: Not Approved 03/28/2023							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
PARIS	NCTCOG	HUNT	0135-06-038	2025	US 380	E,ENG,R,ACQ	VARIOUS	\$ 14,686,000	
LIMITS FROM CR 698/CR 699 (COLLIN/HUNT COUNTY LINE)						PROJECT SPONSOR TXDOT-PARIS			
LIMITS TO EAST OF CR 698/CR 699 (COLLIN/HUNT COUNTY LINE)						REVISION DATE 02/2023			
PROJECT RECONSTRUCT EXISTING 4 LANE ARTERIAL FOR TRANSITION TO 4 LANE FREEWAY						MPO PROJ NUM 55293			
DESCR						FUNDING CAT(S) SW PE,SW ROW			
REMARKS REVISE SCOPE				PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	686,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	14,000,000		SW PE	\$ 0	\$ 686,000	\$ 0	\$ 0	\$ 0	\$ 686,000
CONSTR \$	14,343,658		SW ROW	\$ 11,200,000	\$ 1,400,000	\$ 0	\$ 1,400,000	\$ 0	\$ 14,000,000
CONST ENG \$	721,486		TOTAL	\$ 11,200,000	\$ 2,086,000	\$ 0	\$ 1,400,000	\$ 0	\$ 14,686,000
CONTING \$	698,626								
INDIRECT \$	415,966								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	45,551,736								

2023-2026 STIP			07/2022 Revision: Not Approved 11/18/2022						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
PARIS	NCTCOG	HUNT	0135-06-038	2025	US 380	E,ENG,R,ACQ	VARIOUS	\$ 14,686,000	
LIMITS FROM CR 698/CR 699 (COLLIN/HUNT COUNTY LINE)						PROJECT SPONSOR TXDOT-PARIS			
LIMITS TO EAST OF CR 698/CR 699 (COLLIN/HUNT COUNTY LINE)						REVISION DATE 07/2022			
PROJECT RECONSTRUCT EXISTING 4 LANE ARTERIAL FOR TRANSITION TO 4 LANE FREEWAY AND CONSTR							MPO PROJ NUM 55293		
DESCR UCT 0 TO 4 LANE FRONTAGE ROADS							FUNDING CAT(S) SW PE, SW ROW		
REMARKS			PROJECT HISTORY						
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	686,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	14,000,000		SW PE	\$ 0	\$ 686,000	\$ 0	\$ 0	\$ 0	\$ 686,000
CONSTR \$	13,645,032		SW ROW	\$ 11,200,000	\$ 1,400,000	\$ 0	\$ 1,400,000	\$ 0	\$ 14,000,000
CONST ENG \$	575,181		TOTAL	\$ 11,200,000	\$ 2,086,000	\$ 0	\$ 1,400,000	\$ 0	\$ 14,686,000
CONTING \$	698,625								
INDIRECT \$	415,966								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	44,706,804								

**APPENDIX F-1 - WATER FEATURES MAP AND SECTION 404/10  
IMPACTS TABLE**



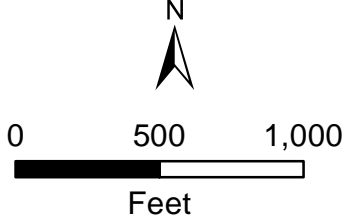
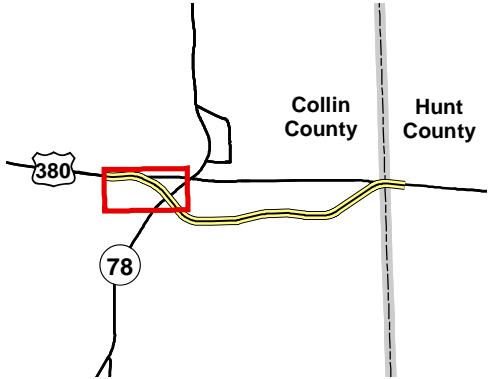


**Legend**

- |                   |                       |
|-------------------|-----------------------|
| --- Proposed ROW  | — Drainage Ditch      |
| --- Existing ROW  | ■ Ephemeral Stream    |
| ▭ County Boundary | ■ Intermittent Stream |
| ● Data Point      | ■ Pond                |
|                   | ▨ Emergent Wetland    |

**Sheet Index**

The extent of each sheet is highlighted in red.



**APPENDIX F-1  
WATER FEATURES MAP  
SHEET 1 OF 4**

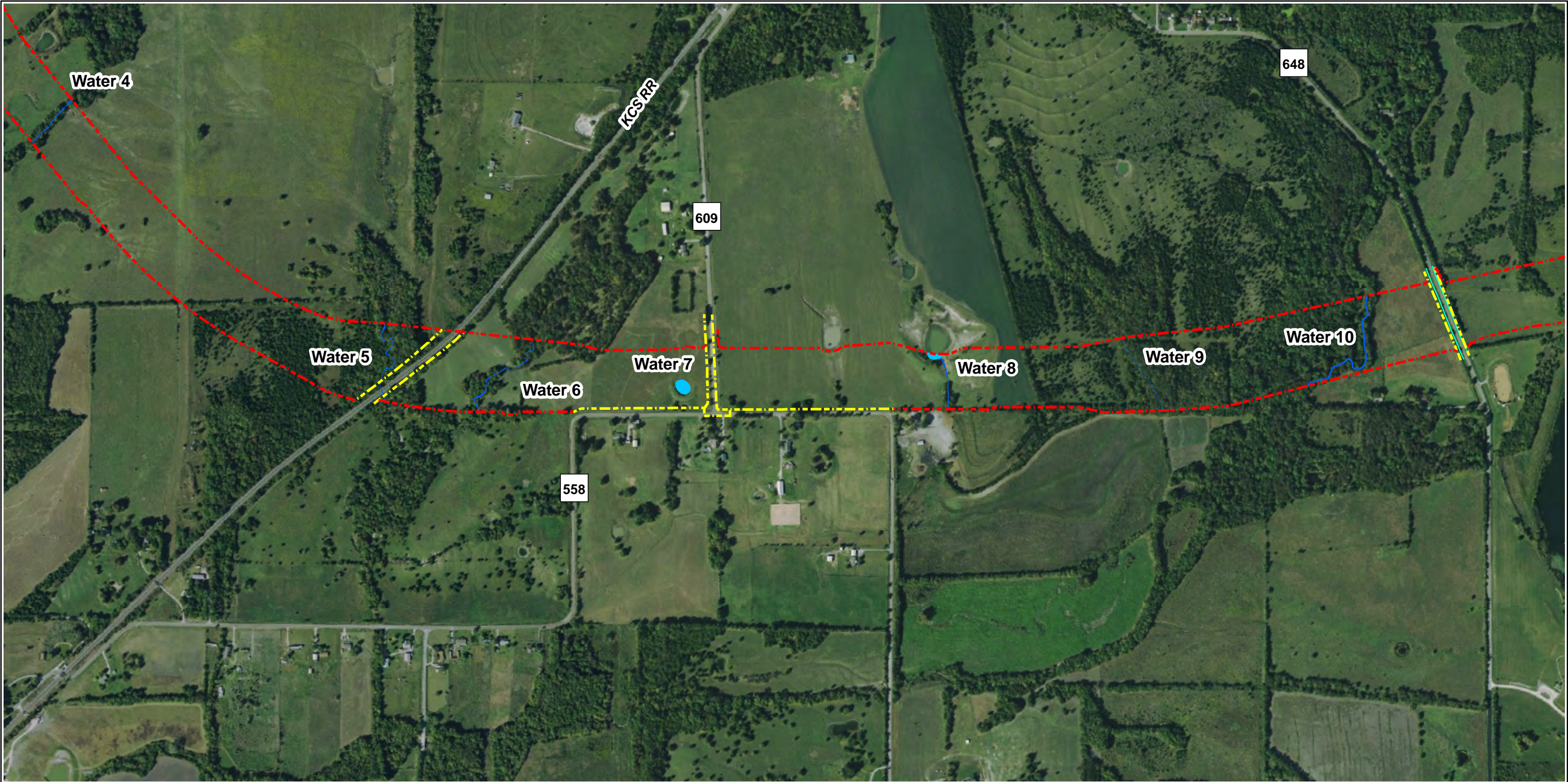
US 380  
From CR 560 to CR 699

Environmental Assessment

Collin County, Texas

Source: ESRI World Imagery and TNRIS County data.



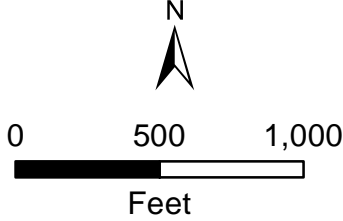
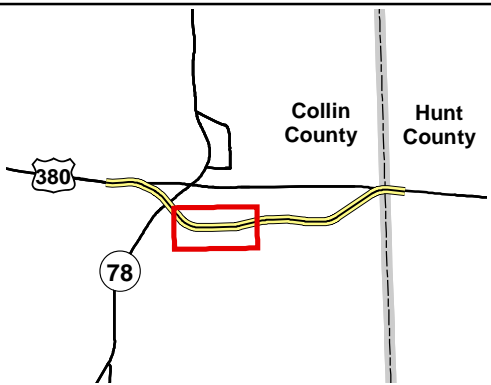


**Legend**

- Proposed ROW
- Existing ROW
- County Boundary
- Data Point
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Pond
- Emergent Wetland

**Sheet Index**

The extent of each sheet is highlighted in red.



**APPENDIX F-1  
WATER FEATURES MAP  
SHEET 2 OF 4**

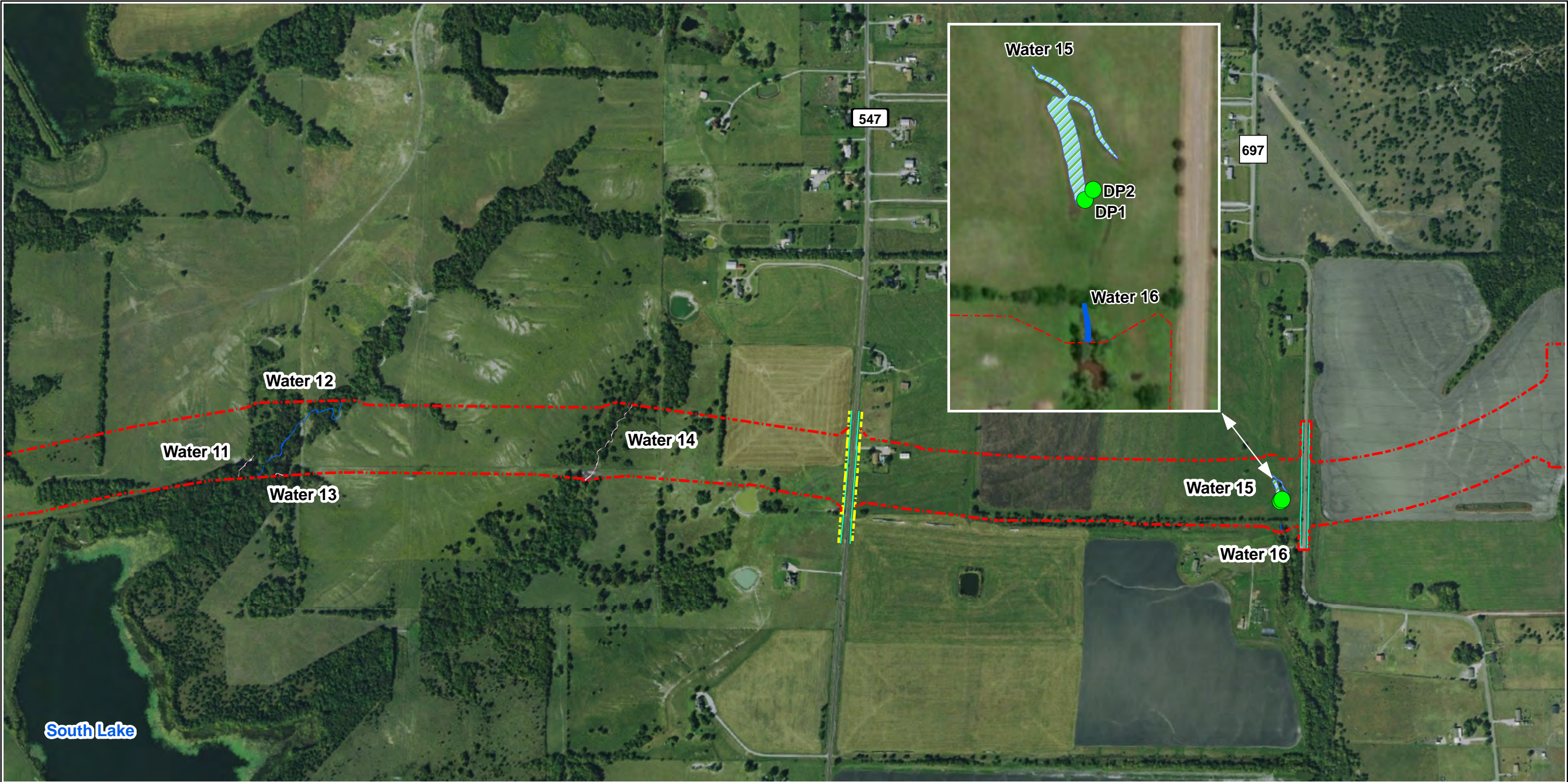
US 380  
From CR 560 to CR 699

Environmental Assessment

Collin County, Texas

Source: ESRI World Imagery and TNRIS County data.



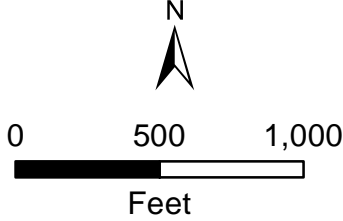
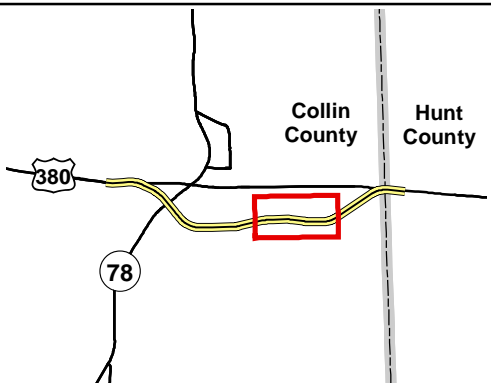


**Legend**

- Proposed ROW
- Existing ROW
- County Boundary
- Data Point
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Pond
- Emergent Wetland

**Sheet Index**

The extent of each sheet is highlighted in red.



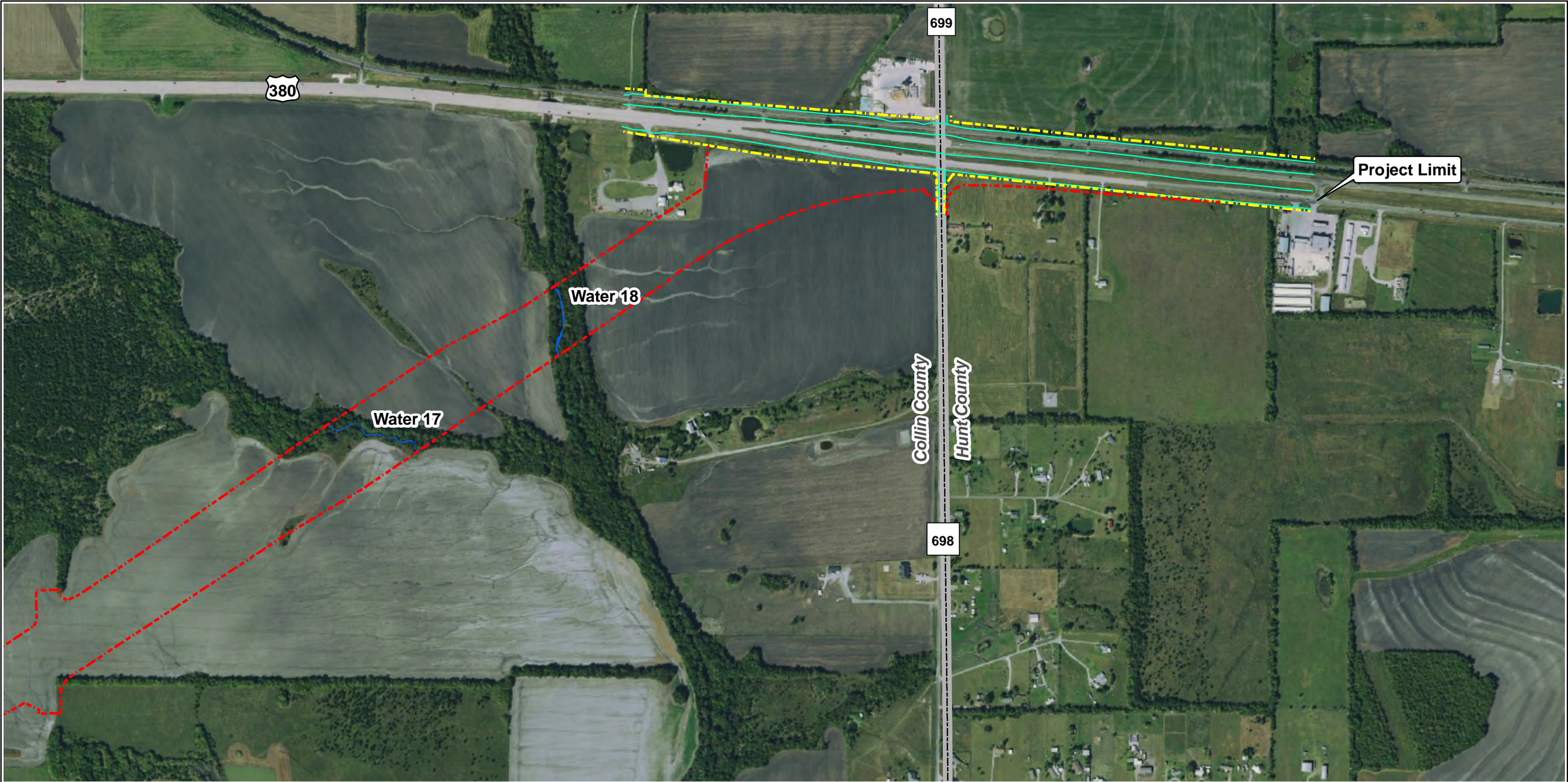
**APPENDIX F-1  
WATER FEATURES MAP  
SHEET 3 OF 4**

US 380  
From CR 560 to CR 699

Environmental Assessment

Collin County, Texas



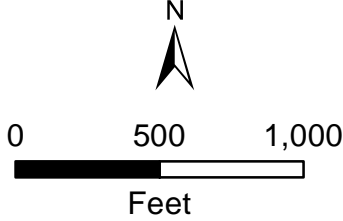
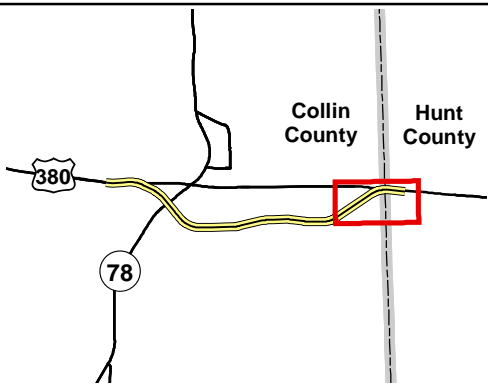


**Legend**

- |                   |                       |
|-------------------|-----------------------|
| --- Proposed ROW  | — Drainage Ditch      |
| --- Existing ROW  | ■ Ephemeral Stream    |
| ▭ County Boundary | ■ Intermittent Stream |
| ● Data Point      | ■ Pond                |
|                   | ■ Emergent Wetland    |

**Sheet Index**

The extent of each sheet is highlighted in red.



**APPENDIX F-1  
WATER FEATURES MAP  
SHEET 4 OF 4**

US 380  
From CR 560 to CR 699

Environmental Assessment

Collin County, Texas

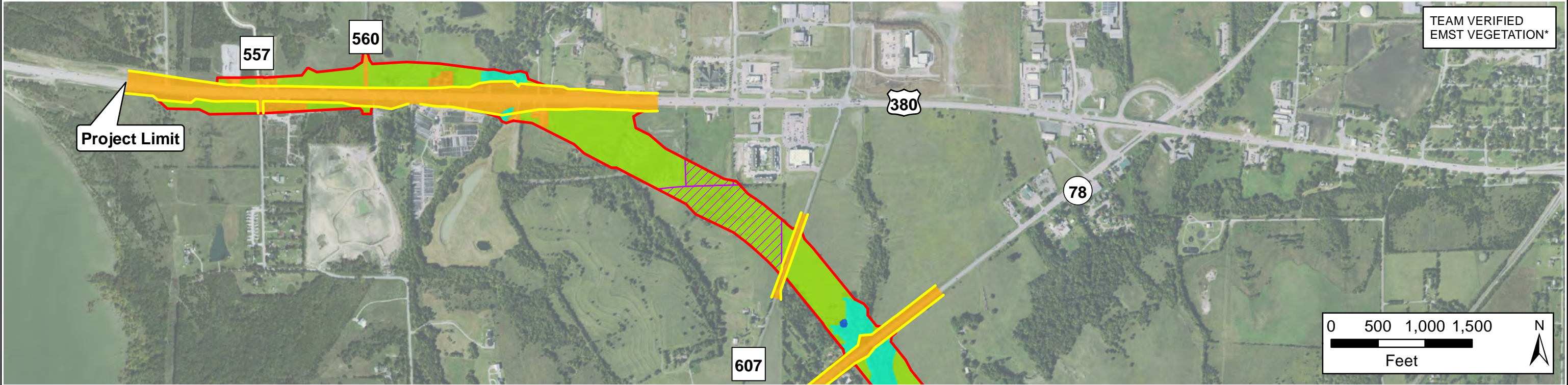
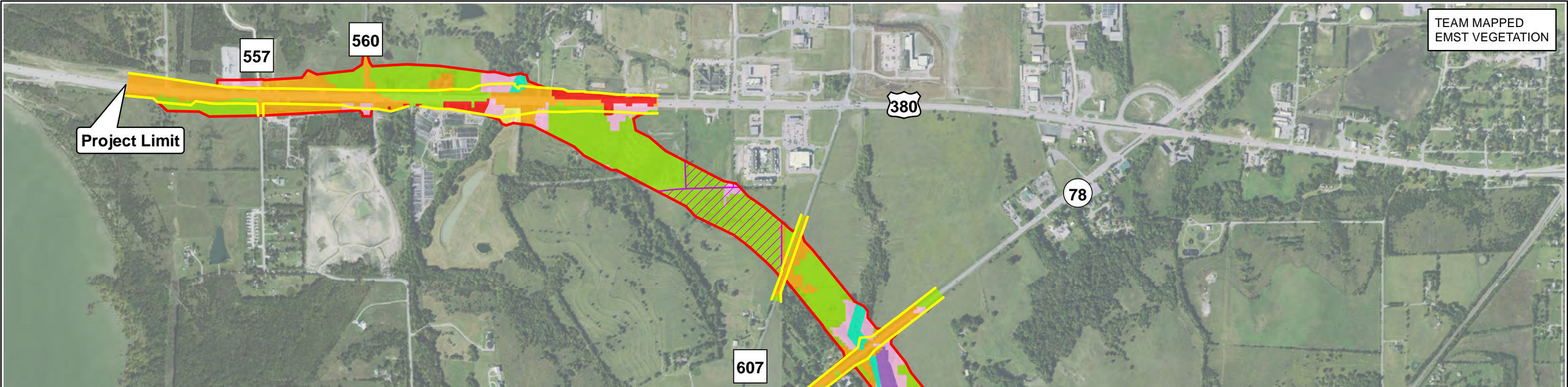
Source: ESRI World Imagery and TNRIS County data.





**APPENDIX F-2 – TEAM MAPPED AND FIELD VERIFIED  
EMST VEGETATION MAP**





**Legend**

- Existing ROW
- Proposed ROW
- County Boundary
- Area Not Surveyed (No ROE)\*

\*Areas Not Surveyed (No ROE) were assessed via aeriels and general observations during field work. These areas need to be surveyed and verified in the field when ROW is obtained.

Vegetation Name	
Barren	Central Texas: Riparian Hardwood Forest
Blackland Prairie: Disturbance or Tame Grassland	Central Texas: Riparian Herbaceous Vegetation
Central Texas: Floodplain Hardwood Forest	Native Invasive: Deciduous Woodland
Central Texas: Floodplain Herbaceous Vegetation	Native Invasive: Juniper Shrubland
Central Texas: Floodplain Live Oak Forest	Open Water
	Pineywoods: Bottomland Temporarily Flooded Hardwood Forest
	Pineywoods: Small Stream and Riparian Herbaceous Wetland
	Pineywoods: Small Stream and Riparian Temporarily Flooded Hardwood Forest
	Pineywoods: Small Stream and Riparian Wet Prairie
	Row Crops
	Swamp
	Urban High Intensity
	Urban Low Intensity

**APPENDIX F-2**

**TEAM MAPPED AND FIELD VERIFIED EMST VEGETATION MAP**

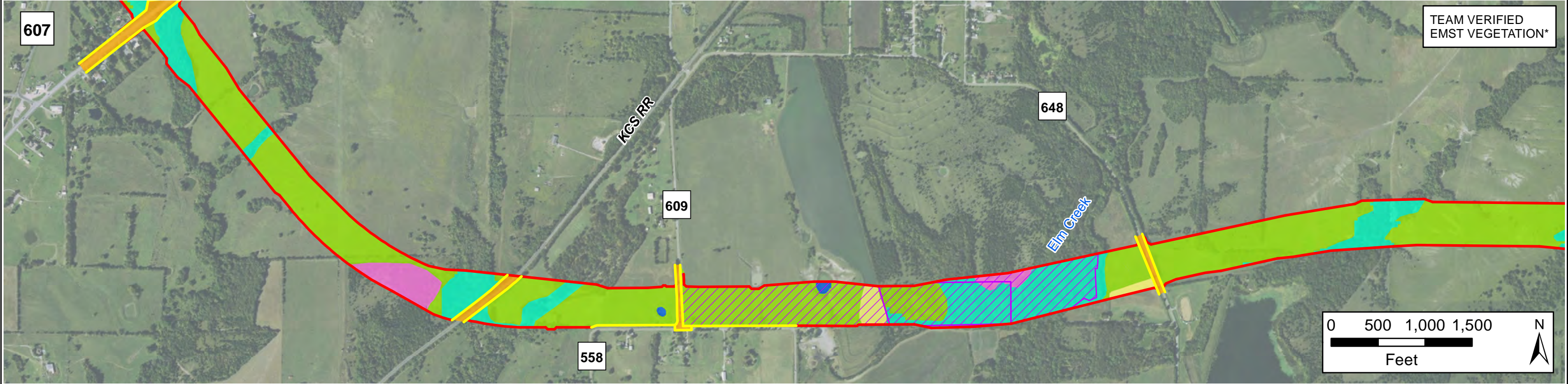
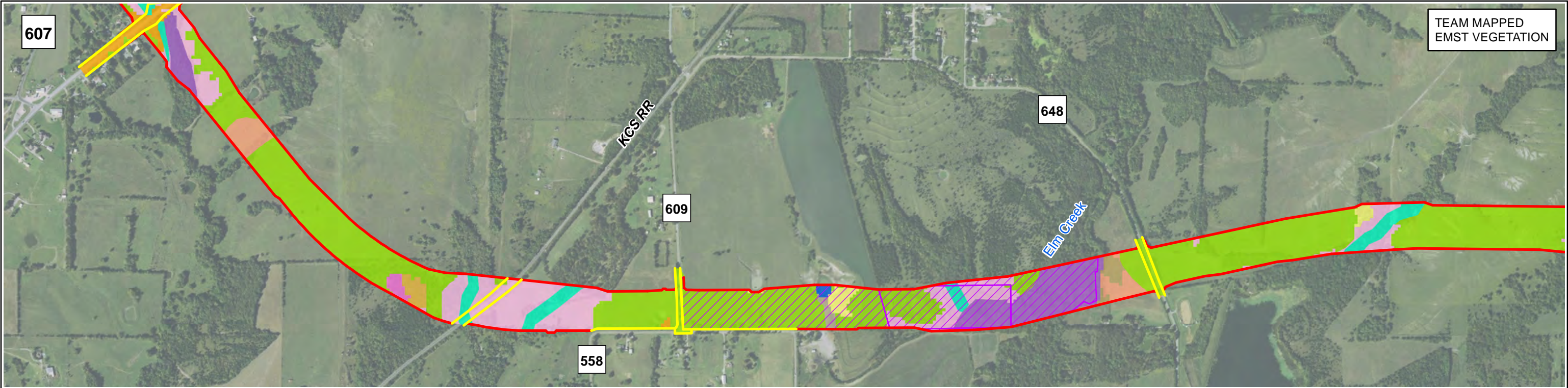
**SHEET 1 OF 4**

US 380  
From CR 560 to CR 699

Environmental Assessment  
Collin County, Texas

Source: TNRIS Aerial Imagery Service (2022); TxDOT Rail and Roadway data; Collin County and Hunt County Appraisal District data (2022); TNRIS County data, TPWD TEAM Study Area Analysis (2022), and 90% Schematic (October 2022).





**Legend**

Existing ROW

Proposed ROW

County Boundary

Area Not Surveyed (No ROE)\*

\*Areas Not Surveyed (No ROE) were assessed via aeriels and general observations during field work. These areas need to be surveyed and verified in the field when ROW is obtained.

Vegetation Name	
Barren	Central Texas: Riparian Hardwood Forest
Blackland Prairie: Disturbance or Tame Grassland	Central Texas: Riparian Herbaceous Vegetation
Central Texas: Floodplain Hardwood Forest	Native Invasive: Deciduous Woodland
Central Texas: Floodplain Herbaceous Vegetation	Native Invasive: Juniper Shrubland
Central Texas: Floodplain Live Oak Forest	Open Water
	Pineywoods: Bottomland Temporarily Flooded Hardwood Forest
	Pineywoods: Small Stream and Riparian Herbaceous Wetland
	Pineywoods: Small Stream and Riparian Temporarily Flooded Hardwood Forest
	Pineywoods: Small Stream and Riparian Wet Prairie
	Row Crops
	Swamp
	Urban High Intensity
	Urban Low Intensity

US 380

78

Collin County

Hunt County

**APPENDIX F-2**

**TEAM MAPPED AND FIELD VERIFIED EMST VEGETATION MAP**

**SHEET 2 OF 4**

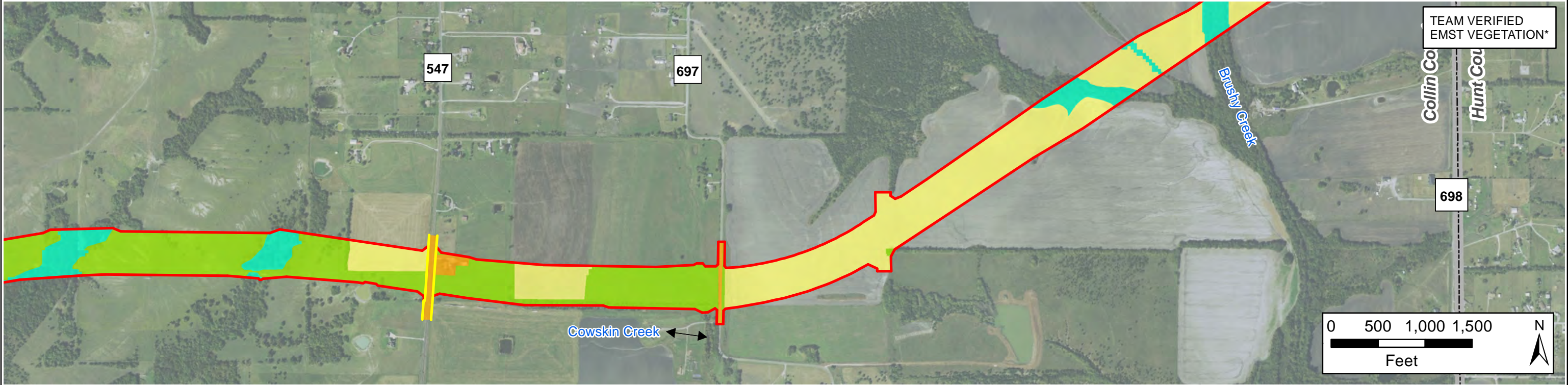
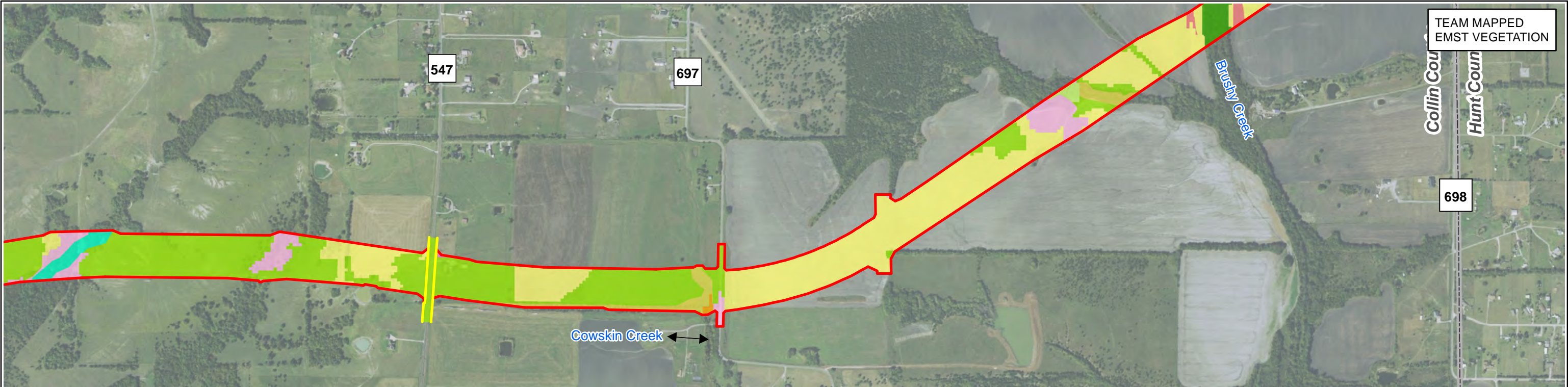
US 380

From CR 560 to CR 699

Environmental Assessment Collin County, Texas

Source: TNRIS Aerial Imagery Service (2022); TxDOT Rail and Roadway data; Collin County and Hunt County Appraisal District data (2022); TNRIS County data, TPWD TEAM Study Area Analysis (2022), and 90% Schematic (October 2022).





**Legend**

Existing ROW

Proposed ROW

County Boundary

Area Not Surveyed (No ROE)\*

\*Areas Not Surveyed (No ROE) were assessed via aeriels and general observations during field work. These areas need to be surveyed and verified in the field when ROW is obtained.

Vegetation Name	
Barren	Central Texas: Riparian Hardwood Forest
Blackland Prairie: Disturbance or Tame Grassland	Central Texas: Riparian Herbaceous Vegetation
Central Texas: Floodplain Hardwood Forest	Native Invasive: Deciduous Woodland
Central Texas: Floodplain Herbaceous Vegetation	Native Invasive: Juniper Shrubland
Central Texas: Floodplain Live Oak Forest	Open Water
	Pineywoods: Bottomland Temporarily Flooded Hardwood Forest
	Pineywoods: Small Stream and Riparian Herbaceous Wetland
	Pineywoods: Small Stream and Riparian Temporarily Flooded Hardwood Forest
	Pineywoods: Small Stream and Riparian Wet Prairie
	Row Crops
	Swamp
	Urban High Intensity
	Urban Low Intensity

**APPENDIX F-2**

**TEAM MAPPED AND FIELD VERIFIED EMST VEGETATION MAP**

**SHEET 3 OF 4**

US 380

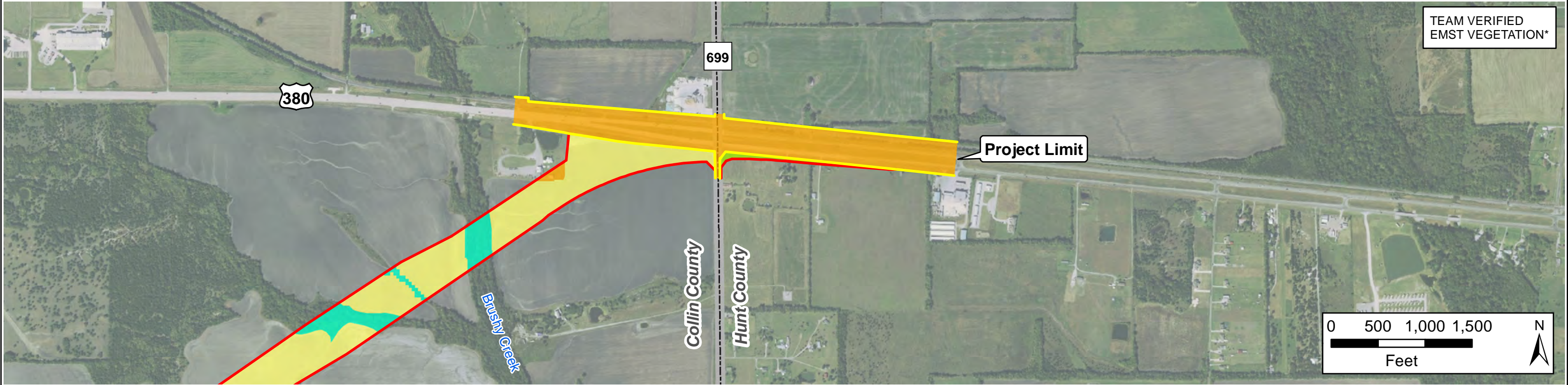
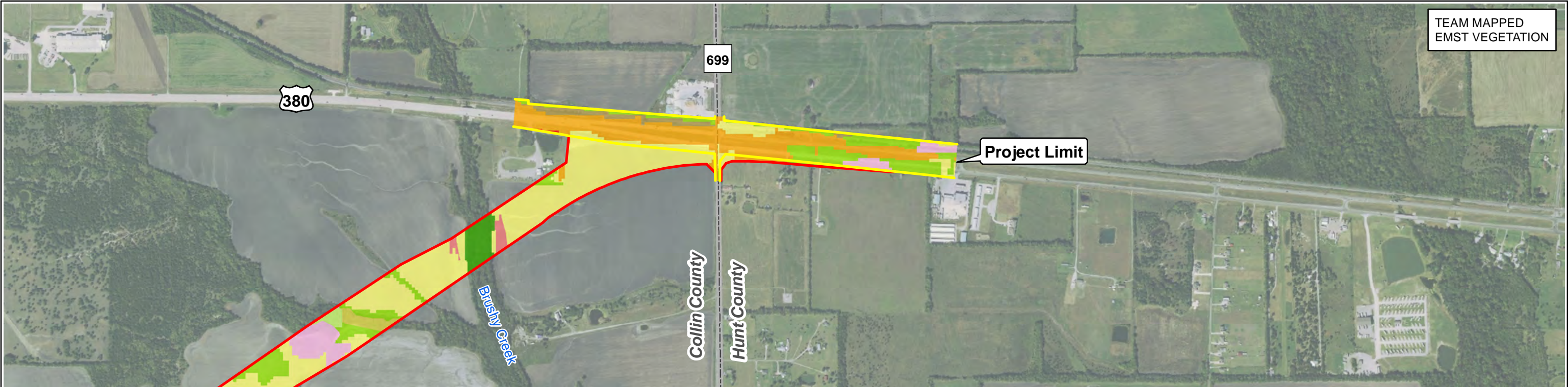
From CR 560 to CR 699

Environmental Assessment

Collin County, Texas

Source: TNRIS Aerial Imagery Service (2022); TxDOT Rail and Roadway data; Collin County and Hunt County Appraisal District data (2022); TNRIS County data, TPWD TEAM Study Area Analysis (2022), and 90% Schematic (October 2022).





**Legend**

- Existing ROW
- Proposed ROW
- County Boundary
- Area Not Surveyed (No ROE)\*

\*Areas Not Surveyed (No ROE) were assessed via aeriels and general observations during field work. These areas need to be surveyed and verified in the field when ROW is obtained.

Vegetation Name	
Barren	Central Texas: Riparian Hardwood Forest
Blackland Prairie: Disturbance or Tame Grassland	Central Texas: Riparian Herbaceous Vegetation
Central Texas: Floodplain Hardwood Forest	Native Invasive: Deciduous Woodland
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	Pineywoods: Small Stream and Riparian Herbaceous Wetland
	Pineywoods: Small Stream and Riparian Temporarily Flooded Hardwood Forest
	Pineywoods: Small Stream and Riparian Wet Prairie
	Row Crops
	Swamp
	Urban High Intensity
	Urban Low Intensity

**APPENDIX F-2**

**TEAM MAPPED AND FIELD VERIFIED EMST VEGETATION MAP**

**SHEET 4 OF 4**

US 380  
From CR 560 to CR 699

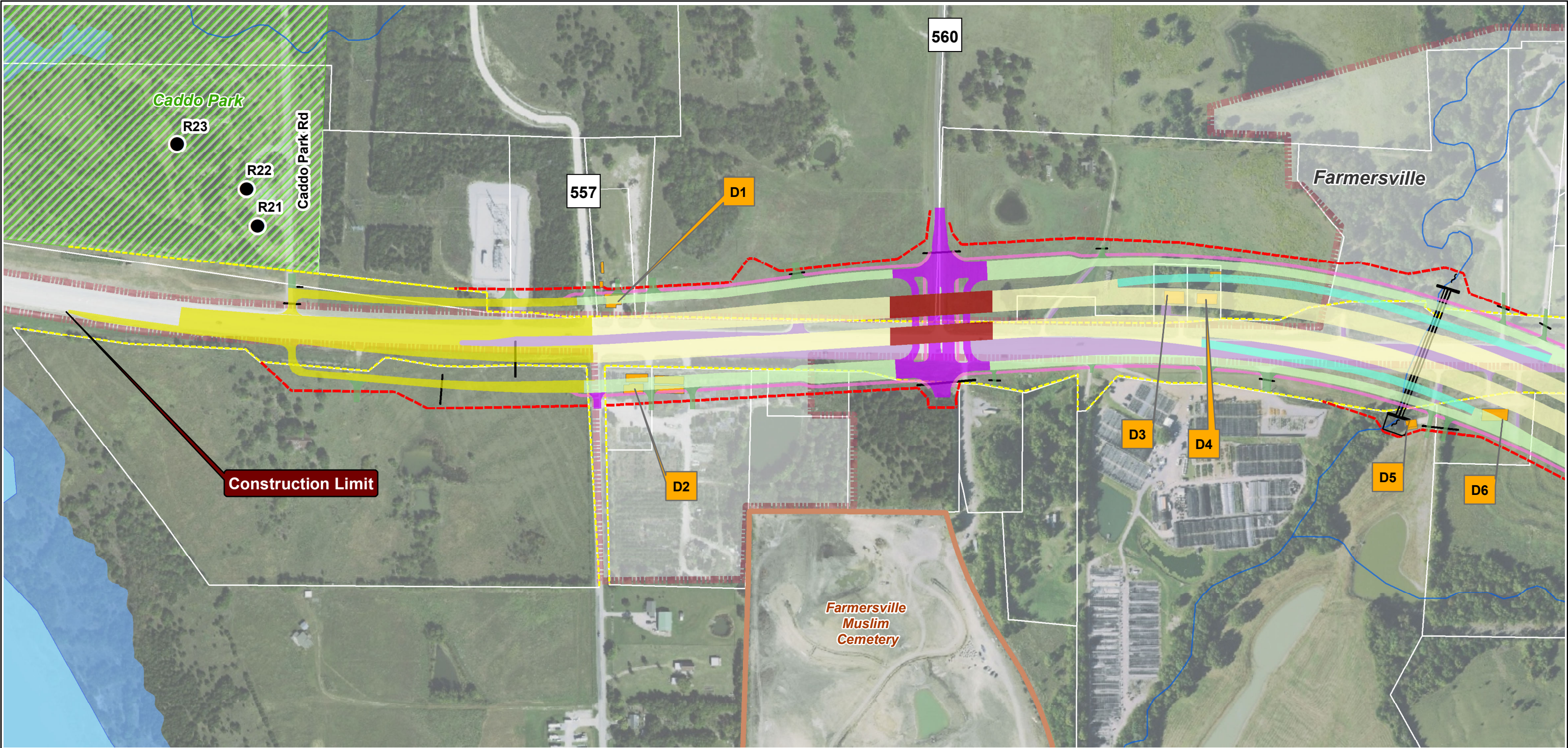
Environmental Assessment  
Collin County, Texas

Source: TNRIS Aerial Imagery Service (2022); TxDOT Rail and Roadway data; Collin County and Hunt County Appraisal District data (2022); TNRIS County data, TPWD TEAM Study Area Analysis (2022), and 90% Schematic (October 2022).



## **APPENDIX F-3 – ENVIRONMENTAL RESOURCES MAP**





**Legend**

- Existing ROW
- Proposed ROW
- City of Farmersville
- Proposed Shared-Use Path
- Park
- Cemetery
- 100-Year Floodplain
- Parcel

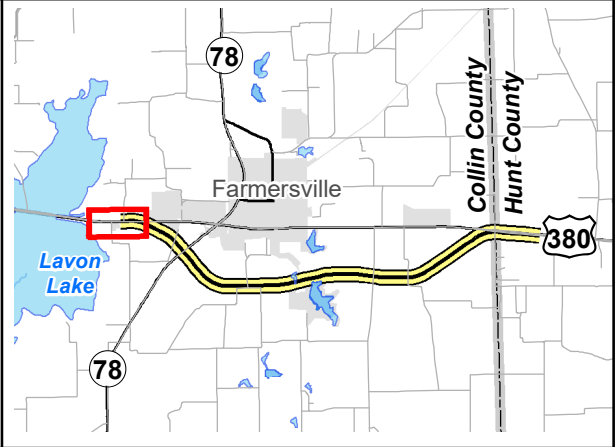
- Proposed Driveway
- Proposed Interim Pavement
- Proposed Mainlane
- Proposed Frontage Road
- Proposed Cross Street
- Proposed Bridge
- Proposed Ramp
- Pavement/Bridge to be Removed
- Proposed Collin Co. Outerloop "By Others"
- Proposed Drainage Structure

- Pipeline
- Hazardous Materials Low Environmental Risk Site
- Non-Impacted Noise Receiver
- Impacted Noise Receiver
- Potential Displacement

05001,000

Feet

Source: ESRI Aerial Imagery Service (2023); TxDOT Rail and Roadway data; Collin County and Hunt County Appraisal District data (2022); TNRIS County data, TxDOT 100% Schematic Plans (April 2023).



**APPENDIX F-3**  
**ENVIRONMENTAL RESOURCES MAP**  
Sheet 1 of 10

US 380  
From CR 560 to CR 699

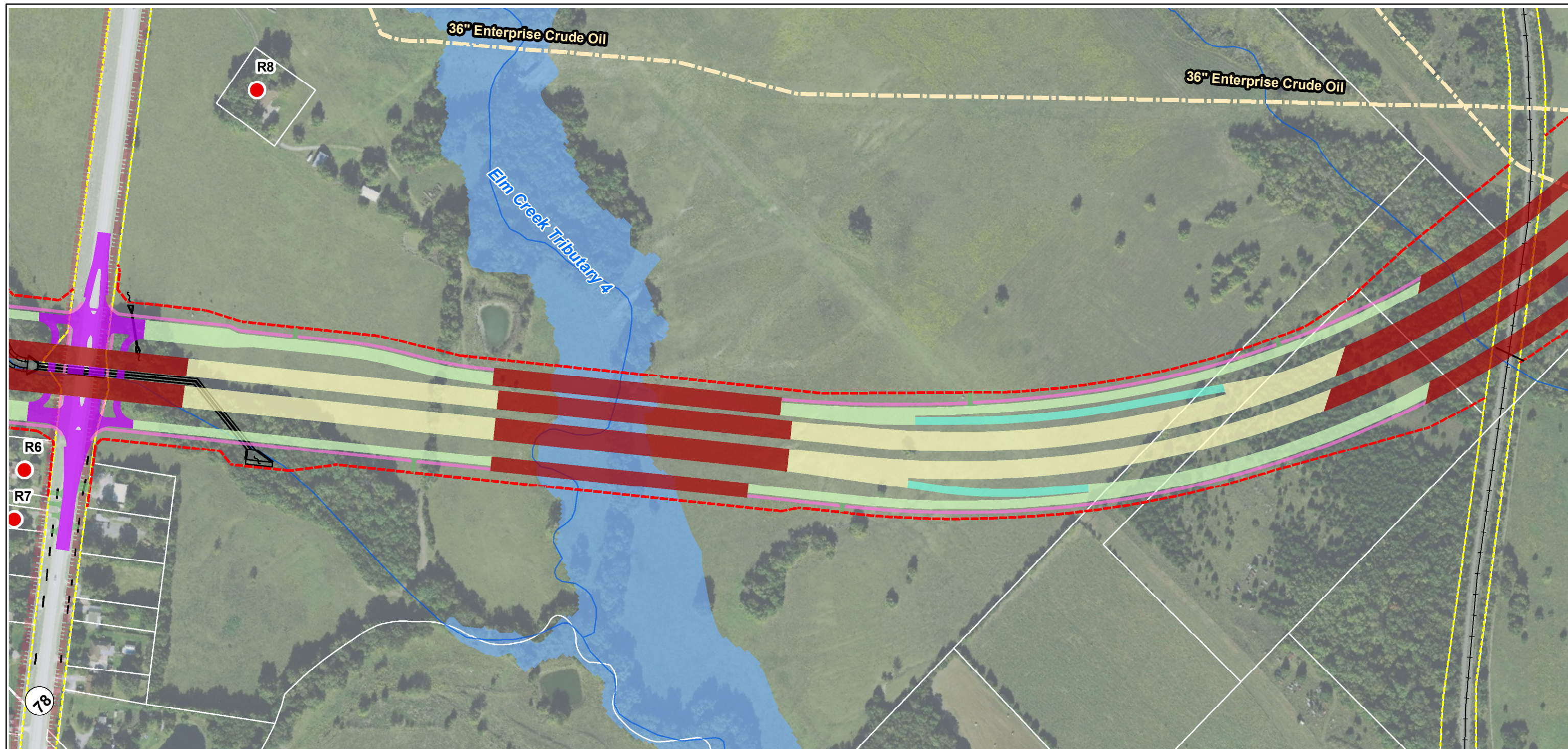
Environmental Assessment

Collin County, Texas



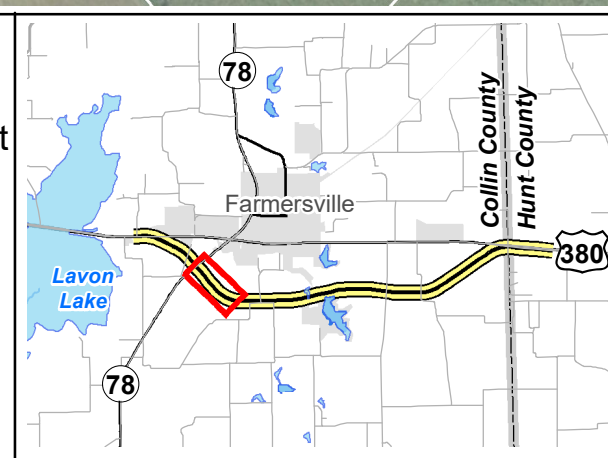
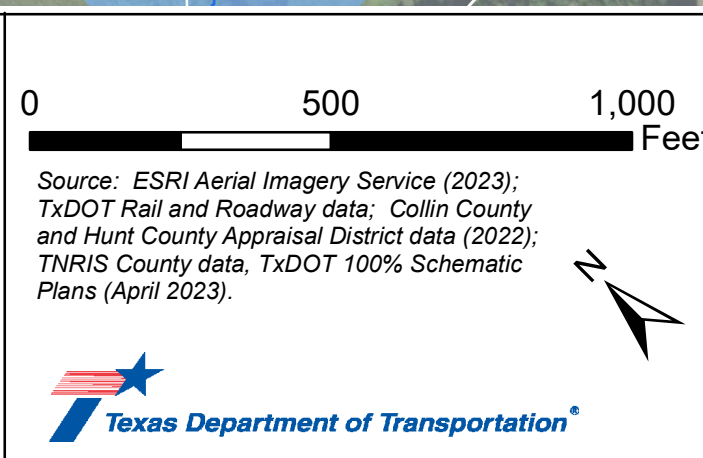






# Legend

	Existing ROW		Proposed Driveway		Pipeline
	Proposed ROW		Proposed Interim Pavement		Hazardous Materials Low Environmental Risk Site
	City of Farmersville		Proposed Mainlane		Non-Impacted Noise Receiver
	Proposed Shared-Use Path		Proposed Frontage Road		Impacted Noise Receiver
	Park		Proposed Cross Street		Potential Displacement
	Cemetery		Proposed Bridge		
	100-Year Floodplain		Proposed Ramp		
	Parcel		Pavement/Bridge to be Removed		
			Proposed Collin Co. Outerloop "By Others"		
			Proposed Drainage Structure		

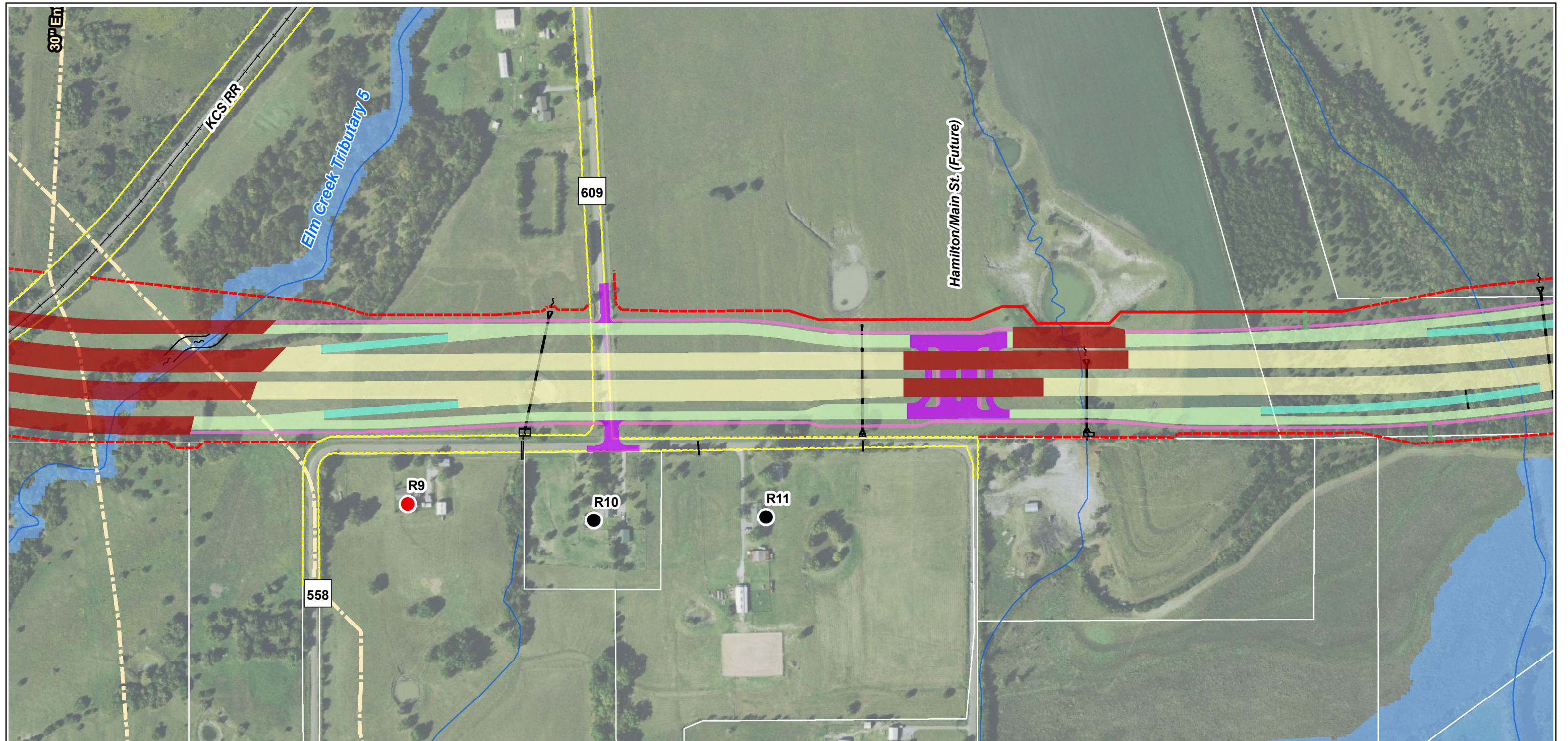


**APPENDIX F-3**  
**ENVIRONMENTAL RESOURCES MAP**  
 Sheet 3 of 10

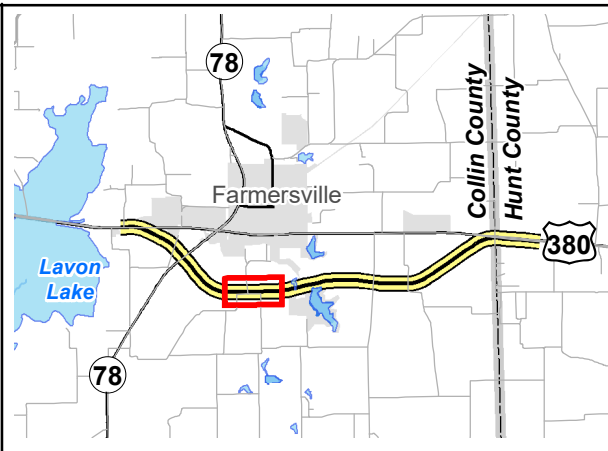
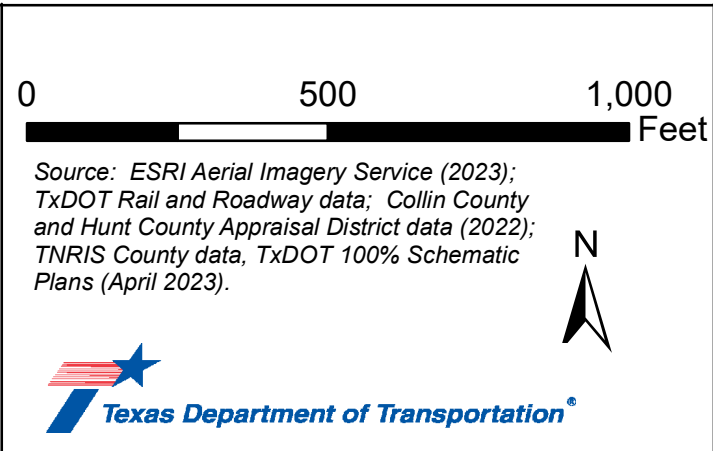
US 380  
 From CR 560 to CR 699

Environmental Assessment  
 Collin County, Texas





<b>Legend</b>		
Existing ROW	Proposed Driveway	Pipeline
Proposed ROW	Proposed Interim Pavement	Hazardous Materials Low Environmental Risk Site
City of Farmersville	Proposed Mainlane	Non-Impacted Noise Receiver
Proposed Shared-Use Path	Proposed Frontage Road	Impacted Noise Receiver
Park	Proposed Cross Street	Potential Displacement
Cemetery	Proposed Bridge	
100-Year Floodplain	Proposed Ramp	
Parcel	Pavement/Bridge to be Removed	
	Proposed Collin Co. Outerloop "By Others"	
	Proposed Drainage Structure	

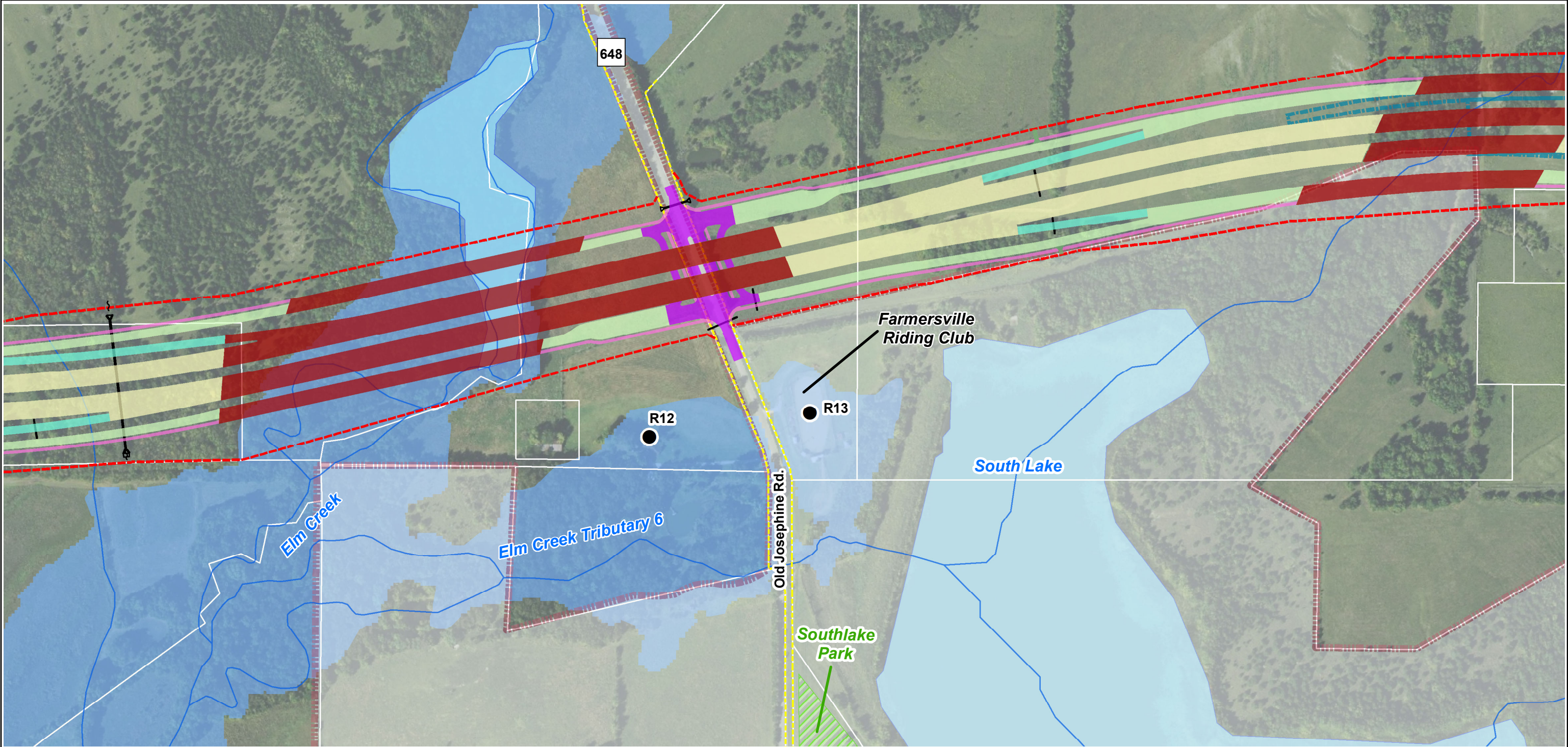


**APPENDIX F-3**  
**ENVIRONMENTAL RESOURCES MAP**  
 Sheet 4 of 10

US 380  
 From CR 560 to CR 699

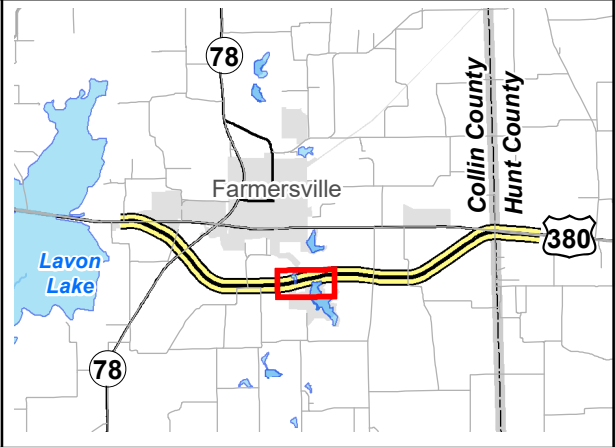
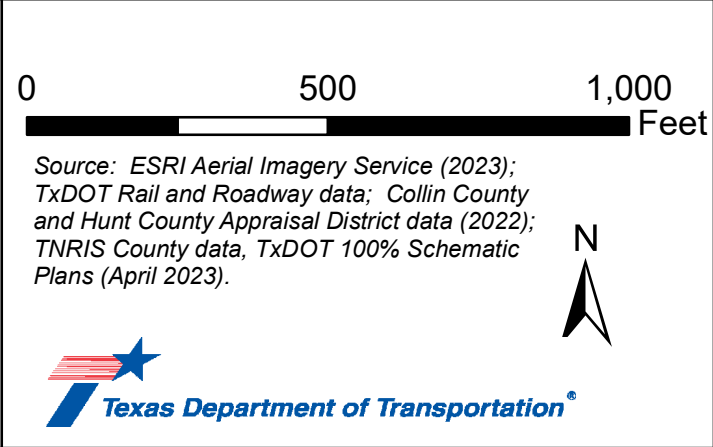
Environmental Assessment  
 Collin County, Texas





# Legend

	Existing ROW		Proposed Driveway		Pipeline
	Proposed ROW		Proposed Interim Pavement		Hazardous Materials Low Environmental Risk Site
	City of Farmersville		Proposed Mainlane		Non-Impacted Noise Receiver
	Proposed Shared-Use Path		Proposed Frontage Road		Impacted Noise Receiver
	Park		Proposed Cross Street		Potential Displacement
	Cemetery		Proposed Bridge		
	100-Year Floodplain		Proposed Ramp		
	Parcel		Pavement/Bridge to be Removed		
			Proposed Collin Co. Outerloop "By Others"		
			Proposed Drainage Structure		

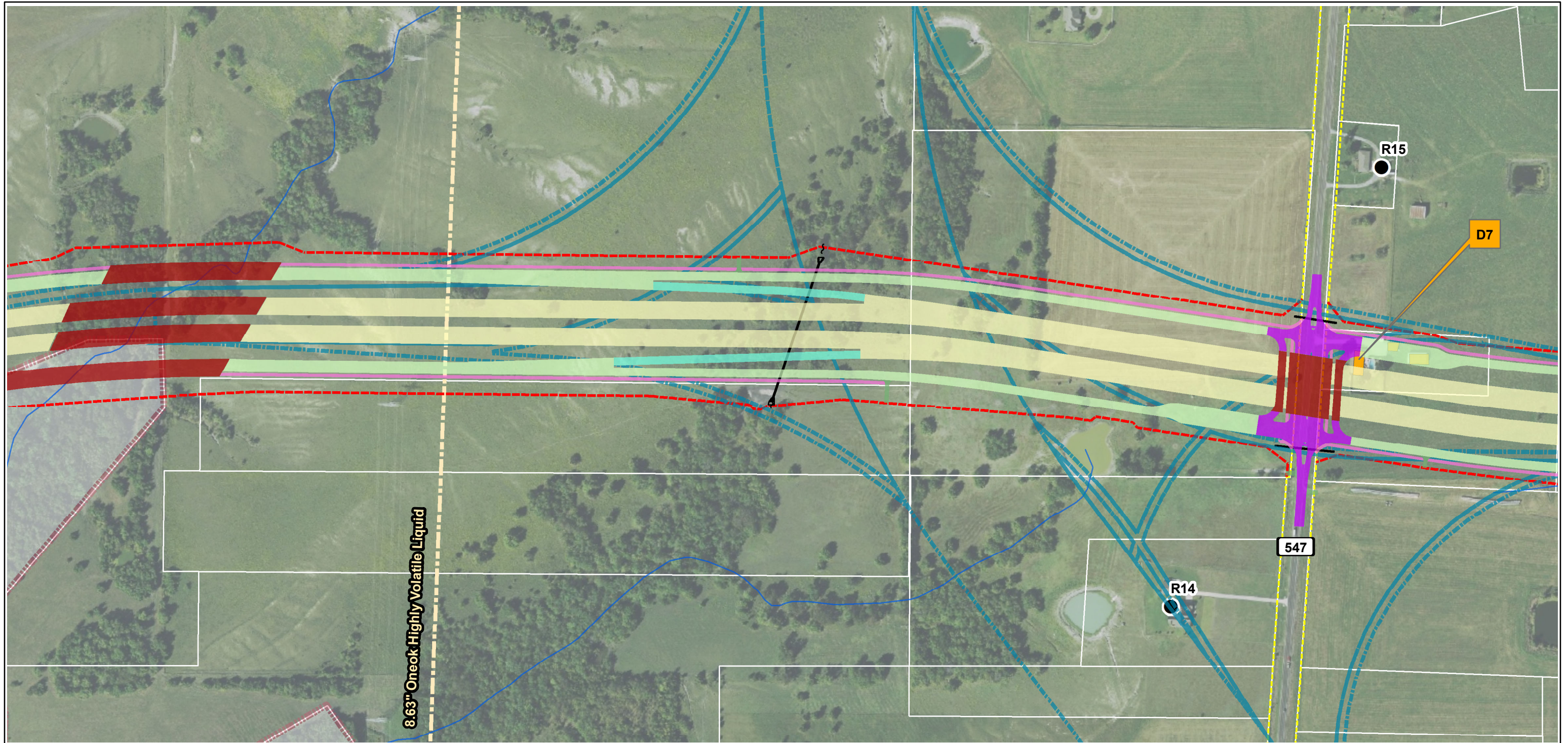


**APPENDIX F-3**  
**ENVIRONMENTAL RESOURCES MAP**  
Sheet 5 of 10

US 380  
From CR 560 to CR 699

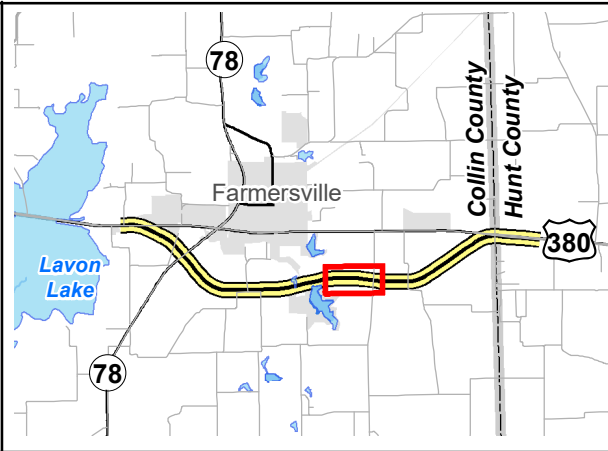
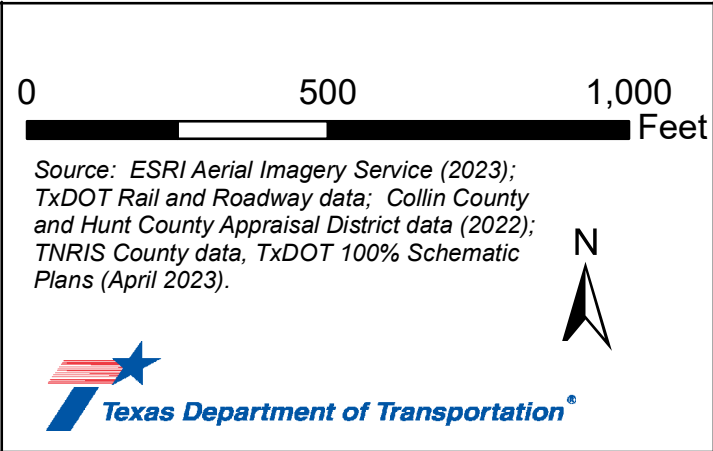
Environmental Assessment  
Collin County, Texas





# Legend

	Existing ROW		Proposed Driveway		Pipeline
	Proposed ROW		Proposed Interim Pavement		Hazardous Materials Low Environmental Risk Site
	City of Farmersville		Proposed Mainlane		Non-Impacted Noise Receiver
	Proposed Shared-Use Path		Proposed Frontage Road		Impacted Noise Receiver
	Park		Proposed Cross Street		Potential Displacement
	Cemetery		Proposed Bridge		
	100-Year Floodplain		Proposed Ramp		
	Parcel		Pavement/Bridge to be Removed		
			Proposed Collin Co. Outerloop "By Others"		
			Proposed Drainage Structure		



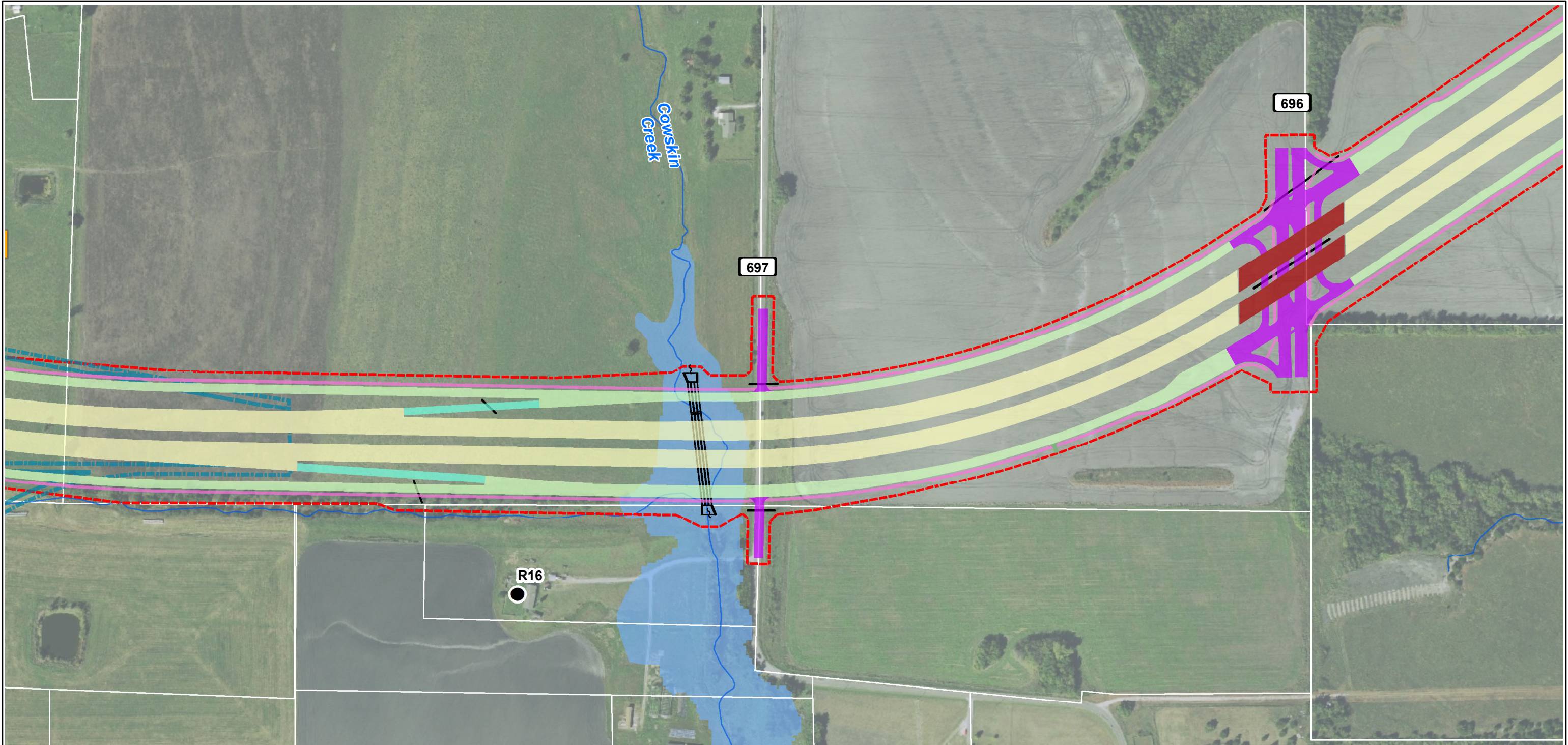
**APPENDIX F-3**  
**ENVIRONMENTAL RESOURCES MAP**  
Sheet 6 of 10

US 380  
From CR 560 to CR 699

Environmental Assessment

Collin County, Texas



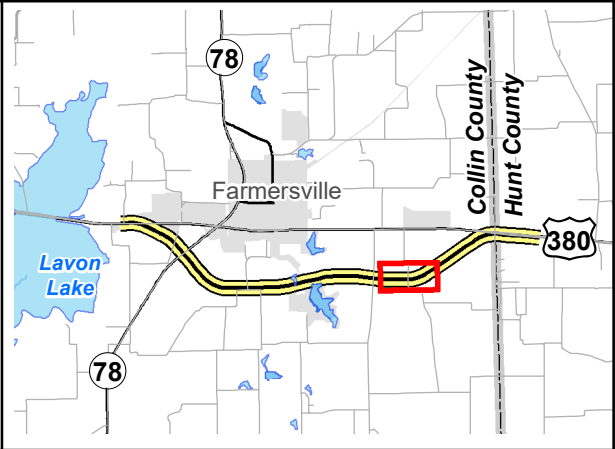


**Legend**

- Existing ROW
- Proposed ROW
- City of Farmersville
- Proposed Shared-Use Path
- Park
- Cemetery
- 100-Year Floodplain
- Parcel
- Proposed Driveway
- Proposed Interim Pavement
- Proposed Mainlane
- Proposed Frontage Road
- Proposed Cross Street
- Proposed Bridge
- Proposed Ramp
- Pavement/Bridge to be Removed
- Proposed Collin Co. Outerloop "By Others"
- Proposed Drainage Structure
- Pipeline
- Hazardous Materials Low Environmental Risk Site
- Non-Impacted Noise Receiver
- Impacted Noise Receiver
- Potential Displacement

05001,000Feet

Source: ESRI Aerial Imagery Service (2023); TxDOT Rail and Roadway data; Collin County and Hunt County Appraisal District data (2022); TNRIS County data, TxDOT 100% Schematic Plans (April 2023).



**APPENDIX F-3**  
**ENVIRONMENTAL RESOURCES MAP**  
Sheet 7 of 10

US 380  
From CR 560 to CR 699

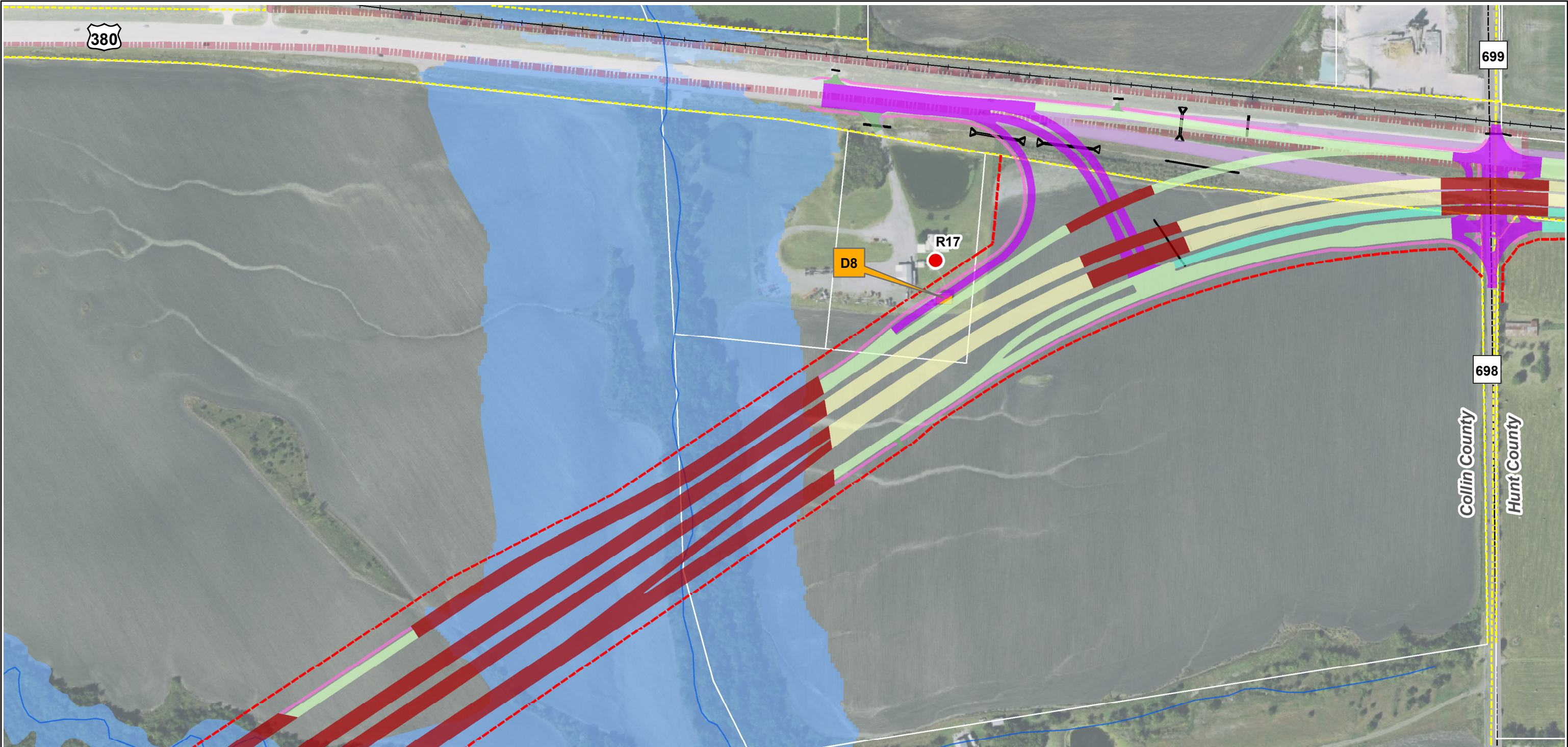
Environmental Assessment

Collin County, Texas



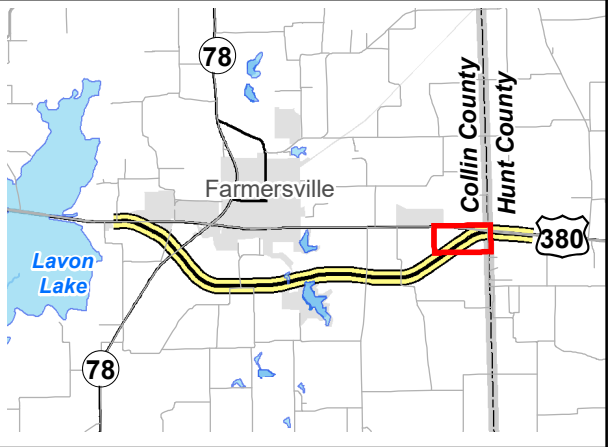
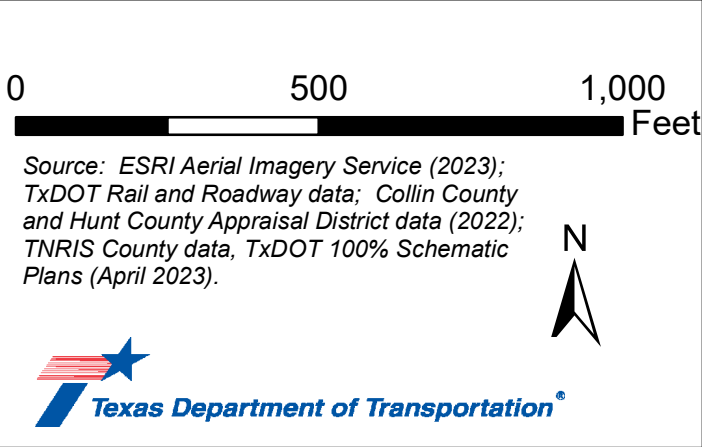






# Legend

	Existing ROW		Proposed Driveway		Pipeline
	Proposed ROW		Proposed Interim Pavement		Hazardous Materials Low Environmental Risk Site
	City of Farmersville		Proposed Mainlane		Non-Impacted Noise Receiver
	Proposed Shared-Use Path		Proposed Frontage Road		Impacted Noise Receiver
	Park		Proposed Cross Street		Potential Displacement
	Cemetery		Proposed Bridge		
	100-Year Floodplain		Proposed Ramp		
	Parcel		Pavement/Bridge to be Removed		
			Proposed Collin Co. Outerloop "By Others"		
			Proposed Drainage Structure		



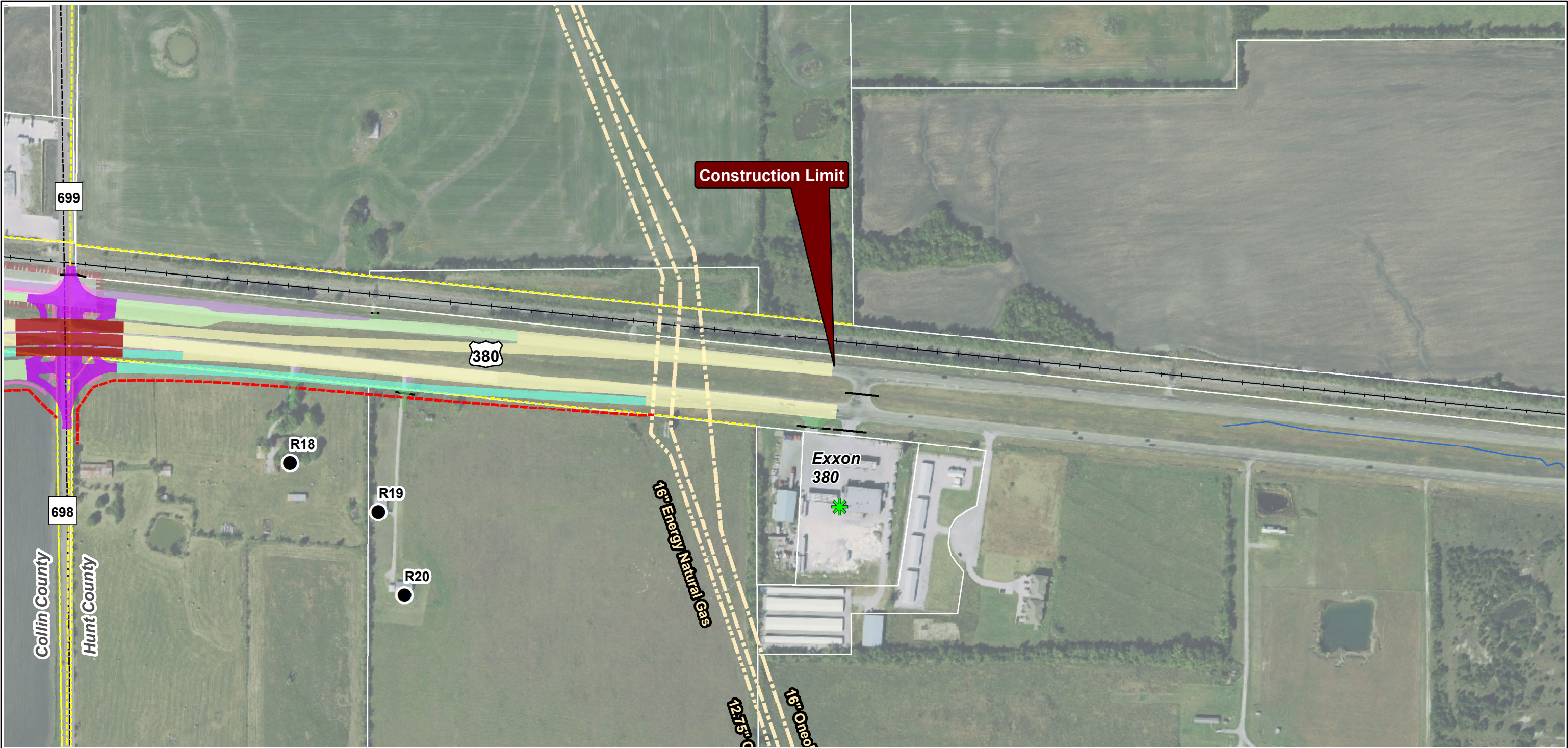
**APPENDIX F-3**  
**ENVIRONMENTAL RESOURCES MAP**  
Sheet 9 of 10

US 380  
From CR 560 to CR 699

Environmental Assessment

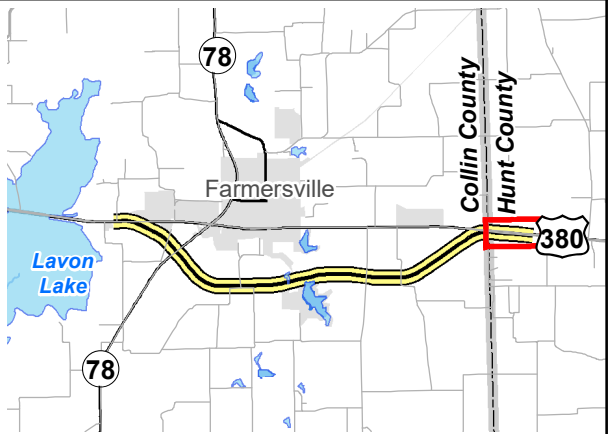
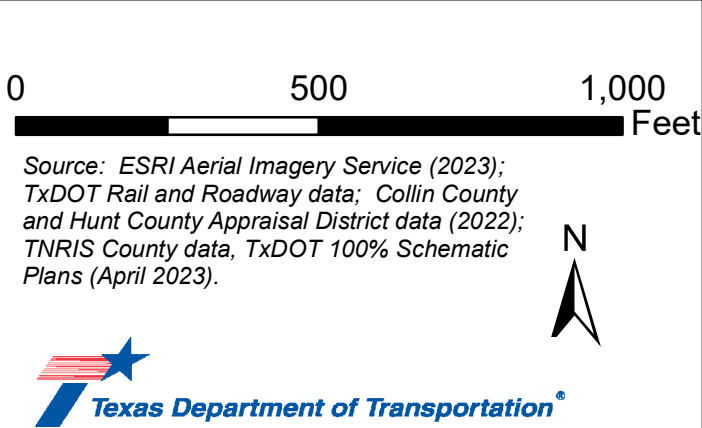
Collin County, Texas





# Legend

	Existing ROW		Proposed Driveway		Pipeline
	Proposed ROW		Proposed Interim Pavement		Hazardous Materials Low Environmental Risk Site
	City of Farmersville		Proposed Mainlane		Non-Impacted Noise Receiver
	Proposed Shared-Use Path		Proposed Frontage Road		Impacted Noise Receiver
	Park		Proposed Cross Street		Potential Displacement
	Cemetery		Proposed Bridge		
	100-Year Floodplain		Proposed Ramp		
	Parcel		Pavement/Bridge to be Removed		
			Proposed Collin Co. Outerloop "By Others"		
			Proposed Drainage Structure		



**APPENDIX F-3**  
**ENVIRONMENTAL RESOURCES MAP**  
Sheet 10 of 10

US 380  
From CR 560 to CR 699

Environmental Assessment  
Collin County, Texas



## **APPENDIX G – RESOURCE AGENCY COORDINATION**

## **NRCS Coordination**



## Lupe Pettit

---

**From:** Leslie Mirise <Leslie.Mirise@txdot.gov>  
**Sent:** Tuesday, November 22, 2022 6:25 PM  
**To:** alan.stahnke@usda.gov  
**Cc:** Christine Polito; Dan Perge; Stirling Robertson  
**Subject:** CSJ 0135-05-028, etc. US 380 Farmersville - Request for FPPA Coordination  
**Attachments:** APPROVED 0135-05-028, etc. US 380 NRCS CPA-106 20221122.pdf; APPROVED 0135-05-028, etc. US 380 Farmland Map 20221122.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Mr. Stahnke,

The TxDOT Dallas District is conducting a NEPA analysis, including one alternative, of the US 380 Farmersville project (CSJ 0135-05-028, etc.) in Collin County, Texas. As such, TxDOT is also reviewing the project under the FPPA including scoring using the NRCS-CPA-106 form. Because one of the alternative scored higher than 60 points, we request FPPA coordination. The NRCS CPA-106 and supporting map are attached.

The project description is as follows:

### Limits of All Activities

The new location realignment of US 380 will extend for a total of 7.6 miles, from CR 560 to CR 699 (Hunt County Line). The proposed project would also include approximately 4.0 miles of improvements to cross streets in order to create new intersections with the proposed project. Those cross streets include (parentheses indicate the total estimated length of improvements at that cross street): Audie Murphy Parkway near the western project limits (1,300 feet or 0.2 mile), CR 607 (1,300 feet or 0.2 mile), SH 78 (4,400 feet or 0.8 mile), CR 609 (500 feet or 0.1 mile), Old Josephine Road (3,300 feet or 0.6 mile), CR 547 (3,800 feet or 0.7 mile), CR 697 (2,100 feet or 0.4 mile), CR 696 (1,500 feet or 0.3 mile), Audie Murphy Parkway near the eastern project limits (1,400 feet or 0.3 mile), and CR 699 (1,900 feet or 0.4 mile).

To facilitate the transition back to existing US 380/Audie Murphy Parkway, the western limits of construction would extend approximately 2,480 feet or 0.47 mile west of CR 560 and the eastern limits of construction would extend approximately 2,500 feet or 0.5 mile east of CR 699 (Hunt County Line). The proposed project would require the realignment of US 380 on new location, thus requiring a proposed right-of-way width of approximately 270 feet wide (on the west end) to 542 feet wide (at the KCS RR). Existing US 380 would remain.

### Project Setting

The project setting is generally rural. Traffic generators in the area along existing US 380/Audie Murphy Parkway include a landscaping business, several gas stations and fast-food restaurants, Collin College Farmersville Campus, and small manufacturing-oriented warehouses. The land use adjacent to the proposed new location realignment project is primarily agricultural with some residential and commercial at the western and eastern project limits and some residential along Hwy. 78. The vegetated areas within and adjacent to the proposed project are primarily agricultural pastures/grazing land, plowed cropland, and some wooded riparian areas along the stream crossings. The proposed project crosses six 100-year floodplain areas and crosses 4 mapped streams (Pilot Grove Creek, Elm Creek, Cowskin Creek, and Brush Creek) and their associated tributaries. Two recreational properties are adjacent to the project - USACE's Caddo Park and City of Farmersville's Farmersville Riding Club.

### Existing Facility

Existing US 380/Audie Murphy Parkway consists of two westbound 12-foot general purpose travel lanes and two eastbound 12-foot general purpose travel lanes separated by a 16-foot center turn lane. The existing facility also includes 10-foot outside shoulders. The right-of-way width for the existing facility ranges from 120 feet to 180 feet. Existing access is at-grade, non-controlled. Drainage along existing US380/Audie Murphy Parkway is primarily open field, with open-ditch drainage along many of the cross streets. The existing facility crosses over SH 78, under the Kansas City Southern railroad, and under Main Street. The existing facility is also intersected by several county roads, city streets and driveways. The posted speed limit is 50 miles per hour (mph). There are no bicycle or pedestrian facilities along the existing roadway.

#### Proposed Facility

The proposed US 380 project would consist of a new location realignment with three westbound 12-foot general purpose travel lanes and three eastbound 12-foot general purpose travel lanes with 10-foot outside shoulders. The proposed project may include, as needed, additional auxiliary lanes. The proposed project would also include continuous, two-lane, one-way frontage roads with 12-foot travel lanes and a 10-foot shared use path on both sides of the facility. The proposed project would be controlled access with ramps located at the following locations: CR 567, CR 609, SH 78, CR 609, CR 547, Old Josephine Road, CR 697, CR 696, Audie Murphy Parkway near the eastern project limits, and CR 699.

The proposed project includes overpasses at the following cross streets: CR 607, SH 78, CR 609, Old Josephine Road, CR 547, CR 697, CR 696 and CR 699. In addition, the proposed project crosses over Audie Murphy Parkway/CR 567 near the western project limits and Audie Murphy Parkway near the eastern project limits. The proposed project would bridge over nine stream crossings, one of which also would cross the Kansas City Southern railroad. All bridges would be prestressed concrete with girders.

The proposed project would be constructed within a proposed right-of-way width of 270 to 542 feet. Proposed drainage would be via curb and gutter with right-of-way ditches/grading on the frontage roads and internal ditches between the main lanes and frontage roads.

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

Sincerely,

*Leslie Mirise*

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

**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request <b>11/10/22</b>	4. Sheet 1 of <b>2</b>
1. Name of Project <b>US 380</b>		5. Federal Agency Involved <b>FHWA and TxDOT</b>	
2. Type of Project <b>Linear Transportation</b>		6. County and State <b>Collin County, Texas</b>	
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated   Average Farm Size	
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %	
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

<b>PART III (To be completed by Federal Agency)</b>		<b>Alternative Corridor For Segment</b>			
		<b>Corridor A</b>	<b>Corridor B</b>	<b>Corridor C</b>	<b>Corridor D</b>
A. Total Acres To Be Converted Directly		<b>303.47</b>			
B. Total Acres To Be Converted Indirectly, Or To Receive Services		<b>0</b>			
C. Total Acres In Corridor		<b>303.47</b>			
<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
<b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b>					
<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>		<b>Maximum Points</b>			
1. Area in Nonurban Use	15	<b>13</b>			
2. Perimeter in Nonurban Use	10	<b>9</b>			
3. Percent Of Corridor Being Farmed	20	<b>14</b>			
4. Protection Provided By State And Local Government	20	<b>0</b>			
5. Size of Present Farm Unit Compared To Average	10	<b>10</b>			
6. Creation Of Nonfarmable Farmland	25	<b>0</b>			
7. Availability Of Farm Support Services	5	<b>5</b>			
8. On-Farm Investments	20	<b>10</b>			
9. Effects Of Conversion On Farm Support Services	25	<b>0</b>			
10. Compatibility With Existing Agricultural Use	10	<b>0</b>			
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>		<b>160</b>	<b>61</b>	<b>0</b>	<b>0</b>
<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)		<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total Corridor Assessment (From Part VI above or a local site assessment)		<b>160</b>	<b>61</b>	<b>0</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>		<b>260</b>	<b>61</b>	<b>0</b>	<b>0</b>
1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>		
5. Reason For Selection:					

Signature of Person Completing this Part: Scott Anglin DATE 11/10/22

NOTE: Complete a form for each segment with more than one Alternate Corridor



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## CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points  
90 to 20 percent - 14 to 1 point(s)  
Less than 20 percent - 0 points

- (2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points  
90 to 20 percent - 9 to 1 point(s)  
Less than 20 percent - 0 points

- (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points  
90 to 20 percent - 19 to 1 point(s)  
Less than 20 percent - 0 points

- (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points  
Site is not protected - 0 points

- (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

As large or larger - 10 points  
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

- (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points  
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)  
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points  
Some required services are available - 4 to 1 point(s)  
No required services are available - 0 points

- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points  
Moderate amount of on-farm investment - 19 to 1 point(s)  
No on-farm investment - 0 points

- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

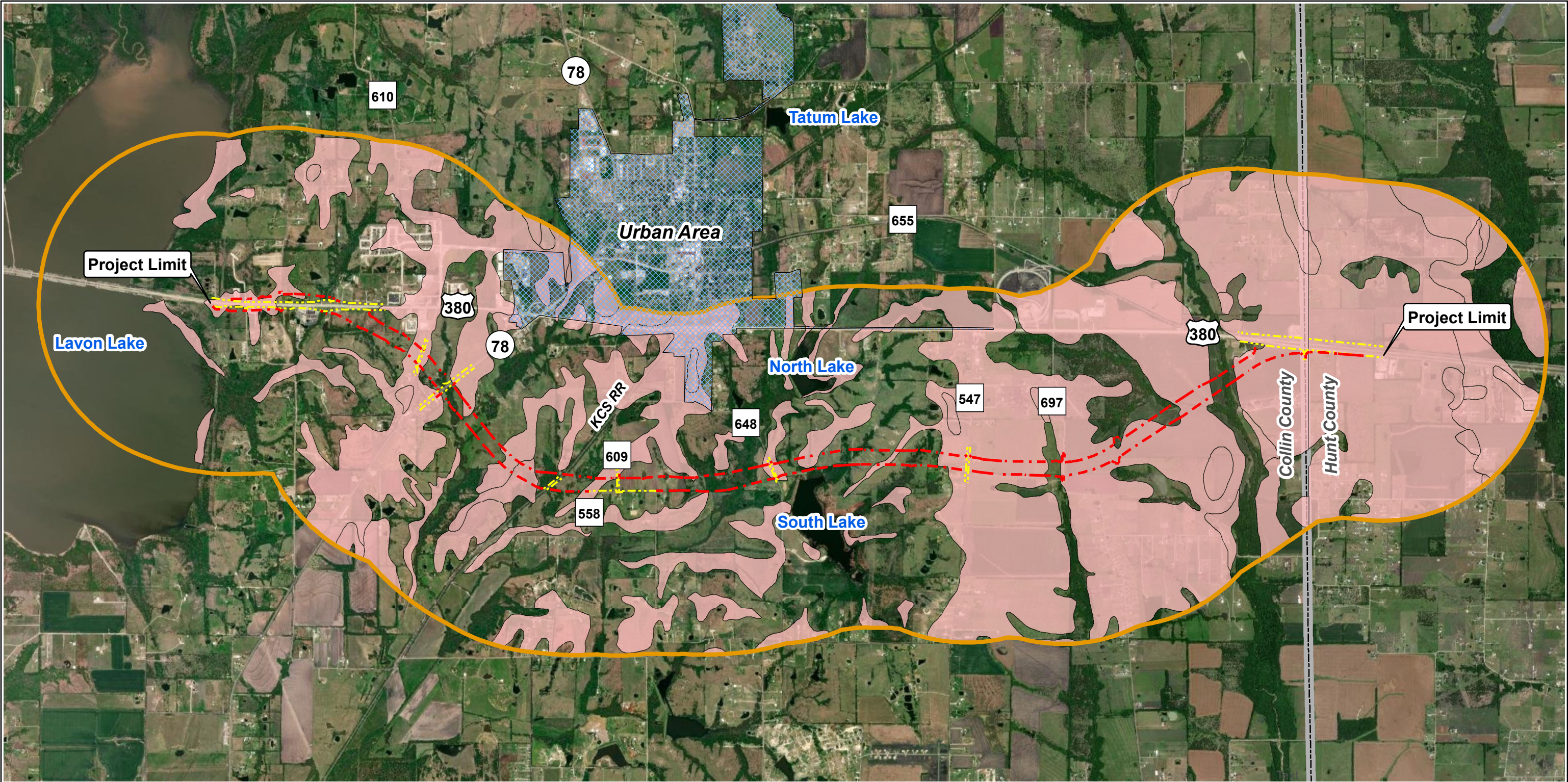
Substantial reduction in demand for support services if the site is converted - 25 points  
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)  
No significant reduction in demand for support services if the site is converted - 0 points

- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?






Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points  
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)  
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

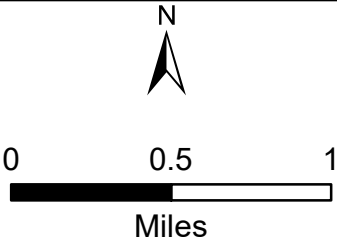
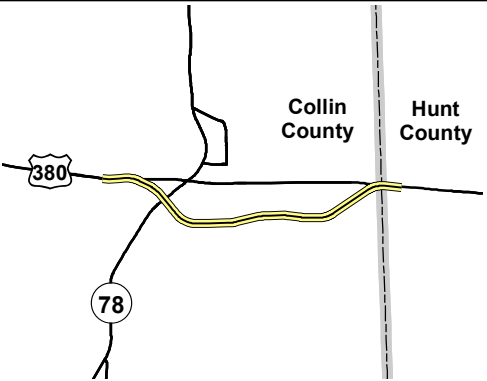
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**Legend**

-  County Boundary
-  Urban Area
-  Existing ROW
-  Prime and Other Important Farmland
-  Proposed ROW



**PRIME AND OTHER  
IMPORTANT FARMLAND MAP**

US 380  
From CR 560 to CR 699

Collin County, Texas

Source: USDA NRCS soil data (2022), US Census Bureau (2021), ESRI World Imagery, and TNRIS County data.







Natural Resources  
Conservation Service

State Office

101 S. Main Street  
Temple, TX 76501  
Voice 254.742.9800  
Fax 254.742.9819

Attention: Leslie Mirise  
US 380 Farmersville Project  
Subject: NEPA/FPPA Evaluation

We have reviewed the information provided in your correspondence concerning the proposed project. This review is part of the National Environmental Policy Act (NEPA) evaluation. We have evaluated the proposed site as required by the Farmland Protection Policy Act (FPPA).

The proposed corridor contains areas of Prime Farmland and Statewide Important Farmlands and we have completed the Farmland Conversion Impact Rating for Corridor Type Projects form (NRCS-CPA-106) for the site. The combined rating of the site is 139. The FPPA law states that sites with a rating less than 160 will need no further consideration for protection and no additional evaluation is necessary. We encourage the use of accepted erosion control methods during the construction of this project.

As such, no further consideration from protection is necessary. We strongly encourage the use of acceptable erosion control methods during the construction of this project.

If you have further questions, please contact me at 505-516-7822 or by email at [mark.palmer@tx.usda.gov](mailto:mark.palmer@tx.usda.gov).

Sincerely,

**Mark V. Palmer Jr.** Digitally signed by Mark V. Palmer Jr.  
Date: 2022.11.29 10:50:31 -06'00'

Mark V. Palmer Jr.



## **Tribal Coordination**

# Sec. 106 Consultation

NOVEMBER 8, 2022

## Contacts:

[Scott Pletka](#)  
512-416-2631

## Notice:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

We kindly request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed project. Please see the following summary for project details and information. To access the associated reports, which include a detailed project description, APE definition and identification efforts, use the attached link. After 30 days, the link will expire. We will provide an updated link upon request.

## Summary:

<i>Project ID (CSJ), Roadway, Limits, County and TxDOT District</i>	<i>CSJ 0135-05-028, US 380, from Dallas CR 560 to CR 699, Collin County, Dallas District</i>
<i>Lat/Longs:</i>	<i>Begin: 33.1545, -96.3006 End: 33.1539, -96.2958</i>
<i>Project Sponsor:</i>	<i>TxDOT</i>
<i>Consultation Status:</i>	<input checked="" type="checkbox"/> <i>Initial Consultation</i> <input type="checkbox"/> <i>Continuation of Consultation</i>
<i>Short Description:</i>	<i>Widen roadway</i>
<i>New Right of Way:</i>	<i>367 acres</i>
<i>Depth of Impacts:</i>	<i>3.5 feet typical and maximum 18 feet</i>
<i>Known Archeological Sites or Properties in project area:</i>	<i>Sites 41COL368, 41COL370, 41COL371 and 41COL372 are early-to-mid-twentieth century artifact scatters probably associated with farmsteads and related activities.  Site 41COL369 is a scatter of non-diagnostic lithic artifacts.</i>
<i>Identification Efforts:</i>	<i>Archeological Survey</i>
<i>Recommendations:</i>	<i>No archeological historic properties affected within the evaluated areas; survey to be completed in remaining portion of the Area of Potential Effects once new right of way has been acquired.</i>
<i>Link to Detailed Report:</i>	<a href="https://txdot.box.com/s/kjmo0vlezj5h8jir0neasdf7msbkkod5">https://txdot.box.com/s/kjmo0vlezj5h8jir0neasdf7msbkkod5</a>

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



# COMANCHE NATION



Texas Department of Transportation  
Attn: Mr. Scott Pletka  
118 E. Riverside  
Texas 78704

November 30, 2022

Re: TXDOT Sec. 106 Consultation Request – CSJ-0135-05-028, US 380, from  
Dallas CR 560 to CR 699, Collin County, Dallas District

Dear Mr. Pletka,

In response to your request, the above reference project has been reviewed by staff of this office to identify areas that may potentially contain prehistoric or historic archeological materials. The location of your project has been cross referenced with the Comanche Nation site files, where an indication of “**No Properties**” have been identified. (IAW 36 CFR 800.4(d)(1)).

Please contact this office at (580) 595-9960/9618) if you require additional information on this project.

This review is performed in order to identify and preserve the Comanche Nation and State cultural heritage, in conjunction with the State Historic Preservation Office.

Regards

Comanche Nation Historic Preservation Office  
Theodore E. Villicana , Technician  
#6 SW “D” Avenue, Suite C  
Lawton, OK. 73502

Consult Response delayed due to Covid-19 work conditions.

## **Archeological Resources Coordination**



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

November 8, 2022

RE: CSJ: 0135-05-028; US 380, Widen Road, Collin County, Dallas District; Section 106 Consultation and Antiquities Code Coordination; Texas Antiquities Permit No. Number 30821

Mr. Mark Wolfe  
Texas Historical Commission  
P.O. Box 12276  
Austin, Texas 78711

Dear Mr. Wolfe:

As required by the Programmatic Agreement and the Memorandum of Understanding with your agency, we are continuing consultation on this project. Previous consultation with your office occurred on May 20, 2022. As a result of this consultation, you requested some clarifications on TxDOT's findings and recommendations. 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 9, 2019 and executed by FHWA and TxDOT. We have enclosed for your further review a draft report of archeological investigations for this undertaking.

#### *Undertaking Description*

The proposed project will be undertaken with federal funds and will occur in part or in whole on non-federal public lands. The proposed US 380 project would consist of a new location realignment with three westbound 12-foot general purpose travel lanes and three eastbound 12-foot general purpose travel lanes with 10-foot outside shoulders. The proposed project may include, as needed, additional auxiliary lanes. The proposed project would also include continuous, two-lane, one-way frontage roads with 12-foot travel lanes and a 10-foot shared use path on both sides of the facility. The proposed project would be controlled access with ramps located at the following locations: CR 567, CR 609, SH 78, CR 609, CR 547, Old Josephine Road, CR 697, CR 696, Audie Murphy Parkway near the eastern project limits, and CR 699.

The proposed project includes overpasses at the following cross streets: CR 607, SH 78, CR 609, Old Josephine Road, CR 547, CR 697, CR 696 and CR 699. In addition, the proposed project crosses over Audie Murphy Parkway/CR 567 near the western project limits and

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Audie Murphy Parkway near the eastern project limits. The proposed project would bridge over nine stream crossings, one of which also would cross the Kansas City Southern railroad. All bridges would be prestressed concrete with girders.

The proposed project would be constructed within a proposed right-of-way width of 270 to 542 feet. Proposed drainage would be via curb and gutter with right-of-way ditches/grading on the frontage roads and internal ditches between the main lanes and frontage roads.

### *Area of Potential Effects*

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

- The project limits extend from CR 560 to CR 699 and mostly occurs on new location. The total project length is thus 40,128 feet, and the APE includes any existing ROW within these limits.
- The existing ROW comprises approximately 79 acres.
- The proposed project would require 367 acres of new right of way.
- The proposed project would require zero acres of new easements.
- The estimated depth of impacts is typically 3.5 feet with a maximum depth of impacts of 18 feet.
- The APE is further detailed and illustrated in the attached report.

### *Identification Efforts*

For this project, TxDOT has conducted a survey. The enclosed report of investigations has more details regarding this work. The following bullets summarize the identification efforts.

- The investigations reported here concern portions of the APE that did not warrant survey and portions of the APE that were accessible during survey.
- Archeologists undertook a survey. For this survey,
  - No acres had been previously surveyed or otherwise evaluated for this project;
  - Approximately 79 acres were identified as not requiring field survey, due to existing conditions of the setting identified through background research and described in the attached report;
  - 299 acres of proposed new ROW, were surveyed and described in the attached report; of these 299 acres, 299 require no further work;
  - Sixty-eight acres still require survey due to access issues;
  - previous investigation within the APE identified no sites in the APE; and
  - the current survey identified five sites: 41COL368-41COL372.
- Identified archeological sites that are not eligible for inclusion in the National Register of Historic Places and/or that do not warrant formal designation as State Antiquities Landmarks include 41COL368, 41COL369, 41COL370, 41COL371 and 41COL372. Sites 41COL368 and 41COL370-41COL372 are early-to-mid-twentieth century artifact scatters, likely associated with local farmsteads. Site 41COL369 is a prehistoric lithic scatter. None of these five sites possess important information for understanding prehistory or history, and the four historic-age sites lack association

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with important events or people. The sites are thus not eligible for inclusion in the National Register of Historic Places and do not merit formal designation as a State Antiquities Landmark.

### *Effects Determination*

The proposed project would have direct effects resulting from ground-disturbing construction activities within the APE. Given the results of the identification efforts, TxDOT proposes that the project will have no effect on archeological history properties within the 378 acres that have been fully evaluated, including sites 41COL368-41COL372. Up to 68 acres of proposed new ROW still require further work once the ROW has been acquired and prior to construction. The next section identifies the steps recommended by TxDOT based on the results of the identification efforts and this effects analysis.

### *Recommendations*

TxDOT seeks your concurrence on the following points:

- The identification efforts and analysis of effects completed to date within 378 acres of the APE are adequate.
- TxDOT shall continue identification efforts within up to 68 acres of proposed new ROW, once the ROW has been acquired.
- The attached draft report meets the reporting requirements of the Texas Antiquities Permit issued for the investigation.

Thank you for your consideration of this matter. If you have any questions or have need of further information, please contact me at 512-416-2631.

Sincerely,



Scott Pletka  
Archeological Studies Branch  
Environmental Affairs Division



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

November 8, 2022

RE: CSJ: 0135-05-28; US 380, Widen road, Collin County, Dallas District; Section 106 Consultation

Mr. Jonathan M. Rohrer, THPO  
Caddo Nation  
P.O. Box 487  
Binger, OK 73009

Dear Mr. Rohrer:

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 9, 2019, 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 is proposing to realign US 380 on new location. The proposed US 380 project would consist of a new location realignment with three westbound 12-foot general purpose travel lanes and three eastbound 12-foot general purpose travel lanes with 10-foot outside shoulders. The proposed project may include, as needed, additional auxiliary lanes. The proposed project would also include continuous, two-lane, one-way frontage roads with 12-foot travel lanes and a 10-foot shared use path on both sides of the facility. The proposed project would be controlled access with ramps located at the following locations: CR 567, CR 609, SH 78, CR 609, CR 547, Old Josephine Road, CR 697, CR 696, Audie Murphy Parkway near the eastern project limits, and CR 699.

The proposed project includes overpasses at the following cross streets: CR 607, SH 78, CR 609, Old Josephine Road, CR 547, CR 697, CR 696 and CR 699. In addition, the proposed project crosses over Audie Murphy Parkway/CR 567 near the western project limits and Audie Murphy Parkway near the eastern project limits. The proposed project would bridge over nine stream crossings, one of which also would cross the Kansas City Southern railroad. All bridges would be prestressed concrete with girders.

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The proposed project would be constructed within a proposed right-of-way width of 270 to 542 feet. Proposed drainage would be via curb and gutter with right-of-way ditches/grading on the frontage roads and internal ditches between the main lanes and frontage roads. This project will utilize funding and/or require approval from the Federal Highway Administration.

#### *Area of Potential Effects*

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

- The project limits extend from CR 560 to CR 699 and mostly occurs on new location. The total project length is thus 40,128 feet, and the APE includes any existing ROW within these limits.
- The existing ROW comprises approximately 79 acres.
- The proposed project would require 367 acres of new right of way.
- The proposed project would require zero acres of new easements.
- The estimated depth of impacts is typically 3.5 feet with a maximum depth of impacts of 18 feet.
- The APE is further detailed and illustrated in the attached report.
- See the attached technical report for additional details regarding the Area of Potential Effects.

#### *Identification Efforts*

For this project, TxDOT has conducted an archeological survey of accessible portions of the APE. See the attached technical report for details.

#### *Findings and Recommendations*

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

- The identification efforts and analysis of effects completed to date are adequate.
- No further work or consultation is required within the evaluated portions of the APE. Once access is obtained to areas for which access has been denied, TxDOT will complete required investigations and consultation prior to construction.

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 Scott Pletka at 512/416-2631 (email: Scott.Pletka@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,

A handwritten signature in black ink, appearing to read "Scott Pletka". The signature is fluid and cursive, with the first name "Scott" being more prominent than the last name "Pletka".

Scott Pletka, Environmental Program Manager  
Archeological Studies Branch, Environmental Affairs Division

Enclosure

---

**From:** noreply@thc.state.tx.us  
**Sent:** Sunday, November 27, 2022 2:18 PM  
**To:** Scott Pletka; reviews@thc.state.tx.us  
**Subject:** Section 106 Submission

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**Re:** Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas

**THC Tracking #202302184**

**Date:** 11/27/2022

013505028 US 380 (Permit 30821)

US 380 at CR 560

Farmersville, TX 75442

**Description:** TxDOT proposes to realign US 380 on mostly new location. The submitted report is the draft archeological survey report for the accessible portions of the APE.

Dear TxDOT Staff:

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

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

#### **Archeology Comments**

- No historic properties affected. However, if cultural materials are encountered during construction or disturbance activities, work should cease in the immediate area; work can continue where no cultural materials are present. Please contact the THC's Archeology Division at 512-463-6096 to consult on further actions that may be necessary to protect the cultural remains.
- THC/SHPO concurs with information provided.
- Property/properties are not eligible for listing in the National Register of Historic Places.
- THC/SHPO has comments on the draft report submitted to this office for review.

We have the following comments: "The presence of amethyst glass and cork stopper bottle at 41COL370 suggests the site could date as early as the 1920s" (p. 26). Most glass manufacturers stopped using manganese as a clarifying agent in



1915 and switched to selenium, although some continued to use it until 1920. At any rate, this site and the others containing amethyst-colored glass, probably predate WWI. Please correct this statement for all sites where it occurs.

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "William A. Martin". The signature is fluid and cursive, with a long horizontal stroke at the end.

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

**Please do not respond to this email.**

## **Historic Resources Coordination**

**From:** Rebekah Dobrasko <[Rebekah.Dobrasko@txdot.gov](mailto:Rebekah.Dobrasko@txdot.gov)>

**Sent:** Tuesday, November 1, 2022 4:46 PM

**To:** [perdesigns@tx.rr.com](mailto:perdesigns@tx.rr.com); [farmersvillehistoricalsociety@gmail.com](mailto:farmersvillehistoricalsociety@gmail.com)

**Cc:** Justin Kockritz <[justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov)>; Christine Polito <[Christine.Polito@txdot.gov](mailto:Christine.Polito@txdot.gov)>; Dan Perge <[Dan.Perge@txdot.gov](mailto:Dan.Perge@txdot.gov)>; Rebekah Dobrasko <[Rebekah.Dobrasko@txdot.gov](mailto:Rebekah.Dobrasko@txdot.gov)>

**Subject:** TxDOT Project--US 380 Farmersville New Construction

Good afternoon,

My name is Rebekah Dobrasko, and I am a historian with TxDOT. I am assisting our Dallas District in conducting a review of historic properties along a portion of US 380 in Collin County outside of Farmersville. For more information on the proposed provide, please visit our website here: <https://www.keepitmovingdallas.com/projects/us-highways/us-380-from-cr-560-to-cr-699-hunt-county-line-farmersville-area>.

Under the National Historic Preservation Act, TxDOT must identify and assess the impacts of its projects on historic properties in the project area. For this project, we conducted an architectural survey and found two historic properties:

1. Caddo Park on Lavon Lake. Caddo Park was one of the first parks in the nation explicitly designed for wheelchair accessibility and access to its amenities by people in wheelchairs.
2. Farmersville Riding Club. The riding club is the only one remaining in the project area and has been in operation since the 1960s.

I have attached some photographs and maps of each of these historic properties to this email.

TxDOT did not find any other historic properties in the project area. Please let us know if you think we missed any! I've also attached a map of the project area for your information.

TxDOT redesigned its project to avoid acquiring any property from either Caddo Park or the Farmersville Riding Club. Neither property will be demolished or destroyed as part of the US 380 project. We plan to move forward with the planning of this project to continue to avoid the historic properties unless you have any additional information that we should consider. If you would like to review or receive a full copy of our architectural survey report, please let me know and I can send you a link to box.com where you can download the report.

I appreciate your help on this project and for any additional information or insight you may have for us on the historic properties in the project area.

Sincerely,

Rebekah Dobrasko



**REBEKAH DOBRASKO**

Environmental Affairs

Section Director, Cultural

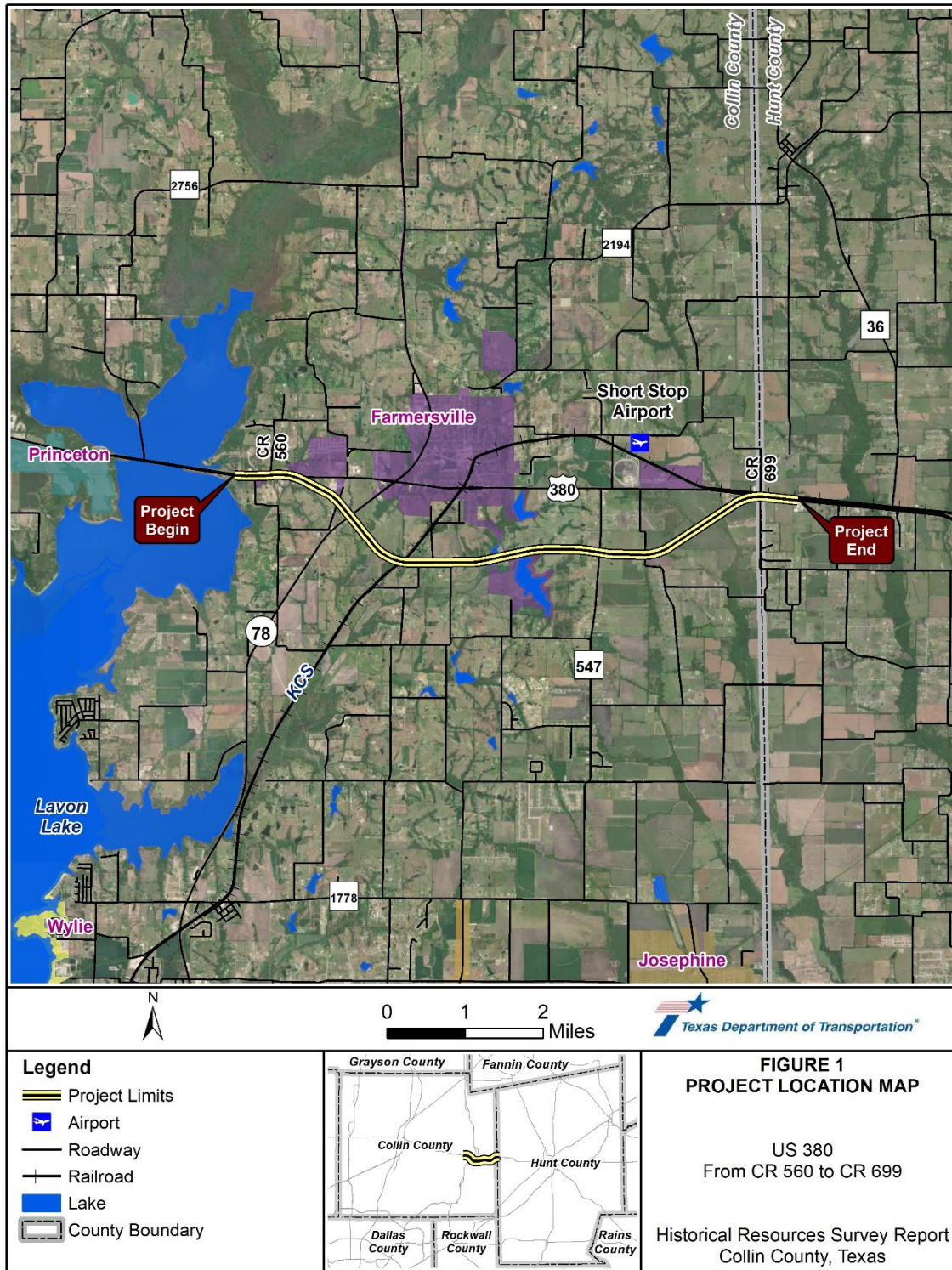
Resources

O: 512-416-2570

M: 512-431-3422



Figure 1: Project Location Map



Survey Date:	08/02/2022 – 08/03/2022
Resource No:	01 – Overview of Caddo Park Lavon Lake
Project Location:	Collin County near Farmersville, TxDOT Dallas District
Project Name and CSJ:	US 380 From CR 560 to CR 699; CSJ No. 0135-05-028
Address, Lat/Long:	Caddo Park – Lavon Lake, 3200 W. Audie Murphy Parcel Nos. 1178745; 1178692; and land portion of 1178718
Function/Sub-function:	ENTERTAINMENT/ RECREATION
Construction Date:	c. 1980/c. 2000
NRHP Eligibility:	NRHP-Eligible Historic District, ENTERTAINMENT/ RECREATION, Criterion C, DESIGN/ CONSTRUCTION, State Level
Integrity/Comments:	The park is temporarily closed for maintenance and repairs.



Aerial view detail from **Appendix A, Exhibit 3** HRSR Map



Survey Date:	08/02/2022 – 08/03/2022
Resource No:	01 – Overview of the Southeast Corner of Caddo Park Lavon Lake
Project Location:	Collin County near Farmersville, TxDOT Dallas District
Project Name and CSJ:	US 380 From CR 560 to CR 699; CSJ No. 0135-05-028
Address, Lat/Long:	Caddo Park – Lavon Lake, 3200 W. Audie Murphy Parcel Nos. 1178745; 1178692; and land portion of 1178718
Function/Sub-function:	ENTERTAINMENT/ RECREATION Sign
Construction Date:	c. 1980/c. 2000
NRHP Eligibility:	NRHP-Eligible Historic District, ENTERTAINMENT/ RECREATION, Criterion C, DESIGN/ CONSTRUCTION, State Level
Integrity/Comments:	The park is temporarily closed for maintenance and repairs.



Aerial view detail from **Appendix A, Exhibit 3** HRSR Map.



Survey Date:	08/02/2022 – 08/03/2022
Resource No:	01d
Project Location:	Collin County near Farmersville, TxDOT Dallas District
Project Name and CSJ:	US 380 From CR 560 to CR 699; CSJ No. 0135-05-028
Address, Lat/Long:	Caddo Park – Lavon Lake, 3200 W. Audie Murphy 33.160817, -96.411014 Parcel No. 1178745
Function/Sub-function:	RECREATION/Handicap Accessible Parking Lot
Construction Date:	1975
NRHP Eligibility:	NRHP-Eligible District, ENTERTAINMENT/ RECREATION, Criterion C, DESIGN/ CONSTRUCTION, State Level, Contributing
Integrity/Comments:	Contributing to NRHP-eligible district. Asphalt parking lot with concrete tire bumps. Maintains integrity of location, design, materials, workmanship, feeling, setting, and association. It is designed to allow barrier-free access to the park by people in wheelchairs and is associated with the USACE pilot project to construct a handicap accessible park.



View looking southeast.



Survey Date:	08/02/2022 – 08/03/2022
Resource No:	01f
Project Location:	Collin County near Farmersville, TxDOT Dallas District
Project Name and CSJ:	US 380 From CR 560 to CR 699; CSJ No. 0135-05-028
Address, Lat/Long:	Caddo Park – Lavon Lake, 3200 W. Audie Murphy 33.16070, -96.41123 Parcel No. 1178745
Function/Sub-function:	RECREATION/Handicap Accessible Restroom Building
Construction Date:	1975
NRHP Eligibility:	NRHP-Eligible District, ENTERTAINMENT/ RECREATION, Criterion C, DESIGN/ CONSTRUCTION, State Level, Contributing
Integrity/Comments:	Rectangular building with a front-gabled, metal roof over the central mass. The walls are built of concrete masonry units (CMU). There is a gap between the roof edge and outer building walls on the north and south sides.



View looking northwest.



Survey Date:	08/02/2022 – 08/03/2022
Resource No:	01f
Project Location:	Collin County near Farmersville, TxDOT Dallas District
Project Name and CSJ:	US 380 From CR 560 to CR 699; CSJ No. 0135-05-028
Address, Lat/Long:	Caddo Park – Lavon Lake, 3200 W. Audie Murphy 33.16070, -96.41123 Parcel No. 1178745
Function/Sub-function:	RECREATION/Handicap Accessible Restroom Building
Construction Date:	1975
NRHP Eligibility:	NRHP-Eligible District, ENTERTAINMENT/ RECREATION, Criterion C, DESIGN/ CONSTRUCTION, State Level, Contributing
Integrity/Comments:	The building maintains integrity of location, design, workmanship, feeling, setting, and association. It needs a coat of paint and therefore the integrity of materials is diminished. It is designed as a handicap accessible facility associated with the USACE pilot project to construct a handicap accessible park.



View looking southeast.



Survey Date:	08/02/2022 – 08/03/2022
Resource No:	01h
Project Location:	Collin County near Farmersville, TxDOT Dallas District
Project Name and CSJ:	US 380 From CR 560 to CR 699; CSJ No. 0135-05-028
Address, Lat/Long:	Caddo Park – Lavon Lake, 3200 W. Audie Murphy 33.160828, -96.411299 Parcel No. 1178745
Function/Sub-function:	RECREATION/Handicap Accessible Picnic Pavilion – Typical
Construction Date:	1975
NRHP Eligibility:	NRHP-Eligible District, ENTERTAINMENT/ RECREATION, Criterion C, DESIGN/ CONSTRUCTION, State Level, Contributing
Integrity/Comments:	Each pavilion also has a metal bar-b-que grill supported by an L-shaped metal pipe that rises from a separate concrete pad, making the grill handicap accessible. Two of the pavilions have horizontal pipes along the two or three sides that face one of the ponds. The pavilions maintain integrity of location, design, materials, workmanship, feeling, setting, and association. The picnic pavilions are associated with the USACE pilot project to construct a handicap accessible park.



View looking southeast.

Survey Date:	08/02/2022 – 08/03/2022
Resource No:	33
Project Location:	Collin County near Farmersville, TxDOT Dallas District
Project Name and CSJ:	US 380 From CR 560 to CR 699; CSJ No. 0135-05-028
Address, Lat/Long:	1505 CR 648 33.142438, -96.351018 Parcel owned by City of Farmersville
Function/Sub-function:	RECREATION/Riding Club
Construction Dates:	1966/c. 1970/c.1973/c. 1980
NRHP Eligibility:	NRHP-Eligible Historic District, Criterion A – Entertainment/Recreation
Integrity/Comments:	Criterion A, Entertainment/Recreation, Period of Significance: 1966 to 1981; Local Significance



Aerial view detail from **Appendix A, Exhibit 3** HRSR Map.



Survey Date:	08/02/2022 – 08/03/2022
Resource No:	33a
Project Location:	Collin County near Farmersville, TxDOT Dallas District
Project Name and CSJ:	US 380 From CR 560 to CR 699; CSJ No. 0135-05-028
Address, Lat/Long:	1505 CR 648 33.142457, -96.351413 Parcel owned by City of Farmersville
Function/Sub-function:	RECREATION/Gate
Construction Date:	1966
NRHP Eligibility:	NRHP-Eligible Historic District, Criterion A, ENTERTAINMENT/ RECREATION, Local Significance, Contributing
Integrity/Comments:	Metal letters at the top of the gate arch spell “Farmersville Riding Club Arena”, and the gate arch includes two figures of riders. The club was established in 1965 per an article in the McKinney Courier-Gazette stating that the Farmersville Riding Club began its second season in 1966 in its newly constructed arena at the Farmersville Country Club one mile south of Farmersville.



View looking northeast.



Survey Date:	08/02/2022 – 08/03/2022
Resource No:	33a
Project Location:	Collin County near Farmersville, TxDOT Dallas District
Project Name and CSJ:	US 380 From CR 560 to CR 699; CSJ No. 0135-05-028
Address, Lat/Long:	1505 CR 648 33.142457, -96.351413 Parcel owned by City of Farmersville
Function/Sub-function:	RECREATION/Gate
Construction Date:	1966
NRHP Eligibility:	NRHP-Eligible Historic District, Criterion A, ENTERTAINMENT/ RECREATION, Local Significance, Contributing
Integrity/Comments:	The gate is composed of welded round pipes with metal letter cutouts welded between two pipes above the entrance to the club site. The metal letters on the gate show up better on the March 2022 photo taken for the PCR, so that photo is included here. The gate retains all seven aspects of integrity.



View looking northeast. Photo taken March 22, 2022, for the PCR by C. Lynn Smith.

Survey Date:	08/02/2022 – 08/03/2022
Resource No:	33b
Project Location:	Collin County near Farmersville, TxDOT Dallas District
Project Name and CSJ:	US 380 From CR 560 to CR 699; CSJ No. 0135-05-028
Address, Lat/Long:	1505 CR 648 33.142343, -96.351237 Parcel owned by City of Farmersville
Function/Sub-function:	RECREATION/Viewing Gallery
Construction Date:	1966
NRHP Eligibility:	NRHP-Eligible Historic District, Criterion A, ENTERTAINMENT/ RECREATION, Local Significance, Contributing
Integrity/Comments:	Each viewing gallery stand is made of painted metal. Round pipes support I-beams which support the seating. The three west-side stands have a handrail on one side. The top seat on two of the stands (one on the west and one on the east) has a back rest. The seating is composed of c-shaped metal beams. The three stands on the west are surrounded by a round-pipe railing.



View looking southwest.



Survey Date:	08/02/2022 – 08/03/2022
Resource No:	33b
Project Location:	Collin County near Farmersville, TxDOT Dallas District
Project Name and CSJ:	US 380 From CR 560 to CR 699; CSJ No. 0135-05-028
Address, Lat/Long:	1505 CR 648 33.142343, -96.351237 Parcel owned by City of Farmersville
Function/Sub-function:	RECREATION/Viewing Gallery
Construction Date:	1966
NRHP Eligibility:	NRHP-Eligible Historic District, Criterion A, ENTERTAINMENT/ RECREATION, Local Significance, Contributing
Integrity/Comments:	Over time, it appears that one of the stands was relocated to the northeast corner of the arena. In the 1982 aerial there appear to be six or seven stands, and currently there are five. The five remaining stands retain all seven aspects of integrity. The fact that one stand was moved to another location within the arena does not significantly affect integrity in terms of its significance to Recreation and the Equestrian Culture of Farmersville.



View looking east at the stand located at the northeast corner of the arena.



Survey Date:	08/02/2022 – 08/03/2022
Resource No:	33e
Project Location:	Collin County near Farmersville, TxDOT Dallas District
Project Name and CSJ:	US 380 From CR 560 to CR 699; CSJ No. 0135-05-028
Address, Lat/Long:	1505 CR 648 33.142051, -96.351124 Parcel owned by City of Farmersville
Function/Sub-function:	RECREATION/Judge's Stand
Construction Date:	1966
NRHP Eligibility:	NRHP-Eligible Historic District, Criterion A, ENTERTAINMENT/ RECREATION, Local Significance, Contributing
Integrity/Comments:	A raised, metal platform where judges can sit or stand to view competitions. The metal platform is supported by a welded, round metal pipe frame that also supports a corrugated metal shed roof. There is a pipe railing around the platform that opens to a set of metal steps for egress on the west side. On the east side of the platform is a set of steep stairs leading to a catwalk that extends over openings to the arena and to the press box. Overhead lights hang from the underside of the judge's platform roof.



View looking northeast.



Survey Date:	08/02/2022 – 08/03/2022
Resource No:	33e
Project Location:	Collin County near Farmersville, TxDOT Dallas District
Project Name and CSJ:	US 380 From CR 560 to CR 699; CSJ No. 0135-05-028
Address, Lat/Long:	1505 CR 648 33.142051, -96.351124 Parcel owned by City of Farmersville
Function/Sub-function:	RECREATION/Judge's Stand
Construction Date:	1966
NRHP Eligibility:	NRHP-Eligible Historic District, Criterion A, ENTERTAINMENT/ RECREATION, Local Significance, Contributing
Integrity/Comments:	Although discolored with rust, the resource seems structurally sound and retains all seven aspects of integrity.



View looking east.



# MEMO

November 2, 2022

**TO:** Administrative File  
**From:** Rebekah Dobrasko

**District:** Dallas  
**County:** Collin and Hunt  
**CSJ#:** 0135-05-028, etc.  
**Highway:** US 380  
**Limits:** From County Road (CR) 560 to CR 699  
**Let Date:** January 2026

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

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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## Project Description

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

### Determination of Eligibility:

TxDOT historians reviewed the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL), and TxDOT files and found no historically significant resources previously documented within the area of potential effects (APE). TxDOT defined the APE for this project as 150 feet from any existing and proposed new ROW and easements along existing road alignments and 300 feet from new location alignment necessary for this project.

TxDOT historians performed a reconnaissance survey and identified 36 historic-age (built prior to 1981) properties within the project APE. TxDOT recommends the following properties as **eligible** for the NRHP:

1. Caddo Park at Lavon Lake: The US Army Corps of Engineers (USACE) opened Caddo Park in 1975 as part of a pilot program to provide wheelchair-accessible parks along USACE lakes. Caddo Park was one of two parks in Texas in the pilot program and may have been one of



the first public parks designed for wheelchair accessibility. The park includes accessible paths, parking lots, bathrooms, picnic tables, fishing areas, and a boat ramp. Caddo Park at Lavon Lake is eligible at the state level of significance under Criterion A for Entertainment/Recreation and Criterion C for Design as recognition for its significance in promoting public accessibility. Only a portion of the park is wheelchair-accessible, and the property's boundaries encompass that portion, not the entire boundaries of Caddo Park.

2. Farmersville Riding Club: Opened in 1966, one year after the riding club's founding, the riding club facility hosted equestrian and rodeo events in support of the club members. While multiple riding clubs originally operated in the area, the Farmersville Riding Club is only club active today. The property contains contributing resources of gates, corrals, bleachers, the riding ring, judge stands, and other ancillary structures. The Farmersville Riding Club is eligible at the local level of significance under Criterion A for Entertainment/Recreation.

The remaining 34 historic-age properties do not have any historic significance or lack integrity. TxDOT finds these properties **not eligible** for listing in the NRHP.

### Consultation with Interested Parties

TxDOT historians contacted the Collin County Historical Commission, the Hunt County Historical Commission, and the Farmersville Historical Society about the project, both during the survey and with the final results of the survey. TxDOT only received a comment from the Hunt County Historical Commission, which commented they had no concerns about the few properties in Hunt County. If we receive any additional comments from interested parties or from the public, TxDOT will consult with them to resolve any outstanding issues or concerns.

### Determination of Effects:

TxDOT redesigned the project plans to avoid the acquisition of any new ROW at the Farmersville Riding Club. TxDOT does not propose to acquire any ROW within the NRHP boundaries of either the Riding Club or Caddo Park. The proposed new alignment of US 380 may visually affect the Riding Club, but those effects will not be adverse. Therefore, pursuant to Stipulation IX, Appendix 6 "Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)" of the Section 106 PA and the MOU, TxDOT historians determined there is **no adverse effect** to historic properties in the APE. In compliance with the Antiquities Code of Texas and the MOU, TxDOT historians determined project activities have no potential for adverse effects. Individual project coordination with SHPO is not required.

Section Director Rebekah Dobrasko for TxDOT 11/2/2022  
0F414A49C0E44B3 Rebekah Dobrasko Date

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- [WPD Section I - Project Definition](#)
- [WPD Section II - Tool](#)
- [WPD Section III - Project Work Plan](#)
- [WPD Section IV - Findings](#)



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## Project Definition

 Project Name: 
CSJ:  -  - 

Anticipated Environmental Classification:

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

☒ Project Association(s)

☒ DCIS Project Funding and Location

☒ DCIS & P6 Letting Dates

☒ DCIS Project Description

☒ Jurisdiction

Does the project cross a state boundary, or require a new Presidential Permit or modification of an existing Presidential Permit?

Who is the lead agency responsible for the approval of the entire project?

☒ FHWA - Assigned to TxDOT
 ☐ TxDOT - No Federal Funding
 ☐ FHWA - Not Assigned to TxDOT

Who is the project sponsor as defined by 43 TAC 2.7?

Is a local government's or a private developer's own staff or consultant preparing the CE documentation, EA or EIS?

Does the project require any federal permit, license, or approval?

☒ USACE
 ☐ IBWC
 ☐ USCG
 ☐ NPS
 ☐ IAJR
 ☐ Other 


Does the project occur, in part or in total, on federal or tribal lands?

☒ Environmental Clearance Project Description

## Project Area

Typical Depth of Impacts:	<input type="text" value="3.5"/> (Feet)	Maximum Depth of Impacts:	<input type="text" value="18"/> (Feet)
New ROW Required:	<input type="text" value="365.72"/> (Acres)		
New Perm. Easement Required:	<input type="text" value="0"/> (Acres)	New Temp. Easement Required:	<input type="text" value="0"/> (Acres)

## Project Description

## Describe Limits of All Activities:

The new location realignment of US 380 will extend for a total of 7.6 miles, from CR 560 to CR 699 (Hunt County Line). The proposed project would also include approximately 4.0 miles of improvements to cross streets in order to create new intersections with the proposed project. Those cross streets include (parentheses indicate the total estimated length of improvements at that cross street): Audie Murphy Parkway near the western project limits (1,300 feet or 0.2 mile), CR 607 (1,300 feet or 0.2 mile), SH 78 (4,400 feet or 0.8 mile), CR 609 (500 feet or 0.1 mile), Old Josephine Road (3,300 feet or 0.6 mile), CR 547 (3,800 feet or 0.7 mile), CR 697 (2,100 feet or 0.4 mile), CR 696 (1,500 feet or 0.3 mile), Audie Murphy Parkway near the eastern project limits (1,400 feet or 0.3 mile), and CR 699 (1,900 feet or 0.4 mile).

To facilitate the transition back to existing US 380/Audie Murphy Parkway, the western limits of construction would extend approximately 2,480 feet or 0.47 mile west of CR 560 and the eastern limits of construction would extend approximately 2,500 feet or 0.5 mile east of CR 699 (Hunt County Line).

The proposed project would require the realignment of US 380 on new location, thus requiring a proposed right-of-way width of approximately 270 feet wide (on the west end) to 542 feet wide (at the KCS RR). Existing US 380 would remain.

Describe Project Setting:

The project setting is generally rural.

Traffic generators in the area along existing US 380/Audie Murphy Parkway include a landscaping business, several gas stations and fast-food restaurants, Collin College Farmersville Campus, and small manufacturing-oriented warehouses.

The land use adjacent to the proposed new location realignment project is primarily agricultural with some residential and commercial at the western and eastern project limits and some residential along Hwy. 78.

The vegetated areas within and adjacent to the proposed project are primarily agricultural pastures/grazing land, plowed cropland, and some wooded riparian areas along the stream crossings.

The proposed project crosses six 100-year floodplain areas and crosses 4 mapped streams (Pilot Grove Creek, Elm Creek, Cowskin Creek, and Brush Creek) and their associated tributaries.

Two recreational properties are adjacent to the project - USACE's Caddo Park and City of Farmersville's Farmersville Riding Club.

#### Describe Existing Facility:



Existing US 380/Audie Murphy Parkway consists of two westbound 12-foot general purpose travel lanes and two eastbound 12-foot general purpose travel lanes separated by a 16-foot center turn lane. The existing facility also includes 10-foot outside shoulders. The right-of-way width for the existing facility ranges from 120 feet to 180 feet. Existing access is at-grade, non-controlled. Drainage along existing US380/Audie Murphy Parkway is primarily open field, with open-ditch drainage along many of the cross streets. The existing facility crosses over SH 78, under the Kansas City Southern railroad, and under Main Street. The existing facility is also intersected by several county roads, city streets and driveways. The posted speed limit is 50 miles per hour (mph). There are no bicycle or pedestrian facilities along the existing roadway.

#### Describe Proposed Facility:



The proposed US 380 project would consist of a new location realignment with three westbound 12-foot general purpose travel lanes and three eastbound 12-foot general purpose travel lanes with 10-foot outside shoulders. The proposed project may include, as needed, additional auxiliary lanes. The proposed project would also include continuous, two-lane, one-way frontage roads with 12-foot travel lanes and a 10-foot shared use path on both sides of the facility. The proposed project would be controlled access with ramps located at the following locations: CR 567, CR 609, SH 78, CR 609, CR 547, Old Josephine Road, CR 697, CR 696, Audie Murphy Parkway near the eastern project limits, and CR 699.

The proposed project includes overpasses at the following cross streets: CR 607, SH 78, CR 609, Old Josephine Road, CR 547, CR 697, CR 696 and CR 699. In addition, the proposed project crosses over Audie Murphy Parkway/CR 567 near the western project limits and Audie Murphy Parkway near the eastern project limits. The proposed project would bridge over nine stream crossings, one of which also would cross the Kansas City Southern railroad. All bridges would be prestressed concrete with girders.

The proposed project would be constructed within a proposed right-of-way width of 270 to 542 feet. Proposed drainage would be via curb and gutter with right-of-way ditches/grading on the frontage roads and internal ditches between the main lanes and frontage roads.



Yes ▾ Would the project add capacity?

+ Transportation Planning

+ Environmental Clearance Information

+ Project Contacts

Last  
Updated Christine Polito  
By:

Last Updated Date: 10/20/2022 10:52:51

## **TPWD Colaborative Review**

## Leslie Mirise

---

**From:** WHAB\_TxDOT <WHAB\_TxDOT@tpwd.texas.gov>  
**Sent:** Thursday, December 1, 2022 10:50 AM  
**To:** Leslie Mirise; WHAB\_TxDOT  
**Cc:** Christine Polito; Dan Perge; Stirling Robertson; Suzanne Walsh  
**Subject:** RE: CSJ 0135-05-028, etc. US 380 Farmersville Improvement in Collin County - request for collaborative review

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

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 49635. 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*

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**From:** Leslie Mirise <Leslie.Mirise@txdot.gov>  
**Sent:** Wednesday, November 23, 2022 8:55 AM  
**To:** WHAB\_TxDOT <WHAB\_TxDOT@tpwd.texas.gov>  
**Cc:** Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Stirling Robertson <Stirling.Robertson@txdot.gov>  
**Subject:** CSJ 0135-05-028, etc. US 380 Farmersville Improvement in Collin County - request for collaborative review

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

Hello,

TxDOT requests initial collaborative review for the US 380 Farmersville Improvement project in Collin County, Texas. Please see ECOS WPD I screen for the project description. The project includes new location realignment of US 380 and would extend from CR 560 to CR 699 (Hunt County line). The following file names for relevant documents are available in ECOS:



1. CSJ 0135-05-028, etc.\_US 380\_ USFWS Species List\_ 20221026.pdf
2. CSJ 0135-05-028, etc.\_US 380\_TPWD RTEST Species List\_20220712.pdf
3. APPROVED 0135-05-028, etc. US 380 SAS 20221122.pdf
4. APPROVED 0135-05-028, etc. US 380 SAF 20221122.pdf
5. APPROVED 0135-05-028, etc. US 380 BMP Form 20221122.pdf
6. APPROVED 0135-05-028, etc. US 380 TEAM Maps 20221122.pdf
7. APPROVED 0135-05-028, etc. US 380 EMST Veg and Ecosystem Table 20221122.xlsx
8. APPROVED 0135-05-028, etc. US 380 NDD accessed 20220415.pdf
9. APPROVED 0135-05-028, etc. US 380 Photos 20221122.pdf
10. APPROVED 0135-05-028, etc. US 380 Soil Report accessed 20221006.pdf

The water resources technical documents are in review and will be available soon. As general timeline information, the Draft EA is expected to be published in early 2023, the public hearing is expected in March 2023, and environmental clearance in June 2023. Please contact me with any questions or if additional information is needed.

Thank you,

*Leslie Mirise*

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

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A Texas Department of Transportation message



## Leslie Mirise

---

**From:** Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>  
**Sent:** Monday, March 27, 2023 5:07 PM  
**To:** Christine Polito  
**Cc:** Michelle Lueck; Leslie Mirise; Dan Perge  
**Subject:** RE: 0135-05-028, etc. US 380 Farmersville Notice of Availability of Draft EA

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

Christine,

Thank you for submitting the following project for coordination of an *Environmental Assessment (EA)*: US 380 Farmersville from CR 560 to CR 699 (Hunt County Line) (CSJ: 0135-05-028). TPWD appreciates TxDOT's commitment to implement the practices listed in the draft EA (January 2023) submitted on February 10, 2023. 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 §2.207(f) of the 2021 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/txnndd/submit.phtml](http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txnndd/submit.phtml)

Sincerely,

Suzanne Walsh  
Transportation Conservation Coordinator  
Phone: (512) 389-4579

---

**From:** WHAB\_TxDOT <WHAB\_TxDOT@tpwd.texas.gov>  
**Sent:** Friday, February 10, 2023 11:11 AM  
**To:** Christine Polito <Christine.Polito@txdot.gov>; WHAB\_TxDOT <WHAB\_TxDOT@tpwd.texas.gov>  
**Cc:** Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>  
**Subject:** RE: 0135-05-028, etc. US 380 Farmersville Notice of Availability of Draft EA

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 50007. 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 Division – Ecological & Environmental Planning Program  
4200 Smith School Road  
Austin, TX 78744  
Office: (512) 389-4571

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**From:** Christine Polito <[Christine.Polito@txdot.gov](mailto:Christine.Polito@txdot.gov)>  
**Sent:** Friday, February 10, 2023 9:54 AM  
**To:** WHAB\_TxDOT <[WHAB\\_TxDOT@tpwd.texas.gov](mailto:WHAB_TxDOT@tpwd.texas.gov)>  
**Cc:** Michelle Lueck <[Michelle.Lueck@txdot.gov](mailto:Michelle.Lueck@txdot.gov)>; Leslie Mirise <[Leslie.Mirise@txdot.gov](mailto:Leslie.Mirise@txdot.gov)>; Dan Perge <[Dan.Perge@txdot.gov](mailto:Dan.Perge@txdot.gov)>  
**Subject:** 0135-05-028, etc. US 380 Farmersville Notice of Availability of Draft EA

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

Good morning,

Attached please find a Notice of Availability of a DRAFT environmental assessment for the subject project. For your convenience, you can use this link to access the Draft EA: <https://www.keepitmovingdallas.com/US380Farmersville>

Type of Request: Coordination of a Draft EA

CSJ: 0135-05-028, etc.

Project Name: US 380 Farmersville Improvements

Project Location: City of Farmersville, Collin County, Texas

File names for Draft EA in ECOS (this file is available on the Documents page under the Project heading):

---

[APPROVED 0135-05-028, etc. US 380 Farmersville DRAFT EA.pdf](#)



Michelle Lueck

Thank you,

**Christine Polito** (*she/her/hers*)  
Environmental Program Manager  
Dallas Environmental  
Texas Department of Transportation  
4777 E. Highway 80  
Mesquite, TX 75150-6643  
(214) 320-6141  
[Christine.Polito@txdot.gov](mailto:Christine.Polito@txdot.gov)



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A Texas Department of Transportation message

**HELP**  
**#EndTheStreakTX**

End the streak of daily deaths  
on Texas roadways.

**Documentation of Texas Parks and Wildlife Department  
Best Management Practices Form**



## Form

### Documentation of Texas Parks and Wildlife Department Best Management Practices

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Project Name: **US 380 from County Road 560 to County Road 699**

CSJ(s): **0135-05-028, 0135-04-038, 0135-17-002, 0135-06-038**

County(ies): **Collin County**

Date Form Completed: **December 28, 2022**

Prepared by: **Scott English and Nolan Cummings**

***Information on state-listed species, SGCN, water resources, and other natural resources can be found in the ECOS documents tab under the filenames specified in the e-mail sent to [WHAB\\_TXDOT@tpwd.texas.gov](mailto:WHAB_TXDOT@tpwd.texas.gov).***

1. Does the project impact any state parks, wildlife management areas, wildlife refuges, or other designated protected areas?

☐ No

☒ Yes

Does TxDOT need TPWD assistance in identifying and locating Section 404 mitigation opportunities for this project?

☒ No / N/A / Not yet determined

☐ Yes

Is there a species or resource challenge that TPWD can assist with additional guidance? If so, describe below:

2. List all BMP that will be applied to this project per the document *Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources*.

**\*Note, these are BMP that TxDOT commits to implement at the time this form is completed. This list may change prior to or during construction based on changes to project impacts, design, etc.**



**BMP to be Implemented:****1.1 General Design and Construction BMP**

- Employees and contractors will be provided information prior to start of construction to educate personnel of the potential for all state-listed threatened species or other SGCN to occur within the project area and should be advised of relevant rules and regulations to protect plants, fish, and wildlife.
- Contractors will be informed to avoid harming all wildlife species if encountered and allow them to safely leave the project site. Due diligence should be used to avoid killing or harming any wildlife species in the implementation of transportation projects.
- Direct animals away from the construction area with the judicious use and placement of sediment control fencing to exclude wildlife. Exclusion fence should be buried at least 6 inches and be at least 24 inches high, maintained for the life of the project, and removed after construction is completed. Contractors should examine the inside of the exclusion area daily to determine if any wildlife species have been trapped inside the area of impact and provide safe egress opportunities prior to initiation of construction activities.
- Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas around wetlands and in riparian areas.
- If erosion control blankets or mats will be used, the product should not contain netting, but should only contain loosely woven natural fiber netting in which the mesh design allows the threads to move, therefore allowing expansion of the mesh openings. Plastic netting should be avoided.
- Project staging areas, stockpiles, temporary construction easements, and other project related sites should be situated in previously disturbed areas to avoid or minimize impacts to sensitive or unique habitats including intact native vegetation, floodplains, riparian corridors, wetlands, playa lakes, and habitat for wildlife species.
- When lighting is added, consider wildlife impacts from light pollution and incorporating dark-sky practices into design strategies. Minimize sky glow by focusing light downward, with full cutoff luminaires to avoid light emitting above the horizontal. The minimum amount of night-time lighting needed for safety and security should be used.

**1.2 Vegetation BMP**

- Minimize the amount of vegetation cleared. Removal of native vegetation, particularly mature native trees and shrubs should be avoided. Impacted vegetation should be replaced with in-kind onsite replacement/restoration of native vegetation.
- To minimize adverse effects, activities should be planned to preserve mature trees, particularly acorn, nut or berry producing varieties. These types of vegetation have high value to wildlife as food and cover.
- It is strongly recommended that trees greater than 12 inches in diameter at breast height (DBH) that are removed be replaced. TPWD's experience indicates that for ecologically effective replacement, a ratio of three trees for every one (3:1) lost should be provided either on-site or off-site. Trees less than 12 inches DBH should be replaced at a 1:1 ratio.
- Replacement trees should be of equal or better wildlife quality than those removed and be regionally adapted native species.
- When trees are planted, a maintenance plan that ensures at least an 85% survival rate after three years should be developed for the replacement trees.
- The use of any non-native vegetation in landscaping and revegetation is discouraged. Locally adapted native species should be used.
- The use of seed mix that contains seeds from only regional ecotype native species is recommended.

**1.4 Water Quality BMP**

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

- When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.
- Wet-bottomed detention ponds are recommended to benefit wildlife and downstream water quality. Consider potential wildlife-vehicle interactions when siting detention ponds.
- Rubbish found near bridges on TxDOT ROW should be removed and disposed of properly to minimize the risk of pollution. Rubbish does not include brush piles or snags.

### 2.1 Rare Plant BMP

- Survey project area during appropriate seasons to allow for correct species identification. Habitat and survey seasons are usually during the flowering and/or fruiting period listed on the RTEST website, if available. Surveys should be performed within suitable habitat for the species. Survey effort is project-, species- and habitat-dependent. Botanical field surveys should be conducted by qualified individual(s) with botanical experience and according to commonly accepted survey protocols. Ensure that any equipment, tools, footwear and clothing are clean prior to entering the project site area to avoid introducing invasive species. Prior to surveying, TPWD Staff would be available to provide assistance with species identification and appropriate survey effort.
- If SGCN plants are located, the surveyor should attempt to determine the complete extent of the occurrence and the approximate number of individuals within the occurrence. Suitable global positioning system equipment should be used to map the boundaries of the population. Photographs should be taken and/or voucher specimens should be collected (if sufficient plants are present, i.e., more than 10 reproductive plants). Please note that a state collection permit is required from TPWD to collect voucher specimens of state-listed species and a federal collection permit is required from USFWS to collect federally listed species. Photographs should capture diagnostic characters of the species for verification and should be discussed with TPWD Staff prior to surveys if the surveyor is unfamiliar with the species. Vouchers should be deposited with TPWD Staff or in one of Texas's major herbaria (e.g., University of Texas at Austin, Botanical Research Institute of Texas, Texas A&M University, Sul Ross State University, etc.).
- If there is a known TXNDD SGCN plant population within the project area and project timing or other constraints do not allow for surveys, contact TPWD Transportation Staff as soon as possible to discuss other options.
- If an SGCN plant species is located during surveys of the project area, then complete the following during the construction phase:
  - Avoid impacts and minimize unavoidable impacts. Plant locations should be protected with temporary barrier fencing and contractors should be instructed to avoid protected areas. Conducting construction outside of the growing season or after a plant has produced mature fruit is the preferred way to avoid/minimize impacts to SGCN plant populations. Staging areas, stockpiles, and other project related sites on TxDOT ROW should not impact SGCN plant populations. After construction begins, minimize herbicide use near SGCN plant populations (if possible, use hand-held spot sprayers, several meters from rare plants, on still days or days with little wind).
  - If there are unintended impacts to SGCN populations, these impacts should be reported to TPWD Transportation Staff.
  - If the project footprint is finalized or is subject to change AND impacts to SGCN plants cannot be avoided, notify TPWD Transportation Staff as soon as possible. Early notification will allow adequate time and opportunity to seed bank or otherwise conserve populations prior to construction.
- Submit observation(s) of SGCN plant populations and associated data to the TXNDD and WHAB\_TxDOT@tpwd.texas.gov. A TXNDD Reporting Form with shapefiles delineating the outer boundary of the population are preferable. Include detailed information on who identified and how a species was identified (resources/references used; diagnostic characters observed). If an SGCN plant population is located near non-native invasive plants, this should be recorded and reported in TXNDD Reporting Form.

- Although these BMP do not apply to federally listed species, the observation of federally listed species should also be submitted to TPWD.
- During project period, conduct work during times of the year when plants are dormant and/or conditions minimize disturbance of the habitat.
- Develop a plan based on growing season, mower height/season, etc. for protecting sites into future. Maps should also be developed for rare plant area, which includes no mow areas. Known rare plant sites on ROWs and/or new sites found in future projects can be added to this map/plan.
- Conducting maintenance outside of the growing season or after a plant has produced mature fruit is the preferred way to avoid/minimize impacts to habitat.

#### 2.2.1 Bird BMP

In addition to complying with the MBTA and Chapter 64 of the Parks and Wildlife Code (PWC) regarding nongame bird protections, perform the following BMPs:

- Avoid vegetation clearing activities during the general bird nesting season, March through August, to minimize adverse impacts to birds.
- 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. If active nests are observed during surveys, TPWD recommends a 150-ft buffer of vegetation remain around the nests until the young have fledged or the nest is abandoned.
- Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season.
- If unoccupied, inactive nests will be removed, ensure that nests are not protected under the Endangered Species Act (ESA), MBTA, or Bald & Golden Eagle Protection Act (BGEPA).
- 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.
- Minimize extended human presence near nesting birds during construction and maintenance activities. Protect sensitive habitat areas with temporary barriers or fencing to limit human foot traffic and off-road vehicle use to alert and discourage contractors from causing any unintentional impacts.
- Minimize construction noise above ambient levels during general bird nesting season to minimize adverse impacts on birds.
- Minimize construction lighting during the general bird nesting season by scheduling work activities between dawn and dusk.

#### 2.4.2 Crayfish BMP

- For projects within the range of a SGCN or state-listed species and work is adjacent to water: Water Quality and Stream Crossing BMP.
- For projects within the range of a SGCN or state-listed species and work is in the water: Water Quality, Stream Crossing, and Dewatering BMP.
- Avoid or minimize impacts to the natural riparian buffer that provides terrestrial and aquatic plant matter for the diet of most crayfish species.

#### 2.5.3 Bat BMP

- Inform TPWD WHAB during initial collaborative review phase for projects that may impact the following bat species:
  - Any *Myotis* spp.
  - Tricolored bat (*Perimyotis subflavus*)
- If identification of a bat species is in question, consult with TPWD or a qualified TxDOT biologist during initial collaborative review phase.
- For activities that have the potential to impact structures, cliffs or caves, or trees; a qualified biologist will perform a habitat assessment and occupancy survey of the feature(s) with roost potential as early in the planning process as possible or within one year before project letting.



- For roosts where occupancy is strongly suspected but unconfirmed during the initial survey, revisit feature(s) at most four weeks prior to scheduled disturbance to confirm absence of bats.
- If bats are present or recent signs of occupation (i.e., piles of guano, distinct musky odor, or staining and rub marks at potential entry points) are observed, take appropriate measures to ensure that bats are not harmed, such as implementing non-lethal exclusion activities or timing or phasing of construction.
- Exclusion devices can be installed by a qualified individual between September 1 and March 31. Exclusion devices should be used for a minimum of seven days when minimum nighttime temperatures are above 50°F and minimum daytime temperatures are above 70°F. Prior to exclusion, ensure that alternate roosting habitat is available in the immediate area. If no suitable roosting habitat is available, installation of alternate roosts is recommended to replace the loss of an occupied roost. If alternate roost sites are not provided, bats may seek shelter in other inappropriate sites, such as buildings, in the surrounding area.
- If feature(s) used by bats are removed as a result of construction, replacement structures should incorporate bat-friendly design or artificial roosts should be constructed to replace these features.
- Conversion of property containing cave or cliff features to transportation purposes should be avoided.
- Avoid unnecessary removal of dead fronds on native and ornamental palm trees in south Texas (Cameron, Hidalgo, Willacy, Kenedy, Brooks, Kleberg, Nueces, and San Patricio counties) from April 1 through October 31. If removal of dead fronds is necessary at other times of the year, limit frond removal to extended warm periods (nighttime temperatures  $\geq$  55°F for at least two consecutive nights), so bats can move away from the disturbance and find new roosts.
- Large hollow trees, snags (dead standing trees), and trees with shaggy bark should be surveyed for colonies and, if found, should not be disturbed until the bats are no longer occupying these features. Post-occupancy surveys should be conducted by a qualified biologist prior to tree removal from the landscape.
- Retain mature, large diameter hardwood forest species and native/ornamental palm trees.
- If gating a cave or abandoned mine is desired, consult with TPWD before installing gates. Gating should only be conducted by qualified groups with a history of successful gating operations. Gate designs must be approved by TPWD.
- In all instances, avoid harm or death to bats. Bats should only be handled as a last resort and after communication with TPWD.
- Coordinate with TPWD about the latest bat handling restrictions and protocols involving COVID19 and bat handling. In general, all staff must follow the guidelines listed below:
  - Do not handle bats if not part of a critical or time-sensitive research project. Contact TPWD to discuss your project needs before beginning work.
  - All participants must follow CDC social-distancing guidelines.
  - Wear a face mask to minimize the exchange of respiratory droplets such as a surgical mask, dust mask, or cloth mask when within 6 ft of a living bat.
  - Use disposable exam gloves or other reusable gloves (e.g., rubber dish-washing gloves) that can be decontaminated to prevent the spread of pathogens. Do not touch your face or other potentially contaminated surfaces with your gloves prior to handling bats.
  - Limit handling to as few handlers as possible.
  - Do not blow on bats for any reason.
  - Use separate temporary holding containers for each bat such as disposable paper bags.
  - Caves housing bats should be avoided unless absolutely necessary.
- Implement additional disinfection, quarantine, and cleaning procedures.
- Bat surveys of structures should include visual inspections of structural fissures (cracked or spalled concrete, damaged or split beams, split or damaged timber railings), crevices (expansion joints, space between parallel beams, spaces above supports piers), and

alternative structures (drainage pipes, bolt cavities, open sections between support beams, swallow nests) for the presence of bats.

- Before excluding bats from any occupied structure, bat species, weather, temperature, season, and geographic location must be incorporated into any exclusion plans to avoid unnecessary harm or death to bats. Winter exclusion must entail a survey to confirm either, 1) bats are absent or 2) present but active (i.e., continuously active – not intermittently active due to arousals from hibernation).
  - Avoid using materials that degrade quickly, like paper, steel wool or rags, to close holes.
  - Avoid using products or making structural modifications that may block natural ventilation, like hanging plastic sheeting over an active roost entrance, thereby altering roost microclimate.
  - Avoid using chemical and ultrasonic repellents.
  - Avoid use of silicone, polyurethane or similar non-water-based caulk products.
  - Avoid use of expandable foam products at occupied sites.
  - Avoid the use of flexible netting attached with duct tape.
- In order to avoid entombing bats, exclusion activities should be only implemented by a qualified individual. A qualified individual or company should possess at least the following minimum qualifications:
  - Experience in bat exclusion (the individual, not just the company).
  - Proof of rabies pre-exposure vaccinations.
  - Demonstrated knowledge of the relevant bat species, including maternity season date range and habitat requirements.
  - Demonstrated knowledge of rabies and histoplasmosis in relation to bat roosts.
- Contact TPWD for additional resources and information to assist in executing successful bat exclusions that will avoid unnecessary harm or death in bats.

#### 2.6.1 Aquatic Amphibian and Reptile BMP

- For projects within existing ROW when work is in water or will permanently impact a water feature and potential habitat exists for the target species complete the following:
  - Minimize impacts to wetlands, temporary and permanent open water features, including depressions, and riverine habitats.
  - Maintain the existing hydrologic regime and any 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 around wetlands and in riparian areas. If erosion control blankets or mats will be used, the product should not contain netting, but should only contain loosely woven natural fiber netting in which the mesh design allows the threads to move, therefore allowing expansion of the mesh openings. Plastic netting should be avoided.
  - 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 refugia/overwinter sites (e.g., brush and debris piles, crayfish burrows, aquatic logjams, and leaf packs).
  - If gutters and curbs are part of the roadway design, install gutters that do not include the side box inlet and include sloped (i.e., mountable) curbs to allow small animals to leave the 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 projects that require acquisition of additional ROW and work within the new ROW that is in water or will permanently impact a water feature, implement BMP for projects within existing ROW above plus those below:
  - 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 ft 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. Biotechnical streambank stabilization methods using live native vegetation, or a combination of vegetative and structural materials should be used.

#### 2.6.2 Terrestrial Amphibian and Reptile BMP

- 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.
- Avoid or minimize disturbing or removing cover objects, such as downed trees, rotting stumps, brush piles, and leaf litter. If avoidance or minimization is not practicable, consider removing cover objects prior to the start of the project, and replace them at project completion.
- Examine heavy equipment stored on site before use, particularly after rain events when reptile and amphibian movements occur more often, to ensure use will not harm individuals that might be seeking temporary refuge.
- Due to increased activity (mating) of reptiles and amphibians during the spring, construction activities like clearing or grading should attempt to be scheduled outside of the spring (March-May) season. Also, timing ground disturbing activities before October when reptiles and amphibians become less active and may be using burrows in the project area is also encouraged.
- When designing roads with curbs, consider using Type I or Type III curbs to provide a gentle slope to enable turtles and small animals to get out of roadways.
- If Texas tortoises (*Gopherus berlandieri*) or box turtles (*Terrepenes* spp.) are present in a project area, they should be removed from the area and relocated between 100 and 200 meters from the project area. After removal of the individuals, the area that will be disturbed during active construction and project specific locations should be fenced off to exclude reentry by turtles, tortoises, and other reptiles. The exclusion fence should be constructed and maintained as follows:
  - The exclusion fence should be constructed with metal flashing or drift fence material.
  - Rolled erosion control mesh material should not be used.
  - The exclusion fence should be buried at least 6 inches deep and be at least 24 inches high.
  - The exclusion fence should be maintained for the life of the project and only removed after the construction is completed and the disturbed site has been revegetated.
- After the project is complete, revegetate disturbed areas with an appropriate locally sourced native seed mix. If erosion control blankets or mats will be used, the product should not contain netting, but should only contain loosely woven natural fiber netting in which the mesh





design allows the threads to move, therefore allowing expansion of the mesh openings. Plastic netting should be avoided.

3. List all TxDOT species protection specifications that will be applied to this project (e.g., Amphibian and Reptile Exclusion Fence, Bat Houses, etc.)

**Species protection specifications to be Implemented:**

## **NOA of Draft EA for Texas Parks and Wildlife Department**

## Christine Polito

---

**From:** Christine Polito  
**Sent:** Friday, February 10, 2023 9:54 AM  
**To:** WHAB\_TxDOT  
**Cc:** Michelle Lueck; Leslie Mirise; Dan Perge  
**Subject:** 0135-05-028, etc. US 380 Farmersville Notice of Availability of Draft EA  
**Attachments:** US 380 PH\_Legal Notice\_011823\_FINAL ENGLISH.pdf

Good morning,

Attached please find a Notice of Availability of a DRAFT environmental assessment for the subject project. For your convenience, you can use this link to access the Draft EA: <https://www.keepitmovingdallas.com/US380Farmersville>

Type of Request: Coordination of a Draft EA

CSJ: 0135-05-028, etc.

Project Name: US 380 Farmersville Improvements

Project Location: City of Farmersville, Collin County, Texas

File names for Draft EA in ECOS (this file is available on the Documents page under the Project heading):

APPROVED 0135-05-028, etc. US 380 Farmersville DRAFT EA.pdf



Thank you,

**Christine Polito** (*she/her/hers*)

Environmental Program Manager

Dallas Environmental

Texas Department of Transportation

4777 E. Highway 80

Mesquite, TX 75150-6643

(214) 320-6141

[Christine.Polito@txdot.gov](mailto:Christine.Polito@txdot.gov)



**NOA of Draft EA for Texas Commission on Environmental Quality  
and Response Letter**

## Christine Polito

---

**From:** Christine Polito  
**Sent:** Friday, February 10, 2023 9:56 AM  
**To:** NEPA  
**Cc:** Dan Perge; Michelle Lueck  
**Subject:** Draft environmental assessment for a highway project  
**Attachments:** US 380 PH\_Legal Notice\_011823\_FINAL ENGLISH.pdf

Good morning,

Attached please find a Notice of Availability of a DRAFT environmental assessment for a highway project (US 380 Farmersville, CSJ 0135-05-028, etc).

Thank you,

**Christine Polito** (*she/her/hers*)  
Environmental Program Manager  
Dallas Environmental  
Texas Department of Transportation  
4777 E. Highway 80  
Mesquite, TX 75150-6643  
(214) 320-6141  
[Christine.Polito@txdot.gov](mailto:Christine.Polito@txdot.gov)

Jon Niermann, *Chairman*  
Emily Lindley, *Commissioner*  
Bobby Janecka, *Commissioner*  
Toby Baker, *Executive Director*



## TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

*Protecting Texas by Reducing and Preventing Pollution*

February 16, 2023

Re: Response to Request for TCEQ Environmental Review

The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project:

**U.S. Highway 380 in Farmersville, From County Road 560 to County Road 699, Collin County (CSJs: 0135-05-028, 0135-04-038, 0135-17-002, and 0135-06-038)**

In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments.

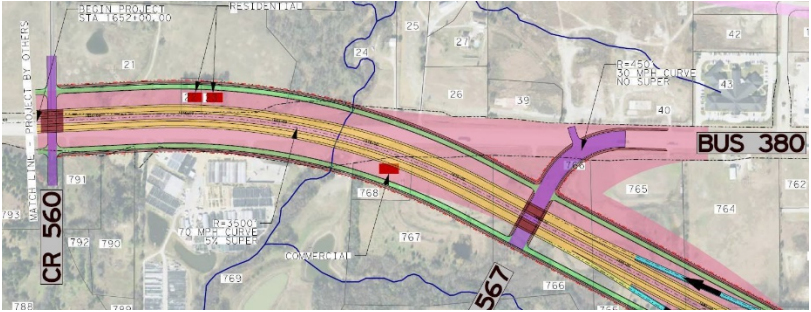
We are in support of the project. The environmental assessment addresses issues related to surface and groundwater quality.

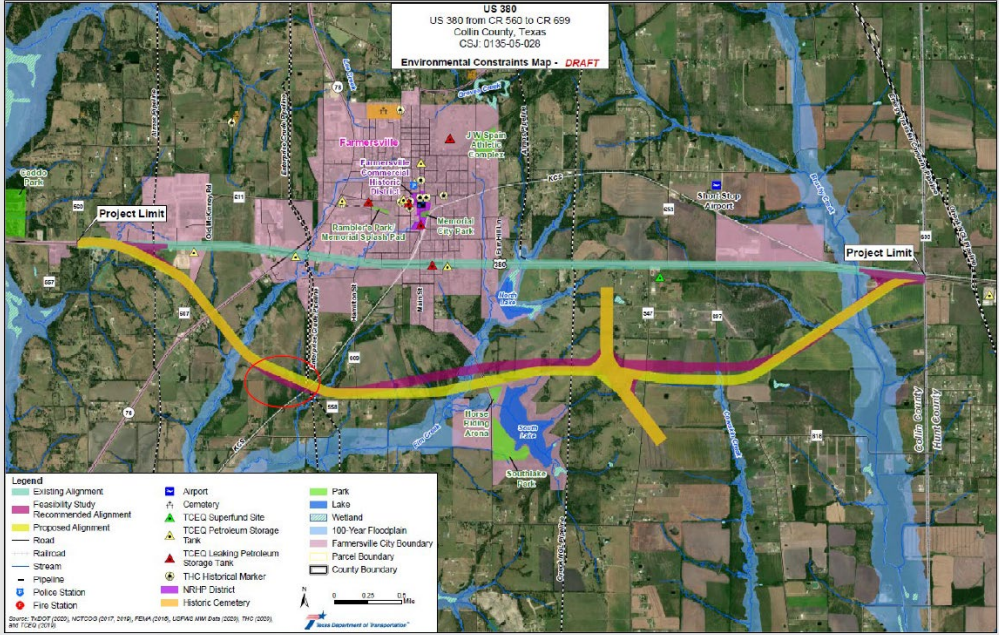
TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.

If you have any questions, please contact the agency NEPA coordinator at (512) 239-0010 or [NEPA@tceq.texas.gov](mailto:NEPA@tceq.texas.gov)

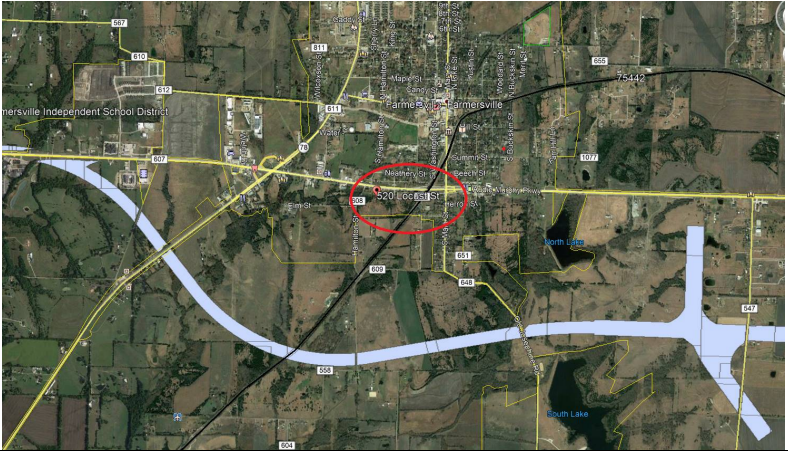


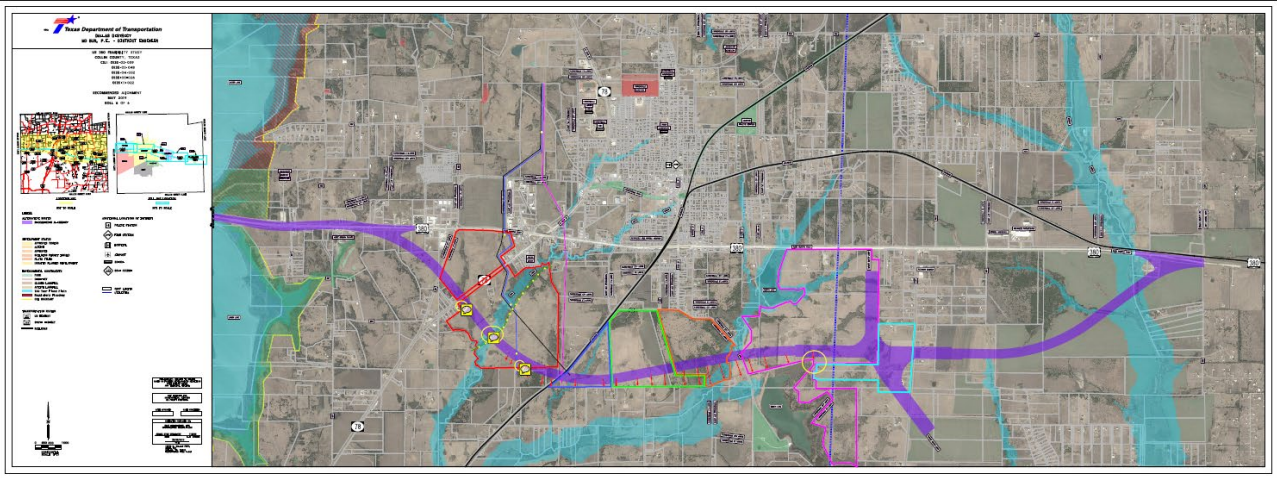
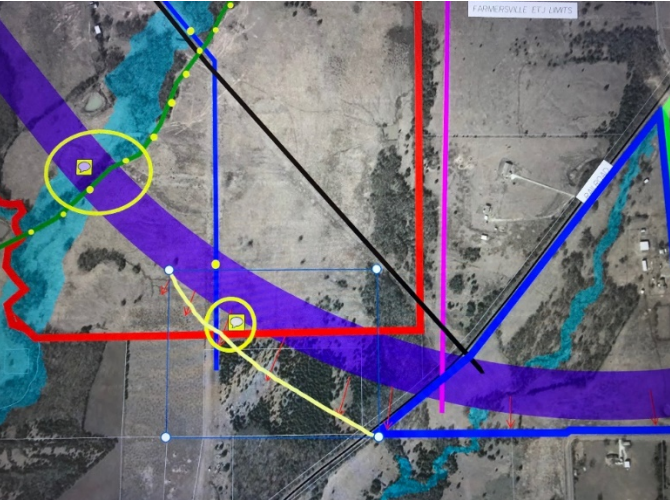
**APPENDIX H – COMMENT AND RESPONSE MATRIX  
FROM PUBLIC MEETINGS AND PUBLIC HEARING**

Comment Number	Commenter Name	Date Received	Source	Comment	Response
1	Tommy Lovell	1/8/21	Email	Just wanted to follow up on our proposed map modifications since we never heard anything back, but we just received the attached virtual meeting notification about changes to the route. Were these changes acceptable? Please advise.	Ms. Edra Brashear, P.E., the previous TxDOT Project Manager responded to Tommy Lovell via email on January 12, 2021 with the following, “Our team believes we have adjusted the alignment from the recommended alignment presented in the feasibility study (April 2020) to address the City of Farmersville and property owner comments discussed at the October 19 meeting. We will present the revised alignment at the Jan 28 virtual public meeting. At that time, any additional comments will be welcome within the 15-day comment period. This is the first of two public meetings planned, followed by a public hearing prior to the alignment being finalized to proceed with the next phase of project development (plans, specifications and estimates (PS&E) targeted to be complete prior to 2026 letting).”
2	Pam L Dickey	1/17/21	Email	<p>Ms Brashear .... per our conversation on Friday, 1-15-21, please include all vital info on the property (.5 acres) listed below.</p> <p>2630 West Audie Murphy Parkway Farmersville, Texas 75442</p> <p>Appreciate your time .... Pam L Dickey</p>	<p>Ms. Edra Brashear, P.E., the previous TxDOT Project Manager responded to Pam Dickey via email on January 20, 2021 with the following, “We are still in the early stages of the preliminary design and alternative designs are still being looked upon. Based on our current design, right-of-way may be required of your property at 2630 West Audie Murphy Parkway, see below (in red). Please note, we are still in the preliminary phase as we get closer to a definite design TxDOT will reach out to you on details of impact to your property. Starting Thursday, Jan 28, 2020, the project website will be up to review the project and make comments. The website is US 380 from CR 560 to CR 699 (Hunt County Line)   Keep It Moving Dallas. If you have any additional questions. Feel free to contact me.”</p> 
3	Traci Gardner	1/25/21	Email	<p>Thank you very much for taking my call. Can you please provide me with information on TXDOT 380 Thoroughfare description of where the road will widen as well as Collin County Outerloop Information.</p> <p>Thank you very much in advance.</p>	Ms. Edra Brashear, P.E., the previous TxDOT Project Manager responded to Traci Gardner via email on January 25, 2021 with the following, “Ms. Gardner, I have received your email from Mohammad Khoshkar about the US 380 Farmersville improvements. I am the project manager for the TxDOT US 380 Farmersville preliminary engineering/ environmental project. For more information about the project we are hosting an online virtual public meeting starting this Thursday evening which will include general information about the project. This is not a live meeting but is designed as a self-paced website including a PowerPoint presentation about the project and timeline. Please see the public notice attached for further details. If you have any further questions, feel free to contact me. Have a great day.”

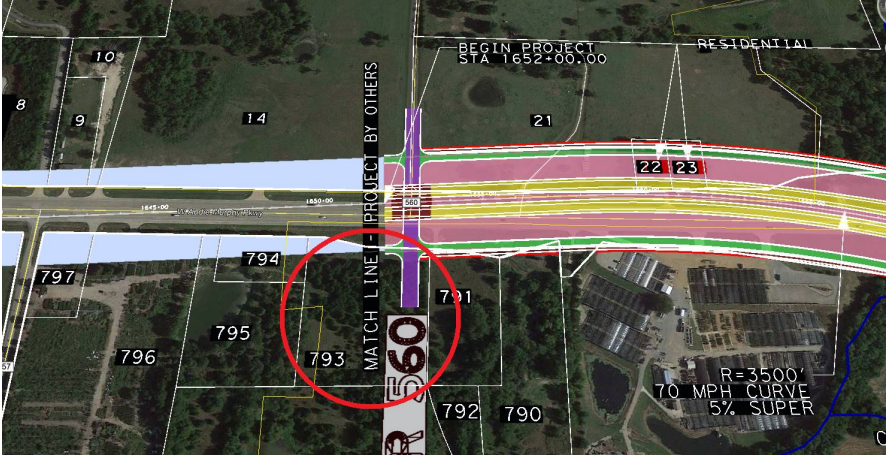
Comment Number	Commenter Name	Date Received	Source	Comment	Response
4	Tommy Lovell	1/28/21	Email	<p>Please give me a call tomorrow on my cell phone when you have a second. Maybe there was some misunderstanding but based on the update now you are encroaching even more on our land that has been in the family over 125 years. I wanted to go southwest if anything not northeast taking more of our land. Now you have made the triangle bigger between the pipeline and proposed road which is the last thing we wanted. This has created more damages for us. Please see the attached map.</p> <p>This is the exact reason I was hoping we would discuss my recommended changes before this was presented but I never heard a word. I look forward to hearing from you tomorrow.</p> <div><div>Environmental Constraints Map</div><div>US 380 Virtual Public Meeting CSJ:0135-05-028</div><div>January 28, 2021</div><div>15</div></div>	<p>Ms. Edra Brashear, P.E., the previous TxDOT Project Manager responded to Tommy Lovell via email on January 29, 2021 with the following, “<i>We appreciate your comments and feedback as it is an important part of the development of the US 380 Farmersville project. Below please find the information we can provide regarding your areas of concern:</i></p> <p><i>Concerns: Maybe there was some misunderstanding but based on the update now you are encroaching even more on our land that has been in the family over 125 years. I wanted to go southwest if anything not northeast taking more of our land. Now you have made the triangle bigger between the pipeline and proposed road which is the last thing we wanted. This has created more damages for us.</i></p> <p><i>Response: I would like to have the design team to review your property and analyze the impacts. You provided a map circling your property, but I would like more details to determine we are discussing the same property. I am guessing at the location but is your property shown in purple, see below. If not, can you provide either the address, property ID, or legal description.</i></p> <p><i>Once the designers have reviewed your property, I would like to set up a virtual conference call to discuss. Will you be available to meet next week Wednesday, Feb 3 – Friday, Feb 5?”</i></p> <p>A virtual meeting was held with Mr. Lovell on February 3, 2021 to further understand and discuss concerns with the preliminary proposed alignment shown at the January 2021 virtual public meeting. The team is currently evaluating alternative alignments taking into consideration Mr. Lovell’s comments, design criteria and safety of the revised proposed alignment. The team will follow up with Mr. Lovell by Summer 2021 to review proposed changes in advance of the next public meeting, tentative for Fall 2021.</p>
5	AJ Sanchez	1/28/2021	Survey Monkey	We don’t want this bypass	Comment noted.



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6	Karen Haynes	1/28/2021	Email	I have property near highway 380 where I think the highway proposal will come near my property. When will property owners find out if this proposal effects our property? Thank you for your time.	<p>Ms. Edra Brashear, P.E., the previous TxDOT Project Manager responded to Karen Haynes via email on January 29, 2021 with the following, “<i>We appreciate your comments and feedback as it is an important part of the development of the US 380 Farmersville project. Below please find the information we can provide regarding your areas of concern:</i></p> <p><i>Question: When will property owners find out if this proposal effects our property?</i></p> <p><i>Response: Based on our current design, your property at 520 Locust Street will not be impacted by the relocation of US 380, see below. The existing US 380 from 560 to the Hunt County line will remain intact while the improvement will be diverted south. We are currently in the preliminary engineering &amp; environmental phase. The final preliminary engineering design is expected by Fall 2022. This would be the time property owners would know they are being effected.”</i></p> 
7	Traci Gardner	1/28/21	Email	<p>Could you please provide me with a detailed map showing the exact location of how this impacts my land. (21 Acre Parcel).</p> <p>Thank you in advance. I did go to the virtual meeting but the maps are still unclear to me.</p> <p>Have a great evening.</p> <p>Traci Gardner</p>	<p>Mr. Liang Ding, P.E., the current TxDOT Project Manager responded to Traci Gardner via email on April 6, 2021 with the following, “<i>We appreciate your interest in the US 380 Farmersville project. TxDOT would like to follow up with a virtual meeting to discuss your property. While ROW impacts are not proposed, access from US 380 to parcel 2144 Audie Murphy Parkway will be revised. TxDOT would like to discuss your plans to understand if any revisions need to be considered for the proposed project. If you have any traffic studies regarding the planned development, our team would appreciate if you could share it with us. Please keep in mind the US 380 Farmersville project is preliminary and subject to change based on TxDOT coordination, review and public input.</i>”</p>

Comment Number	Commenter Name	Date Received	Source	Comment	Response
8	Tommy Lovell	1/29/21	Email	<p>No the outlined purple property is not ours but that is where the road should have been moved down in a southwestern direction. That land is landlocked and covered in junk. Here is a link to CCAD with our property <a href="https://www.collincad.org/propertysearch?prop=2678524">https://www.collincad.org/propertysearch?prop=2678524</a></p> <p>Also I've attached a map specific to our property and concerns. Yes, I should be free next week.</p> 	<p>Comment noted.</p> <p>A virtual stakeholder meeting was held with Mr. Lovell on Feb. 3, 2021 to further discuss his comments and requested revisions.</p>
9	Tommy Lovell	1/29/21	Email	<p>We wanted it moved down in a southwestern direction due to the blue line which is a NTMWD pipeline. This leaves us an undevelopable triangle.</p> 	<p>Comment noted.</p> <p>A virtual stakeholder meeting was held with Mr. Lovell on Feb. 3, 2021 to further discuss his comments and requested revisions.</p>



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10	Michael Biggs	1/29/2021	Email	<p>I follow the process very carefully, so I am very aware that everything is subject to change even after the concrete is literally poured. The information presented as part of the presentation for the public meeting had a timeline saying the expected date for the contracts to be let for that project would be fall 2027. That is different from the expected date that was just listed in the 2021 version of the UTP. It lists Aug 2024 as the expected let date. Here is the link to that...</p> <p><a href="https://ftp.txdot.gov/pub/txdot-info/dal/maps-project/planned/collin-planned.pdf">https://ftp.txdot.gov/pub/txdot-info/dal/maps-project/planned/collin-planned.pdf</a></p> <p>Of course no funding has been set aside so it is an understatement to even say these dates are "subject to change". BUT... can you tell me if the AUG 2024 or the Fall 2027 is more up to date?</p>	<p>Ms. Edra Brashear, P.E., the previous TxDOT Project Manager responded to Michael Biggs via email on February 4, 2021 with the following, <i>"We appreciate your comments and feedback as it is an important part of the development of the US 380 Farmersville project. Below please find the information we can provide regarding your areas of concern:</i></p> <p><i>Concerns: BUT... can you tell me if the AUG 2024 or the Fall 2027 is more up to date?</i></p> <p><i>Response: Currently the project is schedule to let Fall 2027. This is subject to change. Unfortunately, I can't provide you a solid answer at this time but as the project progress we will have a better understanding."</i></p>
11	Jackson Hurst	1/31/2021	Survey Monkey	The aspect that I love about the US 380 Improvements in Farmersville Project is that US 380 will be widened from 2 lanes to a freeway with ramps and 3 lanes for a total of 6 lanes. The conversion of US 380 to a freeway will bring increased economic activity to the south of Farmersville, Texas.	Comment noted.
12	Roya Khademi	2/3/2021	Email	We ( Rya S. Khademi) got your letter and have watched the video and looked over the maps/information. One big/huge problem is we can not locate/situate our Land on your feasibility/proposed map!!? This is urgent because we need to make our comments accordingly by/before February 12. Please, kindly email us an sketch showing our property location on your proposed alignment/map ASAP please.	<p>Ms. Edra Brashear, P.E., the previous TxDOT Project Manager responded to Roya Khademi via email on February 3, 2021 with the following, <i>"If you have comments after Feb 12<sup>th</sup>, feel free to forward it to me. Can you provide me your address and I will send you an exhibit specifically showing your property in relation to the US 380 project?"</i></p> <p><i>See comment 14 below for the exhibit.</i></p>
13	Roya Khademi	2/3/2021	Email	This is just an open/raw land we own , we have no idea about Addreses ? We live in south Texas. Your people/data base that identified our name and address to generate the letter you sent us can and should be able to locate it for you .. Please 🙏	Ms. Edra Brashear, P.E., the previous TxDOT Project Manager responded to Roya Khademi via email on February 4, 2021 with the following, <i>"I do not show we sent a letter for the US 380 project under the name Roya Khademi. Would it be possible you can send me an image of your letter?"</i>
14	Roya Khademi	2/4/2021	Email	<p><i>Follow up response to previous comment (11):</i> Sure, please see attached snapshot. The way you have addressed us is :</p> <p>Khademi , Roya S. 5715 N. 1ST LN. McAllen, TX. 78504</p>	<p>Ms. Edra Brashear, P.E., the previous TxDOT Project Manager responded to Roya Khademi via email on February 4, 2021 with the following, <i>"I believe I found your property, see area shown in the red circle. It appears some right-of-way may be requested on your property. We are still at the preliminary phase of the project and we are not for certain CR 560 will be extended south of US 380."</i></p> 




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15	Roya Khademi	2/4/2021	Email	Yes, it makes sense, that should be it. Wow !! That will further mess up our less than 4 AC (for our retirement fund !) land! Last time/several years ago you all(TXDOT) damaged our land by raising/building the 380 improvements at a higher elevation and leaving us in lower than original condition ! And now even looks like will get worse!!! see we are at the beginning of the project, but what is that light garish highlighted designation along our 380 frontage just west of your starting point ?	Ms. Edra Brashear, P.E., the previous TxDOT Project Manager responded to Roya Khademi via email on February 5, 2021 with the following, <i>“the highlighted areas represent the right-of-way area.”</i>
16	Jackson Hurst	2/4/2021	Email	Hi i would like to sign up for project updates and be added to the mailing list for the US 380 from CR 650 to Hunt County Line Project. My mailing address is 4216 Cornell Crossing, Kennesaw, Georgia 30144.	<p>Ms. Edra Brashear, P.E., the previous TxDOT Project Manager responded to Jackson Hurst via email on February 4, 2021 with the following, <i>“We do not have a project update email distribution list. For information about the project, please review the website at <a href="http://www.keepitmovingdallas.com/US380Farmersville">http://www.keepitmovingdallas.com/US380Farmersville</a>. This site will be available to view until Jan 28.</i></p> <p><i>If you are a property owner within the area, please provide me the property address or the Collin County Appraisal District Property ID from the site <a href="https://www.collincad.org/maps/gis">https://www.collincad.org/maps/gis</a> of your property. I am may be able to add you to the mailing list from the public involvement group, but I would need to know your property location.”</i></p> <p>Mr. Hurst has been added to the mailing list and will receive future project notifications.</p>
17	Chris Roland	2/4/2021	Email	<p>Regarding the expansion of 380 in farmersville:</p> <p>-with a let date of 2027, when will the state begin acquiring land?</p> <p>-when will this proposed route be approved, and what are the chances of it being approved or not?</p> <p>Regarding the expansion of 380 in farmersville:</p> <p>-with a let date of 2027, when will the state begin acquiring land?</p> <p>-when will this proposed route be approved, and what are the chances of it being approved or not?</p>	<p>Ms. Edra Brashear, P.E., the previous TxDOT Project Manager responded to Chris Roland via email on February 5, 2021 with the following, <i>“We appreciate your comments and feedback as it is an important part of the development of the US 380 Farmersville project. Below please find the information we can provide regarding your areas of concern:</i></p> <p><i>-with a let date of 2027, when will the state begin acquiring land?</i> <i>TXDOT RESPONSE: Right-of-way process (Land acquisition) will be Spring 2022.</i></p> <p><i>-when will this proposed route be approved, and what are the chances of it being approved or not?</i> <i>TXDOT RESPONSE: The final approval for the project will occur during the design phase. The design phase is tentatively scheduled for Winter 2022 – Winter 2024.</i></p> <p><i>Please note, all dated are subject to change.”</i></p>
18	Mickey Douglas	2/4/2021	Phone Call	Ms. Douglas left a voice mail message on Ms. Edra Brashear’s phone asking for additional information about the project and how it is impacting her property.	<p>Ms. Edra Brashear, P.E., the previous TxDOT Project Manager responded to Mickey Douglas via email on February 4, 2021 with the following, <i>“This is a follow up to our conversation on today. Below is the link to the virtual public meeting. The website will be up till next Friday, February 12th. You are free to leave comments on the website. I also included the youtube video of the presentation.</i></p> <p><i>Virtual Public Meeting Link</i> <a href="#">Virtual Public Meeting for US 380 Improvements in Farmersville   Keep It Moving Dallas</a></p> <p><i>You Tube Video Presentation</i> <a href="#">Virtual Public Meeting – US 380 south of Farmersville from CR 560 to CR 699/Hunt County Line - YouTube</a></p> <p><i>Also, I have circled what I believe is your property in question.”</i></p>

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19	Michael Biggs	2/4/2021	Email	Thanks. I follow the RTC meetings fairly closely. We will all certainly know more when people start finding money to pay for it.	Comment noted.
20	Roya Khademi	2/5/2021	Email	<p>The Additional/New ROW to be taken? Also, Edra the comments I made below will enter as my part of public comments? Or do I need to repeat them somewhere else?</p> <p>Roya</p>	Ms. Edra Brashear, P.E., the previous TxDOT Project Manager responded to Roya Khademi via email on February 5, 2021 with the following, <i>“your comments will be included in the public comments. There is no need to repeat your comments.”</i>
21	Dana Dickey-Cruz and Bobby M. Dickey	2/5/2021	Email	My concern with the current proposed design of the realignment of US 380 from CR560 to CR699 is that it appears the projected project will take the entire .5 acres my Father's homestead at 2636 Audie Murphy Pkwy., Farmersville, Texas. The previous correspondence, we received stated no residential or non residential structures are anticipated to be displaced and this isn't the case with the most current proposal. This property has been in our family since 1958 and this is very concerning to us.	Comment noted. Mr. Liang Ding, P.E., the current TxDOT Project Manager responded to Dana Dickey-Cruz and Bobby M. Dickey via email on April 6, 2021 with the following, <i>“Currently TxDOT is working on revisions to the proposed alternative displayed at the public meeting based on input received during the comment period. The US 380 Farmersville segment is also coordinating with the adjacent project near CR 560 where the projects overlap. The impacts shown on the schematic to your parcel at 2636 Audie Murphy Pkwy are likely to change. TxDOT will evaluate alternatives to minimize or avoid impacts to the parcel if feasible. The current plan is to update the schematic this Summer to have a second public meeting in the Fall 2021.”</i>

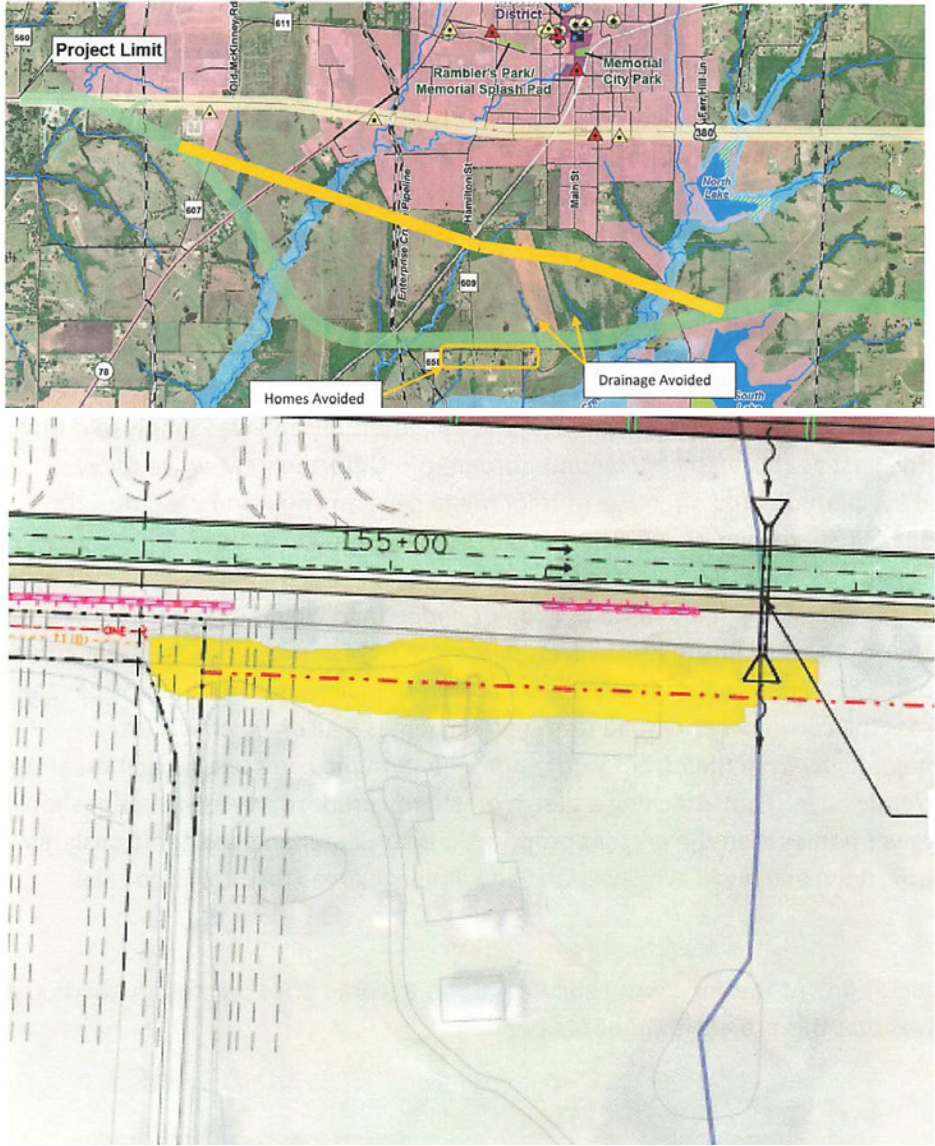
Comment Number	Commenter Name	Date Received	Source	Comment	Response
1.	Nancy Melendez Ruiz	April 28, 2022	Written Comment	Please add me to your mailing list. Thank you.	Comment noted.
2.	Ruben Herrera	April 28, 2022	Written Comment	<p>My nombre es Ruben Herrera y mis propiedades son (750, 751) – 749 piolo que si se pudiera mober unos 40 pies mas para la izquierda porque asi pasaría mas lejos de mi casa de otra forma estaría muy o demasiado cerca a la casa y del lado izquierdo es solo terreno no hay casas o viviendos. Gracia espero que consideren mi comentario gracias.</p> <p>Translation by HNTB: “My name is Ruben Herrera and my properties are (750, 751, 749) I am requesting that is possible, move about 40 feet to the left because that way it would go further from my house otherwise I would be very close to my house and on the left side there is land only, there are no houses or dwellings. Thank you, I hope you consider my comment thank you.”</p>	<p>TxDOT will assess shifting the alignment of US 380 by approximately 40’ to the north and west to minimize impacts to Properties 749, 750, and 751. The revised schematic will be presented at the Public Hearing (anticipated early 2023) for public input prior to final approval.</p> <p>TxDOT evaluará cambiar la alineación de US 380 aproximadamente 40' hacia el norte y el oeste para minimizar los impactos a las Propiedades 749, 750 y 751. El esquema revisado se presentará en la Audiencia Pública (anticipada a principios de 2023) para recibir comentarios del público antes de la aprobación final.</p>
3.	David Coleman	April 28, 2022	Written Comment	FM 547 is in desperate need to be widened.	<p>TxDOT’s schematic accommodates FM 547 as a 6-lane divided roadway at US 380 matching the Thoroughfare Master Plan. TxDOT’s schematic will transition from this 6-lane section to match into the existing conditions. Widening of FM 547 outside the limits of the TxDOT schematic project limits will be addressed by TxDOT in a future project.</p> <p>Per the preliminary traffic forecasts and operations report, the proposed intersection at US 380/FM 547 will operate at a LOS A with the proposed 6-lane configuration.</p>
				Also, I will need access to my land after the 380 bypass completed. So I can move cattle from one pasture to the other.	<p>Property access and impacts are being further evaluated in coordination with Collin County and the City of Farmersville.</p> <p>The revised schematic will be presented at the Public Hearing (anticipated early 2023) for public input prior to final approval.</p>
4.	Walter and Delphiene Martin	April 28, 2022	Written Comment	We are concerned with the traffic on 547 at this time. We have cameras and between 5:30 – 9:00 on a weekday the amount of cars on the road average about 20 cars a minute.	TxDOT’s schematic accommodates FM 547 as a 6-lane divided roadway at US 380 matching the Thoroughfare Master Plan. TxDOT’s schematic will transition from this 6-lane section to match into the existing conditions. Widening of FM 547 outside the limits of the TxDOT schematic project limits will be addressed by TxDOT in a future project.
				<p>There are no shoulders and our mailboxes have been hit five times in four years. At the moment the pole is bent down so much the neighbor’s mailbox is not level at all.</p> <p>Thank you.</p>	Property 418, located approximately 1 mile south of the proposed centerline of US 380, is within the property owner identification mailing limits but is outside the proposed limits of the TxDOT project. Improvements to FM 547 outside the limits of the TxDOT schematic will be addressed by Collin County and/or the City of Farmersville.
5.	Ainsleigh Mitchell	April 28, 2022	Written Comment	Moving the hiway south will greatly impact the wildlife in the area and may cause people who moved for land to sell and move away from the Farmersville area.	Comment noted and considered.
6.	Alexandria Mitchell	April 28, 2022	Written Comment	We moved to Farmersville in June. We came to enjoy the small town country fill and bought a house on acreage. We did not know about the proposed hiway placement until a few months ago. Moving the loop south to be placed by the South Lake Park will greatly change the country fill of the surrounding area, and bring the hiway closer to our Colina Creek home. We do not like the idea of hiways being closer to the natural areas and also feel that moving the hiway further from town will detract from traffic for the businesses in downtown and hurt the local economy.	Comment noted and considered.
7.	John Mitchell	April 28, 2022	Written Comment	Moving the hiway from its current position to include a loop that runs south is currently not needed in Farmersville, the congestion is Princeton to McKinney. People have moved to Farmersville to buy land and be away from hiway nose and moving the hiway to impact these nearby properties directly will also impact cut quiet country home.	Comment noted and considered.



8.	Amin Noor	April 28, 2022	Written Comment		Comment noted.
9.	Christina Schneider	May 3, 2022	Online Survey	<p>Hello, I live in the brand new beautiful craftsman home that was just completed in October 2021. My address is 1245 CR 609. This bypass will literally take out my new farm buildings and be right outside of my garage. As you can imagine, this will push me out of my home. There is SO MUCH farm land north of me, and while is being utilized to raise cattle by the Waffords (leasing from the LaFons), it unoccupied by a home. We are a family of 3. We have a 12 year old son that has been raised in the city but is learning country living values that is lost in not only in his generation but the one prior to his. We are a homeschool family that opens our home to the homeschool community in an effort to encourage wildlife and farming education and preservation. We have dreams for our home and land. We are wanting to build a farm to home as many types of farm animals as possible and grow crops for "you pick" with the vision to open the farm for families to enjoy and experience what we all take for granted. We had visions of "giving back" not to just our Farmersville community but for Collin County and surrounding counties that would want to drive here.</p>	<p>TxDOT will assess shifting the eastbound frontage road to minimize or avoid acquisition of ROW from Property 601. Since the public meeting, TxDOT has met with the property owner twice to discuss this matter and other concerns: May 13 Friday via virtual meeting, and May 27 in-person meeting in property owner's residence.</p> <p>A stakeholder meeting is scheduled Monday, July 11, 2022, at 1 p.m. with the City of Farmersville and adjacent property owners to discuss the project and the alignment.</p> <p>The revised schematic will be presented at the Public Hearing (anticipated early 2023) for public input prior to final approval.</p>
				<p>I am under the impression that this bypass is to help relieve FUTURE traffic as housing develops happen along 380. I am wondering, why not make the current 380 and double decker like H635 and charge toll for either upper or lower deck which would offset some of the construction cost, and ease tax payer money? There just has to be better solutions than uprooting people from their homes (mine is not the only one that would be impacted), disturbing what wildlife we have left, tearing up and taking away more farm land that is used for our food supply.</p> <p>I am pretty much begging for this extension to be moved away from my home, and away from any other homes or others means for living. We have scrimped and saved to finally make our home happen after having our property for 8 years. Please don't take it away.</p> <p>In Him, Christina Schneider</p>	Comment noted and considered.
10.	Jackson Hurst	May 4, 2022	Online Survey	<p>I approve and support TxDOT's US 380 from County Road 560 to CR 699 (Hunt County Line) Project. The aspect that I love about TxDOT's US 380 from County Road 560 to CR 699 (Hunt County Line) Project is that US 380 will be widened from 2 lanes to 3 lanes in each direction and will be converted to a freeway which will improve safety, reduce congestion, and improve freight mobility along US 380.</p>	Comment noted.

11.	Linda (Rodgers) West	May 9, 2022	Mailed Comment	We prefer that the US 380 (proposed) be aligned where the current US 380 is, widened and elevated.	The US 380 feasibility study completed in 2020, considered multiple alignments, including along the current alignment. As part of the evaluation process, the alternative that utilized the existing alignment was removed from further consideration and a recommended alignment along new location was proposed to proceed to this schematic/environmental analysis phase.
				Second preference is to have U.S. 380 (proposed) moved further north of C.R. 558; north of the home at 794 CR 609.	Multiple alignments were evaluated as part of the US 380 feasibility study. A series of three public meetings were conducted as part of that study for public input. One recommended alternative for a new alignment was proposed to proceed to this schematic/environmental analysis phase.
12.	Marvin Schneider and Addie Rodgers	May 13, 2022	Email Comment	Allow me to first say that if I could stop the 380 realignment project {US380Farmersville}, I would. If I could force the upgraded highway to stay along its current path of 380, I would. I want to be clear that the proposed highway is NOT wanted by the people who LIVE here. Those who stand to reap its benefits live elsewhere. Also, the alignment to avoid the loss of homes along its path is a farce because almost all who live along/near its path will move away either before, during or shortly after construction, leaving profits to be made by developers who (again) don't live here. The people who reside in this area are here for the sole purpose of getting away from this kind of road and development. Further, I would guess the city of Farmersville has had plenty of input as to the layout and plan of the new road - but the people being impacted by this project do not live in the city of Farmersville, and the city does NOT speak on their behalf.	Comment noted and considered.

I want to additionally state that the newly proposed right of way would obstruct the driveway to my home and impact structures on my property. (see image with yellow highlighted area)



A stakeholder meeting is scheduled Monday, July 11, 2022, at 1 p.m. with the City of Farmersville and adjacent property owners to discuss the project and the alignment.

The revised schematic will be presented at the Public Hearing (anticipated early 2023) for public input prior to final approval.



				<p>Please consider me as opposed to the entire 380 realignment project (US380Farmersville). That being said, I know full well my efforts to stop the realignment will likely be in vain. So, if I cannot stop it altogether, I am also here to argue the proposed location of the alignment.</p> <p>I met with a group of four of your representatives at the public meeting today in Farmersville (4/28/2022). I voiced my thoughts and all of them agreed with my comments - that the proposed alignment made no sense. I argued the same facts during the feasibility study and was simply told that the proposed route was the best as chosen by a "computer program". Unfortunately, while todays representative were friendly, all they could offer was to refer me to send an email and post my commentary to the website. So, here I am, trying to give my best explanation in writing.</p> <p>My proposal of alignment if I cannot stop it altogether: I do not understand why the proposed alignment dips so far to the South. It seems to be an incredible waste of resources and the major curves in the project couldn't possibly be beneficial to traffic flow. Further, the far dip to the South places the new highway literally across the current county road from several homes - all of which will lose significant value with a major highway in their front yard, not to mention the complete disruption of the peaceful setting they currently have. I am attaching a sketch of where I propose the realignment should go (gold line). It affects fewer homes than the present proposal, it is straighter and shorter (translates to cheaper and better traffic flow) and it will avoid wetland and drainage areas that flow into Lake Lavon.</p> <p>Thank you for your consideration. At the very least I encourage you to come drive our county roads and see the homes and the lives that this project is about to upend.</p> <p>Regards, Marvin Schneider 1245 County Road 609 - Farmersville, TX 75442 [REDACTED]</p>	<p>A stakeholder meeting is scheduled Monday, July 11, 2022, at 1 p.m. with the City of Farmersville and adjacent property owners to discuss the project and the alignment.</p> <p>The revised schematic will be presented at the Public Hearing (anticipated early 2023) for public input prior to final approval.</p>
13.	Pam Dickey	May 14, 2022	Email Comment	<p>As i have said before this is unfair to take our land &amp; now learning that only a portion will be needed which will leave the acre useless. The backyard will be left leaving an empty area. Another alternative should be utilized.</p>	<p>TxDOT will assess revising the alignment to minimize overall proposed right of way impacts.</p> <p>The revised schematic will be presented at the Public Hearing (anticipated early 2023) for public input prior to final approval.</p>



Comment Number	Commenter Name	Date Received	Source	Comment	Response
1.	Fisher D. Harwell	2/14/23	Online Comment	Are you still going Eastside of Princeton Texas	This segment of US 380 Farmersville would consist of a new location project east of Princeton, TX. The realignment of the existing US 380 Farmersville segment would extend from CR 560 to CR 699 (Hunt County Line) south of the City of Farmersville. There are separate US 380 projects ongoing, including the US 380 Princeton segment. Refer to the TxDOT website for information regarding the US 380 Princeton project: <a href="https://www.keepitmovingdallas.com/projects/us-highways/us-380-from-fm-1827-to-cr-560-princeton-area">https://www.keepitmovingdallas.com/projects/us-highways/us-380-from-fm-1827-to-cr-560-princeton-area</a>
2.	Sabrina Moffitt	2/16/23	Online Comment	will this include audie murphy	Audie Murphy Parkway will be reconstructed where the proposed project overlaps the existing Audie Murphy Parkway. When the alignment departs from the existing Audie Murphy Parkway to develop the bypass, only the transitions to connect to the existing Audie Murphy Parkway/BUS 380 will be constructed. On the east side of the proposed US 380 Farmersville project, the bypass departs from the existing alignment approximately 1500' east of CR 560. At the east end of the project, the bypass rejoins the existing alignment at the Collin/Hunt County line or County Road (CR) 698/699.  The existing Audie Murphy Parkway between the bypass connections will be maintained with regular repairs/maintenance.
3.	Candace Niezgodzki	2/27/23	Email Comment	Our office is in receipt of the attached notice regarding the upcoming US Highway 380 in proximity to the property located at [REDACTED], which is occupied by Sonic Drive-In (our tenant). Are there any updates you can provide with respect to the project? Has it yet been determined if there will be any rights (permanent, temporary, or otherwise) acquired from the above referenced property, and if so, what the timing is for the acquisition?  Any information you may have regarding the project is appreciated.	The following response was provided by TxDOT (PM Liang Ding) on March 16, 2023 via email: Thank you for being interested in the US 380 Farmersville project. I am more than happy to provide you the assistance. The US 380 Farmersville in-person Public Hearing originally planned for March 2, 2023, was postponed due to severe weather concerns that evening. A new date for the in-person hearing is now on Thursday, March 23, 2023, 5:30 p.m. to 7:30 p.m. at the Farmersville Campus of Collin College located at 501 S. Collin Parkway, Farmersville, TX 75442. With the project in the preliminary engineering phase, we are actively evaluating the design from both engineering and environmental perspective. We created websites for the project and public hearing. Ability to access project information online at the project website: <a href="http://www.keepitmovingdallas.com/US380Farmersville">www.keepitmovingdallas.com/US380Farmersville</a> that is available now through Friday, April 7, 2023, at 11:59 p.m. This is not a live event and materials can be viewed at your convenience. Materials posted to the project website will include a pre-recorded presentation with audio and video components, along with exhibits and other information. The mail notice you received was sent to property owners near certain buffer zone of the proposed project, and does not necessarily indicate any direct right-of-way (ROW) impact. In this case, the proposed project will not have ROW impact on the referenced address [REDACTED] (Farmersville, TX).
4.	Tommy Lovell	3/1/23	Email Comment	We still on for tomorrow with the storms coming in?	The following response was provided by TxDOT (PM Liang Ding) on March 2, 2023 via email: The US 380 Farmersville in-person Public Hearing planned for March 2, 2023, will be postponed due to severe weather concerns. A new date for the in-person hearing will be announced shortly. The online Public Hearing will still be available at <a href="http://www.keepitmovingdallas.com/US380Farmersville">www.keepitmovingdallas.com/US380Farmersville</a> beginning at 5:30 p.m. on March 2, 2023.
5.	Tommy Lovell	3/2/23	Email Comment	Any word on the new meeting date?	Email and mail notifications of the new public hearing date for the new date (March 23, 2023) were sent on March 8, 2023 to Mr. Lovell.
6.	Craig Overstreet	3/2/23	Written Comment	TxDOT: After reviewing your drawings for the intersection at State Highway 78 and the US 380 bypass interchange, I sincerely hope you will reconsider your design. The proposed design is too short and will cause a bottleneck stack in both directions. Evidence of excessive stacking is already noted in the existing intersection of SH 78 and US 380 during morning and evening drive times. Too, numerous wrecks have occurred because of the crossover nature of the design ( into oncoming traffic ).  Please take another look at the design flaw while there is still time to correct it. Failure to do so will negate what you were trying to accomplish – expediency for drivers with the bypass road. I appreciate your consideration and thank you for your efforts.	SH 78 is a separate project outside the scope of the US 380 Farmersville project. However, the US 380 Farmersville project overpass bridge accommodates the future SH 78 6-lane principal arterial (including a dedicated turn-lane and 3-lanes each direction). The US 380 Farmersville project ties back into the existing SH 78 lanes on either side of the proposed US 380 frontage roads. Per the NCTCOG 2045 MTP Update, the SH 78 6-lane project would be constructed and open to traffic no later than the year 2036 [exact project timeline is to be determined (TBD)].  As part of the US 380 Farmersville project traffic operational analysis, the SH 78 intersections with the eastbound and westbound frontage roads were analyzed. They operate in the opening year (2030) at an acceptable level of service (LOS) D or better. By the design year (2050), the intersections' LOS does decrease, but it is expected the SH 78 project will be completed by then, and the traffic operations will be further analyzed as part of the SH 78 project (timing TBD).
7.	Ken Roose	3/3/23	Online Comment	I live on CR 557 in Farmersville. I noticed during the presentation that there is a very large intersection planned at CR 560 with what looks to be a "pre-planned and yet to be built" extension headed south to most likely connect to my road (CR 557) and ultimately intersect Hwy 78. Here are my questions: 1) Is the future plan to connect the 380 bypass to Hwy 78 using this CR 557 route?	According to the Farmersville Major Thoroughfare Plan (available on the City of Farmersville's website), when CR 560 is extended (by others) south of the US 380 Farmersville project, there will be an intersection at CR 557 (existing 2-lanes) and CR 560 (proposed 4-lane major arterial). There is a proposed connection from CR 560 to SH 78 south of the CR 557/CR 560 intersection (by others).  The US 380 Farmersville project provides access to SH 78 via entrance/exit ramps in both directions. The access to SH 78 is not anticipated to utilize CR 557.



Comment Number	Commenter Name	Date Received	Source	Comment	Response
				2) If so, how many lanes are planned?	The Farmersville Major Thoroughfare Plan available on the City of Farmersville's website does not show improvements to CR 557.
				3) If so, what is the timeframe for this construction to begin?	There are no plans for improving CR 557.
				4) In your current 380 by-pass drawings/renderings I don't see 380 by-pass to 78 exit/entrance ramps, making me believe that the 560/557 future road will be the main means to transfer between 380 and 78. Is that the plan?  Thanks, Ken Roose CR 557 Resident	The US 380 Farmersville project proposes entrance/exit ramps to/from SH 78 in both directions and will be signed as such. There is a signalized intersection at the Audie Murphy Parkway/frontage road intersections, but the signal timing will be coordinated to SH 78.
8.	Monica	3/3/23	Online Comment	What residences and/or businesses would be effected by the proposed realignment project?	The potential displacements include two businesses, Winners Sweepstakes (an entertainment business) and A&A Landscape and Irrigation, also known as Lakeway Nursery; three single-family residences; an electric utility facility; one propane tank and a barn/workshop within a residential parcel.
9.	Tommy Lovell	3/6/23	Email Comment	Any update on a new meeting date?	Email and mail notifications of the new public hearing date for the new date (March 23, 2023) were sent on March 8, 2023 to Mr. Lovell.
10.	Megan Welch	3/7/23	Email Comment	Hi Liang, I know there was a hearing last week regarding a road project along US 380 in Farmersville, TX. I was not able to attend, but wondered if you might be able to send me the plans for the project so we could review the impact it might have on our store. Thank you for your help!!	The following response was provided by TxDOT PM (Liang Ding) on March 16, 2023 via email: Ms. Welch, Thank you for being interested in the US 380 Farmersville project. I am more than happy to provide you the assistance. The US 380 Farmersville in-person Public Hearing originally planned for March 2, 2023, was postponed due to severe weather concerns that evening. A new date for the in-person hearing is now on Thursday, March 23, 2023, 5:30 p.m. to 7:30 p.m. at the Farmersville Campus of Collin College located at 501 S. Collin Parkway, Farmersville, TX 75442. With the project in the preliminary engineering phase, we are actively evaluating the design from both engineering and environmental perspective. We created websites for the project and public hearing. Ability to access project information online at the project website: <a href="http://www.keepitmovingdallas.com/US380Farmersville">www.keepitmovingdallas.com/US380Farmersville</a> that is available now through Friday, April 7, 2023, at 11:59 p.m. This is not a live event and materials can be viewed at your convenience. Materials posted to the project website will include a pre-recorded presentation with audio and video components, along with exhibits and other information.
11.	Lacey Walker	3/11/23	Online Comment	Need assistance	TxDOT attempted to contact Ms. Walker by phone on April 10, 2023 to seek further information on her comment. A follow up email was provided by TxDOT PM (Liang Ding) on April 12, 2023: Ms. Walker, We noted your comment in the online survey for the US 380 Farmersville Public Hearing requesting assistance. As the project manager, I wanted to personally follow up with you to see if we could provide any help or if you could provide more direction. Please let me know if I can answer any questions for you about the project.
12.	Ken Roose	3/15/23	Email Comment	Mr. Endres, I live on CR 557 in Farmersville. I noticed during the presentation that there is a very large intersection planned at CR 560 with what looks to be a "pre-planned and yet to be built" extension headed south to most likely connect to my road (CR 557) and ultimately intersect Hwy 78. Here are my questions: 1) Is the future plan to connect the 380 bypass to Hwy 78 using this CR 557 route?	According to the Farmersville Major Thoroughfare Plan (available on the City of Farmersville's website), when CR 560 is extended south of the US 380 Farmersville project there will be an intersection at CR 557 (existing 2-lanes) and CR 560 (proposed 4-lane major arterial). There is a proposed connection from CR 560 to SH 78 south of the CR 557/CR 560 intersection.  The US 380 Farmersville project provides access to SH 78 via entrance/exit ramps both directions. The access to SH 78 is not anticipated to use CR 557.
				2) If so, how many lanes are planned?	The Farmersville Major Thoroughfare Plan available on the City of Farmersville's website does not show improvements to CR 557.
				3) If so, what is the timeframe for this construction to begin?	There are no plans for improvement to CR 557.
				4) In your current 380 by-pass drawings/renderings I don't see 380 by-pass to 78 exit/entrance ramps. It appears that those traveling east on the 380 by-pass will have to exit and go through 2 lights in order to travel south on Hwy 78. This makes me believe that the 560/557 future road will be the main means to transfer between 380 and 78. Is that the plan? If so, it is a poor one. Why not make the interchange between 78 and 380-bypass quick and easy?	Neither CR 557 nor CR 560 are planned to be the main access. The US 380 Farmersville project proposes entrance/exit ramps to/from SH 78 in both directions and will be signed as such. There is a signalized intersection at the Audie Murphy Parkway/frontage road intersections, but the signal timing will be coordinated to SH 78.



Comment Number	Commenter Name	Date Received	Source	Comment	Response
13.	Candace Niezgodzki	3/16/23	Email Comment	Hello Liang, Thank you for the information on the US HWY 380 Farmersville Project and for detailing that no right of way will be acquired from our site. If there are any changes in the future to this project, please reach out to us as a contact for the property referenced above.	Comment noted.
14.	Bill Kincaid	3/19/23	Email Comment	I am very glad you are addressing the traffic problems that would otherwise exist in the near future in and around Farmersville.	Comment noted.
				Are there also plans for addressing the current bottlenecks that exist from Princeton through Little Elm and Crossroads?	There are other US 380 projects that would improve mobility from Princeton through Little Elm and Crossroads. Information on these projects can be found in the TxDOT website at: McKinney segment: <a href="https://www.keepitmovingdallas.com/projects/us-highways/us-380-environmental-impact-statement-from-coit-road-to-fm-1827">https://www.keepitmovingdallas.com/projects/us-highways/us-380-environmental-impact-statement-from-coit-road-to-fm-1827</a> Prosper/Frisco segment: <a href="https://www.keepitmovingdallas.com/projects/us-highways/us-380-from-teel-parkwaychampionship-drive-to-west-of-lakewood-drive-prosperfri">https://www.keepitmovingdallas.com/projects/us-highways/us-380-from-teel-parkwaychampionship-drive-to-west-of-lakewood-drive-prosperfri</a> Princeton segment: <a href="https://www.keepitmovingdallas.com/projects/us-highways/us-380-from-fm-1827-to-cr-560-princeton-area">https://www.keepitmovingdallas.com/projects/us-highways/us-380-from-fm-1827-to-cr-560-princeton-area</a> Denton County segment: <a href="https://www.keepitmovingdallas.com/projects/us-highways/us-380-denton-county-feasibility-study">https://www.keepitmovingdallas.com/projects/us-highways/us-380-denton-county-feasibility-study</a>
15.	Robin Edwards	3/23/23	Written Comment	Since this is one of the fastest growing areas in the nation and since there currently is not a good east-west highway between Interstate 30 and U.S. highway 82, the traffic problems are continually getting worse.  Thank you, Bill Kincaid	Comment noted.
16.	Candice Randolph	3/23/23	Email Comment	Good morning Liang, I am reaching out because we received the attached. Given the proposed plans, it looks like our store will be affected. Can you confirm if the store is one of the non-residential locations that will be displaced for this project? If you could please provide any site plans or additional project information, that would be much appreciated. Thank you.	The following response was provided by TxDOT PM (Liang Ding) on March 23, 2023 via email: Ms. Randolph, Thank you for reaching out. Attached please find my response early this month to one of your colleagues for the inquiry. Thanks, and please let me know if any further information is needed.
17.	Robin Edwards	3/23/23	Written Comment	In reviewing the schematics I have multiple concerns. I have been a resident of Farmersville for 23 years. It appears that the current 380 will become Business 380. I am very familiar with 78 and Business 78. Business 78 has been abandoned both by the state in terms of it being cared for and by businesses. It is riddled w/ potholes and businesses that no longer exist. I am not interested in seeing Farmersville and all its charm be discarded because of a project that was completed in the interest of time & money.	Comment noted. The existing Audie Murphy Parkway between the bypass connections will be maintained with regular repairs/maintenance.
				In addition, I live in a hill and seeing the schematics, I can tell the traffic and noise will be of concern for me and my neighbors in the future not to mention the trucks tearing up the roads that are not saved by TXDOT out there — who will repair those?	As part of the environmental phase of the project, TxDOT completed a traffic noise analysis in accordance with TxDOT's FHWA-approved Traffic Noise Policy (2019). TxDOT is required to analyze and determine predicted traffic noise impacts for representative receivers adjacent to a roadway project. Because your property is over 1.5 miles away from the project, it was not included in the traffic noise analysis. Per the traffic noise analysis completed, the proposed project would result in traffic noise impacts with no feasible and reasonable abatement. Details on the traffic noise analysis can be found in the Traffic Noise Technical Report available for review at the TxDOT Dallas District office.  TxDOT would be responsible for the construction, maintenance, and repair of the proposed US 380 Farmersville project, including county road intersections within state ROW at the frontage roads. The City or County will be responsible for roads outside the TxDOT statewide system.



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18.	Linda Rodgers West	3/23/23	Written Comment	We prefer 380 be built further north, however, with the current proposed alignment a noise barrier along County Road 558 is needed	<p>During the feasibility study for the proposed project, five viable alignments, including a new location realignment south of Farmersville, were presented to the public during the first series of public meetings in the Spring of 2018. After this round of public involvement, TxDOT conducted further evaluations and reduced the number of alignments to two alignments with options that minimized environmental impacts. TxDOT recommended the proposed alignment because it would result in fewer residential and business relocations and would cost less when compared to the other alignment. A six-lane divided (three lanes in each direction) alternative was identified by TxDOT to be carried forward to schematic refinement, public involvement, and detailed environmental evaluation processes.</p> <p>Per the TxDOT traffic noise analysis, completed in accordance with TxDOT's FHWA-approved Traffic Noise Policy (2019), noise barriers for receivers located near CR 558 would not be feasible and reasonable and therefore are not proposed for incorporation into the project.</p>
19.	Meeting Attendee	3/23/23	Written Comment	It would be nice if plantings would be pollinator friendly	Seeding and replanting with TxDOT-approved seed mixes containing native species would be used in the re-vegetation of disturbed areas. Some of the seed mixes species are pollinator friendly. For more information on the seed mixes refer to: <a href="https://www.txdot.gov/about/campaigns-outreach/bluebonnets-wildflowers/wildflower-program.html">https://www.txdot.gov/about/campaigns-outreach/bluebonnets-wildflowers/wildflower-program.html</a>
20.	Thomas W. Ellison	3/23/23	Written Comment	In general the proposed plan is appropriate and reasonable. Some minor entry and exit considerations should be implemented.	Comment noted.
				There appears to be broad community agreement with the proposal. ROW acquisition should be expedited to control cost increases.	Comment noted.
21.	Bob Collins	3/23/23	Written Comment	<p>Subject: Western &amp; Eastern Transitions to Existing US 380</p> <p>Both of these transitions should be continuous utilizing overpasses for smooth transitions. The current design is not looking forward to the growth impacts and resulting traffic increases. This area of Collin County is set to grow drastically – especially with Future Outer Loop; Future 78 Expansion and the pressure to move traffic onto existing 380.</p>	<p>TxDOT is proposing improvements to US 380 in Denton and Collin County to meet current and future increase in traffic demand stemming from projected populated growth. The proposed US 380 project is included in the Metropolitan Transportation Plan (MTP) which is designed to improve regional mobility and increase efficiency, safety and system capacity in the Dallas-Fort Worth metropolitan planning area. Regional population, employment trends and other projects are factors considered in the development of the MTP.</p> <p>Future traffic volumes for the project were developed by applying growth rates to the existing traffic. These growth rates were determined based on assessment of historical traffic growth trends and future traffic growth shown in the NCTCOG travel demand model. Based on traffic analysis using Design Year 2050 volumes, continuous transition or direct connects are not warranted for this project.</p> <p>For the west end of the project (approx. 1500' west of CR 560): Traffic operational analysis was conducted for the US 380 eastbound and westbound frontage road intersections at Audie Murphy Parkway. The operational analysis for the westbound frontage road indicates an overall intersection LOS B/B in opening year 2030 for AM/PM and LOS C/B in design year 2050 for AM/PM. Results for the eastbound frontage road indicates an overall intersection LOS B/B in opening year 2030 for AM/PM and LOS B/B in design year 2050 for AM/PM. These results indicate acceptable intersection operations through design year 2050. Therefore, based on the traffic operational analysis, direct connector (DC) ramps would not be needed for the western end of the project.</p> <p>For the east end of the project (near the Collin/Hunt County Line): Traffic operational analysis was conducted for US 380 at Audie Murphy Parkway where it ties in at the eastern end of the project. The operational analysis for the eastbound frontage road at E. Audie Murphy Parkway indicates an overall intersection LOS A/B in the opening year 2030 for AM/PM and LOS A/B in design year 2050 for AM/PM. Results for Audie Murphy Parkway at eastbound ramp indicate an overall intersection LOS A/A in the opening year 2030 for AM/PM and LOS A/B in design year 2050 for AM/PM. These results indicate acceptable intersection operations through design year 2050. Therefore, based on the traffic operational analysis, DC ramps would not be needed for the eastern end of the project.</p>


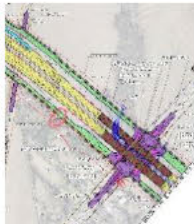
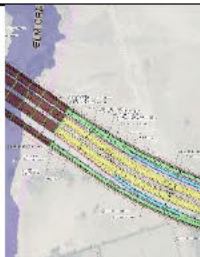


Comment Number	Commenter Name	Date Received	Source	Comment	Response
22.	J. Robert (Bob) Collins	3/24/23	Online Comment	The design layout looks good. Two comments: (1) West and East transitions to Audie Murphy Parkway. From US 380, both call for stop and transition through an underpass to access/egress Audie Murphy Parkway. A continuous transition utilizing an underpass will work much better for the long term.	<p>TxDOT is proposing improvements to US 380 in Denton and Collin County to meet current and future increase in traffic demand stemming from projected populated growth. The proposed US 380 project is included in the MTP which is designed to improve regional mobility and increase efficiency, safety, and system capacity in the Dallas-Fort Worth metropolitan planning area. Regional population, employment trends, and other projects are factors considered in the development of the MTP.</p> <p>Future traffic volumes for the project were developed by applying growth rates to the existing traffic. These growth rates were determined based on assessment of historical traffic growth trends and future traffic growth shown in the NCTCOG travel demand model. Based on traffic analysis using Design Year 2050 volumes, continuous transition or direct connects are not warranted for this project.</p> <p>For the west end of the project (approx. 1500' west of CR 560): the analysis indicated the highest peak hour traffic volume is the PM, which determined 744 vehicles would use the US 380 westbound entrance ramp from Audie Murphy Parkway and 401 vehicles would use the US 380 eastbound exit ramp to Audie Murphy Parkway. A one-lane ramp can handle 2,000 vehicles in the peak hour. Traffic operational analysis was also conducted for the US 380 eastbound and westbound frontage road intersections at Audie Murphy Parkway. The operational analysis for the westbound frontage road indicates an overall intersection LOS B/B in opening year 2030 for AM/PM and LOS C/B in design year 2050 for AM/PM. Results for the eastbound frontage road indicates an overall intersection LOS B/B in opening year 2030 for AM/PM and LOS B/B in design year 2050 for AM/PM. These results indicate acceptable intersection operations through design year 2050. Therefore, based on the traffic operational analysis, DC ramps would not be needed for the western end of the project.</p> <p>For the east end of the project (near the Collin/Hunt County Line): The highest ramp volume at the eastern project limit is 335, which is the eastbound Audie Murphy Parkway to US 380 westbound frontage road movement in the PM peak hour. This volume is well below the single ramp lane capacity threshold. Traffic operational analysis was also conducted for US 380 at Audie Murphy Parkway where it ties in at the eastern end of the project. The operational analysis for the eastbound frontage road at E. Audie Murphy Parkway indicates an overall intersection LOS A/B in the opening year 2030 for AM/PM and LOS A/B in design year 2050 for AM/PM. Results for Audie Murphy Parkway at eastbound ramp indicate an overall intersection LOS A/A in the opening year 2030 for AM/PM and LOS A/B in design year 2050 for AM/PM. These results indicate acceptable intersection operations through design year 2050. Therefore, based on the traffic operational analysis, DC ramps would not be needed for the eastern end of the project.</p>
				<p>(2) The current layout does not project an interchange with the future Collin County Outer Loop. This route has been approved by Collin County and will approximately parallel FM 547 where it intersects Audie Murphy parkway.</p> <p>Thanks for the opportunity to Comment.</p> <p>J. Robert (Bob) Collins, PhD Chairman, Farmersville TIRZ Board Member, Board of Trustees, Collin College Adjunct Professor of Management, Texas A&amp;M University, Commerce</p>	<p>TXDOT has and will continue to coordinate with Collin County as their plan for the outer loop is developed. The approximate, preliminary location of the future Collin County Outer Loop (CCOL) is indicated on the schematic roll 3 as CCOL (BY OTHERS) labeled west of FM 547 and north of US 380 (the technically preferred alternative was approved in 2006). As part of the schematic development and throughout coordination and engineering design, the US 380 Farmersville project has verified that it will not preclude plans for the CCOL project to minimize impacts to the region. The US 380 mainlanes are depressed under CR 547 to accommodate CCOL going over US 380 and future connections between CCOL/US 380. Collin County is currently in the process of hiring an engineer for Summer 2023 to work on the next phase of the CCOL which includes refinement of the alignment of CCOL and the interchange with US 380. Per the NCTCOG 2045 MTP Update, the CCOL mainlanes will be constructed and open to traffic between 2037 and 2045 (timing TBD).</p>

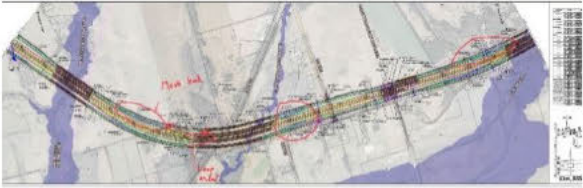
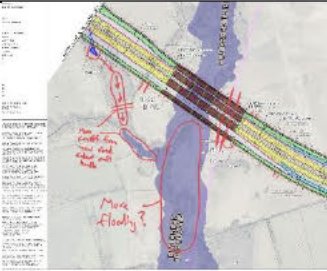


Comment Number	Commenter Name	Date Received	Source	Comment	Response
23.	David Coleman	3/24/23	Email Comment	I own property on FM547 where the 380 bypass will be. I need access for my cattle to get from one pasture to the other after the bypass is constructed. This access needs to be on the west side of FM547 and another access on the east side of FM 547. Below is my contact information. Please let me know if you need any more information.	The proposed US 380 mainlanes have been depressed and cross under the FM 547 bridges near this location. Per the TxDOT ROW Acquisition Manual (2021) Section 5, it is not permissible for cattle crossings to be placed over a highway. A permissible, limited right of passage cattle crossing under or through the US 380 main lanes is not feasible at this location.  TxDOT will provide just compensation for property impacts and damages associated with this impact in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the TxDOT Right-of-Way Manual. TxDOT's procedures for ROW acquisition will be followed to determine compensation for damages to the property and farming operations (i.e., no cattle access). The ROW acquisition process will start after the US 380 Farmersville project environmental clearance (anticipated Summer 2023). More information on TxDOT's procedures for ROW acquisition is available at <a href="http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf">http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf</a>
24.	David Coleman	3/24/23	Email Comment	Thanks for your reply. By the way, I get my cattle across FM 547 by opening gates on the east and west side and stopping traffic temporarily while I move them across. There are cattle crossing signs on FM 547 at the present time for me to move them safely. How will I be able to do this when the bypass is built?	See previous comment response.
25.	Thomas G. Smith	3/24/23	Mailed Comment	I would like to thank you for the public meeting on March 23 <sup>rd</sup> and the opportunity to talk to you about the by pass around Farmersville. The meeting and our conversation was very informative so thanks again.	Bridge columns for the structure spanning the unnamed creek near ML-US380 Station 1860+00 have been placed such that a 20' wide, 15' tall cattle crossing can be accommodated at the existing crossing location without impacting the existing culvert located in the creek.
				I am the owner of the referenced survey that will be affected by the realignment of U.S. Highway 380 around Farmersville, Texas. The realignment will split my land in half and I will need access for my livestock to go from the north side to the south side. The plans show that there will be four bridges for drainage into the South Lake and this is the same location that I will need access. The access needs to be 30 feet wide with 18 feet clearance. Currently there is a 20 foot by 4 foot culvert that is in the creek that provides access during wet weather so it is essential that a culvert be in the creek once the highway is completed to provide continued access.	Per the TxDOT ROW Acquisition Manual (2021), when use of a pass across the ROW is allowed, it will be accomplished by permit, by contractual agreement with the state, or as a retained right in the ROW conveyance to the state.
				Another requirement with the access will be the need for a permanent fence to keep cattle off the highway right way under the bridges. I plan to use 12 foot long by 64 inches tall corral panels with posts at each end of the panel the whole length of the 400 foot right way. The question I have with the fence pertains to need for gates when highway contractors mow the right way. Without gates the mowing contractor will not be able to get down the right way so will TxDOT require me to have gates?	TxDOT may not install fence along the ROW as part of this project. Property owners may discuss damages resulting from desired fencing with the appraiser during ROW negotiations. TxDOT may not maintain/mow areas that have been fenced by property owners for their personal use.
26.	Linda West	3/27/23	Email Comment	Highway project like this one will take years to complete so have plans been made that will provide access to both sides of the survey during construction?	A preliminary traffic control plan (TCP) for construction phasing has been developed as part of this phase of the project (schematic/environmental). As the project progresses to the next phase, PS&E, a more detailed TCP plan will be developed for the contractor. Access will be maintained as much as possible where reasonable and feasible for as long as possible. Provisions for access during construction will be addressed during the ROW appraisal and negotiations process.
				Thomas G. Smith	
26.	Linda West	3/27/23	Email Comment	The noise level study documents from the March 23, 2023 Draft Environmental Assessment and Public Hearing in Farmersville, Texas were incomplete. Specifically, the area of County Road 558/County Road 609. The home/house located at [REDACTED] CR 609 was not included on the map nor in the study (from the information provided at the meeting). We were not provided information on how the study including noise barrier requirements was completed without all the data (how this home will be affected).	A receiver was modeled for the single-family residence located at [REDACTED] CR 609 and evaluated under noise abatement criteria (NAC) category B - Residential. Noise analysis results indicate that the existing and predicted noise level (year 2050) would be 53 dB(A) and 63 dB(A), respectively, which is an increase of 10 dB(A) over existing noise levels; therefore, there would be a traffic noise impact under the relative criterion.
				Thank you, Linda West	Per TxDOT's FHWA-approved Traffic Noise Policy (2019), in order for noise a noise barrier to be feasible, the abatement measure must benefit a minimum of two impacted receptors and reduce the predicted noise level by at least 5 dB(A) at greater than 50 percent of first row impacted receptors. A noise barrier for the receiver located 1245 CR 609 would not be feasible because it would not benefit at least two impacted receivers; therefore, a traffic noise barrier would not be proposed for incorporation into the project.



Comment Number	Commenter Name	Date Received	Source	Comment	Response
27.	Megan Welch	3/28/23	Email Comment	<p>Hi Liang,</p> <p>I know there was a hearing last week regarding a road project along US 380 in Farmersville, TX. I was not able to attend, but wondered if you might be able to send me the plans for the project so we could review the impact it might have on our store.</p> <p>Thank you for your help!!</p> <p>Megan Welch Lease Administration Supervisor</p> <p> Real Estate Department [REDACTED] [REDACTED] [REDACTED]</p>	<p>The following response was provided by TxDOT PM on March 16:</p> <p>Ms. Welch,</p> <p>Thank you for being interested in the US 380 Farmersville project. I am more than happy to provide you the assistance. The US 380 Farmersville in-person Public Hearing originally planned for March 2, 2023, was postponed due to severe weather concerns that evening. A new date for the in-person hearing is now on Thursday, March 23, 2023, 5:30 p.m. to 7:30 p.m. at the Farmersville Campus of Collin College located at 501 S. Collin Parkway, Farmersville, TX 75442. With the project in the preliminary engineering phase, we are actively evaluating the design from both engineering and environmental perspective. We created websites for the project and public hearing. Ability to access project information online at the project website: <a href="http://www.keepitmovingdallas.com/US380">www.keepitmovingdallas.com/US380</a> Farmersville that is available now through Friday, April 7, 2023, at 11:59 p.m. This is not a live event and materials can be viewed at your convenience. Materials posted to the project website will include a pre-recorded presentation with audio and video components, along with exhibits and other information.</p> <p>On March 28, Ms. Welch provided the following email:</p> <p>Thank you for sending this, Liang!! Thought it looks like this may be in our back yard, it doesn't look like it will impact the O'Reilly store directly. If there are any documents we will need to sign as part of this project, just let me know.</p> <p>Thank you!!</p>
28.	Tommy Lovell	3/31/23	Email Comment	<p>Liang,</p> <p>Good seeing you last week. Per our discussion please find the attached marked up maps with changes or concerns.</p> <p></p> <p>Map 1</p> <ol style="list-style-type: none"><li>1. There is a small gap that we are left with between the bypass, our property and the neighbor's property. This should be butted up against the property line so we are not left with this.</li></ol>	<p>The proposed ROW is identified based on engineering, grading and drainage needs, with minimizing impact in consideration. TxDOT cannot adjust Proposed ROW beyond the engineering and environmental necessary. Uneconomic property remainders can be discussed with the appraiser during the ROW acquisition process.</p> <p>TxDOT will provide just compensation for property impacts and damages associated with this impact in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the TxDOT Right-of-Way Manual. TxDOT's procedures for ROW acquisition will be followed to determine compensation for damages to the property and farming operations (i.e., parcels that have unusable remainder). More information on TxDOT's procedures for ROW acquisition is available at <a href="http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf">http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf</a></p>
				<ol style="list-style-type: none"><li>2. There is a drive entrance that does not exist and should be taken off which is circled.</li></ol>	<p>The driveway will be removed from the final schematic plans as requested.</p>
				<ol style="list-style-type: none"><li>3. We need an access entrance on the southwest corner since you are cutting our property in two. If you notice on Map 3 in Princeton there are 5 new curb cuts added to properties that do not have them.</li></ol>	<p>One Driveway access to property [REDACTED] will be added on US 380 eastbound frontage road, upon meeting the requirements of the TxDOT Access Management Manual (2011). Access to SH 78 as requested does not meet TxDOT's requirements. The property owner will have the opportunity to accompany the appraiser during the inspection and provide input. More information on TxDOT's procedures for ROW acquisition is available at <a href="http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf">http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf</a></p>
				<p></p> <p>Map 2</p> <ol style="list-style-type: none"><li>1. There is no crossing noted on our segment like there is on the attached Tommy Smith cattle crossing map.</li></ol>	<p>TxDOT will revise the final schematic to include accommodations for a 20' wide cattle crossing with 15' of vertical clearance meeting the design criteria shown on the exhibit provided to Mr. Lovell in September of 2022. Bridge columns for the structure spanning Elm Creek Tributary 4 have been placed such that a 20' wide, 15' tall cattle crossing can be accommodated.</p> <p>Per the TxDOT ROW Acquisition Manual (2021), when use of a pass across the ROW is allowed, it will be accomplished by permit, by contractual agreement with the state, or as a retained ROW conveyance to the state.</p>



Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<div>2. We need about 50-60 feet wide and 20 foot height. We will use this as a cattle and equipment crossing now but we would like the ability to convert this into a city road when we develop this. We need this as close to the floodplain as possible. Would this be a problem?</div>	<div>The crossing is not intended to accommodate a city roadway.</div>
				<div> Map 6</div> <div>1. I appreciate you changing the off ramp coming up to 78 but can you move it back closer to the bridge so we can have the ability for a curb cut to access our property for development on the north side. I've circled off ramps to east that are shorter and come off a bridge so this seems very feasible.</div>	<div>Shifting the westbound exit ramp to SH 78 is not feasible due to ramp spacing requirements and this ramp's proximity to the westbound entrance ramp from CR 609. The length of this pair of ramps has been optimized to allow access from CR 609 and to SH 78, and the length of the ramps cannot be reduced further to provide the space required to shift the ramp as requested.</div> <div>Per TxDOT's Access Management Manual, driveway access is not permitted within 250' from the striped end of an exit ramp, and the requested driveway location cannot be accommodated as requested. A driveway will be added upon meeting the requirements of the TxDOT Access Management Manual (2011), to the final schematic east of the requested location and directly east of the frontage road gore with the westbound exit ramp to SH 78.</div>
				<div>2. Would it be possible to add a loop under the bridge before the railroad track to add better accessibility considering all the constraints with the new 380/380 business intersection?</div>	<div>Unfortunately, not. An eastbound to westbound turnaround/U-turn under the east end of the KCS railroad is not vertically feasible. Many factors combine to keep this concept from being a viable alternative compatible with the current design:</div> <div>(1) The frontage road and main lane profiles are sloping up at this location to achieve clearance over the KCS railroad. The profile of the requested turning lane/u-turn would need to reverse direction and slope down to achieve required vertical clearance under the bridge. There is not horizontal room available to develop the length of turning lane/u-turn that would be required for this vertical design.<div><div>(a) There is not room horizontally along the eastbound frontage road between the eastbound exit ramp to CR 609 and the first span of the main lane bridges over KCS railroad.</div><div>(b) There is not room horizontally along the westbound frontage road between the gore of the westbound exit ramp to SH 78 gore with the mainlanes and the first span of the main lane bridges over KCS railroad.</div><div>(c) The main lane and frontage road profiles have been optimized to clear Elm Creek providing the requested access for cattle crossing, the existing 96" watermain, and the KCS railroad.</div><div>(d) The profiles for the ramps shown in (a) and (b) have been optimized for design speed and the length of the ramps cannot be shortened further.</div></div><div>(2) Relocation of ramps would result in major changes to planned access and should be avoided. Ramps have been located based on several criteria including spacing from adjacent ramps and the access provided to and from US 380 to specific cross streets based on stakeholder and public input received during the schematic development process.</div></div>
				<div> Map 7</div> <div>1. We have concerns with additional waterflow on our current culvert. The topo slopes downward on each side so this may need a larger culvert and built up so we can access each side. How will you cure this?</div>	<div>Due to proposed ditch grading along the mainlane median and westbound frontage road, some area that originally drains to the private culvert will now drain east towards the Elm Creek Tributary 4 bridges. As a result, no increase in waterflow is expected to be sent to the existing culvert.</div>



Comment Number	Commenter Name	Date Received	Source	Comment	Response
				2. Would it be possible to add a curb cut just before the bridge like I have marked? This is cutting our property in two and reducing the accessibility of it. I need to know the ability of future access points for the remaining land to the southwest since we are bound by the property lines and the creek/floodplain.	Driveway access to property [REDACTED] both north and south of US 380 will be added to the final schematic drawings, in accordance with the requirements of the TxDOT Access Management Manual (2011). The property owner will have the opportunity to accompany the appraiser during the inspection and provide input. More information on TxDOT's procedures for ROW acquisition is available at <a href="http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf">http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf</a>
				3. Will this road increase the floodplain area with additional runoff on the south side which is circled?  Call me on my cell phone if you have questions. I am investigating the possibility of getting a traffic study to better understand the effects this could have on us. I'll let you know if I move forward with it.	Per TxDOT requirements, no adverse impacts are allowed offsite of TxDOT ROW. A hydrologic and hydraulic study was conducted and concluded that the proposed design meets TxDOT requirements of no rise of water surface elevations or increase in discharge offsite.
29.	Joanne Coleman	3/31/23	Online Comment	We live 3 miles South of 380 on FM 547 and our property backs up to Cowskin Creek. With the construction along the North side of 380 recently there has already been a significant increase in water flow in both Cowskin Creek and Brushy Creek. We and our neighbors have significant gullies already making their way from the creek across our properties toward 547. There are new housing communities in the area which are adding to our flooding problems because there is no proper drainage. This is all flat farmland and now with the lack of farmers there are no terraces being constructed to direct the water toward the ditches. Can you tell me what the increased erosion effect will be on property owners downstream alongside these creeks as a result of this new roadway? Will our land continue to wash away? I don't see that specifically addressed in the environmental study.	Per TxDOT requirements, no adverse impacts including increased discharge, water surface elevations and erosive velocities are allowed offsite of TxDOT ROW. At each proposed drainage crossing, a hydraulic analysis was performed to estimate outlet velocities and propose erosion countermeasures as needed to ensure velocities dissipate by the ROW and does not worsen erosion issues downstream.
30.	Ben White	4/3/23	Written Comment	Thank you for agreeing to meet with the City of Farmersville last week. It was a productive meeting I think for both parties.  As agreed during the meeting I am providing below a list of the comments we made during the meeting so they can be adding to the public hearing results for this period.	TxDOT is proposing improvements to US 380 in Denton and Collin County to meet current and future increase in traffic demand stemming from projected populated growth. The proposed US 380 project is included in the MTP which is designed to improve regional mobility and increase efficiency, safety, and system capacity in the Dallas-Fort Worth metropolitan planning area. Regional population, employment trends and other projects are factors are considered in the development of the MTP.
				1. Westbound traffic on Business US 380. Consider a higher speed, channelized, continuous, lane connection coming from westbound Business US 380 and getting onto US 380.	Based on the US 380 Farmerville traffic analysis, a high speed, direct connection from Audie Murphy Parkway to westbound US 380 is not proposed as part of this project. In the design year (2050), the traffic operations perform at an acceptable level of service (LOS) D or better (southbound right movement is LOS C in the AM Peak Hour and LOS B in the PM Peak Hour). The projected average daily traffic forecasts from southbound Audie Murphy Parkway to the westbound frontage road is 7,600 in the design year (2050). Based on 40mph design speed, a single lane can accommodate up to approximately 19,000 daily vehicles. Therefore, a direct connection is not warranted as part of this project.  A direct connection could also be perceived to cause aesthetic impacts as it would be an elevated structure over the westbound frontage road. Geometrically it would not be desirable to have an entrance ramp from a direct connection from Audie Murphy Parkway and an entrance ramp from SH 78 within proximity. Connecting the potential direct connection to the proposed westbound entrance ramp is not feasible without additional right of way.
				2. Eastbound coming from the lake. Consider making or adding non-stop lane in rightmost lane to accommodate through traffic trying to get to SH 78.	Based on the US 380 Farmerville traffic analysis, geometric constraints, and safety, a high speed, channelized, continuous connection on the outside of the eastbound frontage road is not proposed as part of this project. In the design year (2050), the traffic operations perform at an acceptable level of service (LOS) D or better (eastbound thru movement is LOS B in the AM Peak Hour and LOS B in the PM Peak Hour).  The distance from the US 380 eastbound exit ramp to Audie Murphy Parkway/SH 78 gore and the Audie Murphy Parkway intersection to is approximately 800'. Based on the frontage road design speed of 40mph, traffic from this exit ramp would not have enough weave distance to access the outside channelized lane. In addition, a continuous lane is not recommended where pedestrian/bicycle traffic is encouraged. The signal at the eastbound frontage road and Audie Murphy Parkway will allow safe passage from the shared use paths provided on each side of the frontage roads and along Audie Murphy Parkway.  The current US 380 Farmersville schematic does not preclude implementation of a continuous eastbound lane with pylons. If this is warranted in the future from area development, increase in traffic, or changes in traffic patterns that are unknown as part of the current US 380 Farmersville project, the TxDOT Dallas District will coordinate with the City and the TxDOT Collin County area office.



Comment Number	Commenter Name	Date Received	Source	Comment	Response
				3. SH 78/380 is the most important intersection in eastern Collin County. Please coordinate with TxDOT, Collin County and NCTCOG to start highway planning efforts (widening) for SH 78 immediately so an efficient highway connection/intersection is constructed with US 380. This planning effort should consider how SH 78 will expand from the current 2-lane highway, to a 6-lane throughfare, and eventually to a freeway.	Comment noted. SH 78 is an important north-south corridor and the need for improvements to SH 78 is recognized.  SH 78 is a separate project outside the scope of the US 380 Farmersville project. However, the US 380 Farmersville project overpass bridge accommodates the future SH 78 6-lane principal arterial (including a dedicated turn-lane and 3-lanes each direction). The US 380 Farmersville project ties back into the existing SH 78 lanes on either side of the proposed US 380 frontage roads.  As part of the US 380 Farmersville project traffic operational analysis, the SH 78 intersections with the eastbound and westbound frontage roads were analyzed. They operate in the opening year (2030) at an acceptable level of service (LOS) D or better. By the design year (2050), the intersections' LOS does decrease, but it is expected the SH 78 project will be completed by then, and the traffic operations will be further analyzed as part of the SH 78 project (timing TBD). Per the NCTCOG 2045 MTP Update, the SH 78 6-lane project would be constructed and open to traffic no later than the year 2036 [exact project timeline is to be determined (TBD)].
				4. Remove reference to CR567.	References to CR 567 will be removed from the final schematic plans as requested.
				5. Add sound walls for south side of highway around South Lake Park and the FISD property.  If there should be further questions regarding this matter please do not hesitate to call me at [REDACTED].	The FISD property is not developed or permitted as of March 2023; therefore, it was evaluated as undeveloped land per noise abatement criteria (NAC) category G. As such, predicted noise impact contours were developed for the FISD vacant property to ensure that no new activities are planned or constructed along or within impact contours which in this case would be at 0' from the proposed ROW. No sound walls would be proposed for vacant unpermitted lands per the 2019 Traffic Noise Guidelines.  The outdoor activity areas for the park (playground and pavilion) are not directly adjacent to the project. These are located approx. 2,000 ft away from the proposed project which is far enough that they would not be impacted by traffic noise. In fact, a much closer receiver, the Farmerville Riding Club, located adjacent to the project, at approx. 200 feet from the proposed US 380 would not be impacted by traffic noise. In order for sound walls to be evaluated, there needs to be a noise impact. Sound walls for the south side of the highway around South Park would not be reasonable and feasible per the 2019 Traffic Noise Guidelines.
31.	Kirsti Harms	4/4/23	Email Comment	To whom it may concern, There is a high quality prairie remnant in the area that you are looking at to widen US 380. PLEASE do not move the highway. Keep 380 where it is now and widen it there. Moving it south is hitting some sensitive and rare environmental lands.	During the environmental assessment of the project, no high-quality prairie remnant was observed within the project ROW. Therefore, no impacts to prairies are anticipated.  Regarding the request to widen US 380 in its current location, the alternative of improving the existing US 380 was evaluated during the 2019 feasibility study. The study concluded that the new location alignment would reduce more regionwide traffic congestion than improving the existing facility. The new location alignment was recommended to be the preferred recommended alternative.
32.	Steve Bolgiano	4/4/23	Email Comment	Hello Liang, This email to you is to voice a lot of people's concerns about TXDOT constructing 380 south of Farmersville. We own property next to Southlake Park and have just started a nature Wildflower, native blackland prairie preserve and conservation area. We are wanting to start an "eco tourism" resort, which will include canoeing, kayaking, water boarding, fishing, hiking, biking, horse back riding, glamping, everything you can find at an eco tourism resort. All for north Texans to enjoy nature.  Constructing 380 South of Farmersville will completely ruin, destroy, one of the most beautiful hilltop views in native blackland prairie and all that nature has to offer out here. Google map The Indigo Hills Prairie & Wildflower preserve in Farmersville TX.  I would like to invite you, and anyone else from TXDOT, to the top of this hill in person and you can see, not just hear, what I'm talking about. The best diamond in the rough that Collin Co has ever had is at stake. I look forward to hearing from you soon.	US 380 project TxDOT team members visited the Indigo Hill Prairie and Wildflower Preserve on April 10, 2023 to determine the boundary of the prairie in relation to the proposed project. The proposed project would not impact the Indigo Hill Prairie & Wildflower Preserve because the preserve is located south of South Lake Park, approximately ½ mile south of the proposed US 380 project.



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33.	Samuel Simmons:- North Central Texas Council of Governments	4/4/23	Email Comment	<p>Statement of Support US 380 from CR 560 to CR 699 Submitted on April 3, 2023 by the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area</p> <p>US 380 is a critical transportation corridor to the cities within Collin County and the North Central Texas region. This roadway serves as a principal route for local commuters and provides access to several key highways and transportation facilities. The proposed project would provide a new location 6-lane freeway with frontage roads to help manage congestion and improve east-west mobility, connectivity, safety, and air quality. In addition, US 380 is part of a statewide and national transportation system that connects Greenville to the south of Lubbock into New Mexico. This project includes shared-use paths to provide bicycle and pedestrian accommodations. The recommended improvements to this section of US 380 are consistent with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update and the Regional Veloweb, which includes bikeways designated for the proposed project.</p> <p>Today, the Dallas-Fort Worth area is the fourth-largest metropolitan area in the United States with over eight million people. By 2045, the region is projected to have a population of over eleven million. Additional roadway capacity will be needed at numerous strategic locations to meet the growing demand from both passenger vehicles and truck freight movements. Because of the regional importance of this project, the North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation of this project.</p>	Comment noted.
34.	Kate Morgan	4/4/23	Email Comment	<p>Prairies are the most endangered ecozone in North America and the least conserved. Rerouting 380 to the south threatens one of the region's most beautiful and well cared for prairies. We have for far too long chosen to ravage natural lands rather than tackle the problems at their source where we've created the bottlenecks in our cities. STOP plowing new ground for roads. Do the right thing and improve existing roads. Building new roads leads to new houses, new convenience stores, shopping centers, LESS OPEN SPACE, FEWER and POORER PRAIRIES!</p> <p>Widen 380 where it is now. Keep some small part of Texas wild.</p>	<p>TxDOT understands your concerns about the impacts to natural resources resulting from the construction of new location roadways. The alternative of improving the existing US 380 was evaluated during the 2019 feasibility study. This study concluded that the new location alignment would reduce more regionwide traffic congestion than improving the existing facility. TxDOT also analyzed impacts to natural environments such as floodplains, regulatory floodways, U.S. Army Corps of Engineers (USACE) land, parks, and landfills. Any alignment north of Farmersville would impact more homes and businesses than bypassing the city to the south.</p> <p>Regarding your concern for the prairies near the project area, assuming you are referring to the Indigo Hill Prairie and Wildflower Preserve, the proposed project would not impact the Indigo Hill Prairie &amp; Wildflower Preserve because the preserve is approximately ½ mile south of the propose US 380 project, south of the South Lake Park.</p>
35.	Amy Martin	4/5/23	Email Comment	<p>Hello, Please strongly consider widening US 380 in place, instead of gobbling up more open space. In an age of undeniable global warming, we need as much area with trees and open space as possible.</p> <p>Also, the suggested Farmersville bypass would come within a whisper distance from <a href="#">Indigo Hills Prairie &amp; Wildflower Preserve</a>, one of the last remaining remnants of Blackland Prairie. And it would be right next to South Lake Park in Farmersville and would make untenable the planned trail connection between the <a href="#">NorthEast Texas Trail</a> and the park. The city has been working hard to generate nature-based tourism and the bypass would ruin that.</p>	<p>TxDOT understands your concerns about potential impacts to Indigo Hill Prairie &amp; Wildflower Preserve and trail connectivity. Regarding your request to widen US 380 in place, the alternative of improving the existing US 380 was evaluated during the 2019 feasibility study. The study concluded that the new location alignment would reduce more regionwide traffic congestion than improving the existing facility.</p> <p>The new location alignment was recommended to be the preferred recommended alternative. The proposed project would not impact the Indigo Hill Prairie &amp; Wildflower Preserve because the preserve is approximately ½ mile south of the proposed US 380 project, south of the South Lake Park.</p> <p>Regarding your concern about trail connections between the NorthEast Texas Trail and the park, the City of Farmersville has considered the proposed US 380 project and planned its trails to be compatible with the project as shown in the Farmersville 2020 Bicycle and Trails Plan. The plan, available at: <a href="https://webgen1files1.revize.com/farmersvilletx/Document%20Center/Department/Development%20services/farmersville%20bike%20trail%20plan%2020210204.pdf">https://webgen1files1.revize.com/farmersvilletx/Document%20Center/Department/Development%20services/farmersville%20bike%20trail%20plan%2020210204.pdf</a>, illustrates that the proposed project would not interfere with the City's plans, as it shows a network of trails, shared-use, bikeways and several bike-ped crossings along the proposed project. In addition, the proposed project would further improve bicycle and pedestrian connectivity and access to South Lake Park and the prairie as it includes a shared-us path along both sides of the proposed US 380.</p>



The map displays the Sacramento-San Joaquin River Delta region, highlighting the proposed transmission lines for the Sacramento-San Joaquin River Delta Water Project. The map includes major cities such as Colusa, Westland, Yuba City, Marysville, and Sacramento. It also shows the Sacramento River, San Joaquin River, and various waterways. The map is color-coded to show different project components: blue for transmission lines, red for waterways, and green for land. A legend in the bottom right corner explains the symbols used.

Legend:

- Transmission Lines
- Waterways
- Land

Map Scale: 1 inch = 10 miles

Map Date: 2010

Map Author: [Name]

Map Title: Sacramento-San Joaquin River Delta Water Project

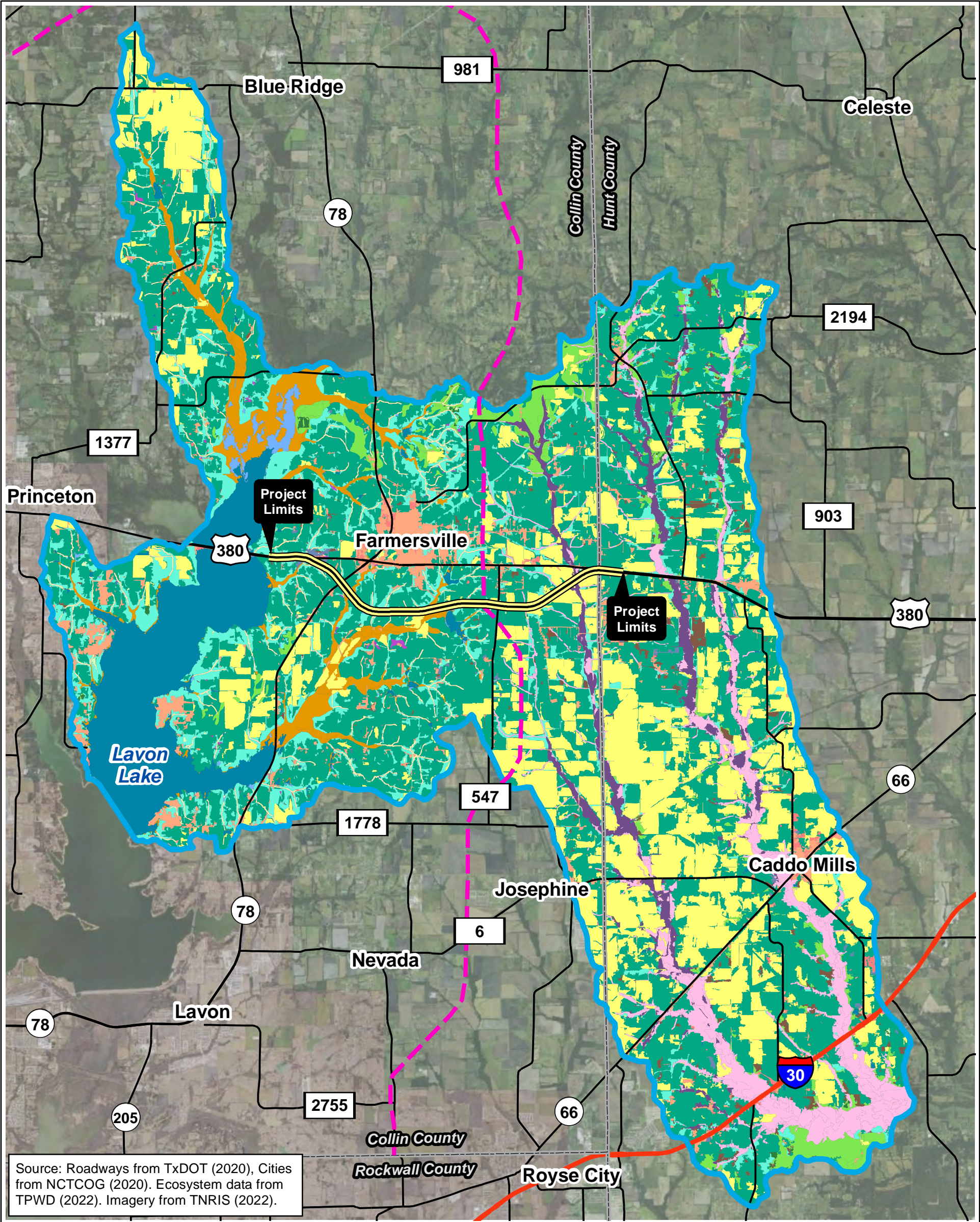
Map Description: This map shows the proposed transmission lines for the Sacramento-San Joaquin River Delta Water Project. The map includes major cities, waterways, and land. The map is color-coded to show different project components.



Comment Number	Commenter Name	Date Received	Source	Comment	Response
39.	Tommy Lovell	4/7/23	Email Comment	<p>Liang,</p> <p>I just want to express my concerns over the intersection of the 380 bypass and business 380. The intersection does not look efficient in moving future traffic considering the growth coming to Farmersville from the Lakehaven Mud with 1,800 homes just south on 78 along with three new rental communities that will consist of 106 units, 290 units and 350 units. Collin College will be expanding one day and just across 380 we have 100 acres for a commercial development that we have been in the planning stages for along with our property that fronts 78. I have had two engineering firms review this and both have said this will be outdated by 2030 when this is supposed to be completed. The transition needs to flow smoother, without the traffic light and additional on and off ramps that are closer to the intersection. The current layout does not make our downtown or other parts of the city easily accessible. I would bet a large percentage of our community commutes west on 380 to McKinney, Frisco, Plano and Dallas for work, medical services along with shopping. This intersection will back up in the mornings and evenings turning into a nightmare for local residents. I ask you to please reevaluate this intersection again along with the 78 intersection.</p> <p>I'll send you my marked up map next week when I get back in town. I appreciate the opportunity to provide feedback.</p>	<p>Future traffic volumes for the project were developed by applying growth rates to the existing traffic. These growth rates were determined based on assessment of historical traffic growth trends and future traffic growth shown in the NCTCOG travel demand model. Based on traffic analysis using Design Year 2050 volumes, continuous transition or direct connects are not warranted for this project.</p> <p>A traffic operational analysis was conducted for the US 380 eastbound and westbound frontage road intersections at Audie Murphy Parkway. The operational analysis for the westbound frontage road indicates an overall intersection LOS B/B in opening year 2030 for AM/PM and LOS C/B in design year 2050 for AM/PM. Results for the eastbound frontage road indicates an overall intersection LOS B/B in opening year 2030 for AM/PM and LOS B/B in design year 2050 for AM/PM. Therefore, based on the analysis, the eastbound and westbound frontage road intersections at Audie Murphy Parkway report acceptable intersection operations through design year 2050.</p>

## **APPENDIX I-1 – VEGETATION RSA MAP**





**Legend**

-  Project Limits

 Vegetation RSA

 County Boundary

 Interstate Highway

 Major Roadway

 Proposed CCOL by Others
- Ecosystem Type**

 Barren

 East-Central Texas Plains Post Oak Savanna and Woodland

 Edwards Plateau Dry-Mesic Slope Forest and Woodland

 Edwards Plateau Limestone Savanna and Woodland

 Native Invasive: Deciduous Woodland

 Native Invasive: Juniper Shrubland

 Native Invasive: Juniper Woodland

 Native Invasive: Mesquite Shrubland

 Open Water

 Row Crops

 Southeastern Great Plains Floodplain Forest

 Southeastern Great Plains Riparian Forest

 Swamp

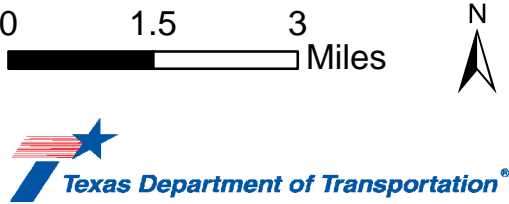
 Texas Blackland Tallgrass Prairie

 Urban High Intensity

 Urban Low Intensity

 West Gulf Coastal Plain Large River Floodplain

 West Gulf Coastal Plain Small Stream and River Forest



**APPENDIX I-1  
VEGETATION RSA MAP**

US 380  
From CR 560 to CR 699

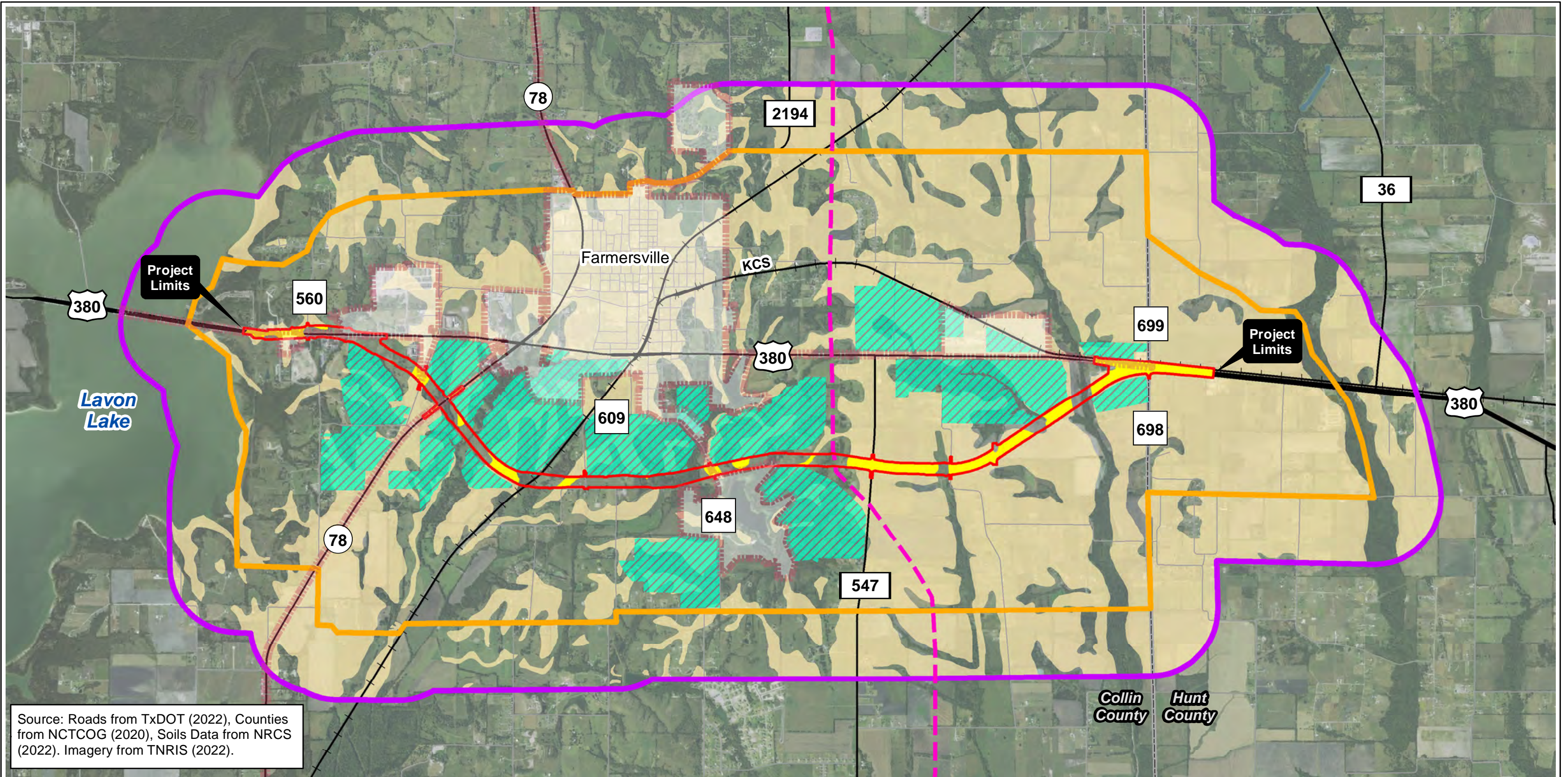
Environmental Assessment

Collin County, Texas



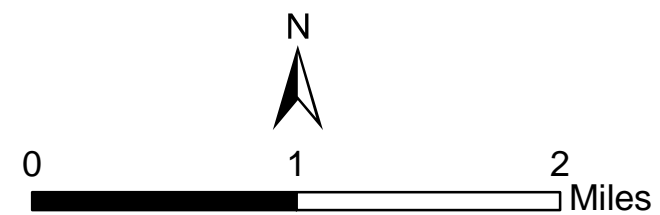
## **APPENDIX I-2 – FARMLAND RSA MAP**





### Legend

- |                   |                                       |                         |
|-------------------|---------------------------------------|-------------------------|
| Project Footprint | Farmland Direct Impacts               | Proposed CCOL by Others |
| Farmland RSA      | Prime Farmland Project Induced Growth | Major Roadway           |
| Indirect Impacts  | City of Farmersville                  | Local Roadway           |
| County Boundary   |                                       | Railroad                |



### APPENDIX I-2 FARMLAND RSA MAP

US 380  
From CR 560 to CR 699

Environmental Assessment

Collin County, Texas