

U.S. 80/I.H. 635 Reconstruction Project FY 2019 BUILD Grant Application

Attachment 1 - Project Narrative



North Central Texas
Council of Governments



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LIST OF GRANT APPLICATION (SF-424) ATTACHMENTS

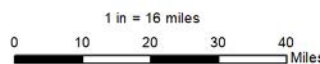
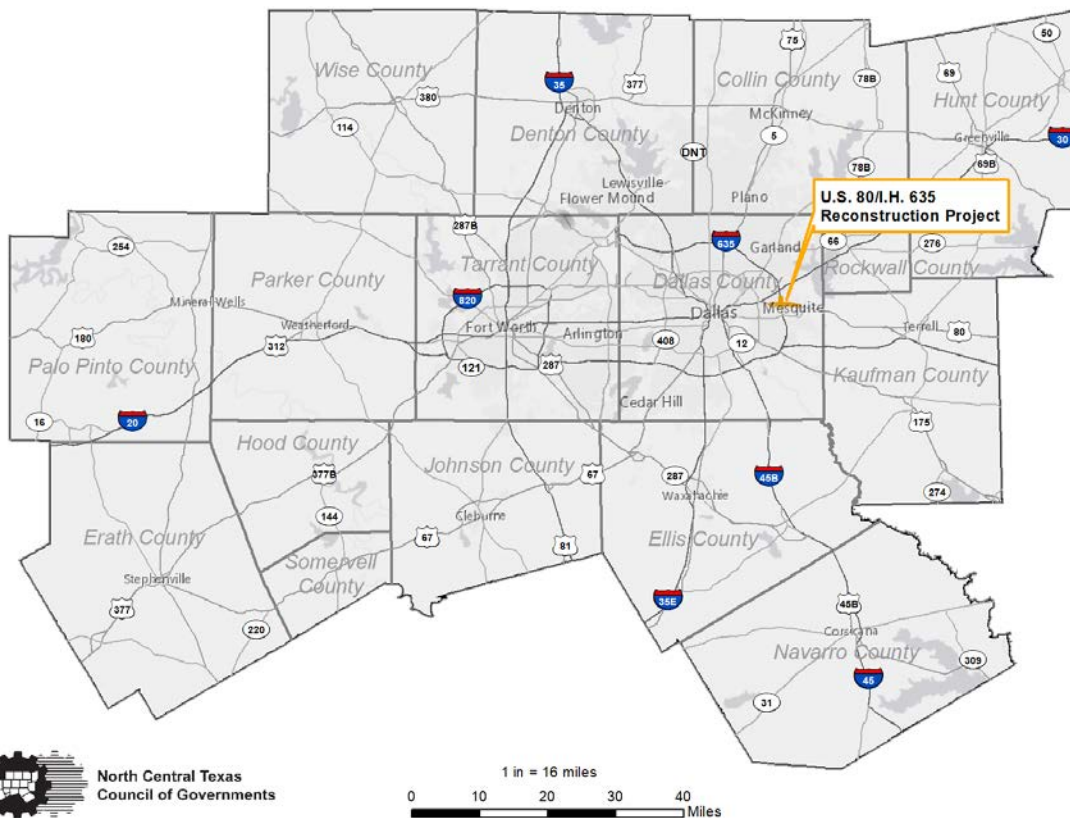
- Attachment 1: Cover Page and Project Narrative
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- Attachment 3: Preliminary Schematic and Typical Section Drawings
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1. PROJECT DESCRIPTION

The North Central Texas Council of Governments (NCTCOG), in cooperation with the Texas Department of Transportation (TxDOT), is seeking funding assistance of \$25 million through the Fiscal Year (FY) 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program to expedite delivery of the U.S. Highway (U.S.) 80/Interstate Highway (I.H.) 635 Reconstruction Project. With an estimated total construction cost of approximately \$255 million, proposed improvements to be constructed with the project will occur across a 4-mile section of U.S. 80 from Town East Boulevard to east of Belt Line Road, as well as a 2-mile section of I.H. 635 from Town East Boulevard to Gross Road, located in eastern Dallas County, Texas. These sections can be generally defined as the geographic approach limits to/from the U.S. 80/I.H. 635 interchange, which will be fully reconstructed as the centerpiece of this project. U.S. 80 is a major east/west transportation facility that provides a key gateway from east Texas into the Dallas-Fort Worth Metroplex, merging into I.H. 30 corridor as it approaches the Dallas Central Business District (CBD). I.H. 635 is locally designated as the Lyndon Baines Johnson (LBJ) Freeway, and it serves as a major east/west and north/south transportation facility circumventing the urban core of Dallas. Together these facilities provide critical links to I.H. 20, I.H. 30, I.H. 35E, U.S. 75, and the Dallas North Tollway, and I.H. 635 also extends direct access to/from the Dallas Fort Worth International Airport (DFW Airport). Exhibit 1 highlights the project location with respect to the extent of the Dallas-Fort Worth (DFW) Metropolitan Planning Area (MPA).

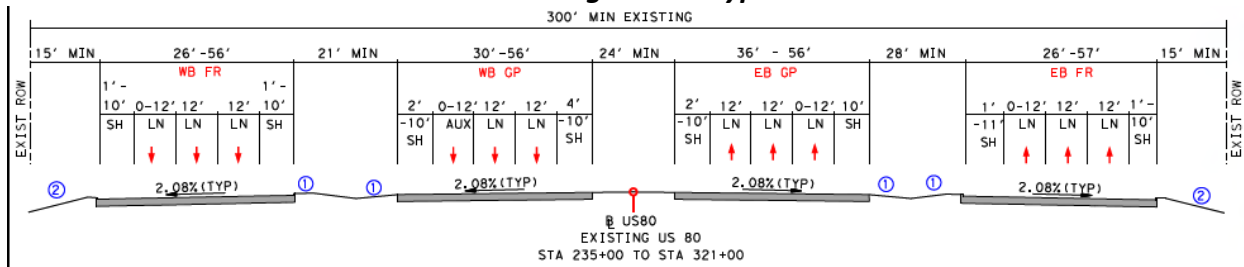
Exhibit 1 – Dallas-Fort Worth Metropolitan Planning Area





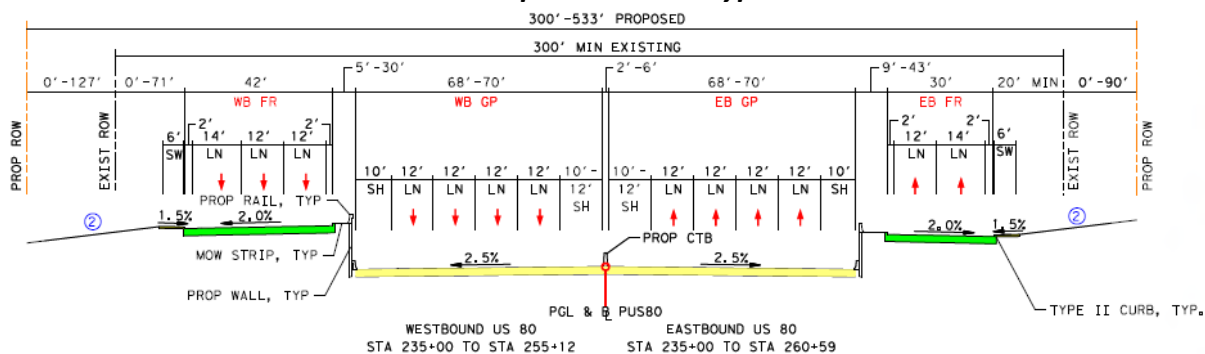
Within the immediate project area, the U.S. 80 corridor is a controlled-access highway with two general purpose lanes in each direction, as well as continuous and parallel two/three-lane one-way frontage roads in each direction. The existing U.S. 80 frontage roads do not have sidewalks or contain wide outside lanes with shared-use accommodations for vehicles and bicycles. A typical section drawing of the existing U.S. 80 corridor and its configuration is shown in Exhibit 2. I.H. 635 through the project area has four/five general purpose lanes and parallel two/three-lane one-way frontage roads in each direction, but the frontage roads currently do not pass through the U.S. 80 interchange.

Exhibit 2 – Existing U.S. 80 Typical Section



Proposed improvements on U.S. 80 include the total reconstruction of all infrastructure assets within the corridor, concentrated primarily in the area between Gus Thommason Road just west of the I.H. 635 interchange and the eastern project limit east of Belt Line Road. The reconstruction will increase U.S. 80 capacity east of the I.H. 635 interchange allowing for three general purpose lanes in each direction, plus occasional auxiliary lanes between various ramps. Frontage roads in the corridor would also be reconstructed for two to three lanes in each direction, including a wide outside lane for shared-use accommodations for vehicles and bicycles, as shown in Exhibit 3.

Exhibit 3 – Proposed U.S. 80 Typical Section



All assets within the corridor, including entrance/exit ramps and cross-streets would be constructed according to modern design standards and required multimodal provisions. Six-foot sidewalks, for example, will be built along all reconstructed frontage roads and cross-streets. Finally, the proposed project will fully reconstruct the U.S. 80/I.H. 635 interchange, providing new bridges and pavement for the eight direct connector ramps, U.S. 80 general



purpose lanes, and U.S. 80 frontage roads. Though the U.S. 80/I.H. 635 interchange work will not reconstruct the I.H. 635 general purpose lanes, it will add continuous frontage roads, relocated entrance/exit ramps, auxiliary lanes to the I.H. 635 project area section, as well as provide a northbound (NB)-to-southbound (SB) U-turn at Towne Centre Drive and a SB-to-NB U-turn at Gross Road.

The need and purpose for the proposed improvements to U.S. 80 and I.H. 635:

- Remove existing U.S. 80 corridor assets which have exceeded their design life, including at the I.H. 635 interchange, and replace with new assets to meet current design standards for ramp geometry and spacing, lane/shoulder widths, and horizontal/vertical geometry.
- Provide new general-purpose lane and frontage road capacity to relieve traffic congestion on the U.S. 80 and I.H. 635 corridors, as well as on surrounding thoroughfare network
- Improve safety and incident management capabilities
- Provide improved and more balanced accessibility by modifying entrance/exit ramps to meet future traffic and land-use development conditions
- Provide more efficient traffic operations at cross-street/frontage road intersections
- Improve capacity and operations for all through movements and direct connections at the U.S. 80/I.H. 635 interchange

1.1. Project History

Within the North Central Texas region, U.S. 80 exists predominantly as a limited-access facility, but it transitions into a four-lane rural thoroughfare midway through Kaufman County approximately 30 miles east of Dallas. Much of the existing freeway was originally opened to traffic in the late 1950's, and a vast majority of original assets are still being utilized. As a result, the aging infrastructure and obsolete design characteristics created substantial mobility, safety, reliability, and accessibility challenges. Comparatively, with I.H. 635 constructed in the late 1960's/early 1970's to serve as an outer loop freeway, it was more appropriately planned with higher-speed design standards and an eight-lane capacity to more readily accommodate higher traffic volumes. However, due to the tremendous growth of Dallas, Mesquite, and surrounding communities through the remainder of the 20th century, similar burdens became recognized on I.H. 635 as well.

The proposed project described in this BUILD application is a subset of a larger 11-mile U.S. 80 improvement project, whose limits stretch from I.H. 30 in Dallas County to Farm-to-Market Road (FM) 460 in Kaufman County within the cities of Dallas, Mesquite, Forney, and the Town of Sunnyvale. Formal environmental evaluation of that project began in 2014 and culminated with a final Public Hearing in June 2019. Environmental clearance is expected by August 2019, and that action will enable this project to advance toward construction.

1.2. Costs

The cost to complete the U.S. 80/I.H. 635 Reconstruction Project is estimated to be \$254,970,160 (in 2019 dollars) as shown in **Exhibit 4**: approximately \$15 million for



engineering, \$25 million for utility relocation, \$12 million for on right-of-way, and \$205 million for construction.

Exhibit 4 – Estimated Project Cost and Funding by Activity Type

Cost Category	Total Cost	Funding Source	
		Federal (Percent)	Non-Federal (Percent)
Design/Engineering	\$12,970,160	0%	100%
Right-of-Way	\$12,000,000	90%	10%
Utility Relocation	\$25,000,000	90%	10%
Construction	\$205,000,000	82%	18%
TOTAL PROJECT COST	\$254,970,160	79%	21%

1.3. Targeted Transportation Challenges

The U.S. 80/I.H. 635 Reconstruction Project creates a unique opportunity for the Dallas-Fort Worth region to implement an innovative and efficient process for addressing urban transportation needs while simultaneously balancing costs and impacts to the community and to the environment. The project is anticipated to significantly relieve congestion, as well as enhance mobility, connectivity, and reliability along U.S. 80 and the I.H. 635 corridor.

1.3.1. Relieving Congestion

Since 2010, the Texas A&M Transportation Institute (TTI) has prepared and published an annual report on behalf of TxDOT that details a comprehensive congestion analysis and ranking of major roadway segments across the State of Texas. The recently released 2018 edition of the Texas “100 Most Congested Road Sections,” included updated information and new rankings for a total of 1,829 major roadway segments of varying lengths and functional classifications. As calculated in the new report, I.H. 635 from SH 78 to U.S. 80 ranked as the 30th most congested roadway for all vehicles and 32nd worst for truck congestion. U.S. 80 from I.H. 30 to SH 352 (Collins Road) ranked 609th. **Exhibit 5** lists the annual hours of delay and cost of congestion for all vehicles and trucks.

Exhibit 5 – Congestion Rankings

Measure	I.H. 635 (SH 78 to U.S. 80)	U.S. 80 (I.H. 30 to SH 352)
2018 Overall Rank	30	609
2018 Truck Delay Rank	30	747
Annual Hours of Overall Delay (person-hours)	2,321,663	405,186
Annual Hours of Truck Delay (person-hours)	114,879	10,404
Annual Overall Congestion Cost (\$)	\$46.7 million	\$7.8 million
Annual Truck Congestion Cost (\$)	\$5.9 million	\$0.53 million

Source: Texas Transportation Institute, 2018(<https://mobility.tamu.edu/texas-most-congested-roadways/>)



In considering transportation needs for locations having such extreme and sustained rates of growth like North Central Texas, it’s equally important to estimate and comprehensively prepare for the potential effects of future congestion. Given the current ozone non-attainment status designation for the Dallas-Fort Worth-Arlington Urbanized Area, it’s additionally critical to ensure future congestion is addressed not solely with new capacity, but also through a balanced management plan that considers optimization of travel demand reduction, operational efficiency, multimodal integration, asset performance, and sustainable development initiatives. These various needs and possible mitigation strategies are outlined in NCTCOG’s Congestion Management Process (CMP) documentation (www.nctcog.org/trans/manage), and the latest 2013 CMP Update includes corridor rankings, identified deficiencies, and potential improvement recommendations for 93 individual segments across the DFW MPA. Based on projected travel conditions by the year 2035, the U.S. 80 segment between I.H. 30 and Lawson Road was ranked 7th overall, and the 2013 CMP Update indicated additional roadway infrastructure, modal options, and system demand measures would be required to more effectively address congestion. Proposed improvement outlined above for the U.S. 80/I.H. 635 Reconstruction Project specifically target each of these parameters, and therefore the project’s expedited delivery should provide both a welcome relief and substantial benefit to the corridor.

According to the NCTCOG Travel Demand Model traffic projections, and as displayed in **Exhibit 6**, the Vehicle Miles Traveled (VMT) per Day along U.S. 80 between Gross Road and Belt Line Road is anticipated to increase 84 percent between years 2018 and 2045. An increase of 42 percent is projected for I.H. 635 from Town East Blvd. to Gross Road.

Exhibit 6 – U.S. 80/I.H. 635 Traffic Projections in Vehicle Miles Traveled per Day

Roadway Segment	VMT		Percent Increase
	Year 2018	Year 2045	
U.S. 80 from Gross Road to Beltline Road	278,000	512,500	84%
I.H. 635 from Town East Blvd. to Gross Road	486,300	692,600	42%

Source: NCTCOG travel demand model

In terms of vehicular volume, I.H. 635 is one of the most traveled roads in Texas and is forecast to experience significant traffic growth by 2045. According to demographic forecasts, the populations of the cities adjacent to I.H. 635 (Dallas, Garland, and Mesquite) are anticipated to experience 25 percent cumulative growth between 2018 and 2045. The existing corridor is experiencing significant congestion today and does not have the capacity to handle the anticipated growth. The additional general-purpose lanes, frontage roads, and ramp improvements will help relieve current and future congestion by adding capacity and improving operations.



1.3.2. Enhancing Mobility, Connectivity and Reliability

Mobility 2045: The Metropolitan Transportation Plan for North Central Texas (Mobility 2045), www.nctcog.org/trans/mtp/2045/ is the defining vision for the multimodal transportation system in the Dallas-Fort Worth Metropolitan Planning Area (MPA). The focus of *Mobility 2045* is providing transportation choices. North Central Texas is a dynamic, diverse, and rapidly growing region whose residents increasingly require a range of transportation options to serve their varied travel needs. As the region grows to an estimated 11.2 million by 2045, it will require a maturing transportation system of roads, public transportation, and bicycle and pedestrian facilities, complemented by local policies and programs to enhance infrastructure investment. These efforts will provide transportation choices to the traveling public and improve the quality of life driving the growth in the region.

The U.S. 80 along with the I.H. 635 project is a major roadway element in *Mobility 2045*. As stated in Section 1.3.1, the project will add travel lanes to help relieve congestion, which will improve mobility for motorists and freight. Multimodal design elements integrated within the project will support increased use of transit, bicycle, and pedestrian modes in the corridor (see Section 4.4).

As previously mentioned, I.H. 635 LBJ links I.H. 20, I.H. 30, I.H. 35E, U.S. 75, U.S. 80, and the Dallas North Tollway, and the corridor overall provides a primary link to Dallas Fort Worth International Airport. The I.H. 635 LBJ East improvements will enhance the connectivity to these other major freeways/tollways, transit, and bicycle/pedestrian facilities. The addition of continuous frontage roads will provide a parallel corridor to improve connectivity between cross streets, help facilitate local trips and improved accessibility to/from adjacent properties, and provide an alternate route during incidents and accidents along the general purpose lanes.

2. PROJECT LOCATION

The U.S. 80/I.H. 635 Reconstruction Project is in the eastern portion of Dallas County within the City of Mesquite and Town of Sunnyvale, both of which are incorporated in the US Census-designated Dallas-Fort Worth-Arlington Urbanized Area. The project limits on U.S. 80 extend from Town East Blvd. to Belt Line Rd., and on I.H. 635 from Town East Blvd. to Gross Rd. **Exhibit 7** shows the limits of the project. This project will include reconstruction of the I.H. 635 Interchange at U.S. 80.

The Dallas-Fort Worth (DFW) Metropolitan Planning Area (MPA) is one of the fastest growing areas in the country. The population of the North Central Texas region has increased from 2.4 million in 1970 to over 7.2 million in 2017, an increase of 200 percent. A significant part of this growth has occurred in the project area of northern and eastern Dallas County. **Exhibit 8** highlights both the past trends and future forecasts for population growth within the adjoining cities along I.H. 635, Dallas County, and the 12-county MPA. While forecasted city populations are expected to slow as they approach build out within their jurisdictions, growth elsewhere in



the region (particularly in Dallas County) and the strong economic draw of the area will continue to attract significant traffic surges over time.

Exhibit 7 – Project Location Map

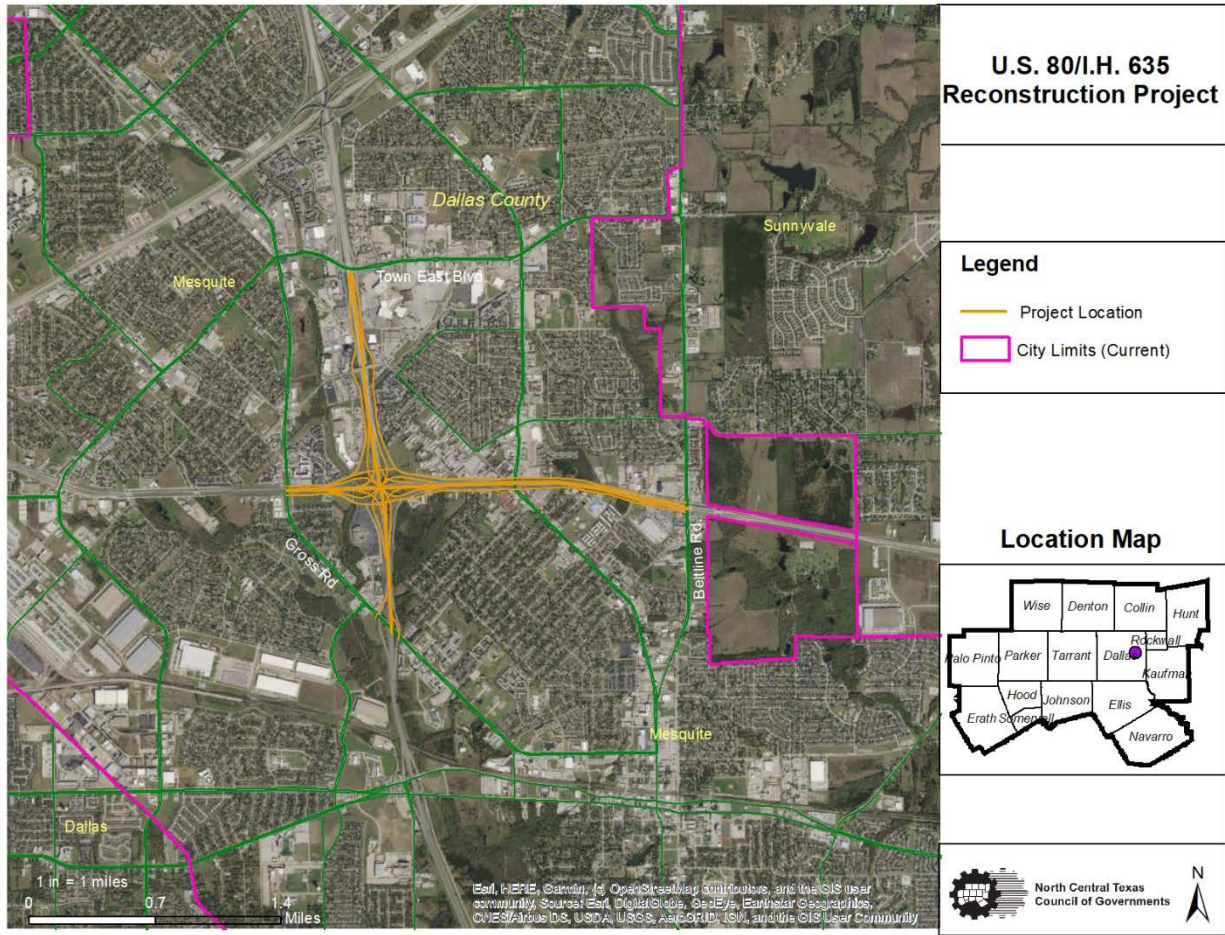


Exhibit 8 – Population Trends and Forecasts for Project-Related Locations

Location	1980 Census	1990 Census	2000 Census	2010 Census	2017 ACS ¹	2045 Forecast	Growth 2010-2045
Dallas	904,078	1,006,877	1,188,580	1,197,816	1,300,122	1,531,680	27%
Mesquite	67,053	101,484	124,523	139,824	144,118	186,335	33%
Sunnyvale	1,404	2,228	2,693	5,130	6,077	13,000	153%
Dallas County	1,556,390	1,852,810	2,218,899	2,368,139	2,552,213	3,107,541	31%
NCTCOG 12-County MPA	3,116,152	4,013,418	5,197,317	6,417,724	7,095,765	10,676,844	63%

¹ US Census Bureau, 2013-2017 American Community Survey 5-Year Estimates



The 2018 population within traffic survey zones fully or partially within one mile of the corridor is approximately 82,800. This is forecasted² to increase to over 90,500 people by 2045, a growth of more than 9 percent. The employment within traffic survey zones fully or partially within one mile of the corridor is forecasted to grow from almost 60,300 jobs in 2018 to almost 98,000 in 2045, or more than 60 percent. **Exhibit 9** shows existing average daily traffic counts and future traffic projections for project area freeway segments. The projected high traffic growth for the U.S. 80 project is attributed to forecasted population increases for both adjacent cities and towns and the North Central Texas region at-large. The additional roadway capacity included as part of the U.S. 80 project is needed to facilitate traffic generated by population and employment growth in the cities of Dallas and Mesquite and the town of Sunnyvale.

Exhibit 9 – Current and Future Daily Traffic Volumes

Location	2018 Traffic Volumes	2045 Traffic Volumes	Change	Percent Change
U.S. 80 from Gross Road to Beltline Road	278,000	512,500	234,500	84%
I.H. 635 from Town East Blvd. to Gross Road	486,300	692,600	206,300	42%

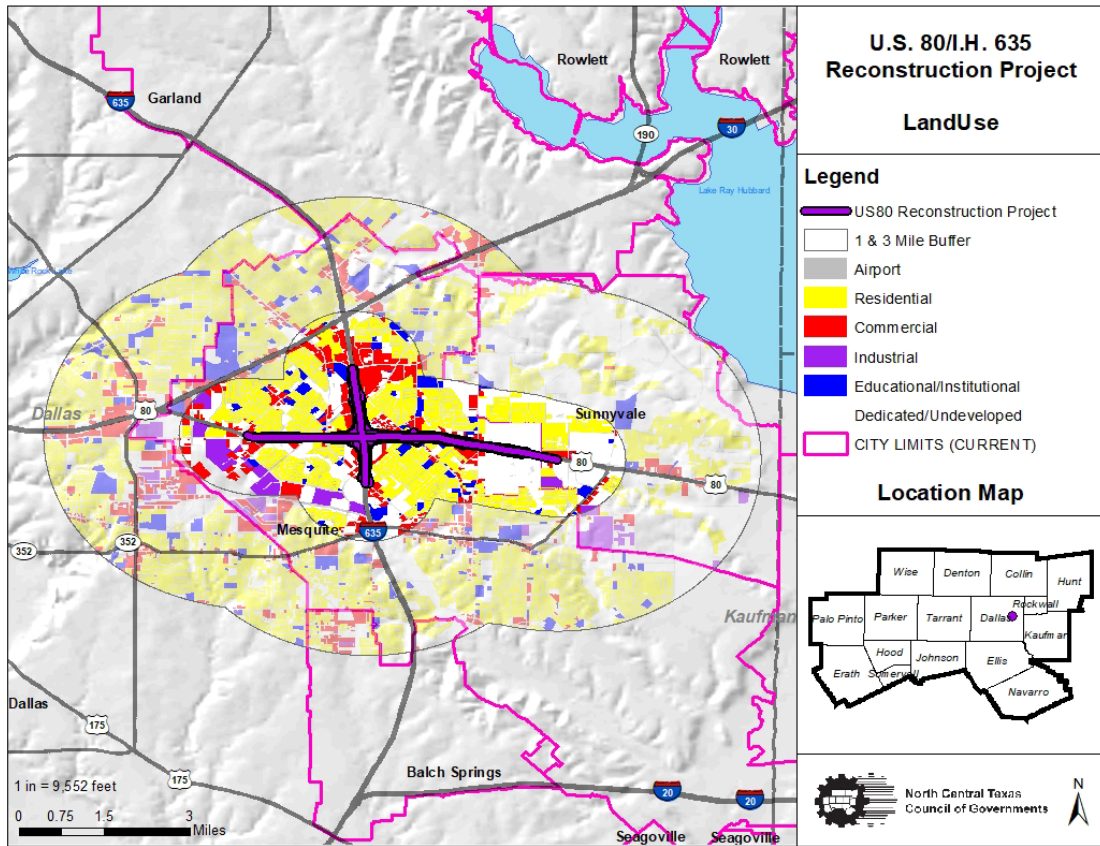
Source: NCTCOG travel demand model

The type, intensity, distribution, and availability of specific land uses is an important determinant for identifying travel demand characteristics and prioritizing transportation needs. **Exhibit 10** shows the land use in the project area.

² NCTCOG 2045 Demographic Forecasts



Exhibit 10 – Existing Project Area Land Use



The overall intensity and distribution of residential and commercial development is further reflected in **Exhibit 11**, which highlights population density. While population density is a key indicator of transportation needs in most other cases, movements around I.H. 635 are governed more because it is one of the most concentrated industrial and commercial employment centers in the DFW region.



Exhibit 11 – Existing Project Area Population Density

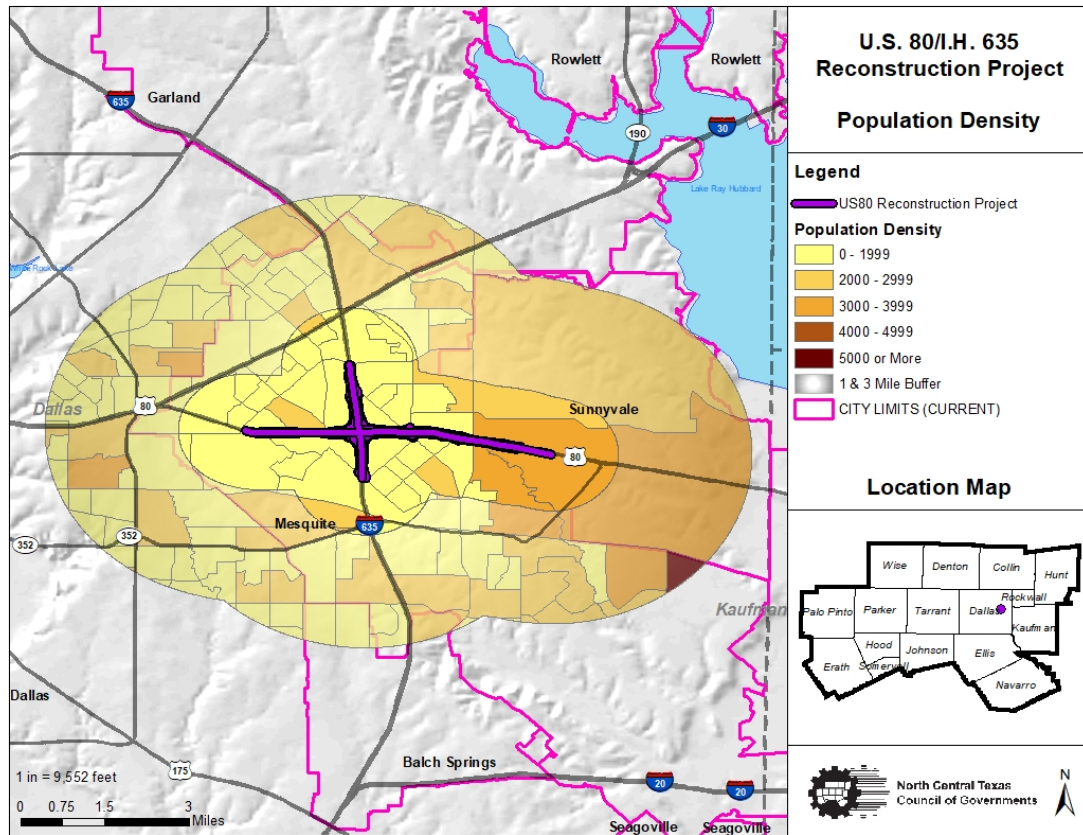


Exhibit 12 displays the size and location of major employers in the vicinity of I.H. 635. The map shows the largest clusters of employers closest to the project location occur near the I.H. 635/U.S. 75 interchange and north of the project near its intersection with Royal Lane/Miller Road.

3. GRANT FUNDS, SOURCES AND USES OF PROJECT FUNDS

While Exhibit 4 above details the estimated project costs by category to complete the U.S. 80 project (in 2019 dollars), Exhibit 13 describes the project funding sources. The amount of this FY2019 BUILD Grant request is \$25 million designated for construction. To date, TxDOT has spent approximately \$2,029,840 on engineering. The U.S. 80 project is proposed to be built with 79.34 percent federal funds and 20.66 percent state and local funds.



Exhibit 12 – Project Area Major Employers

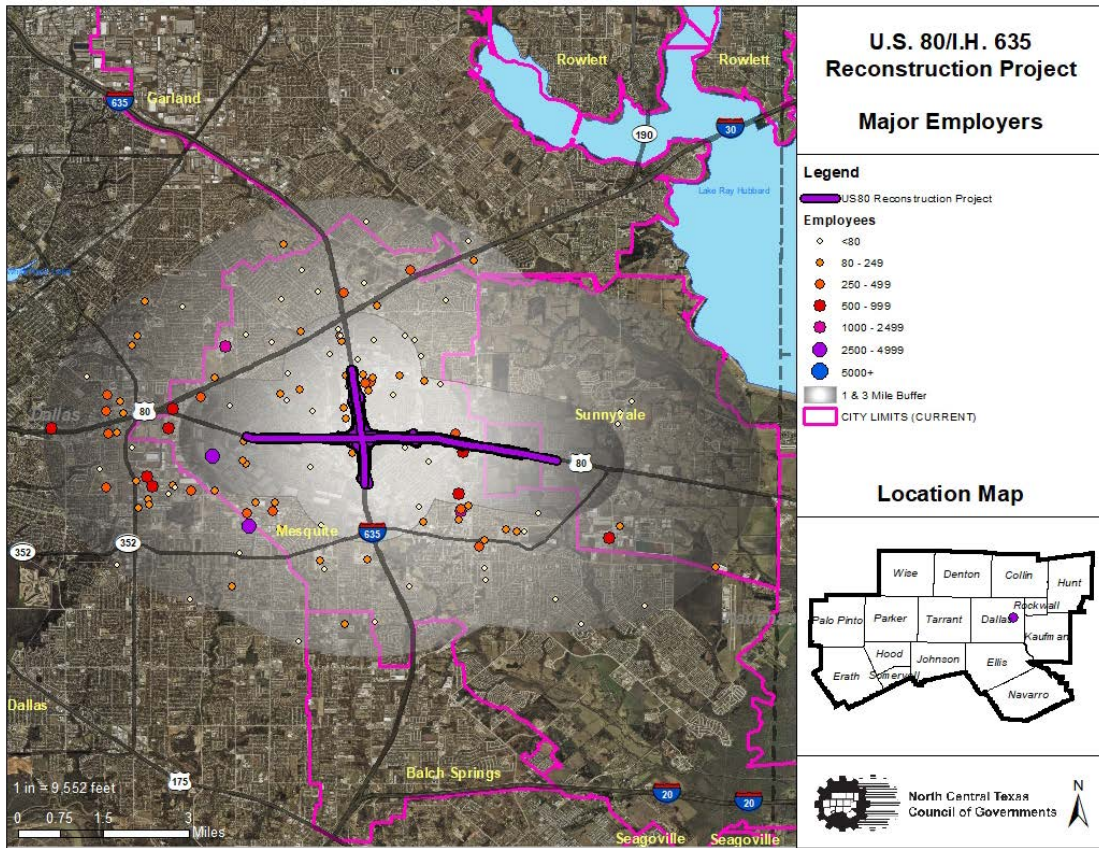


Exhibit 13 – U.S. 80 Project Funding Summary

Funding Source	Type	Funding Amount	Percent
State	TxDOT Engineering Funding	\$12,970,160	5.09%
State	TxDOT Utility Funding	\$2,500,000	0.98%
State	TxDOT Funding (Category 4)	\$36,000,000	14.12%
Local (City of Mesquite)	Local Funds (Right-of-Way Acquisition)	\$1,200,000.00	0.47%
Total of Non-Federal Funding Sources		\$52,670,160	20.66%
Federal	TxDOT Right-of-Way Funding	\$10,800,000	4.24%
Federal	TxDOT Utility Funding	\$22,500,000	8.82%
Federal	TxDOT Funding (Category 4)	\$144,000,000	56.48%
Federal	BUILD Grant	\$25,000,000	9.81%
Total of Federal Funding Sources		\$202,300,000	79.34%
TOTAL PROJECT FUNDING		\$254,970,160	



4. SELECTION CRITERIA

4.1. Safety

Within the project area (see **Exhibit 14**), a total of 327 crashes were recorded along U.S. 80 between 2013 and 2017 as well as 452 crashes along I.H. 635 (see **Exhibit 15**). Of the total recorded crashes on both roadways, there were 7 fatality crashes and 171 injury-related crashes.

Exhibit 14 – U.S. 80/I.H. 635 Reconstruction Project Crash Data (2013-2017)

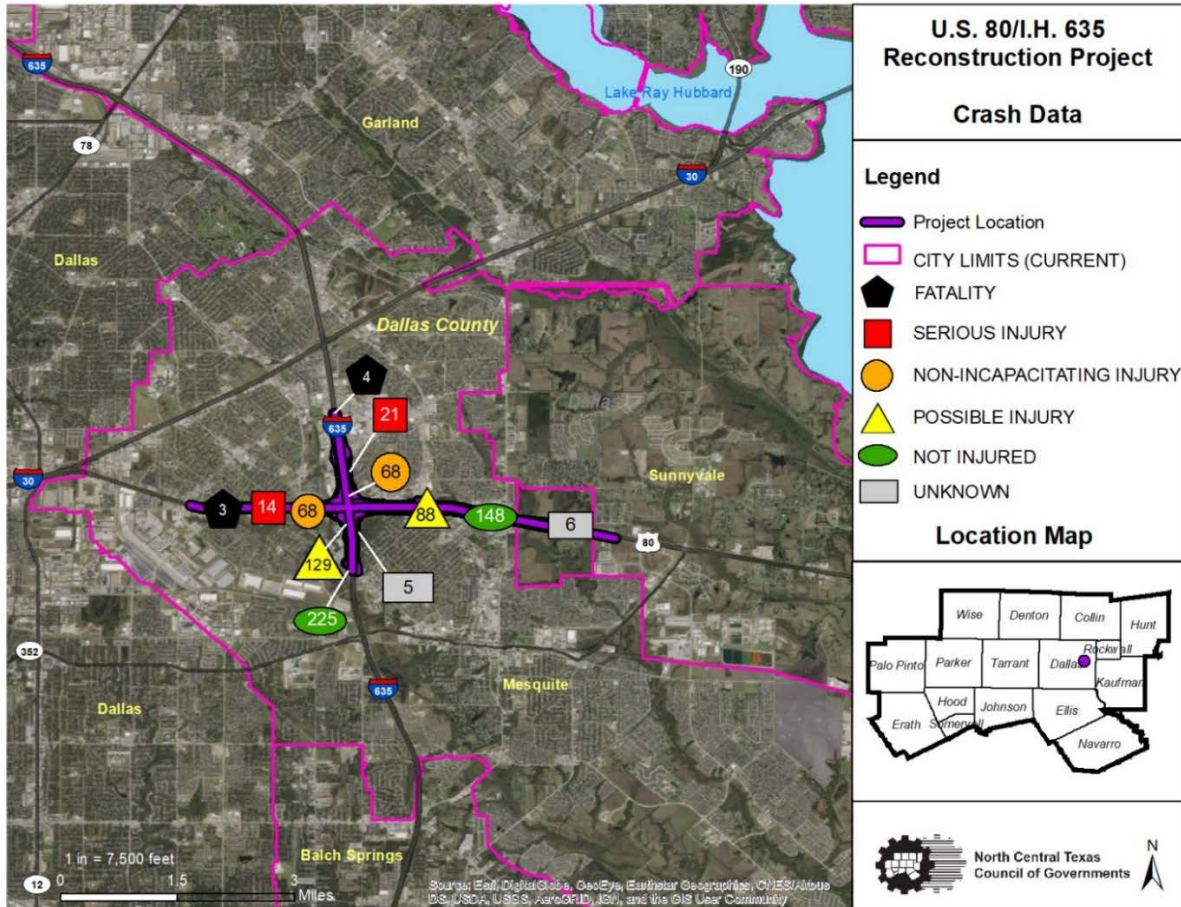


Exhibit 15 – U.S. 80/I.H. 635 Crash Data (2013 – 2017) Analysis

Severity	Crashes	
	U.S. 80	I.H. 635
Fatal Injury	3 (1%)	4 (1%)
Serious Injury	14 (4%)	21 (5%)
Non-Incapacitating Injury	68 (21%)	68 (15%)
Possible Injury	88 (27%)	129 (29%)
Not Injured	148 (45%)	225 (50%)
Unknown	6 (2%)	5 (1%)
Total	327	452



As a foundational matter, NCTCOG and TxDOT are both strongly committed to the primacy of safety for all transportation activities, programs, and projects. In its role as the Metropolitan Planning Organization (MPO) policy-making body for the North Central Texas region, the Regional Transportation Council (RTC) approved Resolution R19-01 in February 2019 (www.nctcog.org/trans/about/committees/regional-transportation-council) to support and affirm federally-required Highway Safety Improvement Program performance targets as adopted by TxDOT for the years 2018-2022. The Resolution also adopted the regional aspiration goal declaring even one death occurring on the transportation system is unacceptable, and NCTCOG staff will aggressively work with all its government partners and transportation providers to develop projects, programs, and policies assisting to eliminate serious injuries and fatalities across all travel modes.

As illustrated in the preliminary schematic included as separate attachment within this BUILD Grant application (**Attachment 3**), the U.S. 80/I.H. 635 Reconstruction Project incorporates comprehensive safety measures TxDOT included among its numerous projects for many years. Many of those treatments and/or strategies are integrated directly from research and guidance memorandums which inform and promote the Federal Highway Administration's (FHWA) Proven Safety Countermeasures. Specific aspects of this project will improve corridor safety by addressing the following four safety categories as included within the Texas Strategic Highway Safety Plan, FHWA Proven Safety Countermeasures, and the FHWA Everyday Counts initiative: Intersection Safety, Bicycle/Pedestrian Safety, Horizontal Curve Safety, and Corridor Access Management. Though many countermeasures produce a number of various qualitative benefits, some have ability to be consolidated and quantified for inclusion in the benefit-cost analysis (BCA). Details regarding the methodology and direct benefit calculations are discussed in the BCA Attachment (**Attachment 2A**) accompanying this BUILD Grant application.

4.2. State of Good Repair

In November 2018 following extensive research, analysis, and consultation between NCTCOG and TxDOT, the RTC took action supporting statewide pavement and bridge condition targets for the National Highway Safety Administration (NHS) as part of National Highway Performance Program rules established by the Fixing America's Surface Transportation (FAST) Act. Through its action, the RTC also directed NCTCOG staff to regularly collaborate with TxDOT on ways to expedite programming for regional NHS bridges and off-system NHS pavements in poor condition. This effort, combined with similar initiatives from other Texas MPOs, has ushered in a new evolution of cooperation, data collection/exchanges, and other innovative tools/measures shared through TxDOT meant to address performance and accountability in the project selection/prioritization process. As these agencies are each required to regularly document how substantial progress toward performance targets is achieved, and because this information must be linked and verified through a risk-based financial plan incorporated with a state's Transportation Asset Management Plan (TAMP), consistent multi-lateral oversight must be in place to account for project-level and network-level infrastructure lifecycle considerations. NCTCOG recently



developed a comprehensive web page highlighting background data/information, meeting materials, status updates, and added links/resources to readily demonstrate its partnership commitments for the holistic linking of asset/performance management and traditional project/system planning (www.nctcog.org/trans/data/info/asures/system).

Because state of good repair is a significant criterion in discretionary grant programs like BUILD, Infrastructure for Rebuilding America (INFRA), and other similar opportunities, a cooperative outcome from the above process has been to ensure projects targeted to remove, repair, or replace aging or obsolete infrastructure be given high priority for potential candidacy. Earlier in 2019, for example, the reconstruction of two U.S. 80 bridges in Kaufman County was included within NCTCOG’s INFRA Grant submittal for the North Texas Strategic National Highway System (NHS) Bridge Program as a holistic system-level effort to address multiple bridges currently rated in “poor condition”. New data posted afterward to the National Bridge Inventory (NBI) indicated a US 80 structure within the limits for this project, the Galloway Avenue bridge (NBI structure #180570009502085), also received a “poor condition” rating. With many assets approaching or exceeding 60 years of age still in operation on U.S. 80, timely implementation of this proposed project will certainly help the DFW MPA assure progress toward maintenance performance targets.

4.3. Economic Competitiveness

As the fourth largest metropolitan area in the US, the Dallas-Fort Worth (DFW) region is responsible for one-third of the Gross Domestic Product of the State of Texas. The North Central Texas region is centrally located within the lower 48 states, allowing it to serve as a primary distribution center, or inland port, for the southwestern U.S. and the nation. Trucks leaving the region can reach the majority of the country within 72 hours. The region is also at a crossroads of the east-west transcontinental rail from the ports of Los Angeles/Long Beach to the eastern US and the north-south transcontinental rail lines from Mexico and the Port of Houston to the Upper Midwest.

Transporting freight is a key component of the regional economy. Over 317,000³ tons of freight move to and from the region in a single year, and of this tonnage over 249,000 tons, or 78 percent, of the total is moved by trucks. Moving this much freight through the region requires a well-developed highway system. A key component to this system is freight movement on I.H. 635 and U.S. 80.

There are over 16,000 and 11,000 trucks traveling through the I.H. 635 and U.S. 80 corridor respectively each day.⁴ The I.H. 635 corridor is part of the Federal National Freight Highway

³ All tonnage numbers come from FHWA FAF4.

⁴ Traffic information taken from TxDOT Planning Map:

www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html

³Retail Space (2018) Brookfield Properties

<https://www.brookfieldpropertiesretail.com/properties/property-details/town-east-mall.html>

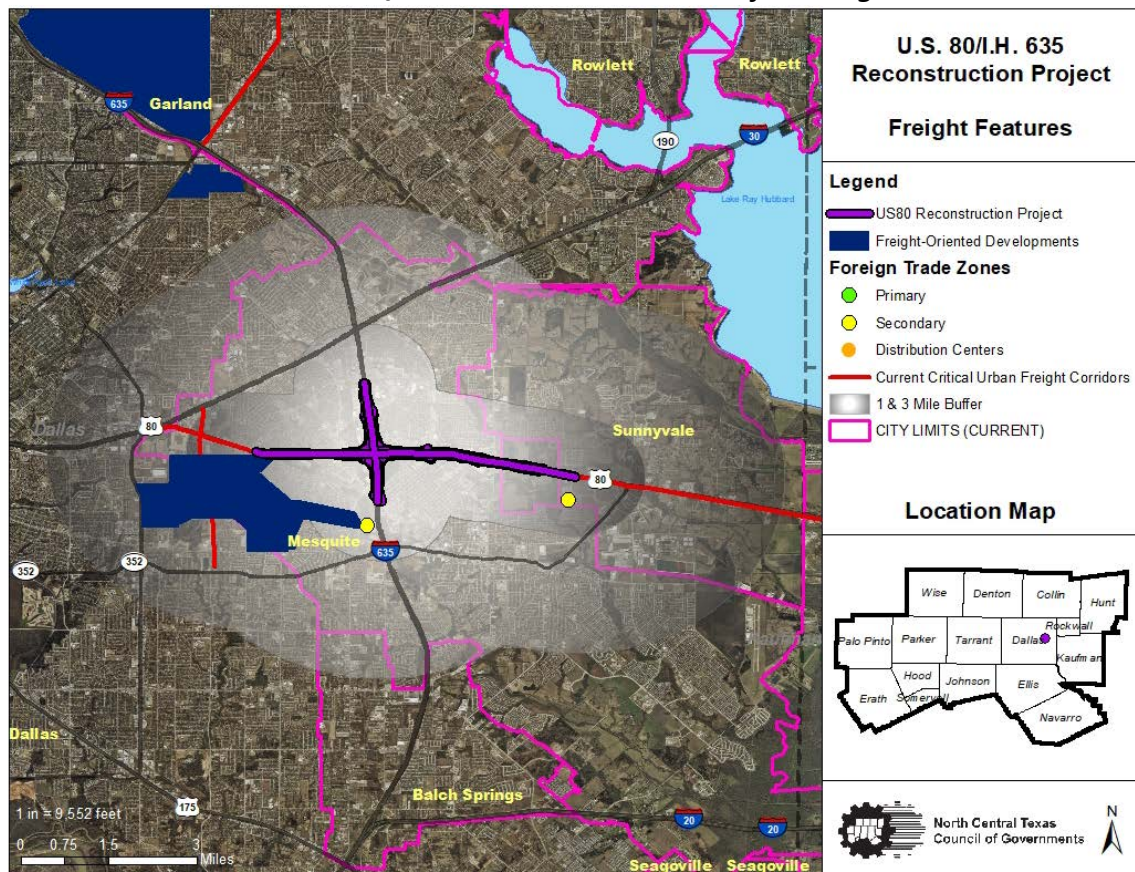
⁴ Development Highlights (2019) City of Mesquite. <http://mesquiteecodev.com/about-us/development-highlights>



System (NFHS). Several of the Critical Urban Freight Corridors (CUFCs) in the region connect to or are near I.H. 635. These CUFCs include U.S. 80, which connects Union Pacific Mesquite Intermodal Facility to the NFHS and Skyline Industrial, a major freight-oriented development with UPS, FS Alloys, and Hayes Company as prominent distribution operators.

Improved traffic movement along freight-heavy corridors such as I.H. 635 and U.S. 80 will reduce shipping costs and increase efficiency both for the region and the nation, particularly since the region is a recognized national and international freight hub. Freight features are shown in Exhibit 16.

Exhibit 16 – I.H. 635/U.S. 80 Reconstruction Project Freight Features



Within three miles of the U.S. 80/I.H. 635 reconstruction project there are 169 existing developments, with 128 of these developments within one mile of the facility. The existing developments include Town East Mall, a recently renovated 1,223,724³ square foot retail space. Most malls in the early 1970s in the DFW region, including Town East Mall have recently been struggling to remain open. Town East Mall is especially vulnerable to a similar fate with the traffic and ramp conditions of the current U.S. 80/I.H. 635 facility. Improvements to the facility will not only provide access to Town East Mall, but also to the 15 developments that will be coming to the area. The 15 developments include just under 2.5 million square feet of commercial space and over 750 units of residential properties.

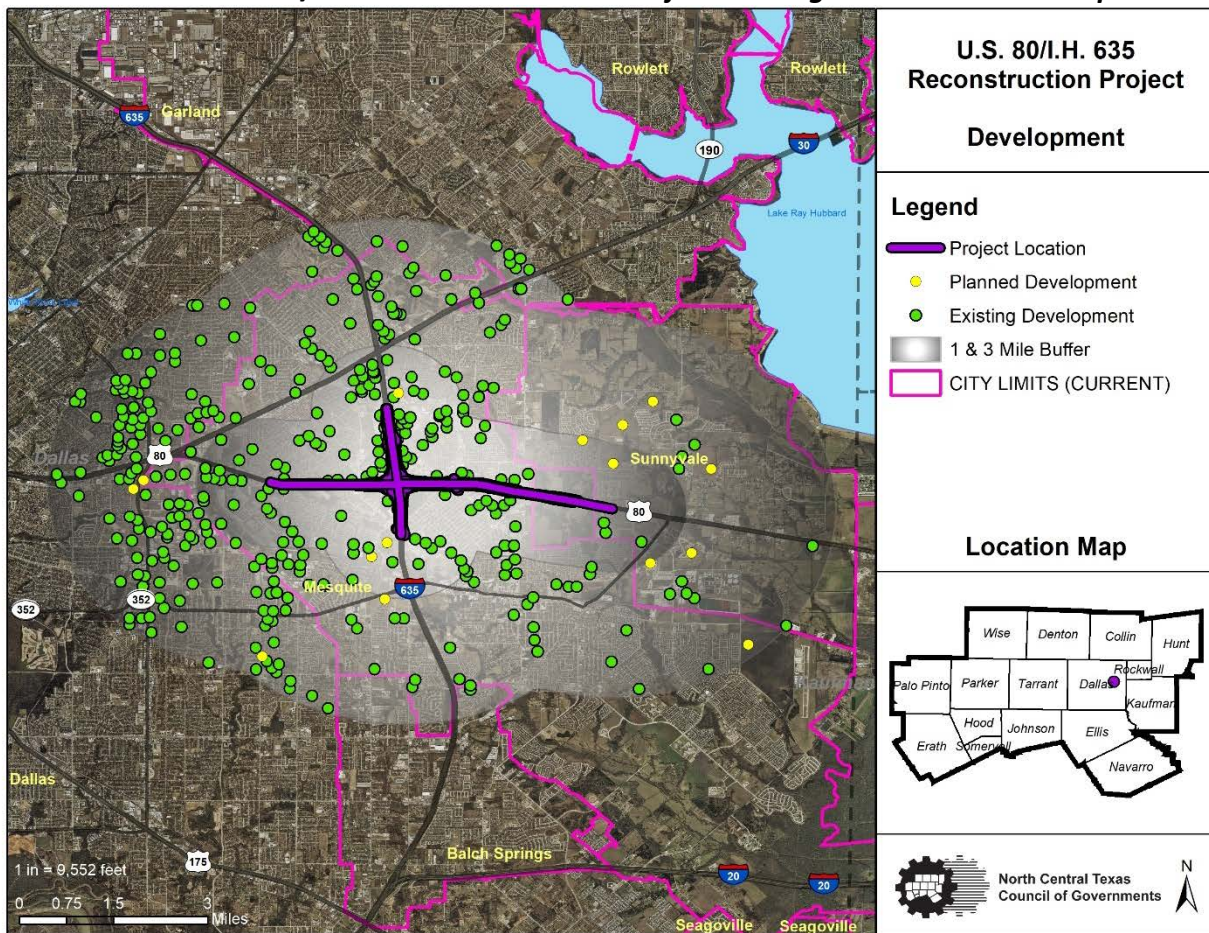


Other future developments include retail and a 60-acre medical center. Planned and existing developments are shown in Exhibit 17.

The existing developments within three miles of the proposed reconstruction project currently employ over 28,000 people. The largest employers include Stevens Transport Inc. and UPS, each employing over 2500 people. Future developments, including an Ashely Furniture regional distribution hub and Verde Center at Peachtree medical campus, are expected to employ approximately 350 and 1,800 people, respectively.

In addition to the future developments listed above, the city of Mesquite reports development activity quarterly⁴. In 2018-2019, the city announced building permits for over 35 new developments ranging in value from \$150,000 to \$13.3 million.

Exhibit 17 – I.H. 635/U.S. 80 Reconstruction Project Existing and Planned Development



4.4. Environmental Sustainability

Construction of the U.S. 80 project will reduce daily vehicle hours of congestion delay for the metropolitan planning area’s total roadway network by 29,340.46 hours compared with a No-Build scenario. Dallas County, in which the U.S. 80 project is located, will see emissions



reductions of 15.02 pounds/day in volatile organic compounds and 119,387 pounds/day in carbon dioxide. The 10 counties in North Central Texas in nonattainment for ozone will see reductions of 0.13 pounds/day of nitrogen oxides and 20.47 pounds/day of volatile organic compounds; these two compounds react to form ground-level ozone.

The project has multiple crossings of the 100-year floodplain. The facility's design will comply with applicable floodplain regulations and ordinances and will follow FHWA and TxDOT design policies. The U.S. 80 project crosses two streams, South Mesquite Creek, and North Mesquite Creek. Both creeks are tributaries to the East Fork Trinity River, which is an impaired river and does not attain the standard (or nonattainment is predicted in the near future) for sulfate.⁵ As a Category 5c waterbody, additional data or information will be collected and/or evaluated before a management strategy is selected. While wetlands exist within one-mile and three-mile buffers of the U.S. 80 project, no wetlands exist in the right-of-way of the project. Best management practices will be implemented during construction. Any potential impacts to water quality will be minimized by best management practices per Section 401 of the Clean Water Act.

The U.S. 80 project is adjacent to two City of Dallas-owned parks, Samuell Farm and Samuell Mesquite Park. The project will not impact the parks.

The U.S. 80 project is located within a mixed, predominantly rural area. Adjacent land uses include agriculture, single-family residential, commercial, institutional, and vacant land. The US Fish and Wildlife Service (USFWS) Official Species List for the U.S. 80 project identifies five species. No critical habitat for these species occurs within the project area (if critical habitat has been designated). No habitat suitable for the five identified species occurs within the project area. Sixteen state-listed threatened or endangered species or species of greatest conservation need are identified as having suitable habitat in the project area and having a range including the project area. Of the 16 species, suitable areas are present for:

- Plains spotted skunk (*Spilogale putorius interrupta*)
- Four freshwater mussel species (Potential direct and indirect impacts could occur during removal and construction of existing bridge structures and construction of new bridge structures)
- Texas garter snake (*Thamnophis sirtalis annectens*)
- Texas milk vetch (*Astragalus reflexus*)

Best management practices will be implemented for these species and for migratory birds. More detailed information about environmental sustainability for the U.S. 80 Project can be found in **Attachment 4**, TxDOT's Draft Environmental Assessment, U.S. 80, Dallas District, May 2019.

⁵ Texas Commission on Environmental Quality. 2018. Public Comment Draft 2018 Texas Integrated Report of Surface Water Quality. https://www.tceq.texas.gov/waterquality/assessment/public_comment



4.5. Quality of Life

The U.S. 80 project will consist of full reconstruction to three general purpose lanes and two/three frontage road lanes in each direction on U.S. 80 from I.H. 635 to east of Belt Line Road. The project will also reconstruct I.H. 635 from Gross Road to Town East Blvd., including all eighty direct connector ramps and continuous frontage road movements.

Additional reconstruction items include replacement of the Galloway Avenue bridge over U.S. 80 and replacement of the U.S. 80 overpass over Gross Road. The improved facility will provide adequate ramp spacing between northbound and southbound I.H. 635 exit ramps; exit ramp to Galloway Avenue; entrance ramp to Belt Line Road; entrance from northbound I.H. 635 and exit to Galloway Avenue. The U.S. 80 project will meet current roadway standards, reduce congestion, improve mobility, and meet anticipated traffic demand. The U.S. 80 project will expand access to numerous employment, education, medical, park, shopping, and entertainment venues within the region. Emergency response times will also improve because of the improved mobility within and through the proposed project limits.

The U.S. 80 project will enhance cycling within the corridor by including wide outside lanes along the frontage roads and cross streets shared by vehicles and bicyclists. Six-foot wide sidewalks would also be constructed along the frontage roads. At all cross streets within the project limits, the design includes the wide curb lane for cyclists and sidewalks ranging from 6 to 14 feet. The sidewalks, crosswalks, and signals will comply with the Americans with Disability Act. The project design will help extend the regional trail system.

Such provisions for multimodal travel, both through and across the U.S. 80 corridor, encourage more diverse travel choices and improved markets for both transportation and land development. Efforts to support noise reduction are also important livability considerations. The U.S. 80 project will include a noise analysis to determine if sound walls are warranted, feasible, and cost effective. All efforts will be made to reduce noise impacts to neighborhoods adjacent to the corridor.

4.6. Innovation

4.6.1. Innovative Technologies

Intelligent Transportation System (ITS) devices are planned to be an integral part of the proposed U.S. 80 project. The type of traffic monitoring technology includes closed-circuit television cameras, vehicle detection devices, and dynamic message signs. Traffic monitoring technologies detect incidents in a timely manner to gain quicker response times from first responders and law enforcement. The speed at which an incident is detected affects the incident clearance time, as well as roadway clearance time and the potential time of disruption to the other motorists.

According to Texas Commission on Environmental Quality (TCEQ) modeling, construction equipment contributes approximately eight percent of all ozone-forming



NO_x emissions in the 2017 emissions inventory for North Central Texas.⁶ The use of NCTCOG's Clean Construction Specification⁷ will be encouraged to increase the sustainability benefits for the project, including reductions in air pollutants and petroleum consumption. Investment in newer construction equipment and/or diesel retrofit technologies will result in the use of cleaner burning engines in place of higher polluting equipment. This will minimize criteria emissions, including ozone-forming NO_x from construction equipment, which is critical for further progress in working toward attainment of the federal ozone standard. Additional reductions are anticipated in particulate matter and diesel exhaust. These reductions positively impact human health, which is negatively impacted by exposure to ozone, fine particulate matter, and diesel exhaust. Furthermore, because newer equipment often has a better fuel economy than older engines and incorporate technologies allowing for minimized idling and other efficiencies, use of the specification could yield reductions in petroleum consumption.

4.6.2. Innovative Project Delivery

TxDOT and NCTCOG have taken advantage of two innovative federal programs to streamline the environmental review and permitting process to help progress the U.S. 80 project to construction faster. These programs help expedite the review of projects but do not allow the permitting, approval processes, and/or regulations to be circumvented or bypassed.

- Under the Surface Transportation Project Delivery Program (23 US Code 327), TxDOT applied, and was granted responsibility for review, consultation, and approval of National Environmental Policy Act (NEPA) documents for highway projects. This delegation eliminated a layer of governmental review and allows TxDOT to directly consult with federal resource agencies, resulting in shorter review times. Texas was the second state to assume NEPA responsibility for all levels of environmental documentation.
- Many projects require a Section 404 permit under the Clean Water Act from the US Army Corps of Engineers (USACE). The time needed to receive the permit varies by the permit type, magnitude of project impacts to wetlands and waters of the US, and complexity of the project. Section 214 of the Water Resources Development Act of 2000 allows the USACE to accept funds from non-federal public entities to give priority to the evaluation of the USACE permit applications. Under this act, NCTCOG and USACE has a Memorandum of Agreement to fund a position at the USACE to expedite permitting for regional priority transportation projects in the DFW region since 2008. The opportunity to coordinate in advance resulted in reductions in permitting time, mitigation costs, and impacts.

⁶ Source: Texas Commission on Environmental Quality, *2017 Dallas-Fort Worth 8-hour Ozone Attainment Demonstration State Implementation Plan*

⁷ <https://www.nctcog.org/trans/quality/air/for-government/construction-fleets>



4.6.3. Innovative Financing

While TxDOT intends to utilize the traditional design-bid-build procurement approach for project construction, the agency also plans to employ a unique combination of incentive/disincentive and cost-plus-time bidding mechanisms to motivate potential contractors for completion ahead of schedule, awards based on minimizing traveler inconvenience or delay, and for delivery with the lowest possible cost. With Texas being one of the nation's leaders in both population growth and number of construction projects simultaneously, TxDOT has devoted numerous resources toward multi-disciplinary measures enabling its staff, contracting partners, materials suppliers, equipment manufacturers, workforce specialists, financial institutions, and the public to all work together in achieving consistent expedited construction outcomes. Developed through a 2016-2017 statewide series of workshops and information exchanges including the Associated General Contractors of Texas and the Texas A&M Transportation Institute, these provisions as outlined in the Accelerated Construction Guidelines Manual will be incorporated into the project to ensure streamlined delivery (www.dot.state.tx.us/cst/construction_strategies.htm).

In addition to streamlining the financing, TxDOT is using right-of-way as a local match provided by the city of Mesquite. Not only does this allow the city to meet the local match criteria for state and federal funds without the need for direct capital (via new taxes or bonds), it allows the city to work directly with property owners to obtain the land through donations, taxing discounts, and other various tools at their disposal. This enables TxDOT to focus its project efforts on other items and can shorten the right-of-way acquisition phase.

4.7. Partnership

The U.S. 80 project is a multi-jurisdictional effort between NCTCOG, city of Mesquite, and TxDOT. The city of Mesquite and TxDOT have a strong history of working together on cooperative roadway construction projects, including recent planning for the expansion of U.S. 80; this project is a breakout of the larger-scale U.S. 80 planning. TxDOT will review and approve the proposed improvements at U.S. 80 and I.H. 635. The roles of NCTCOG, TxDOT, and the city of Mesquite are described below.

Coordination with communities in Dallas County and Kaufman County will occur because this project will provide a better east-west connection for Kaufman County residents traveling to Dallas. The U.S. 80 project also will provide better access to Town East Mall.

North Central Texas Council of Governments (Grant Applicant)

NCTCOG is serving as the applicant for this BUILD grant. NCTCOG is a voluntary association of cities, counties, school districts, and special districts established in January 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG serves a 16-county metropolitan region surrounding the urban centers of Dallas and Fort Worth, and it consists of 234



members, including 16 counties, 169 cities, 22 independent school districts, and 28 special districts. Since 1974, NCTCOG has served as the Metropolitan Planning Organization (MPO) for the DFW area. The NCTCOG Transportation Department is responsible for the regional planning process for all transportation modes, and it provides technical support and staff assistance to the Regional Transportation Council (RTC) and its technical committees, which comprise the MPO policy-making structure. The department also provides technical aid to local governments and transportation providers in planning, coordinating, and implementing transportation decisions. NCTCOG will participate in workgroup meetings for the U.S. 80 project to ensure planning is consistent with the metropolitan transportation plan. NCTCOG will provide technical analysis and use of the travel demand model and will facilitate between project partners.

TxDOT (Roadway Implementation)

As the lead implementation agency, TxDOT will be responsible for: project facilitation and coordination; engineering, right-of-way acquisition, and construction; and the operations and maintenance responsibilities for the improved roadways. The Texas Legislature originally established TxDOT in 1917 as the Texas Highway Department; TxDOT has a workforce of more than 12,000 employees. Headquartered in Austin, TxDOT has 25 district offices and 21 divisions. This project is located in the Dallas District, which plans, designs, builds, operates, and maintains the state transportation system in the following counties: Collin, Dallas, Denton, Ellis Kaufman, Navarro, and Rockwall.

City of Mesquite (Funding Partner)

The city of Mesquite is an incorporated city with a revenue budget of \$275.12 million and an expenditure budget of \$270.19 million. The city is committed to transparent government operations. The city's location at the crossroads of I.H. 635, I.H. 30, I.H. 20, and U.S. 80 provide a benefit for residents and global manufacturers who also have ready access to the Union Pacific Railroad Intermodal Hub and DFW International Airport. Town East Mall, at the intersection of I.H. 635 and I.H. 30, is the area's second-largest employer.

5. PROJECT READINESS

5.1. Technical Feasibility

Development began on the U.S. 80 project in 2001 as a major investment study. The current proposed project is a subsection of independent utility from the widening project to address the immediate needs of the local community and address deficiencies in the interchange of U.S. 80 and I.H. 635. A schematic (100 percent) design was developed and approved. The planning effort included the preparation of environmental documents, public involvement, and traffic analysis. TxDOT held numerous public meetings to address the greater project during the major investment study and in the environmental and schematic phase. The project has had numerous iterations to determine technical feasibility while receiving public and stakeholder feedback through its various studies.



5.2. Project Schedule

The U.S. 80 project is set for complete approval before the BUILD requirement of September 30, 2021, and all funds would be utilized by the required date of September 30, 2026. The project schedule shown in **Exhibit 18** indicates obligation of funding and construction beginning in fall 2022. Construction is expected to take three years and the new facility would open to traffic in fall 2025.

Exhibit 18 – U.S. 80 Project Schedule



All necessary activities will be complete to allow BUILD funds to be obligated sufficiently in advance of the statutory deadline and any unexpected delays will not put the funds at risk of expiring before they are obligated. The project can begin construction quickly upon obligation of BUILD funds and the grant funds will be spent expeditiously once construction starts. All real property and right-of-way acquisition will be acquired in a timely manner in accordance with 49 Code of Federal Regulations (CFR) part 24, 23 CFR part 710, and other applicable legal requirements.

5.3. Required Approvals

5.3.1. Environmental Permits and Reviews

The U.S. 80 Environmental Assessment (EA) is expected to receive environmental clearance through TxDOT with a Finding of No Significant Impact (FONSI) by July 2019. TxDOT will begin purchasing the right-of-way, completing the PS&E, and relocating utilities once the FONSI is received.

Because Dallas-Fort Worth (DFW) is a nonattainment area, the proposed project is required to be part of *Mobility 2045*, the long-range metropolitan transportation plan for the DFW region. The project is currently in *Mobility 2045* as part of corridor number 56. *Mobility 2045* was approved by the Regional Transportation Council in June 2018 with conformity approval in November 2018.



5.3.2. State and Local Approvals

The permits involving waters of the United States will be permitted under nationwide Section 404 permits. No major Section 404 (of the Clean Water Act) issues were identified.

The project is currently in the 2019-2022 Transportation Improvement Program. A revision to the 2019-2022 Transportation Improvement Program will be necessary to add the BUILD Grant funding to the project. The modification will be coordinated between NCTCOG and TxDOT during a quarterly State Transportation Improvement Program/Transportation Improvement Program modification cycle. It is anticipated the revision would occur in February 2020 (assuming grant award in December 2019).

5.3.3. Federal Transportation Requirements Affecting State and Local Planning

At the current stage of the project, the project is included in all local planning documents. As stated in Section 5.3.1, the proposed project is included in *Mobility 2045* (<https://www.nctcog.org/trans/plan/mtp/2045>). The proposed project is also included in the local 2019-2022 Transportation Improvement Program (<https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2019-2022-transportation-improvement-program>) stated previously in Section 5.3.2.

5.4. Assessment of Project Risks and Mitigation Strategies

Any roadway project has potential risk associated with its design and construction. As illustrated in **Exhibit 19**, project partners have identified potential risk and strategies to help mitigate the possible impacts on cost and schedule.

Exhibit 19 – Identified Risks and Opportunities

Risk/ Opportunity	Likely Impact to Costs	Likely Impact to Schedule	Potential Mitigation Strategy
Unplanned Work (changed orders)	Minor	Minor	Working with stakeholders to develop a complete schematic and PS&E.
Increased Right-of-Way Costs	Minor	None	Working with property owners on a preferred project option. Completing the pre-construction process quickly to reduce inflation cost.
Third Party Impacts (permits, utilities, railroad, etc.)	Minor	Minor	Early coordination with all third parties
Environmental Discovery Impacts	Minor	Moderate	Contract commits and executes all post environmental clearance activities listed in the Environmental Assessment.



To keep up with the tremendous population growth across the DFW MPA, TxDOT employs innovative delivery methods (i.e., design-build, comprehensive development agreements) to build projects faster. As a result, TxDOT has gained experience and expertise in all management aspects of innovative and unique project delivery methods.

While this proposal is not environmentally cleared, all work has been completed for the Environmental Assessment (EA) and a FONSI issuance is anticipated forthwith. The EA found no significant impacts to the natural and built environment, and any known minor impacts, will be mitigated in compliance with all federal, state, and local regulations.

6. BENEFIT COST ANALYSIS

The anticipated benefits and costs for this project were monetized in this benefit cost analysis (BCA). The project benefits are shown in **Exhibit 20**. The net present value of the U.S. 80/I.H. 635 reconstruction project is shown in **Exhibit 21**. Applied to a total project cost of \$201 million, a benefit is achieved assuming a seven percent discount rate. Based on a 20-year project life, the overall effect of this transportation investment is a positive net value of **\$911 million**, after netting out the cost of the project. Calculations used to determine this total are discussed in more detail in the BCA Attachment (**Attachment 2A**).

Exhibit 20 – Total Project Benefits

Benefit Category	Benefits
	7% Discount Rate
O&M Costs	(\$110,339,543)
Time Savings	\$1,057,341,916
Air Quality Emission Savings	\$273,938
Safety	\$30,932,260

Exhibit 21 – Net Project Benefits

Discount Rate	Net Present Value of Total Benefits	Rounded Net Present Value of Total Benefits	Cost/Benefit Ratio
7 Percent	\$911,153,980	\$911 million	5.53

This project will increase the economic competitiveness and freight movement of the Dallas-Fort Worth region in the short-, medium- and long-term by increasing freight accessibility and supporting robust commercial and industrial activity. Providing development potential and connectivity to existing roadways in the project area will result in direct freight and economic competitiveness benefits to project users, including reduced



air quality emissions and safety. Calculation of regional benefits from reduced congestion and travel times associated with the new roadways are also included in the BCA. The net present value of travel time savings to transportation system users is **\$911 million**.

U.S. 80/I.H. 635 Reconstruction Project

FY 2019 BUILD Grant Application
Attachment 2B - Benefit Cost Analysis Spreadsheet



North Central Texas
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U.S. 80/I.H. 635 Reconstruction Project FY 2019 BUILD Grant Application

Attachment 2A - Benefit-Cost Analysis



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1.0 METHODOLOGY

The following description provides the methodology for the Benefit Cost Analysis (BCA) conducted for the US 80/IH 635 reconstruction project as part of the FY 2018 Better Utilizing Infrastructure to Leverage Development (BUILD) Discretionary Grant Program. This BCA will include detailed calculations of the various benefits and costs of the proposed project for the years between 2020 and 2045, for each cost and benefit factor. Benefits are assumed to incur after project completion in 2025 for a 20-year life span of the projects to 2045.

Traffic forecasts were conducted for Build and No-Build conditions in 2045 using the North Central Texas Council of Governments (NCTCOG) DFX Regional Travel Demand Model. The Dallas-Fort Worth Regional Travel Demand Model for the Expanded Area (DFX) software application is a collection of components that implements a trip-based four-step travel demand model on the TransCAD 5.0 platform. The DFX is the North Central Texas Council of Governments' official travel demand model, and the software is developed and maintained by the Model Development Group in the Transportation Department at NCTCOG.

DFX accepts the following input files: demographic data, roadway network including toll roads and HOV, transit supply system including rail and park-and-ride, airport enplanements, and external stations forecasts. It produces traffic volumes and speeds on roadways and transit usage data on the transit system. In addition to flexible coding tools, a smooth menu system for performing model runs, and extensive reports, the software provides a comprehensive file management system for the organization of input and output data.

This version of the travel demand model and the No-Build transportation networks were used for *Mobility 2045: The Metropolitan Transportation Plan for North Central Texas*. The project is included in the Build network scenarios for the horizon year 2045.

1.1 Project Cost

Proposed construction, schedule and operations and maintenance (O&M) costs were obtained from the Texas Department of Transportation (TxDOT). The project schedule is displayed in **Section VI** of the BUILD Grant Application narrative.

1.2 Travel Time (Mobility) Benefit

Travel time benefits were calculated based on travel demand modeling conducted for the project. Travel time benefits were calculated using the DFX travel demand model using the metropolitan transportation plan 2045 networks for year 2045. Performance reports of roadway alternative model runs performed on these networks using *Mobility 2045* demographics indicated a net reduction in Daily Vehicle Hours of Congestion Delay across the region. These translate into travel time benefits reflecting the reduced traffic congestion experienced by all users of transportation facilities in the region, as well as all commercial motor vehicles, decreased hours spent behind the wheel, and increased mobility and quality of life. The number of commercial motor vehicles was calculated using estimates taken from the Texas Department of Transportation Statewide Planning Map:

www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html



Equation for Annual Travel Time Benefit:

$$\begin{aligned}
 & \text{Annual Travel Time Benefit (AUTO)} \\
 &= (\text{Daily Vehicle Hours of Congestion Delay (Build Network)} \\
 &\quad - \text{Daily Vehicle Hours of Congestion Delay (No Build Network)}) \\
 &\times 365 \text{ days} \times 1.68 \frac{\text{Occupants}}{\text{AUTO}} \times \frac{\$14.80}{\text{hour}}
 \end{aligned}$$

$$\begin{aligned}
 & \text{Annual Travel Time Benefit (TRUCK)} \\
 &= (\text{Daily Vehicle Hours of Congestion Delay (Build Network)} \\
 &\quad - \text{Daily Vehicle Hours of Congestion Delay (No Build Network)}) \\
 &\times 365 \text{ days} \times \frac{\$28.60}{\text{hour}}
 \end{aligned}$$

1.3 Safety Benefits

The US 80/IH 635 reconstruction project does not meet current design standards for ramp geometry and spacing, shoulder widths, and horizontal vertical geometry. Proposed improvements will reconstruct IH 635 and US 80 to current design standards, including on-street bike and pedestrian accommodations.

IH 635 and US 80 crash data was provided by TxDOT for the years 2014 through 2018. This crash data provided the number of crashes for the different crash severity types (fatal, incapacitating, non-incapacitating, etc.). The crash data is shown in Exhibit 9 in the Project Narrative.

Although the US 80/IH 635 reconstruction project will provide many safety benefits, for purposes of this BCA, a conservative approach using only the benefits realized by the addition of lanes was used. The project will add one main lane and one managed lane in each direction. This benefit (see Table 4) is calculated by applying a Crash Modification Factor (CMF) of 0.696 and 0.65 different components of the project (www.cmfclearinghouse.org/detail.cfm?facid=7932). This CMF was applied to the five-year average of the crash rates for all crashes to estimate the Build condition crash rate for the KABCO rating system.

The before and after difference was then calculated by subtracting the total observed crashes by total estimated crashes from the CMF calculation.

Equation for Annual Crash Reduction Benefit:

$$\begin{aligned}
 & \text{Annual Crash Reduction Benefit} \\
 &= \text{Total Reduction in Crashes} \times \text{KABCO Crash Reduction Rate} \\
 &\quad \times \text{KABCO to AIS Conversion} \times \text{Monetized Value}_{\text{By AIS Type}}
 \end{aligned}$$

1.4 Air Quality Benefits:

Air Quality benefits for this project are derived from reduced vehicle miles traveled (VMT) across the Dallas-Fort Worth region based on DFX modelling results; the emissions reduction is the difference in emissions between the Build and No-Build for each target year. The methodology used to calculate the total emissions for each scenario is consistent with NCTCOG’s 2018 Transportation Conformity, Chapter 7 (https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Quality/Air/Chapter-7_Emission-Factors_MOVES-Model.pdf) of the 2018 Transportation Conformity document. Annual estimates were calculated for both Nitrogen Oxides (NO_x) and Volatile Organic Compounds (VOCs). The emissions



difference for years in between target years was calculated via linear interpolation. The annual regional reduction of emissions in short tons is multiplied by the value of that reduction in short tons to yield the value of the benefit for each year.

Emission Calculations:

$$Emissions_{No-Build} = VMT_{No-Build} \times EmissionFactor_{vehicletype} \times VMTMix_{vehicletype}$$

$$Emissions_{Build} = VMT_{Build} \times EmissionFactor_{vehicletype} \times VMTMix_{vehicletype}$$

Emission Reduction Benefit:

$$Emissions_{Build} - Emissions_{No-Build}$$

1.5 Residual Value

The facilities recommended for this project will have a remaining service life beyond the 21-year benefit calculation period in this BCA. Consistent with the US Department of Transportation (DOT) BCA guidance, the project cost was adjusted by the total value of the asset and the remaining service life at the end of the analysis period. Value remaining after the end of the 25-year calculation was added to the benefit calculation. All project elements with life spans beyond the project are included in the attached BCA Excel Tables.

2.0 ANALYSIS

The anticipated benefits and costs for this project were monetized in this BCA. The project benefits are shown in Exhibit 1. The net present value of the US 80/IH 635 reconstruction project is shown in Exhibit 2. Applied to a total project cost of \$201 million, a benefit is achieved assuming a discount rate of 7 percent. Based on a 20-year project life, the overall effect of this transportation investment will result in a positive net value of \$911 million, after netting out the cost of the project. Calculations used to determine this total are discussed in more detail in the BCA Attachment.

Exhibit 1: Total Project Benefits

Benefit Category	Benefits
	7% Discount Rate
O&M Costs	\$(110,339,543)
Time Savings	\$1,057,341,916
Air Quality Emission Savings	\$273,938
Safety	\$30,932,260

Exhibit 2: Net Project Benefits

Discount Rate	Net Present Value of Total Benefits	Rounded Net Present Value of Total Benefits	Cost/Benefit Ratio
7 Percent	\$911,153,980	\$911 million	5.53



This project will increase the economic competitiveness and freight movement of the Dallas-Fort Worth region in the short-, medium- and long-term by increasing freight accessibility and supporting robust commercial and industrial activity. Providing development potential and connectivity to existing roadways in the project area will result in direct freight and economic competitiveness benefits to project users, including reduced air quality emissions and safety. Calculation of regional benefits from reduced congestion and travel times associated with the new roadways are also included in the BCA. The net present value of travel time savings to transportation system users is \$911 million.

3.0 SUMMARY

The anticipated benefits and costs contained within this BCA were derived using travel demand model data, assumptions from TxDOT safety and performance data/documents, NCTCOG demographic and economic trends/forecasts, and additional relevant information from all levels of government. The BCA summarizes net present value (NPV) and the BCR utilizing a 7 percent discount rate scenario. Net benefits of over **\$911 million** over the 20-year time horizon are attainable with a BCR of **5.53**. Exhibit 3 outlines a summary of costs and benefits for the IH 635/US 80 reconstruction project.

Exhibit 3: Benefit-Cost Analysis Summary Results

Benefit-Cost Summary Results			Average Annual	Total Over 20 Years
Life-Cycle Costs	\$(365,309,703)	ITEMIZED BENEFITS		
Life-Cycle Benefits	\$4,178,061,783	Travel Time Savings (mil. \$)	\$195.93	\$3,918.67
Net Present Value	\$911,153,980	Safety (mil. \$)	\$5.02	\$100.33
BENEFIT-COST RATIO	5.53	Emissions Cost Savings (thousands \$)	\$48.59	\$971.85
		TOTAL BENEFITS (mil. \$)	\$160.69	\$4,178.06
		Person Hours of Delay Saved	7,161,474	143,229,485

NOTE:

A copy of the Microsoft Excel file is included in the US 80/IH 635 Reconstruction Project FY 2019 BUILD Grant Application submittal as Attachment 2B.

U.S. 80/I.H. 635 Reconstruction Project

FY 2019 BUILD Grant Application

Attachment 3 - U.S. 80 Schematic (BUILD Only)



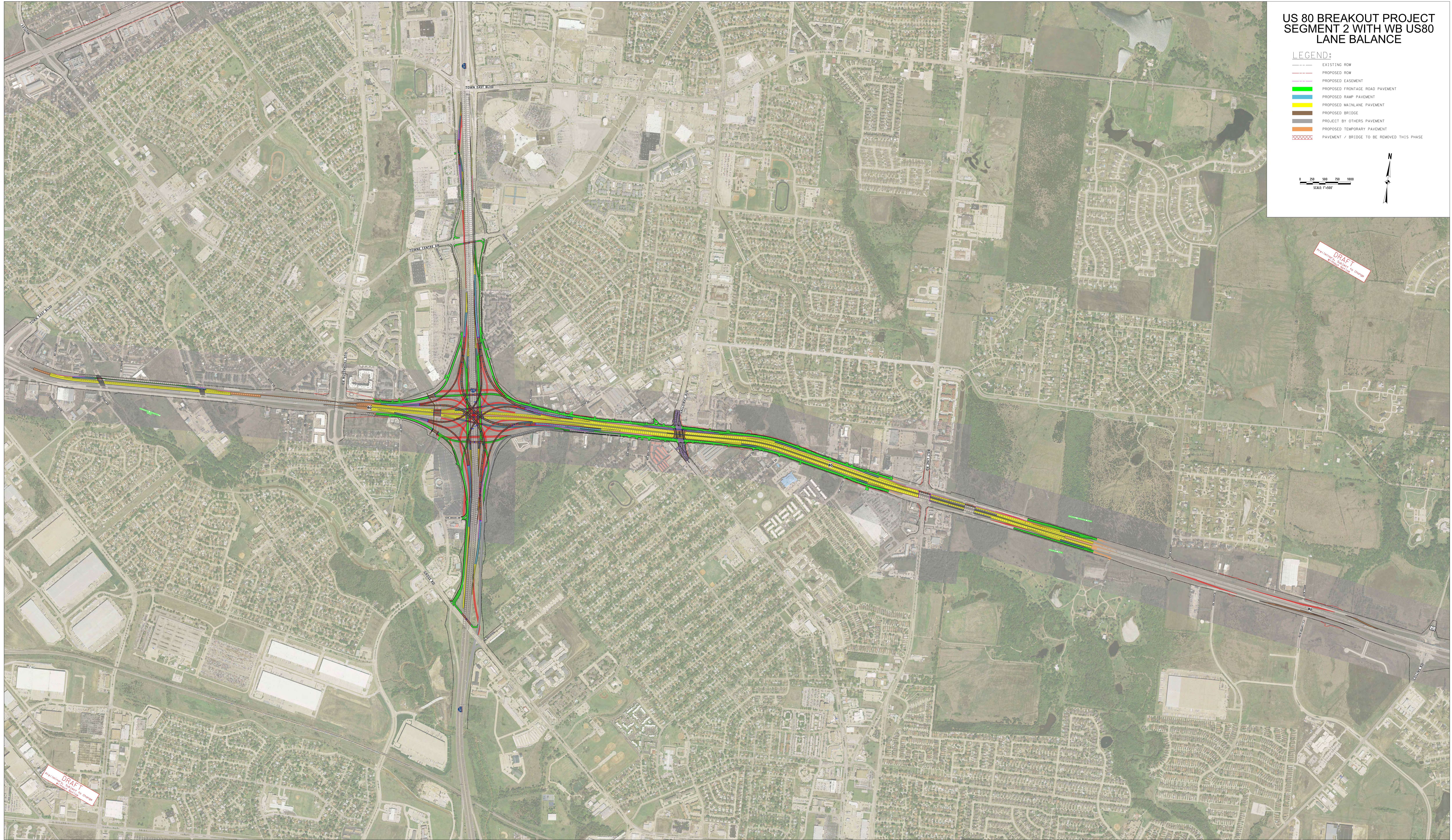
North Central Texas
Council of Governments

US 80 BREAKOUT PROJECT SEGMENT 2 WITH WB US80 LANE BALANCE

LEGEND:

- EXISTING ROW
- PROPOSED ROW
- PROPOSED EASEMENT
- PROPOSED FRONTAGE ROAD PAVEMENT
- PROPOSED RAMP PAVEMENT
- PROPOSED MAINLANE PAVEMENT
- PROPOSED BRIDGE
- PROJECT BY OTHERS PAVEMENT
- PROPOSED TEMPORARY PAVEMENT
- PAVEMENT / BRIDGE TO BE REMOVED THIS PHASE

0 250 500 750 1000
SCALE 1"=100'



U.S. 80/I.H. 635 Reconstruction Project

FY 2019 BUILD Grant Application
Attachment 4 - U.S. 80 Environmental Assessment (EA)



North Central Texas
Council of Governments



Draft Environmental Assessment

US 80, Dallas District

From IH 30 to FM 460

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

Dallas and Kaufman Counties, Texas

May 2019

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

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LIST OF ACRONYMS

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

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

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

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

1 1.0 INTRODUCTION

2 The Texas Department of Transportation (TxDOT) proposes improvements to United
3 States Highway (US) 80 in Dallas and Kaufman counties, Texas. US 80 is a major
4 east/west thoroughfare that connects the Dallas/Fort Worth Metroplex with east Texas.
5 The proposed improvements consist of the reconstruction and widening of US 80 from
6 Interstate Highway 30 (IH 30) in Dallas County to Farm-to-Market Road (FM) 460 in
7 Kaufman County within the cities of Dallas, Mesquite, Forney and the Town of Sunnyvale.
8 The total distance of the proposed project, known as the US 80 Project, is approximately
9 11 miles. The proposed project is shown on the project location map included in
10 **Appendix A.**

11 The purpose of this environmental assessment (EA) is to study the potential
12 environmental consequences of the proposed project and determine whether such
13 consequences warrant preparation of an Environmental Impact Statement (EIS).
14 Because the proposed project would be funded in part by the Federal Highway
15 Administration (FHWA), this EA complies with FHWA's National Environmental Policy Act
16 (NEPA) regulations¹ as well as relevant TxDOT rules for environmental review of projects
17 and guidance for conducting NEPA studies on behalf of FHWA. The environmental
18 review, consultation, and other actions required by applicable federal environmental laws
19 for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S. Code
20 (U.S.C.) 327 and a Memorandum of Understanding (MOU) dated December 16, 2014,
21 and executed by FHWA and TxDOT.²

22
23 This draft EA will be made available for public review and TxDOT will consider any
24 comments submitted during the public comment period. Once the comment period is
25 over, TxDOT will prepare a final EA. If TxDOT determines that there are no significant
26 adverse effects, it will prepare and sign a Finding of No Significant Impact (FONSI), which
27 will be made available to the public.

28 2.0 PROJECT DESCRIPTION

29 2.1 Existing Facility

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

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

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

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

10 2.2 Proposed Facility

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

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

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

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

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

8 2.2.1 Logical Termini and Independent Utility

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

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

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

1 2.2.2 Planning and Funding

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

10 3.0 PURPOSE AND NEED

11 3.1 Need

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

16 3.2 Supporting Facts and/or Data

17 3.2.1 Congestion and Reduced Mobility

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

24 According to the TxDOT Transportation Planning and Programming Division (TP&P)
 25 traffic projections from March 2018, the Average Daily Traffic (ADT) along US 80 between
 26 IH 30 and FM 460 is anticipated to increase an average of 36.86 percent between years
 27 2025 and 2045. **Table 3-1** lists the traffic data for each segment of the US 80 corridor.

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

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

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

³ <https://mobility.tamu.edu/texas-most-congested-roadways/>

1 According to the U.S. Census Bureau (USCB), both Dallas and Kaufman counties
2 experienced population growth between 2000 and 2010. Dallas County's population
3 increased by approximately 6.72 percent from 2,218,899 persons in 2000 to
4 2,368,139 persons in 2010. The Kaufman County population increased by approximately
5 44.92 percent from 71,313 persons in 2000 to 103,350 persons in 2010. According to
6 NCTCOG, Dallas County's population is projected to increase by approximately
7 45.48 percent from a Census-documented population of 2,368,139 in 2010 to a
8 forecasted population of 3,445,189 by 2045; and Kaufman County's population is
9 expected to grow by approximately 116.94 percent from 103,350 persons in 2010 to a
10 forecasted population of 224,205 in 2045. The NCTCOG also projects strong
11 employment growth for Dallas and Kaufman counties in the year 2045. According to
12 NCTCOG, employment in Dallas County is projected to increase by approximately 126.51
13 percent from 1,456,092 estimated jobs in 2016 to 3,298,213 jobs in 2045 and by
14 approximately 181.49 percent from 24,260 estimated jobs in 2016 to 68,290 jobs in 2045
15 in Kaufman County.

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

22 3.2.2 Design Deficiencies

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

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

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

37 3.3 Purpose

38 The purpose of the proposed project is to meet current roadway design standards, reduce
39 congestion, improve mobility, and meet anticipated traffic demand on US 80 between IH
40 30 and FM 460.

1 **4.0 ALTERNATIVES**

2 4.1 Build Alternative

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

13 4.2 No-Build Alternative

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

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

24 4.3 Preliminary Alternatives Considered but Eliminated from Further Considerations

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

- 28 • Inside Lane Widening Alternative
- 29 • Reversible Managed Lane Alternative
- 30 • Concurrent Managed Lane Alternative

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

34 **5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES**

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

- 1 • Scope Development Tool
- 2 • Community Impacts Assessment Technical Report Form
- 3 • Archeological Survey Report
- 4 • Historic Resources Survey Report
- 5 • Historic Bridge Team Report
- 6 • Section 4(f) Documentation
- 7 • Water Resources Technical Report
- 8 • Biological Evaluation (BE) and Tier I Site Assessment Forms
- 9 • Air Quality Technical Report
- 10 • Hazardous Materials Initial Site Assessment (ISA)
- 11 • Traffic Noise Technical Report
- 12 • Indirect Effects Technical Report
- 13 • Cumulative Impacts Technical Report
- 14 • Public Meeting Summary

15 These forms, reports, and the detailed data and maps included within them are
16 incorporated by reference, but are not included in this EA. Selected graphical information
17 and summaries of data from these technical reports are included in this EA to assist in
18 describing anticipated project-related environmental impacts. The technical reports may
19 be inspected and copied upon request at the TxDOT Dallas District Headquarters located
20 at: 4777 East Highway 80, Mesquite, Texas 75150.

21 The following subsections identify the environmental consequences of the Build and No-
22 Build Alternatives on each resource.

23 5.1 Right-of-Way/Displacements

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

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

1 5.2 Land Use

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

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

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

16 5.3 Farmlands

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

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

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

33 5.4 Utilities/ Emergency Services

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

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

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

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

17 5.5 Bicycle and Pedestrian Facilities

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

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

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

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

1 5.6 Community Impacts

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

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

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

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

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

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

12 5.6.1 Environmental Justice

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

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

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

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

1 5.6.2 Limited English Proficiency

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

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

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

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

27 5.7 Visual/ Aesthetics Impacts

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

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

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

14 5.8 Cultural Resources

15 Cultural resources are structures, buildings, archeological sites, districts (a collection of
16 related structures, buildings, and/or archeological sites), cemeteries and objects. Both
17 federal and state laws require consideration of cultural resources during project planning.
18 At the federal level, NEPA and the National Historic Preservation Act (NHPA) of 1966,
19 among others, apply to transportation projects such as this one. In addition, state laws
20 such as the Antiquities Code of Texas (ACT) apply to these projects. Compliance with
21 these laws often requires consultation with the Texas Historical Commission (THC)/Texas
22 State Historic Preservation Officer (SHPO) and/or federally-recognized tribes to
23 determine the project's effects on cultural resources. The evaluation of impacts to cultural
24 resources has been conducted in accordance with the Programmatic Agreement among
25 FHWA, TxDOT, the SHPO and the Advisory Council on Historic Preservation Regarding
26 the Implementation of Transportation Undertakings. Review and coordination of this
27 project followed approved procedures for compliance with federal and state laws.

28 5.8.1 Archeology

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

1 The purpose of the archeological survey is to ensure compliance with Section 106 of the
2 NHPA, as amended, and the ACT. An inventory of archeological resources (as defined
3 by Code of Federal Regulations, Title 36, Section 800.4 [36 CFR 800.4]) was conducted
4 within the proposed project area to identify and evaluate any identified resources for their
5 eligibility for inclusion in the National Register of Historic Places (NRHP), as per Section
6 106 (36 CFR Part 800), or for designation as State Antiquities Landmarks (SAL) under
7 the ACT and Texas Administrative Code, Title 13, Chapter 26 (13 TAC 26). The intensive
8 archeological survey included shovel testing and backhoe trenching under Texas
9 Antiquities Permit Number 8530. The shovel testing was conducted on October 9 and 10,
10 2018. Due to unseasonably wet winter and high gauge water levels for the East Fork
11 Trinity River, the backhoe trenching was conducted on March 21 and 26, 2019.

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

19 Consultation with federally-recognized Native American tribes was initiated on April 17,
20 2019 with a 30-day review period ending on May 17, 2019. See **Appendix G** for tribal
21 coordination documentation.

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

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

27 5.8.2 Historic Properties

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

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

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

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

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

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

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

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

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

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

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

3 5.10 Water Resources

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

10 5.10.1 Clean Water Act Section 404

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

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

1

Table 5-1: Water Features

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

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

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

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

1 Source: Project Team, June 2018.

1 5.10.2 Clean Water Act Section 401

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

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

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

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

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

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

28 5.10.3 Executive Order 11990 Wetlands

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

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

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

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

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

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

18 5.10.4 Rivers and Harbors Act

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

23 5.10.5 Clean Water Act Section 303(d)

24 According to the 2014 Texas Integrated Report - Texas 303(d) List (Category 5) and the
25 2014 Index of All Impaired Water, the proposed project is within 5 linear miles of an
26 impaired assessment unit, is within the watershed of the unit, and drains to the unit. The
27 impaired waterbody is detailed in **Table 5-2**. The constituents of concern are sulfate and
28 total dissolved solids. The proposed project is not anticipated to contribute to the
29 constituents of concern.

30 **Table 5-2: Impaired Assessment Unit**

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

31 *Source: Project Team, October 2018.*

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

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

7 5.10.6 Clean Water Act Section 402

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

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

22 5.10.7 Floodplains

23 The project area includes Dallas and Kaufman counties and the cities of Mesquite, Dallas,
24 and Forney and the Town of Sunnyvale. These local governments are all participants of
25 FEMA's National Flood Insurance Program. The FEMA's Floodplain Insurance Rate
26 Maps (FIRMs) were reviewed to determine flood zones within the area for the proposed
27 project. The project area crosses five FIRMs: FEMA Map Number 48113C0370K, July 7,
28 2014; FEMA Map Number 48113C0390K, July 7, 2014; FEMA Map Number
29 48113C0395K, July 7, 2014; FEMA Map Number 48257C0025D, July 3, 2012; and FEMA
30 Map Number 48257C0040D, July 3, 2012. There are 20 crossings of the flood zone for
31 the proposed project. For more information, refer to the attachments in the **Water**
32 **Resources Technical Report**.

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

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

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

9 5.10.8 Wild and Scenic Rivers

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

12 5.10.9 Coastal Barrier Resources

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

15 5.10.10 Coastal Zone Management

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

18 5.10.11 Edwards Aquifer

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

21 5.10.12 International Boundary and Water Commission

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

26 5.10.13 Drinking Water Systems

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

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

3 5.11 Biological Resources

4 The following subsections address potential impacts to biological resources within the
5 project area, which is located within the Blackland Prairie Ecoregion as described in the
6 2011 Texas Conservation Action Plan (TCAP). The TCAP identifies issues associated
7 with new transportation projects which may negatively impact species of greatest
8 conservation need (SGCN), rare communities, and habitats on which they depend in this
9 region. Transportation improvements, whether upgrades of existing facilities or new
10 construction, may disconnect intact habitats, contribute to stormwater pollution, and
11 provide barriers to wildlife movements.

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

18 5.11.1 Texas Parks and Wildlife Coordination

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

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

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

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

1 5.11.2 Impacts to Vegetation

2 The existing habitat types in the project area consist of approximately 2.88 acres of
3 agriculture, 5.72 acres of disturbed prairie, 4.22 acres of water, 10.36 acres of riparian,
4 1.35 acres of tall grass prairie/grassland, and 657.76 acres of urban. As the US 80
5 corridor is planned as a reconstruction project, vegetation impact acreages were
6 calculated for all of the vegetation within the project area.

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

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

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

29 Pursuant to coordination with TPWD, standard language included in the Vegetation
30 Resources section of the Environmental Permits, Issues, and Commitments (EPIC) sheet
31 will include the following: preserve native vegetation to the extent practical; and contractor
32 must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506,
33 730, 751 and 752 in order to comply with requirements for invasive species, beneficial
34 landscaping, and tree/brush removal commitments.

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

1 5.11.3 Executive Order 13112 on Invasive Species

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

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

11 5.11.4 Executive Memorandum on Environmentally and Economically
12 Beneficial Landscaping

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

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

24 5.11.5 Impacts to Wildlife

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

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

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

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

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

7 5.11.6 Migratory Bird Protections

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

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

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

18 5.11.7 Fish and Wildlife Coordination Act

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

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

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

31 5.11.8 Bald and Golden Eagle Protection Act of 2007

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

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

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

6 5.11.9 Magnuson-Stevens Fishery Conservation Management Act

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

12 5.11.10 Marine Mammal Protection Act

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

16 5.11.11 Threatened, Endangered and Candidate Species

17 The proposed project must comply with federal and state regulations for protecting and
18 managing threatened and endangered fish, wildlife, and plant species. The Endangered
19 Species Act of 1973 (ESA) affords protection for federally-listed threatened and
20 endangered species and, where designated, critical habitat for these species. In general,
21 the ESA protects both the species and the habitat. Environmental compliance under state
22 jurisdiction in Texas follows a process similar to NEPA requirements and procedures.
23 Details concerning state endangered or threatened animal species are contained in
24 Chapters 67 and 68 of the Texas Parks and Wildlife (TPW) Code and Sections 65.171 -
25 65.176 of Title 31 of the TAC. Details concerning endangered or threatened plant species
26 are contained in Chapter 88 of the TPW Code and Sections 69.01 - 69.9 of the TAC.

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

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

- 1 No suitable habitat containing sand or gravel bars, braided streams, or appropriate man-
2 made structures for nesting are present within the project area for the interior least tern.
3 The project would have no effect on the interior least tern.
- 4 The whooping crane is considered to be a potential migrant through the project area.
5 However, there is no suitable habitat such as lakes, ponds, or marshes within the project
6 area; therefore, the project would have no effect on the whooping crane.
- 7 The piping plover and red knot are included in the species list as needing consideration
8 for wind energy projects. This is not a wind energy project, and no suitable habitat is
9 present within the project area, so the project would have no effect on the piping plover
10 or red knot.
- 11 Sixteen state-listed threatened or endangered species or SGCN were identified as being
12 within range and having suitable habitat in the project area. A description of the species,
13 their habitat, and the BMPs are in the following paragraphs.
- 14 Southern crawfish frog (*Lithobates areolatus areolatus*) and alligator snapping turtle
15 (*Macrochelys temminckii*): Suitable habitat containing crawfish holes are present along
16 the east bound US 80 frontage road just west of Lawson Road. Suitable habitat for the
17 alligator snapping turtle is present within the project area at the East Fork Trinity River
18 and its tributaries. Habitat for the southern crawfish frog occurs within the project area
19 just inside Dallas County. Due to the presence of suitable habitat and a portion of this
20 project occurring within Kaufman County, coordination with TPWD would be needed.
- 21 American peregrine falcon (*Falco peregrinus anatum*), Arctic peregrine falcon (*Falco*
22 *peregrinus tundrius*), peregrine falcon (*Falco peregrinus*), white-faced ibis (*Plegadis chihi*)
23 and wood stork (*Mycteria americana*): Each of these species are potential migrants
24 through the project area. Their presence would be incidental during migration fly over.
25 Preferred habitat for these species is located at the East Fork Trinity River. The proposed
26 project is located along existing roadways and the human/urban disturbances that occur
27 in this location would make it unlikely for the species to utilize the project area. No impacts
28 are expected to occur to the species.
- 29 Plains spotted skunk (*Spilogale putorius interrupta*): Suitable floodplain, riparian,
30 wooded, brushy areas are present at various locations within the project area.
- 31 Louisiana pigtoe (*Pleurobema riddellii*), sandbank pocketbook (*Lampsilis satura*), Texas
32 heelsplitter (*Potamilus amphichaenus*), and Texas pigtoe (*Fusconaia flava*): Suitable
33 habitat is present within the project area at the East Fork Trinity River and its perennial
34 tributaries. The proposed project would consist of the removal of existing bridge
35 structures at the East Fork Trinity River and construction of new bridge structures.
36 Potential direct and indirect impacts could occur during the removal and construction
37 activities.

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

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

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

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

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

22 5.12 Air Quality

23 5.12.1 Transportation Conformity and Hot Spot Analysis

24 This project is located in Dallas and Kaufman counties, which are within the Dallas-Fort
25 Worth area that has been designated by the U.S. Environmental Protection Agency (EPA)
26 as a moderate nonattainment area for the 2008 Ozone national ambient air quality
27 standards (NAAQS); therefore, the transportation conformity rules apply. Effective August
28 3, 2018, EPA designated Dallas and Kaufman counties as marginal nonattainment for the
29 2015 Ozone NAAQS. In accordance with 40 CFR 93.109(c), transportation conformity to
30 this standard is required by August 3, 2019 (one year after the effective date).

31 The proposed action is consistent with NCTCOG's financially constrained 2045 MTP and
32 the 2019–2022 TIP, which were initially found to conform to the TCEQ State
33 Implementation Plan (SIP) by FHWA and Federal Transit Administration (FTA) on
34 November 21, 2018 and September 28, 2018, respectively. The proposed improvement
35 to the FM 460 bridge (CSJ. 0095-03-085) is part of a grouped category of projects that is
36 not listed individually in the TIP. All projects in the NCTCOG TIP that are proposed for
37 federal or state funds were initiated in a manner consistent with federal guidelines in

1 Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR. Copies of
2 the MTP and TIP pages are included in **Attachment E**.

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

7 5.12.1.1 Hot-Spot Analysis

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

11 5.12.2 Carbon Monoxide (CO) Traffic Air Quality Analysis

12 Traffic data for the ETC year 2027 and design year 2045 is estimated to be greater than
13 140,000 vehicles per day (vpd) in several sections along US 80 and IH 635; therefore,
14 triggering the need for a Traffic Air Quality Analysis (TAQA). The traffic data used in the
15 analysis was obtained from the TxDOT TP&P that approved traffic data for the proposed
16 project on March 29, 2018.

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

23 **Table 5-3: Estimated Maximum Carbon Monoxide Concentrations**

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

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

24 *Source: Project Team, October 2018.*

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

27 5.12.3 Mobile Source Air Toxics

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

1 Alternative in 2045. The analysis indicates that a decrease in emissions can be expected
 2 for both the Build and No-Build Alternatives for the Build Alternative year 2045 versus the
 3 2018 base year.

4 The quantitative assessment is derived from a methodology developed by the FHWA,
 5 and builds upon data generated about the regional transportation network by NCTCOG.
 6 This analysis is based on existing or base year (2018) and horizon year (2045) volumes
 7 of traffic that have been projected by the NCTCOG travel model and is reflected in Mobility
 8 2045. The emission rates used in this analysis are from TxDOT's MSAT Emission Rate
 9 Look-up Table (ERLT 01/2017) which are developed based on the EPA's latest on-road
 10 emissions model MOVES2014 (Version October 2014).

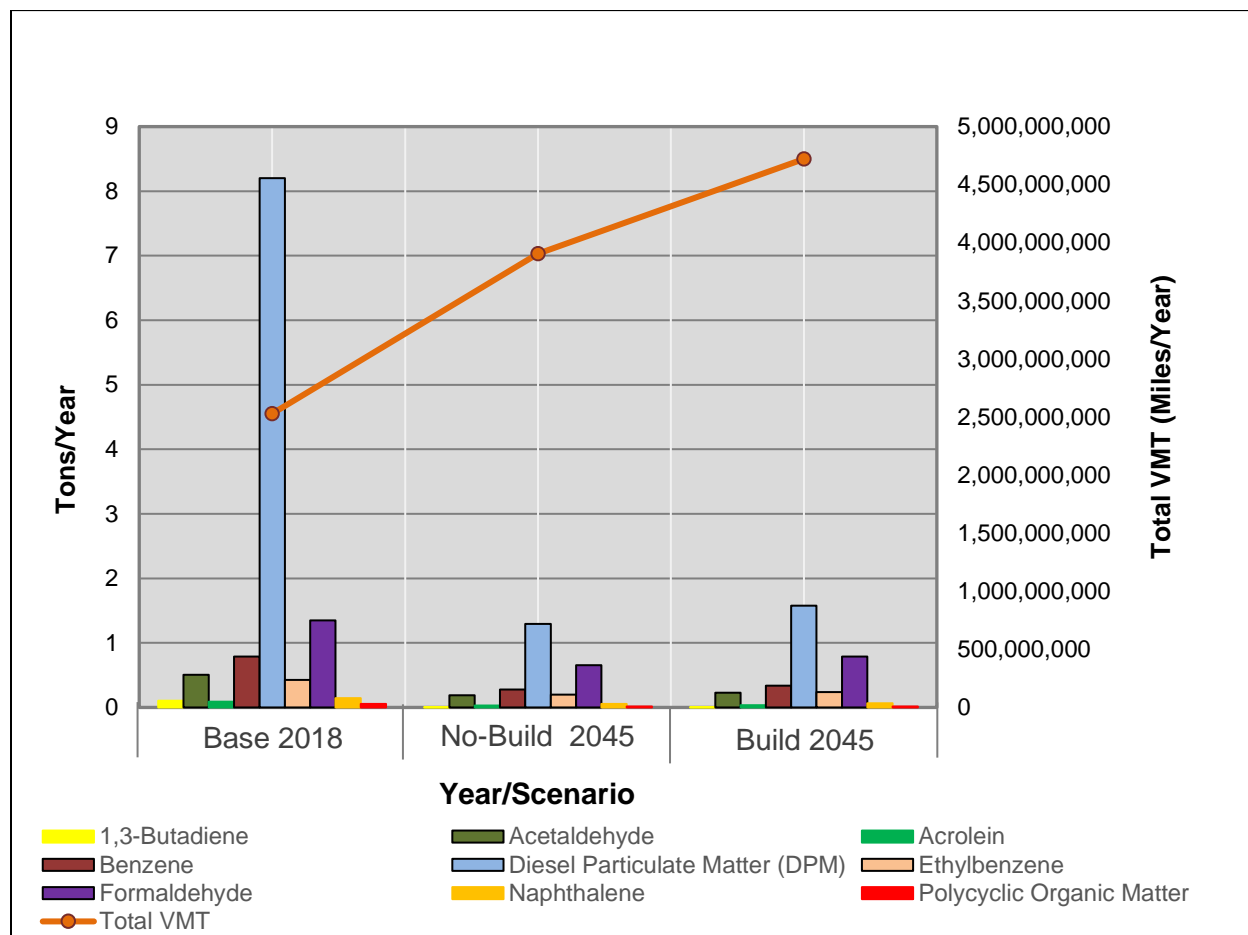
11 The results of the US 80 Project MSAT analysis are shown below in **Table 5-4** and are
 12 represented graphically in **Figure 1**, which shows emissions for each primary MSAT for
 13 each affected network (i.e., base year and horizon year for Build and No Build scenarios),
 14 and **Figure 2**,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

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

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

17

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

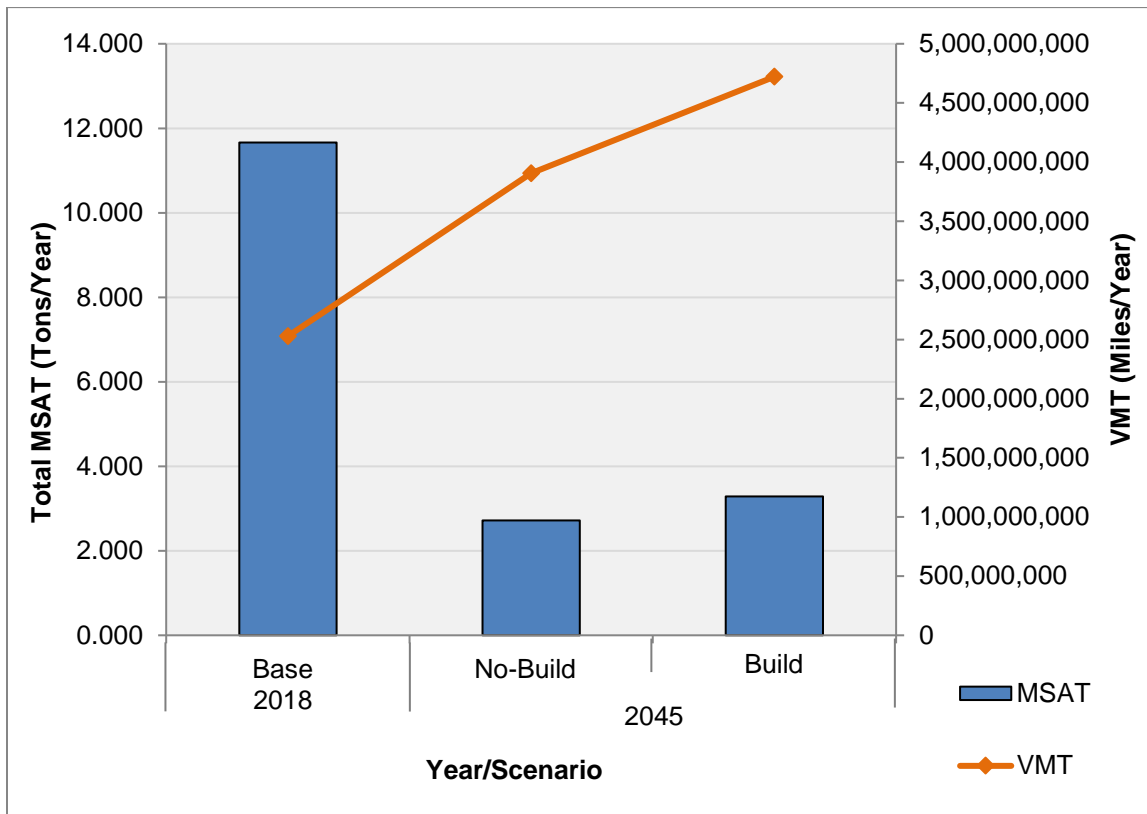


Source: NCTCOG Data and Project Study Team (2019).

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Figure 2. Total MSAT Emissions and VMT by Alternative



2
3

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

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

11 The quantitative assessment of MSAT emissions relative to the Build Alternative has been
 12 provided acknowledging that this alternative may result in increased exposure to
 13 particular MSAT emissions in certain locations. The concentrations and duration of
 14 exposures are uncertain, however, and because of this uncertainty, the health effects
 15 from these emissions cannot be estimated. In FHWA's view, information is incomplete or
 16 unavailable to credibly predict the project-specific health impacts due to changes in MSAT
 17 emissions associated with a proposed set of highway alternatives. The outcome of such
 18 an assessment, adverse or not, would be influenced more by the uncertainty introduced
 19 into the process through assumption and speculation rather than any genuine insight into
 20 the actual health impacts directly attributable to MSAT exposure associated with a
 21 proposed action.

1 The additional lanes on US 80 and frontage roads contemplated as part of the Build
2 Alternative will have the effect of moving some traffic closer to nearby homes, schools,
3 and businesses; therefore, there may be localized areas where ambient concentrations
4 of MSAT could be higher under the Build Alternative than the No-Build Alternative. The
5 localized increases in MSAT concentrations would likely be most pronounced along the
6 expanded roadway sections on US 80, particularly within and near the US 80/IH 635
7 interchange. However, the magnitude and the duration of these potential increases
8 compared to the No-Build Alternative cannot be reliably quantified due to incomplete or
9 unavailable information in forecasting project-specific MSAT health impacts. In sum,
10 when a highway is widened, the localized level of MSAT emissions for the Build
11 Alternative could be higher relative to the No-Build Alternative, but this could be offset
12 due to increases in speeds and reductions in congestion (which are associated with lower
13 MSAT emissions). Also, MSAT would be lower in other locations when traffic shifts away
14 from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with
15 fleet turnover, will over time cause substantial reductions that, in almost all cases, will
16 cause region-wide MSAT levels to be significantly lower than today.

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

20 5.12.4 Congestion Management Process

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

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

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

1

Table 5-5: CMP Strategies

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

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

4 5.12.5 Construction Air Emissions

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

10 The potential impacts of PM emissions would be minimized by using fugitive dust control
11 measures contained in standard specifications, as appropriate. The Texas Emissions
12 Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles
13 and equipment. TxDOT encourages construction contractors to use this and other local
14 and federal incentive programs to the fullest extent possible to minimize diesel emissions.
15 Information about the TERP program can be found on the TCEQ's TERP Website at
16 <http://www.tceq.texas.gov/airquality/terp/>.

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

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

24 5.13 Hazardous Materials

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

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

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

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

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

20 **Moderate Environmental Risk:** The issue has a moderate potential to affect the proposed
21 project. Not enough information is currently known about the project and/or the issue to
22 determine potential impacts. Further investigation, and/or additional project design and
23 right-of-way information, is required.

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

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

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

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

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

5 Further investigation was performed on the moderate and high risk sites in December
6 2018. Since Map ID 15 and 35 are not release sites, they were determined to be a lower
7 risk to the project. Map ID 12 was discovered to have a prior release that had been listed
8 at an incorrect location. For Map IDs 12, 13, 27, 36, and 39, TCEQ files were reviewed
9 by Terracon Consultants, Inc. and a report submitted to TxDOT January 24, 2019. The
10 Terracon TCEQ Records File Review Report is maintained in the TxDOT Dallas District
11 project files.

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

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

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

25 Should unanticipated hazardous materials/substances be encountered during
26 construction, TxDOT and/or the contractor would be notified and steps would be taken to
27 protect personnel and the environment. Any unanticipated hazardous materials
28 encountered during construction would be handled according to the applicable federal,
29 state and local regulations per TxDOT Standard Specification. The contractor would take
30 appropriate measures to prevent, minimize and control the spill of hazardous materials in
31 the construction staging area. All construction materials used for the proposed project
32 would be removed as soon as the work schedules permit. The contractor would initiate
33 early regulatory agency coordination during project development.

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

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

3 5.14 Traffic Noise

4 A traffic noise analysis was prepared in accordance with TxDOT's (FHWA approved)
5 *2011 Guidelines for Analysis and Abatement of Roadway Traffic Noise*. Details on the
6 traffic noise analysis can be found in the **Traffic Noise Technical Report** available for
7 review at the TxDOT Dallas District office. Sound from highway traffic is generated
8 primarily from a vehicle's tires, engine, and exhaust, and is commonly measured in
9 decibels. Sound occurs over a wide range of frequencies, but the human ear can detect
10 sounds only within a certain range of high and low frequencies. Therefore, traffic noise
11 modelling for roadway projects is adjusted to approximate the way an average person
12 hears traffic sounds, and this adjustment is called A-weighting (expressed as 'dB(A)'). In
13 addition, because traffic sound levels are never constant due to the changing number,
14 type, and speed of vehicles, a single value is used to represent the average or equivalent
15 sound level and is expressed as 'Leq.'

16 Existing and predicted traffic noise levels were estimated at 25 receiver locations listed
17 in **Table 5-6**, shown in the **Project Resource Map** included in **Appendix F**, that
18 represent land use activity areas adjacent to the proposed project that might be
19 impacted by traffic noise and potentially benefit from feasible and reasonable noise
20 abatement.

Table 5-6: Traffic Noise Levels

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

Table 5-6: Traffic Noise Levels

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

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

2 This analysis indicates that the Build Alternative would result in a traffic noise impact and
 3 the following noise abatement measures were considered: traffic management, alteration
 4 of horizontal and/or vertical alignments; acquisition of undeveloped property to act as a
 5 buffer zone and the construction of noise barriers.

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

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

18 **Table 5-7: Preliminary Traffic Noise Barrier Proposal**

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

Source: Project Team, March 2019.

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

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

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

19

1 Any subsequent project design changes may require a reevaluation of this preliminary
 2 noise barrier proposal. The final decision to construct the proposed noise barrier will not
 3 be made until completion of the project design, utility evaluation and polling of adjacent
 4 property owners.

5 To avoid noise impacts that may result from future development of properties adjacent to
 6 the project, local officials responsible for land use control programs must ensure, to the
 7 maximum extent possible, no new activities are planned or constructed along or within
 8 the following predicted (2045) noise impact contours in **Table 5-8**.

9

Table 5-8: Traffic Noise Contours

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

10 *Source: Project Team, March 2019.*

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

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

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

25 5.15 Induced Growth

26 The Council on Environmental Quality (CEQ) defines indirect effects as those “caused by
 27 the action and are later in time or farther removed in distance but are still reasonably

1 foreseeable. Indirect impacts may include growth inducing effects and other effects
2 related to induced changes in the pattern of land use, population density or growth rate,
3 and related effects on air and water and other natural systems, including ecosystems” (40
4 CFR Section 1508.8). For the Build Alternative, an analysis of indirect impacts followed
5 the processes outlined in TxDOT’s *Indirect Impacts Analysis Guidance* (July 2016). The
6 **Indirect Impacts Analysis Technical Report** provides a detailed discussion of the
7 indirect effects analysis and is available for review at the TxDOT Dallas District office.

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

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

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

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

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

4 5.16 Cumulative Impacts

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

20 The cumulative impact analysis considers both geographic and temporal study limits
21 where applicable. A Resource Study Area (RSA) was determined using watershed
22 characteristics to help analyze the water resources that could be potentially impacted by
23 the proposed project. Vegetation types are influenced by the watershed area in which
24 they are located; therefore, the watershed boundary is used as the RSA for both waters
25 of the U.S., including wetlands, and vegetation and wildlife habitat. The RSA
26 encompasses three sub-watersheds (South Mesquite Creek, North Mesquite Creek-East
27 Fork Trinity River, Long Branch-Buffalo Creek), which include the proposed project
28 corridor. The temporal boundaries for the cumulative impacts analysis extend from 1959
29 until 2045. These years correspond to the year the IH 30 facility was first constructed and
30 the project’s design horizon year that correlates with the current MTP time frame.
31 Although the highway designation for the US 80 facility occurred in 1927, the IH 30 facility
32 construction year was used as the past temporal boundary because it was a major
33 influence in the start of development in the area in conjunction with the construction of IH
34 635 in 1970. The timeframe was determined to provide sufficient range of time to
35 determine past actions and reasonably foreseeable actions to be included in the
36 cumulative impacts analysis.

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

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

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

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

11 5.17 Construction Phase Impacts

12 During the construction phase of the proposed project, there is the potential for noise,
13 dust or light pollution; impacts associated with physical construction activity, temporary
14 lane, road or bridge closures (including detours); and other traffic disruptions. Under the
15 Build Alternative, these potential impacts are discussed as follows:

16 Construction Noise

17 Due to operations normally associated with road construction, there is a possibility that
18 noise levels would be above normal in the areas adjacent to the ROW. Noise associated
19 with the construction is difficult to predict. Heavy machinery, the major source of noise in
20 construction, is constantly moving in unpredictable patterns and would not be restricted
21 to any specific location.

22 Construction normally occurs during daylight hours when occasional loud noises are more
23 tolerable. None of the businesses and residences along the project is expected to be
24 exposed to construction noise for a long duration; therefore, any extended disruption of
25 normal activities is not expected. Due to the relatively temporary exposure periods
26 imposed on any one receiver, extended disruption of normal activities is not considered
27 likely. Provisions would be included in the plans and specifications that require the
28 contractor to make every reasonable effort to minimize construction noise through
29 abatement measures such as work-hour controls and proper maintenance of muffler
30 systems. In residential areas, major activity would be limited to normal work hours
31 whenever practicable, to avoid noise and related impacts to the local population.

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

35 Fugitive Dust and Air Pollution

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

1 related emissions of MSAT are diesel PM from diesel powered construction equipment
2 and vehicles.

3 During the construction phase of this project, temporary increases in PM and MSAT
4 emissions may occur from construction activities. The primary construction-related
5 emissions of PM are fugitive dust from site preparation, and the primary construction-
6 related emissions of MSAT are diesel PM from diesel powered construction equipment
7 and vehicles. The potential impacts of PM emissions would be minimized by using fugitive
8 dust control measures contained in standard specifications, as appropriate. The TERP
9 provides financial incentives to reduce emissions from vehicles and equipment.⁴ TxDOT
10 encourages construction contractors to use this and other local and federal incentive
11 programs to the fullest extent possible to minimize diesel emissions. Additional discussion
12 on fugitive dust and air emissions are included in Section 5.12 of this EA and in the **Air**
13 **Quality Technical Report** which is available for review at the TxDOT Dallas District
14 office.

15 Considering the temporary and transient nature of construction-related emissions, the
16 use of fugitive dust control measures, the encouragement of the use of TERP, and
17 compliance with applicable regulatory requirements; it is not anticipated that emissions
18 from construction of this project would have any substantial impact on air quality in the
19 area.

20 Light Pollution

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

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

28 Construction Vibration Impacts

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

32 Temporary Lane, Road or Bridge Closures (Including Detours)

33 During the construction phase, traffic would follow the existing traffic patterns. Traffic
34 control plans would be prepared and implemented in coordination with the cities and the
35 counties. Construction that would require cross street closures would be scheduled so
36 only one crossing in an area is affected at one time. Where detours are required, clear

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

1 and visible signage for an alternative route would be displayed. Work on US 80 would be
2 phased in such a manner to allow the roadway to remain open during construction.
3 Access to businesses and residences would be maintained at all times and no detours
4 are anticipated. However, in the event that road closures or detours are required, county
5 and local public safety officials would be notified of the proposed road closures or detours.
6 Detour timing and necessary rerouting of emergency vehicles would be coordinated with
7 the proper local agencies. Motorists would be inconvenienced during construction of the
8 project due to lane and cross-street closures; however, these closures would be of short
9 duration and alternate routes would be provided.

10 Residents and businesses in the immediate construction area would be notified in
11 advance of proposed construction activity using a variety of techniques, including
12 signage, electronic media, community newspapers, and other techniques. The proposed
13 project would not restrict access to any existing public or community services,
14 businesses, commercial areas, or employment centers.

15 Under the No-Build Alternative, construction would not occur and would not result in
16 noise, dust or light pollution; impacts associated with physical construction activity,
17 temporary lane, road closures; and other traffic disruptions associated with construction.

18 **6.0 AGENCY COORDINATION**

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

- 22 • SHPO (see Section 5.8.1): archeological coordination related to the project was
23 completed on April 26, 2019. Coordination with the THC/SHPO regarding historic
24 resources was completed on May 3, 2019. The coordination documentation
25 including tribal coordination letters is included in **Appendix G**.
- 26 • TPWD (see Section 5.11): early coordination with TPWD regarding potential
27 effects to natural resources was completed on September 28, 2018 (see attached
28 TPWD Coordination in **Appendix G**). No further coordination with TPWD or with
29 the USFWS would be required.
- 30 • Tribal Coordination: coordination with federally-recognized Native American tribes
31 was initiated on April 17, 2019 with a 30-day review period ending on May 17,
32 2019. Coordination letters are included in **Appendix G**.

33 **7.0 PUBLIC INVOLVEMENT**

34 Stakeholder Meetings

35 Four stakeholder workgroup meetings were held in association with the proposed project.
36 Three meetings were held at the TxDOT Dallas District office on January 12, March 14,
37 and May 4, 2017. One stakeholder meeting was held at the City of Mesquite on May 11,
38 2018. The purpose of these meetings was to provide information on the proposed project,

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

3 Public Meeting

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

17 Public Hearing

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

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

28 **8.0 POST ENVIRONMENTAL CLEARANCE ACTIVITIES AND CONSTRUCTION** 29 **CONTRACTOR COMMUNICATIONS**

30 8.1 Post-Environmental Clearance Activities

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

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

- 1 discuss change. Provisions will be included in the plans and specifications that
2 require the contractor to make every reasonable effort to minimize construction
3 noise through abatement measures such as work-hour controls and proper
4 maintenance of muffler systems.
- 5 2. Utilities: utility relocations would be required throughout the corridor. Utility
6 agreements and notice to owners would be required for this project prior to
7 construction.
- 8 3. Section 404: The proposed project would require a NWP 14 with a PCN and a
9 NWP 25 without a PCN. The PCN will be obtained before construction. The
10 proposed project would comply with all general conditions of the NWP.
- 11 4. Section 401: The Section 401 Certification requirements for NWP 14 and 25 would
12 be met by implementing a SW3P. The SW3P would include at least one BMP for
13 erosion control, sediment control, and post-construction TSS control from the Tier
14 1 401 Water Quality Certification Conditions for NWPs as published by the TCEQ.
- 15 5. Section 402: project contractor will comply with the CGP, SW3P, and complete
16 the appropriate authorization documents.
- 17 6. Wetlands: minimize impacts to wetlands during construction by keeping the
18 construction footprint as small as possible while enabling construction that meets
19 all requirements for the proposed project's implementation. BMPs would be
20 implemented during construction.
- 21 7. Floodplains: notification and coordination with local floodplain administrator is
22 required because the project is within the 100-year floodplain. This coordination
23 will be completed prior to the start of construction.
- 24 8. Invasive Species: Preserve native vegetation to the extent practical. The
25 contractor must adhere to Construction Specification Requirements Specs 162,
26 164, 192, 193, 506, 730, 751, & 752 in order to comply with requirements for
27 invasive species, beneficial landscaping, and tree/brush removal commitments.
- 28 9. Migratory Birds: before construction use measures to prevent or discourage birds
29 from building nests on man-made structures within portions of the project area
30 planned for construction; and, schedule construction activities outside the typical
31 nesting season.
- 32 10. Threatened, Endangered, and Candidate Species: The following BMPs would be
33 implemented per the 2013 MOU (2017 Revision) for the proposed project.
34 For the American peregrine falcon, Arctic peregrine falcon, bald eagle, peregrine
35 falcon, white-faced ibis, wood stork and all other migratory birds, the following Bird
36 BMPs and MBTA guidelines, as present as a Special Note on the PS&E EPIC
37 sheet, would be implemented:
- 38 • Prior to construction, perform daytime surveys for nests including under
39 bridges and in culverts to determine if they are active before removal.
40 Nests that are active should not be disturbed.
 - 41 • Do not disturb, destroy, or remove active nests, including ground nesting
42 birds, during the nesting season.
 - 43 • Avoid the removal of unoccupied, inactive nests as practicable.

- 1 • Prevent the establishment of active nests during the nesting season on
2 TxDOT owned and operated facilities and structures proposed for
3 replacement or repair.
- 4 • Do not collect, capture, relocate, or transport birds, eggs, young, or active
5 nests without a permit.
- 6 • In the event that migratory birds are encountered on-site during project
7 construction, TxDOT will take all appropriate actions to prevent the take of
8 migratory birds, their active nests, eggs, or young by the use of proper
9 phasing of the project or other appropriate actions to include:
- 10 ○ No active migratory bird nests (nests containing eggs and/or young)
11 will be removed or destroyed at any time of the year.
- 12 ○ No colonial nests (swallows, for example) on or in structures will be
13 removed until all nests in the colony become inactive.
- 14 ○ Measures, to the extent practicable, will be used to prevent or
15 discourage migratory birds from building nests within portions of the
16 project area planned for construction.
- 17 ○ Inactive nests will be removed from the project area to minimize the
18 potential for reuse by migratory birds.
- 19 ○ Construction or demolition activities will be scheduled outside the
20 typical nesting season (February 15 to October 1), and will comply
21 with the previously listed prohibitive provisions of the MBTA, which
22 apply year-round.
- 23 • The Migratory Bird Treaty Act of 1918 states that it is unlawful to kill,
24 capture, collect, possess, buy, sell, trade, or transport any migratory bird,
25 nest, young, feather, or egg in part or in whole, without a Federal permit
26 issued in accordance within the Act's policies and regulations. The
27 contractor would remove all old migratory bird nests from any structure
28 where work would be done from October 1 to February 15. In addition, the
29 contractor would be prepared to prevent migratory birds from building
30 nest(s) between February 15 and October 1. In the event that migratory
31 birds are encountered on-site during project construction, efforts to avoid
32 adverse impacts on protected birds, active nests, eggs, and/or young
33 would be observed.

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

- 35 • Contractors will be advised of potential occurrence in the project area, and
36 to avoid harming the species if encountered, and to avoid unnecessary
37 impacts to dens.

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

- 40 • Apply hydromulching and/or hydroseeding in areas for soil stabilization
41 and/or revegetation of disturbed areas where feasible. If hydromulching
42 and/or hydroseeding are not feasible due to site conditions, utilize erosion
43 control blankets or mats that contain no netting or contain loosely woven,
44 natural fiber netting is preferred. Plastic netting should be avoided to the
45 extent practicable.

- 1 • For open trenches and excavated pits, install escape ramps at an angle of
2 less than 45 degrees (1:1) in areas left uncovered. Visually inspect
3 excavation areas for trapped wildlife prior to backfilling.
- 4 • Inform contractors that if reptiles are found on project site allow species to
5 safely leave the project area.
- 6 • Avoid or minimize disturbing or removing downed trees, rotting stumps,
7 and leaf litter where feasible.
- 8 • Contractors will be advised of potential occurrence in the project area, and
9 to avoid harming the species if encountered.
- 10 For the Louisiana pigtoe, sandbank pocketbook, Texas heelsplitter, and Texas
11 pigtoe, the following Freshwater Mussel BMPs would be implemented:
- 12 • When work is in the water; survey project footprints for state listed species
13 where appropriate habitat exists.
- 14 • When work is in the water and mussels are discovered during surveys;
15 relocate state listed and SGCN mussels under TPWD permit and
16 implement Water Quality BMPs.
- 17 • When work is adjacent to the water; Water Quality BMPs implemented as
18 part of the SWPPP for a construction general permit or any conditions of
19 the 401 water quality certification for the project will be implemented. No
20 TPWD Coordination required.
- 21 For the alligator snapping turtle and southern crawfish frog, the following Aquatic
22 Reptile and Amphibian BMPs would be implemented:
- 23 • Contractors will be advised of potential occurrence in the project area, and
24 to avoid harming the species if encountered.
- 25 • Minimize impacts to wetland, temporary and permanent open water
26 features, including depressions, and riverine habitats.
- 27 • Maintain hydrologic regime and connections between wetlands and other
28 aquatic features.
- 29 • Use barrier fencing to direct animal movements away from construction
30 activities and areas of potential wildlife-vehicle collisions in construction
31 areas directly adjacent, or that may directly impact, potential habitat for the
32 target species.
- 33 • Apply hydromulching and/or hydroseeding in areas for soil stabilization
34 and/or revegetation of disturbed areas where feasible. If hydromulching
35 and/or hydroseeding are not feasible due to site conditions, using erosion
36 control blankets or mats that contain no netting, or only contain loosely
37 woven natural fiber netting is preferred. Plastic netting should be avoided
38 to the extent practicable.
- 39 • Project specific locations (PSLs) proposed within state-owned ROW should
40 be located in uplands away from aquatic features.
- 41 • When work is directly adjacent to the water, minimize impacts to shoreline
42 basking sites (e.g., downed trees, sand bars, exposed bedrock) and
43 overwinter sites (e.g., brush and debris piles, crayfish burrows) where
44 feasible.

- 1 • Avoid or minimize disturbing or removing downed trees, rotting stumps,
2 and leaf litter, which may be refugia for terrestrial amphibians, where
3 feasible.
- 4 • If gutters and curbs are part of the roadway design, where feasible install
5 gutters that do not include the side box inlet and include sloped (i.e.
6 mountable) curbs to allow small animals to leave roadway. If this
7 modification to the entire curb system is not possible, install sections of
8 sloped curb on either side of the storm water drain for several feet to allow
9 small animals to leave the roadway. Priority areas for these design
10 recommendations are those with nearby wetlands or other aquatic
11 features.
- 12 • For sections of roadway adjacent to wetlands or other aquatic features,
13 install wildlife barriers that prevent climbing. Barriers should terminate at
14 culvert openings in order to funnel animals under the road. The barriers
15 should be of the same length as the adjacent feature or 80 feet long in each
16 direction, or whichever is the lesser of the two.
- 17 • For culvert extensions and culvert replacement/installation, incorporate
18 measures to funnel animals toward culverts such as concrete wingwalls
19 and barrier walls with overhangs.
- 20 • When riprap or other bank stabilization devices are necessary, their
21 placement should not impede the movement of terrestrial or aquatic wildlife
22 through the water feature. Where feasible, biotechnical streambank
23 stabilization methods using live native vegetation or a combination of
24 vegetative and structural materials should be used.
- 25 11. Detours: county and local public safety officials would be notified of any road
26 closures or detours during construction. Detour timing and necessary rerouting
27 of emergency vehicles would be coordinated with the proper local agencies during
28 construction.
- 29 12. Air Quality: implement fugitive dust control measures contained in standard
30 specifications to minimize potential impacts of PM emissions during construction.
- 31 13. Hazardous Materials: Six sites are considered a moderate environmental risk and
32 one site is considered a high environmental risk. Additional investigation and/or
33 research is warranted to determine if these sites may potential affect the proposed
34 project. Any unanticipated hazardous materials encountered during construction
35 would be handled according to the applicable federal, state and local regulations
36 per TxDOT Standard Specification.
- 37 14. Hazardous Materials for Bridge Structures: Bridge structures being demolished or
38 renovated will need to be assessed and mitigated for asbestos and lead-
39 containing-paint, as needed, within the construction process according to
40 Standard Specification Item 6.10 (and applicable Provisions), and the TxDOT
41 guidance document: Guidance for Handling Asbestos in Construction Projects,
42 dated January 26, 2007.
- 43 15. Public Involvement: before construction, a notice of impending construction will
44 be provided to owners of adjoining property and affected local governments and
45 public officials.

1 8.2 Contractor Communications

- 2 1. Archeological Resources: if unanticipated archaeological deposits are
3 encountered during construction, work in the immediate area will cease, and
4 TxDOT archaeological staff will be contacted to initiate post-review discovery
5 procedures.
- 6 2. Wetlands: the construction contractor would be required to avoid and minimize
7 unnecessary impacts on wetlands during construction.
- 8 3. Construction (TPDES): Contractor shall comply with the CGP and SW3P.
9 Complete, post and submit notice of intent and notice of termination to TCEQ and
10 the MS4 operator. Inspect the project to ensure compliance with the CGP.
- 11 4. Drinking Water Systems: if any unknown wells are encountered during
12 construction activities, they would need to be properly plugged in accordance with
13 state statutes.
- 14 5. Hazardous Materials: the contractor would take appropriate measures to prevent,
15 minimize, and control the spill of hazardous materials in the construction staging
16 area. All construction materials used for the proposed project would be removed
17 as soon as the work schedules permit. The contractor would initiate early
18 regulatory agency coordination during project development.
- 19 6. Vegetation: Avoid and minimize disturbance of vegetation and soils. All disturbed
20 areas would be revegetated, according to TxDOT specifications, as soon as it
21 becomes practicable. In accordance with EO 13112 on Invasive Species, the
22 Executive Memorandum on Beneficial Landscaping, and the 1999 FHWA
23 guidance on invasive species, all revegetation would, to the extent practicable,
24 use only native species. Furthermore, BMPs would be used to control and prevent
25 the spread of invasive species.
- 26 7. Migratory Birds: take all appropriate actions to prevent the take of migratory birds,
27 their active nests, eggs or young by the use of proper phasing of the project or
28 other appropriate actions. Refer to **Section 8.1** for applicable BMPs.
- 29 8. Air Quality: the TERP provides financial incentives to reduce emissions from
30 vehicles and equipment. TxDOT encourages construction contractors to use this
31 and other local and federal incentive programs to the fullest extent possible to
32 minimize diesel emissions.
- 33 9. Threatened, Endangered, and Candidate Species: if any species on Dallas or
34 Kaufman County threatened and endangered species list is sighted in the project
35 area during construction, construction would stop and contractor would notify the
36 TxDOT Area Engineer. Refer to **Section 8.1** for applicable BMPs.

37 9.0 CONCLUSION

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

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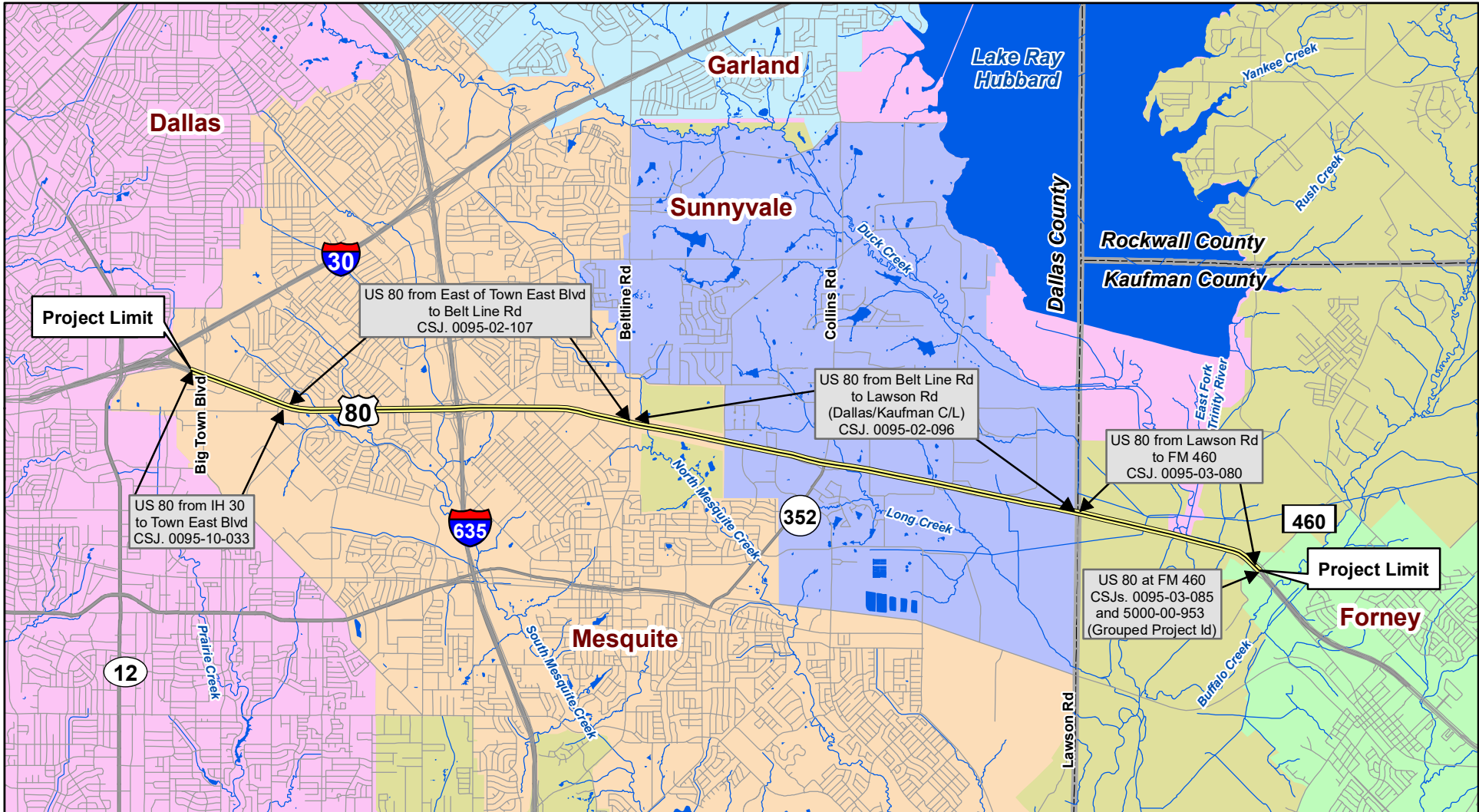
**US 80 Project
From IH 30 to FM 460
Dallas and Kaufman Counties, Texas
CSJs: 0095-10-033, etc.**

Draft Environmental Assessment

Appendices

Appendix	Description	Number of Pages
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D	Typical Sections	3
E	Plan and Program Excerpts	11
F	Project Resource Map	6
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I	March 28, 2017 Public Meeting Comment and Response Matrix	5

Appendix A: Project Location Map

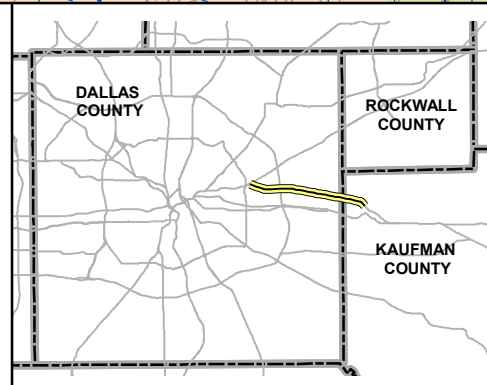


Legend

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

N 0 1.5 3
Miles

Source: NCTCOG GIS Data from Regional Data Center



PROJECT LOCATION MAP

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

Dallas and Kaufman
Counties, Texas

Appendix B: Project Photographs



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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

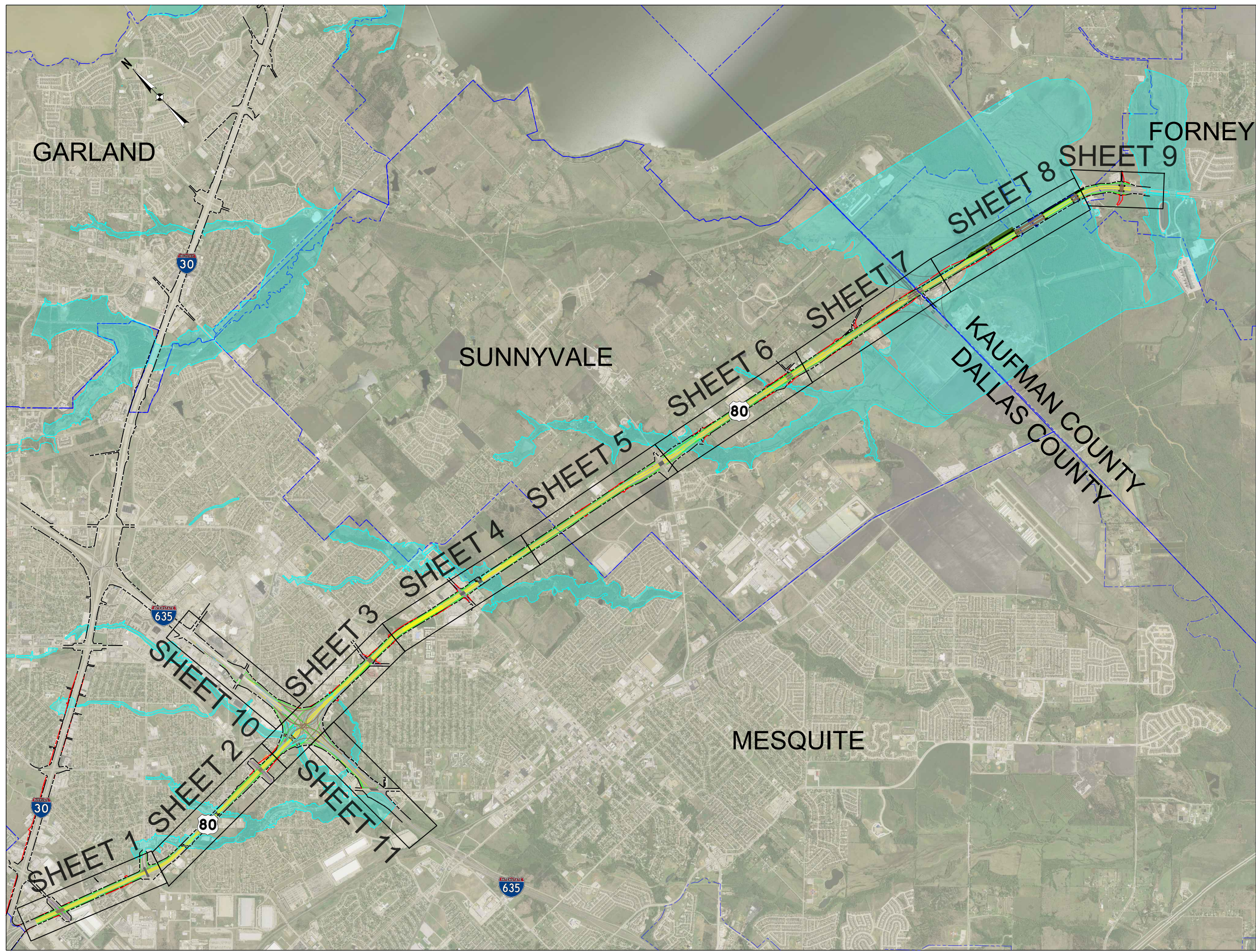


Photograph 23: View towards one of two tank holds at the Knox Super Stop PST site at 14410 US 80, Forney, TX. This tank hold is located near the southeast corner of the site. No ROW would be acquired from this site. View is to the south-southeast (6/12/18)



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

Appendix C: Schematic Layout



SCALE: 1"=4000'

DATE: 12/4/2018

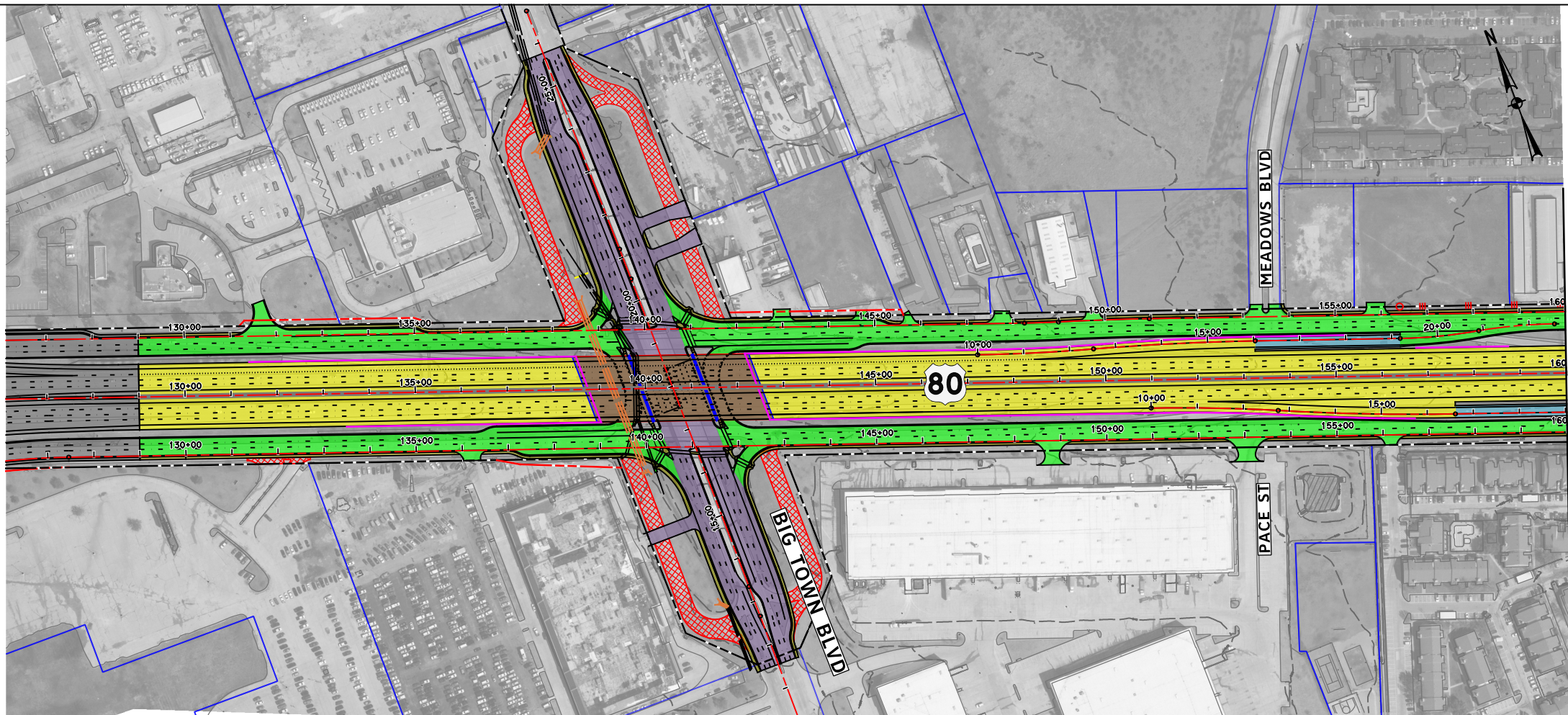
- LEGEND:**
- EXISTING ROW
 - FEMA 100YR FLOODPLAIN LIMITS
 - CITY/COUNTY LIMITS
 - PROPOSED ROW
 - PROPOSED BRIDGE
 - PROPOSED MAIN LANES
 - PROPOSED RAMP
 - PROPOSED FRONTAGE ROAD/BYPASSES
 - PROPOSED CROSS STREET
 - PROPOSED SIDEWALK
 - POTENTIAL DISPLACEMENTS

THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

**APPENDIX C
SCHEMATIC LAYOUT
INDEX MAP**

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

Dallas and Kaufman Counties, Texas



MATCH LINE
 ♀ PUS80 160+00



SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

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

THIS EXHIBIT IS A SIMPLIFIED
 REPRESENTATION OF THE
 APPROVED DESIGN SCHEMATIC

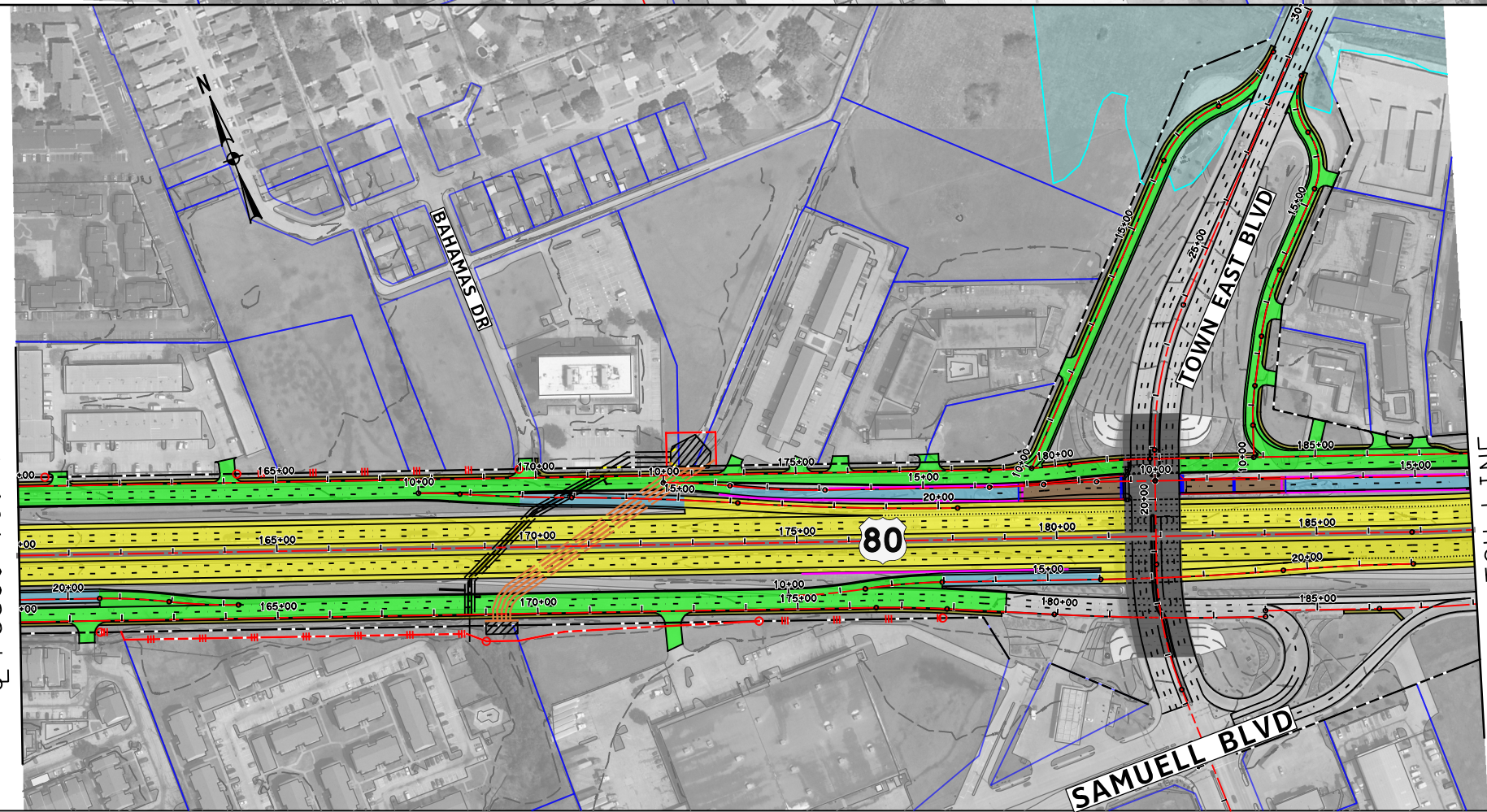
**APPENDIX C
 SCHEMATIC LAYOUT**

Sheet 1 of 11

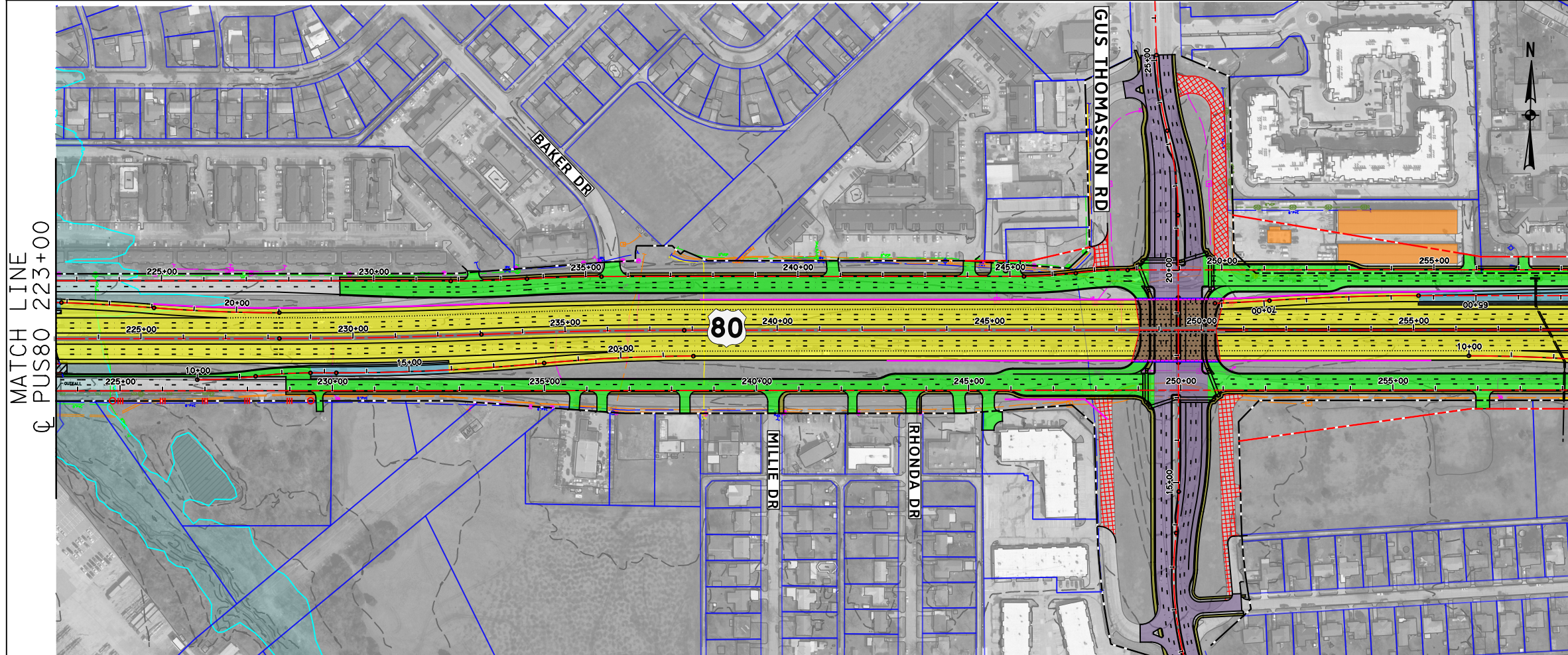
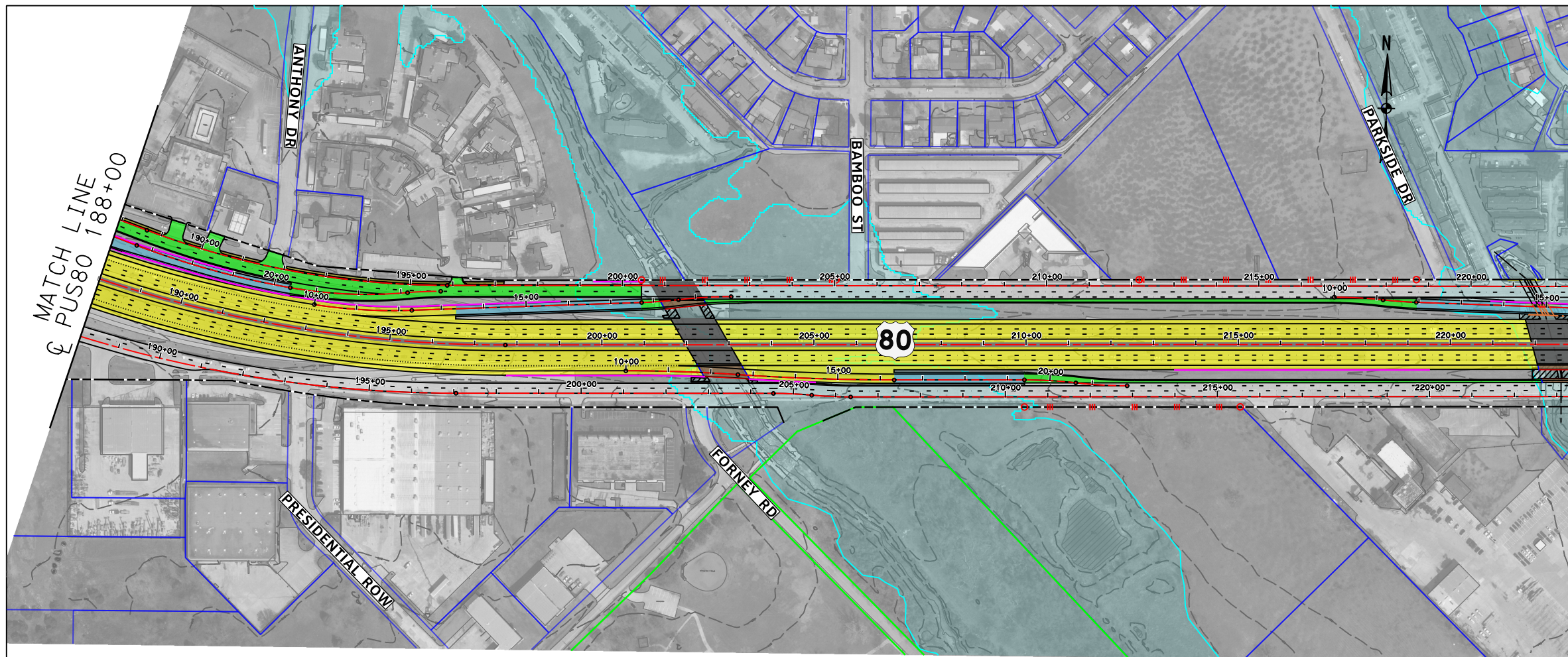
US 80
 From IH 30 to FM 460
 CSJs: 0095-10-033, etc.

Dallas and Kaufman Counties, Texas

MATCH LINE
 ♀ PUS80 160+00



MATCH LINE
 ♀ PUS80 188+00



SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

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

THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

**APPENDIX C
SCHEMATIC LAYOUT**

Sheet 2 of 11

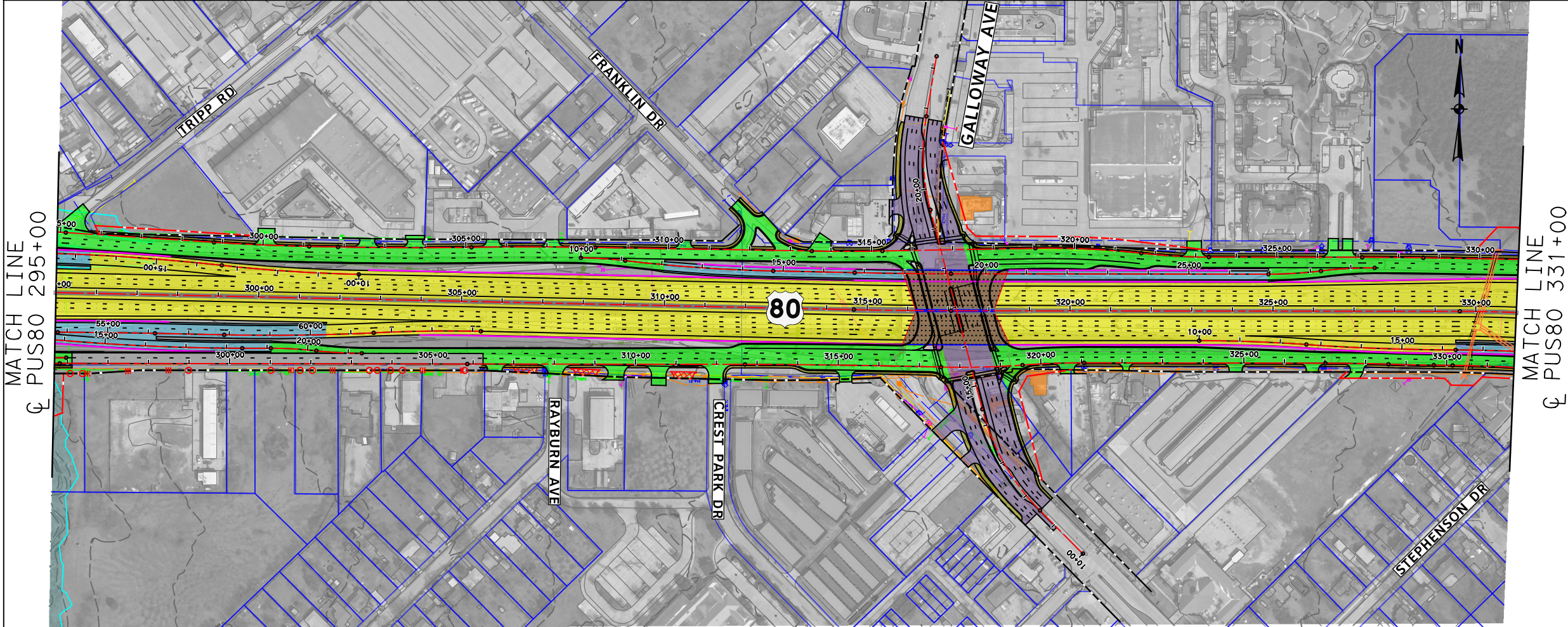
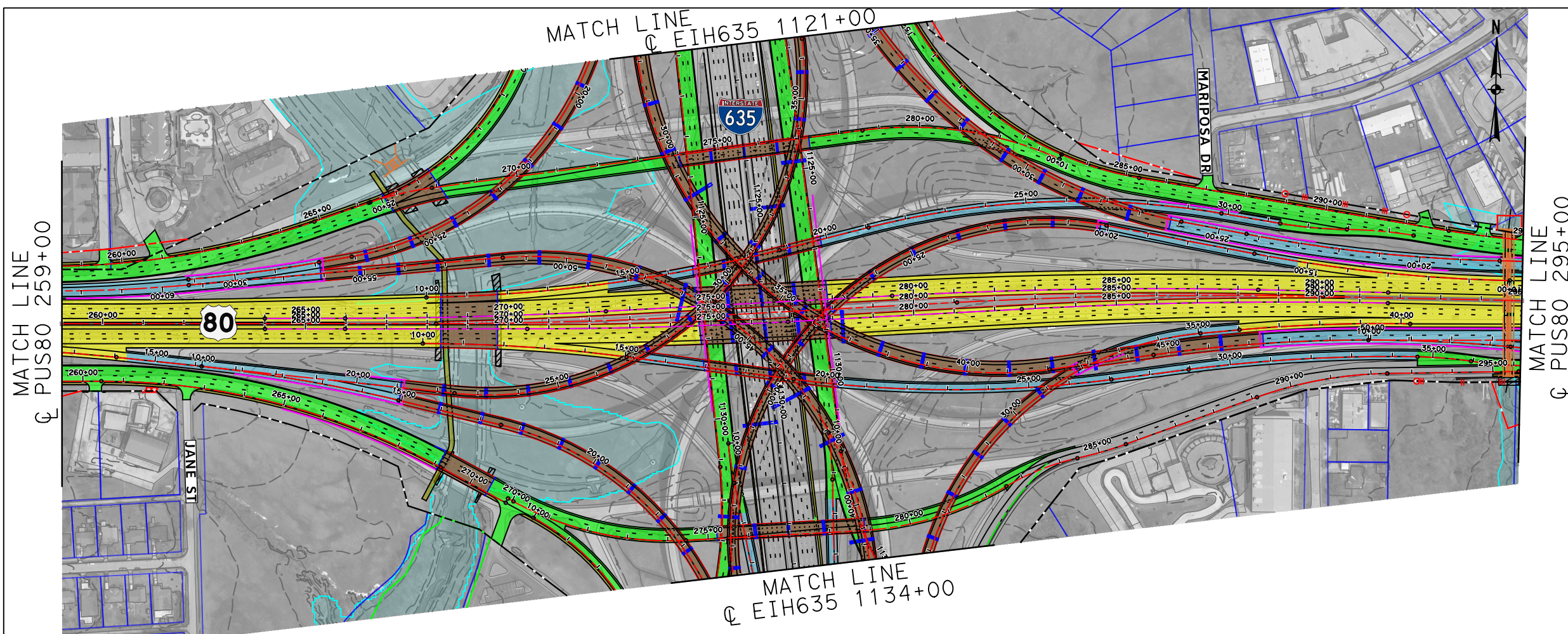
US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Dallas and Kaufman Counties, Texas

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4/16/2019 2:57:37 PM



SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

	EXISTING ROW
	EXISTING EASEMENT
	EXISTING PROPERTY LIMITS
	EXISTING CULVERT
	EXISTING STORM SEWER
	FEMA 100YR FLOODPLAIN LIMITS
	PARK BOUNDARY
	EXISTING PLANIMETRIC FEATURES
	EXISTING CONTOURS (5FT)
	CITY/COUNTY LIMITS
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	PROPOSED CENTERLINE/BASELINE
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	PROPOSED FRONTAGE ROAD/BYPASSES
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	PROPOSED SIDEWALK
	PROPOSED PROJECT BY OTHERS
	POTENTIAL DISPLACEMENTS

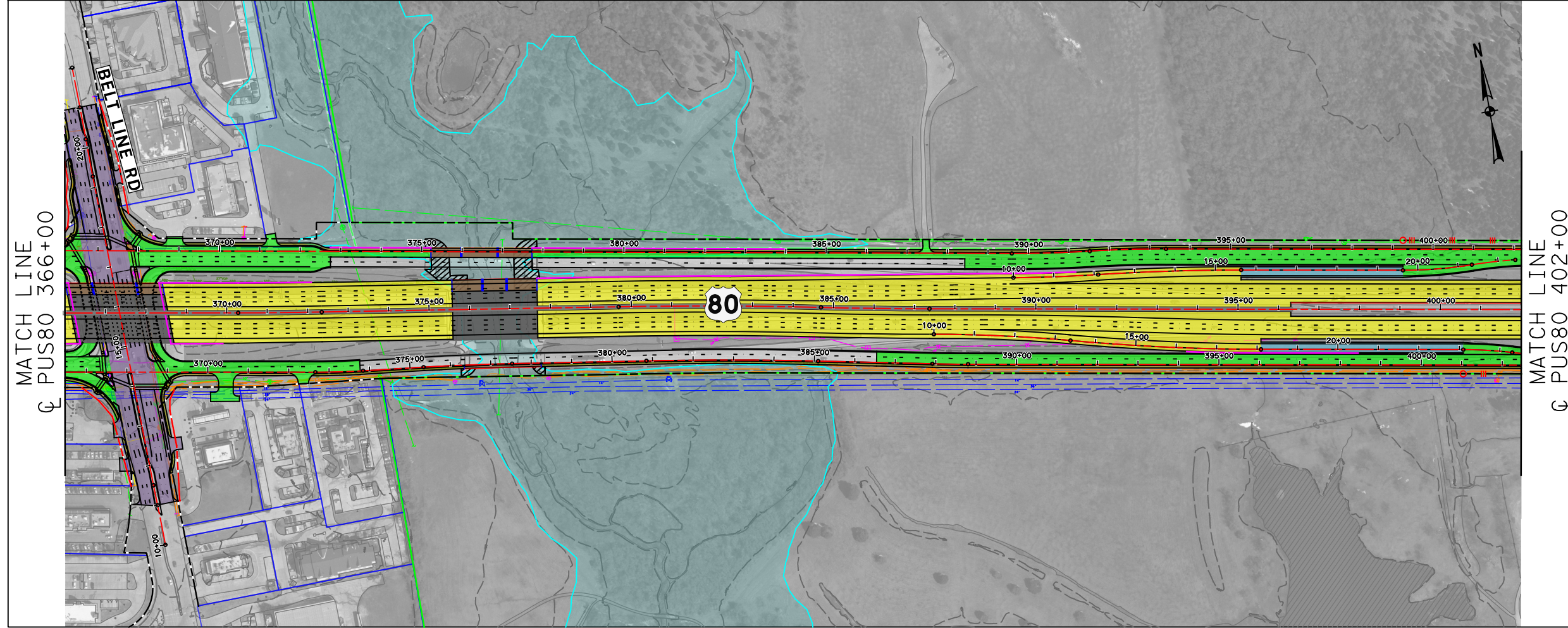
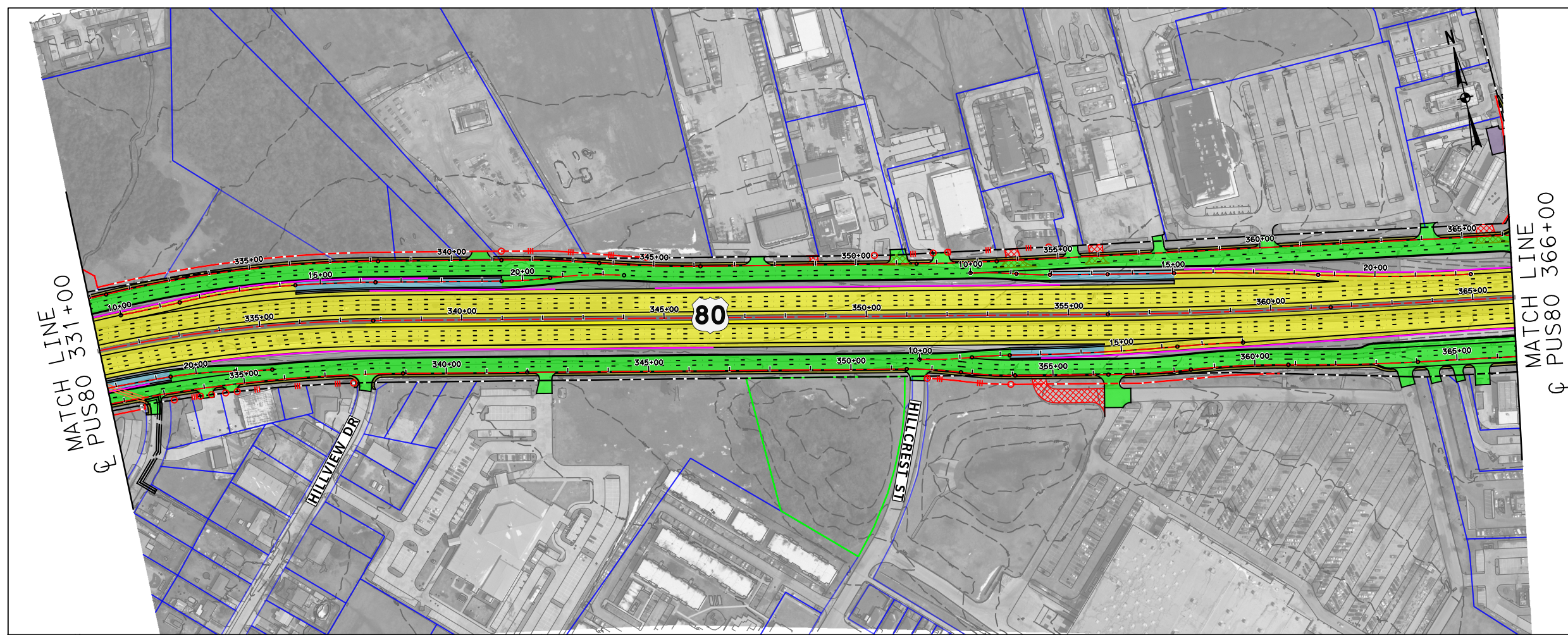
THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

**APPENDIX C
SCHEMATIC LAYOUT**

Sheet 3 of 11

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

Dallas and Kaufman Counties, Texas



SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

	EXISTING ROW
	EXISTING EASEMENT
	EXISTING PROPERTY LIMITS
	EXISTING CULVERT
	EXISTING STORM SEWER
	FEMA 100YR FLOODPLAIN LIMITS
	PARK BOUNDARY
	EXISTING PLANIMETRIC FEATURES
	EXISTING CONTOURS (5FT)
	CITY/COUNTY LIMITS
	EXISTING CENTERLINE/BASELINE
	PROPOSED CENTERLINE/BASELINE
	PROPOSED ROW
	PROPOSED ACCESS DENIAL
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	PROPOSED EDGE OF PAVEMENT
	PROPOSED CTB
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	PROPOSED RAMP
	PROPOSED FRONTAGE ROAD/BYPASSES
	PROPOSED CROSS STREET
	PROPOSED SIDEWALK
	PROPOSED PROJECT BY OTHERS
	POTENTIAL DISPLACEMENTS

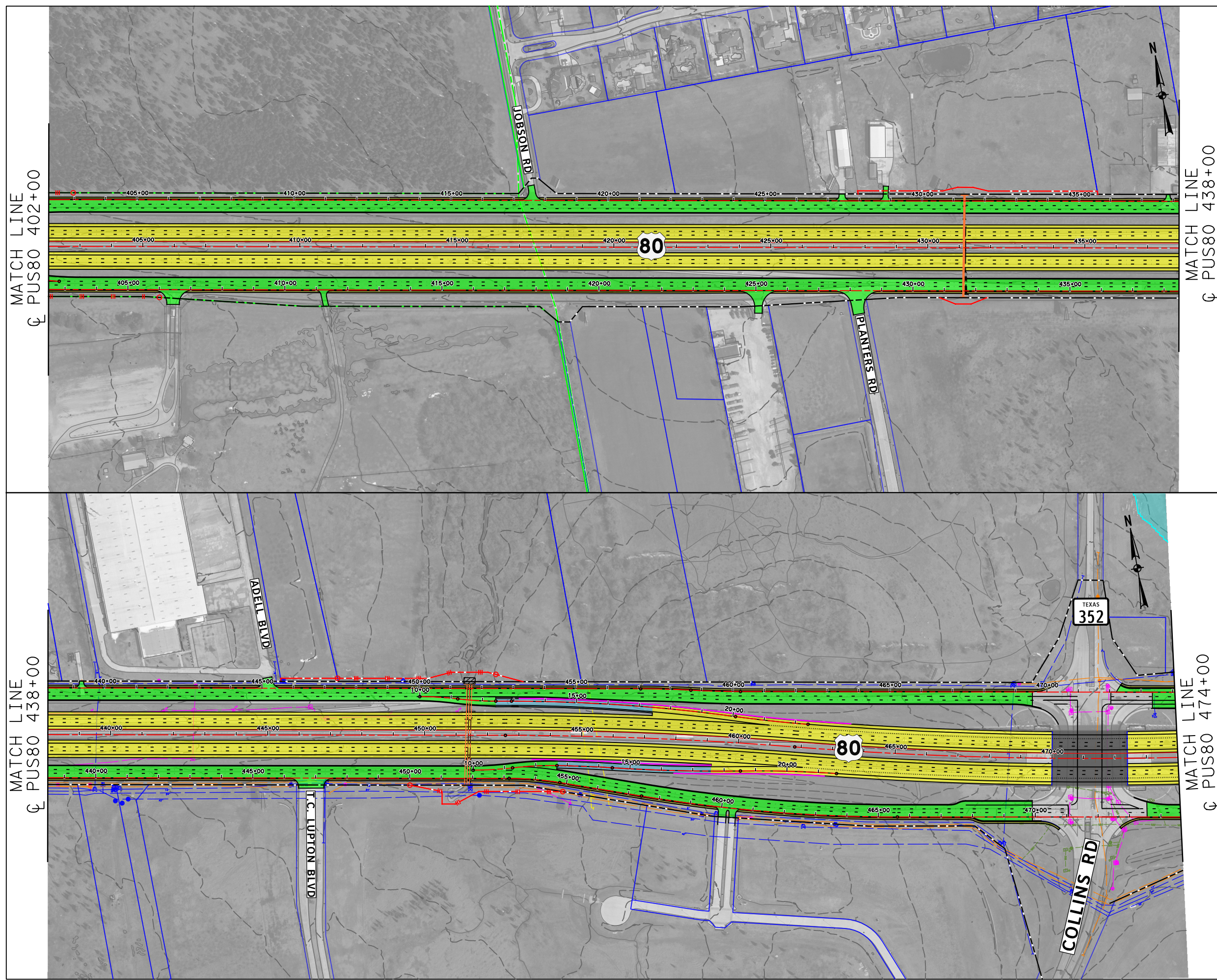
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**APPENDIX C
SCHEMATIC LAYOUT**

Sheet 4 of 11

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

Dallas and Kaufman Counties, Texas



SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

	EXISTING ROW
	EXISTING EASEMENT
	EXISTING PROPERTY LIMITS
	EXISTING CULVERT
	EXISTING STORM SEWER
	FEMA 100YR FLOODPLAIN LIMITS
	PARK BOUNDARY
	EXISTING PLANIMETRIC FEATURES
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	PROPOSED FRONTAGE ROAD/BYPASSES
	PROPOSED CROSS STREET
	PROPOSED SIDEWALK
	PROPOSED PROJECT BY OTHERS
	POTENTIAL DISPLACEMENTS

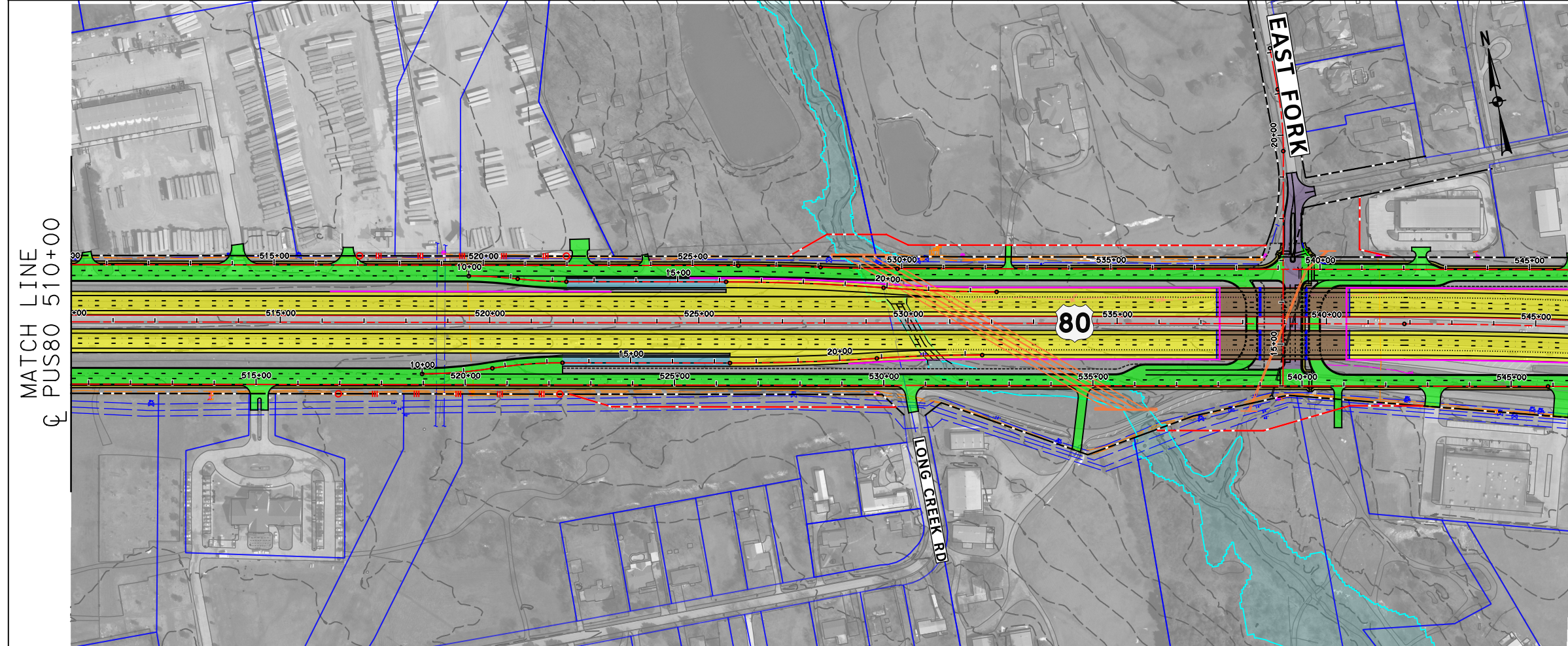
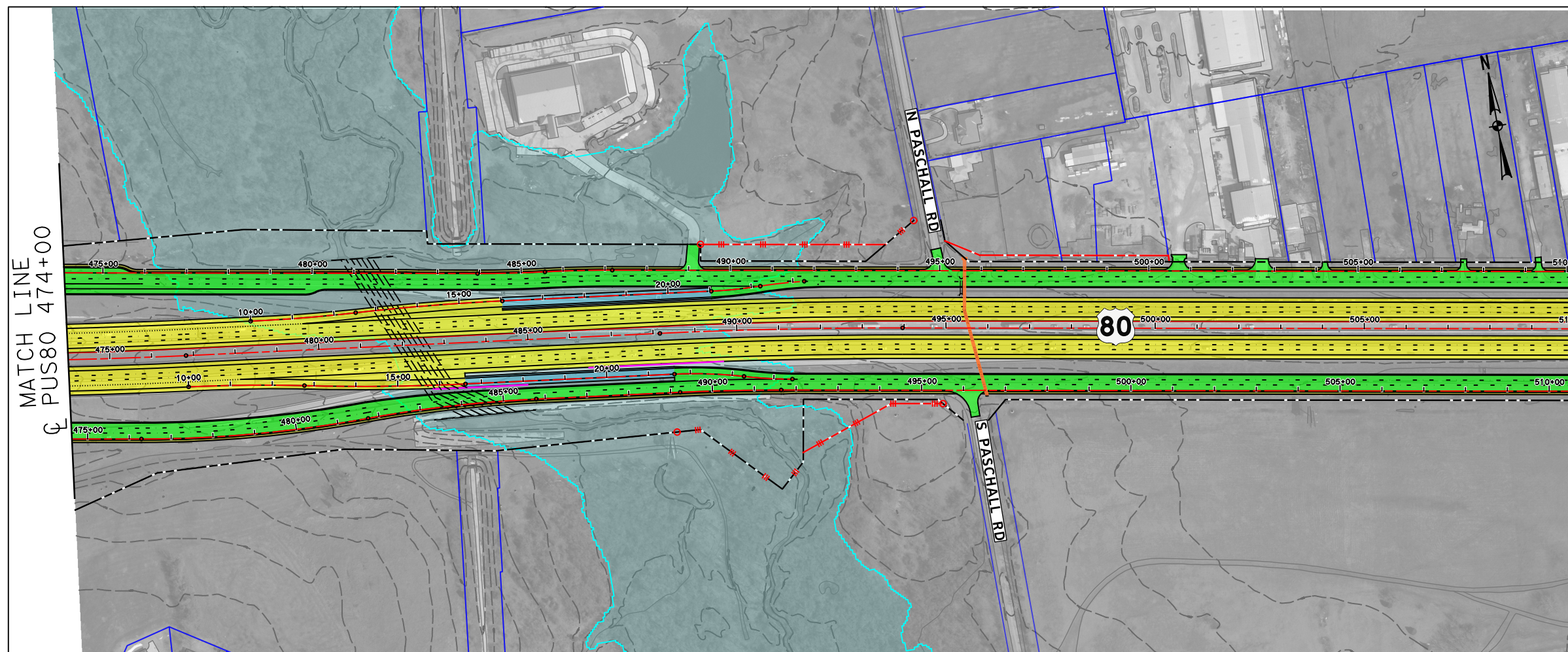
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**APPENDIX C
SCHEMATIC LAYOUT**

Sheet 5 of 11

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

Dallas and Kaufman Counties, Texas



SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING CULVERT
- EXISTING STORM SEWER
- FEMA 100YR FLOODPLAIN LIMITS
- PARK BOUNDARY
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- POTENTIAL DISPLACEMENTS

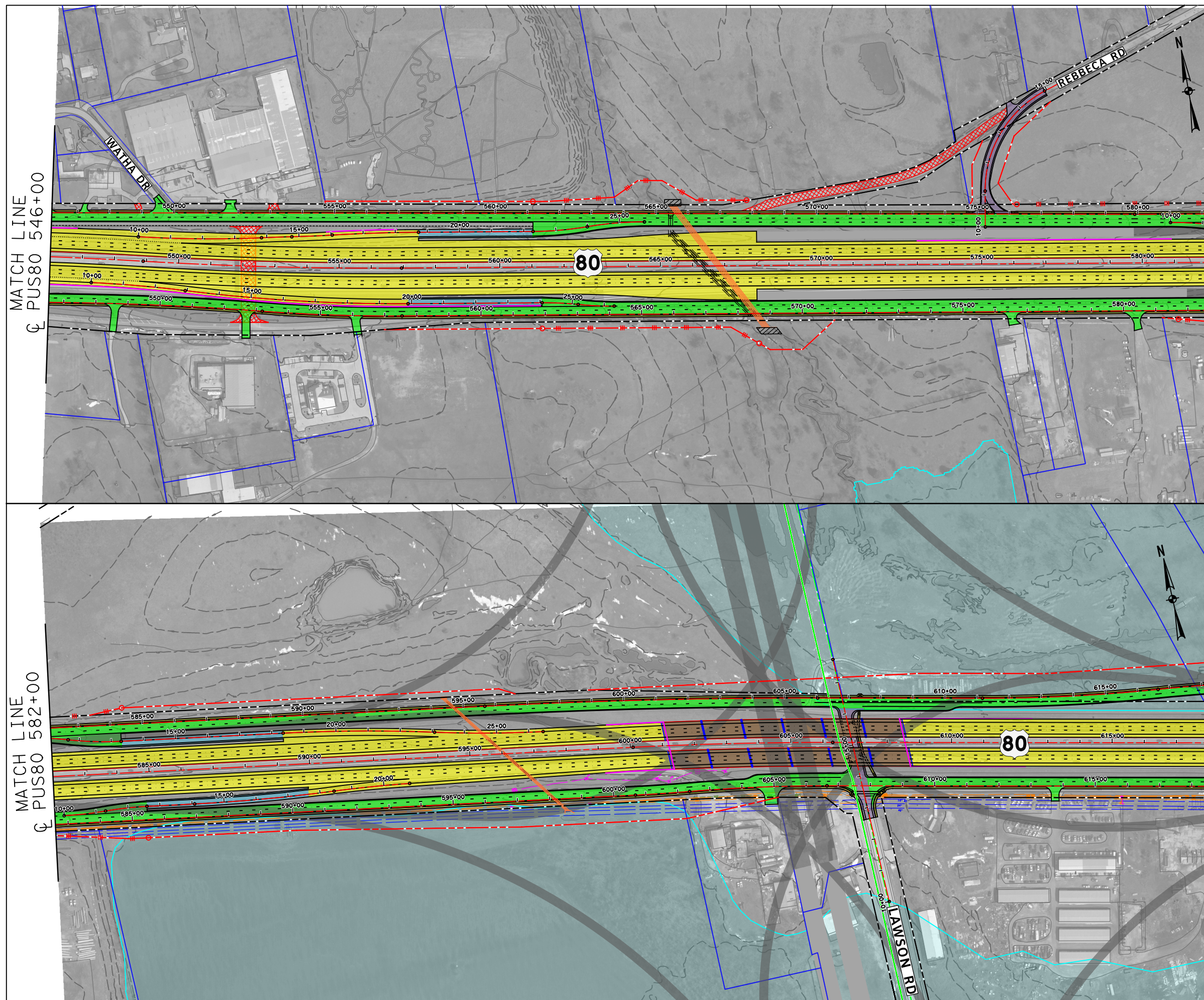
THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

**APPENDIX C
SCHEMATIC LAYOUT**

Sheet 6 of 11

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

Dallas and Kaufman Counties, Texas



SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

	EXISTING ROW
	EXISTING EASEMENT
	EXISTING PROPERTY LIMITS
	EXISTING CULVERT
	EXISTING STORM SEWER
	FEMA 100YR FLOODPLAIN LIMITS
	PARK BOUNDARY
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	PROPOSED FRONTAGE ROAD/BYPASSES
	PROPOSED CROSS STREET
	PROPOSED SIDEWALK
	PROPOSED PROJECT BY OTHERS
	POTENTIAL DISPLACEMENTS

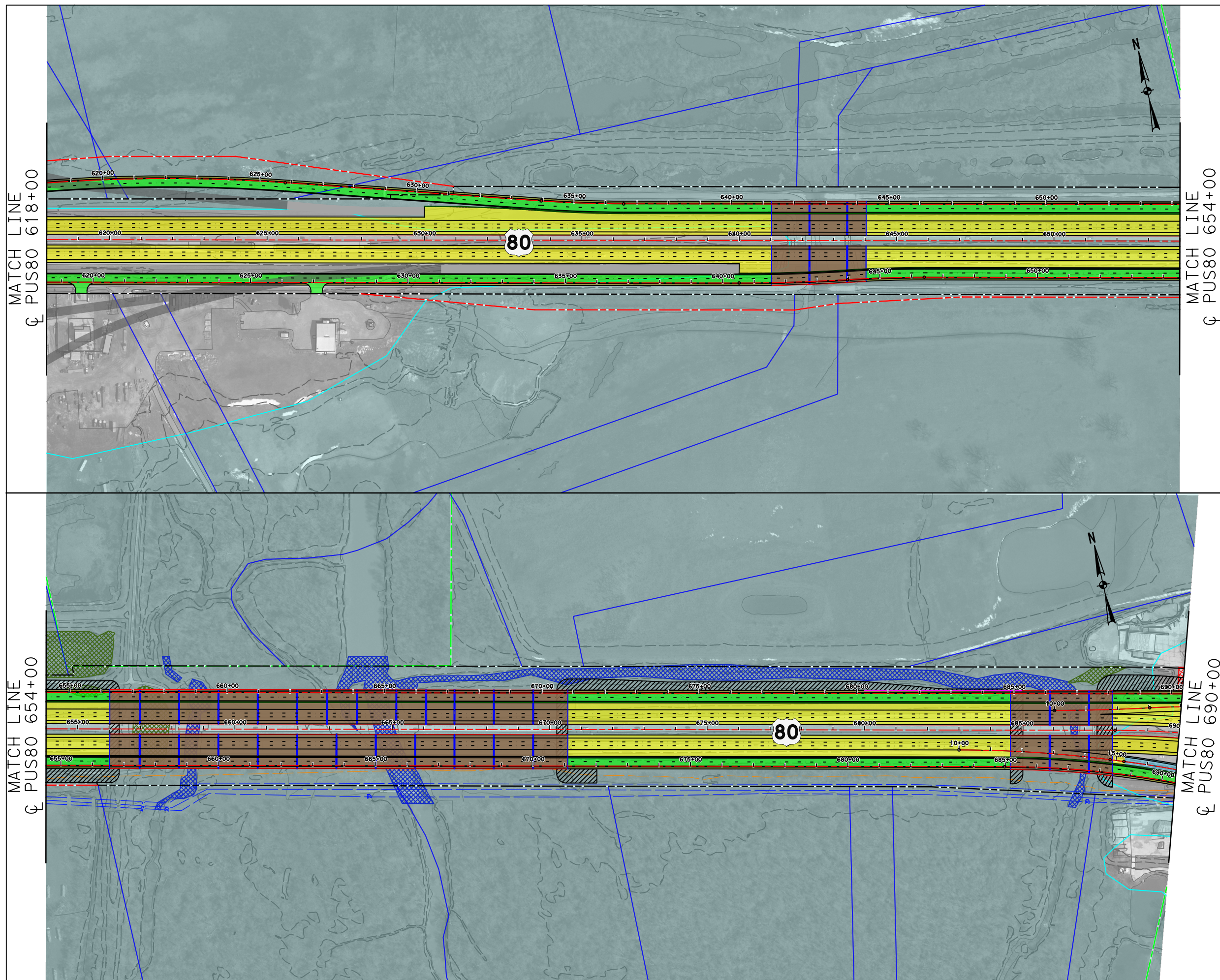
THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

**APPENDIX C
SCHEMATIC LAYOUT**

Sheet 7 of 11

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

Dallas and Kaufman Counties, Texas



SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

---	EXISTING ROW
---	EXISTING EASEMENT
---	EXISTING PROPERTY LIMITS
---	EXISTING CULVERT
---	EXISTING STORM SEWER
---	FEMA 100YR FLOODPLAIN LIMITS
---	PARK BOUNDARY
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---	PROPOSED CROSS STREET
---	PROPOSED SIDEWALK
---	PROPOSED PROJECT BY OTHERS
---	POTENTIAL DISPLACEMENTS

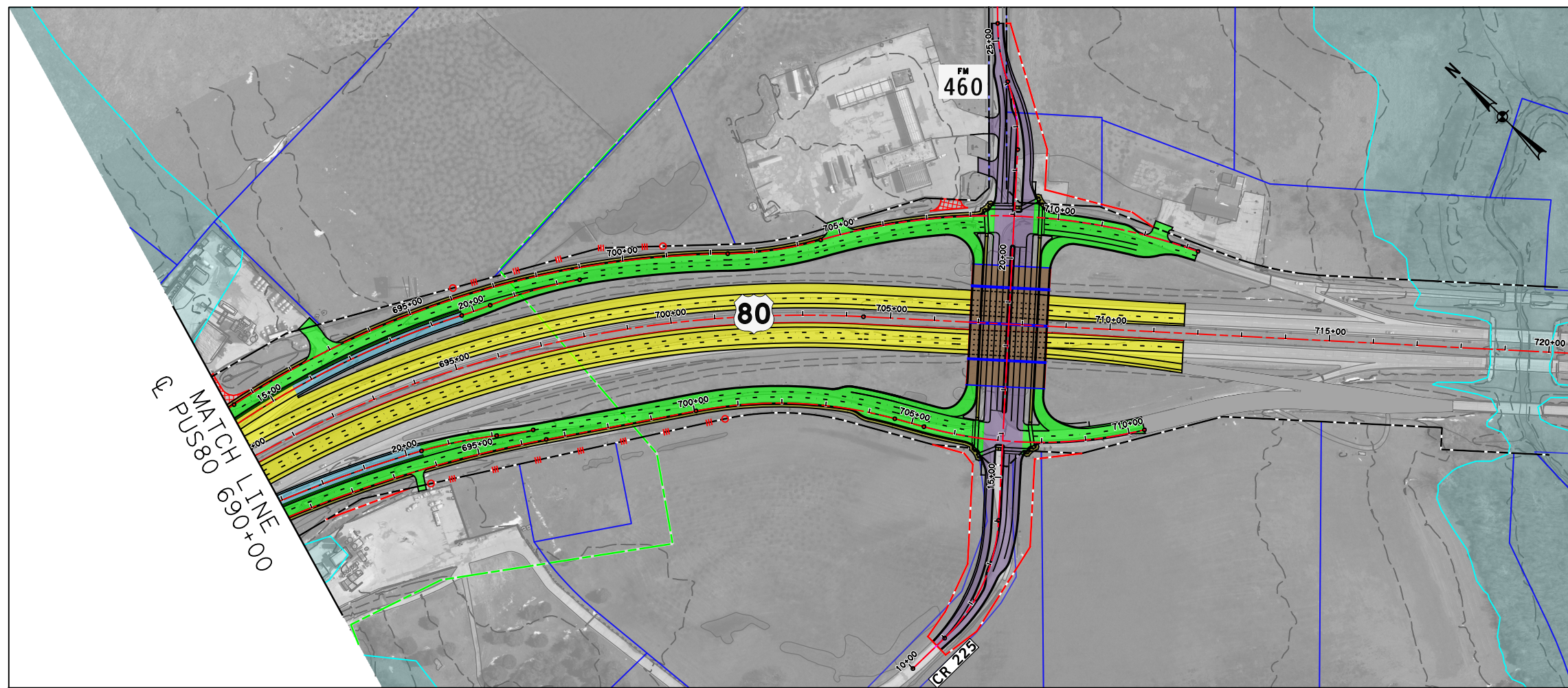
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**APPENDIX C
SCHEMATIC LAYOUT**

Sheet 8 of 11

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

Dallas and Kaufman Counties, Texas



SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

---	EXISTING ROW
---	EXISTING EASEMENT
---	EXISTING PROPERTY LIMITS
---	EXISTING CULVERT
---	EXISTING STORM SEWER
---	FEMA 100YR FLOODPLAIN LIMITS
---	PARK BOUNDARY
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---	PROPOSED PROJECT BY OTHERS
---	POTENTIAL DISPLACEMENTS

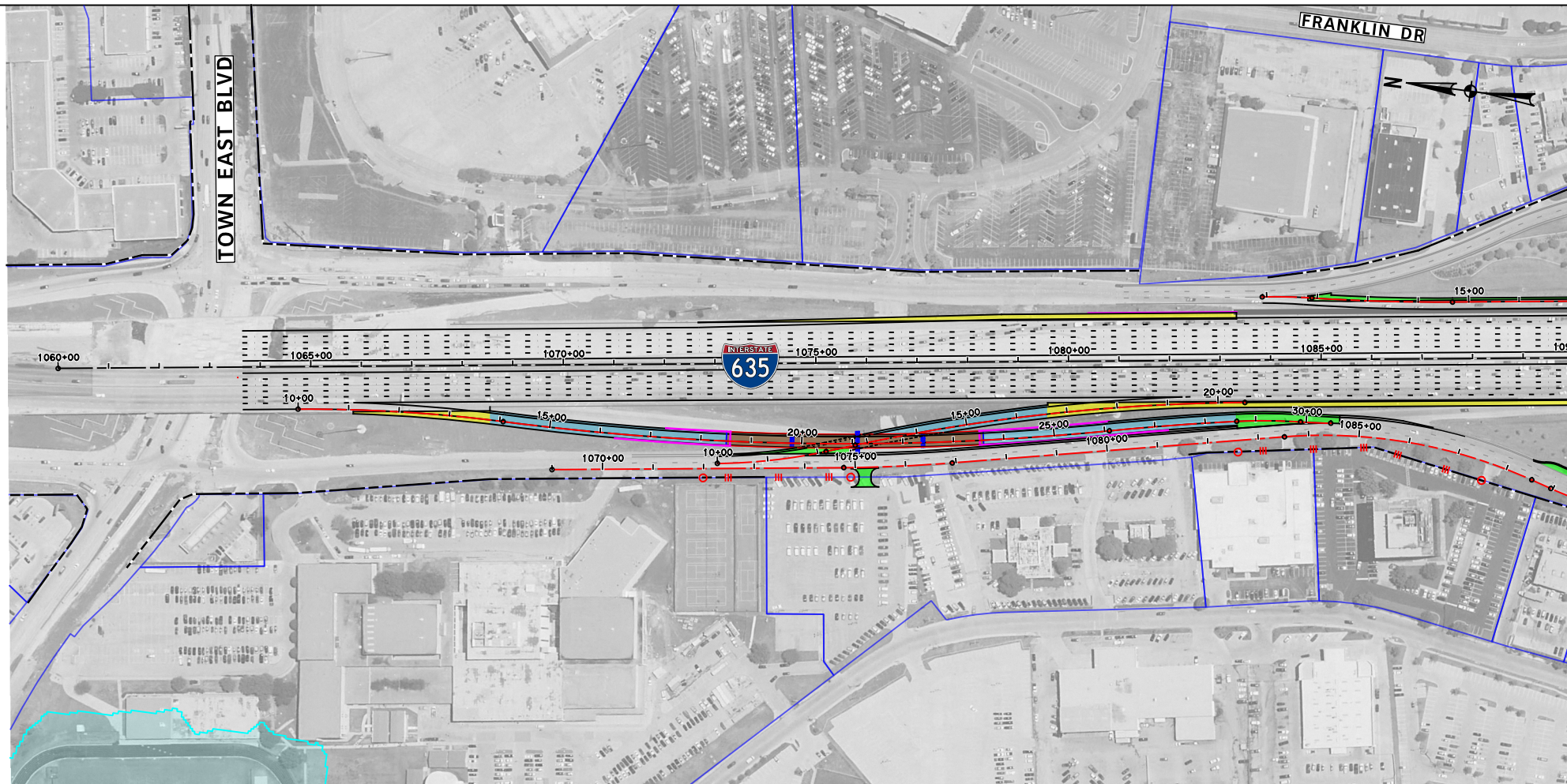
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 APPROVED DESIGN SCHEMATIC

**APPENDIX C
 SCHEMATIC LAYOUT**

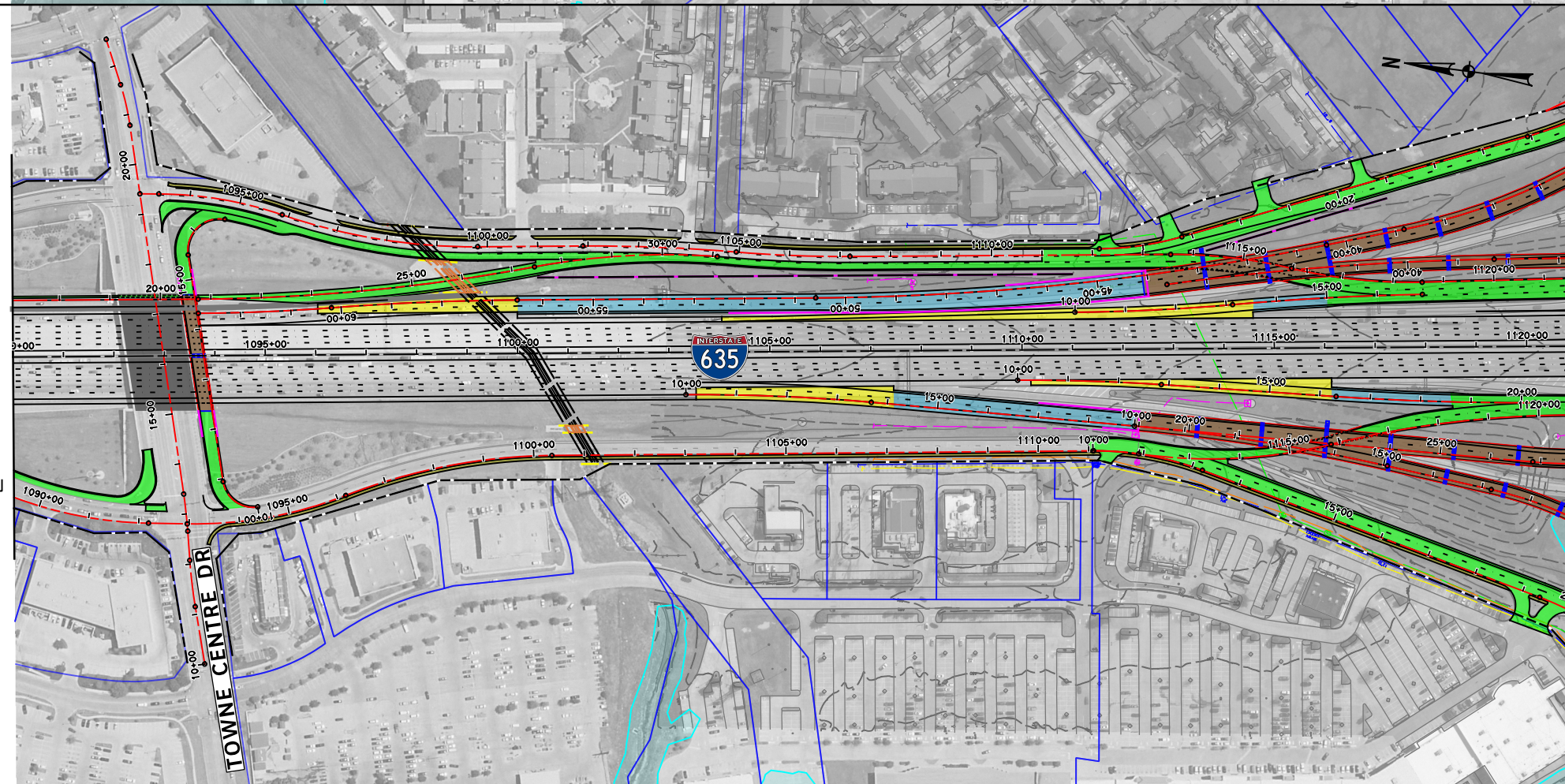
Sheet 9 of 11

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

Dallas and Kaufman Counties, Texas



MATCH LINE
EIH635 1090+00



MATCH LINE
EIH635 1090+00

MATCH LINE
EIH635 1121+00



SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

	EXISTING ROW
	EXISTING EASEMENT
	EXISTING PROPERTY LIMITS
	EXISTING CULVERT
	EXISTING STORM SEWER
	FEMA 100YR FLOODPLAIN LIMITS
	PARK BOUNDARY
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	PROPOSED SIDEWALK
	PROPOSED PROJECT BY OTHERS
	POTENTIAL DISPLACEMENTS

THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE APPROVED DESIGN SCHEMATIC

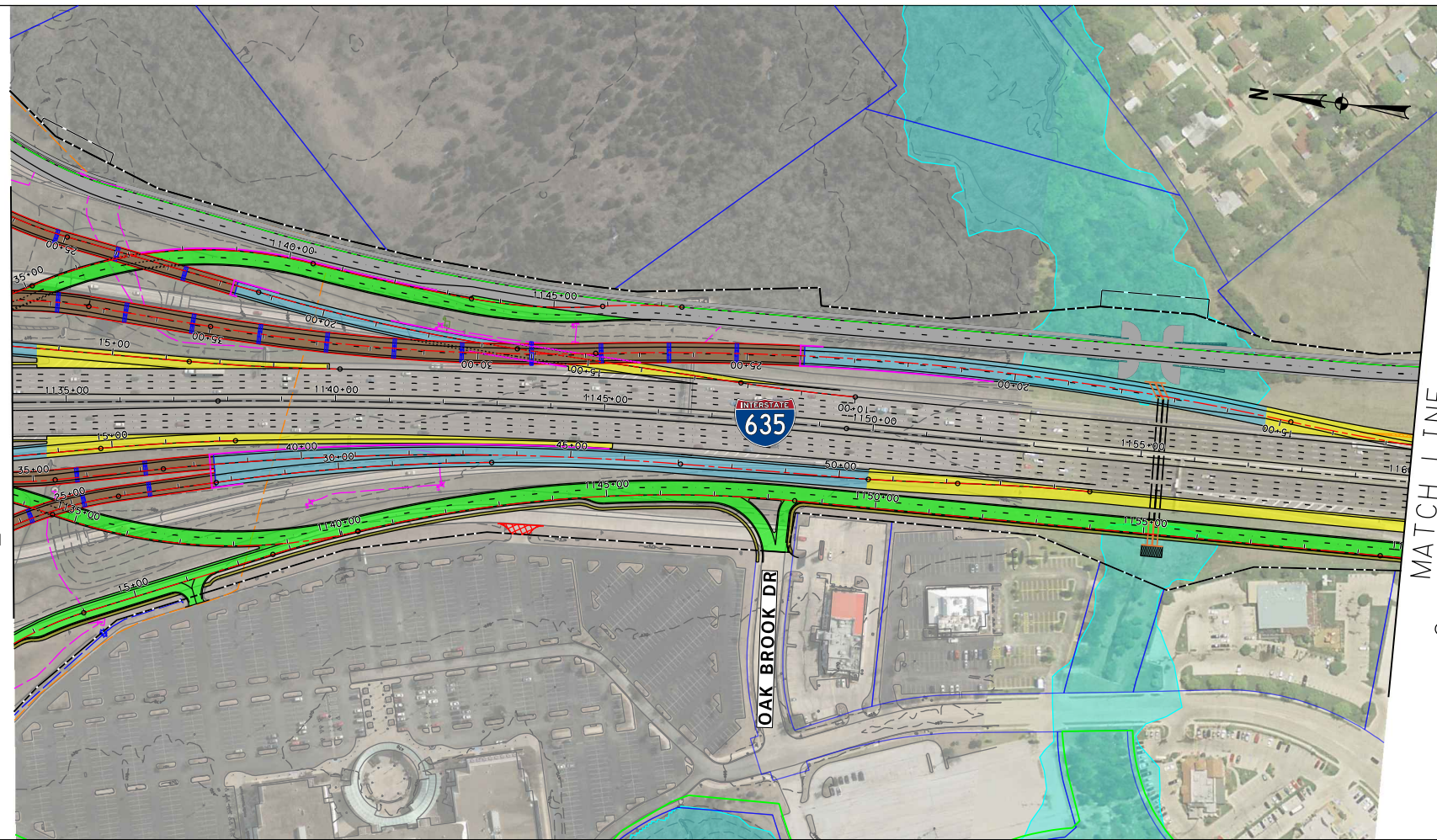
APPENDIX C SCHEMATIC LAYOUT

Sheet 10 of 11

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

Dallas and Kaufman Counties, Texas

MATCH LINE
☉ EIH635 1134+00



MATCH LINE
☉ EIH635 1160+00



SCALE: 1"=300'

DATE: 12/4/2018

LEGEND:

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING CULVERT
- EXISTING STORM SEWER
- FEMA 100YR FLOODPLAIN LIMITS
- PARK BOUNDARY
- EXISTING PLANIMETRIC FEATURES
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- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- ||| PROPOSED ACCESS DENIAL
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- PROPOSED CTB
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- PROPOSED RETAINING WALL
- POTENTIAL NOISE WALL
- PROPOSED CULVERT
- ▣ PAVEMENT / BRIDGE TO BE REMOVED
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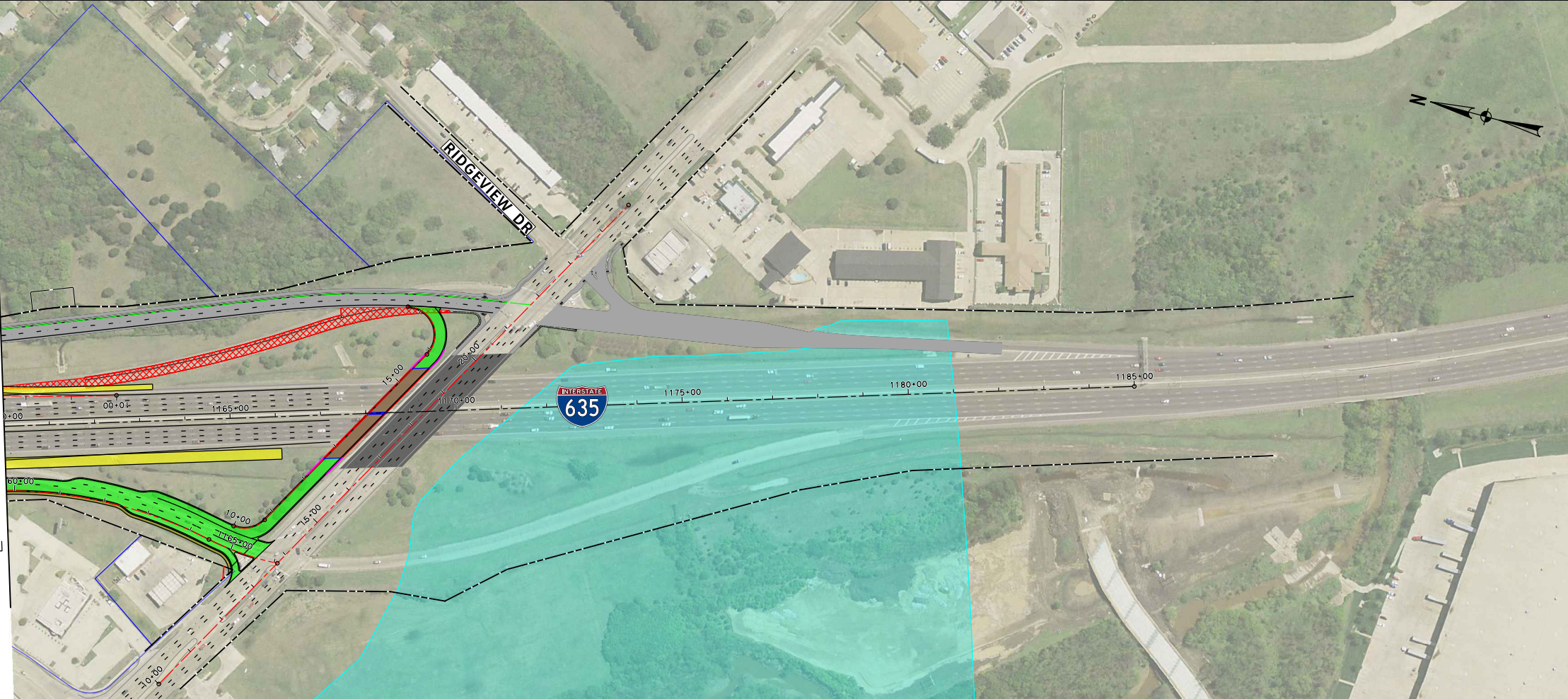
**APPENDIX C
SCHEMATIC LAYOUT**

Sheet 11 of 11

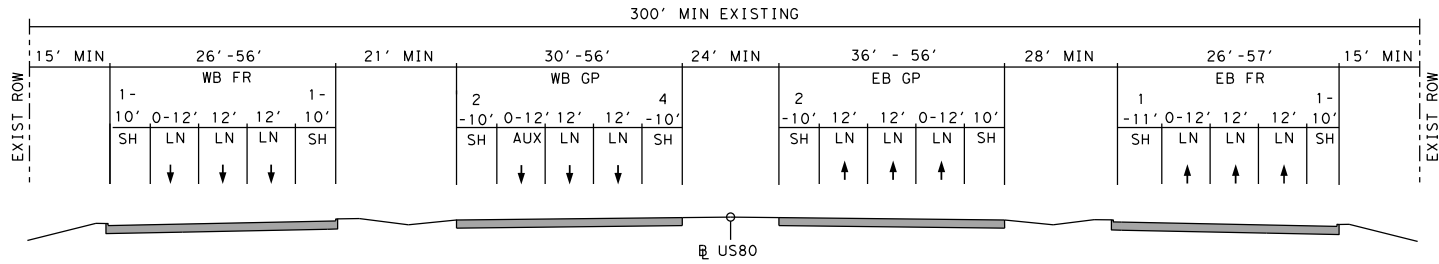
US 80
From IH 30 to FM 460
CSJs: 0095-10-033, etc.

Dallas and Kaufman Counties, Texas

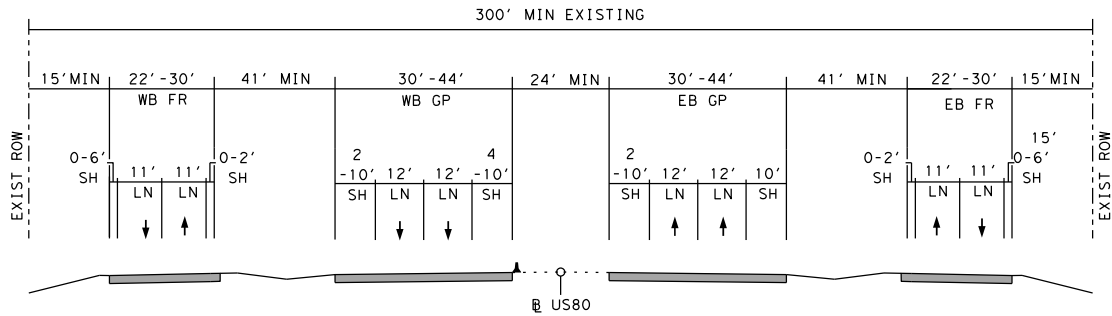
MATCH LINE
☉ EIH635 1160+00



Appendix D: Typical Sections



EXISTING TYPICAL SECTION
From IH 30 to IH 635



EXISTING TYPICAL SECTION
From IH 635 to FM 460

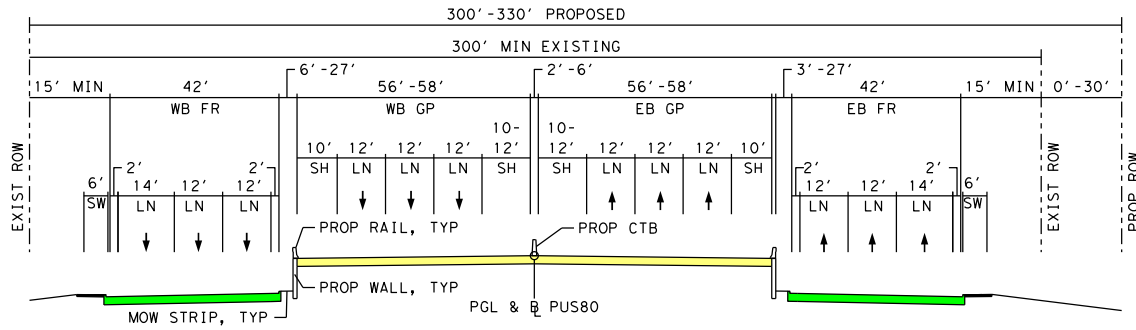
**EXISTING
TYPICAL SECTIONS**

SHEET 1 OF 3

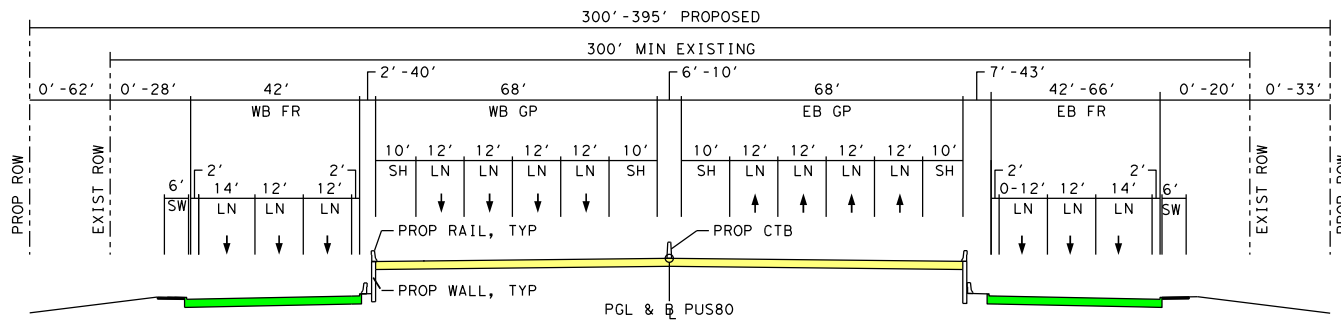
US 80 FROM IH 30 TO FM 460
DALLAS AND KAUFMAN COUNTIES, TEXAS

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

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



PROPOSED TYPICAL SECTION
From IH 30 to IH 635



PROPOSED TYPICAL SECTION
From IH 635 to Belt Line Road

**PROPOSED
TYPICAL SECTIONS**

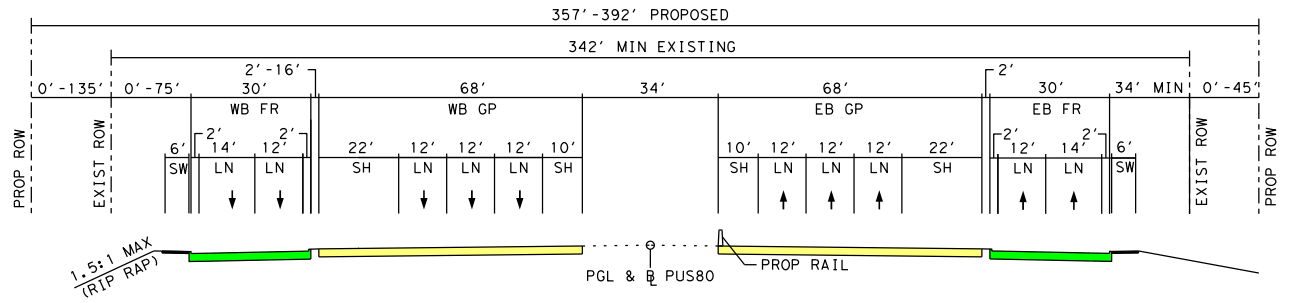
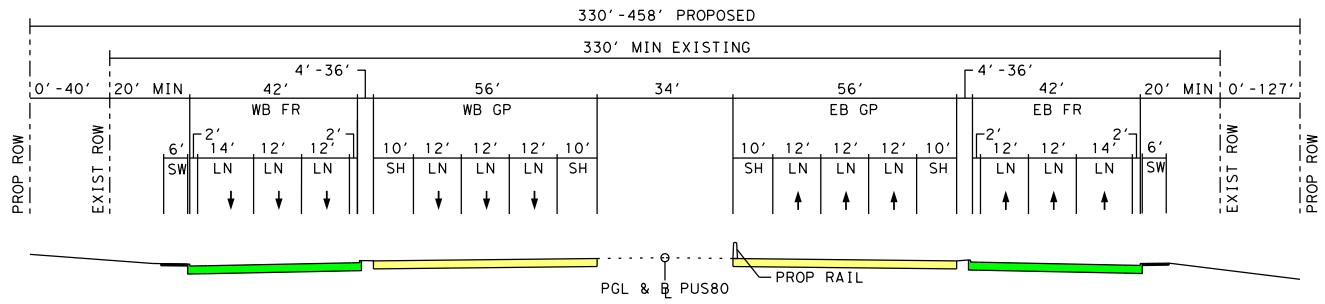
SHEET 2 OF 3

US 80 FROM IH 30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS

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

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



PROPOSED TYPICAL SECTIONS
From Belt Line Road to FM 460

**PROPOSED
TYPICAL SECTIONS**
SHEET 3 OF 3
US 80 FROM IH 30 TO FM 460
DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJs: 0095-10-033, 0095-02-107,
0095-02-096, 0095-03-080,
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WB FR = WESTBOUND FRONTAGE ROAD
WB GP = WESTBOUND GENERAL PURPOSE LANE
EB FR = EASTBOUND FRONTAGE ROAD
EB GP = EASTBOUND GENERAL PURPOSE LANE

Appendix E: Plan and Program Excerpts

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

**Mobility 2045
Freeway/Tollway Summary Table**

Revised March 15, 2019

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

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

*Interim Pk-Hr Lanes
 **Technology Lanes

Mobility 2045
Interchange Summary Table

April 5, 2019

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

Mobility 2045
Interchange Summary Table

April 5, 2019

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
NCTCOG MPO - HIGHWAY PROJECTS
FY 2019

2019-2022 STIP		12/2018 Revision: Approved 01/28/2019							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	DALLAS	0918-47-246	2019	CS	E,ENG	GLENN HEIGHTS	\$ 2,000,000	
LIMITS FROM		ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD			PROJECT SPONSOR TXDOT-DALLAS				
LIMITS TO		IH 35E			REVISION DATE 12/2018				
PROJECT		RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WIT			MPO PROJ NUM 14032				
DESCR		H BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS			FUNDING CAT(S) SBPE,7				
REMARKS		REVISE SCOPE; UPDATE CSJ FROM 0918-45-999 TO 0 P7 918-47-246			PROJECT 2017-2018 CMAQ/STBG PROJECT SELECTION/STRATEGIC PARTNERSH				
					HISTORY IPS (ROUND 2)				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	2,000,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	3,600,000		SBPE	\$ 0	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 1,000,000
CONSTR \$	20,000,000		7	\$ 800,000	\$ 0	\$ 0	\$ 200,000	\$ 0	\$ 1,000,000
CONST ENG \$	1,289,517		TOTAL	\$ 800,000	\$ 1,000,000	\$ 0	\$ 200,000	\$ 0	\$ 2,000,000
CONTING \$	517,367								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	27,406,884								

2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	DALLAS	0918-45-999	2019	CS	E,ENG	GLENN HEIGHTS	\$ 2,000,000	
LIMITS FROM		ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD			PROJECT SPONSOR TXDOT-DALLAS				
LIMITS TO		IH 35E			REVISION DATE 07/2018				
PROJECT		RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED (ULT			MPO PROJ NUM 14032				
DESCR		IMATE 6) WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS			FUNDING CAT(S) 7,SBPE				
REMARKS		P7			PROJECT 2017-2018 CMAQ/STBG PROJECT SELECTION/STRATEGIC PARTNERSH				
					HISTORY IPS (ROUND 2)				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	2,000,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	3,600,000		SBPE	\$ 0	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 1,000,000
CONSTR \$	20,000,000		7	\$ 800,000	\$ 0	\$ 0	\$ 200,000	\$ 0	\$ 1,000,000
CONST ENG \$	160,891		TOTAL	\$ 800,000	\$ 1,000,000	\$ 0	\$ 200,000	\$ 0	\$ 2,000,000
CONTING \$	64,551								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	25,825,442								

2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	DALLAS	0095-02-107	2019	US 80	E,ENG,R,ACQ,UTLMESQUITE		\$ 87,000,000	
LIMITS FROM		EAST OF TOWN EAST BLVD			PROJECT SPONSOR TXDOT-DALLAS				
LIMITS TO		BELT LINE RD			REVISION DATE 07/2018				
PROJECT		RECONSTRUCT AND WIDEN 4 TO 6/8 MAINLANES AND 2/6 TO 4/6 LANE FRONTAGE ROADS AND			MPO PROJ NUM 53109				
DESCR		RECONSTRUCT IH 635 INTERCHANGE			FUNDING CAT(S) S102,SBPE				
REMARKS		P7			PROJECT 10-YEAR PLAN PROJECT				
					HISTORY				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	20,000,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	67,000,000		SBPE	\$ 0	\$ 20,000,000	\$ 0	\$ 0	\$ 0	\$ 20,000,000
CONSTR \$	105,000,000		S102	\$ 53,600,000	\$ 6,700,000	\$ 0	\$ 6,700,000	\$ 0	\$ 67,000,000
CONST ENG \$	16,659,411		TOTAL	\$ 53,600,000	\$ 26,700,000	\$ 0	\$ 6,700,000	\$ 0	\$ 87,000,000
CONTING \$	697,371								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	209,356,782								

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
NCTCOG MPO - HIGHWAY PROJECTS
FY 2019

2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	DALLAS	0095-02-096	2019	US 80	E,ENG	SUNNYVALE	\$ 10,000,000	
LIMITS FROM BELT LINE RD		PROJECT SPONSOR TXDOT-DALLAS							
LIMITS TO LAWSON RD		REVISION DATE 07/2018							
PROJECT RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND 2/4 TO 4/6 LANE CONTINUOUS FRONTAGE R		MPO PROJ NUM 53110							
DESCR OADS		FUNDING CAT(S) SBPE							
REMARKS				PROJECT 10-YEAR PLAN PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	10,000,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	42,000,000		SBPE	\$ 0	\$ 10,000,000	\$ 0	\$ 0	\$ 0	\$ 10,000,000
CONSTR \$	100,000,000		TOTAL	\$ 0	\$ 10,000,000	\$ 0	\$ 0	\$ 0	\$ 10,000,000
CONST ENG \$	7,072,474								
CONTING \$	296,057								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	159,368,531								

2019-2022 STIP		11/2018 Revision: Approved 12/19/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	DALLAS	0094-03-060	2019	SS 482	C,E,ENG,R,ACQ	IRVING	\$ 227,118,564	
LIMITS FROM AT SH 114 & SH 183		PROJECT SPONSOR TXDOT-DALLAS							
LIMITS TO		REVISION DATE 11/2018							
PROJECT RECONSTRUCT INTERCHANGE (PH 2)		MPO PROJ NUM 53003							
DESCR		FUNDING CAT(S) 12,3P14,S102							
REMARKS REVISE ROW FUNDING SHARES IN FY2019; INCREASE CONST P7 RUCTION FUNDING AND ADVANCE TO FY2019				PROJECT 10-YEAR PLAN PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	8,923,507	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	8,195,057		12	\$ 168,000,000	\$ 42,000,000	\$ 0	\$ 0	\$ 0	\$ 210,000,000
CONSTR \$	210,000,000		3P14	\$ 0	\$ 8,923,507	\$ 0	\$ 0	\$ 0	\$ 8,923,507
CONST ENG \$	10,174,892		S102	\$ 6,556,046	\$ 819,506	\$ 0	\$ 819,505	\$ 0	\$ 8,195,057
CONTING \$	6,486,765		TOTAL	\$ 174,556,046	\$ 51,743,013	\$ 0	\$ 819,505	\$ 0	\$ 227,118,564
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	243,780,221								

2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	DALLAS	0094-03-060	2019	SS 482	E,ENG,R,ACQ	IRVING	\$ 17,118,564	
LIMITS FROM AT SH 114 & SH 183		PROJECT SPONSOR TXDOT-DALLAS							
LIMITS TO		REVISION DATE 07/2018							
PROJECT RECONSTRUCT INTERCHANGE (PH 2)		MPO PROJ NUM 53003							
DESCR		FUNDING CAT(S) 3P14,S102							
REMARKS				PROJECT 10-YEAR PLAN PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	8,923,507	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	8,195,057		3P14	\$ 0	\$ 8,923,507	\$ 0	\$ 0	\$ 0	\$ 8,923,507
CONSTR \$	128,049,000		S102	\$ 6,556,046	\$ 1,639,011	\$ 0	\$ 0	\$ 0	\$ 8,195,057
CONST ENG \$	5,103,974		TOTAL	\$ 6,556,046	\$ 10,562,518	\$ 0	\$ 0	\$ 0	\$ 17,118,564
CONTING \$	3,253,919								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	153,525,457								

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
NCTCOG MPO - HIGHWAY PROJECTS
FY 2020

2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	DALLAS	0918-47-208	2020	CS	R,ACQ,UTL	VARIOUS	\$ 1,400,000	
LIMITS FROM		ON WINTERGREEN RD FROM JEFFERSON STREET		PROJECT SPONSOR		DALLAS CO			
LIMITS TO		WEST OF CARPENTER ROAD		REVISION DATE		07/2018			
PROJECT		RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN		MPO PROJ NUM		14002			
DESCR				FUNDING CAT(S)		7			
REMARKS		PROJECT PLANNING CSJ 0918-45-997; 2017-2018 CMAQ/STBG PROJECT SEL							
P7		HISTORY ECTION/STRATEGIC PARTNERSHIPS							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	2,239,442	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	1,400,000		7	\$ 1,120,000	\$ 0	\$ 0	\$ 280,000	\$ 0	\$ 1,400,000
CONSTR \$	13,860,558		TOTAL	\$ 1,120,000	\$ 0	\$ 0	\$ 280,000	\$ 0	\$ 1,400,000
CONST ENG \$	989,101								
CONTING \$	396,837								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	18,885,938								

2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	DALLAS	0095-02-096	2020	US 80	R,ACQ,UTL	SUNNYVALE	\$ 42,000,000	
LIMITS FROM		BELT LINE RD		PROJECT SPONSOR		TXDOT-DALLAS			
LIMITS TO		LAWSON RD		REVISION DATE		07/2018			
PROJECT		RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND 2/4 TO 4/6 LANE CONTINUOUS FRONTAGE R		MPO PROJ NUM		53110			
DESCR		OADS		FUNDING CAT(S)		S102			
REMARKS		PROJECT 10-YEAR PLAN PROJECT							
P7		HISTORY							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	10,000,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	42,000,000		S102	\$ 33,600,000	\$ 4,200,000	\$ 0	\$ 4,200,000	\$ 0	\$ 42,000,000
CONSTR \$	100,000,000		TOTAL	\$ 33,600,000	\$ 4,200,000	\$ 0	\$ 4,200,000	\$ 0	\$ 42,000,000
CONST ENG \$	7,072,474								
CONTING \$	296,057								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	159,368,531								

2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	DALLAS	0094-03-060	2020	SS 482	C	IRVING	\$ 128,049,000	
LIMITS FROM		AT SH 114 & SH 183		PROJECT SPONSOR		TXDOT-DALLAS			
LIMITS TO				REVISION DATE		07/2018			
PROJECT		RECONSTRUCT INTERCHANGE (PH 2)		MPO PROJ NUM		53003			
DESCR				FUNDING CAT(S)		12			
REMARKS		PROJECT 10-YEAR PLAN PROJECT							
P7		HISTORY							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	8,923,507	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	8,195,057		12	\$ 102,439,200	\$ 25,609,800	\$ 0	\$ 0	\$ 0	\$ 128,049,000
CONSTR \$	128,049,000		TOTAL	\$ 102,439,200	\$ 25,609,800	\$ 0	\$ 0	\$ 0	\$ 128,049,000
CONST ENG \$	5,103,974								
CONTING \$	3,253,919								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	153,525,457								

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
NCTCOG MPO - HIGHWAY PROJECTS
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2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	KAUFMAN	0095-03-080	2021	US 80	E,ENG,R,ACQ,UTL	DALLAS	\$ 19,000,000	
LIMITS FROM		LAWSON ROAD (DALLAS/KAUFMAN C/L)		PROJECT SPONSOR		TXDOT-DALLAS			
LIMITS TO		FM 460		REVISION DATE		07/2018			
PROJECT		RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND RECONSTRUCT 4 LANE DISCONTINUOUS FRON				MPO PROJ NUM		53086	
DESCR		TAGE RDS TO 4 LANE CONTINUOUS FRONTAGE RDS				FUNDING CAT(S)		S102,SBPE	
REMARKS		PROJECT PART OF REGIONAL 10 YEAR PLAN							
P7		HISTORY							
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	7,000,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	12,000,000		SBPE	\$ 0	\$ 7,000,000	\$ 0	\$ 0	\$ 0	\$ 7,000,000
CONSTR \$	133,000,000		S102	\$ 9,600,000	\$ 1,200,000	\$ 0	\$ 1,200,000	\$ 0	\$ 12,000,000
CONST ENG \$	5,563,981		TOTAL	\$ 9,600,000	\$ 8,200,000	\$ 0	\$ 1,200,000	\$ 0	\$ 19,000,000
CONTING \$	232,911								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	157,796,892								

2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	ROCKWALL	2588-02-008	2021	FM 548	R,UTL	VARIOUS	\$ 2,000,000	
LIMITS FROM		S OF SH 205 (KAUFMAN COUNTY LINE)		PROJECT SPONSOR		TXDOT-DALLAS			
LIMITS TO		SH 205		REVISION DATE		07/2018			
PROJECT		WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6)				MPO PROJ NUM		13017	
DESCR						FUNDING CAT(S)		S102	
REMARKS		PROJECT R PHASE IN FY2019 IS \$3 MILLION FOR ROW; R PHASE IN FY202							
P7		HISTORY 1 IS \$2 MILLION FOR UTILITIES; 10 YEAR PLAN PROJECT							
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	1,500,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	5,000,000		S102	\$ 1,600,000	\$ 200,000	\$ 0	\$ 200,000	\$ 0	\$ 2,000,000
CONSTR \$	6,200,000		TOTAL	\$ 1,600,000	\$ 200,000	\$ 0	\$ 200,000	\$ 0	\$ 2,000,000
CONST ENG \$	304,688								
CONTING \$	122,244								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	13,126,932								

2019-2022 STIP		07/2018 Revision: Administrative 10/25/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	ROCKWALL	0451-04-021	2021	SH 205	C	ROCKWALL	\$ 2,702,009	
LIMITS FROM		JCT SH 205/ JOHN KING (N. GOLIAD ST)		PROJECT SPONSOR		TXDOT-DALLAS			
LIMITS TO		NORTH OF JOHN KING (COLLIN COUNTY LINE)		REVISION DATE		07/2018			
PROJECT		WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)				MPO PROJ NUM		55074	
DESCR						FUNDING CAT(S)		2M	
REMARKS		PROJECT 10 YEAR PLAN PROJECT							
P7		HISTORY							
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	1,200,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	1,000,000		2M	\$ 2,161,607	\$ 540,402	\$ 0	\$ 0	\$ 0	\$ 2,702,009
CONSTR \$	2,702,009		TOTAL	\$ 2,161,607	\$ 540,402	\$ 0	\$ 0	\$ 0	\$ 2,702,009
CONST ENG \$	158,826								
CONTING \$	63,723								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	5,124,558								

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
NCTCOG MPO - HIGHWAY PROJECTS
FY 2022

2019-2022 STIP		11/2018 Revision: Approved 12/19/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	ELLIS	0092-03-053	2022	IH 45	C	FERRIS	\$ 38,486,132	
LIMITS FROM		AT FM 664		PROJECT SPONSOR TXDOT-DALLAS					
LIMITS TO				REVISION DATE 11/2018					
PROJECT CONSTRUCT INTERCHANGE				MPO PROJ NUM 13029					
DESCR				FUNDING CAT(S) 1,12					
REMARKS DECREASE CONSTRUCTION FUNDING IN FY2022 AND CHANGE P7 FUNDING SOURCES				PROJECT PART OF REGIONAL 10 YEAR PLAN HISTORY					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	2,000,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	5,100,000		1	\$ 3,588,906	\$ 897,226	\$ 0	\$ 0	\$ 0	\$ 4,486,132
CONSTR \$	38,486,132		12	\$ 27,200,000	\$ 6,800,000	\$ 0	\$ 0	\$ 0	\$ 34,000,000
CONST ENG \$	1,829,231		TOTAL	\$ 30,788,906	\$ 7,697,226	\$ 0	\$ 0	\$ 0	\$ 38,486,132
CONTING \$	1,166,183								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	48,581,546								

2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	ELLIS	0092-03-053	2022	IH 45	C	FERRIS	\$ 40,419,966	
LIMITS FROM		AT FM 664		PROJECT SPONSOR TXDOT-DALLAS					
LIMITS TO				REVISION DATE 07/2018					
PROJECT CONSTRUCT INTERCHANGE				MPO PROJ NUM 13029					
DESCR				FUNDING CAT(S) 4					
REMARKS DECREASE CONSTRUCTION FUNDING IN FY2022 AND CHANGE P7 FUNDING SOURCES				PROJECT PART OF REGIONAL 10 YEAR PLAN HISTORY					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	2,000,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	5,100,000		4	\$ 32,335,973	\$ 8,083,993	\$ 0	\$ 0	\$ 0	\$ 40,419,966
CONSTR \$	40,419,966		TOTAL	\$ 32,335,973	\$ 8,083,993	\$ 0	\$ 0	\$ 0	\$ 40,419,966
CONST ENG \$	1,822,785								
CONTING \$	1,162,074								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	50,504,825								

2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
DALLAS	NCTCOG	KAUFMAN	0095-03-080	2022	US 80	C	DALLAS	\$ 133,000,000	
LIMITS FROM		LAWSON ROAD (DALLAS/KAUFMAN C/L)		PROJECT SPONSOR TXDOT-DALLAS					
LIMITS TO		FM 460		REVISION DATE 07/2018					
PROJECT RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND RECONSTRUCT 4 LANE DISCONTINUOUS FROM				MPO PROJ NUM 53086					
DESCR		TAGE RDS TO 4 LANE CONTINUOUS FRONTAGE RDS		FUNDING CAT(S) 4					
REMARKS DECREASE CONSTRUCTION FUNDING IN FY2022 AND CHANGE P7 FUNDING SOURCES				PROJECT PART OF REGIONAL 10 YEAR PLAN HISTORY					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	7,000,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	12,000,000		4	\$ 106,400,000	\$ 26,600,000	\$ 0	\$ 0	\$ 0	\$ 133,000,000
CONSTR \$	133,000,000		TOTAL	\$ 106,400,000	\$ 26,600,000	\$ 0	\$ 0	\$ 0	\$ 133,000,000
CONST ENG \$	5,563,981								
CONTING \$	232,911								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	157,796,892								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	DENTON	0081-13-050	IH 35W	E,R	VARIOUS	TXDOT-DALLAS
LIMITS FROM:	SH 114					REV DATE: 07/2018
LIMITS TO:	IH 35W/IH 35E INTERCHANGE					MPO PROJECT ID: 55242
TIP	WIDEN AND RECONSTRUCT 4 LANE RURAL TO 6 MAIN LANE URBAN FREEWAY AND					
DESCRIPTION:	RECONSTRUCT 2/4 TO 4/6 LANE FRONTAGE ROADS					MTP REFERENCE: FT1-5.10.2, FT1-5.10.1
REMARKS:						
Project History:						
DALLAS	DENTON	0081-13-058	IH 35W	E,R	VARIOUS	TXDOT-DALLAS
LIMITS FROM:	TARRANT COUNTY LINE					REV DATE: 07/2018
LIMITS TO:	SH 114					MPO PROJECT ID: 55230
TIP	RECONSTRUCT AND WIDEN 4 LANE RURAL TO 6 LANE URBAN FREEWAY AND CONSTRUCT					
DESCRIPTION:	4 TO 4/6 LANE FRONTAGE ROADS					MTP REFERENCE: FT1-5.20.1
REMARKS:						
Project History:						
DALLAS	COLLIN	0091-03-022	SH 289	E,R	VARIOUS	TXDOT-DALLAS
LIMITS FROM:	N BUS 289C, NORTH OF CELINA					REV DATE: 07/2018
LIMITS TO:	N CR 60/CR 107 (GRAYSON C/L)					MPO PROJECT ID: 54023
TIP	RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED URBAN					
DESCRIPTION:	(ULTIMATE 6 LANES)					MTP REFERENCE: RSA1-1.605.200
REMARKS:						
Project History:						
DALLAS	DALLAS	0092-02-130	IH 45	E,R	VARIOUS	TXDOT-DALLAS
LIMITS FROM:	AT SL 9					REV DATE: 11/2018
LIMITS TO:						MPO PROJECT ID: 55249
TIP	RECONSTRUCT EXISTING 2 TO 2 LANE SOUTHBOUND FRONTAGE ROAD AND RAMP					
DESCRIPTION:	MODIFICATIONS					MTP REFERENCE: IN1-27.6.1, NRSA1-27.30.2, TSMO2-001
REMARKS:	ADD PROJECT TO APPENDIX D OF THE 2019-2022 TIP/STIP					
Project History:						
DALLAS	DALLAS	0094-07-044	SH 183	E,R	IRVING	TXDOT-DALLAS
LIMITS FROM:	1.0 MILE EAST OF SL 12					REV DATE: 11/2018
LIMITS TO:	WEST END OF ELM FORK TRINITY RIVER BRIDGE					MPO PROJECT ID: 53198
TIP	RECONSTRUCT EXISTING 8 GP LANES, 2 TO 6 CONCURRENT MANAGED LANES, AND 4/6					
DESCRIPTION:	DISCONTINUOUS TO 6/8 CONTINUOUS FRONTAGE ROADS (ULTIMATE)					MTP REFERENCE: FT1-22.40.2
REMARKS:	REMOVE CONSTRUCTION PHASE FROM APPENDIX D OF THE 2019-2022 TIP/STIP					
Project History: 10-YEAR PLAN PROJECT						
DALLAS	DALLAS	0094-07-045	SH 183	E,R	IRVING	TXDOT-DALLAS
LIMITS FROM:	WEST END OF ELM FORK TRINITY RIVER BRIDGE					REV DATE: 11/2018
LIMITS TO:	WEST OF IH 35E					MPO PROJECT ID: 54072
TIP	RECONSTRUCT AND WIDEN 6/8 TO 6/8 GP LANES, 2 TO 2/6 MANAGED LANES &					
DESCRIPTION:	RECONSTRUCT 4/6 DISCONTINUOUS TO 4/8 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE)					MTP REFERENCE: FT1-22.40.2, FT1-22.40.3
REMARKS:	REMOVE CONSTRUCTION PHASE FROM APPENDIX D OF THE 2019-2022 TIP/STIP					
Project History: 10-YEAR PLAN PROJECT						
DALLAS	DALLAS	0095-02-096	US 80	C	SUNNYVALE	TXDOT-DALLAS
LIMITS FROM:	BELT LINE RD					REV DATE: 07/2018
LIMITS TO:	LAWSON RD					MPO PROJECT ID: 53110
TIP	RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND 2/4 TO 4/6 LANE CONTINUOUS					
DESCRIPTION:	FRONTAGE ROADS					MTP REFERENCE: FT1-32.10.3
REMARKS:						
Project History: 10-YEAR PLAN PROJECT						
DALLAS	DALLAS	0095-02-107	US 80	C	MESQUITE	TXDOT-DALLAS
LIMITS FROM:	EAST OF TOWN EAST BLVD					REV DATE: 07/2018
LIMITS TO:	BELT LINE RD					MPO PROJECT ID: 53109
TIP	RECONSTRUCT AND WIDEN 4 TO 6/8 MAINLANES AND 2/6 TO 4/6 LANE FRONTAGE ROADS					
DESCRIPTION:	AND RECONSTRUCT IH 635 INTERCHANGE					MTP REFERENCE: FT1-32.10.1, FT1-32.10.2, IN1-32.131.1
REMARKS:						
Project History: 10-YEAR PLAN PROJECT						

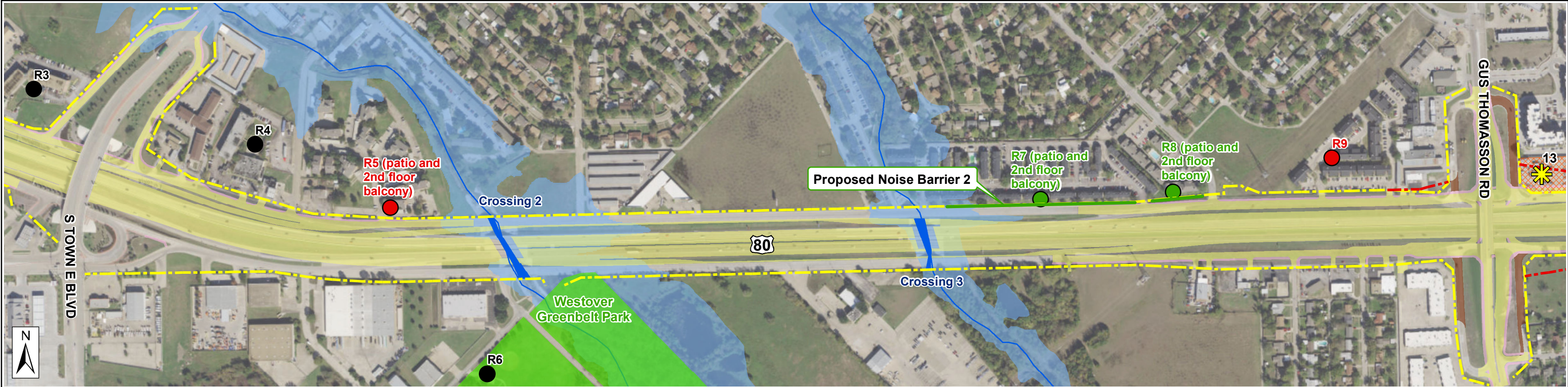
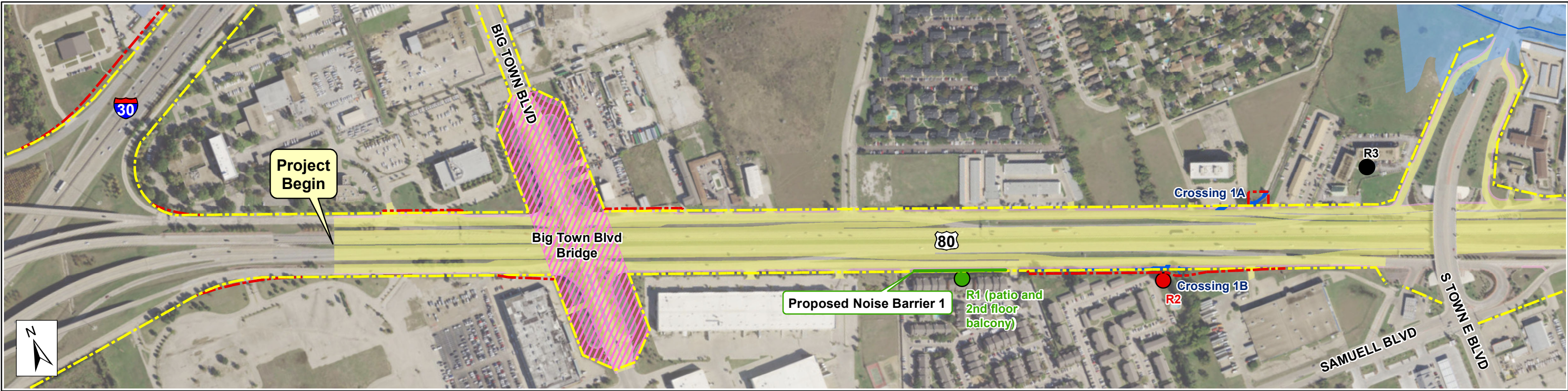
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	KAUFMAN AT SH 205/FM 148 INTERSECTION IMPROVEMENTS	0095-04-069	US 80	E	TERRELL	TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 55207 MTP REFERENCE: TSMO2-001
Project History:						
DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	DALLAS IH 30 EAST OF TOWN EAST BLVD RECONSTRUCT AND WIDEN 4 TO 6 MAIN LANES AND 2/6 TO 4/6 LANE CONTINUOUS FRONTAGE ROADS REVISE SCOPE	0095-10-033	US 80	E,R	MESQUITE	TXDOT-DALLAS REV DATE: 11/2018 MPO PROJECT ID: 53108 MTP REFERENCE: FT1-32.10.1
Project History:						
DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	DALLAS LAWSON ROAD KAUFMAN COUNTY LINE ADD 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS	0095-13-038	IH 20	E,R	MESQUITE	TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 55232 MTP REFERENCE: NRSA1-30.90.2
Project History:						
DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	KAUFMAN DALLAS COUNTY LINE SP 557 ADD 0 TO 4 CONTINUOUS FRONTAGE ROADS	0095-14-027	IH 20	E,R	VARIOUS	TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 55219 MTP REFERENCE: AO1-30.100.1, AO1-30.100.2
Project History:						
DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	COLLIN AIRPORT ROAD 4TH STREET WIDEN 4 LANE ROADWAY TO 6 LANE DIVIDED	0135-03-046	US 380	E,R	PRINCETON	TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 55233 MTP REFERENCE: RSA1-2.225.660
Project History:						
DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	COLLIN 4TH STREET CR 458 WIDEN 4 LANE ROADWAY TO 6 LANES DIVIDED	0135-04-033	US 380	E,R	PRINCETON	TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 55234 MTP REFERENCE: RSA1-2.225.660
Project History:						
DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	DENTON TURBEVILLE RD US 77 RECONSTRUCT EXISTING 6/8 INTERIM GP LANES TO 8 GP LANES; RECONSTRUCT AND CONVERT 2 INTERIM REVERSIBLE TO 4 CONCURRENT MANAGED LANES	0196-01-108	IH 35E	E,R	VARIOUS	TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 25033.1 MTP REFERENCE: FT1-7.10.3, FT1-7.10.4, FT1-7.10.5
Project History: PART OF REGIONAL 10 YEAR PLAN						
DALLAS LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	DENTON DALLAS COUNTY LINE FM 407 RCNST & CONVERT 2 REV TO 4 CONC MNGD LNS; RCNST 6 TO 6/8 COLL DISTR LNS (DALLAS C/L TO SH 121); RCNST 8 TO 8 GP LNS (SH 121 TO FM 407); RCNST 2/6 TO 2/8 CONT FRTG (FM 407 TO SRT/SH 121); AND RCNST 4/6 TO 2/6 CONT FRTG FROM (SRT/SH 121 TO DALLAS C/L)	0196-02-124	IH 35E	C,E,R	VARIOUS	TXDOT-DALLAS REV DATE: 07/2018 MPO PROJECT ID: 13033 MTP REFERENCE: FT1-7.10.6, FT1-7.20.1
Project History: PART OF REGIONAL 10 YEAR PLAN						

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

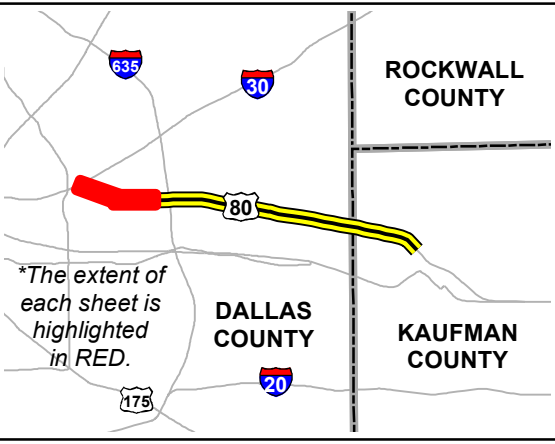
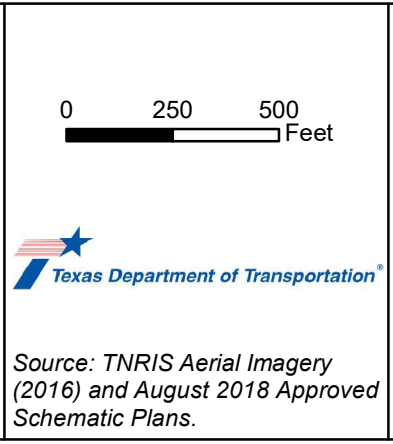
 Statewide Transportation Improvement Program

MPO Project ID:	MPO Name:	City Name:	
	North Central Texas Council of Governments		
Implementing Agency:	Revision Date:	TIP Year:	FHWA Approval Date:
	07/2018	2022	09/28/2018
Grouped Project ID:			
500000953			
Phase:			
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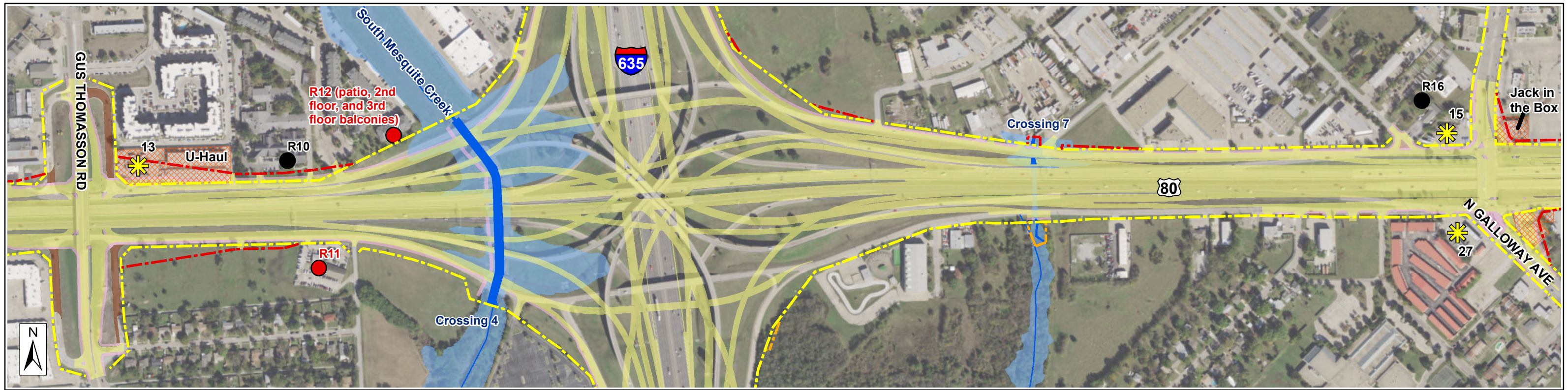
Appendix F: Project Resource Map



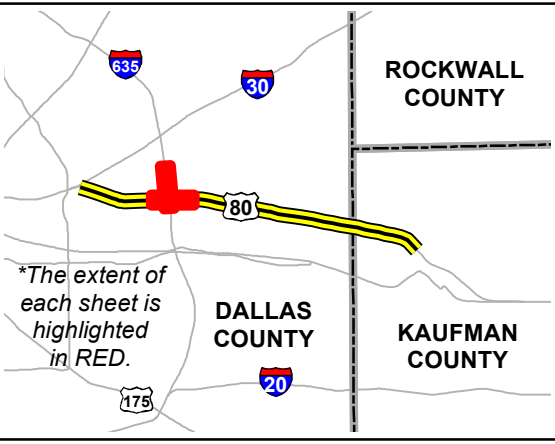
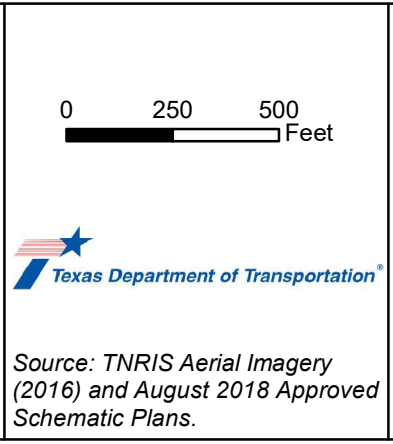
Legend		
Existing ROW	NRHP Eligible Site	Non-Impacted Noise Receiver
Proposed ROW	Impacted Structure	Impacted Noise Receiver
Proposed Drainage Easement	Stream	Noise Receiver Benefitting from a Proposed Noise Barrier
Proposed Pavement	Delineated Water Feature	Hazardous Materials Moderate Environmental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



PROJECT RESOURCE MAP
 (Sheet 1 of 6)
 US 80
 From IH 30 to FM 460
 CSJs: 0095-10-033, etc.
 Environmental Assessment
 Dallas and Kaufman Counties, Texas



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

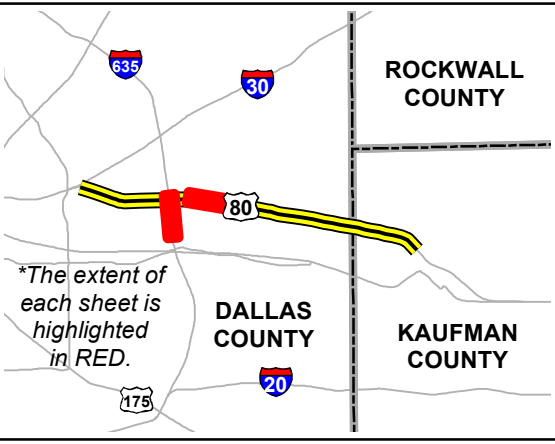
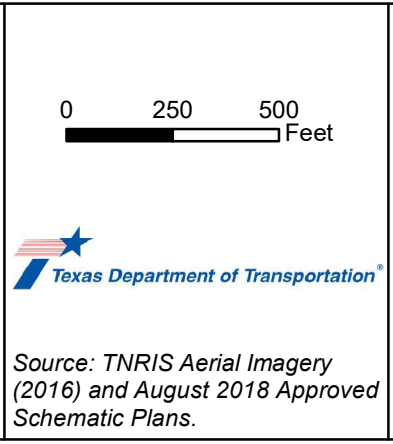


PROJECT RESOURCE MAP
 (Sheet 2 of 6)
 US 80
 From IH 30 to FM 460
 CSJs: 0095-10-033, etc.
 Environmental Assessment
 Dallas and Kaufman Counties, Texas

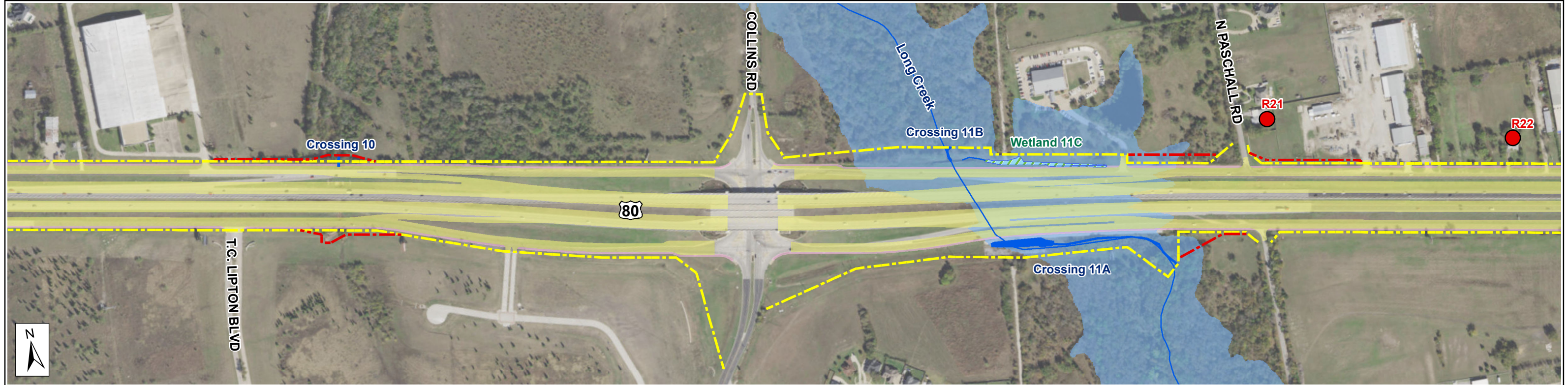


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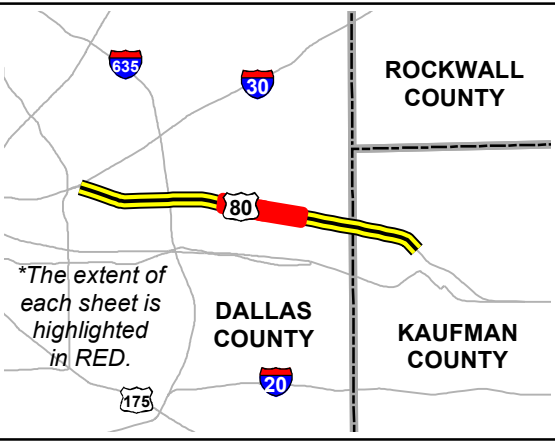
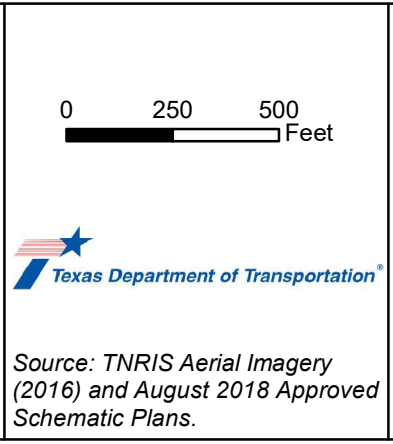
--- Existing ROW	▨ NRHP Eligible Site	● Non-Impacted Noise Receiver
- - - Proposed ROW	▨ Impacted Structure	● Impacted Noise Receiver
- - - Proposed Drainage Easement	— Stream	● Noise Receiver Benefitting from a Proposed Noise Barrier
■ Proposed Pavement	■ Delineated Water Feature	★ Hazardous Materials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



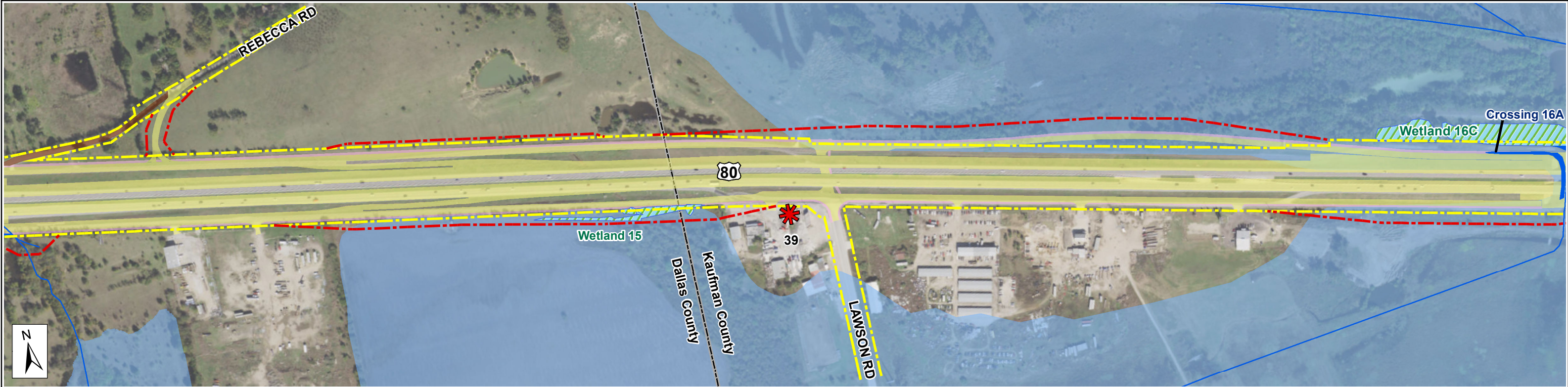
PROJECT RESOURCE MAP
(Sheet 3 of 6)
 US 80
 From IH 30 to FM 460
 CSJs: 0095-10-033, etc.
 Environmental Assessment
 Dallas and Kaufman Counties, Texas



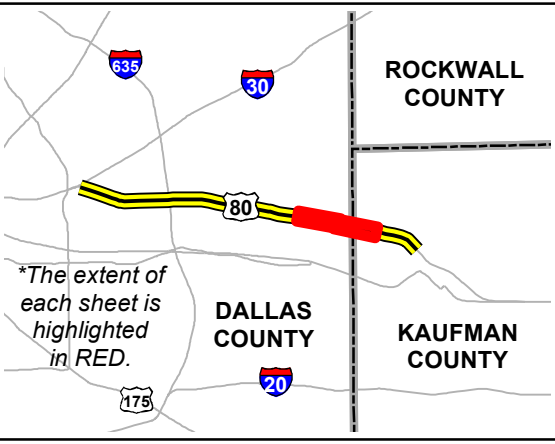
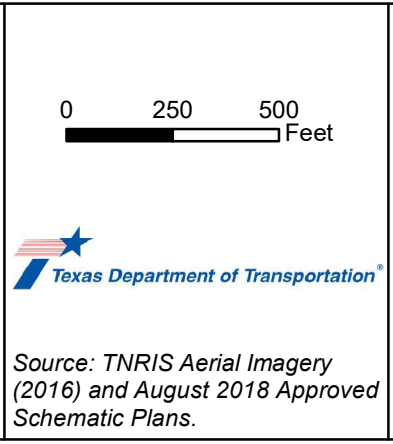
Legend		
Existing ROW	NRHP Eligible Site	Non-Impacted Noise Receiver
Proposed ROW	Impacted Structure	Impacted Noise Receiver
Proposed Drainage Easement	Stream	Noise Receiver Benefitting from a Proposed Noise Barrier
Proposed Pavement	Delineated Water Feature	Hazardous Materials Moderate Environmental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



PROJECT RESOURCE MAP
(Sheet 4 of 6)
 US 80
 From IH 30 to FM 460
 CSJs: 0095-10-033, etc.
 Environmental Assessment
 Dallas and Kaufman Counties, Texas

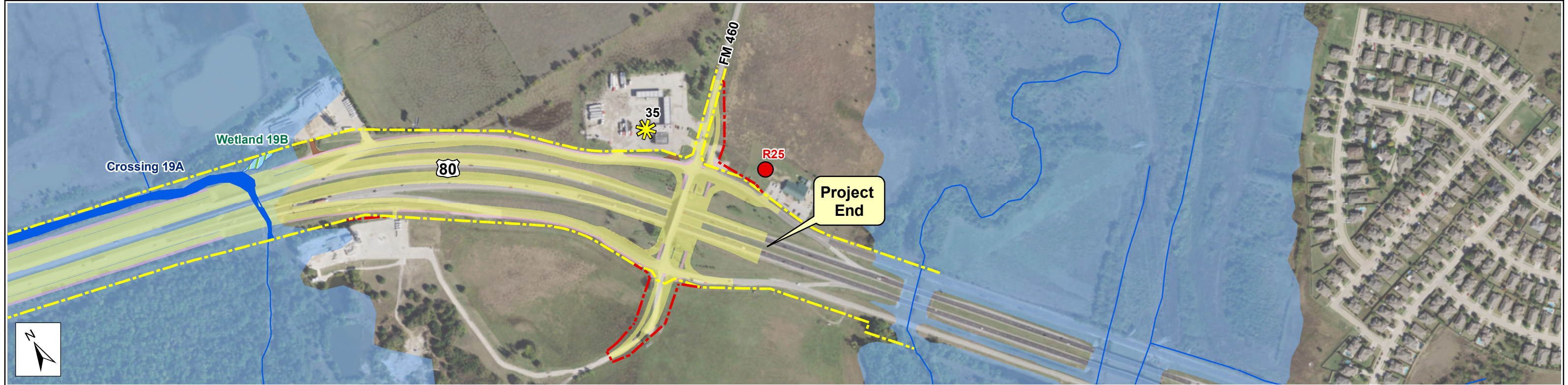
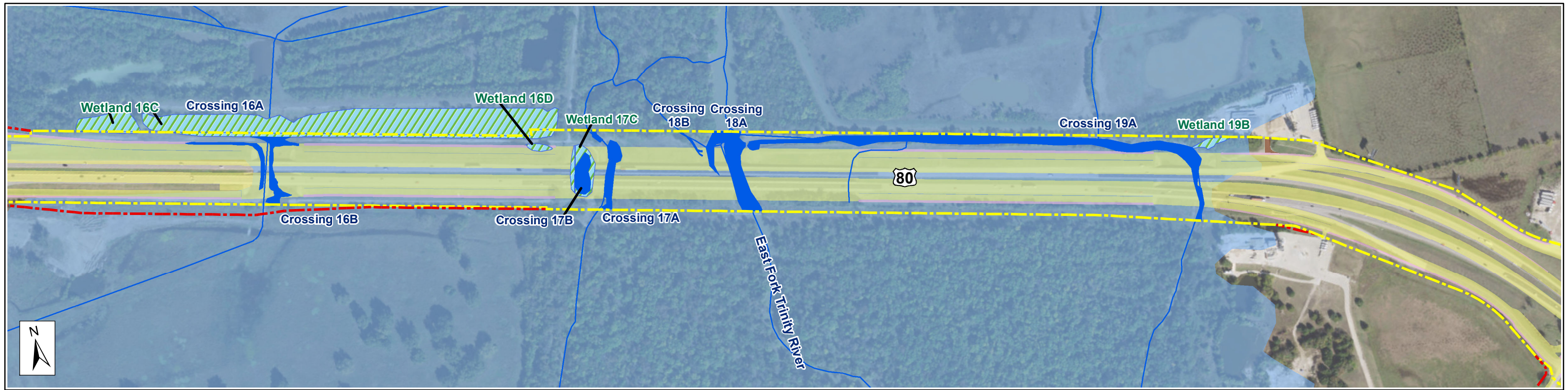


Legend		
Existing ROW	NRHP Eligible Site	Non-Impacted Noise Receiver
Proposed ROW	Impacted Structure	Impacted Noise Receiver
Proposed Drainage Easement	Stream	Noise Receiver Benefitting from a Proposed Noise Barrier
Proposed Pavement	Delineated Water Feature	Hazardous Materials Moderate Environmental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

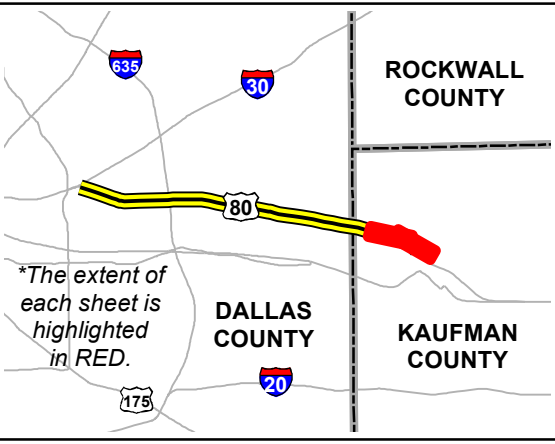
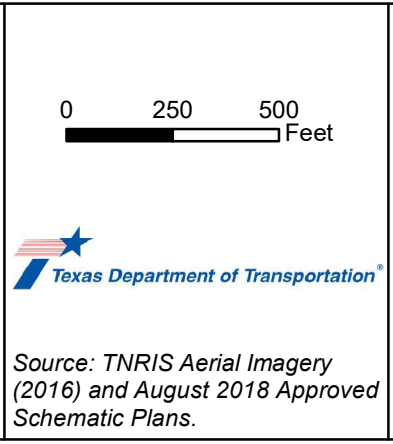


PROJECT RESOURCE MAP
(Sheet 5 of 6)
 US 80
 From IH 30 to FM 460
 CSJs: 0095-10-033, etc.

Environmental Assessment
 Dallas and Kaufman Counties, Texas



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



PROJECT RESOURCE MAP
(Sheet 6 of 6)
 US 80
 From IH 30 to FM 460
 CSJs: 0095-10-033, etc.

Environmental Assessment

Dallas and Kaufman Counties, Texas

Appendix G: Agency Coordination

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

Leslie Mirise

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

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

Hi Leslie,

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

With that being said, thank you for submitting the following project for early coordination: US 80 from IH 30 to East Town Blvd (CSJ:0095-10-033). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment form submitted on July 19, 2018 and in the emails below. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.

According to §2.204(g) of the 2013 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link: http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txndd/submit.phtml

Sincerely,

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

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

Suzanne,

Thank you for your comments.

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

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

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

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

Thank you,

Leslie Mirise

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

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

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

Hi Leslie,

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

Can you provide any additional information on the compensatory mitigation?

Thanks,
Suzanne

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

Cc: John Maresh <John.Maresh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>

Subject: FW: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Suzanne,

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

TPWD Comment #1b: In general, Texas Parks and Wildlife Department (TPWD) staff discourages channelizing or burying streams in culverts because of the loss to fish and wildlife resources and a reduction of stream functions in the overall system. Putting a stream underground further limits access to water for urban wildlife, removes important riparian corridors, and degrades a public aquatic resource. TPWD recommends stream crossings span the channel where possible.

TxDOT Response #1b: In general, it is not current practice to unnecessarily channelize or bury streams. This project proposes culvert extensions and bridge widenings only where existing culverts and bridges exist in order to allow for the widening of the highway and addition of frontage roads. Stream crossings would be spanned where possible, and all culverts and bridges would be designed per TxDOT hydraulic specifications.

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

TxDOT Response #2b: Comment noted. TxDOT culverts would be constructed to TxDOT hydraulic specifications.

TPWD Comment #3b: Regarding impacts calculations, sections of stream that are straightened/channelized leading up to or exiting the crossings should also count as permanent impacts, as would areas where headwalls or riprap are used.

TxDOT Response #3b: Vegetation impact acreages have been calculated from proposed ROW line to proposed ROW line. Impacts to Waters of the U.S. are coordinated with the USACE.

TPWD Comment #4b: The removal of stream sinuosity and floodplain access can increase the flow volume and velocity downstream, potentially causing erosion or flooding in those areas. If the project results in a negative effect on stream stability and/or the quality of aquatic resources in the segment immediately downstream this should constitute a further impact to waters of the U.S. If the project is permitted a monitoring plan should be implemented to assess the stability of stream functions downstream of the site. A decrease in the functionality of the stream attributable to the project should require further mitigation.

TxDOT Response #4b: Comment noted. Mitigation to regulated habitat would be coordinated with the USACE as required. Impacts to TPWD jurisdiction vegetation has been calculated from proposed ROW line to proposed ROW line. All bridges and culverts are designed to TxDOT hydraulic specifications.

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

Aquatic Resource Relocation Plans can be submitted to Greg Conley, TPWD Region 2 KAST at 903-566-2518 or Greg.Conley@tpwd.texas.gov to initiate coordination prior to construction for a Permit to Introduce Fish, Shellfish or Aquatic Plants into Public Waters. An Aquatic Resource Relocation Plan should be completed and approved by the department 30 days prior to dewatering and/or resource relocation and submitted with an application for a no-cost Permit to Introduce Fish, Shellfish, or Aquatic Plants into Public Waters.

TxDOT Response #5b: TxDOT has committed to implementing the Freshwater Mussel BMPs, which includes survey and relocation of state-listed mussel species, the Water Quality BMPs, and the Aquatic Reptile and Amphibian BMPs, as required in the MOU for impacts to aquatic species with suitable habitat within the proposed project area. Please see the Tier 1 Site Assessment Form for the complete list of approved species BMPs that would be implemented as part of the project. The District conducts required mussel habitat assessments and survey/relocation approximately six months (or less) prior to construction. Surveys conducted too early would not be protective of the species. An ARRP would be submitted to the Region 2 KAST at the appropriate time.

TPWD Comment #6b: The TPWD biologist coordinating the Sand, Shell, Gravel and Marl (SSGM) program should be consulted to evaluate activities involving the disturbance or taking of material from the beds or bottoms of State-navigable streambeds and bay bottoms. Tom Heger, 512-389-4583 or tom.heger@tpwd.texas.gov

TxDOT Response #6b: Comment noted. No excavation in streams is planned for this project.

Thank you,

Leslie Mirise

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

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

Sent: Tuesday, September 18, 2018 9:54 AM

To: Leslie Mirise

Cc: John Maresh; Christine Polito; Dan Perge

Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

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

Hi Leslie,

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

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

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

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

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

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

Thanks,
Suzanne

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

Cc: John Maresh <John.Maresh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>

Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Suzanne,

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

Thanks,

Leslie Mirise

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

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

Sent: Wednesday, September 05, 2018 4:47 PM

To: Leslie Mirise

Cc: John Maresh; Christine Polito; Dan Perge

Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

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.

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

Suzanne

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

Sent: Wednesday, September 5, 2018 1:37 PM

To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>

Cc: John Maresh <John.Maresh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>

Subject: RE: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Suzanne,

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

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

Thanks,

Leslie Mirise

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

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

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.

Leslie,

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

Thanks,
Suzanne

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

Suzanne,

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

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

Thanks,

Leslie Mirise

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

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

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

Hi Leslie,

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

Thanks,
Suzanne

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

Suzanne,

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

TPWD comment #1: I noticed that there were a few proposed drainage easements on the schematic. Can you tell more about what the plans are for the drainage easements?

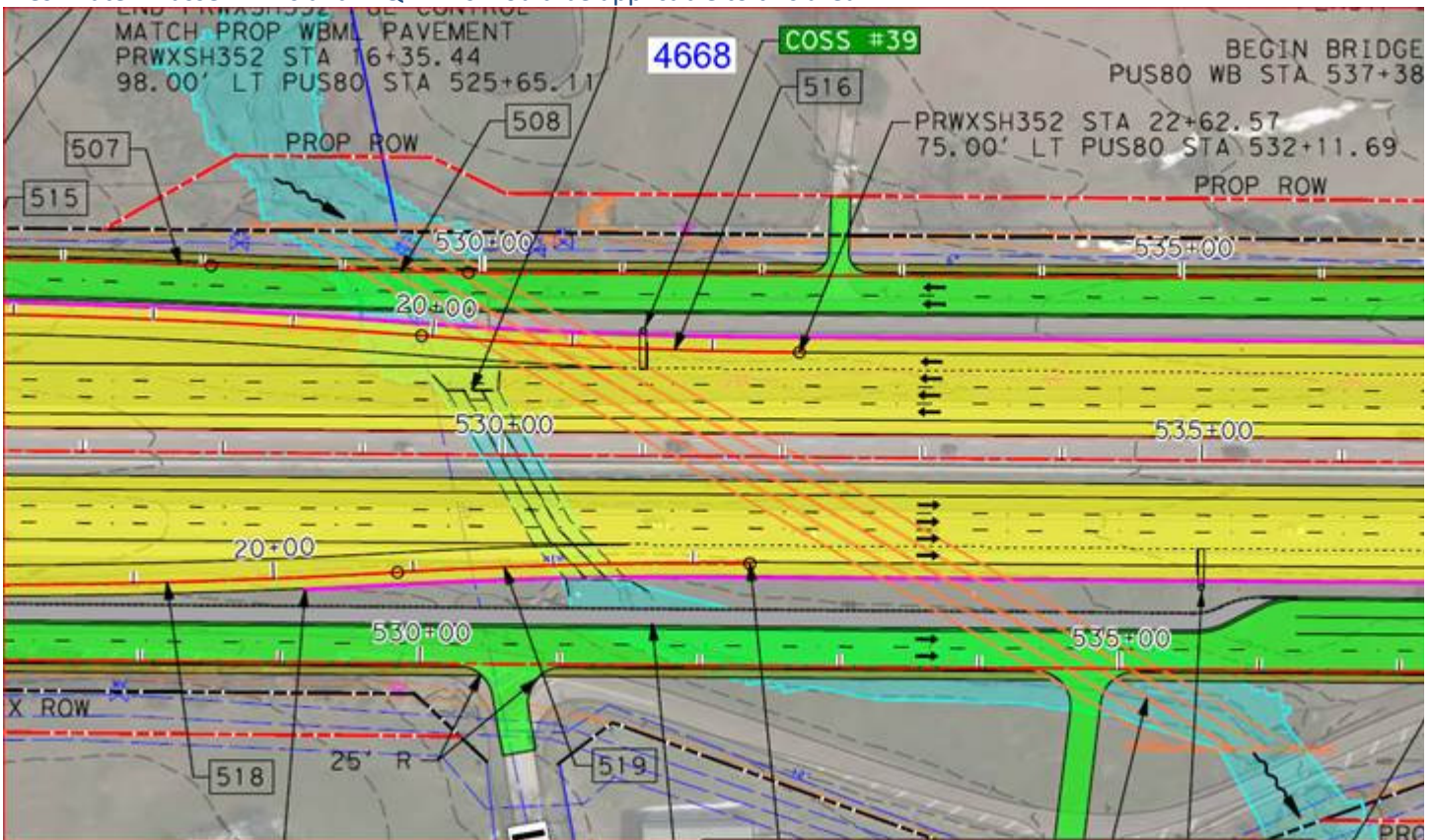
TxDOT response #1: The proposed project would reconstruct the US 80 facility. Drainage crossings (i.e., proposed drainage easement or widened proposed ROW areas) would be enlarged to increase conveyance capacity and culverts

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

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

TPWD comment #2: Can you tell me more about the proposed work at Long Creek?

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



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

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

TPWD comment #4: TPWD recommends the minimization of impacts to riparian vegetation and minimization of invasive plant species introduction.

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

TPWD comment #5: TPWD recommends avoiding the removal of vegetation during the nesting season.

TxDOT response #5: TxDOT includes the following standard language in the project EPIC sheet for MBTA compliance: The Migratory Bird Treaty Act of 1918 states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a Federal permit issued in accordance within the Act's policies or regulations. The contractor would remove all old migratory bird nests from any structure where work would be done from October 1 to February 15. In addition, the contractor would be prepared to prevent migratory birds from building nest(s) between February 15 and October 1. In the event that migratory birds are encountered on-site during project construction, efforts to avoid adverse impacts on protected birds, active nests, eggs, and/or young would be observed.

The following Bird BMPs are included in the project EPIC sheet: 1) Prior to construction, perform daytime surveys for nests including under bridges and in culverts to determine if they are active before removal. Nests that are active should not be disturbed. 2) Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season. 3) Avoid the removal of unoccupied, inactive nests, as practicable. 4) Prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair. 5) Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.

TPWD comment #6: TPWD recommends the specification on bird nest exclusion devices and daily inspection to avoid and minimize birds caught in netting or screening material.

TxDOT response #6: The use of nest exclusion devices would be determined on a case-by-case and as-needed basis at the time of construction. As noted above, EPIC commitments include MBTA compliance language and Bird BMPs.

TPWD comment #7: TPWD recommends the avoidance of driving large equipment in streams.

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

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

Leslie Mirise

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

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

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

Hi Leslie,

I had a couple of questions about the proposed project.

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

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

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

Thanks,
Suzanne

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

Hi Suzanne,

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

Thanks,

Leslie Mirise

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

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

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

Hi Leslie,

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

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

Thank you,

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

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

Suzanne,

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

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

Thanks,

Leslie Mirise

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

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

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

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 40364. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

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

From: Leslie Mirise [<mailto:Leslie.Mirise@txdot.gov>]
Sent: Thursday, July 19, 2018 5:05 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Lani Marshall <Lani.Marshall@txdot.gov>
Subject: CSJ 0095-10-033, etc. US 80 Widening Project - Request for Early Coordination

Hello,

TxDOT requests early coordination for the US 80 Widening Project in Dallas and Kaufman counties, Texas. I have attached the following:

1. The Tier 1 Site Assessment Form, including BMPs to be implemented;
2. The Biological Evaluation Form, for the purpose of reviewing the analyses performed on federally listed species that share state-listing status;
3. Supporting Documents including but not limited to location map, species lists from TPWD and USFWS/IPaC, EMST documentation, and site photos;

- 4. The EMST and Observed Vegetation Excel spreadsheet; and

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

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

Thank you,

Leslie Mirise

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



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



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

.....

A Texas Department of Transportation (TxDOT) message





August 10, 2018

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

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

Dear Mr. Durham,

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

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

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

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

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

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

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

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

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

Thank you for your assistance in this project.

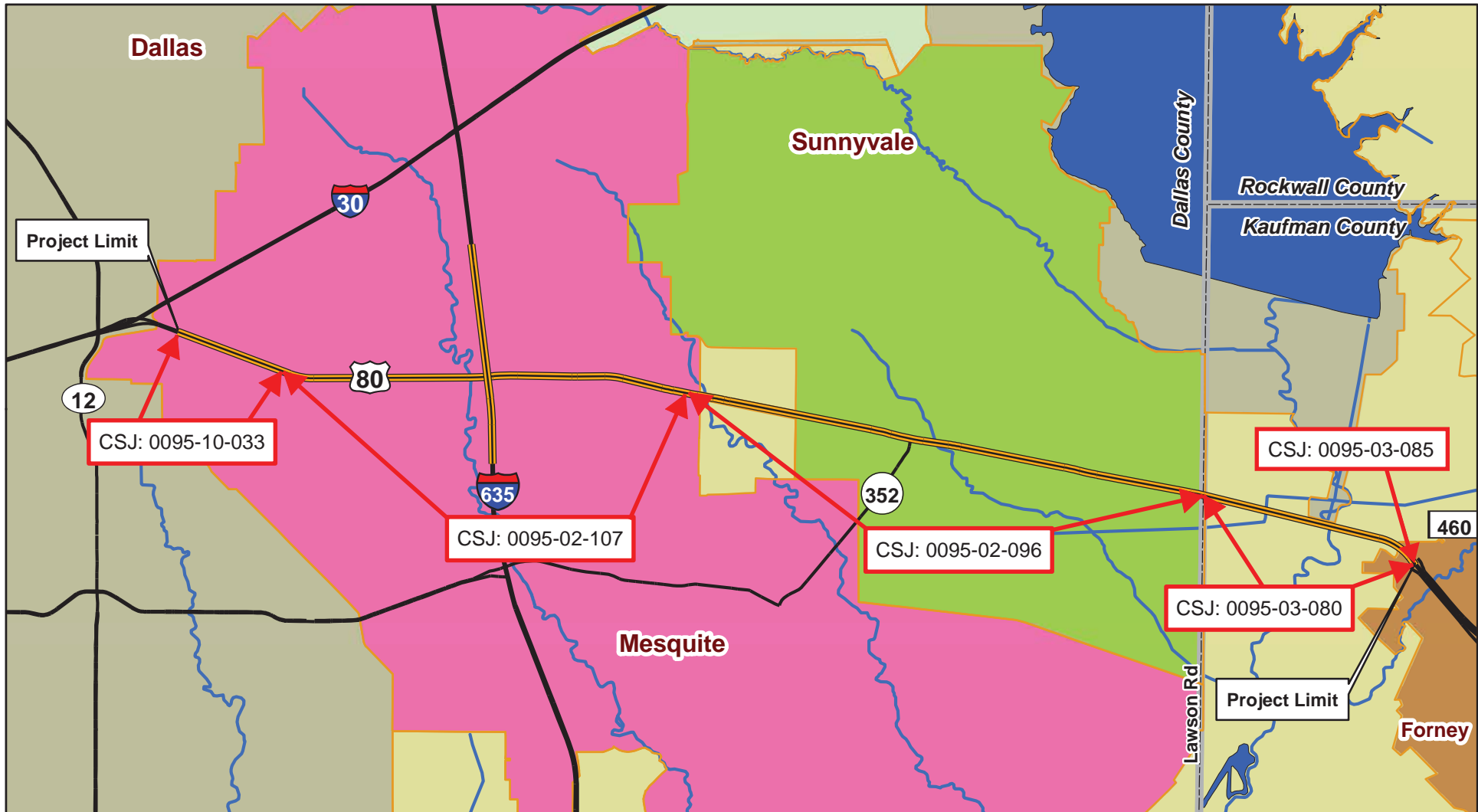
Sincerely,

Mohammed Shaikh








Mohammed Shaikh
Advance Project Development
TxDOT Dallas District

Cc: Jason Estridge
Carolyn Nelson

Enclosure:



Legend

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



Sources: TNRIS and NCTCOG

PROJECT LOCATION/CSJ MAP

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

CHC Coordination

Dallas and Kaufman Counties, Texas



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

August 10, 2018

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

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

Dear Ms. Orr,

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

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

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

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

OUR GOALS

MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

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

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

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

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

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

Thank you for your assistance in this project.

Sincerely,

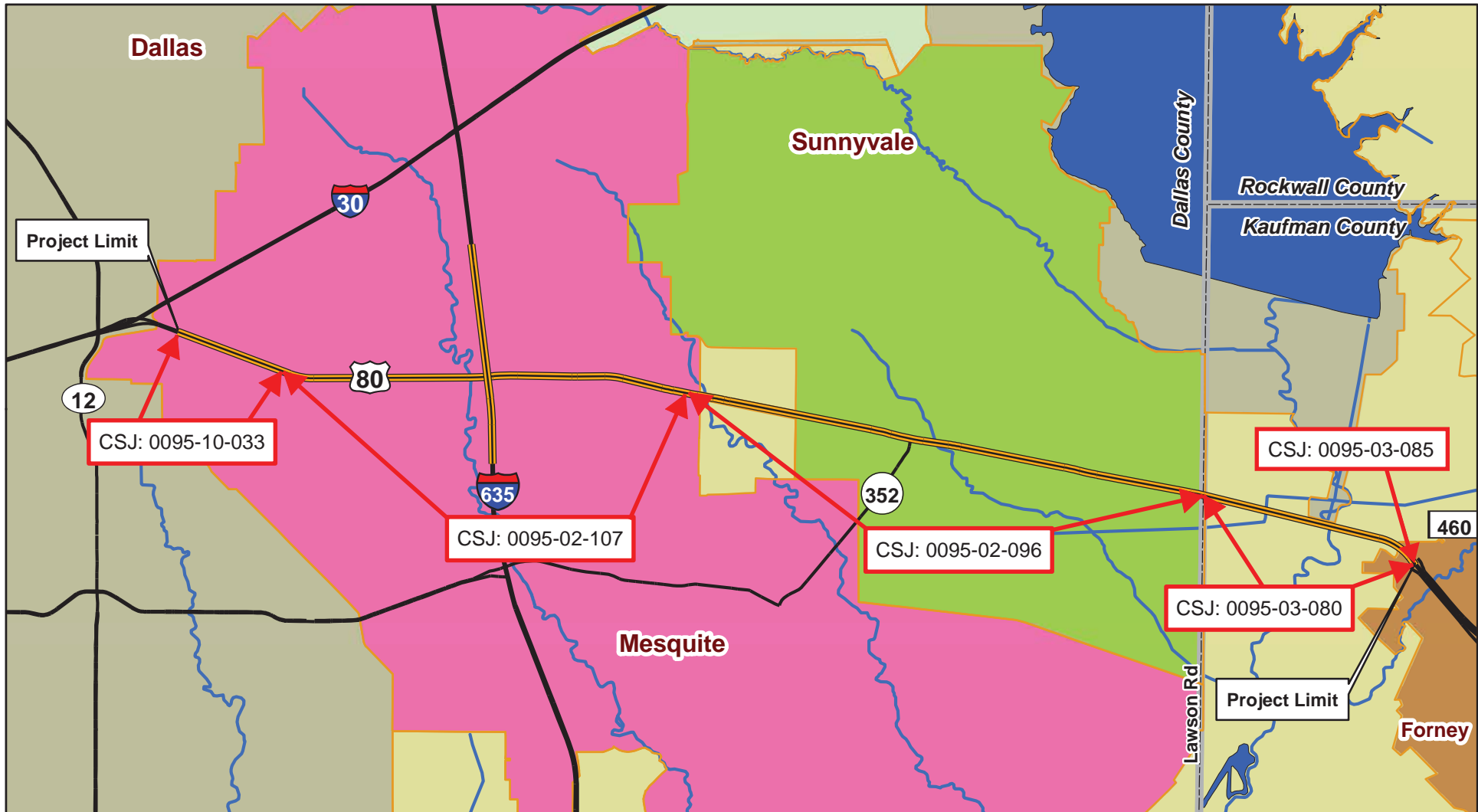
Mohammed Shaikh

Mohammed Shaikh
Advance Project Development
TxDOT Dallas District

Cc: Jason Estridge
Carolyn Nelson

Cc:

Enclosure:



Legend

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



Sources: TNRIS and NCTCOG

PROJECT LOCATION/CSJ MAP

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

CHC Coordination

Dallas and Kaufman Counties, Texas



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

August 14, 2018

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

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

Dear Ms. Corder,

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

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

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

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

OUR GOALS

MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

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

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

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

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

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

Thank you for your assistance in this project.

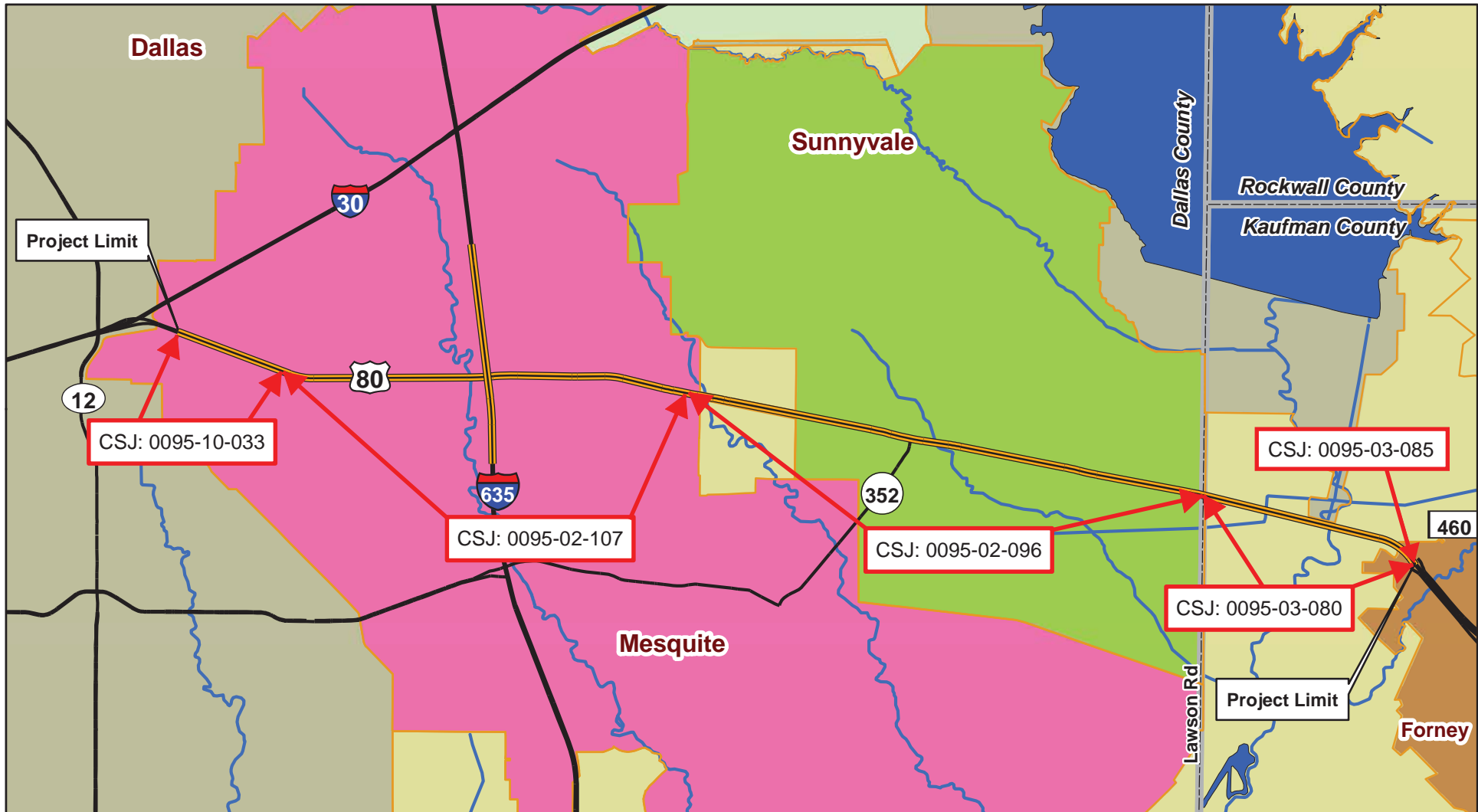
Sincerely,

Mohammed Shaikh

Mohammed Shaikh
Advance Project Development
TxDOT Dallas District

Cc: Jason Estridge
Carolyn Nelson

Enclosure:



Legend

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



Sources: TNRIS and NCTCOG

PROJECT LOCATION/CSJ MAP

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

CHC Coordination

Dallas and Kaufman Counties, Texas



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

September 14, 2018

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

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

Dear Mr. Doty,

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

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

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

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

OUR VALUES: *People • Accountability • Trust • Honesty*

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

An Equal Opportunity Employer

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

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

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

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

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

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

Thank you for your assistance in this project.

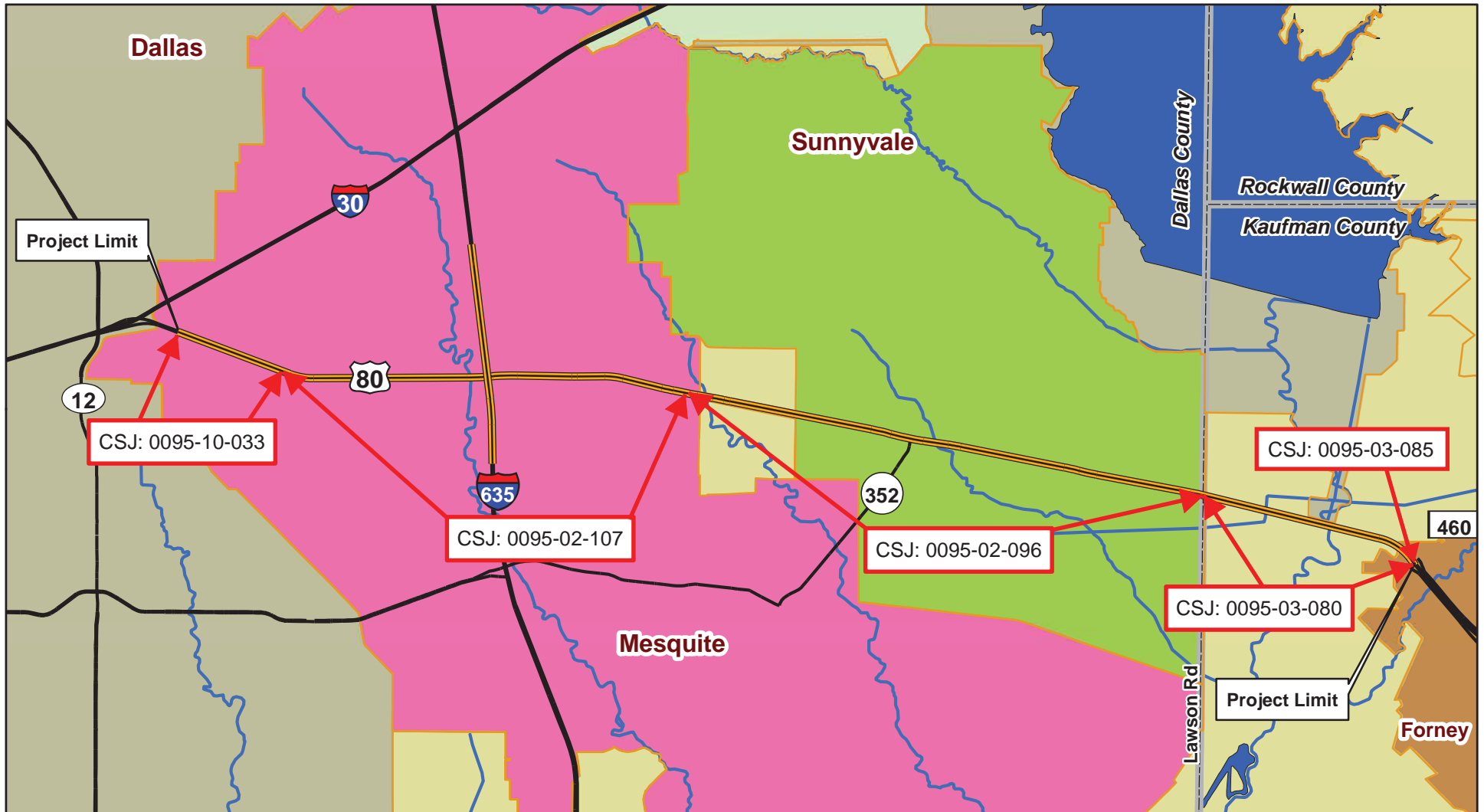
Sincerely,

Mohammed Shaikh








Mohammed Shaikh
Advance Project Development
TxDOT Dallas District

Cc: Jason Estridge, PE
Carolyn Nelson, Architectural Historian

Enclosure:



Legend

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



Sources: TNRIS and NCTCOG

PROJECT LOCATION/CSJ MAP

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

CHC Coordination

Dallas and Kaufman Counties, Texas

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

Pam Corder

469-719-9001
CHC Chairperson

8/14/18

Date:

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

Comments:

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

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

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

Charlene Orr

Aug. 22, 2018

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

Date:

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

Comments:

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

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

Please alert both Dallas and Kaufman County historical commissions.

Thank you
Charlene Orr

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

Mohammed Shaikh

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

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.

Mr. Shaikh,

No comment from the City of Dallas.

Thank you!
Mark



Mark Doty

Chief Planner – Historic Preservation

City of Dallas | www.dallascityhall.com

Sustainable Development and

Construction Department

1500 Marilla Street 5BN

Dallas, TX 75201

O: 214 671 9260 |

mark.doty@dallascityhall.com



From: Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>

Sent: Friday, September 14, 2018 12:17 PM

To: Doty, Mark <mark.doty@dallascityhall.com>

Cc: Dan Perge <Dan.Perge@txdot.gov>; Jason Estridge <Jason.Estridge@txdot.gov>; Carolyn Nelson <Carolyn.Nelson@txdot.gov>; Jaynes, Rich <rJaynes@Halff.com>

Subject: NATIONAL HISTORIC PRESERVATION ACT REVIEW: US 80 Project, Interstate Highway (IH) 30 to Farm-to-Market Road (FM) 460

Dear Mr. Doty,

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

TxDOT Dallas District is proposing to reconstruct and widen the US 80 facility and reconstruct frontage roads, ramps, and bridge structures in Dallas and Kaufman Counties, Texas.^[1]The proposed project would generally follow the existing

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

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

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

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- TxDOT Dallas District Offices at 4777 East US Hwy 80
- Historical Marker #13467 for Long Creek Cemetery at 500 Long Creek Road
- Residential properties at Watha Road and US 80 (Atlas number 3001001288) and

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

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

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

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

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

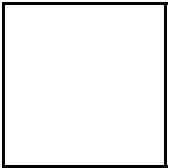
Direct HPO responses and questions to Mohammed Shaikh, Environmental Specialist, at (214) 320-6148 (e-mail: mohammed.shaikh@txdot.gov). When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to Texas Department of Transportation—Dallas District Office,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

Thank you for your assistance in this project.

Sincerely,

Mohammed Shaikh

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



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

Scott Pletka

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

Sec. 106 Consultation

APRIL 17, 2019

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

Summary:

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

Contacts:

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



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

April 17, 2019

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

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

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

The purpose of this letter is to contact you in order to consult with your Tribe pursuant to stipulations of the Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU). The project is located in an area that is of interest to your Tribe.

Undertaking Description

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

Area of Potential Effects

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

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

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- End latitude: +32.79277103 End longitude: -96.65389598

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

Identification Efforts

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

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

Findings and Recommendations

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

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

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April 17, 2019

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

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

Thank you for your attention to this matter. If you have questions, please contact Laura Cruzada at 512/416-2638 (email: Laura.Cruzada@txdot.gov). When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Sincerely,



Scott Pletka, Deputy Section Director
Environmental Affairs Division

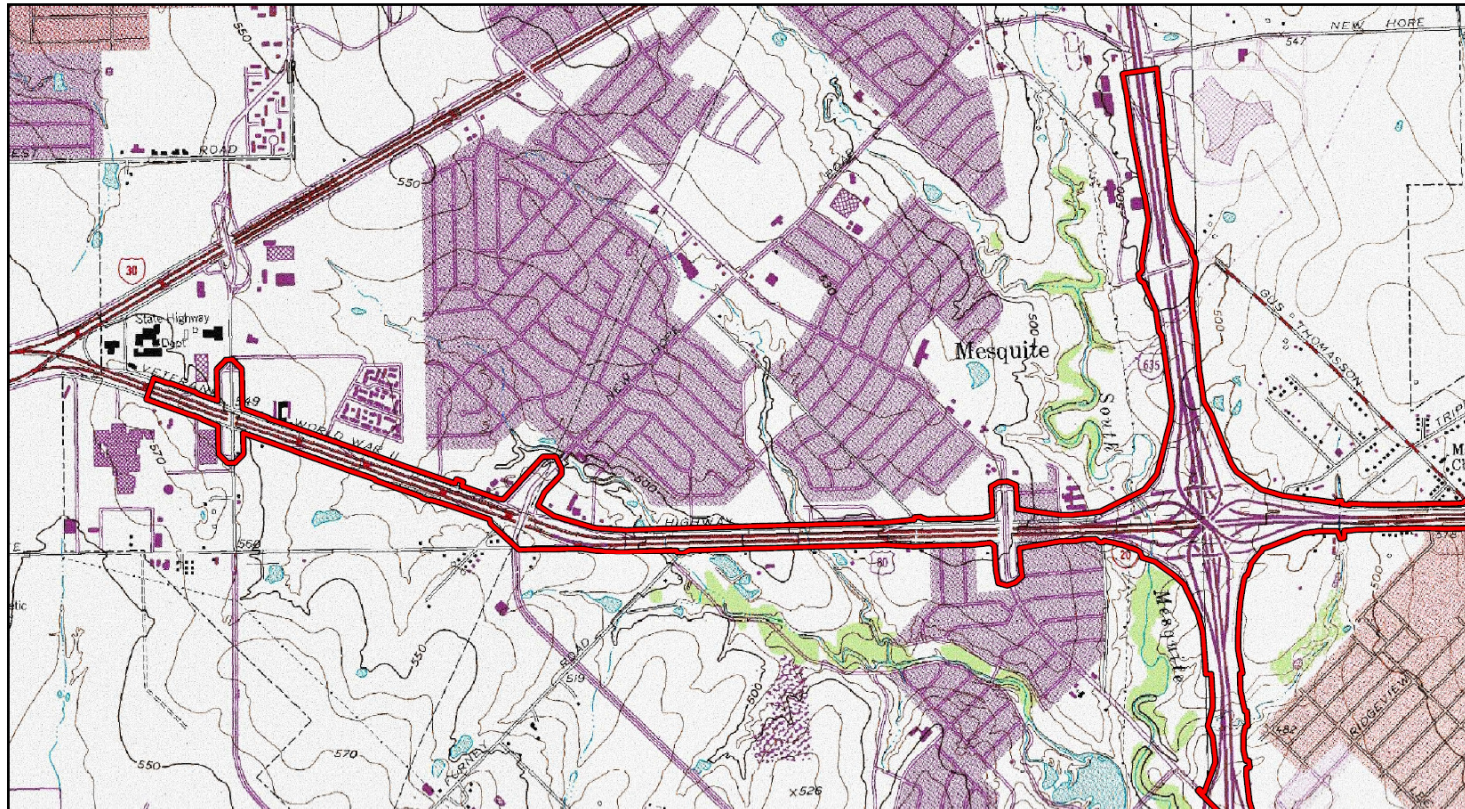
Concurrence by:

Date:

Enclosure

cc w/ enclosure: ENV-ARCH ECOS

Exhibit A-1 – Project Location Map



Legend
[Red Outline] Area of Potential Effects



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

**Area of Potential Effects on
USGS Topographical Map**
Page 1 of 4

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

Cultural Resources Technical Report
Dallas and Kaufman Counties, Texas

Exhibit A-2 – Project Location Map

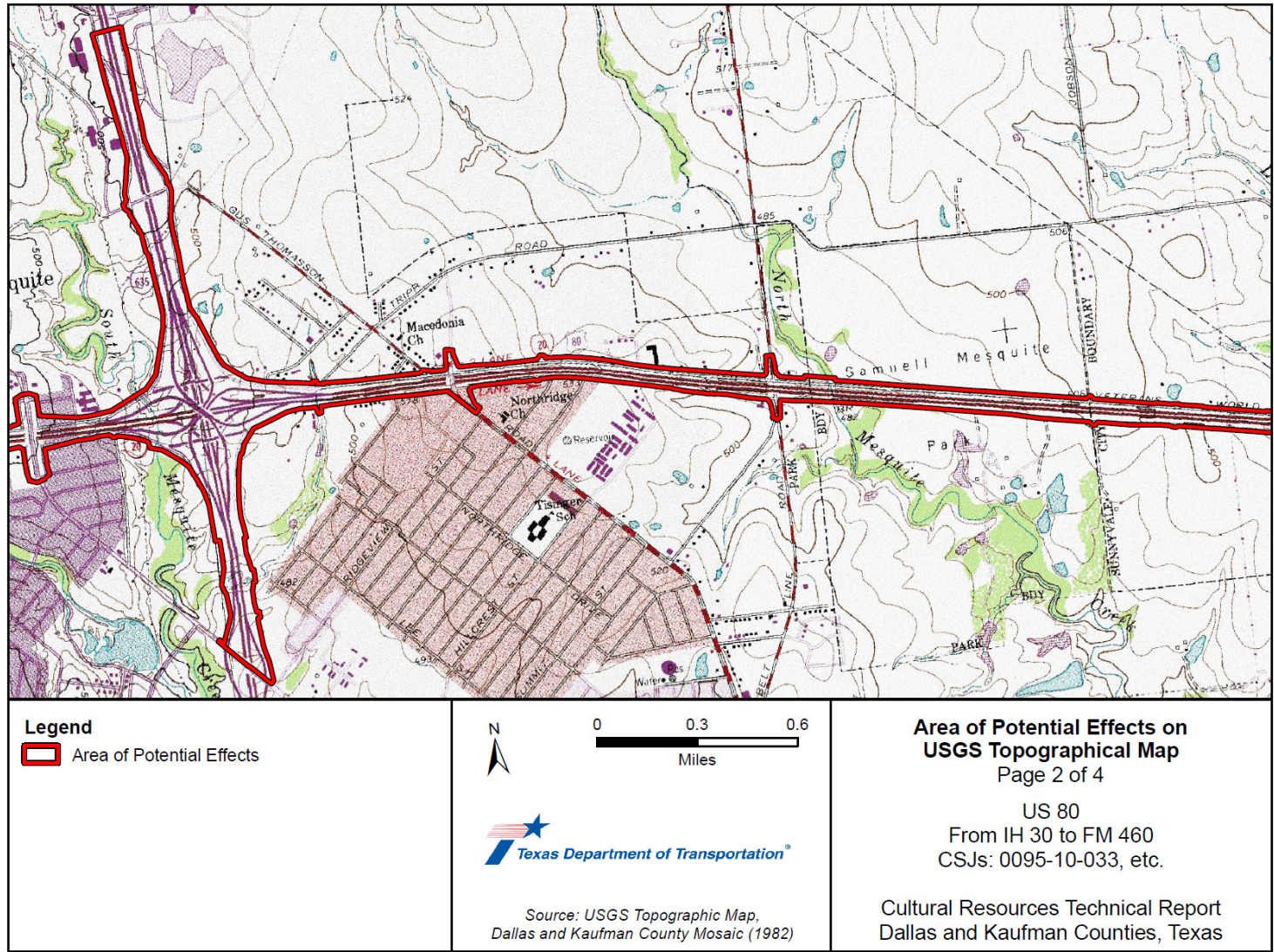


Exhibit A-3 – Project Location Map

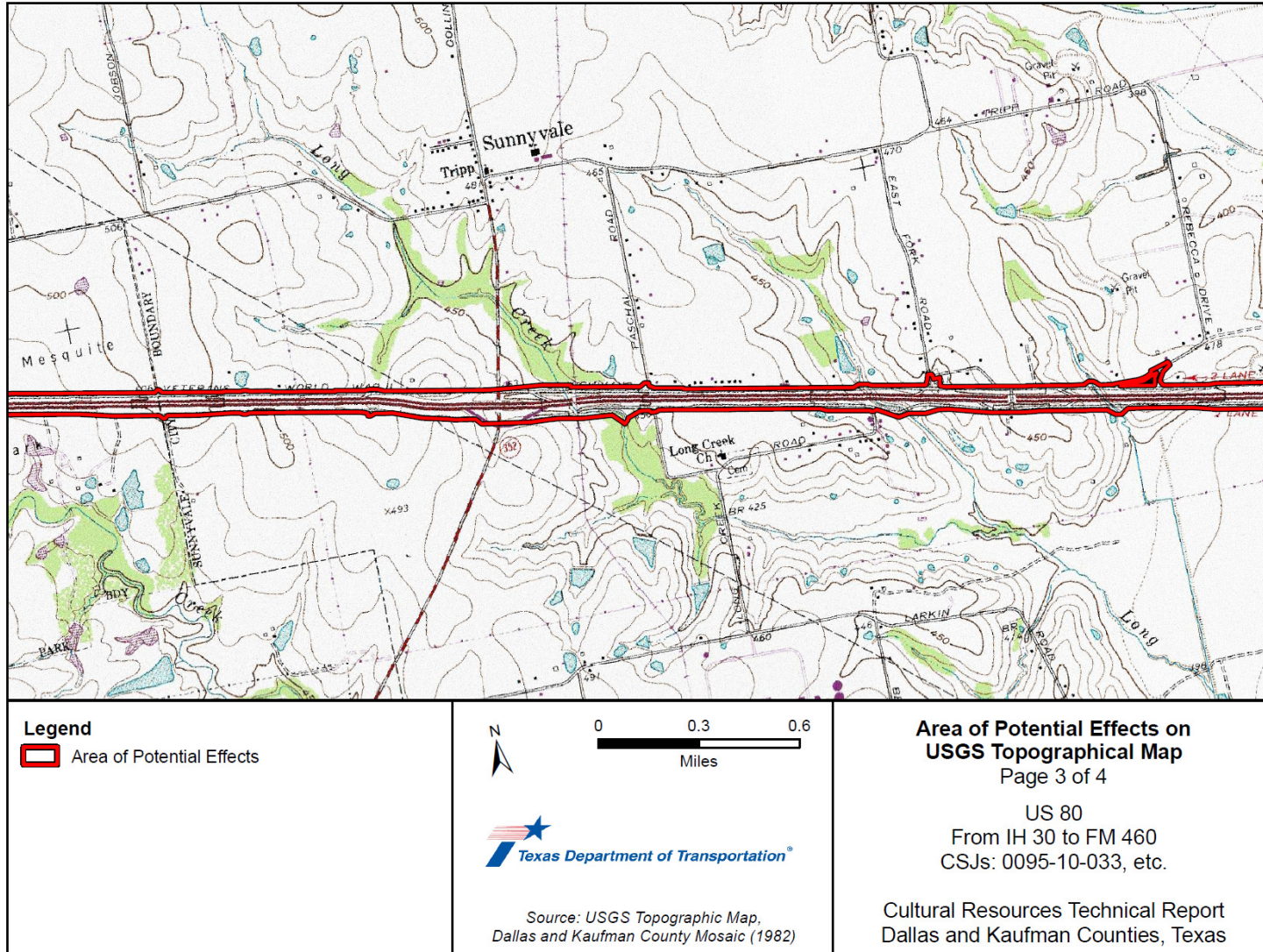


Exhibit A-4 – Project Location Map

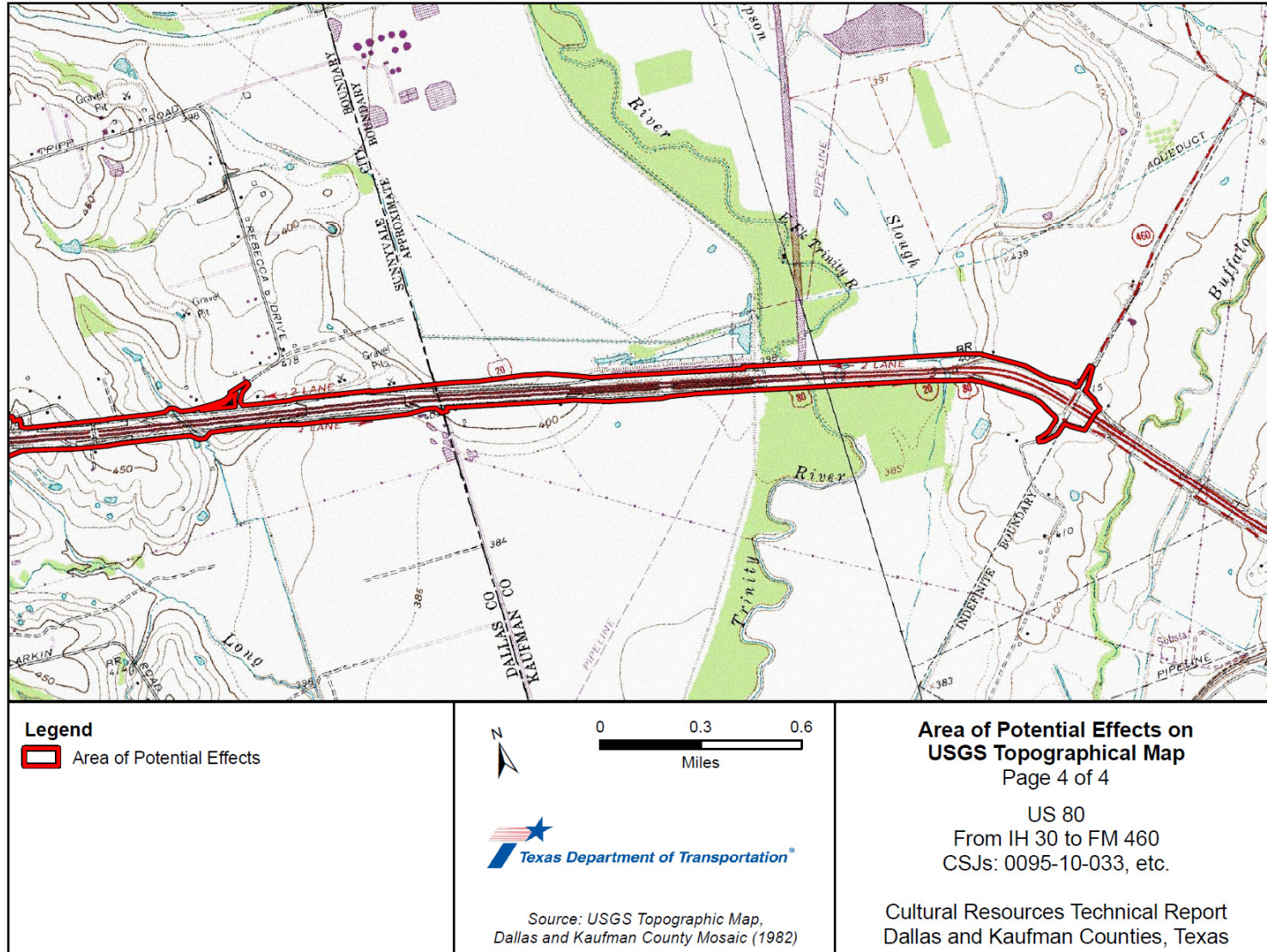
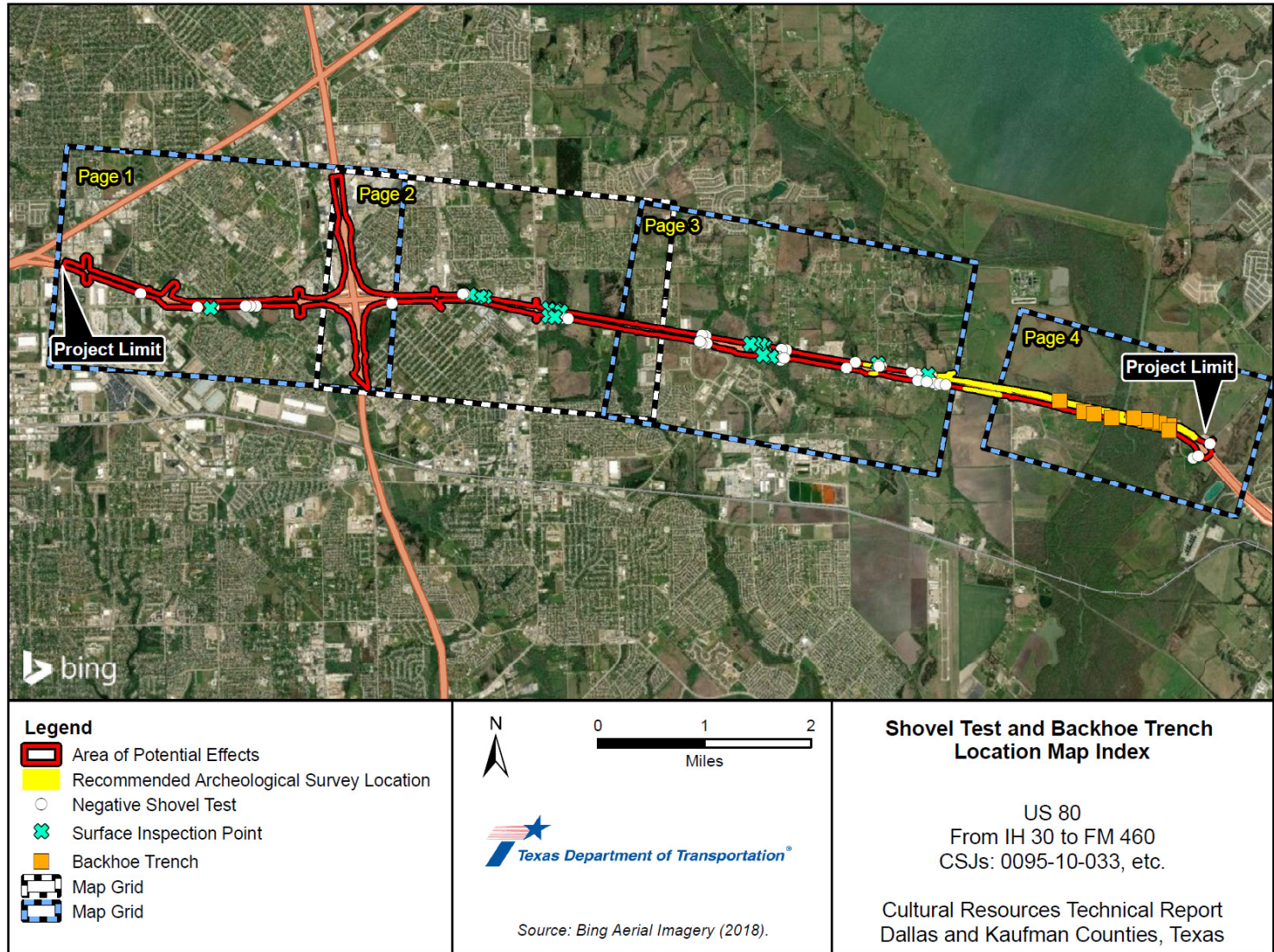


Exhibit B - Shovel Test Pit and Backhoe Trench Distribution Overview



April 24, 2019

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

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

Dear Ms. Mercado-Allinger:

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

Undertaking Description

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

Area of Potential Effects

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

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

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24.1 acres. In addition, two acres of permanent easements would be required at various locations along the project corridor.

- The estimated depth of impacts is typically 15 feet with a maximum depth of impacts of 30 feet for drainage improvements.

Identification Efforts

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

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

Findings and Recommendations

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

1. No archeological historic properties (36 CFR Part 800.16(1) or State Antiquities Landmarks (13 TAC 26.12) are present within the project APE.
2. Since the survey was conducted under an individual THC Antiquities Permit, we are forwarding the draft for your review and processing in partial fulfillment of THC Antiquities Permit No. 8530. TxDOT finds the report acceptable as a draft and pending any final report review comments from your office, we request your concurrence that the report may proceed toward production.

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

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Sincerely,



Scott Pletka
Archeological Studies Branch
Environmental Affairs Division

Cc w/o attachments: ECOS Scan

Concurrence By:	
	4/26/19
for: Mark Wolfe, Executive Director and SHPO Texas Historical Commission	Date

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

DRAFT REPORT ACCEPTABLE	
by	<i>William D. Howard</i>
for	Mark Wolfe
	Executive Director, THC
Date	<i>4/26/19</i>
Track#	



Archeological Survey Report

US 80 Project, Dallas District

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

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

Antiquities Permit No. 8530

Dallas and Kaufman Counties, Texas

April 2019

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

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



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

May 1, 2019

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

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

Justin Kockritz
History Programs
Texas Historical Commission
Austin, Texas 78711

Mr. Kockritz:

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

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

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

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

I apologize for this oversight.

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

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

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

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

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

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

Sincerely,

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

cc: Christine Polito, Dallas District; ECOS

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

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

ADVERSE EFFECTS to Historic Properties:
Resource #2

NAME: DATE: 5/31/2019
for Mark Wolfe, State Historic Preservation Officer

NO COMMENTS ON SECTION 4(F) PROGRAMMATIC DETERMINATION

NAME: DATE: 5/31/2019
for Mark Wolfe, State Historic Preservation Officer

Appendix H: Section 4(f) Documentation

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

March 28, 2017 Public Meeting Comment and Response Matrix

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

March 28, 2017 Public Meeting Comment and Response Matrix

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

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>Driveway Grades To achieve satisfactory driveway profiles, some of the significant factors to be considered are:</p> <ol style="list-style-type: none"> 1. Abrupt grade changes, which cause vehicles entering and exiting driveways to move at extremely slow speeds can create: <ul style="list-style-type: none"> • The possibility of rear end collisions for vehicles entering the driveway • The need for large traffic gaps that may be unavailable or infrequent, causing drivers to accept inadequate gaps. 2. Where sidewalks are present, or in developing areas where pedestrians may be expected now or in the future, slower turning speeds may be beneficial and special design requirements apply. See section 6 for more information 3. The comfort of vehicle occupants and potential vehicle damage, (i.e., prevent the dragging of center or overhanging portion of passenger vehicles). 4. Grades must be compatible with the site requirement for sight distance and drainage, to prevent excessive drainage runoff from entering the roadway or adjacent property. <p>Because of a large combination of slopes, tangent lengths, and vertical curves will provide satisfactory driveway profiles, some generalization should be considered relative.</p> <p>Please correct me if this Section 4 has changed but I wanted to inform you that since those improvements to the road were made, vehicles have always had difficulty entering the property from the road. For your reference two properties in particular have very poor access and traffic in and out of the property has resulted in the erosion of the shoulder along with standing water in the driveway. I can provide images if needed, but if you are surveying or doing a “drive by” the addresses are 307 & 309 East Hwy 80 West. At these locations we have two contractors who use these lots to operate their businesses. The names of these businesses are Texas General Mechanical</p>	<p>The reconstructed frontage road at this location would be a concrete roadway with curb and gutter drainage and driveway connections at appropriate locations. Driveways would be reconstructed onto the adjacent owners’ properties such that they tie in to the existing driveway pavement. Drainage is considered in the design and construction of the road. Drainage would be directed to the curb and gutter system to prevent any ponding or standing water on adjacent property.</p>

March 28, 2017 Public Meeting Comment and Response Matrix

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

March 28, 2017 Public Meeting Comment and Response Matrix

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

US 80/IH 635 Reconstruction Project

FY 2019 BUILD Grant Application

Attachment 5 – Letters of Support



North Central Texas
Council of Governments



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

July 11, 2019

The Honorable Elaine L. Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to convey our support for the United States Department of Transportation 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the **State Highway (SH) 114 Frontage Road Gap Project**.

SH 114 is a vital transportation corridor sustaining the local, regional, and State economy. Within North Texas, the corridor also serves as a principal route for local commuters and provides access to several key highways and other major transportation and economic facilities, such as Dallas Fort Worth (DFW) International Airport, AllianceTexas, and Texas Motor Speedway. This project involves a two-mile segment of SH 114 located in far northern Tarrant County where the current lack of continuous frontage roads creates substantial complications for traffic safety, incident management, congestion, access, and circulation. The system gap results in all traffic using nearby commercial destinations to exit at either Farm-to-Market Road (FM) 1938, Kirkwood/Solana Boulevard, or Dove Road; all low-capacity local streets are then used to complete these trips.


The proposed project would eliminate the existing gap by constructing two- and three-lane continuous frontage roads in each direction between FM 1938 and Dove Road. This additional capacity will preserve SH 114 corridor's long-term viability for increased passenger vehicle trips and freight movements through northern Tarrant County, an emerging employment and entertainment center adjoining the communities of Southlake, Trophy Club, and Westlake. Other improvements will benefit safety, efficiency, and connectivity, including the reconfiguration of entrance/exit ramps, general purpose lane and frontage road auxiliary lanes between ramps, and the completion of Texas U-turns at the Kirkwood/Solana Boulevard and Dove Road intersections. Multimodal and context-sensitive features will include sidewalks and a wide outside lane to accommodate the shared use of vehicles and bicycles along the frontage roads. The elements described above will enhance the area's accessibility and attractiveness for development compatible with the region's economic growth.

July 11, 2019

The improvements for this section of SH 114 are included in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. This project is already included in the 2019-2022 Transportation Improvement Program for North Central Texas. If the project is successful in receiving funds, the RTC will support its modification in the 2019-2022 Transportation Improvement Program.

Again, the RTC fully supports the 2019 BUILD Discretionary Grant application submitted by NCTCOG for the SH 114 Frontage Road Gap Project. Thank you for your time and consideration for this project. If you have any questions, please contact please contact Michael Morris, P.E. Director of Transportation for NCTCOG, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Andy Eads, Chair
Regional Transportation Council
County Judge, Denton County

KR:al

cc: Michael Morris, P.E., Director of Transportation, NCTCOG

United States Senate

WASHINGTON, DC 20510-4305

July 15, 2019

The Honorable Elaine Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

I am writing to express my support for the Better Utilizing Investments to Leverage Development application for the U.S. Highway 80 (U.S. 80) project submitted to Department of Transportation by the North Central Texas Council of Governments (NCTCOG).

As you and your staff review the proposal, I trust you will give full consideration to the many strengths of this application. U.S. 80 is a vital transportation corridor sustaining the local, regional, and state economies. Within North Texas, the corridor also serves as a principal route for local commuters, providing access to several key highways and large economic generators within fast-growing communities located near the Dallas Central Business District and routes to East Texas. Currently, multiple segments of U.S. 80 are in need of significant improvements to address safety, mobility, and accessibility. This grant, if awarded, would enable NCTCOG fully reconstruct various segments of U.S. 80 to improve multimodal connectivity and infrastructure conditions. The improvements are essential in preserving the U.S. 80 corridor's long-term viability to accommodate increased trips for both passenger vehicles and freight movements between Dallas and East Texas.

I would appreciate your efforts to ensure that I am kept informed of the progress of this application. Please contact Andrea McGee (Andrea_McGee@cornyn.senate.gov), my Grants Coordinator, with any developments regarding this proposal as soon as they are available.

Thank you for your assistance and consideration.

Sincerely,



JOHN CORNYN
United States Senator



COMMISSIONER DR. THERESA M. DANIEL
ROAD & BRIDGE DISTRICT 1

July 11, 2019

The Honorable Elaine L. Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

Dallas County, District 1 is pleased to support the United States Department of Transportation 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the US Highway (US) 80 Reconstruction Project in the City of Mesquite.

US 80 is in my District but it also serves as a vital transportation corridor supporting the local, regional, and state economy. Within North Texas, the corridor also serves as a principal route for local commuters, providing access to several key highways and large economic generators within fast-growing communities located near the Dallas Central Business District and routes to East Texas. This project involves the full reconstruction of general purpose lanes, interchanges, frontage roads, and other supporting infrastructure for the US 80 segment between Interstate Highway (IH) 635 and Belt Line Road.

It also supports the full reconstruction of the IH 635 segment between Town East Boulevard and Gross Road, including all direct connector ramps, general purpose lanes, and frontage road movements at the IH 635/US 80 interchange. The proposed project addresses short- and long-term safety, mobility, accessibility, and state of good repair needs for an area of US 80 and IH 635 which has suffered for decades due to insufficient capacity, lack of multimodal connectivity, poor infrastructure conditions, and inadequate or obsolete geometric characteristics. The planned improvements are essential in preserving the US 80 corridor's long-term viability to accommodate increased trips for passenger vehicles, commercial vehicles and freight movements between Dallas and East Texas. These improvements are envisioned as a catalyst for long-planned redevelopment opportunities and quality of life enhancements, furthering the area as an attractive economic asset for the region. The identified improvements for the affected sections of US 80 and IH 635 are included in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

Again, I fully support the 2019 BUILD Discretionary Grant application submitted by NCTCOG for the US 80 Reconstruction Project. Thank you for your time and consideration for this project, and if you have any questions, please don't hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Dr. Theresa M. Daniel".

Dr. Theresa M. Daniel
Dallas County Commissioner
District 1



July 8, 2019

DALLAS COUNTY JUDGE CLAY LEWIS JENKINS

The Honorable Elaine L. Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

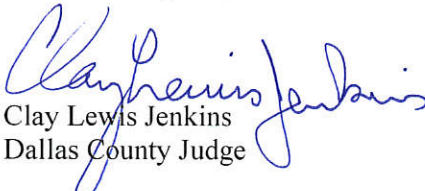
Dallas County Judge Clay Jenkins is pleased to support the United States Department of Transportation 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the US Highway (US) 80 Reconstruction Project in the City of Mesquite.

US 80 is a vital transportation corridor sustaining the local, regional, and State economy. Within North Texas, the corridor also serves as a principal route for local commuters, providing access to several key highways and large economic generators within fast-growing communities located near the Dallas Central Business District and routes to East Texas. This project involves the full reconstruction of general purpose lanes, interchanges, frontage roads, and other supporting infrastructure for the US 80 segment between Interstate Highway (IH) 635 and Belt Line Road. It also supports the full reconstruction of the IH 635 segment between Town East Boulevard and Gross Road, including all direct connector ramps, general purpose lanes, and frontage road movements at the IH 635/US 80 interchange.

The proposed project addresses short- and long-term safety, mobility, accessibility, and state of good repair needs for an area of US 80 and IH 635 which has suffered for decades due to insufficient capacity, lack of multimodal connectivity, poor infrastructure conditions, and inadequate or obsolete geometric characteristics. The planned improvements are essential in preserving the US 80 corridor's long-term viability to accommodate increased trips for both passenger vehicles and freight movements between Dallas and East Texas. These improvements are envisioned as a catalyst for long-planned redevelopment opportunities and quality of life enhancements, positioning the area as an attractive economic asset for the region. The identified improvements for the affected sections of US 80 and IH 635 are included in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

Again, Clay Jenkins, Dallas County Judge, fully supports the 2019 BUILD Discretionary Grant application submitted by NCTCOG for the US 80 Reconstruction Project. We greatly appreciate your time and consideration for this project, and if you have any questions, please contact my office at 214-653-6584 or contact me on my cell phone at 214-729-6578.

With Best Regards,


Clay Lewis Jenkins
Dallas County Judge

Dallas County Administration Building
clay.jenkins@dallascounty.org
Dallas, TX 75202

411 Elm Street

(214) 653-7949

Congress of the United States
House of Representatives
Washington, DC 20515-4305

7/10/2019

The Honorable Elaine L. Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

I am writing this letter in support of the United States Department of Transportation 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the US Highway (US) 80 Reconstruction Project in the City of Mesquite.

US 80 is a vital transportation corridor sustaining the local, regional, and state economy. Within North Texas, US 80 serves as a principal route for local commuters, providing access to several key highways and large economic generators within fast-growing communities located near the Dallas Central Business District and routes to East Texas. This project involves the full reconstruction of general-purpose lanes, interchanges, frontage roads, and other supporting infrastructure for the US 80 segment between Interstate Highway (IH) 635 and Belt Line Road. It also supports the full reconstruction of the IH 635 segment between Town East Boulevard and Gross Road, including all direct connector ramps, general purpose lanes, and frontage road movements at the IH 635/US 80 interchange.

The proposed project addresses short- and long-term safety, mobility, accessibility, and repair needs for an area of US 80 and IH 635. These areas have suffered for decades due to insufficient capacity and poor infrastructure conditions. These improvements are envisioned as a catalyst for long-planned redevelopment opportunities which will create quality of life enhancements by positioning the area as an attractive economic asset for the region. The identified improvements for the affected sections of US 80 and IH 635 are included in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

I request that you give the application submitted by the NCTCOG your full consideration, consistent with your existing guidelines and policies. If I can be of further assistance, please do not hesitate to contact me or my staff by phone at 202.225.3484, or by email at Tristan.Walters2@mail.house.gov.

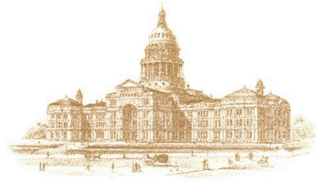
Sincerely,



Lance Gooden

Capitol Office:
P.O. Box 12068
Austin, Texas 78711
Phone: (512) 463-0102
Fax: (512) 463-7202

Canton Office:
17585 State Highway 19, Suite 200
Canton, Texas 75103
Phone: (903) 567-0531
Fax: (903) 567-0533



SENATOR BOB HALL
DISTRICT 2

Rockwall Office:
Alliance Building #2
6537 Horizon Road, Suite B-1
Rockwall, Texas 75032
Phone: (972) 722-3131
Fax: (972) 722-3132

Greenville Office:
2816 Lee Street, Suite A
Greenville, Texas 75401
Phone: (903) 454-2880
Fax: (903) 454-2885

July 11, 2019

The Honorable Elaine L. Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

I am pleased to support the United States Department of Transportation 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant application submitted by the North Central Texas Council of Governments (NCTCOG). This grant application is for the US Highway (US) 80 Reconstruction Project in the City of Mesquite to better support all levels of travel and commerce.

US 80 is a vital transportation corridor sustaining the local, regional, and State economy. Within North Texas, the corridor also serves as a principal route for local commuters, providing access to several key highways and large economic generators within fast-growing communities located near the Dallas Central Business District and routes to East Texas.

This project involves the full reconstruction of general purpose lanes, interchanges, frontage roads, and other supporting infrastructure for the US 80 segment between Interstate Highway (IH) 635 and Belt Line Road. It also supports the full reconstruction of the IH 635 segment between Town East Boulevard and Gross Road, including all direct connector ramps, general purpose lanes, and frontage road movements at the IH 635/US 80 interchange.

The proposed project addresses short- and long-term safety, mobility, accessibility, and state of good repair needs for an area of US 80 and IH 635 which has suffered for decades due to insufficient capacity, lack of multimodal connectivity, poor infrastructure conditions, and inadequate or obsolete geometric characteristics. The planned improvements are essential in preserving the US 80 corridor's long-term viability.

These improvements are envisioned as a catalyst for long-planned redevelopment opportunities and quality of life enhancements, positioning the area as an attractive economic asset for the region. The identified improvements for the affected sections of US 80 and IH 635 are included in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

Again, I fully support the 2019 BUILD Discretionary Grant application submitted by NCTCOG for the US 80 Reconstruction Project. I'd greatly appreciate your consideration for this project.

Sincerely,


Senator Bob Hall



Senate Committees:
Agriculture Chair, Veteran Affairs & Border Security Vice-Chair
Education, Nominations, State Affairs



Stan Pickett
Mayor

Tandy Boroughs
Mayor Pro Tem

Robert Miklos
Deputy Mayor
Pro Tem

Jeff Casper
Councilmember

Bruce Archer
Councilmember

Daniel Aleman, Jr.
Councilmember

Greg Noschese
Councilmember

Cliff Keheley
City Manager

July 12, 2019

The Honorable Elaine L. Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

The City of Mesquite is pleased to support the United States Department of Transportation 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the US Highway (US) 80 Reconstruction Project in the City of Mesquite. The Mesquite City Council approved Resolution No. 48-2019 at its July 1, 2019, meeting in support of the Texas Department of Transportation's proposed improvements to US 80.

US 80 is a vital transportation corridor sustaining the local, regional, and State economy. Within North Texas, the corridor also serves as a principal route for local commuters, providing access to several key highways and large economic generators within fast-growing communities located near the Dallas Central Business District and routes to East Texas. This project involves the full reconstruction of general purpose lanes, interchanges, frontage roads and other supporting infrastructure for the US 80 segment between Interstate Highway (IH) 635 and Belt Line Road. It also supports the full reconstruction of the IH 635 segment between Town East Boulevard and Gross Road, including all direct connector ramps, general purpose lanes and frontage road movements at the IH 635/US 80 interchange.


The proposed project addresses short- and long-term safety, mobility, accessibility and state of good repair needs for an area of US 80 and IH 635 which has suffered for decades due to insufficient capacity, lack of multimodal connectivity, poor infrastructure conditions and inadequate or obsolete geometric characteristics. The planned improvements are

Honorable Elaine Chao
Page 2
July 12, 2019

essential in preserving the US 80 corridor's long-term viability to accommodate increased trips for both passenger vehicles and freight movements between Dallas and East Texas. These improvements are envisioned as a catalyst for long-planned redevelopment opportunities and quality of life enhancements, positioning the area as an attractive economic asset for the region. The identified improvements for the affected sections of US 80 and IH 635 are included in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

Again, the City of Mesquite fully supports the 2019 BUILD Discretionary Grant application submitted by NCTCOG for the US 80 Reconstruction Project. We greatly appreciate your time and consideration for this project, and if you have any questions, please contact Director of Public Works, Matt Holzapfel, P.E., at 972-216-6353.

Sincerely,



Stan Pickett
Mayor



VICTORIA NEAVE

TEXAS STATE REPRESENTATIVE

July 11, 2019

The Honorable Elaine L. Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

As State Representative for Texas House District 107, I am writing to you in support of the United States Department of Transportation 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the US Highway (US) 80 Reconstruction Project in the City of Mesquite.

US 80 is a vital transportation corridor sustaining the local, regional, and State economy. The corridor also serves as a principal route for North Texas commuters, providing access to several key highways and is essential for economic growth and development in our area. This project involves the full reconstruction of general purpose lanes, interchanges, frontage roads, and other supporting infrastructure for the US 80 segment between Interstate Highway (IH) 635 and Belt Line Road. It also supports the full reconstruction of the IH 635 segment between Town East Boulevard and Gross Road, including all direct connector ramps, general purpose lanes, and frontage road movements at the IH 635/US 80 interchange.

The proposed project addresses short- and long-term safety, mobility, and accessibility needs for an area of US 80 and IH 635 which has suffered for decades due to insufficient capacity, lack of connectivity, poor infrastructure conditions, and inadequate or obsolete geometric characteristics. The planned improvements are essential in preserving the US 80 corridor's long-term viability to accommodate increased trips for both passenger vehicles and freight movements between Dallas and East Texas. These improvements will help relieve traffic congestion, improving the lives of residents who rely on the US 80 and I-635 corridor for work while bringing much-needed redevelopment opportunities, quality of life enhancements, and an economic boost to House District 107. The identified improvements for the affected sections of US 80 and IH 635 are included in [Mobility 2045: The Metropolitan Transportation Plan for North Central Texas](#).

Thank you for your consideration. If you have any questions, please contact Katy Womble in my office at Katy.Womble@house.texas.gov or 972-288-9438.

Sincerely,

A handwritten signature in cursive script that reads "Victoria Neave".

Victoria Neave
Texas State Representative
House District 107



Town of Sunnyvale

127 N. COLLINS ROAD
SUNNYVALE, TEXAS 75182
TELEPHONE (972) 203-4188
FAX (972) 226-1950
www.townofsunnyvale.org

July 10, 2019

The Honorable Elaine L. Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

The Town of Sunnyvale, Texas is pleased to support the United States Department of Transportation 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the US Highway (US) 80 Reconstruction Project in the City of Mesquite.

US 80 is a vital transportation corridor sustaining the local, regional, and State economy. Within North Texas, the corridor also serves as a principal route for local commuters, providing access to several key highways and large economic generators within fast-growing communities located near the Dallas Central Business District and routes to East Texas. This project involves the full reconstruction of general purpose lanes, interchanges, frontage roads, and other supporting infrastructure for the US 80 segment between Interstate Highway (IH) 635 and Belt Line Road. It also supports the full reconstruction of the IH 635 segment between Town East Boulevard and Gross Road, including all direct connector ramps, general purpose lanes, and frontage road movements at the IH 635/US 80 interchange.

The proposed project addresses short- and long-term safety, mobility, accessibility, and state of good repair needs for an area of US 80 and IH 635 which has suffered for decades due to insufficient capacity, lack of multimodal connectivity, poor infrastructure conditions, and inadequate or obsolete geometric characteristics. The planned improvements are essential in preserving the US 80 corridor's long-term viability to accommodate increased trips for both passenger vehicles and freight movements between Dallas and East Texas. These improvements are envisioned as a catalyst for long-planned redevelopment opportunities and quality of life enhancements, positioning the area as an attractive economic asset for the region. The identified improvements for the affected sections of US 80 and IH 635 are included in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

Again, the Town of Sunnyvale, Texas fully supports the 2019 BUILD Discretionary Grant application submitted by NCTCOG for the US 80 Reconstruction Project. We greatly appreciate your time and consideration for this project, and if you have any questions, please contact R. Lyle Jenkins, Town Engineer, at (972) 203-4115 or via e-mail at lyle.jenkins@townofsunnyvale.org.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Saji', with a long horizontal line extending to the right.

The Honorable Saji George, Mayor
Town of Sunnyvale, Texas