ENVIRONMENTAL ASSESSMENT

LOOP 375 (TRANSMOUNTAIN ROAD) FROM I-10 TO 0.479 MILE EAST OF THE TOM MAYS UNIT OF THE FRANKLIN MOUNTAINS STATE PARK ENTRANCE

EL PASO COUNTY, TEXAS

CSJ: 2552-01-033

U.S. Department of Transportation
Federal Highway Administration

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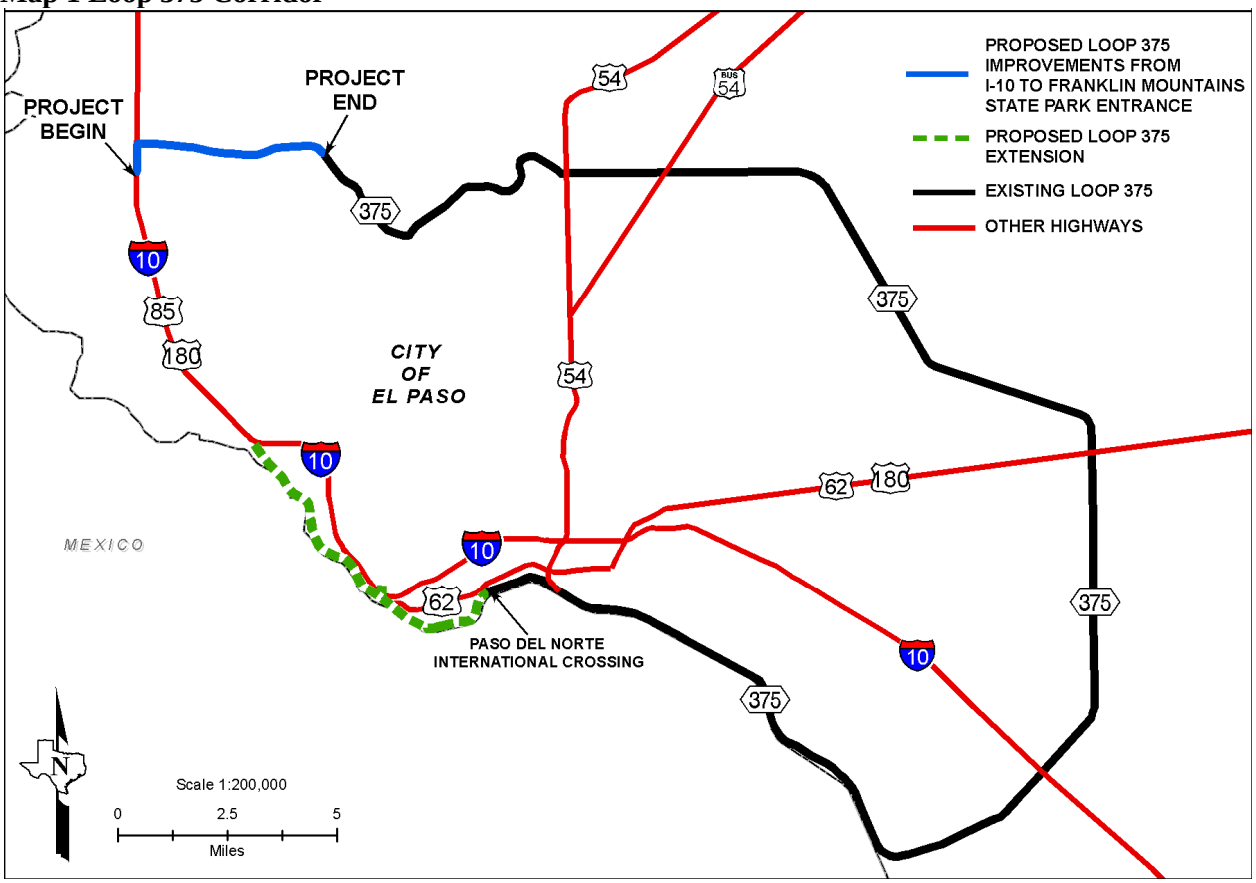
1.0 INTRODUCTION

The Texas Department of Transportation (TxDOT) El Paso District proposes to improve Loop (LP) 375 (Transmountain Road) from Interstate Highway 10 (I-10) to 0.479 mile east of the Tom Mays Unit of the Franklin Mountains State Park entrance, a distance of approximately 3.6 miles. The project is intended to improve mobility and safety, and accommodate projected growth on both a local and regional level. (See **Figures 1** and **2** in **Appendix A** for project location maps and **Appendix B** for photographs of the project area. **Appendix C** contains copies of the 2035 TransBorder Metropolitan Transportation Plan (MTP) and 2011-2014 Transportation Improvement Program (TIP), as well as the United States Fish and Wildlife Service (USFWS) and Texas Parks and Wildlife Department (TPWD) Threatened and Endangered Species lists. **Appendix D** contains copies of project coordination and consultation letters and **Appendix E** contains a copy of the hazardous materials report. **Appendix F** provides a copy of the public meeting summary report from the March 10, 2010 public meeting. **Appendix G** contains supplemental data from the microsimulation conducted as part of the alternatives analysis detailed in **Section 2.0**.)

The El Paso Metropolitan Planning Organization (MPO) has included the expansion of LP 375 in their long range plans in order to provide an alternate route for east-west travel through the region. Planning for a circumferential route around El Paso began in the early 1960s. In 1961, the City and County of El Paso and the Texas Highway Commission agreed to develop an outer secondary loop, proposed as an expressway facility in the first El Paso Long Range Transportation Plan in 1963. Planners envisioned that this loop, now known as LP 375, would be developed and constructed in segments as demand arose and funding became available, with the result being a controlled access facility. The first segment was Americas Avenue, completed in 1966 between I-10 and Zaragoza Road. Transmountain Road was completed in 1969 and the portion between I-10 and US 62/180 was completed in 1975. The mainlanes between US 62/180 (Montana Avenue) and FM 76 (North Loop) were completed in 2006. The Border Highway was created as a result of the 1963 Chamizal Treaty between the US and Mexico. The 12.6 mile highway extending from downtown El Paso to Zaragoza Road was added to the LP 375 system. Construction was completed in 1976. Interchanges have been added over the years. An expansion project to provide freeway lanes between existing frontage roads on LP 375 in northeastern El Paso (from US 54 to BU 54/Dyer Street) is planned for construction in approximately the same time period as this proposed project. Portions of US 54 and LP 375 already serve the region as controlled access freeway corridors, including LP 375 from the Paso Del Norte International Crossing in downtown El Paso east to BU 54 (Dyer Street) in northeast El Paso (**Map 1**), while other sections have been planned for development as controlled access freeways. The 2008 Comprehensive Mobility Plan, developed by TxDOT, the MPO, the City of El Paso, and the Camino Real Regional Mobility Authority (CRRMA), includes seven additional projects on LP 375: LP 375 Transmountain West, LP 375 Transmountain Northeast (mainlanes, grade separation and underpass at US54), LP 375 at FM 659 direct connectors, LP 375 at I-10 direct connectors, LP 375 Cesar Chavez express toll lanes, Border Highway West toll lanes (new location), and LP 375 Americas Avenue express toll lanes.

Map 1 Loop 375 Corridor



An Environmental Assessment (EA) was prepared in 2003 to evaluate impacts to the human and natural environment associated with improvements to LP 375 from State Highway (SH) 20 (Doniphan Drive) 0.168 mile north of Borderland Road to 0.13 mile west of I-10 (CSJ: 2552-01-021), from 0.31 mile west of I-10 to 1.161 miles east of I-10 (CSJ: 2552-01-029), and from 0.038 mile east of I-10 to 0.479 mile east of the Franklin Mountains State Park (CSJ: 2552-01-033). The Federal Highway Administration (FHWA) approved the EA for these project limits and issued a finding of no significant impact (FONSI) on April 21, 2003. The typical section for CSJ: 2552-01-033 consisted of two 12-foot travel lanes in each direction with one 4-foot and one 8-foot-wide inside shoulder, a 26-foot-wide raised median, and 10-foot-wide outside shoulders that would continue the bicycle route. Upon approval, TxDOT began implementing the projects in phases with the interchange work at I-10 (CSJ: 2552-01-029) completed in the fall of 2004. Since the time of approval, the section of LP 375 from SH 20 to I-10 consisting of a new location roadway (CSJ: 2552-01-021) has been designated as Spur (SP) 276 and is no longer a part of the LP 375 system.

In 2005, Congress created the Base Realignment and Closure Program (BRAC) in an effort to reorganize and streamline U.S. military facilities and to provide increased operational efficiency among military branches. The BRAC resulted in the deployment of additional troops to Texas military facilities, including Fort Bliss. Fort Bliss is located in eastern El Paso, approximately 10 miles east of the proposed project area along LP 375. The City of El Paso has estimated that the relocation of soldiers and their

families from installations around the world to Fort Bliss will result in a net gain of approximately 21,000 troops and as many as 30,000 family members by the year 2013 (http://www.ci.el-paso.tx.us/econdev/fortbliss.asp). In addition, the El Paso Water Utilities Public Service Board (PSB) adopted the Westside Master Plan in 2005 that reflected new development and zoning scenarios in the area. These two developments required that TxDOT reconsider future population and growth outlooks in northwestern El Paso. The proposed improvements to LP 375 from 0.038 mile east of I-10 to 0.479 mile east of the Franklin Mountains State Park (CSJ: 2552-01-033) were re-analyzed in 2008. At that time, TxDOT planned to address the projected increase in travel demand by converting the two existing lanes into eastbound mainlanes and constructing two new westbound mainlanes with an open ditch median and at-grade intersections with existing roadways, all within existing ROW. Due to funding constraints, these improvements were intended to be the first phase for the development and construction of an ultimate freeway facility (i.e. four-lane divided expressway).

The objective of this EA is to evaluate impacts associated with upgrading LP 375 (from I-10 to 0.479 mile east of the Franklin Mountains State Park) in order to improve mobility, safety, and accommodate projected growth on both a local and regional level.

1.1 Description of Existing Conditions

The study limits for the proposed project extend from I-10 to 0.479 mile east of the Tom Mays Unit of the Franklin Mountains State Park entrance. From east of I-10 to Tom Mays Unit of the Franklin Mountains State Park Access Road (hereby referred to as the "Tom Mays Park Access Road") the existing facility consists of a variable width right-of-way (ROW) with two undivided 12-foot-wide travel lanes, an 8-foot-wide shoulder on the north side of the roadway, and a 10-foot-wide shoulder on the south side of the roadway. From Tom Mays Park Access Road to the eastern end of the project, LP 375 consists of a four-lane divided roadway with two 12-foot-wide travel lanes in each direction, a variable median, 6-foot-wide inside shoulders, and 10-foot-wide outside shoulders. The existing roadway does not contain sidewalks or hike-and-bike trails but the existing shoulder is currently used as an emergency lane and bike path (**Figure 3.1**, **Appendix A**).

1.2 Need and Purpose of the Proposed Project

The proposed project is needed on both a local and regional level. Therefore, the need and purpose of the proposed project are summarized below according to local and regional needs:

Local Needs

The purpose of the proposed project at a local level is to address mobility and safety issues for local residents, commuters, and commercial vehicles on the existing LP 375 facility within the vicinity of the proposed project. This is based on the following local conditions (or need) for the project:

- Rapid population and housing growth in the Northwestern Planning Area
- Increasing demand on the existing facility, resulting in decreased levels of mobility
- Safety concerns at intersections and driveways, as well as unprotected turning and passing movements

Regional Needs

The purpose of the proposed project at a regional level is to address mobility and safety issues for regional residents and commuters and to provide an alternate route to I-10 in the increasingly congested and geographically restricted transportation network of El Paso. This is based on the following regional conditions (or need) for the project:

- Regional population increases and past and future growth on Fort Bliss military installation
- Limitations of the physical network due to topography and geographic/natural boundaries
- Increasing traffic volumes on I-10 and lack of a viable east-west alternate route through the El Paso metropolitan area

In the last two decades, the region has been designated by federal and state environmental agencies as being in non-attainment of air quality standards for ozone, carbon monoxide (CO), and particulate matter 10 microns or less in size (PM-10). Emissions of harmful pollutants are typically tied proportionally to congestion levels

1.2.1 Need

The sections below provide a detailed analysis of the local and regional need for the project. This analysis was the context for the planning and development process undertaken by TxDOT to develop and evaluate potential build and no build alternatives.

Local Mobility

The proposed project is needed to improve mobility along the LP 375 corridor in northwestern El Paso. Northwestern El Paso has experienced rapid growth in the past 20 years and is expected to continue to grow with ongoing commercial, residential, and industrial development in the area. According to the El Paso MPO's TransBorder 2035 MTP, population in the Northwest Planning Area is projected to grow from 127,857 in 2007 to 213,878 in 2035, for an increase of 67.3 percent (**Table 1.1**). Additionally, these projections indicate that the New Mexico sub-area, which is primarily located in the western portion of the MPO planning area and near the proposed project, will grow at a rate of approximately 172.7 percent over the same time period.

Table 1.1 El Paso MPO Area Population Projections

MPO Subarea	2007		2035		% Increase from 2007 to 2035
	% of Total Population	Total Population	% of Total Population	Total Population	
Central	14.6%	118,065	9.5%	120,330	1.9%
East	28.4%	229,738	26.5%	336,365	46.4%
Ft. Bliss	1.7%	13,838	3.0%	38,079	175.2%
Lower Valley	21.2%	171,555	20.2%	255,891	49.2%
Northeast	12.3%	99,696	13.6%	172,244	72.8%
Northwest	15.8%	127,857	16.9%	213,878	67.3%
New Mexico	6.0%	48,553	10.4%	132,388	172.7%
Totals	100.0%	809,220	100.0%	1,269,303	

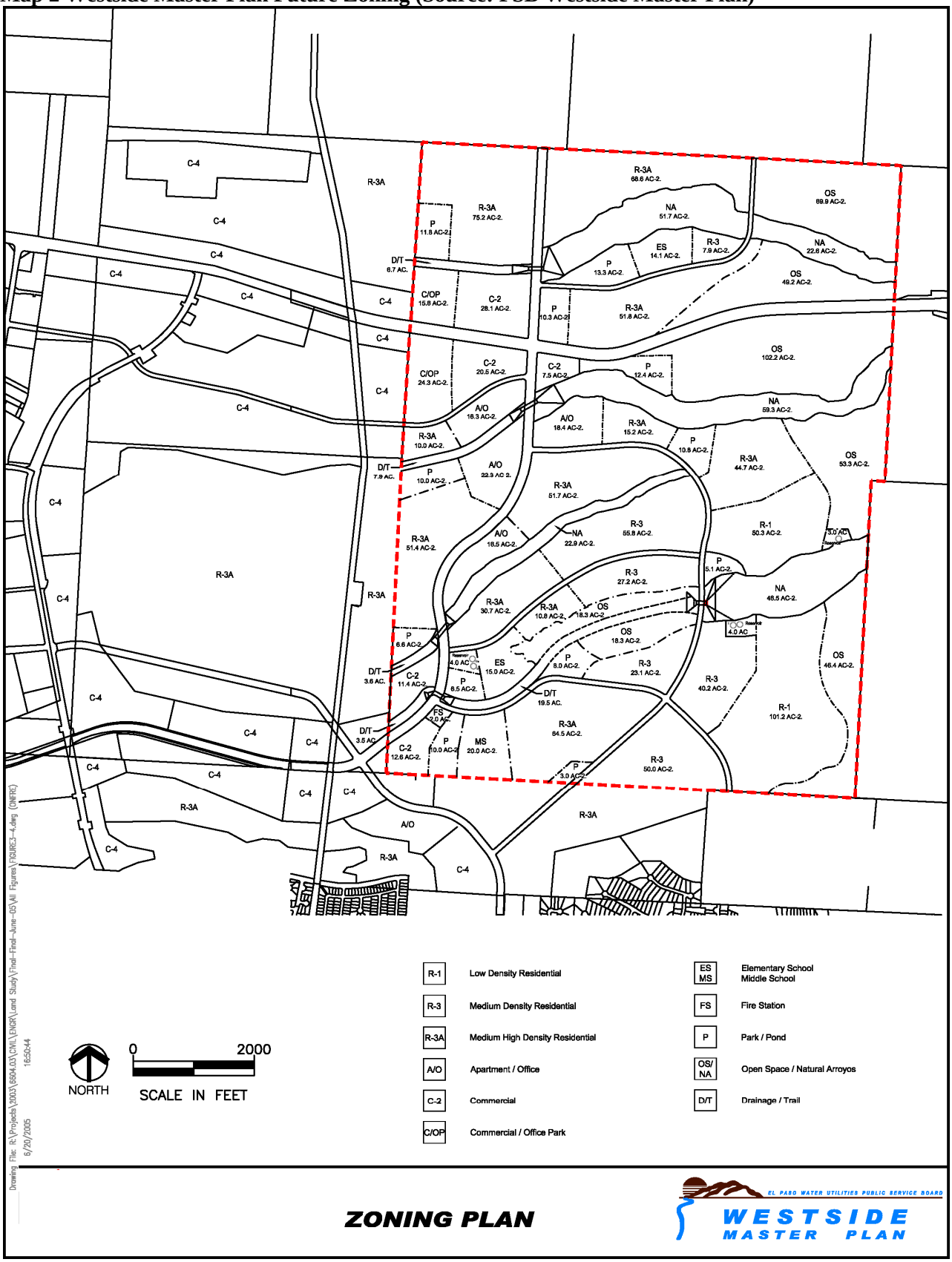
Source: El Paso MPO 2035 TransBorder Metropolitan Transportation Plan

Vacant land potentially available for development within most of the El Paso metropolitan area is somewhat limited due to state and international boundaries, military installations, and the Franklin Mountains State Park. However, northwestern El Paso contains several thousand acres of vacant land between I-10 and the Franklin Mountains that is expected to develop as population growth continues locally within El Paso and in the region. Most of the currently undeveloped areas adjacent to the project are platted or zoned for future development and the growing number of commercial and industrial developments near the I-10/LP 375 interchange, including the Shoppes at El Paso outlet mall, has contributed to increased traffic volumes in the area. Local planning officials identified various development projects underway in the project vicinity, including the proposed 115.6 acre Hunt West Retail Development which is located south of LP 375, extending from I-10 to east of Resler Drive. This project would provide approximately 930,000 square feet of retail space and a 40,000 square foot hotel near the I-10/LP 375 intersection. City of El Paso planning personnel also identified multiple subdivisions in progress within the project vicinity, including the Desert Springs development located north of LP 375 and east of Northwestern Drive which will include 600 homes, two 250-unit apartment complexes, and extensive trail systems connecting to recreational areas. The Enchanted Hills Land Study is located east of I-10 and north of the immediate project vicinity. This 25.7-acre residential subdivision would include 88 single-family residential lots and private open space with a proposed 76-foot-wide ROW to allow for a 10-foot-wide meandering path within a 20-foot-wide hike-and-bike area.

The PSB currently owns 1,850 acres of property in northwest El Paso bisected by LP 375, as shown in **Map 2**. The PSB-sponsored Westside Master Plan (adopted by the City of El Paso as part of their Master Plan in May of 2005) depicts future zoning as residential, commercial, and Planned Mountain Development (PMD) District zoning (**Map 2).** PMD District zoning includes low and medium density residential, commercial, natural arroyos, parks, and open spaces. These growth and zoning projections indicate that much of the undeveloped land adjacent to LP 375 may be developed in the foreseeable future. Another indicator of this projected growth is the planned construction of two new roadways within the project area. As reflected on **Figure 4.3**, the City of El Paso and private developers plan to construct intersecting roadways with LP 375, depicted as the proposed Paseo Del Norte Road and proposed Plexxar Road. The City of El Paso proposed Paseo Del Norte Road extension is depicted in both the PSB Westside Master Plan and the El Paso MPO TransBorder 2035 MTP as a major arterial. Plexxar Road is depicted in the PSB Westside Master Plan as a collector street.

As a result of the future population growth projected by the El Paso MPO, traffic is projected to increase by approximately 78 percent from 2015 to 2035 within the project limits (**Section 1.4**). This portion of LP 375 serves as the primary east-west travel corridor in northern El Paso and is designated as an oversized load route. LP 375 carries a mix of commercial and passenger vehicle traffic and would need to accommodate projected residential and commercial growth in the northwestern region.

Map 2 Westside Master Plan Future Zoning (Source: PSB Westside Master Plan)



Regional Mobility and Alternate Route to I-10

According to the U.S. Census Bureau, the population within El Paso increased by 54.6 percent from 479,899 in 1980 to 742,062 in 2008, as compared to the national growth rate of 34.2 percent and a statewide growth rate of 71.0 percent over the same time period. Population projections taken from the Texas Water Development Board put the population of El Paso at 848,699 in the year 2040. In addition, the projected growth in military personnel as a result of BRAC will add to the demand on existing controlled access facilities, particularly the use of I-10 and US 54 to access Fort Bliss. Although the proposed project expands LP 375 for only a portion of the distance between I-10 and US 54, the remainder of the corridor connecting to US 54 is a four-lane divided highway that traverses the Franklin Mountain State Park and a portion of Fort Bliss that functions like a controlled access facility. The upgraded LP 375 facility would provide an alternate controlled access route to I-10 for high volumes of traffic traveling to and from Fort Bliss to access US 54.

Local governments and later the El Paso MPO planned for the city to be served by various controlled access freeway corridors that would traverse and encircle the region. However, the natural topography of El Paso, including the Franklin Mountains and the Rio Grande, presents limitations on how and where transportation infrastructure can be expanded. These natural features, in addition to Fort Bliss and state and international boundaries, have defined the parameters for development in the region and have compounded the need to expand and enhance existing transportation corridors. I-10 is the busiest freeway corridor in the region with 2009 annual average daily traffic (AADT) volumes that range from 66,000 AADT near the community of Canutillo to 130,000 AADT near downtown El Paso and 209,000 AADT near the US 54 interchange. The proposed project is needed to provide system continuity and design consistency along LP 375 as an alternate route to I-10 where, due to increased traffic volumes, travel speeds are decreasing and travel times are increasing. Current I-10 traffic consists primarily of local east-west movements, traffic through the central business district, and through interstate traffic including long-haul trucks. I-10 not only carries traffic to the downtown area, but most of the traffic between eastern and western El Paso as well. Recent vehicle collisions along I-10 have resulted in lane closures lasting up to eight hours, resulting in substantial regional traffic delays. When traffic on I-10 becomes congested due to a traffic incident, parallel arterial streets are not designed to accommodate high volumes of traffic diverted from I-10. Traffic diverted from I-10 can use SH 20 (Doniphan), US 85 (Paisano), SH 20 (Mesa), or LP 375 and US 54 to access downtown El Paso. Between New Mexico State Highway (NM) 404 (approximately 8 miles north of LP 375) and before downtown El Paso (13 miles south of LP 375), the only existing major arterial that provides an alternative east-west route in northern El Paso is LP 375.

LP 375 is an important alternative east-west route for commuters on both sides of the metropolitan area. I-10 is typically the route of choice, which is evident from the currently congested traffic conditions and those that are being forecasted in the future. Many commuters that reside on the west side of El Paso, in the existing residential zones on the foothills of the Franklin Mountains between Executive Center and Redd Road, or in the Upper Valley, need to travel to employment centers in the east or northeast El Paso (e.g., Fort Bliss). Conversely, residents in east and northeast El Paso travel to the industrial areas on the west side, to the University of Texas at El Paso, or into downtown. While I-10 is currently the most direct way of travel for many of these commuters, congestion is forcing many to look for alternate routes.

In light of these regional mobility needs and connectivity objectives, LP 375 was identified by the Texas Transportation Commission as a corridor of statewide significance that is eligible for Proposition 12 funding. In November of 2007, Texas voters approved Proposition 12 which authorized the issuance of up to $5 billion in general obligation bonds. In August of 2009, TxDOT briefed the Texas Transportation Commission on potential uses of Proposition 12 funds and met with MPOs in September 2009 in order to develop the guiding principles for project selection. During the Proposition 12 selection process, the TxDOT and the Texas Transportation Commission determined that the proposed improvements to LP 375 would reduce congestion, eliminate or improve a known safety deficiency, and have a positive economic impact on the community. As a result, the LP 375 project was selected as part of the approved Proposition 12 project list approved by the Texas Transportation Commission on November 19, 2009.

Safety Concerns

LP 375 is designated as an oversized load route with a mix of commercial and passenger vehicles using the roadway as a connection between eastern and western portions of the City of El Paso. Currently, eastbound traffic on LP 375 must pass slow-moving vehicles by using the westbound travel lane because there is no dedicated lane for slower traffic traveling up the steep grades (an average of five to seven percent slope) into the Franklin Mountains. Additionally, there is currently no dedicated turn-lane to accommodate turning movements within the proposed LP 375 project limits. This forces vehicles to make unprotected right and left turns and increases the potential for rear-end collisions. Crash data indicates that between 2006 and 2009 there have been 97 crashes on LP 375 between I-10 and the Tom Mays Unit of the Franklin Mountains State Park, with one fatality recorded in 2008 at the intersection with Resler Drive and one pedestrian fatality in 2010 near Resler Drive. Twenty-six of the 97 recorded crashes (27 percent) were head-on or rear-end collisions attributed to attempted left-turn movements. Approximately 31 percent of crashes occurred at the intersection with Resler Drive, more so than at any other intersection within the project limits. Crash data indicated that more animal-related accidents have been caused by dogs than mule deer or other wild animals in the last three years.

Further, future safety concerns are anticipated if traffic traveling west down the roadway grade at 55 miles per hour (mph) would be 1) required to stop at signalized intersections (as opposed to grade separated intersections that would allow for the free-flow of through traffic) or 2) required to reduce their speed to 35 mph (as per design speed guidelines for an urban collector/local road in a mountainous terrain). Future driveway construction presents additional safety problems by increasing the number of potential conflict points between motorists traveling at high speeds through the project area and traffic entering and exiting businesses and residential areas located along the roadway.

1.2.2 Purpose of the Proposed Project

As described above, the proposed project is needed on both a local and regional level. The purpose of the proposed project at a local level is to address mobility and safety issues for local residents, commuters, and commercial vehicles on the existing LP 375 facility within the vicinity of the proposed project. The purpose of the proposed project on a regional level is to address mobility and safety issues for regional residents and commuters and provide an alternate route to I-10 in the increasingly congested and geographically restricted transportation network of El Paso.

The El Paso area is currently considered in non-attainment of air quality standards for PM-10, in a maintenance plan for CO, and in attainment for ozone. Due to the tightening of allowed emission levels of ozone, the El Paso region could slip back into non-attainment once the new standards and regulations are finalized and approved by federal and state environmental agencies. Idling and very low speeds associated with heavy traffic congestion levels typically have higher emission rates of pollutants. In addition to reducing travel time, projects that provide congestion relief also contribute to the reduction of emissions and contributing to improving air quality of the region.

In order to evaluate proposed transportation solutions intended to address the need to improve this corridor, a state of the practice procedure was utilized. This process utilizes several quantifiable parameters, which are referred to as Measures of Effectiveness (MOE), that provide information on how well each proposed solution performs under future traffic conditions and how each addresses the stated local and regional mobility and safety needs of the project (**Section 1.2.1**). The MOEs used to measure congestion are travel time, average speed, level of service (LOS) at intersections, and LOS of the corridor, while queue length and conflict points at intersections between vehicles and between vehicles and pedestrians were used to evaluate safety. Detailed descriptions of each of these MOEs and how they were used to evaluate alternatives are provided below in **Section 2.0 Alternatives**.

1.2.3 Metropolitan Planning and Project Funding

The proposed project is listed in the current 2035 TransBorder MTP but is included in the 2025 network. The project is programmed in the new 2035 Mission MTP and the 2011-2014 TIP (**Appendix C**), to reflect that Proposition 12 funds have been allocated for the implementation of proposed improvements. The 2035 Mission MTP was approved by the MPO Policy Board on August 5, 2010 as well as the corresponding Mission 2011-2014 TIP. Transportation Conformity documents for the Mission MTP and TIP were approved by FHWA on January 28, 2011. In accordance with 40 CFR 93.114, FHWA would not take final action on this environmental document until the proposed project is consistent with a current MTP and TIP. The proposed project will be consistent with the appropriate MTP and TIP before FHWA takes final action on the proposed project.

The total project cost and construction costs are estimated at $102,754,390.43 and $67,392,404.79, respectively. Construction of the proposed project is expected to last two years and would be open to traffic in the spring of 2013.

1.3 <u>Public Involvement</u>

TxDOT held a public meeting on October 29, 2008 to present information about the proposed addition of two mainlanes and an open-ditch median to stakeholders, property owners, and members of the public. Notices of the meeting were sent to adjacent property owners and elected officials and were published in both the *El Paso Times* and *El Diario* (a Spanish-language newspaper). Fifteen people attended the meeting, which included both an open-house forum for reviewing project information and a formal presentation by the project engineer. A total of 13 written comment forms were received prior to the end of the comment period. The comments focused on concerns about pedestrian and bicycle access from the Tom Mays Unit of the Franklin Mountains State Park to the southern side of LP 375 and each comment

indicated support for the construction of a culvert under LP 375 to provide safe crossing for pedestrians and to maintain the natural aesthetic of the area. At that time, TxDOT indicated that the evaluation of the proposed use of the culvert as a separate project would require commitments from TPWD and sponsors as well as considerations of cost and feasibility.

TxDOT held another public meeting on March 11, 2010, at Canutillo High School to inform the public of proposed improvements to LP 375. The public meeting was conducted in an open-house format with a formal presentation of the proposed improvements. A Spanish-language interpreter was available to translate the presentation if requested; no such requests were received. TxDOT staff and their consultants were available to answer questions regarding the project before and after the presentation. A total of 50 individuals signed the attendance sheets, including State Representative Joseph Moody (representing District 78), 10 TxDOT employees, and three TxDOT consultants. All services and information pertaining to the project were made available to the public, including public notices advertised in *El Diario*, letters to property owners in both English and Spanish, and English/Spanish translation at the meeting.

Five comment forms were submitted the night of the March 11, 2010 meeting and five additional forms were received before the comment period ended on March 24, 2010. Six comments requested that a wildlife crossing be included in the project design and five comments requested that a hike and bike trail be constructed connecting the Franklin Mountains State Park to areas south of LP 375. In addition to these public comments, TxDOT received letters from TPWD Urban Wildlife Biologist Lois Balin, El Paso County Commissioner Veronica Escobar (representing Precinct 2), and Representative Joseph Moody requesting that TxDOT consider including wildlife crossings and bike paths with connectivity to the Franklin Mountains State Park in the project design. TxDOT evaluated the possibility of constructing individual wildlife crossings along this portion of LP 375 and determined that the crossings were not feasible. Through coordination with TPWD, it was determined that the desired crossing locations were west of the Tom Mays Unit of the Franklin Mountains State Park on private property and would require restricting access rights on these properties through channels or fencing in order to direct large mammals to the crossings. Additionally, the construction of wildlife crossings in most locations would require the creation of an artificial grade and costly tunneling through irregular fill material that was placed under the roadway during the original road construction. Initial cost estimates for the construction of a 10-foot by 10-foot box culvert that could potentially convey pedestrians and wildlife per AASHTO standards total approximately $1.5 million, not including staging costs or the cost of construction easements and temporary access and staging areas. In addition, land owner agreements would have to be made limiting the development of adjacent properties.

Public concerns regarding wildlife crossings and bicycle and pedestrian facilities were taken into account during the development of project alternatives, as detailed in **Section 2.0**. If the project is determined acceptable for further processing after FHWA has reviewed the EA, TxDOT will schedule a public hearing. (See **Appendix F** for a copy of the public meeting summary report.)

1.4 Traffic Estimates and Projections

Traffic estimates provided by TxDOT's Transportation Planning and Programming Division (TPP) are presented in **Table 1.2**. Average daily traffic (ADT) volumes are shown for the preferred build alternative (upgrading LP 375 to an expressway facility) in 2015 and the design year of 2035. The traffic volumes indicate an approximate 78 percent increase in ADT over a 20-year period.

Table 1.2 Traffic Estimates

Roadway Segment	2015 ADT	2035 ADT
LP 375 from I-10 to the Tom Mays Unit of the Franklin Mountains State Park Entrance	40,000	71,000

Source: TxDOT 2009

2.0 ALTERNATIVES

During early project planning, several conceptual alternatives were considered to meet the projected traffic demands on LP 375, as well as to address safety concerns along the corridor. Alternatives included variations in the number of travel lanes, access points, intersection design (at-grade vs. grade separated), and in elevations of roadway and overpasses. Public transportation alternatives for meeting the mobility objectives of the project were initially considered; however, based on the fact that transit ridership only comprises 2.5 percent of total trips in all modes of transportation in the western region of El Paso (as compared to 93.5 percent for automobiles, 0.8 percent for bicycles, and 3.2 percent for pedestrians), demand does not currently justify a transit alternative that would meet the stated needs of improving safety and mobility on this portion of LP 375. Sun Metro currently operates bus route 17 (Three Hills NW El Paso Community College) in the western portion of the project area along I-10 and in the residential areas south of LP 375, but not along LP 375.

The proposed LP 375 improvements were included in a list of regional candidate toll projects by the TxDOT El Paso District, as part of House Bill (HB) 3588 (2003), HB 2702 (2005), and Senate Bill 792 (2007) efforts to study available innovative financing tools for unfunded and partially funded projects. This list became part of the Statewide Candidate Toll Projects list approved by the Texas Transportation Commission on June 18, 2007 in Minute Order 110964. The scope of work at that time was to study any added capacity projects to limited access facilities as express toll lanes. The list included a proposed project along this corridor that added two toll lanes in each direction to the two existing lanes. The existing lanes would remain non-tolled. The scope of work changed during the development of the regional 2008 Comprehensive Mobility Plan as funding became available for the project. The scope in the current 2035 TransBorder MTP adds a climbing lane in the eastbound direction, which would not be tolled. This supersedes the scope mentioned in the Statewide Candidate Toll Project list. The 2035 Mission MTP, which was adopted by the El Paso MPO on August 5, 2010, does not contemplate any toll facilities on this corridor, nor does the MPO Needs Based Plan. Any additional lanes could be analyzed as managed (toll) lanes in future project(s). A toll feasibility analysis would be required at that time.

A new location roadway was not considered due to TxDOT's desire to avoid or minimize environmental impacts as well as the limitations presented by the project area topography. The following sections provide a description of the preliminary build alternatives that were conceived and evaluated. **Table 2.3**

in **Section 2.1.2.2 Summary of MOE Analysis by Alternative** provides a summary of each of the alternatives considered as well as the No Build Alternative, and describes how each meets the need for and purpose of the proposed project.

2.1 Analysis of No Build and Preliminary Build Alternatives

The following alternatives and the No Build Alternative were conceived of and evaluated based on how they each met the need and purpose of the proposed project, as presented in the sections below. A short description of each alternative is provided, followed by a series of diagrams that represent the conceptual layout (stick diagram) of each (**Layout 1**).

2.1.1 Description of Alternatives

2.1.1.1 Alternative 1 (No Build)

The No Build alternative would consist of routine maintenance of the existing two-lane LP 375 facility. It is assumed that the four intersecting roadways (Northwestern Drive, Resler Drive, Plexxar Road, and Paseo Del Norte Road) would be constructed and would cross LP 375 at-grade. It is also assumed that, once traffic warrants are met, traffic signals would be installed to manage the flow of traffic at these intersections.

2.1.1.2 Alternative 2 (Construct Climbing Lane)

This design alternative would widen the existing two-lane roadway to three lanes in order to provide two lanes traveling east toward the mountain and one lane west down the mountain. The intersections with Northwestern Drive, Resler Drive, Plexxar Road, and Paseo Del Norte Road would remain at-grade and would include traffic signals when traffic warrants are met.

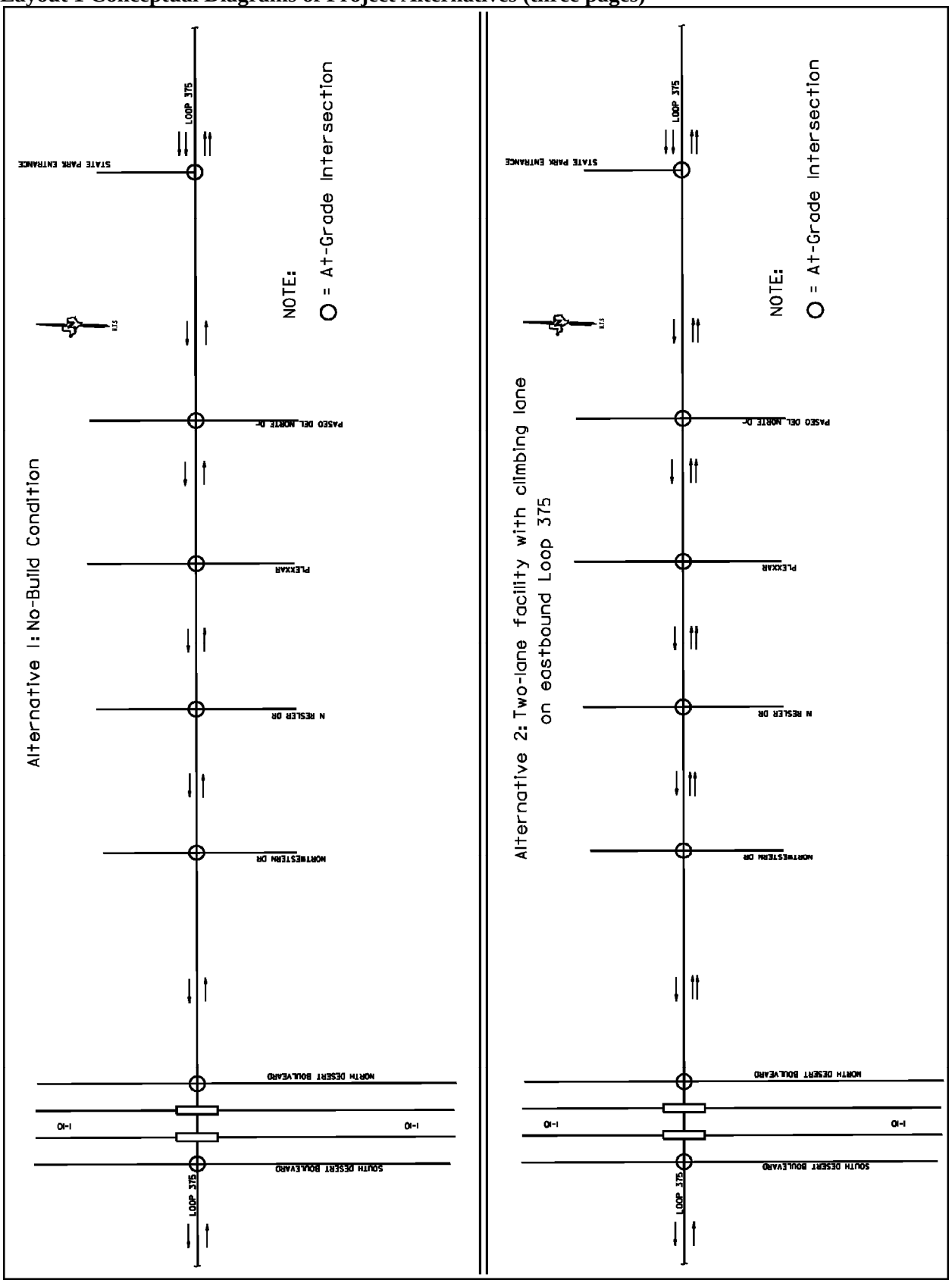
2.1.1.3 Alternative 3 (Construct Two New Lanes)

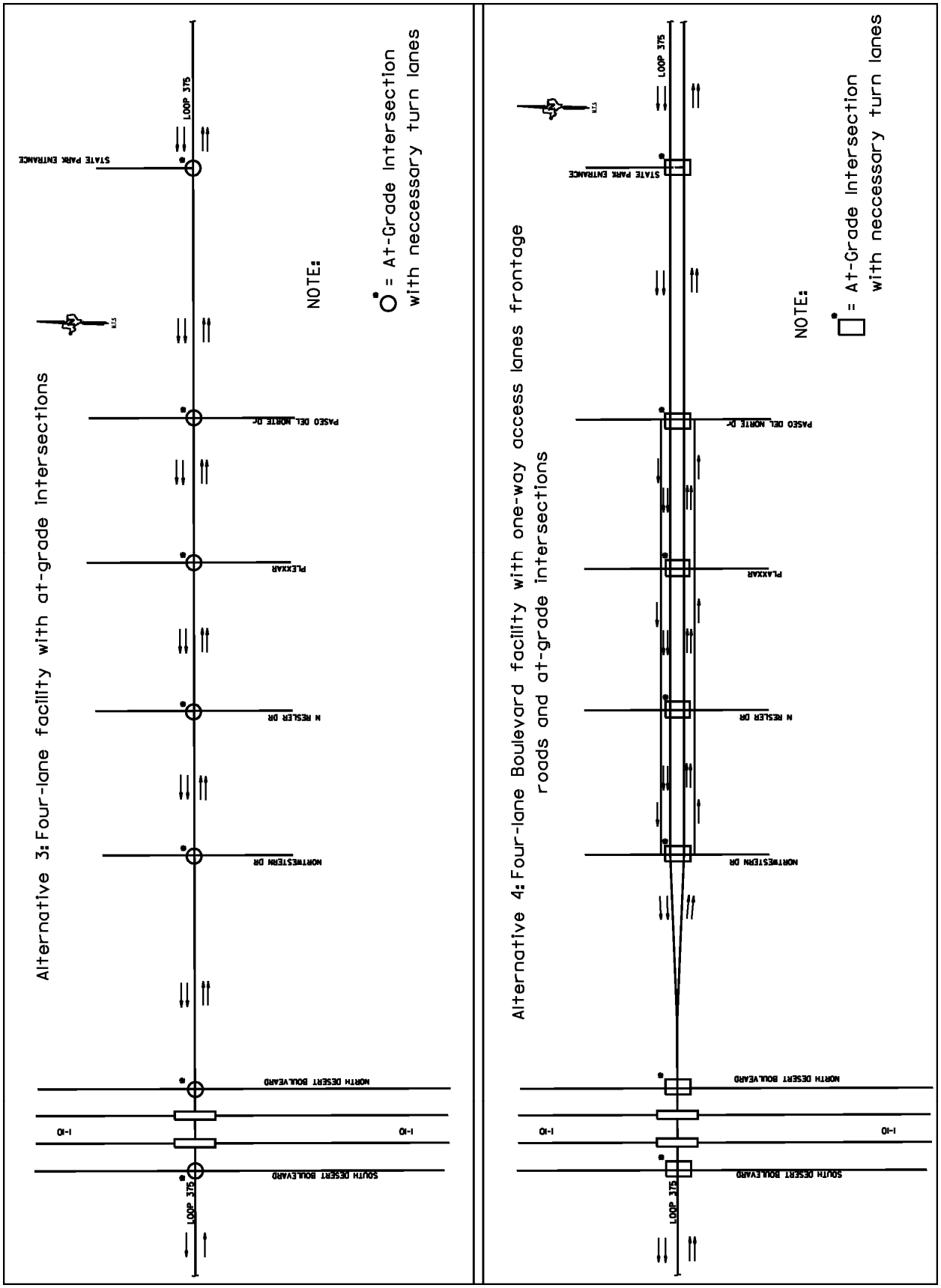
This alternative would use the existing roadbed as two eastbound lanes and would construct two new lanes for westbound traffic. The alternative is relatively low in cost and could be constructed inside the existing ROW. Access rights and potential for future driveway access could be managed with a cable median barrier between cross-overs that would be located at future street crossings identified in El Paso's Major Thoroughfare Plan. Left turn movements and crossing of the highway would only be allowed at four locations, including the existing Northwestern and Resler Drives, along with the proposed Plexxar and Paseo Del Norte Road locations. The existing street crossings would likely require traffic signals since they would remain at-grade.

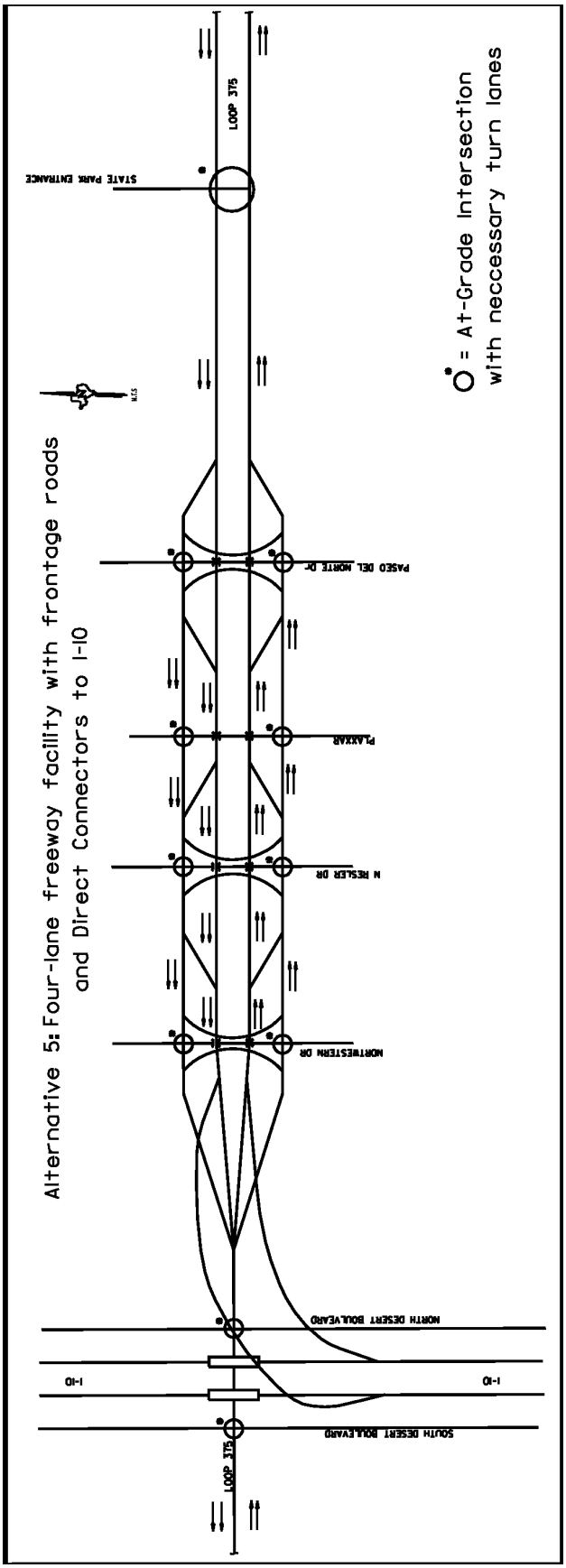
2.1.1.4 Alternative 4 (Boulevard Concept)

The following boulevard concept was developed using common features described in the Institute of Transportation Engineers (ITE) guidance entitled Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities (ITE 2006) as well as the El Paso Smart Code (City of El Paso

Layout 1 Conceptual Diagrams of Project Alternatives (three pages)




Alternative 3: Four-lane facility with at-grade intersections
NOTE:
= At-Grade Intersection with neccessary turn lanes
LOOP 375
STATE PARK ENTRANCE
PASEO DEL NORTE DR
PLEXXAR
N RESLER DR
NORTHWESTERN DR
NORTH DESERT BOULEVARD
I-10
I-10
SOUTH DESERT BOULEVARD
LOOP 375
Alternative 4: Four-lane Boulevard facility with one-way access lanes frontage roads and at-grade intersections
NOTE:
= At-Grade Intersection with neccessary turn lanes
LOOP 375
STATE PARK ENTRANCE
PASEO DEL NORTE DR
PLAXXAR
N RESLER DR
NORTHWESTERN DR
NORTH DESERT BOULEVARD
I-10
I-10
SOUTH DESERT BOULEVARD
LOOP 375


Alternative 5: Four-lane freeway facility with frontage roads
and Direct Connectors to I-10
= At-Grade Intersection
with neccessary turn lanes
LOOP 375
STATE PARK ENTRANCE
PASEO DEL NORTE DR
PLAXXAR
N RESLER DR
NORTHWESTERN DR
NORTH DESERT BOULEVARD
I-10
I-10
SOUTH DESERT BOULEVARD
LOOP 375

2008). The alternative would consist of a central roadway conveying through-traffic movement with raised landscaped medians separating two directions of travel in addition to the medians separating the central roadway from access lanes. Under this alternative, new ROW would potentially be required. The Boulevard Alternative's target speed would be 35 mph, which is consistent with the description in the El Paso Smart Code and for an urban collector/local road in mountainous terrain. Access lanes would consist of narrow, one-lane, low-speed one-way streets including on-street parking and possibly a shared vehicle/bicycle lane. All intersections along the LP 375 corridor would remain at-grade and would have traffic signals as traffic volumes required them.

2.1.1.5 Alternative 5 (Four-lane Freeway Facility with Frontage Roads and Direct Connectors to I-10)

This alternative would include widening the roadway to a four-lane divided expressway with two-lane frontage roads in each direction. The proposed mainlanes would generally consist of two travel lanes in each direction with shoulders, and an inside median. The design includes a third auxiliary lane in areas between proposed entrance and exit ramps in order to facilitate merging traffic. This alternative includes entrance and exit ramps, two-lane one-way frontage roads in each travel direction, and overpasses at the existing and proposed intersections with Northwestern Drive, Resler Drive, Plexxar Road, and Paseo Del Norte Road. At approximately 0.5 mile east of the proposed Paseo del Norte Road, the roadway would transition to a four-lane divided section that matches the existing configuration of LP 375 just east of the entrance of the state park. This alternative also includes the construction of two direct connector ramps (from LP 375 westbound to I-10 eastbound and from I-10 westbound to LP 375 eastbound) that would allow traffic to flow continuously at the intersection of LP 375 and I-10.

2.1.2 Analysis of No Build and Preliminary Build Alternatives

The No Build and the four preliminary build alternatives were analyzed utilizing state-of-the-practice evaluation techniques and models. A microscopic traffic simulation model, using the VISSIM simulation software, was developed for the LP 375 corridor. Each alternative was modeled with the VISSIM traffic simulation software for two future conditions: 2015 and 2035. (Results of the modeling effort are summarized and included in **Appendix G**.)

Measures of Effectiveness

In order to evaluate alternatives in a consistent and objective manner, several MOEs were established. MOEs provide information that describe the performance of each alternative as traffic conditions along the corridor increase. The MOEs used in this analysis for projected conditions in 2015 and 2035 are:

- **Travel time**: The travel time MOE was developed by generating an average time including both directions of travel between the limits of the project. For Alternatives 4 and 5, the MOE was generated using only the mainlane traffic and not the local access road (Alternative 4) or frontage road (Alternative 5). Longer corridor travel times indicate congestion along the corridor.

- **Density (vehicles/mile/lane)**: Density measures the number of vehicles that are on the roadway at a given point in time. As with the travel time MOE, the density MOE was developed by generating an

average, incorporating both directions of travel between the limits of the project, and limiting analysis to mainlane traffic. Higher vehicle density indicates that there are more vehicles in a given section of roadway, which results in corridor congestion.

- **Average speed (miles/hour)**: As with the travel time MOE, the average speed MOE was developed by generating an average, incorporating both directions of travel between the limits of the project, and limiting analysis to mainlane traffic. Lower corridor speeds indicate congested operating conditions. Alternatives with at-grade intersections and fewer through lanes (less capacity) would have average speeds less than a freeway alternative.

- **Vehicle miles of travel (VMT)**: This MOE relates directly to corridor "throughput" - the number of vehicles that can be funneled through a section of highway in a time period. Density is inversely related to VMT; the greater the vehicle density the lower the VMT. As with the previous MOEs, VMT was developed by generating an average, incorporating both directions of travel between the limits of the project, and limiting the analysis to mainlane traffic. Because it separates through from local traffic, eliminates at-grade intersections, and has a higher design speed, a freeway alternative facilitates the highest corridor throughput and thus the highest vehicle miles of travel.

- **Intersection level of service (LOS)**: LOS for unsignalized and signalized intersections is defined in the *Highway Capacity Manual* as a function of the average vehicle control delay (**Table 2.1**). In this case, approach delays were used to estimate intersection LOS.

Table 2.1 Intersection Level of Service Definition

LOS	Unsignalized Intersection Average Control Delay (seconds/vehicle)	Signalized Intersection Average Control Delay (seconds/vehicle)	General Description
A	≤10 seconds	≤10 seconds	Free Flow
B	10-15 seconds	10-20 seconds	Stable Flow (slight delays)
C	15-25 seconds	20-35 seconds	Stable Flow (acceptable delays)
D	25-35 seconds	35-55 seconds	Approaching Unstable Flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	35-50 seconds	55-80 seconds	Unstable Flow (intolerable delay)
F	≥50 seconds	≥80 seconds	Forced Flow (jammed)

Source: Highway Capacity Manual 2000

- **Corridor LOS**: Corridor LOS was developed using various criteria based on the different types of design *alternatives* (**Table 2.2**).

Table 2.2 Corridor Level of Service Definition

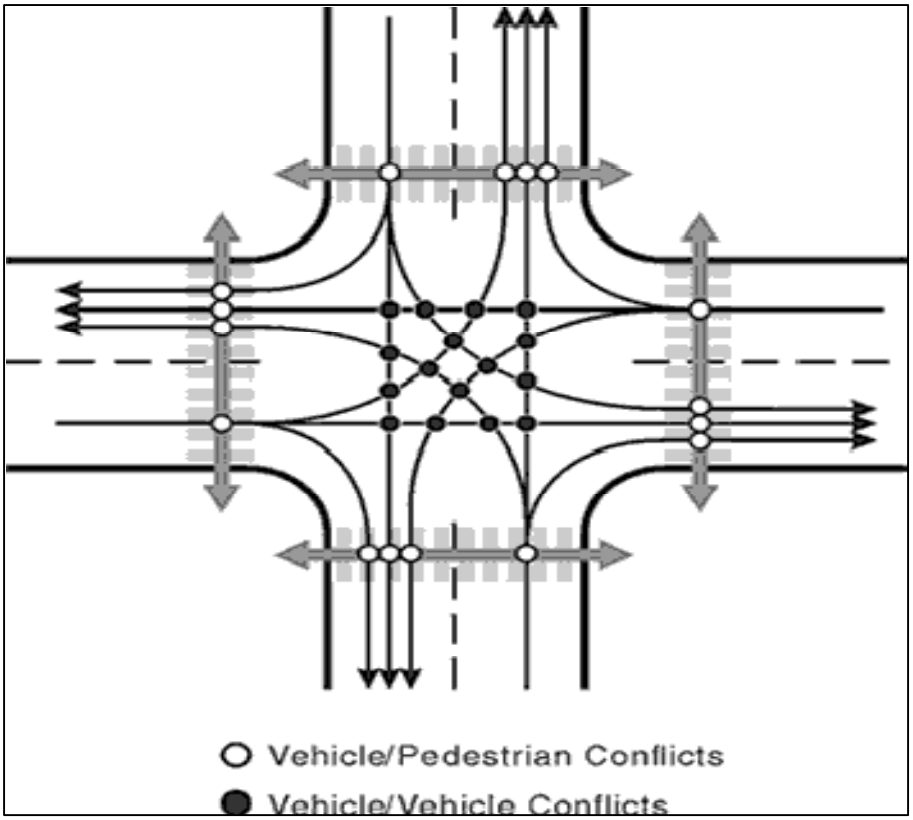
Alternative	Facility Type	Measure to Estimate LOS	Criteria	
No Build	Two-Lane Highway	Average Speed	LOS A B C D E F	Average Travel Speed (mph) >55 >50-55 >45-50 >40-45 ≥40 (whenever the flow rate exceeds the segment capacity)
Climbing Lane	Multi-Lane Highway	Density	LOS A B C D E F	Max Vehicles Per Lane-Mile 11 18 26 35 45 >45
Four Lane	Multi-Lane Highway	Density		
Boulevard	Multi-Lane Highway	Density		
Freeway	Freeway Segment	Density	LOS A B C D E F	Density Range 0-11 >11-18 >18-26 >26-35 >35-45 >45

Source: Highway Capacity Manual 2000, Exhibit 20-2 LOS Criteria for Two-lane Highways, Exhibit 21-2 LOS Criteria for Multilane Highway, and page 23-3 LOS Thresholds for Basic Freeway Segment

- **Queue length at intersections:** This MOE is both a function of congestion and safety. Long intersection queues are an indication of roadway congestion and bear directly on safety, particularly at the eastern end of the study corridor. As detailed in the following discussion of each design alternative, the westbound queues for Alternatives 1, 2, 3, and 4 extend to the east of the park access road on a segment of LP 375 with steep grades and varying horizontal curvature, resulting in an inherently dangerous condition.

- **Number of conflict points between vehicles and between vehicles and pedestrians:** The following diagram provides a graphical depiction of conflict points associated with roadway intersections. As an MOE, conflict points between vehicles and vehicles and pedestrians were totaled for each alternative.

Prior to the analysis using the VISSIM microsimulation techniques, TxDOT attempted to evaluate the No Build and the four preliminary build alternatives using a safety evaluation tool developed for TxDOT by the Texas Transportation Institute (TTI). This tool, titled the "Roadway Safety Design Workbook," was developed through Research Project 0-4703. The tool uses safety models developed by national research as the basis for the AASHTO Highway Safety Manual and considers the relationship between various geometric design components and highway safety and calibrates the national models based on crash data specific to Texas. However, the workbook does not provide for quantitative safety relationships for each element of roadway design, which required that multiple assumptions be made regarding design elements of each alternative. The safety prediction models and the accident modification factors contained in the workbook were limited to the range of data that was used for development of the tools, which were not



Source: Federal Highway Administration University Course on Bicycle and Pedestrian Transportation, Lesson 11: Pedestrian at Intersections, July 2006

compatible with the data available for the LP 375 corridor. Due to these limitations, the results of the safety tool analysis were considered unreliable and were not used to evaluate the No Build and preliminary build alternatives.

2.1.3 Summary of MOE Analysis by Alternative

The following section provides a summary of the results of the MOE analysis for each of the project alternatives. Please refer to **Appendix G** for detailed tables of all the MOE results from the VISSIM microsimulation analysis.

Table 2.3 summarizes the results of the microsimulation analysis for the No Build and the four preliminary build alternatives. The No Build alternative is used as a baseline to compare how each preliminary build alternative performs under projected traffic conditions in 2035.

2.1.3.1 Alternative 1 (No Build)

The No Build alternative provides a benchmark to compare the preliminary build alternatives. The data presented in **Table 2.3** and in **Appendix G** demonstrate that, under the No Build scenario in 2035, LP 375 would experience extremely congested conditions along the corridor and at the intersections, as

Table 2.3 Summary of Alternatives Analysis (2035)

Alternative	Alternative	Travel Time (minutes)	Average Speed (mph)	Intersection LOS	Corridor LOS	Addresses Mobility	Average Maximum Queue (feet)	Conflict Points[1]	Addresses Safety	Meets Need and Purpose?	Alternative Carried Forward?
1	No Build	30.2	13	F	F*/F**	No	1,479	16	No	No	Yes
2	Construct Climbing Lane	23.5	16	F	F*/F**	No	1,496	16	No	No	No
3	Construct Two New Lanes	19.4	17	F	F*/F**	No	1,620	16	No	No	No
4	Boulevard Concept	19	18	F	F*/F**	No	1,578	26 to 46	No	No	No
5	Four-lane Freeway Facility with Frontage Roads and Direct Connectors to I-10	7.5	34	A though E	C*/F**	Yes	425	5 to 9	Yes	Yes	Yes

*eastbound LP 375

**westbound LP 375

[1]Combined vehicle-vehicle and vehicle-pedestrian conflicts at each of the four major intersections- Northwestern Drive, Ressler Rive, Plexxar Road, and Paseo Del Norte Road.

evidenced by a LOS of "F." The average speed along the corridor would be approximately 13 mph, which results in an average travel time of just over 30 minutes.

In terms of safety, the No Build alternative does not address the existing safety concerns that were described earlier in this document. According to the microsimulation results, traffic queues at the intersections in 2035 would be more than a quarter of a mile long, including the easternmost intersection at the entrance to the Tom Mays State Park (Park Entrance Road). This would create an undesirable condition when vehicles are traveling at high speeds down a five to seven percent grade and reach the queue of idle vehicles on the main travel lanes waiting to go through the intersections. The number of conflict points between vehicles and between vehicles and pedestrians under the No Build scenario would be 16.

2.1.3.2 Alternative 2 (Construct Climbing Lane)

This alternative addresses growing concerns about decreasing passing opportunities for traffic traveling up the mountain and is a relatively low-cost alternative because it could be built inside the existing ROW. The alternative shows a modest improvement to travel time and average speed, compared to the No Build Alternative, as shown in **Table 2.3**. However, the LOS at every intersection, as well as for the entire corridor, was measured as "F."

In terms of safety concerns, the MOE analysis for this alternative shows that there would be substantial queuing at every intersection, including the intersection of LP 375 and the Park Entrance Road. The undesirable conditions described in the No Build alternative would also exist under this alternative. In addition, the number of conflict points at every intersection is not improved against the No Build alternative (16). For these reasons, this alternative does not meet the congestion relief or safety elements of the project's need and purpose, and was therefore eliminated from further study.

2.1.3.3 Alternative 3 (Construct Two New Lanes)

This alternative would help reduce traffic conflicts with future driveways by limiting crossing traffic to four locations, but would still allow right-in and right-out movements on highway mainlanes and high speed traffic at future driveway locations. As shown in **Table 2.3**, the average travel time is slightly reduced from Alternative 2, but still has a considerably low average speed (mph). Similar to Alternative 2, all intersections and the overall corridor would operate at a LOS "F."

Alternative 3 contains similar potential safety issues as were identified under Alternative 2 since it would also generate long queues at every intersection, including the Park Entrance Road and Paseo del Norte Road. This queue length creates a similar potential crash condition when vehicles traveling downhill at high speeds reach vehicles in queue stopped on the mainlanes of travel. In terms of conflict points, this alternative does not improve against the No Build alternative (16). For these reasons, it was determined that this alternative does not meet the congestion relief or safety elements of project need and purpose, and was therefore eliminated from further study.

2.1.3.4 Alternative 4 (Boulevard Concept)

The boulevard concept separates higher speed traffic on the mainlanes from slower traffic on the access lanes, which is a desirable condition to achieve. The access lanes would allow for safe right turns in and out of adjacent properties, but would present challenges at intersections by creating a large number of conflict points between vehicles and pedestrians. As shown in **Table 2.3** the average travel time of 19 minutes is only about a 35 percent improvement against that of the No Build Alternative, which indicates slow operating speeds along the corridor. In terms of LOS, this alternative shows an LOS of "F" at all intersections and throughout the corridor, which indicates that it would be operating at near gridlock conditions in the year 2035.

Regarding safety, the MOE analysis for this alternative showed a notable increase in the number of vehicular and pedestrian conflict points compared to any other alternative (26 to 46). Similar to Alternatives 2 and 3, the maximum queue exhibited along the corridor and, more importantly, at the Park Entrance Road and the proposed Paseo del Norte Road intersections, would represent a potential safety concern to vehicles traveling downhill in a westbound direction as they reach a queue of idle vehicles on the mainlanes. Because Alternative 4 does not meet the need and purpose of the project regarding mobility and safety concerns, it was eliminated from further study.

2.1.3.5 Alternative 5 (Four-lane Freeway Facility with Frontage Roads and Direct Connectors to I-10)

Similar to Alternative 4, Alternative 5 separates local traffic from through traffic along the corridor by providing mainlanes as well as frontage roads. One of the primary differences between the two alternatives, however, is that Alternative 5 provides grade separated intersections and two direct connector ramps to I-10 that would allow through traffic to travel the LP 375 corridor without signals at the intersections. **Table 2.3** shows that the average travel time along the corridor is approximately 7.5 minutes, which represents an approximate 75 percent reduction compared to the No Build Alternative. The resulting average speed of approximately 34 mph is close to double that of the other preliminary build alternatives. In terms of intersection LOS, all intersections under the freeway concept operate at acceptable levels except for the easternmost (South Desert Blvd.), which also exhibits a long queue and results in a LOS of "F." The MOE analysis for this intersection showed that the queue is formed on the west leg of the intersection (i.e., traffic traveling eastbound waiting to enter the LP 375 corridor). Due to the high capacity that the freeway concept provides along the corridor, high volumes of traffic are attracted to the corridor from I-10, which generates a bottle neck at the South Desert Blvd intersection. The high capacity design reflects a satisfactory corridor LOS (i.e. LOS "C") in the eastbound direction. Although the corridor LOS on the westbound direction is shown as "F", the MOE analysis showed that the congested conditions that cause the overall LOS "F" are related to the close proximity of the on-ramp from Northwestern Drive to the frontage road on I-10. The threshold density value for LOS "F" is 45 vehicles per lane-mile. The VISSIM analysis indicated that Alternative 5 was performing with a value of 46 vehicles per lane-mile, which is slightly over the threshold between LOS "E" and LOS "F."

The freeway concept reflects an overall improved performance compared to any other alternative in terms of queue lengths at the intersections. As shown in **Table 2.3**, the average queue length at the intersections is approximately 425 feet, which is less than a third of the average queues of the other alternatives. Furthermore, the queues at the easternmost intersections, Park Entrance Road and Paseo del Norte Road, show queues of zero and 78 feet, respectively, which would provide for safer conditions for vehicles traveling westbound down the five to seven percent roadway grade. The reduced queues reflected in this alternative are reflective of the fact that all intersections, with the exception of the Park Entrance Road, are grade separated. In contrast, all other alternatives provide at-grade intersections, which severely reduce the ability of traffic to flow freely through the corridor. The queues on at-grade intersections have a spill-over effect on the "upstream" intersections that result in a continuous queue throughout the corridor. The freeway concept provides grade separated intersections on the main lanes, which allow the same traffic volumes to flow faster and smoother through the corridor without creating the continuous queues that extend through the intersections. In addition, this alternative separates the traffic on the mainlanes from local traffic; therefore, traffic queues would be formed on the frontage roads, not on the mainlanes.

Due to the demonstrated performance of the freeway concept in addressing mobility and safety concerns, Alternative 5 is considered the preliminary build alternative that best meets the need for and purpose of the project. Therefore, the freeway concept was identified as the preferred build alternative and has been carried forward for further detailed evaluation in the remaining sections of the document.

2.1.4 Summary of Preliminary Alternatives Analysis

Based on the analysis provided above, and as presented in **Table 2.3**, the following preliminary build alternatives did not meet the purpose of or need for the project:

- Alternative 2 (Construct Climbing Lane)
- Alternative 3 (Construct Two New Lanes)
- Alternative 4 (Boulevard Concept)

Although Alternative 1 (No Build) would not address the need for or purpose of the proposed project, it has been carried forward in **Section 3.0** to provide a baseline comparison for potential impacts associated with the Build Alternative. Alternative 5 (Four-lane Freeway with Frontage Roads and Direct Connectors to I-10) did meet the purpose of and need for the project and was therefore carried forward for further evaluation (see **Section 2.2** below).

2.2 Alternatives Carried Forward for Further Evaluation

2.2.1 No Build Alternative

The No Build alternative would consist of routine maintenance of the existing two-lane LP 375 facility. It is assumed that the four intersecting roadways (Northwestern Drive, Resler Drive, Plexxar Road, and Paseo Del Norte Road) would be constructed and would cross LP 375 at-grade. It is also assumed that,

once traffic warrants are met, traffic signals would be installed to manage the flow of traffic at these intersections.

2.2.2 Description of Preferred Build Alternative

As described above, Alternative 5 (Four-lane Freeway Facility with Frontage Roads and Direct Connectors to I-10), which will be referred to as the Build Alternative for the remainder of the document, would include widening the roadway to a four-lane divided expressway with two-lane frontage roads in each direction. The proposed mainlanes would generally consist of two 12-foot travel lanes in each direction with 4-foot wide inside shoulders, 10-foot wide outside shoulders, and a 38-foot wide inside median (**Figure 3.2**, **Appendix A**). The design includes a third 12-foot wide auxiliary lane in areas between proposed entrance and exit ramps in order to facilitate merging traffic. The proposed ramp locations are as follows:

Eastbound entrance ramps are proposed:

- West of Northwestern Drive (direct connector from westbound I-10 mainlanes)
- East of Resler Drive
- East of proposed extension of Paseo Del Norte Road

Eastbound exit ramps are proposed:

- West of Resler Drive
- West of proposed extension of Paseo Del Norte Road

Westbound entrance ramps are proposed:

- West of proposed extension of Paseo Del Norte Road
- West of Resler Drive

Westbound Exit Ramps are proposed:

- East of proposed extension of Paseo Del Norte Road
- East of Resler Drive
- West of Northwestern Drive (direct connector to eastbound I-10 mainlanes)

The proposed roadway design includes retaining walls for the mainlanes with overpasses at the existing and proposed intersections with Northwestern Drive, Resler Drive, Plexxar Road, and Paseo Del Norte Road. All intersections would include pedestrian crossings, ADA-compliant curb ramps, future infrastructure for signals, and cross streets would provide variable-width sidewalks and 14-foot-wide outside lanes to accommodate shared use with bicycle traffic, except at Paseo del Norte Road, where there will be dedicated 5-foot-wide bicycle lanes between the 11-foot-wide outside travel lanes and the gutter lines (**Figure 3.3**, **Appendix A**). The entrance and exit ramps and the associated overpasses are needed to facilitate u-turn movements along LP 375 in order to allow east and west-bound traffic to easily access

either side of the roadway. Additionally, these turn-arounds allow TxDOT to redirect traffic when LP 375 is closed east of the project due to inclement weather. The proposed improvements also include two elevated direct connectors to I-10. The LP 375 west to I-10 east direct connector would be approximately 4,090 feet long, and the I-10 west to LP 375 east direct connector would be approximately 3,420 feet long. Both direct connectors would be approximately 26 feet wide and consist of one 14-foot wide travel lane with shoulders (**Figure 3.2, Appendix A**)

The proposed frontage roads would consist of one 11.5-foot wide inside lane and one 14-foot wide outside lane in each direction. The proposed project would also include driveways to private properties with existing access to LP 375. Driveway design and spacing would be determined by combining criteria found in the TxDOT Roadway Design Manual (May 2010) Appendix C - Driveway Design Guidelines and Access Management Manual (December 2009) Chapter 2 - Access Management Standards. The design speed for the proposed facility is 55 mph, which is consistent with the recommended design speed range of 50 to 60 mph for an urban freeway facility in mountainous terrain, as found in the AASHTO guidelines (2004). The proposed four-lane expressway facility would transition back to a four-lane divided roadway without frontage roads approximately 0.5 mile east of the proposed Paseo Del Norte intersection and continue as such to the eastern terminus of the project.

In order to address public comments on bicycle and pedestrian facilities, the proposed design would also include a 12-foot wide hike-and-bike trail on both the north and south sides of the roadway that accommodates two-way travel. Bicyclists and pedestrians currently cross LP 375 at-grade near the entrance of the Tom Mays Unit of the Franklin Mountains State Park. Under the proposed design, bicyclists and pedestrians would continue to cross at-grade, but a refuge would be added so that they only have to cross two lanes at a time. South of LP 375, the hike-and-bike trail would end when the frontage roads transition back to the mainlanes. However, foot and bicycle traffic would be encouraged to cross LP 375 at the Paseo Del Norte Road intersection using sidewalks and a 5-foot-wide dedicated bicycle lane between the 11-ft-wide outside travel lane and the gutter line, and continue eastbound towards the Franklin Mountains State Park on the north side of the road.

In an effort to address the public's concerns regarding wildlife fatalities, TxDOT would install a 10-foot tall by 20-foot wide metal plate arched pipe drainage culvert crossing near the proposed Paseo Del Norte Road extension as part of this project that would have an earthen bottom and could be tall and wide enough to accommodate large mammals. A review of crash data for the last three years revealed that more recorded accidents on LP 375 were caused by domestic animals than mule deer or other wild animals. However, due to comments made by TPWD and the public, TxDOT will place additional signage along the roadway to alert motorists of the potential for the crossing of large mammals. Continuous lighting would be installed between I-10 and the proposed Paseo Del Norte Road. Landscaping would also be included in the project design and would be developed during the plans, specifications, and estimates (PS&E) phase.

This alternative would require approximately 41.2 total acres of additional ROW acquired from both the north and south sides of the existing roadway (**Figures 4.1** through **4.5** in **Appendix A**). In order to utilize as much of the existing roadway as possible, it was not feasible to acquire ROW from only one side of the

road. The alignment was shifted to the north at the request of the PSB because they wanted to retain their property located on the south side of the roadway. Farther to the west, the alignment transitions back to the center in order to minimize impacts to property owners located north and south of the roadway.

Section 3.0 describes the affected environment and environmental consequences of implementing the Build and No Build Alternative.

3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES OF IMPLEMENTING THE BUILD ALTERNATIVE

3.1 Land Use

The project area consists primarily of undeveloped land with commercial properties located near I-10 at the western end of the project (**Photo 1, Appendix B**). The eastern end of the project extends into the Tom Mays Unit of the Franklin Mountains State Park and is predominantly comprised of Creosote Shrub vegetation (**Photos 2** and **3**, **Appendix B**). According to the City of El Paso's 2025 comprehensive development plan *The Plan for El Paso*, the general land use concepts and policies for the Northwest Planning Area include developing an integrated open space system to link neighborhoods with the Franklin Mountains State Park, encouraging planning of large undeveloped areas into developments with open space, residential, commercial, and industrial uses, limiting new commercial development to clusters and nodes rather than strip patterns of development, and designating property along the eastern I-10 frontage road north of LP 375 as suitable for industrial/manufacturing uses. A majority of the land immediately adjacent to the project is currently undeveloped and these areas are expected to develop according to the aforementioned land-use goals.

The Build Alternative would result in the conversion of 32.6 acres of Creosote Shrub and 2.7 acres of Arroyo Shrub vegetation cover to transportation uses throughout the project length (**Figures 4.1** through **4.5** in **Appendix A**). The No Build Alternative would not result in the conversion of vegetated land uses to transportation uses or maintained ROW. A land use/land cover map is included as **Figures 4.1** through **4.5** in **Appendix A**, and representative photographs of the project area are provided in **Appendix B.**

3.2 Right-of-Way Acquisition and Displacements

The No Build Alternative would not require additional ROW. The improvements proposed under the Build Alternative would require approximately 41.2 acres of additional ROW. The proposed ROW would be acquired through donations to the State of Texas from current property owners. These properties include 21 parcels, 17 of which are undeveloped land, two of which are located on Texas Natural Gas Property, one of which is classified as a special use property, and one of which is a commercial gas station and convenience store. Because the ROW would be acquired before the completion of the environmental process, a state categorical exclusion (SCE) document for ROW acquisition was prepared to evaluate the existence or absence of major environmental concerns or hazardous materials contamination within the property to be acquired. No concerns were identified and the SCE was approved by TxDOT on June 25, 2010. The early donation of ROW for this project did not limit the evaluation of alternatives documented in **Section 2.0** and will not influence the decision to locate or build the road. The

ROW acquisition process would conform with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970. All records and complete documentation regarding the acquired parcels are available for inspection by FHWA. These records are located at the TxDOT El Paso District Office.

Table 3.1. Land Use/Land Cover Types within Existing and Proposed ROW

Land Use/Land Cover Type	Existing ROW (acres)	Proposed ROW (acres)
Arroyo Shrub	4.0	4.3
Creosote Shrub	45.9	33.4
Maintained ROW	44.2	2.2
Bare Ground	5.9	1.1
Commercial	0.7	0.2
Existing Transportation Facility	43.2	n/a
Total	**143.9**	**41.2**

The proposed LP 375 project would not require the displacement of any residential properties but may impact one commercial property. The proposed construction of direct connectors to I-10 would require the relocation of two signs associated with the combined Shell gas station and Dairy Queen restaurant, located in the southeast corner of the I-10/LP 375 interchange and partially within existing TxDOT ROW (**Figure 4.2, Appendix A** and **Photo 4**, **Appendix B**). The ROW requirement at this location would not impact the gas station canopies or the buildings themselves. The proposed ROW donation is not expected to impact low-income or minority communities because it would not require ROW from residential areas.

The project may also require the relocation of the El Paso Natural Gas pipeline that crosses the project near the proposed Plexxar Road extension. If required, the adjustment and relocation of utilities would be conducted in compliance with the TxDOT Utility Accommodation Policy. Relocations would be handled by TxDOT and the affected utility owner so that no substantial interruptions in service would occur while these adjustments are being made.

See **Figures 4.1** through **4.5** in **Appendix A** for a depiction of the proposed ROW and the location of adjacent features.

3.3 Environmental Justice and Limited English Proficiency

3.3.1 Environmental Justice

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

1. To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations;

2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

Disproportionately high and adverse human health or environmental effects are defined by FHWA as adverse effects that:

1. are predominately borne by a minority population and/or a low-income population; or
2. will be suffered by the minority population and/or low-income population and are appreciably more severe or greater in magnitude than the adverse effects that will be suffered by the non-minority population and/or non-low-income population.

The project area includes blocks and block groups within Census Tracts 102.08 and 102.09. The project area's demographic and income data are provided in **Tables 3.2** and **3.3**.

Table 3.2. Race/Ethnicity Percent Comparison

Geographic Area	Total Population	Hispanic or Latino	Not Hispanic or Latino	Not Hispanic Or Latino					
				White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Other
El Paso County	679,622	531,654	147,968	115,535	18,671	2,057	6,148	440	5,117
		78.2%	**21.8%**	**17.0%**	**2.7%**	**0.3%**	**0.9%**	**0.1%**	**0.8%**
City of El Paso	563,662	431,875	131,787	103,422	15,768	1,616	5,874	378	4,729
		76.6%	**23.4%**	**18.3%**	**2.8%**	**0.3%**	**1.0%**	**0.1%**	**0.8%**
Census Tract 102.08	12,010	11,036	974	909	32	9	7	0	17
		91.9%	**8.1%**	**7.6%**	**0.3%**	**0.1%**	**0.1%**	**0.0%**	**0.2%**
Block Group 3	3,829	3,732	97	87	4	0	1	0	5
		97.5%	**2.5%**	**2.3%**	**0.1%**	**0.0%**	**>0.1%**	**0.0%**	**0.1%**
Block 3000	0	0	0	0	0	0	0	0	0
		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Block 3007	0	0	0	0	0	0	0	0	0
		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Census Tract 102.09	17,708	10,637	7,071	6,083	284	24	523	9	148
		60.1%	**39.9%**	**34.4%**	**1.6%**	**0.1%**	**3.0%**	**0.1%**	**1.0%**
Block Group 2	5,058	3,252	1,806	1,482	120	10	138	1	55
		64.3%	**35.7%**	**29.3%**	**2.4%**	**0.2%**	**2.7%**	**>0.1%**	**1.1%**
Block 2000	85	38	47	39	2	0	0	0	6
		44.7%	**55.3%**	**45.9%**	**2.4%**	**0.0%**	**0.0%**	**0.0%**	**7.1%**
Block 2001	0	0	0	0	0	0	0	0	0
		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Block Group 3	8,694	3,820	4,874	4,248	146	4	383	8	85
		44.0%	**56.0%**	**48.9%**	**1.7%**	**>0.1%**	**4.4%**	**0.1%**	**1.0%**
Block 3001	0	0	0	0	0	0	0	0	0
		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Source: U.S. Census Bureau, 2000, Summary File 1 Table P8

Table 3.3. Median Household Income

Geographic Area	Median household income in 1999
El Paso County	$31,051
City of El Paso	$32,124
Census Tract 102.08	$22,650
Block Group 3	$21,439
Census Tract 102.09	$57,785
Block Group 2	$59,153
Block Group 3	$74,213

Source: U.S. Census Bureau, 2000, Summary File 3 Table P53

The blocks located directly adjacent to the project area do not contain residential populations, with the exception of Block 2000 of Census Tract 102.09, which extends south of the project area into populated areas. The census data indicate that while the census tracts in the project area generally contain a similar or higher percentage of Hispanic or Latino residents than the City of El Paso, the blocks adjacent to the project area contain a lower percentage of Hispanic or Latino residents than the City of El Paso and the project area census tracts and block groups.

Income data indicate that Census Tract 102.09 generally has a median household income higher than the 2010 national poverty threshold of $22,050 as established by the Department of Health and Human Services, while Census Tract 102.08 and Block Group 3 of Census Tract 102.08 have median incomes just above and less than the poverty threshold, respectively (**Table 3.3**).

The No Build Alternative would not result in direct impacts to Environmental Justice populations. However, because the No Build Alternative would not meet projected traffic demands in the area, Environmental Justice populations may experience decreased mobility and safety on LP 375. The Build Alternative would not require the displacement of any residential properties but may require the relocation of two signs associated with the Shell gas station and Dairy Queen restaurant located at the I-10/LP 375 interchange. Although there are no residential areas located directly adjacent to the project, minority or low-income residents using the roadway may experience temporary impacts related to construction of the roadway, including limited access during construction. However, the impacts from these temporary activities would be offset by the implementation of a Traffic Control Plan developed to provide for the safe passage of traffic with minimum inconvenience to travelers near the construction area. Also, potential alteration of the project viewshed that could impact Environmental Justice populations is discussed in **Section 3.12**.

It is not anticipated that the proposed project would cause disproportionately adverse impacts to any Environmental Justice populations in and adjacent to the project area. Additionally, the project objective of increasing mobility represents a positive impact for neighborhoods in the general project vicinity. Access to existing commercial and future residential properties was considered during the planning stages of the proposed project. Existing access would be maintained along the project through the proposed frontage roads. The proposed project would not require residential displacements, and temporary impacts as a result of construction would be mitigated as discussed in **Section 3.13**.

3.3.2 Limited English Proficiency

EO 13166, "Improving Access to Services for Persons with Limited English Proficiency" (LEP) requires federal agencies to examine the services they provide and identify any need for those with LEP. In compliance with TxDOT Environmental Affairs Division guidance, a windshield survey was performed to determine whether the project area has an LEP population. Census data regarding populations with LEP (**Table 3.4**) were also analyzed.

Table 3.4. LEP Populations

Geographic Area	Speaks Spanish, Speaks English "not well" or "not at all"	Speaks other Indo-European languages, Speaks English "not well" or "not at all"	Speaks Asian and Pacific Island languages, Speaks English "not well" or "not at all"	Speaks other languages, Speaks English "not well" or "not at all"
El Paso County	16.8%	0.1%	0.1%	0.0%
City of El Paso	15.5%	0.1%	0.2%	0.0%
Census Tract 102.08	22.4%	>0.1%	>0.1%	0.0%
Block Group 3	28.0%	0.0%	0.0%	0.0%
Census Tract 102.09	9.1%	0.1%	0.5%	0.0%
Block Group 2	8.2%	0.4%	0.8%	0.0%
Block Group 3	3.9%	0.0%	0.6%	0.0%

Source: U.S. Census Bureau, 2000, Summary File 3 Table P19

Although there are no residents within the blocks adjacent to the project area, the census data indicate the presence of a Spanish-speaking LEP population within the project area census tracts and block groups. TxDOT would make services and information pertaining to the project available to LEP persons by public involvement, including public notices advertised in *El Diario* (a Spanish-language newspaper) and English/Spanish translation available at public meetings and hearings, thereby satisfying the requirements of EO 13166.

3.3.3 Community Cohesion

According to FHWA's community impact assessment guidance, community is defined in part by behavior patterns that individuals or groups of individuals hold in common. These behavior patterns are expressed through daily social interactions, the use of local facilities, participation in local organizations, and involvement in activities that satisfy the population's economic and social needs. A community is also defined by shared perceptions or attitudes, typically expressed through individuals' identification with, commitment to, and attitude towards a particular identifiable area. In addition, there are other concepts of community that are not based on spatial relationships. Communities may be based on a common characteristic or interest, such as religion, ethnicity, income strata, or concern for the economic viability of a region, which provides a psychological unity among members. Highway and street projects can affect community cohesion by dividing neighborhoods, displacing substantial numbers of residents or businesses, unfairly affecting a minority or low-income neighborhood, or introducing different kinds of businesses that change the overall character of the community.

In the case of the proposed improvements to LP 375, the larger community surrounding the project area is identified as the northwestern El Paso region, while the area with most potential for impacts to

community cohesion is defined as the residential neighborhoods located south of and to the west of the proposed project.

In consideration of the cohesion of the community, impacts to pedestrian access to schools, churches, and other public services were assessed. Because there are no community services or residential areas located directly adjacent to the project, the proposed No Build and Build Alternatives would not result in the isolation of any distinct neighborhoods, nor would access be denied to existing facilities. The proposed improvements include the construction of a hike-and-bike trail lane on either side of the proposed frontage roads. This path would accommodate projected pedestrian and bicycle traffic associated with future residential development in the project vicinity. The commercial area located south of the western portion of the proposed project is currently served by Sun Metro bus route 17 (Three Hills NW El Paso Community College). Because the bus route does not currently travel along LP 375, it is not expected that bus service would be interrupted due to the construction of the proposed project.

3.4 Section 4(f) Properties

Section 4(f) of the U.S. Department of Transportation Act of 1966 stipulates that FHWA cannot approve any program or project which requires the use of any publicly owned park, recreation area, or wildlife or waterfowl refuge, or any land from a historic site of national, state, or local significance unless there is no feasible and prudent alternative to the use and all possible planning to minimize harm resulting from such use is included, or unless such a use is considered *de minimus.*

The proposed project would not require the use of a publicly owned refuge, or land from a historical site. Although the project would require reconfiguring the entrance to the publically owned Tom Mays Unit of the Franklin Mountains State Park located at the eastern end of the project area, the entrance is currently located in TxDOT-owned ROW. No improvements would be undertaken on TPWD-owned property. Although construction will temporarily alter access to the Tom Mays Unit of the Franklin Mountains State Park, the improvements would not limit access or alter the long-term function of the park. A temporary entrance to the Tom Mays Unit will be constructed on TxDOT ROW before construction on LP 375 begins in order to maintain access to the park throughout the construction period.

According to TPWD, the Franklin Mountains State Park was created by an Act of the Texas State Legislature in 1979 in order to "provide lasting protection to the outstanding scenic, ecological, and historic features of the Franklin Mountains so they could be enjoyed and appreciated by present and future generations." TPWD acquired the property in 1981 and the Park was opened to the public in 1987. The park is the largest urban park in the nation at 24,247 acres, covering some 37 square miles, and is all located within the city limits of El Paso. Although the area provides habitat for various forms of wildlife, the park is not designated as a wildlife management or refuge area.

Concerns were raised by TPWD, public officials, and members of the public during the public involvement process regarding large mammal fatalities along LP 375. TxDOT evaluated the possibility of constructing wildlife crossings along this portion of LP 375 and determined that the crossings were not feasible. Through coordination with TPWD, it was determined that the desired crossing locations were west of the Tom Mays Unit of the Franklin Mountains State Park on private property and would require

restricting access rights on these properties through channels or fencing in order to direct large mammals to the crossings. Additionally, the construction of wildlife crossings would require the creation of an artificial grade and costly tunneling through irregular fill material that was placed under the roadway during the original road construction. In addition, land owner agreements would have to be made limiting the development of adjacent properties. TxDOT would install a 10-foot tall by 20-foot wide metal plate arched pipe drainage culvert crossing near the proposed Paseo Del Norte Road extension as part of this project that would have an earthen bottom and could be tall and wide enough to accommodate large mammals. Although a review of crash data for the last three years revealed that more accidents on LP 375 were caused by domestic animals than mule deer or other wild animals, TxDOT has committed to placing extra signage along the roadway to alert motorists of the potential for large mammal crossings.

A visual impact analysis of the proposed improvements was conducted (**Section 3.12**) and revealed that the scale and dominance of the roadway were determined to be compatible with the project surroundings due in large part to the fact that a distinct transportation corridor within the identified visual assessment units has already been established by the existing roadway. This corridor would not be substantially altered or realigned under the proposed design. The proposed grade separations at intersecting roadways would result in increased elevations of the roadway in portions of the project area; however, after examination of the project plan and profile, these changes are not expected to substantially obstruct current scenic viewsheds to and from existing recreational areas such as the Tom Mays Unit of the Franklin Mountains State Park. Views of the Franklin Mountains from south of LP 375 would not be fully obstructed by the proposed roadway design due to the relative scale of the mountains as compared to the maximum roadway elevation of 19 feet in that area.

Although construction will temporarily alter access to the Tom Mays Unit of the Franklin Mountains State Park, the improvements would not limit access or alter the long-term function of the park. A temporary entrance to the Tom Mays Unit will be constructed within TxDOT ROW before construction on LP 375 begins in order to maintain access to the park throughout the construction period. As detailed in the December 29, 2010 letter from TPWD (**Appendix D**), a grade-separated entrance to the Tom Mays Unit of the Franklin Mountains State Park was considered early in project development. However, due to input received at a public meeting held in October 2008 and subsequent meetings with the City of El Paso's Open Spaces Committee regarding opposition to elevation changes near the entrance of the park and potential impacts to the natural aesthetic in this area, TxDOT did not move forward with this design element as part of the proposed project. Further consideration of a project at the park entrance (including a grade-separated intersection or a parallel access road, for example) is not precluded by the currently proposed design and TxDOT welcomes future dialogue and partnership with TPWD regarding additional improvements in this area.

A pedestrian refuge will be constructed between travel lanes at the entrance to the Tom Mays Unit of the Franklin Mountains State Park in order to provide safe crossing for bicyclists and pedestrians coming to and from the portion of the park located south of LP 375. In response to public input regarding bicycle and pedestrian access to the park, TxDOT is extending the bicycle and pedestrian path located north of LP 375 to the entrance of the Tom Mays Unit, thereby facilitating and maintaining the primary function of the Park as a recreational area. In order to provide a safe connection between the hike and bike trails

on the north and south of the proposed facility, bicycle and pedestrian traffic would be encouraged to cross LP 375 at Paseo del Norte Road, where 5-foot-wide dedicated bicycle lanes between the 11-ft-wide outside travel lane and the gutter line would be provided.

3.5 Traffic Noise

This analysis was accomplished in accordance with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Highway Traffic Noise, dated July of 1997.

Sound from highway traffic is generated primarily from a vehicle's tires, engine and exhaust. It is commonly measured in decibels and is expressed as "dB."

Sound occurs over a wide range of frequencies. However, not all frequencies are detectable by the human ear; therefore, an adjustment is made to the high and low frequencies to approximate the way an average person hears traffic sounds. This adjustment is called A-weighting and is expressed as "dBA." Also, because traffic sound levels are never constant due to the changing number, type and speed of vehicles, a single value is used to represent the average or equivalent sound level and is expressed as "Leq."

Table 3.5 Common Sound/Noise Levels

Outdoor	dBA	Indoor
Pneumatic hammer	100	Subway Train
Gas lawn mower at 3 feet		
	90	Food blender at 3 feet
Downtown (large city)	80	Garbage disposal at 3 feet
Lawn mower at 100 feet	70	Vacuum cleaner at 10 feet
		Normal speech at 3 feet
Air conditioning unit	60	Clothes dryer at 3 feet
Babbling brook		Large business office
Quiet urban (daytime)	50	Dishwasher (next room)
Quiet urban (nighttime)	40	Library

The traffic noise analysis typically includes the following elements:

- Identification of land use activity areas that might be impacted by traffic noise.
- Determination of existing noise levels.
- Prediction of future noise levels.
- Identification of possible noise impacts.
- Consideration and evaluation of measures to reduce noise impacts.

The FHWA has established the following Noise Abatement Criteria (NAC) for various land use activity areas that are used as one of two means to determine when a traffic noise impact would occur.

Table 3.6 FHWA Noise Abatement Criteria

Activity Category	dBA Leq	Description of Land Use Activity Areas
A	**57 (exterior)**	Lands on which serenity and quiet are of extra-ordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	**67 (exterior)**	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries and hospitals.
C	**72 (exterior)**	Developed lands, properties or activities not included in categories A or B above.
D	**--**	Undeveloped lands.
E	**52 (interior)**	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

NOTE: Primary consideration is given to exterior areas (Category A, B or C) where frequent human activity occurs. However, interior areas (Category E) are used if exterior areas are physically shielded from the roadway, or if there is little or no human activity in exterior areas adjacent to the roadway.

A noise impact would occur when either the absolute or relative criterion is met:

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

Relative criterion: the predicted noise level substantially exceeds the existing noise level at a receiver even though the predicted noise level does not approach, equal or exceed the NAC. "Substantially exceeds" is defined as more than 10 dBA. For example: a noise impact would occur at a Category B residence if the existing level is 54 dBA and the predicted level is 65 dBA (11 dBA increase).

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

The FHWA traffic noise modeling (TNM) software was used to calculate existing and predicted traffic noise levels at receiver locations (**Table 3.7** and **Figure 4.2** in **Appendix A**) that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement. TNM primarily considers the number, type, and speed of vehicles; highway alignment and grade; cuts, fills, and natural berms; surrounding terrain features; and the locations of activity areas likely to be impacted by the associated traffic noise.

Table 3.7 Traffic Noise Levels (dBA Leq)

Receiver	NAC Category	NAC Level	Existing	Predicted 2035	Change (+/-)	Noise Impact
R1 Commercial	C	72	61	55	-6	No
R2 Commercial	C	72	50	48	-2	No

The No Build Alternative would not result in traffic noise impacts. As indicated in **Table 3.7**, the proposed Build Alternative not result in a traffic noise impact.

Land use activity areas between I-10 and the Tom Mays Unit of the Franklin Mountains State Park are currently Category D, undeveloped land. Also, no new development is currently underway in these areas. There is no NAC for undeveloped land; however, to avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs should ensure, to the maximum extent possible, no new activities are planned or constructed along or within the following predicted (2035) noise impact contour.

UNDEVELOPED AREA	LAND USE	IMPACT CONTOUR	DISTANCE FROM CENTER LINE OF OUTSIDE TRAVEL LANE
Undeveloped properties east of I-10	Category B	66 dBA	35 feet
	Category C	72 dBA	10 feet

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. No receivers are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

A copy of this traffic noise analysis will be made available to local officials to assist in future land use planning. On the date of approval of this document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

3.6 Air Quality

The proposed LP 375 project is located within El Paso County. Portions of El Paso County, all within the city of El Paso, have been designated by the Environmental Protection Agency (EPA) as a moderate nonattainment area for PM-10. The boundary for the PM-10 nonattainment area is the city limits of El Paso. The general conformity rule applies to this area. Effective October 3, 2008, the EPA re-designated the El Paso area in attainment for the CO standard and approved the CO maintenance State Improvement Plan (SIP). El Paso County is in attainment for ozone under the 8-hour standard.

In accordance with 40 CFR 93.114, FHWA would not take final action on this environmental document until the proposed project is consistent with a current MTP and TIP. The project is programmed in the new 2035 Mission MTP and the 2011-2014 TIP . The 2035 Mission MTP was approved by the MPO Policy Board on August 5, 2010, and the 2011-2014 TIP was approved by the Policy Board on August 6, 2010. Transportation conformity documents were approved by FHWA on January 28, 2011.

The primary pollutants from motor vehicles are volatile organic compounds (VOCs), CO, and nitrogen oxides (NOx). VOCs and NOx can combine under the right conditions in a series of photochemical reactions to form ozone. Because these reactions take place over a period of several hours, maximum concentrations of ozone are often found far downwind of the precursor sources. Thus ozone is a regional problem and not a roadway specific condition.

For ozone and PM-10 nonattainment areas, the EPA/FHWA federal transportation conformity rule requires that all on-road mobile source emissions (cars, trucks, and motorcycles) from a transportation network remain below transportation budgets established in the SIP. The SIP for El Paso was developed by the TCEQ and contains emissions budgets for the on-road transportation system.

The traffic data used in the analysis was produced in February 2009. The traffic for the highest estimated time of completion year (2015) is 40,000 vehicles per day (vpd) within the project limits. Twenty years after the estimated time of completion year (2035), the traffic is estimated to be 71,000 vpd. A prior TxDOT modeling study demonstrated that it is unlikely that a CO standard would ever be exceeded as a result of any project with an ADT below 140,000 vehicles per day. The ADT projections for the project do not exceed 140,000 vehicles per day; therefore a Traffic Air Quality Analysis (TAQA) was not required. With the January 28, 2011 conformity determination, FHWA determined that the existing transportation network, plus the planned projects in the 2035 MTP, would not exceed the emission budgets in the SIP.

The congestion management process (CMP) is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The project was developed from El Paso MPO's operational CMP, which meets all requirements of 23 CFR 500.109. The CMP was adopted by the El Paso MPO on July 18, 2008 and updated in January 2010.

Operational improvements and travel demand reduction strategies are commitments made by the region at two levels: program level and project level implementation. Program level commitments are inventoried in the regional CMP, which was adopted by El Paso MPO; they are included in the financially constrained MTP, and future resources are reserved for their implementation.

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

Committed congestion reduction strategies and operational improvements within the study boundary will consist of signalization and intersection improvements. Individual projects are listed in **Table 3.8**.

Table 3.8. Congestion Management Process Strategies

Location	Type	Implementation Date
LP 375 (Woodrow Bean Transmountain West) from I-10 to State Park	Widen from 2 to 4 lane divided. With grade separations at major streets, 2 direct connects and frontage roads.	2011

Source: El Paso MPO 2008 Comprehensive Mobility Plan- updated January 2010

In an effort to reduce congestion and the need for SOV lanes in the region, TxDOT and El Paso MPO will continue to promote appropriate congestion reduction strategies through the Congestion Mitigation and

Air Quality Improvement (CMAQ) program, the CMP, and the MTP. The congestion reduction strategies considered for this project would help alleviate congestion in the SOV study boundary, but would not eliminate it. Therefore, the proposed project is justified. The CMP analysis for added SOV capacity projects in the transportation management area (TMA) is on file and available for review at El Paso MPO.

Mobile Source Air Toxics

In addition to the criteria air pollutants for which there are National Ambient Air Quality Standards (NAAQS), EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners) and stationary sources (e.g., factories or refineries).

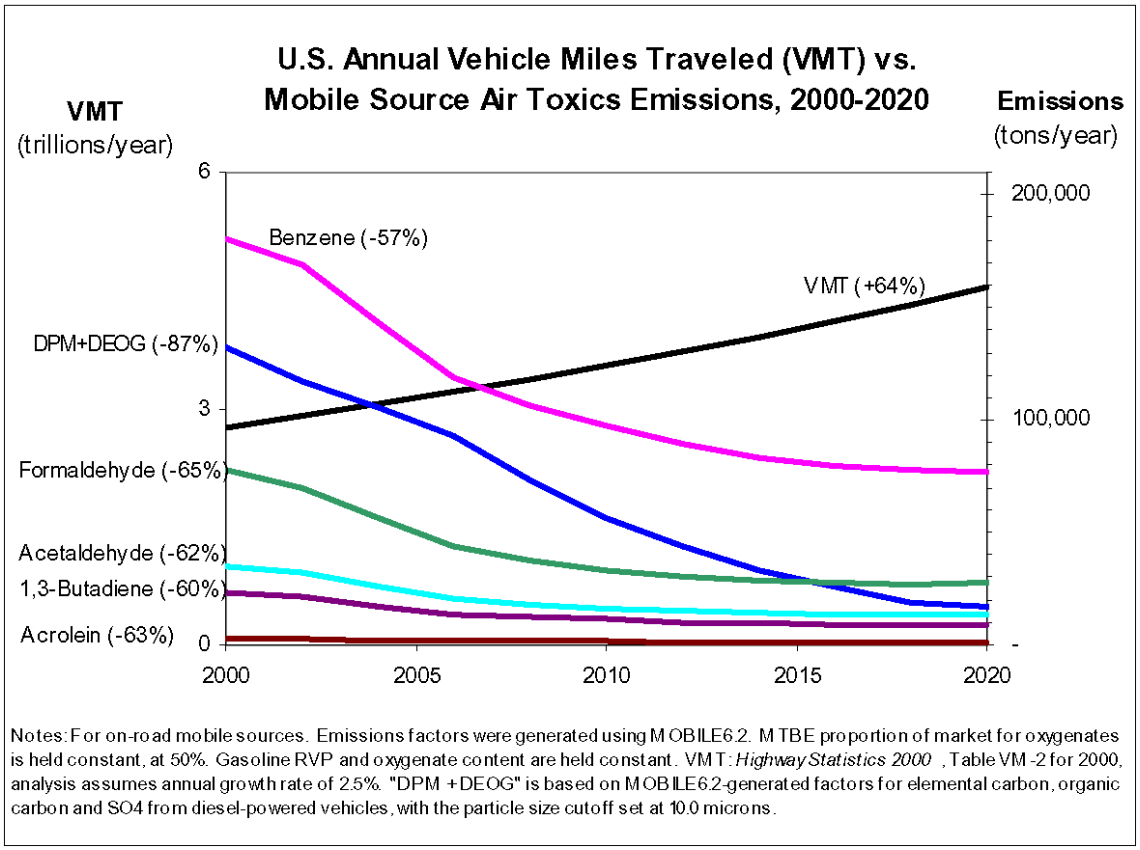
Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the Clean Air Act (CAA). The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

In an ongoing review of MSATs, the EPA finalized additional rules under authority of CAA Section 202(l) to further reduce MSAT emissions that are not reflected in **Graph 1**. The EPA issued Final Rules on Control of Hazardous Air Pollutants from Mobile Sources (72 FR 8427, February 26, 2007) under Title 40 Code of Federal Regulations Parts 59, 80, 85 and 86. The rule changes were effective April 27, 2007. As a result of this review, EPA adopted the following new requirements to significantly lower emissions of benzene and the other MSATs by: (1) lowering the benzene content in gasoline; (2) reducing non-methane hydrocarbon (NMHC) exhaust emissions from passenger vehicles operated at cold temperatures (under 75 degrees Fahrenheit); and (3) reducing evaporative emissions that escape from portable fuel containers.

Beginning in 2011, petroleum refiners must meet an annual average gasoline benzene content standard of 0.62 percent by volume, for both reformulated and conventional gasolines, nationwide. The national benzene content of gasoline in 2007 was about 1.0 percent by volume. EPA standards to reduce NMHC exhaust emissions from new gasoline-fueled vehicles will become effective in phases. Standards for light-duty vehicles and trucks (less than or equal to 6,000 pounds [lbs]) become effective during the period of 2010 to 2013, and standards for heavy light-duty trucks (6,000 to 8,000 lbs) and medium-duty passenger vehicles (up to 10,000 lbs) become effective during the period of 2012 to 2015. Evaporative requirements for portable gas containers become effective with containers manufactured in 2009. Evaporative emissions must be limited to 0.3 grams of hydrocarbons per gallon per day.

EPA has also adopted more stringent evaporative emission standards (equivalent to current California standards) for new passenger vehicles. The new standards became effective in 2009 for light vehicles and in 2010 for heavy vehicles. In addition to the reductions from the 2001 rule, the new rules will significantly reduce annual national MSAT emissions. For example, EPA estimates that emissions in the year 2030, when compared to emissions in the base year prior to the rule, will show a reduction of

Graph 1. VMT vs. MSAT Emissions



330,000 tons of MSATs (including 61,000 tons of benzene), reductions of more than 1,000,000 tons of volatile organic compounds, and reductions of more than 19,000 tons of PM2.5. As a result, EPA concluded that no further motor vehicle emissions standards or fuel standards were necessary to further control MSATs. The agency is preparing another rule under authority of CAA Section 202(l) that will address these issues and could make adjustments to the full 21 and the primary six MSATs.

Project Specific MSAT Information

Numerous technical shortcomings of emissions and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of MSAT emissions and effects of this project (see "Unavailable Information for Project Specific MSAT Impact Analysis" at the end of this section for more information). In Chapter 3 of its Regulatory Impact Analysis (RIA) for the 2007 MSAT rules, EPA states that there are a number of additional significant uncertainties associated with the air quality, exposure and risk modeling. The modeling also has certain key limitations such as the results are most accurate for large geographic areas, exposure modeling does not fully reflect variation among individuals, and non-inhalation exposure pathways and indoor sources are not taken into account. Chapter 3 of the RIA is found at: http://www.epa.gov/otaq/regs/toxics/fr-ria-sections.htm.

However, it is possible to qualitatively assess the levels of future MSAT emissions under the project. Although a qualitative assessment cannot identify and measure health impacts from MSATs, it can give a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the

various alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*, found at: www.fhwa.dot.gov/environment/airtoxic/msatcompare/msatemissions.htm.

For each alternative in this environmental assessment, the amount of MSATs emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. Because the VMT estimated for the No Build Alternative is higher than for the Build Alternative, regional MSAT levels are expected to be higher for the No Build Alternative than for the Build Alternative. Regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent from 2000 to 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area would likely be lower in the future.

Because of the specific characteristics of the Build Alternative, there may be localized areas where VMT would increase, and other areas where VMT would decrease. Therefore it is possible that localized increases and decreases in MSAT emissions may occur. The localized increases in MSAT emissions would likely be most pronounced along the new roadway section that would be built. However, even if these increases do occur, they too will be substantially reduced in the future due to implementation of EPA's vehicle and fuel regulations.

In sum, it is expected there would be reduced MSAT emissions in the immediate area of the project under the Build Alternative in the design year, relative to the No Build Alternative, due to the reduced VMT associated with more direct routing, and due to EPA's MSAT reduction programs. On a regional basis, EPA's vehicle and fuel regulations coupled with fleet turnover will cause region-wide MSAT levels to be significantly lower than today in almost all cases.

Sensitive Receptors

Sensitive receptors include those facilities most likely to contain large concentrations of the more sensitive population (hospitals, schools, licensed day care facilities, and elder care facilities). There may be localized areas where ambient concentrations of MSATs are slightly higher under the Build Alternative than under the No Build Alternative. Dispersion studies have shown that the "roadway" air toxics start to drop off at about 100 meters. By 500 meters, most studies have found it very difficult to distinguish the roadway from background toxic concentrations in any given area. Sensitive receptors include those facilities most likely to contain large concentrations of the more sensitive population (hospitals, schools, licensed daycare facilities, and elder care facilities). An assessment of some potential sensitive receptors within both 100 and 500 meters should be conducted. **Table 3.9** provides a listing of sensitive receptors by distance for this proposed project and **Table 3.10** provides the names and addresses of each sensitive receptor.

Table 3.9 Sensitive Receptors by Distance

Alternative	Length (miles)	Receivers within 100 meters of right-of-way	Receivers between 100 and 500 meters
No Build	3.6	1	0
Build	3.6	1	0

Table 3.10 Sensitive Receptors by Location

Name of Sensitive Receptor	Address	City, State	Zip Code
Canutillo High School	6675 South Desert Boulevard	El Paso, TX	79932

Unavailable Information for Project Specific MSAT Impact Analysis

This document includes a basic analysis of the likely MSAT emission impacts of this project. However, available technical tools and a lack of health-based MSAT standards do not enable the prediction of project-specific health impacts of the emission changes associated with the alternatives in this project. Due to these limitations, the following discussion is included in accordance with CEQ regulations (40 CFR 1502.22(b)) regarding incomplete or unavailable information.

Information That is Unavailable or Incomplete

Evaluating the environmental and health impacts from MSATs on a proposed highway project would involve several key elements, including emissions modeling, dispersion modeling in order to estimate ambient concentrations resulting from the estimated emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts of this project.

1. *Emissions*: The EPA tools to estimate MSAT emissions from motor vehicles are not sensitive to key variables determining emissions of MSATs in the context of highway projects. While MOBILE6.2 is used to predict emissions at a regional level, it has limited applicability at the project level. MOBILE6.2 is a trip-based model--emission factors are projected based on a typical trip of 7.5 miles, and on average speeds for this typical trip. This means that MOBILE6.2 does not have the ability to predict emission factors for a specific vehicle operating condition at a specific location at a specific time. Because of this limitation, MOBILE6.2 can only approximate the operating speeds and levels of congestion likely to be present on the largest-scale projects, and cannot adequately capture emissions effects of smaller projects. For particulate matter, the model results are not sensitive to average trip speed, although the other MSAT emission rates do change with changes in trip speed. Also, the emissions rates used in MOBILE6.2 for both particulate matter and MSATs are based on a limited number of tests of mostly older-technology vehicles. Lastly, in its discussions of particulate matter under the conformity rule, EPA has identified problems with MOBILE6.2 as an obstacle to quantitative analysis.

These deficiencies compromise the capability of MOBILE6.2 to estimate MSAT emissions. MOBILE6.2 is an adequate tool for projecting emissions trends, and performing relative analyses between alternatives for very large projects, but it is not sensitive enough to capture the effects of travel changes tied to smaller

projects or to predict emissions near specific roadside locations. However, MOBILE6.2 is currently the only available tool for use by FHWA/TxDOT and may function adequately for larger scale projects for comparison of alternatives.

2. *Dispersion*: The tools to predict how MSATs disperse are also limited. The EPA's current regulatory models, CALINE3 and CAL3QHC, were developed and validated more than a decade ago for the purpose of predicting episodic concentrations of CO to determine compliance with the NAAQS. The performance of dispersion models is more accurate for predicting maximum concentrations that can occur at some time at some location within a geographic area. This limitation makes it difficult to predict accurate exposure patterns at specific times at specific highway project locations across an urban area to assess potential health risk. Along with these general limitations of dispersion models, FHWA is also faced with a lack of monitoring data in most areas for use in establishing project-specific MSAT background concentrations.

3. *Exposure Levels and Health Effects*: Finally, even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude us from reaching meaningful conclusions about project-specific health impacts. Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways, and to determine the portion of a year that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over a 70-year period. There are also considerable uncertainties associated with the existing estimates of toxicity of the various MSATs, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population. Because of these shortcomings, any calculated difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with calculating the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against other project impacts that are better suited for quantitative analysis.

Summary of Existing Credible Scientific Evidence Relevant to Evaluating the Impacts of MSATs

Research into the health impacts of MSATs is ongoing. For different emission types there are a variety of studies that show that some either are statistically associated with adverse health outcomes through epidemiological studies (frequently based on emissions levels found in occupational settings) or that animals demonstrate adverse health outcomes when exposed to large doses.

Exposure to toxics has been a focus of a number of EPA efforts. Most notably, the agency conducted the National Air Toxics Assessment (NATA) in 1996 to evaluate modeled estimates of human exposure applicable to the county level. While not intended for use as a measure of or benchmark for local exposure, the modeled estimates in the NATA database best illustrate the levels of various toxics when aggregated to a national or State level.

The EPA is in the process of assessing the risks of various kinds of exposures to these pollutants. The EPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at

http://www.epa.gov/iris. The following toxicity information for the six prioritized MSATs was taken from the IRIS database *Weight of Evidence Characterization* summaries and represents the Agency's most current evaluations of the potential hazards and toxicology of these chemicals or mixtures.

- **Benzene** is characterized as a known human carcinogen.
- **Acrolein:** The potential carcinogenicity of acrolein cannot be determined because the existing data are inadequate for an assessment of human carcinogenic potential for either the oral or inhalation route of exposure.
- **Formaldehyde** is a probable human carcinogen, based on limited evidence in humans, and sufficient evidence in animals.
- **1,3-butadiene** is characterized as carcinogenic to humans by inhalation.
- **Acetaldehyde** is a probable human carcinogen based on increased incidence of nasal tumors in male and female rats and laryngeal tumors in male and female hamsters after inhalation exposure.
- **Diesel exhaust** is likely to be carcinogenic to humans by inhalation from environmental exposures. Diesel exhaust as reviewed in this document is the combination of diesel particulate matter and diesel exhaust organic gases. Diesel exhaust also represents chronic respiratory effects, possibly the primary non-cancer hazard from MSATs. Prolonged exposures may impair pulmonary function and could produce symptoms, such as cough, phlegm, and chronic bronchitis. Exposure relationships have not been developed from these studies.

There have been other studies that address MSAT health impacts in proximity to roadways. The Health Effects Institute, a non-profit organization funded by EPA, FHWA, and industry, has undertaken a major series of studies to research near-roadway MSAT hot spots, the health implications of the entire mix of mobile source pollutants, and other topics. The final summary of the series is not expected for several years.

Some recent studies have reported that proximity to roadways is related to adverse health outcomes, particularly respiratory problems. Much of this research is not specific to MSATs, instead surveying the full spectrum of both criteria and other pollutants. The FHWA cannot evaluate the validity of these studies, but more importantly, they do not provide information that would be useful to alleviate the uncertainties listed above and enable us to perform a more comprehensive evaluation of the health impacts specific to this project. In the preamble to the 2007 MSAT rule, EPA summarized recent studies with the following statement: Significant scientific uncertainties remain in our understanding of the relationship between adverse health effects and near-road exposure, including the exposures of greatest concern, the importance of chronic versus acute exposures, the role of fuel type (e.g., diesel or gasoline) and composition (e.g., percent aromatics), relevant traffic patterns, the role of co-stressors including noise and socioeconomic status, and the role of differential susceptibility within the exposed populations. (Volume 073 Federal Register Page 8441 (February 26, 2007) Control of Hazardous Air Pollutants from Mobile Sources).

Relevance of Unavailable or Incomplete Information

While available tools do allow us to reasonably predict relative emissions changes between alternatives for larger projects, the amount of MSAT emissions from each of the project alternatives and MSAT concentrations or exposures created by each of the project alternatives cannot be predicted with enough accuracy to be useful in estimating health impacts. (As noted above, the current emissions model is not capable of serving as a meaningful emissions analysis tool for smaller projects.) Therefore, the relevance of the unavailable or incomplete information is that it is not possible to make a determination of whether any of the alternatives would have "significant adverse impacts on the human environment."

In this document, a qualitative assessment has been provided relative to the various alternatives of MSAT emissions and has acknowledged that the Build Alternative may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain, and because of this uncertainty, the health effects from these emissions cannot be estimated.

3.7 Water Resources and Water Quality

The project area is located approximately 1 mile east of the Rio Grande, along the bajadas west of the Franklin Mountains, climbing upward some 800 feet (3,860 to 4,660 feet elevation) from west to east. There are three major drainage systems located in the project area, two primarily on the north side of LP 375 and one primarily to the south. Historic topographic maps indicate that these drainages, originating from Franklin Mountain canyons and draws, historically flattened out to the west of the project area, and runoff continued toward the Rio Grande as sheet flow or by local minor drainage swales. Currently, a modified earthen drainage channel directs runoff from the two northernmost drainage systems into the Rio Grande. The southernmost drainage system outfalls into the Rio Grande through a second modified channel (**Figure 6** in **Appendix A**). Drainages within the project area are ephemeral, meaning they do not carry permanent water and do not contain saturated soils or support vegetation suited to saturated soils, as defined by the EPA.

The portion of the Rio Grande that receives runoff from the project area is designated by the TCEQ as Segment 2314, which includes the Rio Grande from the International Dam to the New Mexico state line in El Paso County. Segment 2314 is designated as an impaired stream on the Draft 2010 Clean Water Act §303(d) list (dated February 5, 2010) due to high bacteria levels in most of the segment. The point where the drainages described above outfall into Segment 2314 is approximately 1.5 miles southwest of the proposed project area. Since the project would be located less than 5 miles upstream of an impaired stream segment, the proposed project would be coordinated with the TCEQ in accordance with the TxDOT-TCEQ Memorandum of Understanding (MOU).

3.7.1 Wetlands and Other Potential Waters of the U.S.

Potential waters of the U.S., including wetlands, in the project area were identified by reviewing available data and maps and conducting field investigations. Prior to field investigations, project plans were reviewed relative to aerial photography and U.S. Geological Survey (USGS) topographic, National Wetland Inventory (NWI), and Federal Emergency Management Agency (FEMA) floodplain maps. Field investigations were conducted in February 2010 and consisted of windshield and pedestrian surveys

extending the entire length and width of the project area. The location of all potential waters of the U.S., including wetlands and other special aquatic sites, present in the project area were identified and mapped using differential global positioning system (GPS).

Field investigations identified 20 drainage crossings within the project area boundaries (**Figures 5.1** through **5.5** in **Appendix A**). Several of these (Drainages 1 through 7, 15, 16, and 18 through 20) are potential waters of the U.S. that may be subject to regulation under Section 404 of the Clean Water Act and the jurisdiction of the U.S. Army Corps of Engineers (USACE) because they either drain to a large modified channel over which the USACE has asserted jurisdiction in the past or they drain to the Rio Grande through a similar modified channel that is expected to be considered at water of the U.S. The remaining drainages, Drainages 8 through 14 and 17, are not likely to be considered waters of the U.S. because they are isolated drainages or contribute to isolated surface systems that are not considered waters of the U.S. No wetlands or other special aquatic sites are located in the project area. The No Build Alternative would not result in impacts to wetlands or other potential waters of the U.S. The following paragraphs describe the drainage crossings and provide information regarding their potential jurisdictional status.

Drainage 1

Drainage 1 is located approximately 0.2 mile east of Tom Mays Park Access Road on the eastern end of the proposed project area (**Figure 5.5**). This drainage feature is composed of a discontinuous channel that has notably different dimensions to the north and south of LP 375. On the north side of LP 375, the channel width averages approximately 6 feet between ordinary high water marks (OHWMs) with banks 1 to 2 feet high and moderately sloped. The channel to the south averages roughly 30 feet wide between OHWMs with steeply incised banks 3 to 5 feet high. Vegetation along this drainage includes creosote (*Larrea tridentata*), broom snakeweed (*Gutierrezia sarothrae*), cut-leaf bricklebush (*Brickellia laciniata*), bushy muhly (*Muhlenbergia porteri*), three-awn grasses (*Aristida spp.*), desert willow (*Chilopsis linearis*), purple prickly-pear (*Opuntia macrocentra*), mariola (*Parthenium incanum*), four-winged saltbush, tobosa (*Hilaria mutica*), desert sumac (*Rhus microphylla*), mesquite (*Prosopis glandulosa*), Wright's beebrush (*Aloysia wrightii*), and scattered Wheeler's sotol (*Dasylirion wheeleri*).

Approximately 0.04 acre (117 linear feet) of Drainage 1 is located in the project area. Based on aerial imagery and current and historic topographic maps, Drainage 1 has always drained into the Rio Grande. Although the channel is highly modified near its eastern end, it is still expected to be considered a jurisdictional water of the U.S.

Drainage 2

Drainage 2 is located just north of the turn-off for Tom Mays Park Access Road from LP 375 (**Figure 5.5**), where the channel encroaches into the proposed project area. The channel ranges from 50 to 100 feet wide between OHWMs, though a section only about 30 feet wide is located in the existing ROW. The channel bottom is composed of gravel and coarse rocky material with steeply incised banks 4 to 5 feet high. Dominant vegetation along this drainage includes creosote, desert willow, mariola, ocotillo (*Fouquieria splendens*), lechuguilla (*Agave lechuguilla*), purple prickly-pear, three-awn grasses, bushy muhly, and scattered Spanish dagger (*Yucca treculeana*).

Approximately 0.17 acre (365 linear feet) of Drainage 2 is located in the project area. Historic topographic maps indicate that this drainage flattened out west of the project area and did not directly connect to the Rio Grande (e.g., runoff continued westward via sheet flow or local minor swales). Current USGS topographic maps indicate water from this drainage, when present, would flow into a modified earthen drainage channel constructed west of the project area to convey run-off to the Rio Grande. The USACE has asserted jurisdiction over the modified channel in the past; therefore, Drainage 2 is expected to be considered a jurisdictional water of the U.S.

Drainages 3 through 7

Drainages 3 through 7 represent five ephemeral drainage features located from approximately 2.1 to 1.4 miles east of I-10 along LP 375 (**Figures 5.3** and **5.4**). These are generally small ephemeral drainages averaging 2 to 17 feet wide between OHWMs. The cross-sectional geometry of these channels ranges from rectangular with steeply incised banks to trapezoidal with moderately sloping banks. The channel bottoms are primarily composed of gravel and coarse rock. Vegetation along the banks of these drainages is dominated by shrubs and grasses including creosote, broom snakeweed, desert sumac, Wright's beebrush, cut-leaf bricklebush, three-awn grasses, bushy muhly, hairy wooly-grass (*Erioneuron pilosum*), mariola, lechuguilla, purple prickly-pear, false buffalo-grass (*Monroa squarrosa*), four-winged saltbush (*Atriplex canescens*), Spanish dagger, long-leaf joint-fir (*Ephedra trifurca*), resinbush (*Viguiera stenoloba*), tasajillo (*Cylindropuntia leptocaulis*), tarbush (*Flourensia cernua*), ocotillo, plains bristly-grass (*Setaria leucopila*), prickly Russian thistle (*Salsola tragus*), cane beard-grass (*Bothriochloa barbinodis*), mesquite, cat-claw mimosa (*Mimosa aculeaticarpa* [Syn=*Mimosa biuncifera*]), Mediterranean love-grass (*Eragrostis barrelieri*), desert willow, and occasional retama (*Parkinsonia aculeata*).

The area of potential waters of the U.S. associated with Drainages 3 through 7 include 0.10 acre (1,358 linear feet) at Drainage 3, 0.22 acre (650 linear feet) at Drainage 4, 0.07 acre (1,003 linear feet) at Drainage 5, 0.06 acre (819 linear feet) at Drainage 6, and 0.01 acre (249 linear feet) at Drainage 7. USGS topographic and FEMA flood insurance rate maps of the area (Map Panel Numbers 480214 0017 C and 480214 0017 C, both revised February 5, 1986) show no drainages or floodplains at any of the above locations (**Figures 5.3** and **5.4**). According to aerial photographs, these drainages contribute to the same ephemeral tributary of the Rio Grande addressed under Drainage 2. Therefore, Drainages 3 through 7 are expected to be considered jurisdictional waters of the U.S.

Drainages 8 through 14

Drainages 8 through 14 represent seven drainage features located from approximately 1.3 to 0.4 miles east of I-10 along LP 375 (**Figures 5.2** and **5.3**). These are small ephemeral drainages averaging 1 to 6 feet wide between OHWMs. The cross-sectional geometry of these channels ranges from rectangular with steeply incised banks to trapezoidal with moderately sloping banks. The channel bottoms are primarily composed of gravel and coarse rock. Vegetation along the banks of these drainages is similar to that listed under Drainages 3 through 7.

USGS topographic and FEMA flood insurance rate maps of the area (Map Panel Numbers 480214 0017 C and 480214 0017 C, both revised February 5, 1986) show no drainages or floodplains at any of the

above locations (**Figures 5.2** and **5.3**). According to aerial photographs and field observations, Drainages 8 through 13 discharge into Drainage 14, which terminates into a broad, shallow depression on the south side of LP 375 and does not reach the Rio Grande or its tributaries. Because Drainages 8 through 14 do not contribute to the tributary system of a potential water of the U.S., they are not expected to be considered jurisdictional waters of the U.S. and would not be subject to regulation by the USACE.

Drainages 15, 16, and 19

Drainages 15, 16, and 19 are associated with the same drainage feature as Drainage 2 (**Figure 5.2**). They are located at the west end of the project area, south and east of the I-10/LP 375 interchange. Drainages 15 and 16 cross from the north to the south side of LP 375 via two sets of box culverts roughly 0.2 mile east of I-10. Drainage 19 crosses under I-10 via bridges approximately 0.1 mile south of LP 375. Drainage 15 averages roughly 12 feet wide between OHWMs but is constricted on the north side of LP 375 and the channel has been reduced to about 3 feet wide. The banks are 1 to 3 feet high and the channel geometry is rectangular to trapezoidal, with the banks vertical to moderately sloping. Drainage 16 averages approximately 15 feet wide between OHWMs though, similar to Drainage 15, the channel has been reduced to roughly 2 feet wide. The banks are 1 to 4 feet high and the channel geometry is rectangular to trapezoidal, with the banks vertical to moderately sloping. Drainage 19 averages approximately 50 feet wide between OHWMs and has steeply incised banks 3 to 6 feet high and rectangular channel geometry. The bottom of all three of these drainages is composed of gravel and coarse rock with some occasional sandy deposits in the bottom of Drainage 19. Dominant vegetation along these drainages includes creosote, broom snakeweed, desert sumac, Wright's beebrush, cut-leaf brickelliabush, three-awn grasses, bushy muhly, hairy wooly-grass, mariola, lechuguilla, purple prickly-pear, false buffalo-grass, four-winged saltbush, resinbush, tasajillo, tarbush, plains bristly-grass, prickly Russian thistle, cane beard-grass, mesquite, cat-claw mimosa, Mediterranean love-grass, and desert willow.

Approximately 0.02 acre (290 linear feet) of channel associated with Drainage 15, 0.12 acre (370 linear feet) of channel associated with Drainage 16, and 1.54 acres (720 linear feet) of channel associated with Drainage 19 are located in the project area. According to USGS topographic maps, these drainages are associated with the same ephemeral tributary of the Rio Grande addressed under Drainage 2. Therefore, these drainages are expected to be considered jurisdictional waters of the U.S.

Drainage 17

Drainage 17 is an isolated feature located at the northeast corner of the I-10/LP 375 interchange (**Figure 5.2**). There is no identifiable drainage feature at this location except a shallow, roughly triangular depression that has formed in uplands by the placement of fill during the construction of I-10 to the west and LP 375 to the south at the base of the bajadas (broad slopes of debris spread along the lower slopes of mountains by descending streams) to the east. Runoff from the bajadas appears to collect in this area, with the only means of discharge being a vegetation and debris-clogged culvert under LP 375. Vegetation at this feature consists of desert willow, creosote, broom snakeweed, Roosevelt-weed (*Baccharis neglecta*), and a few black willow (*Salix nigra*) saplings. No wetland or stream characteristics were identified at this feature.

Approximately 0.13 acre of Drainage 17 is located in the proposed project area. Aerial photographs and field observations indicate this feature discharges into an elevated roadside ditch south of LP 375 and parallel to I-10. Because Drainage 17 is a man-made depression in an upland with no discernable channel or other stream or wetland characteristics, it is not expected to be considered a water of the U.S. subject to regulation by the USACE.

Drainage 18

Drainage 18 is located along I-10 on the west end of the project area approximately 0.2 mile north of LP 375 (**Figure 5.2**). This drainage feature is composed of an ephemeral channel that averages approximately 90 feet wide between OHWMs. The channel banks are 4 to 8 feet high and steeply incised with rectangular channel geometry. The channel bottom is composed of gravel and coarse rock with some scattered sandy deposits. Vegetation along the banks of this drainage is similar to that listed under Drainages 15 through 17.

Approximately 0.03 acre (25 linear feet) of channel associated with Drainage 18 is located in the project area. According to USGS topographic maps and aerial photography, Drainage 18 discharges into a modified earthen drainage channel that the USACE has asserted jurisdiction over in the past (personal communication, USACE with consultant); therefore, Drainage 18 is considered a jurisdictional water of the U.S.

Drainage 20

Drainage 20 is located along I-10 on the west end of the project area approximately 0.4 mile south of LP 375 (**Figure 5.1**). This drainage feature is composed of an ephemeral channel that averages approximately 45 feet wide between OHWMs. The channel banks are 4 to 8 feet high and steeply incised to moderately sloped with rectangular to trapezoidal channel geometry. The channel bottom is composed of gravel and coarse rock with some scattered sandy deposits. Vegetation along the banks of this drainage is similar to that listed under Drainages 15 through 17.

Approximately 0.26 acre (220 linear feet) of channel associated with Drainage 20 is located in the project area. According to USGS topographic maps, Drainage 20 discharges into the modified earthen drainage channel that the USACE has asserted jurisdiction over in the past. Therefore, Drainage 20 is expected to be considered a jurisdictional water of the U.S.

Impacts to Potential Waters of the U.S.

Since the No Build Alternative would not involve roadway construction, it would not affect waters of the U.S. Anticipated permanent impacts resulting from the Build Alternative are summarized in **Table 3.11**. Based on the current design, portions of Drainages 3 through 16 are expected to be permanently impacted, while no impacts are anticipated for Drainages 1, 2, and 17 through 20. Drainages 3 through 7, 15, 16, and 18 through 20 contribute to the tributary system of the Rio Grande and are expected to be considered waters of the U.S. subject to regulation by the USACE. Drainages 8 through 14 and 17 are not expected to be considered waters of the U.S. because they do not contribute to any tributary systems but, instead, terminate in a shallow depression with no recognizable outfall.

Table 3.11. Summary of Potential Waters of the U.S., Estimated Impacts, and Anticipated Permits

Drainage Number	Existing Structure	Proposed Work or Structure	Permanent Fill		Temporary Fill		NWP[2]	PCN (Y/N)
			Potential Waters of the U.S. (acres and linear feet)[1]	Wetlands or Other Special Aquatic Sites (acres)	Potential Waters of the U.S. (acres and linear feet)[1]	Wetlands or Other Special Aquatic Sites (acres)		
Drainage 1	3-7'x5' metal culverts	None	0	0	0	0	None	No
Drainage 2	None	None	0	0	0	0	None	No
Drainage 3	1-4' dia. metal culvert	1-4' dia. metal culvert	0.07 acre/ 798 feet	0	0.05 acre/ 560 feet	0	14	No
Drainage 4	3-6'x6' concrete box culverts	3-6'x6' concrete box culverts	0.22 acre/ 650 feet	0	0	0	14	Yes
Drainage 5	1-4' dia. metal culvert	1-4' dia. metal culvert	0.09 acre/ 1,003 feet	0	0	0	14	No
Drainage 6	1-3'dia. metal culvert	1-3'dia. metal culvert	0.07 acre/ 715 feet	0	0.01 acre/ 104 feet	0	14	No
Drainage 7	1-2' dia. metal culvert	1-3'dia. metal culvert	0.01 acre/ 249 feet	0	0	0	14	No
Drainage 8	1-2' dia. metal culvert	1-2' dia. metal culvert	0.02 acre/ 123 feet	0	0	0	N/A[3]	N/A
Drainage 9	1-4'x6' concrete box culvert	1-4'x6' concrete box culvert	0.03 acre/ 388 feet	0	0	0	N/A	N/A
Drainage 10	1-2' dia. metal culvert	Road fill	<0.01 acre/ 236 feet	0	0	0	N/A	N/A
Drainage 11	1-2' dia. metal culvert	Road fill	<0.01 acre/ 310 feet	0	0	0	N/A	N/A
Drainage 12	1-2' dia. metal culvert	Road fill	0.02 acre/ 236 feet	0	0	0	N/A	N/A
Drainage 13	None	Road fill	0.02 acre/ 370 feet	0	0	0	N/A	N/A
Drainage 14	1-4'x6' concrete box culvert	2-4'x6' concrete box culverts	0.11 acre/ 655 feet	0	0	0	N/A	N/A
Drainage 15	3-4'x6' concrete box culverts	Road fill	0.02 acre/ 290 feet	0	0	0	14	No
Drainage 16	4-6'x6' concrete box culverts	4-6'x6' concrete box culverts	0.12 acre/ 370 feet	0	0	0	14	Yes
Drainage 17	1-2'dia. metal culvert	None	0	0	0	0	N/A	N/A
Drainage 18	3-span concrete bridge	None	0	0	0	0	None	No
Drainage 19	two 3-span frontage road bridges; two 4-span mainlane bridges	None	0	0	0	0	None	No

Table 3.11. Summary of Potential Waters of the U.S., Estimated Impacts, and Anticipated Permits

Drainage Number	Existing Structure	Proposed Work or Structure	Permanent Fill		Temporary Fill		NWP[2]	PCN (Y/N)
			Potential Waters of the U.S. (acres and linear feet)[1]	Wetlands or Other Special Aquatic Sites (acres)	Potential Waters of the U.S. (acres and linear feet)[1]	Wetlands or Other Special Aquatic Sites (acres)		
Drainage 20	4-span concrete bridge	None	0	0	0	0	None	No

[1] Length within project area.
[2] Anticipated permit if certain drainages are considered jurisdictional waters of the U.S.
[3] N/A= not applicable because these drainages are not expected to be waters of the U.S. subject to Section 404 regulations.

The following bullets summarize the Section 404 permits that would be anticipated for the Build Alternative based on the jurisdictional determinations made above and current design information.

- The proposed construction at Drainages 3, 5 through 7, and 15 is expected to be authorized by NWP 14 *Linear Transportation Projects* without a Pre-Construction Notification (PCN) because impacts would not exceed 0.1 acre and there would be no discharge into special aquatic sites.
- The proposed construction at Drainages 4 and 16 is expected to be authorized by NWP 14 *Linear Transportation Projects* but would require a PCN because impacts to waters of the U.S. would exceed 0.1 acre at each crossing. There would be no discharge into special aquatic sites.
- No Section 404 permit is expected to be required at Drainages 1, 2, and 18 through 20 because no construction is planned at these crossings, and no permanent or temporary fill would be discharged into these drainages.
- No Section 404 permit is expected to be required for the proposed construction at Drainages 8 through 14 and 17 because they are not expected to be considered waters of the U.S.

3.7.2 State Water Quality Certification: Section 401 Compliance

Section 401 of the Clean Water Act would apply only to drainages that are determined to be jurisdictional waters of the U.S. and require a Section 404 permit. The following bullets summarize the Section 401 water quality certification requirements for the Build Alternative, based on the jurisdictional determination described above and current design information.

- Compliance with Section 401 at Drainages 3 through 7, 15, and 16 could be accomplished by implementing at least one best management practice (BMP) from each of the three categories outlined in the TCEQ's 401 Water Quality Certification Conditions for Nationwide Permits. Approved BMPs within each category are listed in **Table 3.12**. With the implementation of temporary and permanent BMPs, no long-term water quality impacts are expected as a result of the proposed project.

Table 3.12. Approved 401 Best Management Practices for Nationwide Permits

Erosion Control	Sedimentation Control	Post Construction TSS
Temporary Vegetation	Sand Bag Berm	Retention/Irrigation Systems
Blankets/Matting	Silt Fence	Vegetative Filter Strip
Mulch	Triangular Filter Dike	Constructed Wetlands
Sod	Rock Berm	Wet Basins
Interceptor Swale	Hay Bale Dike	Vegetation Lined Drainage Ditches

Table 3.12. Approved 401 Best Management Practices for Nationwide Permits

Erosion Control	Sedimentation Control	Post Construction TSS
Diversion Dikes Erosion Control Compost Mulch Filter Berms/Socks Compost Filter Berms/Socks	Brush Berm Stone Outlet Sediment Trap Sediment Basin Erosion Control Compost Mulch Filter Berms/Socks Compost Filter Berms/Socks	Grassy Swales Sand Filter Systems Extended Detention Basins Erosion Control Compost Mulch Filter Berms/Socks Compost Filter Berms/Socks Sedimentation Chambers*

*Sedimentation chambers can only be used when there is no space available for other approved BMPs.

- No water quality certification is expected to be required at Drainages 1, 2, 8 through 14, and 17 through 20 because no Section 404 permit is expected to be required at these drainages.

3.7.3 Texas Pollutant Discharge Elimination System/Storm Water Pollution Prevention Plan

In compliance with the TCEQ's General Permit TXR150000 relating to storm water discharges from construction activities and in accordance with TxDOT policies, a storm water pollution prevention plan (SW3P) would be prepared before construction and implemented during construction. Temporary erosion control measures would be used during construction to minimize impacts to water quality as specified in the TxDOT manual *Storm Water Management and Guidelines for Construction Activities*. These may include silt fencing, inlet protection barriers, hay bales, seeding or sodding of bare areas, or other suitable means of containment. Temporary erosion control structures would be implemented before construction begins (where appropriate) and maintained during construction. Vegetation would be cleared only as needed, and clearing may be phased, to maintain soil integrity and minimize exposure of an erosive surface. When construction is completed, disturbed areas would be restored and re-seeded according to the TxDOT specification *Seeding for Erosion Control*.

Since the proposed project would disturb more than 5 acres of land, a Notice of Intent (NOI) would be submitted to the TCEQ prior to commencing construction. This project is located within the boundaries of the Phase II El Paso, TX–NM Urbanized Area Municipal Separate Storm Sewer System (MS4) and would comply with the applicable MS4 requirements.

3.7.4 Floodplains

Executive Order 11988 on floodplain management requires that federal agencies avoid activities that directly or indirectly result in the development of a floodplain area. According to FEMA's most current Flood Insurance Rate Maps for El Paso County (Map Panel Numbers 480214 0017 C and 480214 0017 C, both revised February 5, 1986), portions of the project area are located within the 100-year floodplains (Zone A, no base flood elevations determined) associated with Drainages 2 and 14 through 20 (**Figures 5.1** through **5.5** in **Appendix A**).

The proposed project would require the placement of approximately 4,200 cubic yards of fill on approximately 1.2 acres within FEMA Flow Path 40. Final coordination with the Floodplain Administrator would occur once the project is complete enough to allow for a thorough hydrology and hydraulic (H&H) analysis. It is projected that this coordination would take place one month after project

submittal to the TxDOT Design Division. The H&H analysis is ongoing and will be finalized once the project is complete. The H&H analysis includes runoff calculations for onsite and offsite drainage areas, roadway hydraulics, and culvert hydraulics.

As defined in 23 CFR 650, significant encroachment shall mean a highway encroachment and any direct support of likely base floodplain development that would involve one or more of the following construction or flood related impacts:

(1) A significant potential for interruption or termination of a transportation facility which is needed for emergency vehicles or provides a community's only evacuation route.

(2) A significant risk, or

(3) A significant adverse impact on natural and beneficial floodplain values.

The proposed fill within FEMA Flow Path 40 would not interrupt or terminate a transportation facility needed for emergency vehicles or community evacuation routes. Additionally, the amount of fill within the floodplain would not pose a significant risk, nor adversely impact natural and beneficial floodplain values. Therefore, floodplain impacts resulting from the proposed actions would not be considered significant according to 23 CFR 650.

However, as required by 23 CFR 650, the design of the floodplain encroachment would be consistent with standards established by local, state, and federal water resources and floodplain management agencies. The roadway would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, without causing significant damage to the roadway, stream, or other property. The criteria of the Build Alternative design are not to increase the base flood elevation (BFE) to a level that would violate applicable floodplain regulations and ordinances. The Build Alternative would provide, at a minimum, at least the same flood flow capacity and therefore should not adversely increase the water surface elevation above the existing conditions of delineated strum crossings.

The No Build Alternatives would not require the placement of any additional fill within the floodplain.

3.7.5 International Boundary and Water Commission

The International Boundary and Water Commission (IBWC) requires coordination for any project located in the floodplain of the Rio Grande. Although the proposed project would be located in a border county, it is not located within the floodplain of the Rio Grande; therefore, coordination with the IBWC would not be required.

3.7.6 Wild and Scenic Rivers

The Wild and Scenic Rivers Act protects rivers that are listed on the National Inventory of Wild and Scenic Rivers, which are characterized as possessing remarkable scenic, recreational, geological, wildlife, cultural, or other similar values. A portion of the Rio Grande located from river mile 842.3 above Mariscal Canyon downstream to river mile 651.1 at the Terrell-Val Verde County line is designated as a

Wild and Scenic River; however, this segment is over 300 miles downstream of the project area. This project would not involve work within the designated segment of the Rio Grande that would harm the river's free-flowing condition, water quality, or outstanding resource values.

3.7.7 General Bridge Act/Sections 9 and 10 of the Rivers and Harbors Act

The General Bridge Act of 1946 (formerly Section 9 of the Rivers and Harbors Act of l899) empowers the United States Coast Guard (USCG) to regulate the construction of bridges and causeways within or across waterways defined as navigable by that agency. Section 10 of the Rivers and Harbors Act of 1899 empowers USACE to regulate all work on structures in or affecting the course, condition, or capacity of the navigable waters of the U.S. This project does not involve work in or over a navigable water of the U.S.; therefore, Sections 9 and 10 of the Rivers and Harbors Act do not apply.

3.7.8 Water Wells

A search of the Texas Water Development Board's Water Information Integration and Dissemination System database revealed no wells located within the existing or proposed project ROW. No impacts to water wells are anticipated as a result of the proposed project.

3.8 Wildlife and Vegetation

El Paso is located in the northern part of the Chihuahuan Desert, which is a shrub-dominated desert. According to *The Vegetation Types of Texas* (McMahan 1984), the eastern portion of the project area is located in the Mesquite-Sandsage Shrub vegetation type and the western portion is located in the Crops vegetation type. According to field observations, the vegetation in the area is dominated by creosote shrubland, which does not agree with McMahan's designation. In addition, a majority of the cropland in the vicinity is found west of the Rio Grande, not to the east where the project area is located. Gould (1975) refers to the region as the Trans-Pecos vegetation area of Texas, which consists of desert shrub and grasslands on lower slopes and elevations, juniper and pine communities at mid elevations, and pine forests at higher elevations.

Blair (1950) describes the region as the Chihuahuan Biotic Province, which includes most of Trans-Pecos Texas and extends into southern Mexico. A diversity of physiographic features and habitats, ranging from sand dunes, desert-scrub, arid canyons, oak-juniper woodlands, lush riparian woodlands, plateau grasslands, cienegas (desert springs), pinyon-juniper woodlands, pine-oak woodlands, and montane evergreen forests, make the Chihuahuan Biotic Province one of the richest regions in terms of wildlife. Wildlife that occurs, or has recently occurred, in the Chihuahuan Biotic Province includes 83 species of mammals, 38 species of snakes, 22 species of lizards, one land turtle, 13 species of frogs and toads, and one salamander. In addition, over 500 species of birds have been recorded in the Chihuahuan desert.

The vegetation and wildlife habitats located in the proposed project area were evaluated by qualified biologists in accordance with the requirements outlined in the Memorandum of Understanding (MOU) and Memorandum of Agreement (MOA) between TxDOT and TPWD. The nomenclature of vegetation in this section follows that of Jones et al. (1997) as updated by Jones (2007, personal communication with consultant). Vegetation types identified in the project area during February 2010 field investigations

include Maintained ROW vegetation, Creosote Shrub, and Arroyo Shrub. The following paragraphs describe the vegetation types in the project area (**Figures 4.1** through **4.5** in **Appendix A)**.

Maintained ROW

Maintained ROW vegetation is present in the existing ROW along LP 375 throughout the project area (**Photo 5, Appendix B**). This vegetation type is dominated by grasses including bermudagrass (*Cynodon dactylon*), false buffalo-grass, prickly Russian thistle, silver-leaf nightshade (*Solanum elaeagnifolium*), and Palmer's pigweed (*Amaranthus palmeri*). Approximately 46.4 acres of maintained ROW vegetation are located in the project area.

Creosote Shrub

The Creosote Shrub vegetation type is found throughout the proposed project area (**Photo 3, Appendix B**). This vegetation type is dominated by shrubs, most notably creosote, with other commonly observed species including lechuguilla, purple prickly-pear, broom snakeweed, three-awn grasses, mesa greggia (*Nerisyenia camporum*), bushy muhly, hairy wooly-grass, mariola, false buffalo-grass, four-winged saltbush, Spanish dagger, long-leaf joint-fir, resinbush, tasajillo, tarbush, ocotillo, plains bristly-grass, prickly Russian thistle, Roosevelt-weed, cane beard-grass, mesquite, cat-claw mimosa, Mediterranean love-grass, tobosa, and scattered Wheeler's sotol at the higher elevations found at the eastern terminus of the project area. Approximately 79.3 acres of Creosote Shrub are located in the proposed project area.

Arroyo Shrub

The Arroyo Shrub vegetation type is located along drainage features in the project area and is dominated by shrubs and small trees that require more water than is generally available in upland areas (**Photo 6, Appendix B**). There is a good deal of similarity in composition to the Creosote Shrub vegetation type but several species are unique to this vegetation type including Wright's beebrush, desert sumac, cut-leaf bricklebush, desert willow, and some scattered retama. Approximately 8.3 acres of Arroyo Shrub are located in the proposed project area.

3.8.1 Impacts to Vegetation/Wildlife Habitats

Since the No Build Alternative would not require ROW to accommodate the addition of travel lanes and frontage roads, it would not affect vegetation and wildlife habitats. Anticipated impacts resulting from the Build Alternative are summarized in **Table 3.13**.

Table 3.13. Summary of Impacts to Vegetation Types in the Project Area

Vegetation/Cover Type	Temporary Impacts in Existing ROW (acres)	Temporary Impacts in Proposed ROW (acres)	Permanent Impacts in Existing ROW (acres)	Permanent Impacts in Proposed ROW (acres)
Maintained ROW	31.1	1.0	13.1	1.2
Creosote Shrub	30.4	16.3	15.5	17.1
Arroyo Shrub	3.2	2.4	0.8	1.9
Total	**64.7**	**20.0**	**29.4**	**20.2**
Total Permanent Impacts			**49.6 acres**	

The impact of this project to the existing vegetation and wildlife may be viewed in terms of short-term impacts resulting from disturbance during construction and long-term impacts resulting from permanent habitat modification. The native vegetation in the project area is predominantly Creosote Shrub and does not provide critical habitat for any federally or state-listed threatened or endangered species known to occur in the region. Any transient wildlife would only be impacted temporarily and no long-term impacts to any species or populations are anticipated.

Proposed permanent impacts to vegetation in the project area would include approximately 14.3 acres of Maintained ROW, 32.6 acres of Creosote Shrub, and 2.7 acres of Arroyo Shrub. Proposed temporary impacts to vegetation in the project area would include approximately 32.1 acres of Maintained ROW, 46.7 acres of Creosote Shrub, and 5.6 acres of Arroyo Shrub. Temporary impacts were assumed to be all areas within the existing and proposed ROW that are not located within the project footprint.

3.8.2 Mitigation

To minimize impacts to vegetation and wildlife during construction activities, the clearing of vegetation would be limited to those areas needed for construction, and disturbed areas would be reseeded with native vegetation where possible. In accordance with Provision (4)(A)(ii) of the TxDOT – TPWD MOA, the following unregulated habitats were considered for compensatory mitigation during project planning:

- Habitat for federal candidate species (impacted by the project) if mitigation would assist in the prevention of listing of the species
  - No habitat for the yellow-billed cuckoo (*Coccyzus americanus*, a federal candidate species listed for El Paso County) exists in the project area.
- Rare vegetation series (S1, S2, or S3) that also locally provide habitat for a state-listed species.
  - Although the TPWD Texas Natural Diversity Database (NDD) search revealed elements of occurrence for S1-S3 vegetation series recorded within 10 miles of the project, no rare vegetation series were identified in the project area.
- All vegetation communities listed as S1 or S2
  - Although the NDD search revealed elements of occurrence for S1-S2 vegetation series recorded within 10 miles of the project, no S1 or S2 vegetation series were identified in the project area.
- Bottomland hardwoods, native prairies, and riparian sites
  - Although there are 20 drainages located in the project area, these areas would not be considered riparian sites by the following TPWD definition: Riparian areas are the margins of streams, rivers and intermittent draws, where vegetation is strongly influenced by the presence of water. Riparian-dependent plant communities differ markedly from those of the immediately surrounding non-riparian habitats. Riparian areas in the Trans-Pecos region of west Texas are described as deciduous riparian woodlands which generally support plant communities with some combination of ash, cottonwood, willow, walnut, and hackberry. In areas with lower, shrubby vegetation, riparian areas consist mostly of mesquite/acacia, and sumac overtopped by cottonwoods, willows or ash (Wagner 2004). Therefore, none of these habitats are present in the project area.

- Any other habitat feature considered to be locally important that the TxDOT District chooses to consider
  - The habitats in the project area are abundant in the region, and none are considered to be locally important.

None of the five habitat types recommended for mitigation consideration in the TxDOT-TPWD MOA would be impacted by the project, as none are present in the project area. Therefore, no compensatory mitigation is currently proposed.

At the public meeting held on March 10, 2010, TxDOT received six comments from the public requesting wildlife crossings be considered in the project area. In addition, TxDOT received a formal letter of comment from TPWD dated March 23, 2010 and from an El Paso County Commissioner on March 15, 2010 regarding the proposed project and large animal fatalities along the existing roadway (**Appendix D**).

Through coordination with TPWD, it was determined that the desired crossing locations were west of the Tom Mays Unit of the Franklin Mountains State Park on private property and would require restricting access rights on these properties through channels or fencing in order to direct large mammals to the crossings. Additionally, the construction of wildlife crossings in most locations would require the creation of an artificial grade and costly tunneling through irregular fill material that was placed under the roadway during the original road construction. Initial cost estimates for the construction of a 10-foot by 10-foot box culvert that could potentially convey pedestrians and wildlife per AASHTO standards total approximately $1.5 million, not including staging costs or the cost of construction easements and temporary access and staging areas. In addition, land owner agreements would have to be made limiting the development of adjacent properties. TxDOT would install a 10-foot tall by 20-foot wide metal plate arched pipe drainage culvert crossing near the proposed Paseo Del Norte Road extension as part of this project that would have an earthen bottom and could be tall and wide enough to accommodate large mammals. A review of crash data for the last three years also revealed that more recorded accidents on LP 375 were caused by domestic animals than mule deer or other wild animals. However, due to comments made by TPWD and the public, TxDOT will place additional signage along the roadway to alert motorists of the potential for the crossing of large mammals. Coordination with TPWD was completed on January 19, 2011 (**Appendix D**).

3.8.3 Migratory Birds

The Migratory Bird Treaty Act of 1918 states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a federal permit issued in accordance within the Act's policies and regulations. No active migratory bird nests were observed during the February 2010 site visit. However, because the intact shrubland communities identified within the project area, in addition to fence posts and gates in and along the project, could potentially provide nesting habitat for migratory birds, appropriate measures would be taken to avoid adverse impacts to migratory birds, including the following: The contractor would remove all old migratory bird nests from any structures that would be affected by the proposed project and be prepared to prevent migratory birds from building nests per the Environmental Permits, Issues, and Commitments

plans. In the event that migratory birds are encountered on-site during project construction, adverse impacts to protected birds, active nests, eggs, and/or young would be avoided.

3.8.4 Invasive Species and Beneficial Landscaping

Permanent soil erosion control features would be constructed as soon as feasible during the early stages of construction through proper techniques. Disturbed areas would be restored and stabilized where possible as soon as the construction schedule permits and temporary measures would be considered where large areas of disturbed ground would be left bare for a considerable length of time. Landscaping would be included in the project design and would be developed during PS&E. In accordance with the EO 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping seeding and replanting with TxDOT approved specifications would be performed where possible and feasible.

3.8.5 Threatened and Endangered Species/Species of Concern

A review of the threatened and endangered species lists for El Paso County, Texas, maintained by the USFWS and the TPWD (**Appendix C**) identified federally and state listed threatened, endangered, and candidate species and species considered rare by the state. Six species are federally listed or are candidates for federal listing and an additional nine species are state-listed only. **Table 3.14** lists these species, describes their habitat requirements, and identifies whether habitat is present in the project area and the potential impacts of the project.

Table 3.14. Threatened and Endangered Species/Species of Concern in El Paso County, Texas, and Potential Impacts

Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present	Species Effect	Species Impact
AMPHIBIANS						
Northern Leopard Frog *Rana pipiens*	—		Found in streams, ponds, lakes, wet prairies, and other bodies of water; will range into grassy, herbaceous areas some distance from water. Eggs are laid from March to May and tadpoles transform from late June to August. May have disappeared from El Paso County due to habitat alteration.	No	- -	No impact; no water bodies or grassy herbaceous areas present within the project area.
BIRDS						
Baird's Sparrow *Ammodramus bairdii*	—		Found in short grass prairie with scattered low bushes and matted vegetation. Mostly migratory in western half of Texas, though winters in Mexico and just across Rio Grande into Texas from Brewster to Hudspeth Counties.	No	- -	No impact; no short grass prairie present within the project area.
Ferruginous Hawk *Buteo regalis*	—		Found in open country, primarily prairies, plains, and badlands with nests in tall trees along streams or on steep slopes, cliff ledges, river-cut banks, hillsides, or power line towers. Year-round resident in northwestern high plain, wintering elsewhere throughout western two-thirds of Texas.	Yes	- -	May impact; impacts would be limited to the removal of potential foraging habitat as no suitable roosting or nesting sites are located in the project area.

Table 3.14. Threatened and Endangered Species/Species of Concern in El Paso County, Texas, and Potential Impacts

Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present	Species Effect	Species Impact
Interior Least Tern *Sterna antillarum athalassos*	E	E	Subspecies is listed only when inland (more than 50 miles from a coastline); nests along sand and gravel bars within braided streams, rivers; also known to nest on man-made structures (inland beaches, wastewater treatment plants, gravel mines, etc); eats small fish and crustaceans, when breeding forages within a few hundred feet of colony.	No	No effect; no suitable water features present within the project area.	X
Mexican Spotted Owl *Strix occidentalis lucida*	T	T	Found in remote shaded canyons of coniferous mountain woodlands.	No	No effect; no coniferous mountain woodlands present within the project area.	X
Montezuma Quail *Cyrtonyx montezumae*	—		Found in open pine-oak or juniper-oak with ground cover of bunch grass on flats and slopes of semi-desert mountains and hills.	No	- -	No impact; no pine-oak or juniper-oak woodlands present within the project area.
Northern Aplomado Falcon *Falco femoralis septentrionalis*	E	E	Found in open country, especially savanna and open woodland, and sometimes in very barren areas; grassy plains and valleys with scattered mesquite, yucca, and cactus.	No	No effect; intact grassland, savannah, or woodland is not present in or near the project area.	X
Peregrine Falcon *Falco peregrinus*	DL	T	Contains two sub species, the American peregrine falcon and Arctic peregrine falcon (*Falco peregrinus tundrius*); considered potential fall and spring migrants from northern breeding areas in the U.S. and Canada to winter along the coast and farther south. The two sub species are not easily distinguishable from a distance and are generally referenced together at the species level. Peregrine falcons prefer open areas and often occur near water or wherever smaller birds concentrate. The species also generally avoids developed areas.	No	- -	No impact; no cliff eyries, lake shores, coastlines, or barrier islands present within the project area.
Prairie Falcon *Falco mexicanus*	—		Found in open mountainous areas, plains, and prairies; nests on cliffs.	Yes	- -	May impact; impacts would be limited to the removal of potential foraging habitat as no suitable roosting or nesting sites are located in the project area.
Snowy Plover *Charadrius alexandrinus*	—		An uncommon breeder in the Panhandle, a potential migrant wintering along the coast; includes the western subspecies (*Charadrius alexandrinus nivosus*).	No	- -	No impact; no suitable habitat is present in the project area.

Table 3.14. Threatened and Endangered Species/Species of Concern in El Paso County, Texas, and Potential Impacts

Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present	Species Effect	Species Impact
Southwestern Willow Flycatcher *Empidonax traillii extimus*	E	E	Found in thickets of willow, cottonwood, mesquite, and other species along desert streams.	No	No effect; no thickets of willow, cottonwood, and mesquite are present in the project area.	X
Western Burrowing Owl *Athene cunicularia hypugaea*	—		Open grasslands, especially prairie, plains, and savanna, sometimes in open areas such as vacant lots near human habitation or airports; nests and roosts in abandoned burrows.	No	- -	No impact; no open grassland vegetation present in the project area.
Yellow-billed Cuckoo *Coccyzus americanus*	C; NL		Breeds in deciduous riparian woodlands with cottonwoods and willows. Nests in willow, mesquite, cottonwood, and hackberry and forages in similar riparian woodlands.	No	No effect; no riparian woodlands present in the project area.	X
FISHES						
Bluntnose Shiner *Notropis simus simus*	—	T	Historically found in the Rio Grande main river channel, often below obstructions over substrate of sand, gravel, and silt.	No	- -	No impact; no suitable water features present in the project area and the species is considered extirpated from the Rio Grande.
Rio Grande Silvery Minnow *Hybognathus amarus*	—	E	Historically found in the Rio Grande and Pecos River systems and canals; reintroduced in Big Bend area of Rio Grande in December 2008.	No	- -	No impact; no suitable water features present in the project area and the species is considered extirpated from this area; recent reintroduction is over 300 miles downstream.
INSECTS						
A Royal Moth *Sphingicampa raspa*	—		Found in woodland-hardwoods with oaks, junipers, legumes and other woody trees and shrubs. Good density of legume caterpillar food plants must be present.	No	- -	No impact; no woodlands present in the project area.
A Tiger Beetle *Cicindela hornii*	—		Found in grasslands and herbaceous areas, in dry areas on hillsides or mesas where soil is rocky or loamy and covered with grasses.	No	- -	No impact; no grassland or herbaceous areas on hillsides or mesas present in the project area.
Barbara Ann's Tiger Beetle *Cicindela politula barbarannae*	—		Found in limestone outcrops in arid treeless environments or in openings with less arid pine-juniper-oak communities. Open limestone substrate is almost certainly an essential feature.	No	- -	No impact; no open limestone substrate present in the project area.
Poling's Hairstreak *Fixsenia polingi*	—		Found in oak woodlands with gray oak as a substantial component and Emory's oak.	No	- -	No impact; no oak woodlands present in the project area.
MAMMALS						
Big Free-tailed Bat *Nyctinomops macrotis*	—		Records indicate that species prefers to roost in crevices and cracks in high canyon walls but will use buildings as well.	No	- -	No impact; no canyon walls or buildings present in the project area.
Black Bear *Ursus americanus*	—	T	Found in bottomland hardwoods and large tracts of inaccessible forested areas.	No	- -	No impact; no bottomland hardwoods or forested areas present in the project area.

Table 3.14. Threatened and Endangered Species/Species of Concern in El Paso County, Texas, and Potential Impacts

Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present	Species Effect	Species Impact
Black-footed Ferret *Mustela nigripes*	—	E	Inhabited prairie dog towns in the general area.	No	- -	No impact; no prairie dog towns located in the project area and the species is considered extirpated.
Black-tailed Prairie Dog *Cynomys ludovicianus*	—		Found in dry, flat short grasslands with low, relatively sparse vegetation, including areas overgrazed by cattle.	No	- -	No impact; no grasslands or pasture present in the project area.
Cave Myotis Bat *Myotis velifer*	—		Colonial and cave-dwelling; also roosts in rock crevices, old buildings, carports, under bridges, and even in abandoned Cliff Swallow (*Hirundo pyrrhonota*) nests; roosts in clusters of up to thousands of individuals; hibernates in limestone caves of Edwards Plateau and gypsum cave of Panhandle during winter; opportunistic insectivore.	Yes	- -	May impact; suitable habitat may be present in culverts located in the project area. However, no evidence of bats was observed during February 2010 field reconnaissance.
Desert Pocket Gopher *Geomys arenarius*	—		Found in cottonwood-willow association located along the Rio Grande.	No	- -	No impact; no cottonwood-willow vegetation present in the project area.
Fringed Bat *Myotis thysanodes*	—		Habitat is variable, ranging from mountainous pine, oak, and pinyon-juniper to desert-scrub, but prefers grasslands at intermediate elevations.	No	- -	No impact; no grasslands present in the project area and no evidence of bats observed during field reconnaissance.
Gray Wolf *Canis lupus*	—	E	Formerly known throughout the western two-thirds of the state.	No	- -	No impact; species is considered extirpated from Texas.
Long-legged Bat *Myotis volans*	—		Found in Texas, Trans-Pecos region; high, open woods and mountainous terrain; nursery colonies (which may contain several hundred individuals) form in summer in buildings, crevices, and hollow trees; apparently do not use caves as day roosts, but may use such sites at night.	Yes	- -	May impact; suitable habitat may be present in culverts located in the project area. However, no evidence of bats was observed during February 2010 field reconnaissance.
Pale Townsend's Big-eared Bat *Corynorhinus townsendii pallescens*	—		Roosts in caves, abandoned mine tunnels, and occasionally old buildings.	Yes	- -	May impact; suitable habitat may be present in culverts located in the project area. However, no evidence of bats was observed during February 2010 field reconnaissance.
Pecos River Muskrat *Ondatra zibethicus ripensis*	—		Found in creeks, rivers, lakes, drainage ditches, and canals; prefer shallow, fresh water with clumps of marshy vegetation, such as cattails, bulrushes, and sedges; live in dome-shaped lodges constructed of vegetation.	No	- -	No impact; no suitable water features present in the project area.
Western Red Bat *Lasiurus blossevillii*	—		Roosts in tree foliage in riparian areas, also inhabits xeric thorn scrub and pine-oak forests.	No	- -	No impact; no riparian areas or pine-oak forests present in the project area. No evidence of bats observed during field reconnaissance.

Table 3.14. Threatened and Endangered Species/Species of Concern in El Paso County, Texas, and Potential Impacts

Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present	Species Effect	Species Impact
Western Small-footed Bat *Myotis ciliolabrum*	—		Found in mountainous regions of the Trans-Pecos, usually in wooded areas. Also found in grassland and desert scrub habitats; roosts beneath slabs of rock, behind loose tree bark, and in buildings.	Yes	- -	May impact; suitable desert scrub habitat and roosts are present in the project area. However, no evidence of bats was observed during February 2010 field reconnaissance.
Yuma Myotis Bat *Myotis yumanensis*	—		Found in desert regions; most commonly found in lowland habitats near open water. Roosts in caves, abandoned mine tunnels, and buildings.	Yes	- -	May impact; no open water present in the project area but culverts may provide suitable roosts. However, no evidence of bats was observed during February 2010 field reconnaissance.
MOLLUSKS						
Franklin Mountain Talus Snail *Sonorella metcalfi*	—		Terrestrial; found in bare rock, talus, scree. Inhabits igneous talus most commonly of rhyolitic origin.	No	- -	No impact; no suitable rock features present within the project area.
Franklin Mountain Wood Snail *Ashmunella pasonis*	—		Terrestrial; found in bare rock, talus, scree, talus slopes (usually of limestone), but also of rhyolite, sandstone, and siltstone, in arid mountain ranges.	No	- -	No impact; no suitable rock features present within the project area.
REPTILES						
Big Bend Slider *Trachemys gaigeae*	—		Almost exclusively aquatic, sliders (*Trachemys spp.*) prefer quiet bodies of fresh water with muddy bottoms and abundant aquatic vegetation, which is their main food source.	No	- -	No impact; no suitable water features present within the project area.
Chihuahuan Desert Lyre Snake *Trimorphodon vilkinsonii*	—	T	Mostly crevice-dwelling in predominantly limestone-surfaced desert northwest of the Rio Grande from Big Bend to the Franklin Mountains, especially in areas with jumbled boulders and rock faults/fissures.	Yes	- -	May impact; potential habitat may be present on the east end of the project area.
Mountain Short-horned Lizard *Phrynosoma hernandesi*	—	T	Found in open, shrubby, or openly wooded areas with sparse vegetation at ground level; soil may vary from rocky to sandy; burrows into soil or occupies rodent burrows when inactive. Species is found at high elevations and is known only from locations in the Davis, Guadalupe, and Hueco Mountains.	No	- -	No impact; project is not located at a high elevation or within the Davis, Guadalupe, or Hueco Mountains.
New Mexico Garter Snake *Thamnophis sirtalis dorsalis*	—		Found in nearly any type of wet or moist habitat; irrigation ditches, and riparian-corridor farmlands, less often in running water.	No	- -	No impact; no moist or wet habitat present in the project area.
Texas Horned Lizard *Phrynosoma cornutum*	—	T	Found in open, arid and semi-arid regions with sparse vegetation, scattered brush or scrubby trees; sandy to rocky soils; burrows into soil, enters rodent burrows, or hides under rocks when inactive.	Yes	- -	May impact; desert scrub vegetation may provide suitable habitat.

Table 3.14. Threatened and Endangered Species/Species of Concern in El Paso County, Texas, and Potential Impacts

Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present	Species Effect	Species Impact
PLANTS						
Comal Snakewood *Colubrina stricta*	—		In El Paso, found in a patch of thorny shrubs in colluvial deposits and sandy soils at the base of an igneous rock outcrop. In Mexico, found in shrublands on calcareous, gravelly, clay soils with woody associates.	No	- -	No impact; no individuals observed in the project area during field visits.
Desert Night-blooming Cereus *Peniocereus greggii* var. *greggii*	—		Found in Chihuahuan Desert shrublands or shrub invaded grasslands in alluvial or gravelly soils at lower elevations, 1200-1500 m (3900-4900 ft), on slopes, benches, arroyos, flats, and washes.	Yes	- -	No impact; although potential habitat is present, no individuals were observed in the project area during February 2010 field visits.
Hueco Rock-daisy *Perityle huecoensis*	—		North-facing or otherwise mostly shaded limestone cliff faces within relatively mesic canyon system.	No	- -	No impact; no limestone cliff faces or mesic canyon systems present in the project area.
Resin-leaf Brickellbush *Brickellia baccharidea*	—		Found in mixed desert shrublands on bajada slopes and in arroyos on sandy or gravelly soils derived from limestone, but also known from igneous substrates.	Yes	- -	No impact; although potential habitat is present, no individuals were observed during February 2010 field visits.
Sand Prickly-pear *Opuntia arenaria*	—		Found in deep, loose or semi-stabilized sands in sparsely vegetated dune or sand hill areas, or sandy floodplains in arroyos.	No	- -	No impact; no sparsely vegetated dune or sand hill areas present in the project area.
Sand Sacahuista *Nolina arenicola*	—		Texas endemic; mesquite-sand sage shrublands on windblown Quarternary reddish sand in dune areas.	No	- -	No impact; no sand dune areas present in the project area.
Sneed's Pincushion Cactus *Coryphantha sneedii* var. *sneedii*	E	E	Found on dry limestone outcrops on rock slopes in mountains of the Chihuahuan Desert.	No	No effect; no limestone outcrops or rock slopes are present and no individuals were observed in the project area.	X
Texas False Salt Grass *Allolepis texana*	—		Found in sandy to silty soils of valley bottoms and river floodplains, not generally on alkaline or saline sites.	No	- -	No impact; no sandy or silty soils are present within the project area.
Wheeler's Spurge *Chamaesyce geyeri* var. *wheeleriana*	—		Found in sparingly vegetated, loose eolian quartz sand on reddish sand dunes or coppice mounds.	No	- -	No impact; no sand dunes or coppice mounds present in the project area.

E – Endangered; T – Threatened; C- Candidate; NL- Not Federally listed; DL- Delisted taxon "–" – No designation occurring within identified county; "blank" – Rare, but with no regulatory listing status; "- -" – No determination of effect required because species lacks federal listing status; "X" – No determination of impact required because species is federally listed.

Sources: USFWS (2010), TPWD, Rare, Threatened, and Endangered Species of Texas by County, El Paso County (2010), and Field Visit (February 2010).

The NDD records were reviewed in September of 2010. The review met all the requirements of the TxDOT–TPWD MOA for sharing and maintaining NDD information. The search radius was 10 miles from the project area. **Table 3.15** includes all records of occurrence within 10 miles of the proposed project. Field investigations were conducted by a qualified biologist to determine if potential habitat for any listed species is present or adjacent to the project area. Per the TxDOT-TPWD MOA, potential

impacts to S-1, S-2, or S-3 plant series located within 1.5 miles of the project area were considered. An element of occurrence for the sideoats grama-black grama series (*Bouteloua curtipendula-Bouteloua eriopoda*) was recorded within 1.5 miles of the project; however, no indicator species of the sideoats grama-black grama series were identified in the project area. The following paragraphs discuss the potential impacts of the proposed project to the listed species.

Table 3.15. Natural Diversity Database Elements of Occurrence within 10 miles of Proposed Project Area

Element of Occurrence Identification Number	*Scientific Name*	Common Name	Global Rank	State Rank	Federal Listing Status	State Listing Status
6196, 3422*, 2585	*Agave lechuguilla-Dasylirion leiophyllum* series	Lechuguilla-sotol Series	G4	S4	n/a	n/a
784	*Allolepis texana*	Texas False Salt Grass	G2	S1	n/a	n/a
4116, 5131*	*Bouteloua curtipendula-Bouteloua eriopoda* series	Sideoats Grama-Black Grama Series	G4	S3	n/a	n/a
7183, 5835, 2177, 4404	*Brickellia baccharidea*	Resin-leaf Brickellbush	G2	S1	n/a	n/a
7646, 1775, 6736, 6550, 7001, 6171*, 302, 8590*, 8648, 8649	*Coryphantha sneedii* var. *sneedii*	Sneed's Pincushion Cactus	G2T2	S2	LE	E
953, 7399*, 5203	*Fallugia paradoxa* series	Apache-plume Series	G4	S4	n/a	n/a
6553	*Juniperus monosperma* series	One-seed Juniper Series	G4	S4	n/a	n/a
7582	*Larrea tridentata-Parthenium incanum* series	Creosote-mariola Series	G5	S5	n/a	n/a
1459*	*Ondatra zibethicus ripensis*	Pecos River Muskrat	G5T3T4	S2S3	n/a	n/a
6698, 6088*, 1300*, 7542*, 5201*, 442	*Opuntia arenaria*	Sand Prickly-pear	G2	S2	n/a	n/a
6446*	*Peniocereus greggii* var. *greggii*	Desert Night-blooming Cereus	G3G4T2	S2	n/a	n/a
1629, 5966, 6879*	*Quercus pungens-Cercocarpus montanus* series	Scrub Oak-mountain Mahogany Series	G4	S4	n/a	n/a

Source: TXNDD 2010. *=records located within 1.5 miles of the study area boundary as mapped in NDD spatial data.

There is one federally listed species reported within 10 miles of the project area, Sneed's pincushion cactus (*Coryphantha sneedii* var. *sneedii*). Field investigations were conducted to determine if potential habitat for Sneed's pincushion cactus, or any recorded species, is present in or adjacent to the project area. The No Build Alternative would not result in impacts to threatened or endangered species. The following paragraphs discuss the potential impacts of the Build Alternative to federally and state listed species as well as other rare species identified by TPWD and the NDD.

Federally Listed/Candidate Threatened and Endangered Species

Federally listed species of potential occurrence in El Paso County include interior least tern (*Sterna antillarum athalassos*), Mexican spotted owl (*Strix occidentalis lucida*), northern Aplomado falcon (*Falco femoralis septentrionalis*), southwestern willow flycatcher (*Empidonax traillii extimus*), and Sneed's pincushion cactus. In addition, the yellow-billed cuckoo (*Coccyzus americanus*) is a candidate for federal listing in the western portions of its range, including El Paso County. As summarized in

Table 3.14, the project would have no effect on federally listed/candidate species. The NDD reports a population of Sneed's pincushion cactus within 10 miles of the project area (Element of Occurrence Identification Number 6171). This report by Benson (1969) in the Flora of Texas is for the general area around Canutillo and not a specific locality. Sneed's pincushion cactus is found on limestone outcrops, and there were no limestone outcrops, or Sneed's pincushion cactus, identified in the project area during the February 2010 field visits. Therefore, the proposed project would have no effect on any federally listed threatened or endangered species.

State-Listed Threatened and Endangered Species

Of the nine state-listed threatened or endangered species of potential occurrence in El Paso County that are not also federally listed, only the Texas horned lizard (*Phrynosoma cornutum*) and the Chihuahuan Desert lyre snake (*Trimorphodon vilkinsonii*) have the potential to occur in the project area and be impacted by the project (**Table 3.14**). Texas horned lizards occupy flat, open areas with sparse plant cover in arid and semi-arid regions. Undeveloped areas within the project area, particularly the Creosote Shrub vegetation type (**Figures 4.1** through **4.5** in **Appendix A**), provide suitable habitat for the lizard. The Chihuahuan Desert lyre snake is a crevice-dwelling snake found predominantly in limestone-surfaced desert landscapes northwest of the Rio Grande (**Table 3.14**). The eastern portion of the project area within Franklin Mountains State Park is characterized by a rocky landscape where the lower bajadas begin transitioning into the steeper slopes of the mountains. This area, and points located to the east of the project area, may provide suitable habitat for this snake (**Figure 4.5**). Both the Texas horned lizard and the Chihuahuan desert lyre snake could be impacted by removal of some habitat. However, the habitats in the project area are small compared to the expanse of suitable habitat located throughout the region. Therefore, the proposed project is not expected to impact the species at the population level. Provisions would be included in the contract to avoid any harm to these species should they be discovered in the project area during construction. The seven remaining state-listed species are not expected to occur in the project area or be impacted by the proposed project because of the lack of suitable habitat (**Table 3.14**).

Other Rare Species

In addition to the state and federally listed threatened and endangered species, the TPWD's Annotated County List of Rare Species, El Paso County includes 34 other species that the State considers rare but have no formal regulatory status at the state or federal level. Of these species, the NDD includes records for the Pecos River muskrat (*Ondatra zibethicus ripensis*), sand prickly-pear (*Opuntia arenaria*), and desert night-blooming cereus (*Peniocereus greggii* var. *greggii*) within 1.5 miles of the project area (**Table 3.15**). The Pecos River muskrat has been reported from along the Rio Grande east of the project area but is not expected to be found in the project area due to a lack of water features and aquatic vegetation. Sand prickly-pear is found on sand dunes, sand hills, or deep, loose sands on small coppice mounds; there are no such sandy deposits found in the project area. Desert night-blooming cereus is found in desert shrublands in alluvial or gravelly soils at elevations from 3,900 to 4,900 feet. While there is abundant shrubland habitat in the project area at those elevations, there were no individuals of dormant desert night-blooming cereus found during field visits in February 2010. Therefore, no impacts to the above state-listed rare species are anticipated as a result of the proposed project.

The project area contains potential habitat for five species of bats considered state species of concern, the cave myotis bat (*Myotis velifer*), long-legged bat (*Myotis volans*), pale Townsend's big-eared bat (*Corynorhinus townsendii pallescens*), Western small-footed bat (*Myotis ciliolabrum*), and the Yuma myotis bat (*Myotis yumanensis*). Potential impacts to these bats would be limited to removal of a small amount of potential foraging habitat and disruption of potential roosting areas (culverts). Individuals of these species could be directly impacted by the project if they are present in the project area during construction; however, the likelihood of encountering the species is considered low and the project is not expected to impact these species at the population level. The project area also contains potential habitat for the ferruginous hawk (*Falco peregrinus*) and prairie falcon (*Falco mexicanus*); however, impacts would be limited to the removal of potential foraging habitat as no suitable roosting or nesting sites are located in the project area.

As stated in **Section 3.8.2**, TxDOT evaluated the possibility of constructing wildlife crossings along this portion of LP 375 and determined that the crossings were generally not feasible. TxDOT would install a metal plate arched pipe 10-foot tall by 20-foot wide culvert crossing near the proposed Paseo Del Norte Road extension that would have an earthen bottom and could be tall and wide enough to accommodate large animals. Although a review of crash data for the last three years revealed that more accidents on LP 375 were caused by domestic animals than mule deer or other wild animals, TxDOT has committed to the placement of extra signage along the roadway to alert motorists of the potential for large mammal crossings. Coordination with TPWD was completed on January 19, 2011 (**Appendix D**).

3.9 Farmlands

The project area contains two different soil types as part of two similar associations, the Delnorte and Canutio soils as part of undulating or hilly associations. Based on the Natural Resources Conservation Service's (NRCS) Electronic Field Office Technical Guide (NRCS 2010) and coordination with the NRCS on previous projects in El Paso County, no soils within El Paso County are classified as Prime and Important Farmland Soils. No land within the project area is currently in production as cropland and the project area is not zoned as agricultural.

Because the proposed project requires 41.2 acres of additional ROW, the Farmland Protection Policy Act stipulates that Form AD 1006 must be completed in order to assess impacts to farmlands. The project scored below 60 (35 points); therefore, coordination with the NRCS is not required. A copy of the AD-1006 Form is available for review at the TxDOT El Paso District.

3.10 Cultural Resources

Cultural resources are structures, buildings, sites, districts (a collection of related structures, buildings, and/or archeological sites), cemeteries and objects. Both federal and state laws require consideration of cultural resources during project planning. At the federal level, the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA) of 1966, among others, apply to transportation projects such as this one. In addition, state laws such as the Antiquities Code of Texas apply to these projects. Compliance with these laws often requires consultation with the Texas Historical Commission (THC)/Texas State Historic Preservation Officer (SHPO) and/or federally recognized tribes

to determine the project's effects on cultural resources. Review and coordination of this project followed approved procedures for compliance with federal and state laws. The No Build Alternative would not result in impacts to cultural resources.

3.10.1 Archeology

A TxDOT archeologist evaluated the potential for the proposed undertaking to affect archeological historic properties (36 CFR 800.16(l)) or State Archeological Landmarks (SALs) (13 TAC 26.12) in the area of potential effects (APE). The APE comprises the ROW within the project limits and any areas of new ROW or easements. The APE extends to a maximum depth of 4 feet below the modern ground surface. Section 106 review and consultation proceeded in accordance with the First Amended Programmatic Agreement among FHWA, TxDOT, the SHPO, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU), as well as the MOU between the THC and TxDOT. The following documentation presents TxDOT's findings and explains the basis for those findings.

An intensive survey of the APE was performed by Blanton and Associates under Texas Antiquities Permit No. 3560. This survey revealed no archeological deposits within the proposed undertaking's APE. TxDOT completed its review on May 7, 2010. Section 106 consultation with federally recognized Native American tribes with a demonstrated historic interest in the area was initiated on March 23, 2010. No objections or expressions of concern were received within the comment period.

Pursuant to Stipulation VI of the PA-TU, TxDOT finds that the APE does not contain archeological historic properties (36 CFR 800.16(l)), and thus the proposed undertaking would not affect archeological historic properties. The project does not merit further field investigations. Project planning can also proceed, in compliance with 13 TAC 26.20(2) and 43 TAC 2.24(f)(1)(C) of the MOU. If unanticipated archeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT archeological staff will be contacted to initiate post-review discovery procedures under the provisions of the PA and MOU.

3.10.2 Historic Resources

A review of the National Register of Historic Places (NRHP), the list of SALs, and the list of Recorded Texas Historic Landmarks (RTHL) indicated that no historically significant resources have been previously documented within the APE. It has been determined through consultation with the SHPO that the APE for the proposed project is 150 feet from the project ROW. A site visit revealed that there are six historic-age resources (built prior to 1967), located within the project area of potential effects. Two of the numbered sites are recreational and the remaining resources are reinforced-concrete bridge-class culverts and concrete pipe culverts (built 1965). However, TxDOT and THC historians determined that these classes of culverts lack sufficient engineering complexity to be considered eligible for NRHP listing, individually or collectively under Criterion A or C. TxDOT determined that none of the historic-age resources are NRHP eligible.

Pursuant to Stipulation VI Undertakings with Potential to Cause Effects of the PA-TU between FHWA, the SHPO, the Advisory Council on Historic Preservation, and TxDOT and the MOU, TxDOT Environmental Affairs Division historians determined that none of the historic-age resources are eligible for listing in the National Register of Historic Places. Since the properties are not NRHP eligible, the project would have no effects to historic properties and individual project coordination with SHPO is not required (**Appendix D**).

3.11 Hazardous Materials

Because the proposed project includes vertical alignment changes and the acquisition of easements, an Initial Site Assessment (ISA) was conducted to identify potential hazardous materials issues in the project area. The ISA consisted of determining the project ROW requirements, conducting a site survey, conducting a review of existing and previous land use, and conducting an ASTM E1527 level or equivalent regulatory database search. An analysis of the ISA data indicates that this project would not involve the acquisition of known unresolved contamination where TxDOT could reasonably expect to assume liability for corrective action upon acquisition. In addition, this project does not involve known hazardous materials impacts that could be anticipated to adversely affect construction (e.g. cannot resolve before letting or during construction). The No Build Alternative would not result in the acquisition of known unresolved contamination or hazardous materials impacts.

The field reconnaissance was performed to verify the results of the database review and to identify potential hazardous material constraints that may not have been listed in the regulatory records. Interviews with property owners were not conducted. The database search is attached in **Appendix E**. The search includes a map that shows the locations of known sites. Two sites were identified within the search radius. **Table 3.16** provides a listing of each regulatory database that was searched, including corresponding search distances.

Table 3.16. Regulatory Database Searches

Sources	Database Acronym	Minimum Search Distance	Findings
Federal			
Aerometric Information Retrieval System/ Air Facility Subsystem	AIRSAFS	target property	0
Biennial Reporting System	BRS	target property	0
Clandestine Drug Laboratory Locations	CDL	target property	0
EPA Docket Data	DOCKETS	target property	0
Federal Engineering Controls	EC	target property	0
Emergency Response Notification System	ERNS	target property	0
Facility Registry System	FRS	target property	0
Hazardous Materials Incident Reporting System	HMIRS	target property	0
Integrated Compliance Information System	ICIS	target property	0
Integrated Compliance Information System National Pollutant Discharge Elimination System	ICISNPDES	target property	0
Material Licensing Tracking System	MLTS	target property	0
National Pollutant Discharge Elimination System	NPDES	target property	0
PCB Activity Database	PADS	target property	0
Permit Compliance System	PCS	target property	0
CERLIS Liens	SFLIENS	target property	0

Table 3.16. Regulatory Database Searches

Sources	Database Acronym	Minimum Search Distance	Findings
Section Seven Tracking System	SSTS	target property	0
Toxics Release Inventory	TRI	target property	0
Toxic Substance Control Act Inventory	TSCA	target property	0
No Longer Regulated RCRA Generator Facilities	NLRRCRAG	target property and adjoining	0
Resource Conservation and Recovery Information System-Generators	RCRAG	target property and adjoining	0
Brownfields Management System	BF	0.5 mi	0
Comprehensive Environmental Response, Compensation, and Liability Information System	CERCLIS	0.5 mi	0
Land Use Control Information System	LUCIS	0.5 mi	0
No Further Remedial Action Planned	NFRAP	0.5 mi	0
No Longer Regulated RCRA Non-CORRACTS TSD Facilities	NLRRCRAT	0.5 mi	0
Open Dump Inventory	ODI	0.5 mi	0
Resource Conservation and Recovery Information System-Treatment Storage or Disposal	RCRAT	0.5 mi	0
Delisted National Priorities List	DNPL	1.0 mi	0
Department of Defense Sites	DOD	1.0 mi	0
Formerly Used Defense Sites	FUDS	1.0 mi	0
No Longer Regulated RCRA Corrective Action Facilities	NLRRCRAC	1.0 mi	0
Resource Conservation and Recovery Act- Corrective Action	RCRAC	1.0 mi	0
National Priority List	NPL	1.0 mi	0
State			
Groundwater Contamination Cases	GWCC	target property	0
TCEQ Liens	LIENS	target property	0
Municipal Setting Designations	MSD	target property	0
Notice of Violations	NOV	target property	0
State Institutional/Engineering Controls	SIEC01	target property	0
Spills Listing	SPILLS	target property	0
Dry Cleaner Registration	DCR	0.25 mi	0
Industrial and Hazardous Waste	IHW	0.25 mi	0
Permitted Industrial Hazardous Waste Sites	PIHW	0.25 mi	0
Petroleum Storage Tanks	PST	0.25 mi	0
Affected Property Assessment Reports	APAR	0.5 mi	0
Brownfields Site Assessment	BSA	0.5 mi	0
Closed and Abandoned Landfill Inventory	CALF	0.5 mi	0
Innocent Owner/Operator Program	IOP	0.5 mi	0
Leaking Petroleum Storage Tanks	LPST	0.5 mi	0
Municipal Solid Waste Landfill Sites	MSWLF	0.5 mi	1
Railroad Commission VCP and Brownfield Sites	RRCVCP	0.5 mi	0
Tier II Chemical Reporting Program	TIERII	0.5 mi	1
Voluntary Cleanup Program	VCP	0.5 mi	0
Recycling Facilities	WMRF	0.5 mi	0
State Superfund	SF	1.0 mi	0
Total			**2**

The two potential hazardous materials sites identified in the database search include a Municipal Solid Waste Landfill (MSWLF) site and a Tier II Chemical Reporting Program (TIERII) site. The MSWLF site

is located north of the project area, approximately 1.5 miles east of I-10 and 0.2 mile north of LP 375 and is associated with a former El Paso County landfill (**Figure 4.3** in **Appendix A**). According to database records, the landfill was closed in 1997. The TIERII record is associated with a Hoover vacuum cleaner plant located approximately 0.5 mile south of the project area. In addition to the database results, one potential hazardous materials site was identified adjacent to the project at the Shell gas station located in the southeast corner of the I-10/LP 375 interchange (**Figure 4.2** in **Appendix A** and **Photo 4** in **Appendix B**). According to the TCEQ Petroleum Storage Tank (PST) registration database, the Shell gas station site (Facility ID No. 70185) contains one 10,000-gallon and one 15,000-gallon gasoline underground storage tank (UST), one 12,000-gallon diesel UST, and is not listed as a leaking petroleum storage tank (LUST) facility.

Based on the results of the regulatory database review and field reconnaissance, there is a low likelihood of hazardous materials impacts to the proposed project from the sites identified during the hazardous materials assessment. The proposed project would not require ROW from any of the known active sites identified in the database search. However, ROW would be acquired from the Shell gas station but would only result in the relocation of two signs associated with the facility. The ROW requirements at this location would not impact the gas pumps, canopies, or buildings. PSTs associated with the gas station are not expected to be impacted by the ROW purchase or proposed improvements. Potential impacts to hazardous materials that have not been identified by the regulatory records, but that may be found during ongoing project planning and research, would be avoided where possible.

Section 6.10 of the *General Provisions of the Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges*, which applies to all highway projects, includes guidelines addressing the contractor's responsibilities regarding the discovery of hazardous materials. If these potential sites are located within the existing ROW, the area would be studied in depth during the acquisition stage of project development through a certified ASTM real estate transaction screening process, such as a Phase I Environmental Site Assessment. In addition, unanticipated hazardous materials encountered during construction would be handled according to applicable federal and state regulations.

3.12 Visual Impact Assessment

Using FHWA's *Visual Impact Assessment for Highway Project* guidance (FHWA-HI-88-054 and DOT-FH-11-9694), an analysis of the visual impact of the proposed project was conducted. According to Section 20.18.25 of the City of El Paso Code of Regulations, LP 375 (Transmountain Road) is classified as one of 31 designated scenic corridors where new static, non- changeable electronic variable message (CEVM) billboards are prohibited. The regional landscape in northwestern El Paso was identified as consisting largely of desert vegetation, the Franklin Mountains, and valleys created by drainages and the Rio Grande. Vegetation types include desert shrub and grasslands on lower slopes and elevations, juniper and pine communities at mid elevations, and pine forests at higher elevations. Developed areas generally contain low-profile residential or commercial developments, including shopping centers, manufacturing facilities, and schools. There are very few natural or man-made structures in the project vicinity that obstruct views to the horizon, with the notable exception of the Franklin Mountains. Therefore, the geographic boundaries for the following visual analysis have been established as a spatially unenclosed

landscape unit bound by the Franklin Mountains to the northeast. Photos have been included below to provide a depiction of the current viewsheds along the LP 375 corridor. Photo locations and directions are depicted on **Map 3**.

Table 3.17 includes an inventory of the visual assessment units identified within the project vicinity. Visual assessment units are based on the presence of primary vegetation communities, changes in land use and visual character, and the presence of special features in the landscape. These units are identified on **Map 3**.

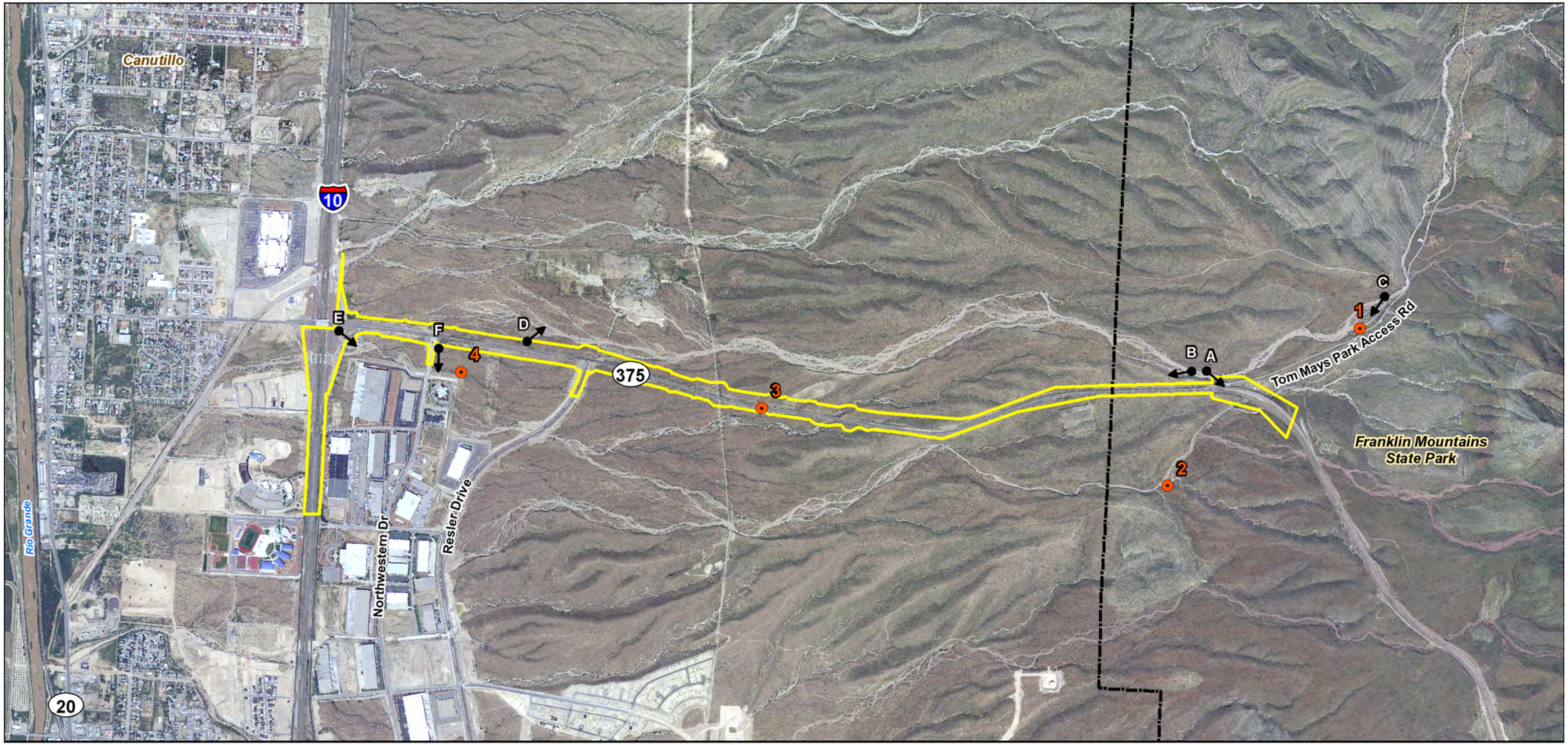
Visual impacts are defined as a change in the aesthetic value resulting from the introduction of modifications to the landscape. The project vicinity has been evaluated in terms of project impacts on visual character and scenic (visual) quality. In an effort to determine the visual resource effects of the proposed roadway improvements, an analysis of the landscape components affected by the Build Alternative was conducted. Currently the roadway corridor is surrounded by maintained ROW vegetation consisting primarily of grasses, as well as creosote and arroyo shrub vegetation outside of the ROW. Under the proposed design, maintained ROW would be re-seeded with native vegetation where possible. Trees and other landscaping elements would also be planted along the roadway corridor between I-10 and the Proposed Paseo Del Norte Road. Other than the addition of trees, no substantial changes to the vegetation surrounding the roadway corridor are anticipated as a direct result of the proposed project; however, the conversion of undeveloped areas to commercial or residential uses as a result of predicted growth in the project area could result in a change in the aesthetic character of the native vegetation surrounding the project, outside of the boundaries of the Franklin Mountains State Park.

The visual character of the roadway itself was evaluated in terms of pattern elements (form, line, color, and texture) as well as pattern character (dominance, scale, diversity, and continuity). The roadway alignment (which will not be substantially altered under the proposed design) follows the natural slope and curvature of the landscape as it enters the Franklin Mountains, providing a level of continuity and compatibility with visual patterns in the area. The color of the proposed roadway retaining walls and other support structures would be natural brown and tan stone, intended to compliment the color tones of the surrounding landscape. Continuous lighting would be added along LP 375 from I-10 to the proposed Paseo Del Norte overpass, introducing illumination to areas in the eastern portion of the project where little to no lighting currently exists. This illumination would change the night-time visual landscape in the project area, but is not expected to adversely impact campers or those using the Franklin Mountains State Park for night-time recreation due to the distance of the roadway from camping sites in the Tom Mays Unit (approximately 0.7 mile) and the undulating topography of the area (as depicted in **Photo C**).

In order to determine the scale and dominance of the proposed roadway improvements, the roadway cross-sections, plans, and profile were used to evaluate changes in elevation and potential impacts to the current viewshed in the project vicinity. The proposed overpass at Paseo Del Norte Drive would be approximately 16 feet and 4 inches tall at its lowest point and 19 feet tall at its highest point for a distance of 209 feet, with retaining walls on either side of the bridge structure (see **Layout 1**). The proposed overpass structure at Plexxar Road would be approximately 15 feet and 9 inches tall and 128 feet long

Table 3.17 Visual Assessment Units

Unit #	Visual Unit	Predominant Land Uses	Special Features within Unit and Viewed from Unit	Terrain	Views Within Unit	Vegetation
1	Tom Mays Unit of the Franklin Mountains State Park	Mostly undeveloped/ recreational	Located north of LP 375, the Tom Mays Unit contains trails, picnic areas, scenic viewpoints, and parking spaces. The Franklin Mountains can be viewed to the north and east of the park. The community of Canutillo and Mexico can be viewed on the horizon to the southwest of the park. Undeveloped areas can be viewed to the south and west of the park.	Undulating, rising to the north and east	Off-site views of areas to the west and south are generally open, but limited in areas by undulating terrain. Views off-site to the north and east are limited by the Franklin Mountains. As evidenced in **Photo C**, LP 375 is not visible from the Tom Mays Unit due to the natural topography of the area, maintaining the natural aesthetic of the park surroundings.	Native vegetation
2	Franklin Mountains State Park south of LP 375	Undeveloped/ recreational	This desert landscape contains unmaintained natural vegetation used for recreational purposes. Views from this area include the Franklin Mountains to the north and east.	Mostly flat with variations in drainage areas	Views to the south and west are expansive. Views off-site to the north and east are limited by the Franklin Mountains.	Native vegetation
3	LP 375 roadway corridor	Transportation	Areas located adjacent to the roadway in the western portion of the project corridor contain commercial properties. Areas north of the roadway are generally undeveloped with large areas of desert vegetation. Developed areas are located south of LP 375 along Northwestern and Resler Drives. The eastern portion of the project area is surrounded by the Franklin Mountains to the north and flat desert terrain to the south. As depicted in **Photos A** and **B**, the LP 375 corridor has been designed to follow the natural slope and curvature of the landscape as it enters the Franklin Mountains.	Mostly flat except when entering the Franklin Mountains	Views to the south and west from the roadway are generally expansive. Views to the north and east are limited by the Franklin Mountains.	Maintained ROW vegetation
4	I-10, Northwestern, and Resler Drives	Commercial and limited residential development	Areas along these roadways are largely developed for commercial and residential uses. Notable features include the Shell gas station located at the southeast corner of the LP 375 and I-10 intersection (**Photo E**), the Outlet Shoppes at El Paso retail center located west of I-10, manufacturing and commercial structures located between Northwestern Drive and I-10 (**Photo F**), and the Cimmaron residential development located south of LP 375 along Resler Drive.	Flat	Views from I-10 and Northwestern Drive are generally limited to adjacent commercial properties, while views from Resler Drive facing east towards the Franklin Mountains are largely unobstructed.	Maintained ROW vegetation, commercial and residential landscaping



Project Area

Photo Location & Direction

Visual Assessment Unit

Franklin Mountains State Park

N
W E
S

Scale 1:24,000

2,000 0 2,000

Feet

Base Map: NAIP 2008 Imagery

Map 3
Visual Assessment Units
Loop 375 (Transmountain Road) from
I-10 to 0.49 mile East of the Tom Mays Unit
of the Franklin Mountains State Park Entrance
El Paso County, Texas
CSJ#: 2552-01-033

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Photo A: View of existing roadway at eastern end of project, facing northeast towards the Franklin Mountains

Photo B: View of existing roadway, facing southwest towards the proposed Paseo Del Norte intersection

Photo C: View facing south from the Tom Mays Unit of the Franklin Mountains State Park

Photo D: View from LP 375 facing north towards the Franklin Mountains

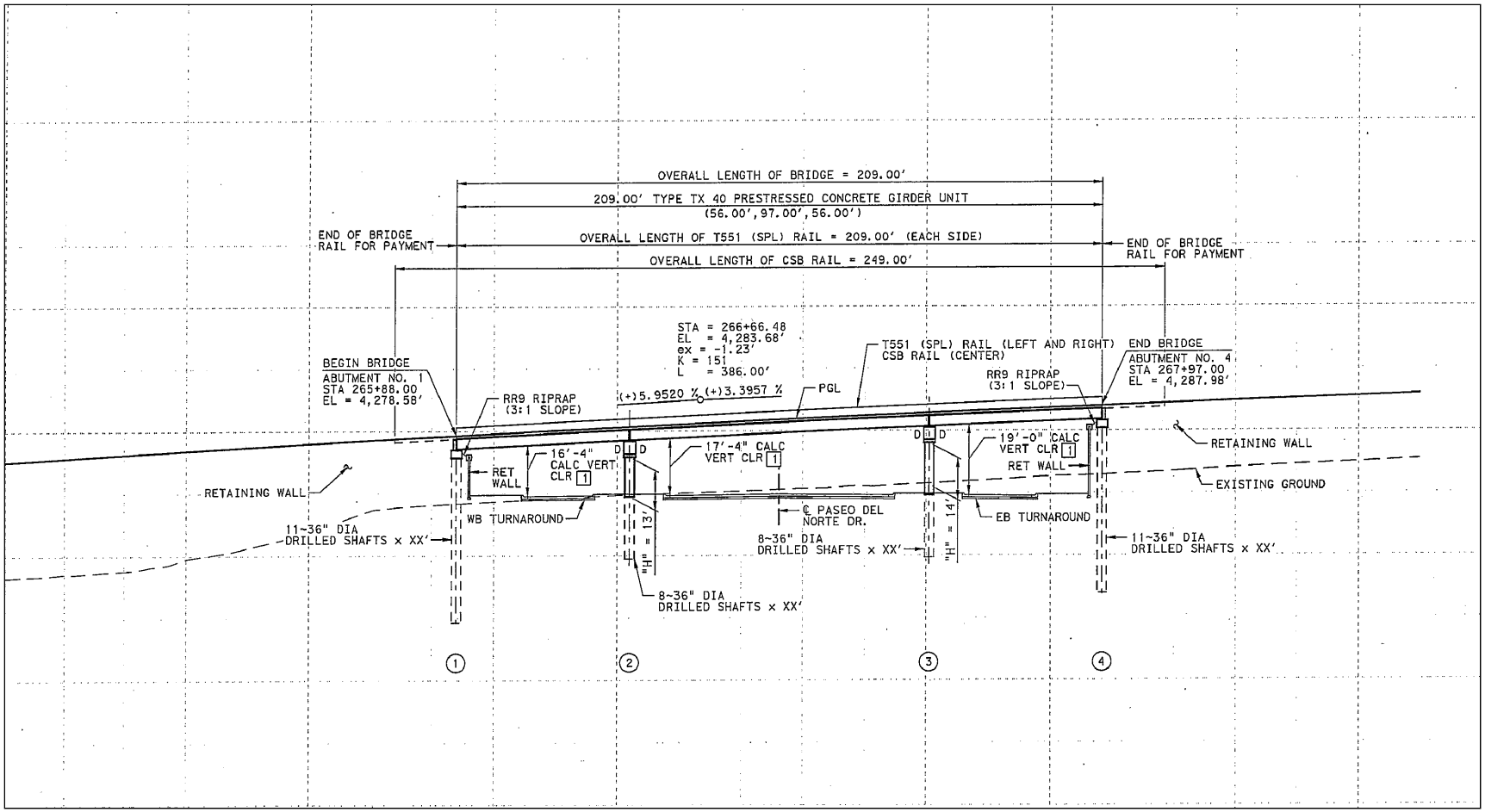
Photo E: Developed areas, facing southeast from LP 375 at intersection with I-10

Photo F: Developed areas on Northwestern Drive, facing south from LP 375

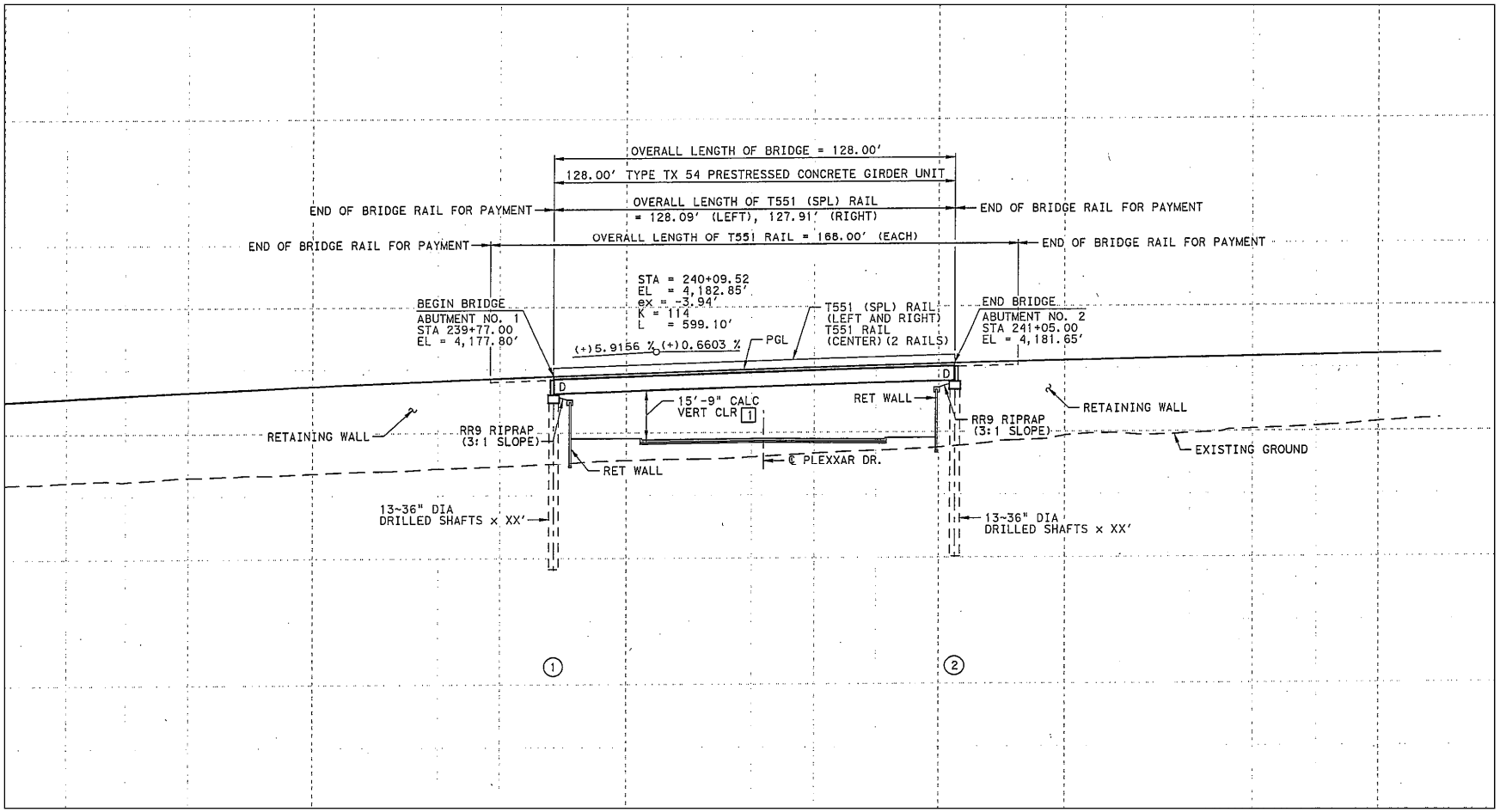
with retaining walls on either side of the bridge structure (**Layout 2**). The proposed overpass at Resler Drive would be approximately 17 feet and 9 inches tall at its lowest point and 18 feet and 8 inches tall at its highest point for a distance of approximately 206 feet, with retaining walls on either side of the bridge structure (**Layout 3**). Finally, the proposed overpass at Northwestern Drive would be approximately 17 feet and 11 inches tall at its lowest point and approximately 18 feet and 5 inches tall at its highest point for a distance of 233 feet, with retaining walls on either side of the bridge structure (**Layout 4**). The proposed direct connectors between I-10 and LP 375 would be approximately 31 feet tall at their highest point. The LP 375 west to I-10 east direct connector would be approximately 4,090 feet long, and the I-10 west to LP 375 east direct connector would be approximately 3,420 feet long (**Figure 3.2, Appendix A**).

The scale and dominance of the roadway were determined to be compatible with the project surroundings due in large part to the fact that a distinct transportation corridor within the identified visual assessment units has already been established by the existing roadway. This corridor would not be substantially altered or realigned under the proposed design. The proposed grade separations at intersecting roadways would result in increased elevations of the roadway in portions of the project area; however, after examination of the project plan and profile, these changes are not expected to substantially obstruct current scenic viewsheds to and from existing recreational areas such as the Tom Mays Unit of the Franklin Mountains State Park. Views of the Franklin Mountains from south of LP 375 would not be fully obstructed by the proposed roadway design due to the relative scale of the mountains as compared to the maximum roadway elevation of 19 feet in that area. The elevated direct connectors between I-10 and LP 375 are not expected to alter the visual character of the project area which is already dominated by the I-10 transportation corridor and industrial and commercial properties. It is anticipated that the most substantial post-construction visual impacts within the project area will result from future development in the region. As discussed in **Section 1.2.1**, northwestern El Paso is expected to experience measurable population growth in the next twenty to thirty years regardless of whether or not the roadway improvements are undertaken. These growths will likely result in new development and the conversion of currently undeveloped land to developed uses. As more people move to the area, the visual character along the LP 375 roadway corridor is expected to change. Existing viewsheds may be altered by the conversion of native vegetation to developed uses. This change in visual character may be mitigated by changes to the City of El Paso's zoning and building restrictions intended to control the density, type, and rate of future development.

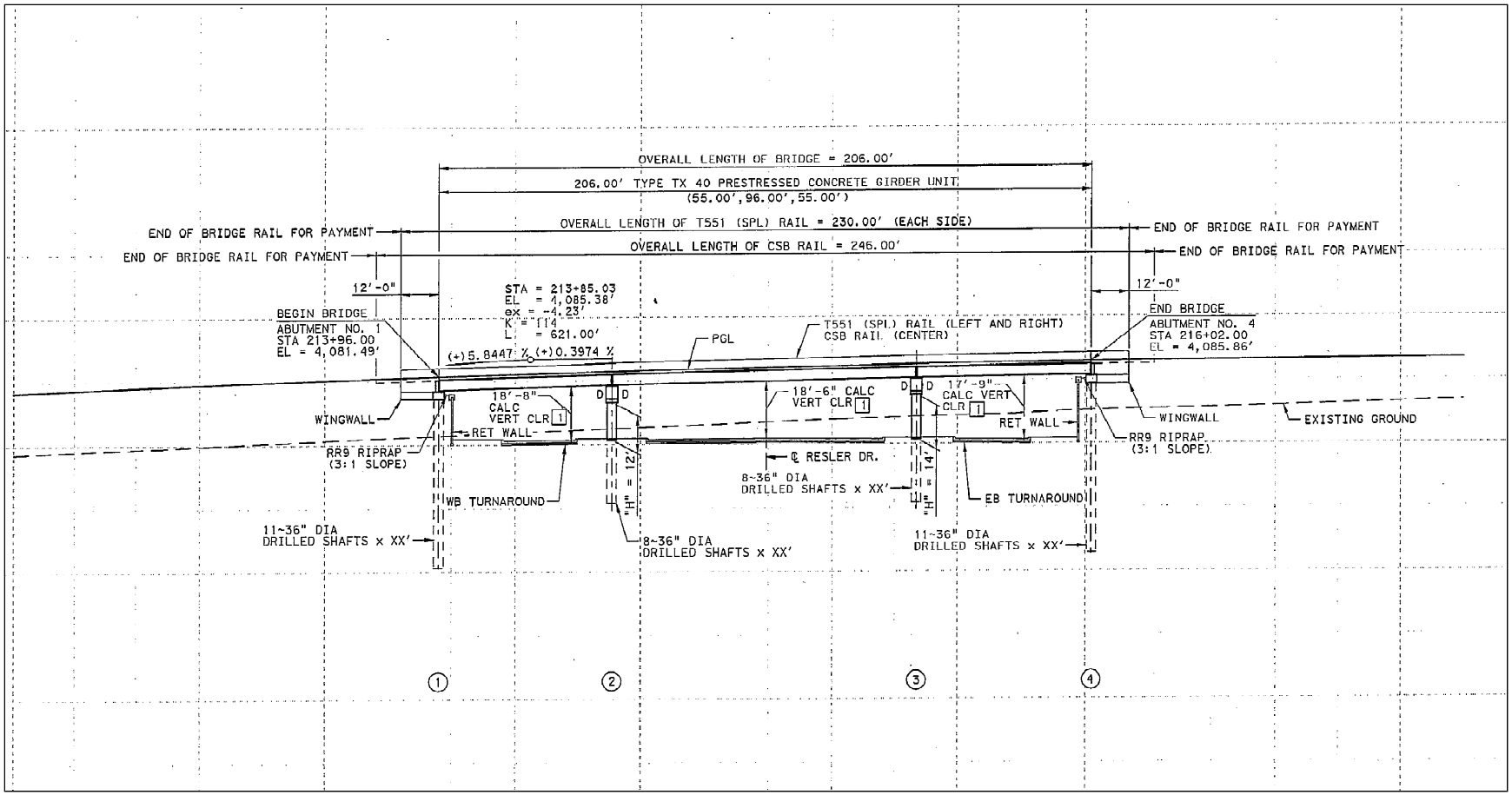
No changes in visual character or quality from roadway construction would result from the No Build Alternative. Increased future development and urbanization could alter the existing visual character of the region, creating a more uniform urban character in the project vicinity. The conversion of undeveloped areas could reduce the natural visual continuity of the region by disrupting currently unobstructed scenic viewsheds. However, if future development is undertaken in a manner that is harmonious with the existing visual elements and patterns in terms of form, line, color, texture, dominance, scale, diversity, and continuity, beneficial effects could be realized.



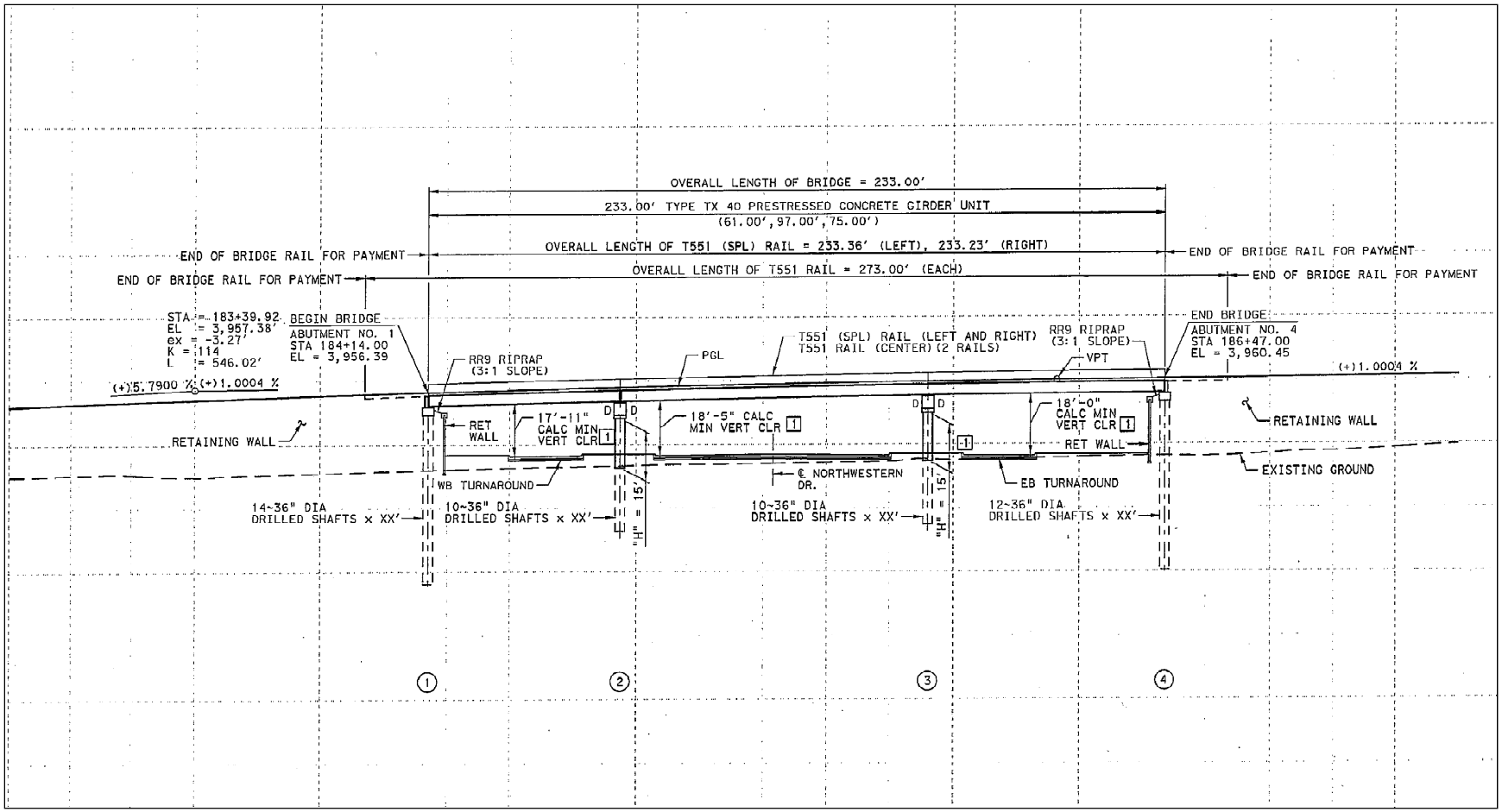
Layout 1 Proposed Paseo Del Norte Overpass



Layout 2 Proposed Plexxar Road Overpass



Layout 3 Proposed Resler Drive Overpass



Layout 4 Proposed Northwestern Drive Overpass

3.13 Construction Impacts

Temporary construction-related impacts to communities and area businesses arising from road and street closings could include temporary traffic detours, noise, dust and construction vehicle emissions, increased traffic on local streets and roads to avoid the construction area, and occasional, temporary congestion on portions of major arterials approaching the construction area. The impacts from these temporary activities would be offset by the implementation of a Traffic Control Plan developed to provide for the safe passage of traffic with minimum inconvenience to travelers near the construction area. Contract provisions would include proposals for traffic handling, construction scheduling, detours, barricades, lights, and warning signals. Construction activities would be regularly monitored to assure compliance.

During the construction phase, a potential for short-term adverse effects on air quality exists. Dust from construction projects, termed "fugitive dust," is produced by wind and construction machinery moving over disturbed soil. Dust emissions are generally proportional to the volume of earth moved. Fugitive dust is generally less of a problem than other kinds of particulate matter generated during construction because the particle size tends to be larger allowing much of the material to settle a short distance from the source. Depending upon the type of material excavated, however, considerable amounts of fine particles can be emitted and can contribute to the ambient suspended particulate concentrations over a larger area.

Site watering is most commonly used to suppress dust because it is effective if done frequently, and water is generally available at construction sites. Site watering can reduce construction site dust emissions up to 50 percent. Watering should be done particularly for material handling with waste removal and disposal. The contractors would be responsible for dust control. The control of particulate matter emanating from various construction activities would be in accordance with TCEQ regulations. To minimize emissions, contractors would be required to use emission control devices and limit unnecessary idling of construction vehicles.

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

The contractor would take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction staging area. The use of construction equipment within sensitive areas would be minimized or eliminated entirely. All construction materials used for this project would be removed as soon as work schedules permit.

3.14 Indirect and Cumulative Impacts

The following information describes the potential indirect impacts associated with the proposed improvements to LP 375 as well as the cumulative impacts caused by previous actions in the project vicinity and the potential impacts of projects that are expected in the near future.

Indirect impacts are defined as those caused by an action and are later in time or farther removed in distance, but still reasonably foreseeable. Indirect impacts are not directly associated with the construction and operation of the roadway and are often caused by related development and growth. This, in turn, can result in a variety of related impacts such as changes in land use, population density or growth rate, economic vitality, and impacts on air and water and other natural resources.

Cumulative impacts result from individually minor but collectively substantial actions taking place over a period of time. They are defined as the impact on the environment which results when the impact of other past, present or reasonably foreseeable actions are examined, regardless of their relationship to the proposed action.

1. Methods and Analyses

The indirect and cumulative impacts analyses follow the guidance documents titled National Cooperative Highway Research Program Report 466 Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects (NCHRP Report 466) and *Revised Guidance on Preparing Indirect and Cumulative Impact Analyses*, TxDOT June 2009 (June 2009 Guidance).

2. Indirect Effects Analysis

The steps for estimating indirect impacts recommended in the June 2009 Guidance are:

1. Scoping
2. Identify the Study Area's Goals and Trends
3. Inventory the Study Area's Notable Features
4. Identify Impact-Causing Activities of Proposed Action and Alternatives
5. Identify Potentially Significant Indirect Effects for Analysis
6. Analyze the Indirect Effects and Evaluate Results
7. Assess Consequences and Consider/Develop Mitigation

Step 1 Scoping

Scoping for the proposed LP 375 project included field observations, research of the City of El Paso's 2025 comprehensive development plan *The Plan for El Paso* and the El Paso MPO's proposed project information. The purpose of this scoping effort was to outline the methodology for analysis of indirect impacts and determine the study area boundaries for the analysis.

Scoping efforts were developed and evaluated based on the need and purpose of the project and included identifying the social, cultural, and natural resource issues that potentially could affect the human environment. The screening tools included in the June 2009 Guidance were applied and indicated the need for a full analysis of indirect and cumulative impacts.

Methodology

The indirect impacts analysis is based on reasonably foreseeable land development in the study area expressed in development and planning documents and input from City of El Paso planning personnel. The social, economic and environmental goals in these plans are expected to result in increased growth in the study area.

Study Area

The study area, or area of influence (AOI), for indirect impacts has been defined as the project travel shed with a northern boundary at Los Mochis Drive west of I-10 and an extension of that roadway east of I-10 because it provides an approximate boundary to existing development within the community of Canutillo and could possibly be extended across the interstate if areas to the east are developed, as is predicted. The eastern boundary of the AOI is the western boundary of the Franklin Mountains State Park extended to the terminus of this project because the park represents a geographic and regulated boundary for possible future development in that area. The southern boundary of the AOI has been defined as Helen of Troy Drive extended east to the project's eastern boundary because it includes the proposed Paseo Del Norte Road and is currently a primary east-west roadway for the residential neighborhood located south of the project area. More of this residential neighborhood was not included in the AOI because communication with the City of El Paso indicates that once the proposed extension of Paseo Del Norte to Resler Drive is complete, most traffic to and from this area will utilize that roadway and continue to use Helen of Troy to access I-10. Residents in this area may use the proposed northern extension of Paseo Del Norte to access LP 375. The western boundary of the AOI is defined as SH 20 (Doniphan Drive) and the Rio Grande because it provides both a distinct geographic and planning boundary and because SH 20 is a major traffic generator connecting to the LP 375 system. See **Insert 1** for a map of the AOI.

Timeframe considerations for this analysis are defined as those occurring through the year 2035. This temporal limit to the indirect impacts assessment was based on the availability of long-range planning information (2025) and the El Paso MPO's planning horizon (2035) as well as the design life of the proposed project (2035).

Data Research

The City of El Paso's 2025 comprehensive development plan *The Plan for El Paso* indicates rapid growth within the City of El Paso and its extra-territorial jurisdictions (ETJ). The project area is located within El Paso's Northwest Planning Area. In addition to input from City of El Paso planning personnel and traffic engineers, *The Plan for El Paso* was used as the primary source of data for this analysis. *The Plan for El Paso* was created assuming that the proposed project would be constructed. Therefore, the growth and development forecasts outlined in the plan and discussed herein are premised on the eventual completion of LP 375. The plan recognizes that zoning will be an essential tool for implementing the City's development goals that that implementation will occur as the City and other agencies, developers, businesses, industry, and private citizens take various actions.

Step 2 Identify the Study Area's Goals and Trends

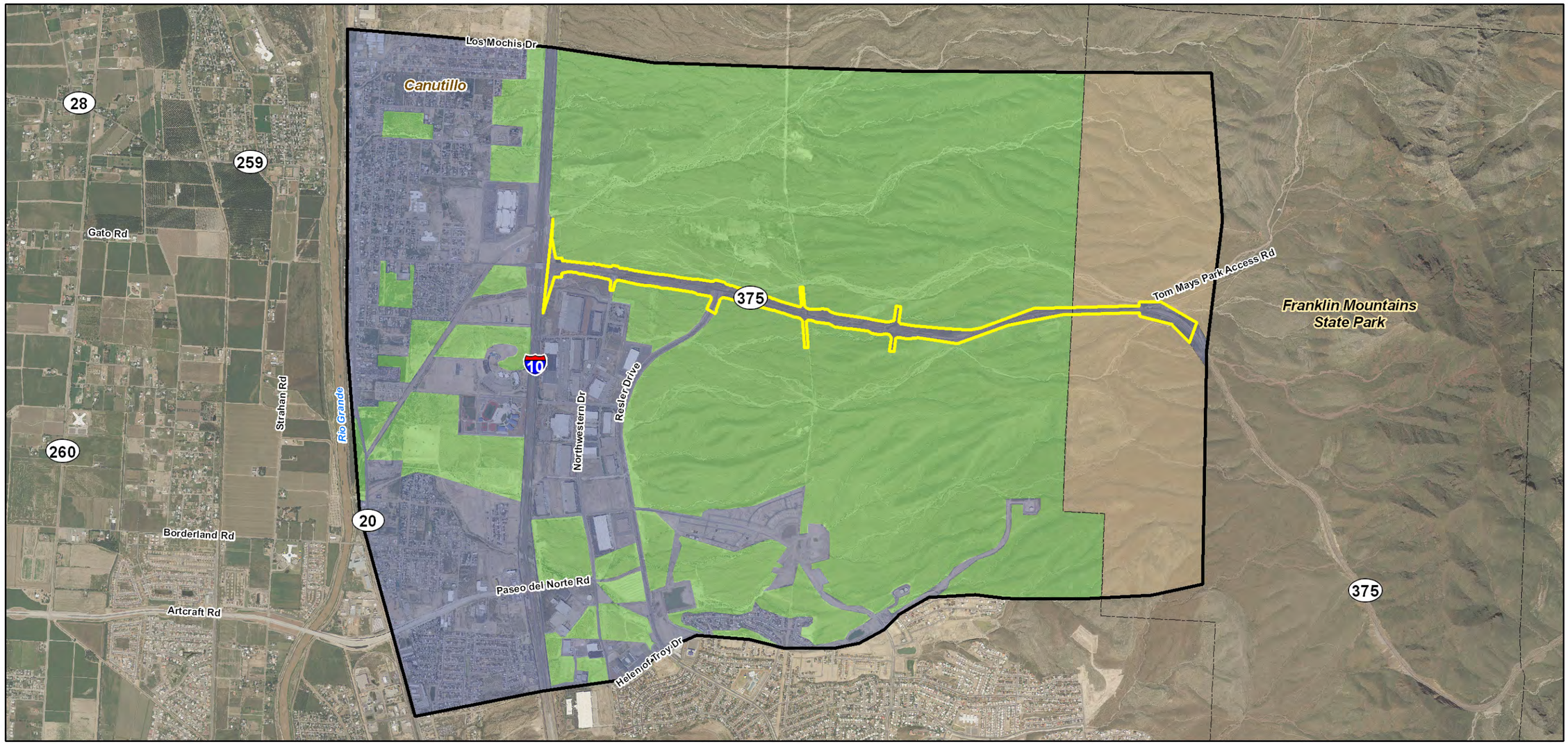
According to *The Plan for El Paso*, goals for the Northwest Planning Area include the following:

- Developing an integrated open space system linking neighborhoods with the Franklin Mountains State Park
- Encouraging master planning of large, undeveloped areas into integrated developments which contain a balanced mix of open space, residential, commercial, and industrial uses
- Limiting new commercial development to clusters and nodes rather than strip patterns of development
- Designating the property along the eastern I-10 frontage road north of LP 375 as suitable for light industrial and manufacturing uses, similar to the existing land use south of LP 375 along Northwestern Drive

The AOI is currently comprised of mostly undeveloped land with minimal commercial development south of LP 375 near the I-10 interchange and along Northwestern Drive. Land use is projected to be composed primarily of commercial, residential, and mixed-use development in future land-use plans with commercial areas concentrated at nodes and intersections. Current residential development underway along Resler Drive south of the immediate project vicinity, as well as the platted Desert View Homes residential development located north of LP 375 and east of Northwestern Drive and the existing commercial development located south of the project reflect a consistency with these stated development goals. In addition, the City of El Paso's encouragement of development in this area indicates a continued trend of mixed-use growth within the AOI.

In an effort to determine the potential for future development within the AOI, as well as how the proposed improvements would affect the rate of development, a planning questionnaire was sent to the City of El Paso's Planning Department (**Appendix D**). According to planning personnel, the project is consistent with local planning efforts, although the proposed improvements may require an accelerated rezoning of the areas adjacent to the roadway from residential to commercial. Planning personnel identified multiple subdivisions in progress within the AOI, including the Desert Springs development located north of LP 375 and east of Northwestern Drive as well as the Enchanted Hills development located east of I-10 and north of the immediate project vicinity. The proposed Paseo Del Norte and Plexxar Roads are both included in the Westside Master Plan and are reflective of the likelihood for continued development within the project vicinity. However, these two roadway projects are not precluded by or dependent on the proposed LP 375 improvements. No planned or programmed capital projects such as sewer infrastructure or school construction were identified within the AOI. Because the AOI contains numerous floodplains and arroyos, the City of El Paso encourages only very low density development in the Rio Grande floodplain in order to minimize potential property damage as a goal for the Northwest Planning Area, which may influence the zoning and development patterns in the region (see **Map 2** in **Section 1.0**).

The Mission 2035 MTP defines transportation systems and services in the area containing the boundaries of the AOI. The MTP addresses regional transportation needs that are identified through forecasting current and future travel demand, developing and evaluating system alternatives and selecting those options which best meet the mobility needs of the region. The proposed facility is included in this plan.



Project Area

Developed

Undeveloped

Franklin Mountains State Park

N
W E
S

Scale 1:36,000

3,000 0 3,000

Feet

Base Map: NAIP 2008 Imagery

Insert 1
Indirect Impacts Study Area
Loop 375 (Transmountain Road)
from I-10 to 0.479 mile East of
the Tom Mays Unit of the
Franklin Mountains State Park Entrance
El Paso County, Texas
CSJ#: 2552-01-033

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Step 3 Inventory of the Study Area's Notable Features

The AOI is located in northwest El Paso and is primarily comprised of undeveloped land. A majority of vegetation within the AOI is Creosote Shrub. This vegetation types is considered representative of this portion of El Paso and of the region as a whole. The AOI contains potential habitat for the state-listed threatened Chihuahuan Desert lyre snake and the Texas horned lizard, as well as the following species of concern: Pecos River muskrat, sand prickly-pear, desert night-blooming cereus, the cave myotis bat, long-legged bat, pale Townsend's big-eared bat, Western small-footed bat, the Yuma myotis bat, the ferruginous hawk, and the prairie falcon.

There are three major drainage systems located in the project area, two primarily on the north side of LP 375 and one primarily to the south. Historic topographic maps indicate that these drainages, originating from the Franklin Mountains canyons and draws, historically flattened out to the west of the project area, and runoff continued toward the Rio Grande as sheet flow or by local minor drainage swales. Currently, a modified earthen drainage channel directs runoff from the two northernmost drainage systems into the Rio Grande.

The AOI includes portions of the Franklin Mountains State Park, including the Tom Mays Unit of the Franklin Mountains State Park, which includes picnic areas, hiking trails, and scenic look-outs. The scenic viewshed of the Franklin Mountains State Park and from the park south and west towards the Rio Grande and the Mexican border has been identified as a notable feature within the project AOI. Because northwestern El Paso is undergoing relatively rapid development (as demonstrated in **Section 1.2.1** of this EA), maintaining the natural aesthetic of areas surrounding the Franklin Mountains has become an important issue for public interest groups, elected officials, and the City of El Paso. This portion of LP 375 has been designated as one of 31 scenic corridors of importance to the public by the City of El Paso.

Residential areas within the AOI are limited to the community of Canutillo and the neighborhood located east of I-10 and south of Helen of Troy Drive. Brown Middle School is located within the AOI near the intersection of Helen of Troy Drive and North Resler Drive. The unincorporated community of Canutillo is located in the western portion of the AOI and has a population of 5,129, as listed in the 2000 U.S. Census. Commercial properties within the AOI are found within the community of Canutillo, as well as in areas south of LP 375 and east of I-10. Although there are no residential areas directly adjacent to the project area, census data indicate that, within the area census tracts, block groups, and blocks, the community of Canutillo contains an average of 63 percent Hispanic or Latino residents, as well as a median household income lower than the national poverty level and a high percentage of Spanish-speaking residents. According to the June 2009 guidance, these minority, low-income, and LEP residents are considered vulnerable elements of the population that may be more susceptible to environmental impacts.

Step 4 Identify Impact-Causing Activities of Proposed Action and Alternatives

As discussed in **Section 3.0**, the proposed construction of LP 375 would result in impacts to vegetation and potential waters of the U.S. This step consists of listing the impact-causing actions of the proposed project or general types of impacts to be expected from the proposed project. The general types of project-impact causing activities and a description as they relate to the project are provided below:

- *Modification of Regime* - The proposed construction of LP 375 would require approximately 41.2 acres of additional ROW, resulting in impacts to water resources and vegetation as detailed in **Sections 3.7** and **3.8**.

- *Land Transformation and Construction* – The proposed improvements include widening the roadway to a four-lane divided expressway facility with two-lane frontage roads in each direction. The proposed mainlanes would generally consist of two 12-foot travel lanes in each direction with 4-foot wide inside shoulders, 10-foot wide outside shoulders, and a 38-foot wide inside median. The design includes a third 12-foot wide auxiliary lane in areas between proposed entrance and exit ramps in order to facilitate merging traffic. Eastbound entrance ramps are proposed west of Northwestern Drive and west of the proposed Plexxar Road, while eastbound exit ramps are proposed east of Northwestern Drive and west of the proposed Paseo Del Norte Road extension. Westbound entrance ramps are proposed west of Resler Drive and west of the proposed Paseo Del Norte Road extension, while westbound exit ramps are proposed west of Northwestern Drive and west of the proposed Plexxar Road. The proposed improvements also include two elevated direct connectors to I-10. The proposed frontage roads would consist of one 11.5-foot wide inside lane and one 14-foot wide outside lane in each direction. The proposed design also includes an 12-foot wide hike-and-bike trail in each direction. The proposed roadway design includes retaining walls for the mainlanes with overpasses at the existing and proposed intersections with Northwestern Drive, Resler Drive, Plexxar Road, and Paseo Del Norte Road. (See **Figure 3.2** in **Appendix A** for the proposed typical sections.)

- *Land Alteration* - Land alteration associated with the proposed project would consist of converting Creosote Shrub, Arroyo Shrub, and Maintained ROW vegetation types into transportation uses. Maintained ROW would be revegetated with native vegetation to the extent practicable.

- *Changes in Traffic* - The proposed project would result in changes in traffic patterns by localizing frontage road traffic and providing uninterrupted traffic circulation through the project area along the proposed LP 375 mainlanes. The proposed improvements may also increase regional traffic traveling east and west in northwestern El Paso.

- *Access Alteration* - The project would alter existing circulation patterns through the construction of elevated mainlanes, the placement of exit and entrance ramps, reconstruction and temporary alternation of the entrance to the Tom Mays Unit of the Franklin Mountains State Park, and proposed overpasses located at intersecting roadways (Northwestern Drive, Resler Drive, the proposed Plexxar Road, and the proposed extension of Paseo Del Norte Road).

Step 5 Identify Potentially Significant Indirect Effects for Analysis

Potential indirect impacts include the conversion of undeveloped properties to industrial, commercial, or residential properties. The conversion of undeveloped land could result in additional impacts to vegetation. Future roadway improvements on SH 20, I-10, Northwestern Drive, and Resler Drive may also contribute to additional land use changes within the AOI.

The methods used to identify indirect impacts are primarily qualitative. This technique focused on the elements or indicators that characterize the AOI using ecological, economic, demographic, and social

information and data from the baseline investigations. The discussion of indirect impacts is organized by three different types of impacts; encroachment-alteration impacts, induced growth impacts, and impacts related to induced growth.

Encroachment-Alteration Impacts

Encroachment-alteration impacts are defined as the alteration of the behavior and functioning of the affected environment caused by project encroachments. Potential encroachment-alteration impacts associated with the proposed project include an alteration in the function of previously undeveloped land into transportation uses. As discussed in Step 4, the proposed improvements would permanently convert Creosote Shrub, Arroyo Shrub, and Maintained ROW vegetation into transportation uses. The project would also result in impacts to several drainage crossings throughout the length of the project as a result of extending existing drainage structures to accommodate the new roadway footprint. Encroachment-alteration impacts may also include a change in traffic patterns with the proposed construction of mainlanes and access ramps, altering travel patterns of area motorists by localizing frontage road traffic and allowing for regional traffic circulation along the mainlanes.

Induced Growth Impacts (Access-Alteration Impacts)

Induced growth impacts are those impacts associated with new or improved access to adjacent land as well as reduction in the time or cost of travel and other factors that may increase the attractiveness of adjacent land to developers and consumers. Access-alteration impacts associated with the proposed project include impacts on travel patterns and accessibility. The placement of exit and entrance ramps may impact the future location of businesses such as gas stations and commercial retailers. Increased capacity and the construction of overpasses at the proposed extensions of Plexxar Road and Paseo Del Norte Road may also lead to increased development at these intersections. As discussed in **Section 1.2.1**, these two roadways are included in the Westside Master Plan and are reflective of projected growth patterns and development in the project area. TxDOT plans to implement components of existing zoning regulations that would be required of private developers (i.e. the hike-and-bike trail) as part of the proposed improvements. However, it is anticipated that growth and development would occur regardless of whether the proposed improvements to LP 375 were undertaken and that any future zoning changes or development plans would not be predicated on the completion of the proposed project. The proposed frontage roads would maintain access to existing commercial properties through driveways.

Impacts Related to Induced Growth

Impacts related to induced growth occur as a result of development induced by the proposed project. As stated in Step 2, goals for the Northwest Planning Area indicate that the City of El Paso intends to encourage commercial and residential development within the AOI, along with light industrial and manufacturing development near I-10. This development would be in keeping with the current land use dynamic near the I-10/LP 375 intersection and within the community of Canutillo located west of the project. Foreseeable new development in the project vicinity is expected to occur in areas near or adjacent to LP 375 and closer to I-10.

As detailed in the visual impacts assessment (**Section 3.12**), it is anticipated that the most substantial post-construction visual impacts within the project area will result from future development in the region.

Growth in the region will likely result in new development and the conversion of currently undeveloped land to developed uses. As more people move to the area, the visual character along the LP 375 roadway corridor is expected to change. Existing viewsheds may be altered by the conversion of native vegetation to developed uses. Increased urbanization could alter the existing visual character of the region, creating a more uniform urban character in the project vicinity. The conversion of undeveloped areas could reduce the natural visual continuity of the region by disrupting currently unobstructed scenic viewsheds.

Potential impacts to vegetation and water resources were determined to be the primary ecological indirect impacts associated with the proposed improvements to LP 375. Potential indirect impacts associated with the proposed project include the conversion of undeveloped land into commercial or residential properties. Of the approximately 9,247 acres within the AOI, approximately 5,112 acres are undeveloped, with an additional 1,250 acres of undeveloped land located within the boundaries of the Franklin Mountains State Park. Future development of these undeveloped areas could include removal of vegetation and conversion of vegetated areas into commercial or industrial land uses. Indirect impacts to water resources include increased potential for erosion and sedimentation during construction activities and the potential for increased development in the area facilitated by the roadway construction. Clearing vegetation for the proposed project could increase the potential for erosion and sedimentation into the project area drainages.

Although future development associated with the proposed project may lead to the conversion of native vegetation and potential threatened and endangered species habitat to developed land uses, habitat assessments conducted within the AOI revealed that substantial indirect impacts are not anticipated. Land use changes could result in indirect impacts to individual Texas horned lizards, Chihuahuan Desert lyre snakes, Pecos River muskrats, sand prickly-pears, desert night-blooming cereuses, cave myotis bats, long-legged bats, pale Townsend's big-eared bats, Western small-footed bats, Yuma myotis bats, ferruginous hawks, prairie falcons present within the AOI as well as a small amount of habitat, but this is not expected to impact these species at the population level, in part due to abundance of habitat within areas designated as parks and open space (approximately 1,250 acres).

Induced development associated with the proposed project is not expected to substantially impact air quality within El Paso. The AOI is part of the EPA designated moderate nonattainment area for PM10 and the maintenance area for CO. The AOI is currently in attainment for all other NAAQS pollutants. Based on the results of Steps 1 through 4 that evaluated the possible project-related actions that can indirectly impact air, it was determined that the proposed project would not be anticipated to cause indirect air quality impacts in the AOI. No change in attainment status is anticipated within the AOI as the result of emissions associated with the proposed project. In order for the region to achieve PM10 attainment and maintain CO attainment, a variety of point, non-point, and mobile source emission reduction strategies must be implemented for the entire area as outlined in the SIP. Indirect air quality impacts from MSATs are unquantifiable due to existing limitations to determine pollutant emissions, dispersion, and impacts to human health. Emissions would likely be lower than present levels in future years as a result of the EPA's national control regulations (i.e., new light-duty and heavy duty on road fuel and vehicle rules, the use of low sulfur diesel fuel). Even with an increase in VMT and possible temporary emission increases related to construction activities, the EPA's vehicle and fuel regulations, coupled with fleet turnover, will over

time cause substantial reductions of on road emissions, MSATs, and the ozone precursors VOC and NOx. As the proposed project is not anticipated to result in indirect air quality impacts, further discussion in Steps 6-7 below is not necessary.

As a result of this analysis, indirect impacts to land use, vegetation, threatened and endangered species, water resources, and access-alteration impacts have been identified as potentially substantial and will be studied further.

Step 6 Analyze Indirect Effects and Evaluate Results

The purpose of this step is to assess the potential and magnitude of the project-influence effect. The following analysis assumes the proposed project is planned to support the AOI's direction and goals. According to NCHRP Report 466, empirical evidence indicates that transportation investment and changes in land use occur only in the presence of other factors, such as supportive local land use policies and development incentives, availability of developable land, and a good investment climate. The analysis of indirect effects relied primarily on qualitative forecasting tools, including literature reviews, surveys of local planning personnel, local planning documents, and reference of the area's general population and growth projections. The use of planning documents relies on the assumption that future development will follow the trends outlined in long-range plans. However, economic trends and market demand are variables that may have more influence over development in the long term. Thus, the conclusions of this indirect effects analysis must be qualified by the uncertainties involved in predicted growth.

Much of the planned development within the AOI is either under construction or planned for the near future. Because the proposed improvements to LP 375 are included in the long-range transportation plan, it is assumed that any development forecasts made by official entities include the roadway. The comprehensive plan (*The Plan for El Paso*) is the official long-range development guide for the region and was developed in 1999 by the El Paso Comprehensive Plan Advisory Committee (CPAC), the City Planning Commission (CPC), the City Council, and the Mayor of El Paso. *The Plan for El Paso* is forecast for the year 2025 and is reflective of the development that has occurred or is under construction within the AOI. As such, *The Plan for El Paso* was used as a predictive model for future development. The methodology used for assessing land use effects in this project context can be classified as a planning judgment method, as described in the NCHRP Report 25-25 Forecasting Indirect Land-Use Effects of Transportation Projects. This method utilized policy, historic development patterns, and input from planning officials to evaluate future development in the area.

Population and growth projections identified by the City of El Paso in *The Plan for El Paso* point towards continued growth within the AOI. A majority of the non-park undeveloped land is zoned for commercial, residential, and light industrial development, indicating that most of the future land use changes within the AOI would consist of the conversion of vacant land and native vegetation to developed land uses. The conversion of the undeveloped lands to developed uses would result in impacts to the visual aesthetics in the region by replacing natural vegetation and topography with urbanized structures and materials, thus altering the existing regional viewshed.

Potential indirect impacts of the proposed action to vegetation would be associated with the construction of LP 375 as well as the potential for additional development following the completion of the project.

These impacts would include removal of vegetation and conversion of vegetated areas into developed land uses. Indirect impacts to water quality include increased potential for erosion and sedimentation as a result of the removal of native vegetation. Of the approximately 9,247 acres within the AOI, approximately 5,112 acres are undeveloped land, with an additional 1,250 acres of undeveloped land located within the boundaries of the Franklin Mountains State Park. Of these 5,112 acres of undeveloped land, approximately 332 acres are currently slated for development as part of the Hunt West Retail Development (116 acres), the Desert Springs residential development (193 acres), and the Enchanted Hills residential development (26 acres). These reasonably foreseeable development projects would result in a conversion of approximately 6.5 percent of the currently undeveloped land within the AOI.

Impacts associated with access-alteration include increasing accessibility to currently undeveloped areas adjacent to the project. The proposed added capacity on LP 375 could result in increases in traffic and development within the AOI by providing improved mobility in the region. However, currently platted and ongoing residential and commercial development indicates that development would likely occur regardless of whether or not the proposed improvements to LP 375 were made. Based on the projected land use in the AOI, much of the undeveloped land south of LP 375 and some areas north of the roadway would be developed by the year 2025. It is assumed that the 1,250 acres of Franklin Mountains State Park within the AOI will remain under recreational current uses and will not be developed.

Step 7 Assess Consequences and Consider/Develop Mitigation

The land use changes and projections discussed in Step 6 are based on numerous assumptions and are by no means inevitable. The instability of land values, market demand, and overall economic shifts have a strong effect on development. *The Plan for El Paso* provides the most comprehensive assessment of potential future development in the El Paso area, but still includes uncertainties.

Indirect impacts that may occur to individuals, businesses, and vegetation would be addressed by the entity impacting the resource. Private, government, and/or municipal actions that may result in additional ROW acquisition would be mitigated by that entity in accordance with their own policies and procedures.

Land Use

Indirect impacts related to land use that may occur within the project area include redevelopment along the LP 375 corridor and other area roadways that could result in the conversion of currently undeveloped areas into residential, commercial, or industrial uses. These land use changes are expected to change the visual character along the LP 375 roadway corridor. Existing viewsheds may be altered by the conversion of native vegetation to developed uses. Increased urbanization could alter the existing visual character of the region, creating a more uniform urban character in the project vicinity. The conversion of undeveloped areas would reduce the natural visual continuity of the region by disrupting currently unobstructed scenic viewsheds. This change in visual character may be mitigated by changes to the City of El Paso's zoning and building restrictions intended to control the density, type, and rate of future development. If future development is undertaken in a manner that is harmonious with the existing visual elements and patterns in terms of form, line, color, texture, dominance, scale, diversity, and continuity, beneficial effects would be realized.

Impacts to residences and businesses in the AOI associated with the proposed LP 375 project would generally be limited to construction-related issues such as fugitive dust and noise associated with construction machinery. These impacts would be mitigated through practices such as site watering and limiting construction to daylight hours.

Vegetation and Potential Threatened and Endangered Species Habitat
Impacts to vegetation and habitat would consist of converting portions of vegetated areas (approximately 5,112 acres) into developed land uses including commercial and residential development. These impacts may be mitigated by the development goal of creating and maintaining open spaces and recreational areas within the Northwest Planning Area. Impacts to vegetation and threatened and endangered species habitat would be assessed and addressed for each individual project that might involve federal funds, including TxDOT projects. Impacts to threatened and endangered species associated with private development projects may be covered under the Section 10 incidental take permitting process of the Endangered Species Act.

Water Resources
Impacts to jurisdictional waters would be documented, coordinated, and permitted through the USACE as necessary. The USACE would require consideration of compensatory mitigation in some instances. Also, the conversion of undeveloped land to residential, commercial, or industrial uses may require vegetation removal and result in increased erosion and water quality issues. Private, government, and/or municipal entities may be required to coordinate with the TCEQ for impacts associated with water quality.

3. Cumulative Impacts
The eight-step framework for identifying and assessing cumulative impacts is:

1. Identify the resources to consider in the analysis
2. Define the study area for each affected resource
3. Describe the current health and historical context for each resource
4. Identify the direct and/or indirect impacts that may contribute to a cumulative impact
5. Identify other reasonably foreseeable actions that may affect resources
6. Assess potential cumulative impacts to each resource
7. Report the results
8. Assess and discuss mitigation issues for all adverse impacts

Step 1 Resource Identification
Based on the guidance document titled *Revised Guidance on Preparing Indirect and Cumulative Impact Analyses* (TxDOT June 2009), if a project does not cause direct or indirect impacts on a resource, it would not contribute to a cumulative impact on the resource.

According to the above guidance, the cumulative impact analysis should focus on: 1) those resources substantially impacted by the project; and 2) resources currently in poor or declining health or at risk even if the impact of the TxDOT's proposed action is minimal. **Table 3.18** addresses each of the potentially impacted resources and justification for the inclusion in the analysis of cumulative impacts.

Table 3.18. Potentially Impacted Resources and Justification for Inclusion in the Analysis of Cumulative Impacts

Resource	Summary of Direct Impacts	Summary of Indirect Impacts	Health of Resource	Cumulative Impacts Anticipated
Land Use	The immediate project vicinity is primarily composed of undeveloped land with commercial properties concentrated around the I-10/LP 375 intersection. The proposed improvements to LP 375 would require the conversion of 32.6 acres of Creosote Shrub and 2.7 acres of Arroyo Shrub vegetation cover to transportation uses.	Population and growth projections identified by the City of El Paso point towards commercial and residential growth in the project vicinity. Of the approximately 9,247 acres within the AOI, approximately 5,112 acres are undeveloped land, with an additional 1,250 acres of undeveloped land located within the boundaries of the Franklin Mountains State Park. Most of the non-park land is zoned for commercial, residential, and light industrial development, indicating that most of the future land use changes within the AOI would consist of the conversion of currently undeveloped areas into residential or commercial uses. Of the 5,112 acres of undeveloped land, approximately 332 acres are currently slated for development as part of the Hunt West Retail Development (116 acres), the Desert Springs Land Study (193 acres), and the Enchanted Hills Land Study (26 acres). These reasonably foreseeable development projects would result in a conversion of approximately 6.5 percent of the currently undeveloped land within the AOI to developed uses.	The project area is largely undeveloped with the exception of areas near the intersection of I-10 and LP 375 and south of LP 375 on Northwestern and Resler Drives. Land use adjacent to LP 375 within the Franklin Mountains State Park is expected to remain undeveloped property.	The proposed project would result in the conversion of 32.6 acres of Creosote Shrub and 2.7 acres of Arroyo Shrub vegetation cover to transportation uses. The impacts to land use associated with the proposed project, in addition to future growth projected by the City of El Paso, may result in a cumulative impact to land use.
Vegetation	The immediate project vicinity is primarily comprised of undeveloped land with commercial properties concentrated around the I-10/LP 375 intersection. The proposed improvements to LP 375 would require the conversion of 32.6 acres of Creosote Shrub and 2.7 acres of Arroyo Shrub vegetation cover to transportation uses.	Population and growth projections identified by the City of El Paso point towards continued growth in the project vicinity. Approximately 55 percent of the 9,247 acre AOI is currently undeveloped (excluding state park property) and would likely be converted into commercial, light industrial, or residential development in the future, resulting in potential indirect impacts to vegetation. Of the 5,112 acres of undeveloped land, approximately 332 acres are currently slated for development as part of the Hunt West Retail Development (116 acres), the Desert Springs Land Study (193 acres), and the Enchanted Hills Land Study (26 acres). These reasonably foreseeable development projects would result in a conversion of approximately 6.5 percent of the currently undeveloped land within the AOI and the removal of native vegetation.	The Chihuahuan desert contains vast areas of undeveloped and unpopulated desert communities. However, desert habitats near urban areas similar to El Paso are continually being replaced and fragmented by urban developments. Within the study area, there are vast areas of native Chihuahuan desert vegetation that remain intact.	The conversion of vegetation to commercial, residential, or transportation uses as a result of increased growth and development is anticipated within the study area. The direct impacts associated with this project, in addition to increased population growth and development in the project vicinity, may contribute to a cumulative impact on vegetative communities.

Table 3.18. Potentially Impacted Resources and Justification for Inclusion in the Analysis of Cumulative Impacts

Resource	Summary of Direct Impacts	Summary of Indirect Impacts	Health of Resource	Cumulative Impacts Anticipated
Water Resources	Field investigations identified 20 drainage crossings in the project area boundaries Several of these (Drainages 1 through 7, 15, 16, and 18 through 20) are potential waters of the U.S., subject to regulation under Section 404 of the Clean Water Act and the jurisdiction of the USACE because they drain to a large modified channel over which the USACE has asserted jurisdiction in the past or directly to the Rio Grande. The remainder, Drainages 8 through 14 and 17 are not likely to be considered waters of the U.S. because they do not connect with the Rio Grande or otherwise contribute to a surface tributary system of a water of the U.S. No wetlands or other special aquatic sites are located in the project area. Based on the current design, the project would impact 14 ephemeral drainages, seven of which are jurisdictional.	Indirect impacts to water resources include increased potential for erosion and sedimentation during construction activities, as well as the potential for increased development in the area facilitated by the roadway expansion that may result in modifications to water bodies within the AOI.	Although the Rio Grande is listed as impaired due to elevated bacteria levels, the project would not discharge into a listed threatened or impaired water body. Cumulative impacts to water bodies would be mitigated by water quality regulations and pollution prevention plans required by TCEQ and undertaken by individual project sponsors.	The modification of ephemeral drainages associated with the proposed project, in addition to increased population growth and development in the project vicinity, may contribute to a cumulative impact on water resources.
Threatened and Endangered Species	As described in **Section 3.8** no effect to federally listed threatened or endangered species is anticipated to occur as a result of this project. The proposed project “may impact” two state-listed species.	Induced development associated with the proposed project may lead to the conversion of native vegetation and potential threatened and endangered species habitat to developed land uses. Based on habitat assessments conducted within the AOI, however substantial indirect impacts are not anticipated. Land use changes could result in indirect impacts to various state-listed rare species and individual Texas horned lizards and Chihuahuan Desert lyre snakes present within the AOI, as well as a small amount of habitat, but this is not expected to impact these species at the population level.	Areas adjacent to the proposed project may provide suitable habitat for threatened and endangered species listed in El Paso County. The designation of species as threatened or endangered reflects that this is a declining resource. Therefore, the health of the resource is considered imperiled.	The conversion of potential habitat to commercial, residential, or transportation uses as a result of increased growth and development is anticipated within the study area. The proceeding analysis will evaluate the potential for project increases in population growth and development to contribute to a cumulative impact on threatened and endangered species.

Table 3.18. Potentially Impacted Resources and Justification for Inclusion in the Analysis of Cumulative Impacts

Resource	Summary of Direct Impacts	Summary of Indirect Impacts	Health of Resource	Cumulative Impacts Anticipated
Air Quality	Direct impacts to air quality associated with the proposed project are determined to be negligible, as discussed in **Section 3.6**.	Induced development associated with the proposed project is not expected to substantially impact air quality within El Paso. The congestion reduction efforts promoted by TxDOT and the MPO, in addition to the emission budgets outlined in the SIP, are intended to maintain long-term compliance with national air quality standards and prevent indirect or cumulative impacts to air quality.	The proposed project is located in the El Paso County moderate non-attainment area for PM-10; therefore, air quality is considered to be in poor or declining health. However, in accordance with 43 CFR 93.124, the motor vehicle emissions budget within the SIP represents the emission allowance allocated to mobile sources in order to attain the NAAQS within a given area. The emissions resulting from all projects within the conforming transportation plan combined with cleaner fuels, improved emission control technologies, alternative modes of transportation, and regional clean air initiatives should result in continually improving air quality in the area.	Because the project would increase roadway capacity within the El Paso County non-attainment area for PM 10, an analysis of cumulative impacts to air quality was conducted.
EJ, LEP, and Low Income Populations	As described in **Section 3.3**, no disproportionate impacts to minority, LEP, or low income populations would occur as a result of the project.	Indirect socioeconomic impacts associated with the proposed project are generally limited to impacts on travel patterns. The proposed improvements would not alter existing access to businesses, schools, and residences and any induced development associated with the proposed project is not expected to result in substantial changes in access or community cohesion. Disproportionately adverse indirect impacts to minority, LEP, or low income populations as a result of this project are not anticipated.	The project is located in an area with a substantial Hispanic or Latino population. This is not expected to change as a result of demographic shifts or population trends. The health of this resource is considered stable.	Because the proposed project would not substantially impact EJ, LEP, and low-income populations and the resource is not considered in poor or declining health, a cumulative impacts analysis is not required.

Table 3.18. Potentially Impacted Resources and Justification for Inclusion in the Analysis of Cumulative Impacts

Resource	Summary of Direct Impacts	Summary of Indirect Impacts	Health of Resource	Cumulative Impacts Anticipated
Cultural Resources	An intensive survey of the APE revealed no archeological deposits within the proposed undertaking's APE. Section 106 consultation with federally recognized Native American tribes with a demonstrated historic interest in the area was initiated on March 23, 2010. No objections or expressions of concern were received within the comment period. A review of the NRHP, the list of SALs, and the list of RTHLs indicated that no historically significant resources have been previously documented within the APE. A site visit revealed that there are six historic-age resources (built prior to 1967), located within the project area of potential effects. Two of the numbered sites are recreational and the remaining resources are reinforced-concrete bridge-class culverts and concrete pipe culverts (built 1965). However, TxDOT and THC historians determined that these classes of culverts lack sufficient engineering complexity to be considered eligible for NRHP listing, individually or collectively under Criterion A or C. TxDOT determined that none of the historic-age resources are NRHP eligible.	Induced development associated with the proposed project may lead to potential impacts to undisclosed archeological resources and/or historic resources. However, based on field surveys and assessments conducted within the AOI, substantial indirect impacts to NRHP-listed or eligible resources or SALs are not anticipated.	Due to the protection afforded NRHP-listed archeological and historic resources, in addition to the relative abundance of archeological artifacts in the El Paso area (approximately 6,400 recorded sites within El Paso County), the relative health of this resource is considered stable.	Because the proposed project would not substantially impact archeological or historic resources, and because cultural resources are not considered to be in poor or declining health, a cumulative impacts analysis is not required.

Based on the analysis of direct and indirect impacts depicted in **Table 3.18**, land use, vegetation, threatened and endangered species habitat, water resources, and air quality are the resources that will be carried forward in the following cumulative impacts analysis.

Step 2 Study Area for Each Affected Resource

TxDOT's guidance (TxDOT June 2009) recommends the assignment of a past and future temporal context to each affected resource, in additional to a geographic resource study area (RSA). The following section describes the temporal and geographic context for each resource:

Land Use

The RSA for assessing potential cumulative impacts associated with land use has been defined as the Northwest El Paso planning area, extending from the ridgeline of the Franklin Mountains west to the New Mexican border and from the New Mexican border south to Executive Center Boulevard. (**Insert 2**).

This area was selected as the RSA because it provides a distinct boundary for land use and travel patterns and includes reasonably foreseeable future development in the project vicinity. The temporal context for this analysis is set from the year 2005 (the date of *The Plan for El Paso*) to the year 2035 in order to include the long-range development and transportation planning horizons.

Vegetation and Threatened and Endangered Species Habitat

The RSA for vegetation has been defined as the Del Norte Canutillo soil association (**Insert 3**). This soil type was selected as a logical boundary for the vegetation resource due to the tight parallel between soil type and vegetation in the region. Using soil type to complement general vegetation distribution data allows for more specific classification than vegetation alone and more accurately reflects the specific vegetation found in the project area. Because the potential habitat identified within the project vicinity is directly related to the vegetation communities, the same RSA has been used for threatened and endangered species habitat. The temporal context for this analysis is set from the year 2005 (the date of *The Plan for El Paso*) to the year 2035 in order to include the long-range development and transportation planning horizons.

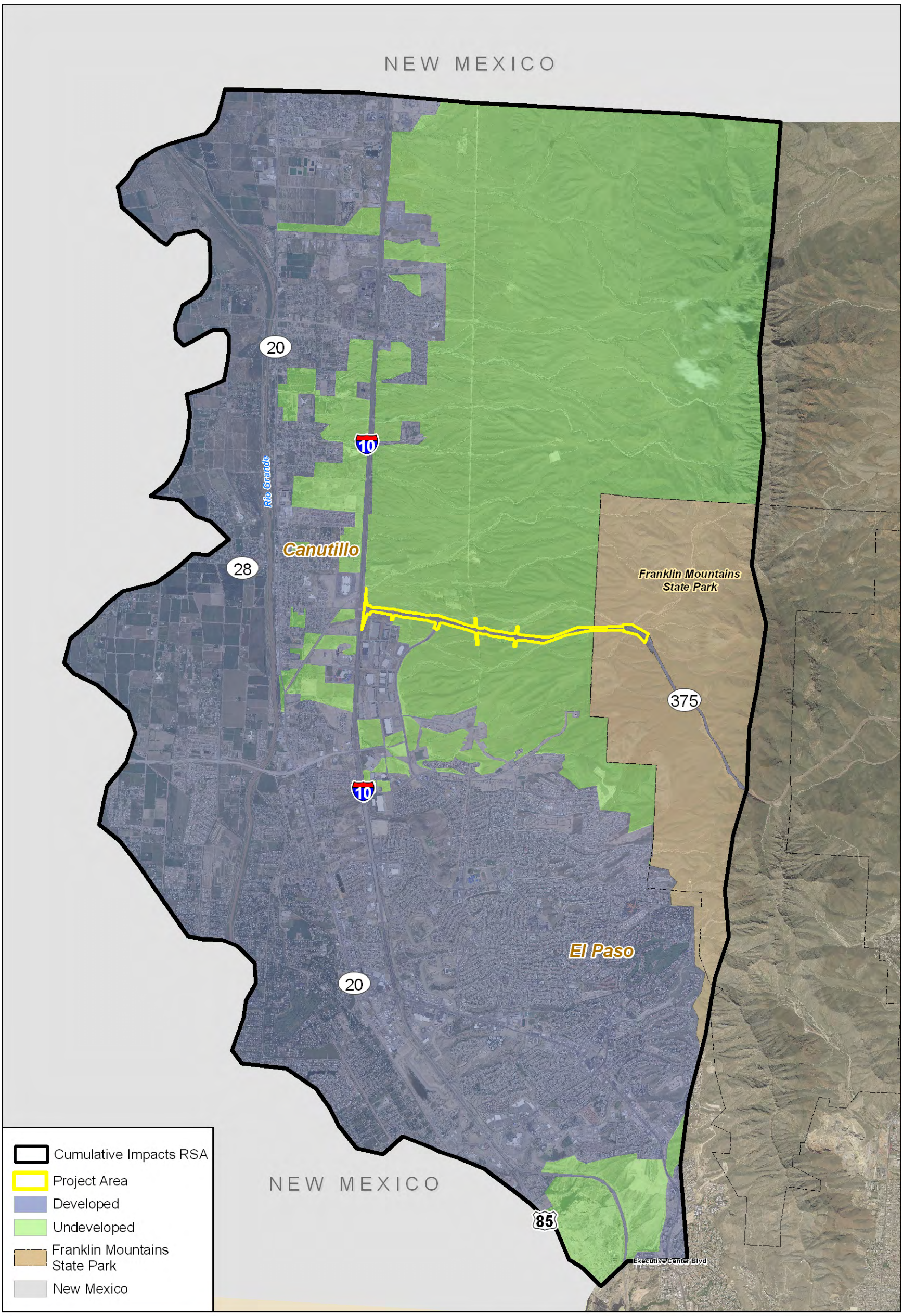
Water Resources

The RSA for water resources has been defined as the surface water drainage system catchments (**Insert 4**). This area was selected because it includes all of the relevant drainages (i.e., in or receiving run-off from the project area) and their catchment areas. Therefore, any run-off entering or exiting the proposed project area would be included in this boundary.

The temporal context for this analysis is set from the year 2005 (the date of *The Plan for El Paso*) to the year 2035 in order to include the long-range development and transportation planning horizons.

Air Quality

Evaluating air quality in relation to cumulative impacts requires looking at four distinct RSAs as described below:



Insert 2
Cumulative Impacts Land Use RSA
Loop 375 (Transmountain Road)
from I-10 to 0.479 mile East of
the Tom Mays Unit of the
Franklin Mountains State Park Entrance
El Paso County, Texas
CSJ#: 2552-01-033

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Scale 1:78,000

6,600 0 6,600
Feet

Base Map: NAIP 2008 Imagery

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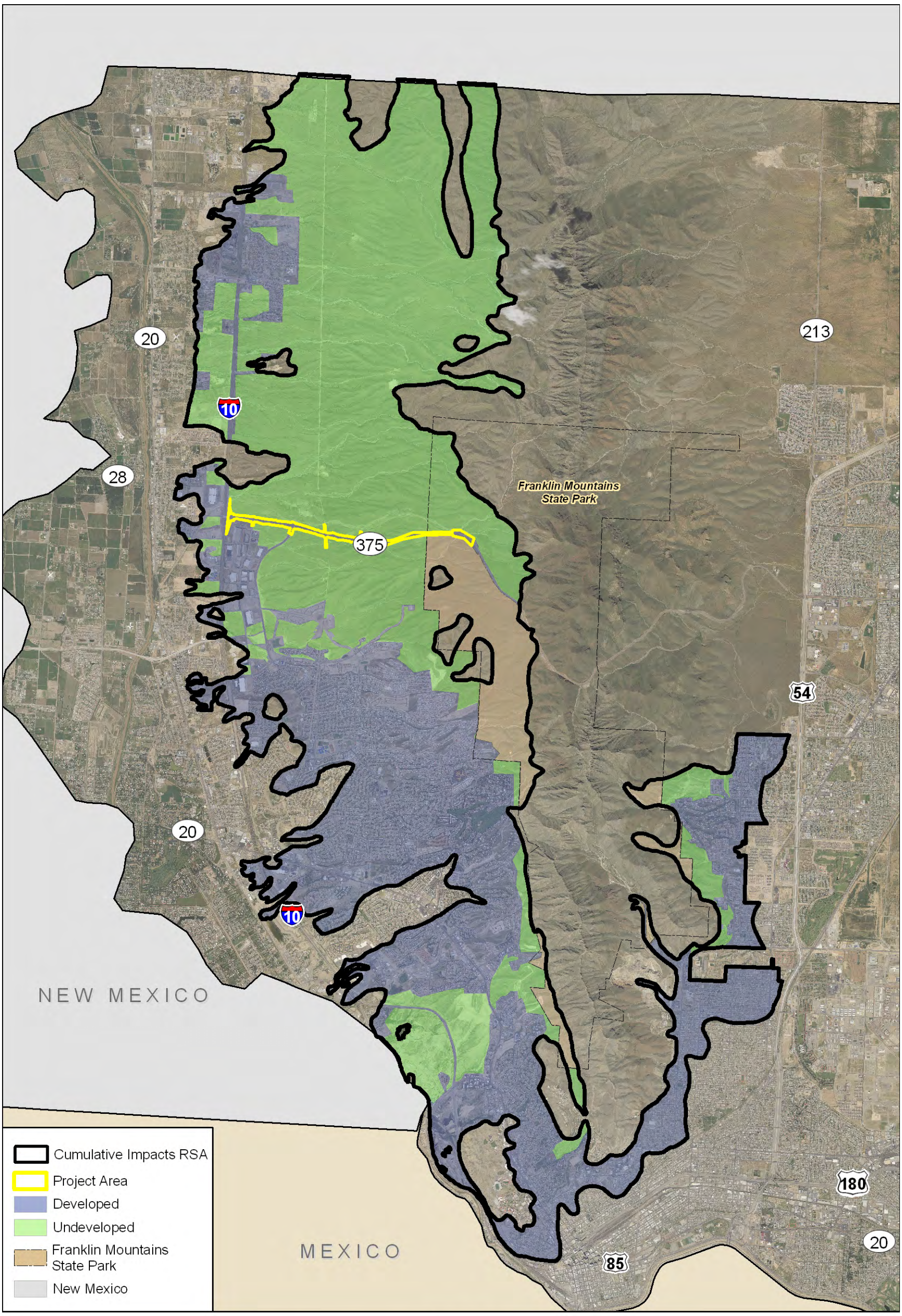

Insert 3
Cumulative Impacts Vegetation and Threatened and
Endangered Species Habitat RSA
Loop 375 (Transmountain Road)
from I-10 to 0.479 mile East of
the Tom Mays Unit of the
Franklin Mountains State Park Entrance
El Paso County, Texas
CSJ#: 2552-01-033

N
W E
S

Scale 1:90,000

7,600 0 7,600
Feet

Base Map: NAIP 2008 Imagery

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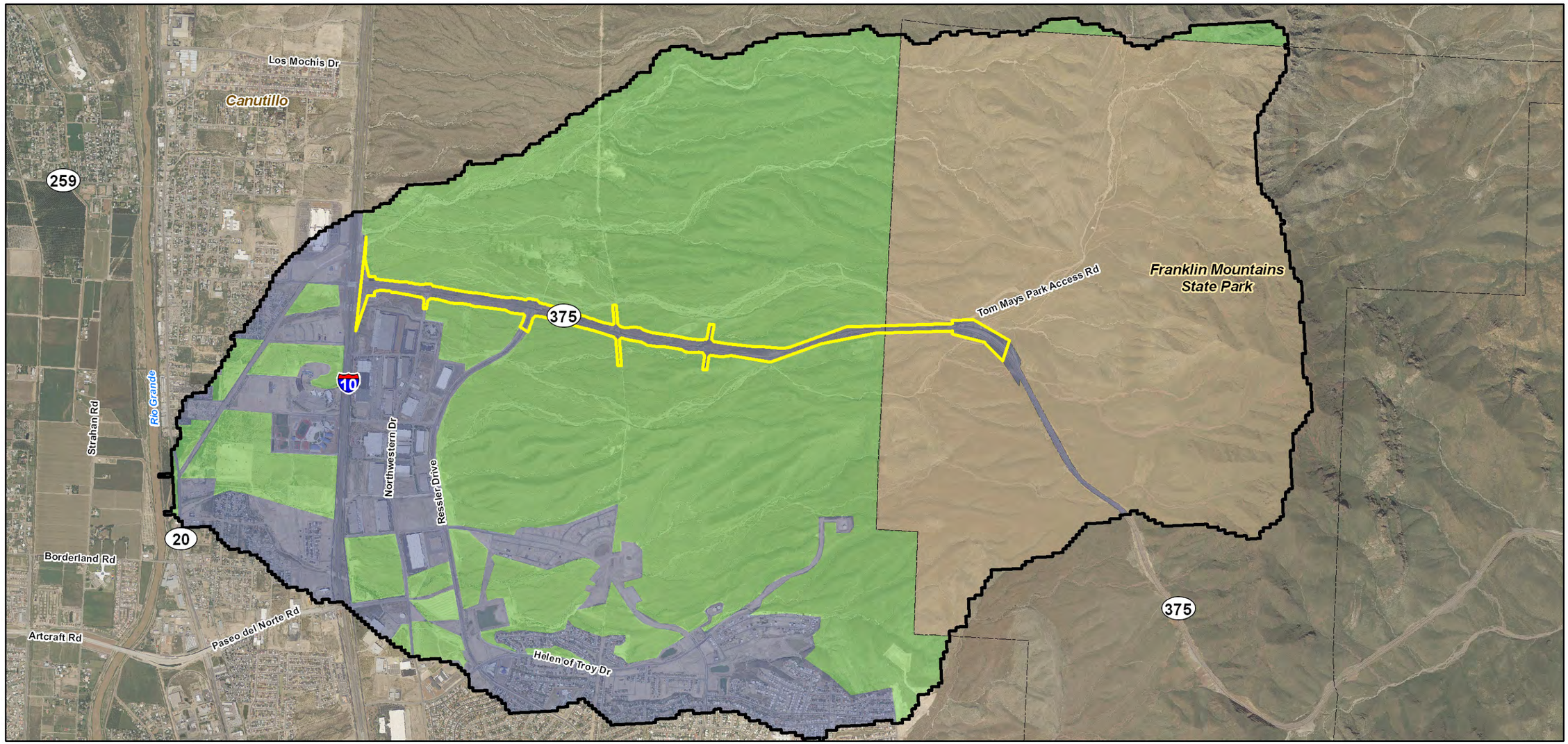

Project Area

Developed

Undeveloped

Franklin Mountains State Park

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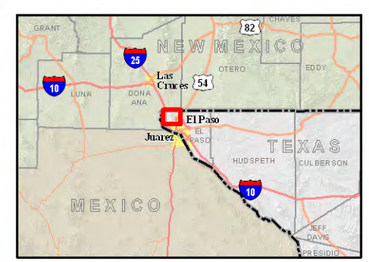
Scale 1:36,000

3,000 0 3,000

Feet

Base Map: NAIP 2008 Imagery



Insert 4
Cumulative Impacts Waters RSA
Loop 375 (Transmountain Road)
from I-10 to 0.479 mile East of
the Tom Mays Unit of the
Franklin Mountains State Park Entrance
El Paso County, Texas
CSJ#: 2552-01-033

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Ozone - The RSA for evaluating the ozone NAAQS was designated as El Paso County, which is designated by EPA as attainment of all NAAQS, except PM10.

Carbon Monoxide - The RSA for CO was based on the ROW line, which represents the locations with the highest potential for CO concentrations. However, the nature of the proposed project does not warrant a TAQA. Therefore, CO levels resulting from this project would not be expected to exceed the NAAQS for CO and negatively impact air quality in this area.

MSATs - The RSA for MSATs is the El Paso County boundary. Unlike the other resources evaluated, air quality impacts from MSATs have been evaluated qualitatively in this proposed project by TxDOT and FHWA. MSATs are regulated by EPA on a national basis through requirements for fuels and vehicle technology. The MSAT RSA qualitatively evaluated emission changes based upon the proposed project and national trends.

PM - The RSA for evaluating the PM10 NAAQS was designated as the El Paso moderate PM10 nonattainment area, which includes El Paso County. The temporal context for this analysis is set from the year 1990 (the date El Paso was designated moderate non-attainment for PM10 by the EPA) to the year 2035 in order to include the long-range development and transportation planning horizons.

Step 3 Current Health and Historic Context for Each Affected Resource

Land Use

The current land use composition within the AOI consists of primarily undeveloped land in the immediate project vicinity, with higher concentrations of development located to the south near downtown El Paso and to the west along the Rio Grande and border with New Mexico. Of the 59,243-acre RSA, approximately 31,953 acres are developed, approximately 21,945 acres remain undeveloped, and approximately 5,345 acres are located within the Franklin Mountains State Park. Much of the northern portion of the study area has historically remained unoccupied, with the exception of the community of Canutillo which has been consistently populated since the mid-19th century. The western face of the Franklin Mountains contained mines and quarries and this area has been used recreationally since the 1920s.

Vegetation and Threatened and Endangered Species Habitat

The area was historically composed of vegetation similar to the undisturbed areas within the Franklin Mountains located east of the project area. Although the Chihuahuan desert contains vast areas of undeveloped and unpopulated desert communities, desert habitats near urban areas similar to El Paso are continually being replaced and fragmented by urban developments. Within the study area there are vast areas of native Chihuahuan desert vegetation that remain intact; however, due to the nature of the designation as threatened or endangered, the health of threatened and endangered species is considered imperiled.

Water Resources

The Rio Grande is considered one of the most threatened rivers in the U.S., with increasing population on both sides of the river, over-pumping of water from the river, and discharge of chemicals, sewage, and other pollutants and contaminants. The portion of the Rio Grande located to the west of the study area is

listed as impaired due to high bacteria levels. Local drainages within the study area are subject to periodic modification to accommodate urban developments.

Air Quality

The EPA establishes limits on atmospheric pollutant concentrations through enactment of the NAAQS for six principal, or criteria, pollutants. The EPA designated El Paso County as nonattainment for the PM10. The region is currently in attainment for all other criteria pollutants. Although there have been year-to-year fluctuations, the ozone trend continues to show improvement. The trend of improving air quality in the region is attributable in part to the effective integration of highway and alternative modes of transportation, cleaner fuels, improved emission control technologies, and El Paso MPO regional clean air initiatives.

Ozone

As a result of the Federal Clean Air Act amendments of 1990, El Paso County was designated in nonattainment of the one-hour ozone NAAQS of 0.12 ppm. El Paso County was classified as a serious nonattainment area with a Federal Clean Air Act (FCAA)-mandated schedule for attainment of the ozone NAAQS by November 15, 1999.

In September 1994, the Texas Natural Resource Conservation Commission (a predecessor to the TCEQ) adopted a Section 818 demonstration for the El Paso area. Section 818 of the 1990 FCAA amendments included a new Section 179B, containing special provisions for nonattainment areas affected by emissions from outside the United States. Under Section 818, the EPA can approve a SIP revision for the El Paso area if the plan would achieve timely attainment of the NAAQS but for emissions from Mexico. Modeling showed that El Paso could attain the NAAQS with the emissions from the United States side of the border alone.

On April 15, 2004, the EPA designated El Paso County as attainment (effective June 15, 2004) for the 1997 eight-hour ozone NAAQS of 0.08 ppm. Monitors in El Paso County in 2004 showed attainment of both the one-hour and eight-hour ozone NAAQS.

On March 27, 2008, the EPA strengthened the primary and secondary eight-hour ozone standard to 0.075 parts per million. On March 10, 2009, the governor recommended to the EPA that El Paso County be designated in nonattainment of the 2008 ozone standard.

In September 2009, the EPA announced it would reconsider the 2008 ozone NAAQS, and on January 19, 2010 proposed to lower the primary ozone standard to a range of 0.060–0.070 ppm, and proposed a separate secondary standard based on cumulative seasonal average ozone concentrations. Since designations for the 2008 standard would have been due in March 2010, the EPA also extended by one year the deadline for promulgating initial area designations for the 0.075 ppm standard while the new proposal is under consideration. The new deadline for 2008 standard designations, which will only take effect if the proposed 2010 ozone NAAQS is not approved, is March 12, 2011.

Carbon Monoxide

The EPA designated much of downtown El Paso in nonattainment for carbon monoxide on March 3, 1978. In a March 30, 1979, SIP revision, the Texas Air Control Board (a predecessor of the TCEQ) addressed CO emissions by stating that federal motor-vehicle control measures, along with an agreement on transportation planning with neighboring Ciudad Juarez in Mexico, would be sufficient to attain the CO standard by the December 31, 1982, deadline. The EPA gave final approval of these SIP revisions on March 25, 1980.

Despite implementing these controls, CO levels continued to measure above the NAAQS in El Paso after the December 31, 1982, attainment date. On February 24, 1984, the EPA notified the state of a call for additional SIP revisions to attain the CO NAAQS by December 31, 1987. On July 26, 1985, Texas adopted additional SIP revisions for CO in El Paso, but despite that revision El Paso could not demonstrate attainment by the deadline.

A portion of El Paso was designated "moderate nonattainment" for CO under the FCAA upon enactment of the FCAA amendments of 1990. Under moderate classification, El Paso was required to attain the CO NAAQS by December 31, 1995 or face possible reclassification as a "serious" area. Based on requirements in the FCAA and to avoid the reclassification of El Paso to "serious" for CO, the Texas Natural Resource Conservation Commission (a predecessor of the TCEQ) conducted dispersion modeling to demonstrate that El Paso would be in attainment of the CO NAAQS by December 31, 1995, based on U.S. emissions alone.

In January 2006, the TCEQ submitted a "CO Redesignation Request and Maintenance Demonstration" SIP Revision for El Paso to the U.S. Environmental Protection Agency. El Paso was eligible for redesignation as being in attainment of the eight-hour CO national ambient air quality standard because there had been no monitored violations of the standard since 2001. The EPA published a direct final approval on January 23, 2007. However, before the comment period closed, the EPA received adverse comments and withdrew its final approval on March 26, 2007.

In the meantime, at the request of the local metropolitan planning organization, and because El Paso's CO monitoring data showed that the design value was stable below 85 percent of the NAAQS, the TCEQ, with concurrence from EPA Region 6, proposed a limited maintenance plan (LMP) on January 10, 2007, to replace the maintenance plan submitted to the EPA on January 20, 2006. As a result of the EPA's comments, the commission did not take final action on the LMP.

On September 5, 2007, the commission approved a revision to the SIP modifying the existing maintenance plan for CO in El Paso. This revised maintenance plan would replace the maintenance plan submitted in January 2006, amending the previously submitted CO redesignation request. On February 13, 2008, the TCEQ submitted the SIP revision to the EPA to request redesignation of the El Paso CO nonattainment area to "attainment" for the CO standard. The EPA proposed approval of the plan and the associated motor vehicle emissions budget on August 4, 2008. The proposal was a direct final, effective October 3, 2008.

Particulate Matter

On March 3, 1978, EPA designated 25 areas in Texas in nonattainment of the particulate matter standard, based on measurements taken in 1976 and the first half of 1977. On March 30, 1979, the state adopted a resolution requesting redesignation of 11 of these areas. The EPA accepted these recommendations and published its acceptance on October 12, 1979.

On July 1, 1987, the EPA revised the PM NAAQS, changing the indicator from Total Suspended Particulate (TSP) to PM10, and setting a new annual standard of 50 µg/m3 and a 24-hour standard of 150 µg/m3. The EPA issued classifications for areas around the country based on the probability that the area would exceed the PM10 NAAQS: areas with at least a 95 percent probability of violating the NAAQS were classified as Group I; areas with probabilities between 20 percent and 95 percent, as Group II, and areas with less than a 20 percent probability, as Group III. El Paso County was classified as Group I.

In August 1989, the state submitted the interim SIP revision to comply with the EPA's requirements for the El Paso Group I area, including a commitment to work with the EPA to continue studies of PM10 transport from Ciudad Juarez. This revision more specifically defined the nonattainment-area boundary, limiting the area to a portion of the city of El Paso, as supported by monitoring data.

On November 15, 1990, new FCAA amendments specified that all former Group I areas, including El Paso, and any areas violating the NAAQS prior to January 1, 1989, were to be designated nonattainment.

Section 179B of the FCAA (§818 of the 1990 FCAA amendments) contains special provisions for nonattainment areas like El Paso that are affected by emissions emanating from outside the United States. Under these provisions, an area does not have to meet a statutory attainment deadline if the state can demonstrate that it would attain the standard but for emissions emanating from outside the United States. Modeling of U.S. emissions indicated that the nonattainment area would have attained the PM10 NAAQS in 1991, and by the 1994 attainment deadline, if not for emissions transported from Mexico. Although the area modeled attainment with U.S. emissions only, Texas still adopted control measures to minimize impacts from U.S. sources, including fugitive dust measures.

In 1996, the EPA Natural Events Policy set forth procedures, through the development of a Natural Events Action Plan (NEAP), for areas that wished to protect public health when the PM standards may not be met due to uncontrollable natural events. On February 21, 2007, the commission adopted the El Paso NEAP, which manages exceedances of particulates with an aerodynamic diameter less than or equal to a nominal 10 micrometers PM10 and PM2.5 attributable to uncontrollable natural events such as unusually high winds that result in dust storms."

Step 4 Identify the Direct and Indirect Impacts That May Contribute to a Cumulative Impact

As indicated in **Table 3.17**, the proposed project would result in direct and indirect impacts to land use, vegetation, water resources, and air quality.

Land Use

Direct impacts associated with the proposed project consist of the conversion of 32.6 acres of Creosote Shrub and 2.7 acres of Arroyo Shrub vegetation cover to transportation uses. Population growth within

northwestern El Paso and the associated need for expanded development, in conjunction with future proposed transportation improvements, may lead to a cumulative impact on land use within the AOI.

According to the City of El Paso's 2025 comprehensive development plan, *The Plan for El Paso*, northwest El Paso is expected to experience growth. Future land use projections within the AOI include commercial, residential, and light industrial development. The more immediate project vicinity is projected to contain commercial and residential development with open-space areas connecting to the Franklin Mountains. The eastern portion of the AOI contains portions of the Franklin Mountains State Park and land use is expected to remain undeveloped in these areas. Relying on the stated development goals of the Northwest Planning Area, as outlined in *The Plan for El Paso*, input from local planning officials, and on-going development, it is expected that the project area would generally develop in accordance with current development goals. However, input from the City of El Paso indicated that the expansion of LP 375 may result in future rezoning of areas directly adjacent to the roadway from residential to commercial.

Vegetation and Threatened and Endangered Species Habitat

The proposed project would require the conversion of 32.6 acres of Creosote Shrub and 2.7 acres of Arroyo Shrub vegetation cover to transportation uses. The project would have no effect on federally listed species, but may impact the state-listed threatened Chihuahuan Desert lyre snake and Texas horned lizard. The project is not expected to impact these species at the population level. The indirect conversion of vegetation to commercial, residential, or transportation uses as a result of increased growth and development is anticipated within the AOI. The direct impacts associated with this project, in addition to increased population growth and development in the project vicinity, would contribute to a cumulative impact on vegetative communities and potential threatened and endangered species habitat within the study area.

Water Resources

The proposed project would permanently impact 14 drainage crossings, seven of which may be jurisdictional. Indirect impacts to water resources include increased potential for erosion and sedimentation during construction activities and the potential for increased development in the area facilitated by the roadway expansion. These impacts, in addition to increased population growth and development in the project vicinity may contribute to a cumulative impact on water resources within the study area.

Air Quality

Direct impacts on air quality and MSATs from the project are primarily those associated with the increased capacity, accessibility and the resulting projected increases in VMT. Emission reductions as a result of EPAs new fuel and vehicle standards are anticipated to offset impacts associated with VMT increases.

Indirect impacts on air quality and MSATs are primarily related to any expected development resulting from projects increased accessibility or capacity to the area. Any increased air pollutant or MSAT emissions resulting from the potential development of the area must meet regulatory emissions limits

established by the TCEQ and EPA as well as obtain appropriate authorization from the TCEQ and therefore are not expected to result in any degradation of air quality or MSAT levels.

Step 5 Identify Other Reasonably Foreseeable Actions That May Affect Resources

According to the City of El Paso's 2025 comprehensive development plan, *The Plan for El Paso*, northwest El Paso is expected to experience growth. Future land use projections within the study area include mixed-use, commercial, residential, industrial, and open-space development. The more immediate project vicinity is projected to contain industrial, commercial, and residential development. The proposed 115.6-acre Hunt West Retail Development is located south of LP 375, extending from I-10 to east of Resler Drive. The development would provide approximately 930,000 square feet of retail space and a 40,000 sqaure foot hotel near the I-10/LP 375 intersection.

Relying on the stated development goals of the Northwest Planning Area, as outlined in *The Plan for El Paso*, and existing land-use patterns, it is expected that the project area would continue to develop in accordance with current development trends. However, according to planning officials at the City of El Paso, the proposed improvements to LP 375 may result in an accelerated rezoning of areas directly adjacent to the roadway from residential to commercial, with residential areas located to the north and south of the project area. Planning officials identified multiple subdivisions in process within the study area, including the 193-acre Desert Springs development located north of LP 375 and west of Northwestern Drive, the 26-acre Enchanted Hills development located east of I-10 north of the immediate project vicinity, and the 116-acre Hunt West Retail Development . These development projects indicate that residential and commercial development is reasonably foreseeable within the study area.

Increased development and urbanization can result in increased air pollutant or MSAT emissions resulting from these actions. These must meet regulatory emissions limits established by the TCEQ and EPA as well as obtain appropriate authorization from the TCEQ and therefore are not expected to result in any degradation of air quality or MSAT levels. Reasonably foreseeable actions that could impact air quality within the RSAs include projects in the 2035 Mission MTP and the 2008-2013 TIP.

Table 3.19 identifies the major transportation undertakings currently in progress or planned for the near future within the project vicinity.

Table 3.19. Transportation Projects within Project Area

Highway	Description
I-10 from LP 375 to SH 20 (Mesa)	Install safety barrier
I-10 from approximately 1.97 mi W of SH 20 (Mesa) to SH 20 (Mesa)	Replace bridge
LP 375 from 2.5 mi W of Resler Drive to 0.05 mi W of US 54	Install safety barrier
Spur 276 from 0.2 mi N of Borderland Road on SH 20 to 0.13 mi W of I-10	Construct new roadway
Paseo Del Norte Road from I-10 to North Resler Drive	Reconstruct existing roadway and construct new location roadway

Source: TxDOT 2010

Step 6 Assess Potential Cumulative Impacts to Each Resource

Development trends in the project area, such as the conversion of undeveloped land to residential or commercial uses and transportation improvements, may result in additional impacts to land use,

vegetation, potential habitat for threatened and endangered species, and air quality. The extent of these impacts would depend on the location of the undertakings and the amount of ROW required.

The proceeding analysis of potential cumulative impacts associated with the proposed LP 375 project was conducted using GIS estimation of land use composition as well as aerial interpretation of existing development patterns within the RSA. Information regarding ongoing or future development was obtained from City of El Paso planning officials and was used to quantify potential cumulative impacts. This method of analysis is based on the assumption that development will continue to adhere to planning and zoning goals and ordinances because development trends in the area have been consistent with current zoning and land use policies. There is an element of uncertainty involved with any development forecasting tool, including unforeseen external market variables and changes in zoning or planning ordinances. Thus, although currently development trends in the area appear to be consistent with goals and predictions made by planning officials, the conclusions of this analysis must be qualified by inevitable uncertainties.

Land Use

Potential cumulative impacts to land use include the conversion of undeveloped areas into developed land uses. As outlined in Step 4, population growth and associated growth in northwestern El Paso, in addition to future planned transportation projects and potential future infrastructure projects, such as the Hunt West Retail Development (116 acres), the Desert Springs residential development (193 acres), and the Enchanted Hills residential development (26 acres), will likely result in further development and conversion of land use. Based on projections made by City of El Paso planning officials and *The Plan for El Paso*, it is expected that most of the 21,945 acres of undeveloped land within the study area may be developed, with the exception of areas designated as parks or open spaces (approximately 5,345 acres). The population of El Paso is expected to increase by 24 percent between the years 2010 and 2030. Similarly, traffic along LP 375 within the proposed project limits is expected to increase by approximately 78 percent between the years 2015 and 2035. Using these growth projections, a conservative 20-year growth rate of 20 percent was applied to the RSA for future land use conversion. It is projected that approximately 4,389 acres of currently undeveloped land within the RSA would be developed by the year 2035, leaving approximately 29.6 percent of the RSA undeveloped. The conversion of undeveloped land to developed uses would result in changes to the visual character of areas such as northwestern El Paso with a dominant natural aesthetic. Existing viewsheds may be altered by the conversion of native vegetation to developed uses. Increased urbanization could alter the existing visual character of the region, creating a more uniform urban character in the project vicinity. The conversion of undeveloped areas could reduce the natural visual continuity of the region by disrupting currently unobstructed scenic viewsheds.

Vegetation and Threatened and Endangered Species Habitat

Potential cumulative impacts to vegetation and threatened and endangered species habitat include the conversion of native vegetation to commercial, residential, industrial, or transportation uses as a result of projected growth in the project area. Within the 36,251 acre study area, approximately 17,181 acres are undeveloped, with an additional 2,110 acres of undeveloped land located within the Franklin Mountains State Park. Of the 17,181 acres of undeveloped land, approximately 332 acres are currently slated for

development as part of the Hunt West Retail Development (116 acres), the Desert Springs Land Study (193 acres), and the Enchanted Hills Land Study (26 acres). These reasonably foreseeable development projects would result in a conversion of approximately 2 percent of the currently undeveloped land within the RSA area and the removal of native vegetation. It is anticipated that growth will continue within the study area, particularly in undeveloped areas located directly north and south of the proposed project as identified in *The Plan for El Paso*, and may result in the conversion of currently undeveloped areas into developed land uses, resulting in cumulative impacts to native vegetation and threatened and endangered species habitat. Applying the growth rate defined in the discussion of cumulative impacts to land use, it estimated that approximately 3,562 acres (approximately 10 percent of the total RSA) of currently undeveloped land within the RSA would be converted to developed land uses, resulting in impacts to native vegetation and potential threatened and endangered species habitat. Impacts related to residential and commercial growth are not expected to occur within the boundaries of the Franklin Mountains State Park.

Water Resources

The proposed project would directly impact 14 ephemeral drainages, seven of which are jurisdictional, resulting in impacts to approximately 0.88 acre of drainage features. No wetlands or other special aquatic sites are located in the project area. The RSA is comprised of numerous ephemeral and intermittent drainages. Potential cumulative impacts to water resources within the RSA include increased run-off associated with development, as well as potential impacts to waters of the U.S including the modification of area drainages or the addition of fill required to accommodate future development. Because drainages within the RSA are ephemeral or intermittent, substantial cumulative impacts to wetlands are not anticipated. Approximately 43 percent of the study area is currently undeveloped (excluding portions of the Franklin Mountains State Park) and could be converted to residential, commercial, or transportation uses. The conversion of the undeveloped land to developed uses may require vegetation removal and result in increased erosion and water quality issues.

Air Quality

Any increased air pollutant or MSAT emissions resulting from increased capacity, accessibility and development are projected to be more than offset by emissions reductions from EPA's new fuel and vehicle standards or addressed by EPA's and TCEQ's regulatory emissions limits programs. Projected traffic volumes are expected to result in minimal or no impacts on air quality; improved mobility and circulation may benefit air quality. Increases in urbanization would likely have a negative impact on air quality. However planned transportation improvements in the project area as listed in a conforming MTP and TIP, coupled with EPA's vehicle and fuel regulations fleet turnover, are anticipated to have a cumulatively beneficial impact on air quality.

Steps 7 and 8 Report the Results and Assess and Discuss Mitigation Issues for All Adverse Impacts

Development goals for Northwestern El Paso, such as integrated developments that contain a balanced mix of open space, residential, and commercial sites and planned transportation improvements would result in additional impacts to vegetation and individuals and businesses. The extent of impacts would depend on the location of the undertaking and the amount of land or ROW required.

Indirect and cumulative impacts that may occur to vegetation and individuals or businesses would be addressed by the entity impacting the resource. The potential for future transportation projects and private and/or municipal undertakings exists within the project area. The following section discusses how each of these potential impacts would be addressed:

Land Use

Potential cumulative impacts to land use associated with the proposed project include the conversion of undeveloped areas into developed land uses. As outlined in Step 4, population growth and associated growth in northwestern El Paso, in addition to future planned transportation projects and current and planned development projects identified in Step 5, will likely result in further development and conversion of land use. In Step 6, it was projected that approximately 4,389 acres of currently undeveloped land within the RSA would be developed by the year 2035, leaving approximately 29.6 percent of the RSA undeveloped. Improvements in mobility and safety as a result of the proposed project may lead to increased development along the roadway corridor, especially at intersections, by making this area of El Paso more accessible. However, although the proposed project is included in the City's long range plans, population and growth projections indicate that much of the expected development in the area would occur regardless of whether or not the improvements to LP 375 were implemented.

Potential future conversion of undeveloped land to residential, commercial, and/or light industrial uses could be beneficial to area residents and the local economy and would therefore not require mitigation. Zoning is expected to mitigate potential cumulative impacts associated with land use changes by allowing planning officials to regulate the rate and type of land use conversion. Projected growth and additional proposed roadway improvements within the study area are expected to require additional ROW and lead to land use changes. Any relocation that may result from a TxDOT project would be mitigated by providing financial and other assistance to displaced persons through TxDOT's Relocation Assistance Program, and by compensating for required ROW. Potential impacts to viewsheds may be mitigated by changes to the City of El Paso's zoning and building restrictions intended to control the density, type, and rate of future development. If future development is undertaken in a manner that is harmonious with the existing visual elements and patterns in terms of form, line, color, texture, dominance, scale, diversity, and continuity, beneficial effects could be realized.

Vegetation and Threatened and Endangered Species Habitat

Impacts to vegetation and threatened and endangered species habitat would be assessed and addressed for each individual project that might involve federal funds, including TxDOT projects. Impacts to threatened and endangered species associated with private development projects may be covered under the Section 10 incidental take permitting process of the Endangered Species Act. The vegetation within the study area was found to be relatively fragmented and disturbed due to the rapid rate of development and growth in northwest El Paso. As stated in Step 6, it estimated that approximately 3,562 acres of currently undeveloped land within the RSA (approximately 10 percent of the total RSA) would be converted to developed land uses, resulting in impacts to native vegetation and potential threatened and endangered species habitat. Continued development is expected, likely resulting in the conversion of undeveloped land to residential, commercial, and industrial uses.

The severity of the impacts to vegetation would be moderated by the fact that there are no known unique vegetative communities within the study area. The rate of conversion of undeveloped land to other land uses may also be mitigated by the Northwest Planning Area's goal of creating open spaces and connections to the Franklin Mountains within the study area and by the continued state control of the Franklin Mountains State Park.

Water Resources

The extent of impacts would depend on the location of the undertaking and the amount of land or ROW required. Due to existing water quality regulations and zoning ordinances, it is not anticipated that future development and associated potential impacts would compromise the overall health of any of the resources considered in this analysis. Cumulative impacts to water resources are expected to occur due to increased development and the associated addition of fill material, removal of vegetation, and resulting increase in erosion. Many of these potential impacts would be mitigated through water quality regulations implemented and regulated by TCEQ. Impacts to jurisdictional waters would be documented, coordinated, and permitted through the USACE, as necessary, and the USACE would require consideration of compensatory mitigation in some instances.

Air Quality

The cumulative impact on air quality from the proposed project and other reasonably foreseeable transportation projects will be addressed at the regional level by analyzing the air quality impacts of transportation projects in the 2035 Mission MTP and appropriate TIP prior to FHWA taking final action on this project. When combined, planned transportation improvements in a conforming MTP and TIP, revised EPA fuel and vehicle regulations, and fleet turnover would be anticipated to have a cumulatively beneficial impact on air quality.

A variety of federal, state, and local regulatory controls as well as local plans and projects have had a beneficial impact on regional air quality. The CAA, as amended, provides the framework for federal, state, tribal, and local rules and regulations to protect air quality. The CAA required the EPA to establish NAAQS for pollutants considered harmful to public health and the environment. In Texas, the TCEQ has the legal authority to implement, maintain, and enforce the NAAQS. The TCEQ establishes the level of quality to be maintained in the state's air and to control the quality of the state's air by preparing and developing a general comprehensive plan. Authorization in the Texas Clean Air Act (TCAA) allows the TCEQ to do the following: collect information and develop an inventory of emissions; conduct research and investigations; prescribe monitoring requirements; institute enforcement; formulate rules to control and reduce emissions; establish air quality control regions; encourage cooperation with citizens groups and other agencies and political subdivisions of the state as well as with industries and the federal government; and to establish and operate a system of permits for construction or modification of facilities. Local governments having some of the same powers as the TCEQ can make recommendations to the commission concerning any action of the TCEQ that may affect their territorial jurisdiction, and can execute cooperative agreements with the TCEQ or other local governments. In addition, a city or town may enact and enforce ordinances for the control and abatement of air pollution not inconsistent with the provisions of the TCAA or the rules or orders of the TCEQ.

The CAA also requires states with areas that fail to meet the NAAQS prescribed for criteria pollutants to develop a SIP. The SIP describes how the state would reduce and maintain air pollution emissions in order to comply with the federal standards. Important components of a SIP include emission inventories, motor vehicle emission budgets, control strategies to reduce emissions, and an attainment demonstration. The TCEQ develops the Texas SIP for submittal to the EPA. One SIP is created for each state, but portions of the plan are specifically written to address each of the non-attainment areas. These regulatory controls, as well as other local transportation and development initiatives implemented throughout the El Paso metropolitan area by local governments and other entities provide the framework for growth throughout the area consistent with air quality goals. As part of this framework, all major transportation projects, including the proposed project, are evaluated at the regional level by the El Paso MPO for conformity with the SIP.

The cumulative impact of reasonably foreseeable future growth and urbanization on air quality within this area would be minimized by enforcement of federal and state regulations, including the EPA and TCEQ, which are mandated to ensure that such growth and urbanization would not prevent attainment with the PM10 standard or threaten the maintenance of the other air quality standards.

3.15 Mitigation and Monitoring Commitments

- In the unlikely event that evidence of archeological deposits is encountered during construction, work in the immediate area would cease and TxDOT archeological staff will be contacted to initiate accidental discovery procedures under the provisions of the PA-TU among TxDOT, THC, FHWA, the Advisory Council on Historic Preservation, and the MOU between TxDOT and the THC.

- In the unlikely event that previously undiscovered hazardous materials are encountered during construction, appropriate measures for proper management and containment will be initiated according to TxDOT standards and all applicable state and federal regulations. The contractor will take appropriate measures to prevent, minimize, and control the spill of hazardous materials in staging areas. All materials being removed and/or disposed of by the contractor will be done in accordance with state and federal laws and by approval of the TxDOT.

- TxDOT will consult the owners/operators of any pipelines that would be potentially impacted by the proposed project prior to initiating construction in order to eliminate accidental releases of petroleum products and/or hazardous materials.

- The contractor would be required to implement beneficial landscaping practices to revegetate the ROW. Permanent erosion and water-pollution controls will be used in all areas disturbed by the contractor's equipment. These controls will consist of the placement of topsoil and permanent seeding with a mix of native grasses. Only native species of vegetation will be planted in areas of disturbed ROW, where possible. Landscaping design would be developed during PS&E.

- During construction, TxDOT will minimize the amount of wildlife habitat disturbed. Where possible, native species of shrubs and trees will be replanted. As a result of coordination with TPWD, TxDOT will re-vegetate the entrance of the Tom Mays Unit of the Franklin Mountains State Park (within

TxDOT ROW) with TPWD-approved native plants. Efforts will be made to avoid impacts to the nests and eggs of migratory birds during construction.

- TxDOT will add extra signage along the roadway to alert motorists of the potential for large-mammal crossings.

- A SW3P will be implemented and maintained by the contractor during construction to prevent erosion and water pollution. It would include temporary erosion and sedimentation-control items to be used as directed by TxDOT in response to changing field conditions and by the contractor for industrial activities within existing and proposed ROW. Where appropriate, these temporary erosion and sedimentation-control structures would be in place before initiation of work and would be maintained throughout the duration of the project.

- Section 404 permits anticipated for the Build Alternative, if the drainages are considered jurisdictional waters of the U.S.:

  1. An NWP 14 is expected at Drainages 3, 5 through 7, and 15 without a PCN.
  2. An NWP 14 is expected at Drainages 4 and 16 with a PCN.
  3. No Section 404 permits are anticipated for the proposed construction at Drainages 1, 2, 8 through 14 and 17 through 20.

- The contractor would be required to obtain a TPDES General Permit and to file a NOI with the TCEQ.

- Provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise.

4.0 DETERMINATION OF ASSESSMENT

As described in **Section 1.0**, the purpose of the proposed project is to address mobility and safety issues for local residents, commuters, and commercial vehicles on the existing LP 375 facility, as well as mobility and safety issues for regional residents and commuters, and to provide an alternate route to I-10 in the increasingly congested and geographically restricted transportation network of El Paso. Widening the existing LP 375 roadway between I-10 to 0.479 mile east of the Tom Mays Unit of the Franklin Mountains State Park entrance to a four-lane divided expressway with two-lane frontage roads in each direction, retaining walls for the mainlanes, overpasses at the existing and proposed intersections with Northwestern Drive, Resler Drive, Plexxar Road, and Paseo Del Norte Road, and direct connectors to I-10 has been identified as the preferred build alternative because it would best meet the project's need and purpose.

Although the No Build Alternative would result in fewer environmental impacts, it would not meet the project's objectives. Implementation of the Build Alternative is recommended based on the information provided in this document. Based on the evaluation of social, biological, physical, and natural resources of the proposed project area, the implementation of the Build Alternative is not expected to impact the

human and natural environments to a level that would warrant an Environmental Impact Statement. According to the CEQ regulations (40 CFR §§ 1500-1508), the determination of a significant impact is a function of both *context* and *intensity*. The significance of this action was analyzed in the context of the affected region and the affected interests as well as the severity of the impacts. The results of this analysis indicate that impacts associated with the proposed improvements do not constitute a significant impact to the human or natural environment.

The engineering, social, economic, and environmental investigations conducted thus far on the proposed project indicate that it will result in no significant impacts on the quality of the human environment and that a FONSI is anticipated.

Date of Current EA Version: February 11, 2011

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Appendix A

Figures

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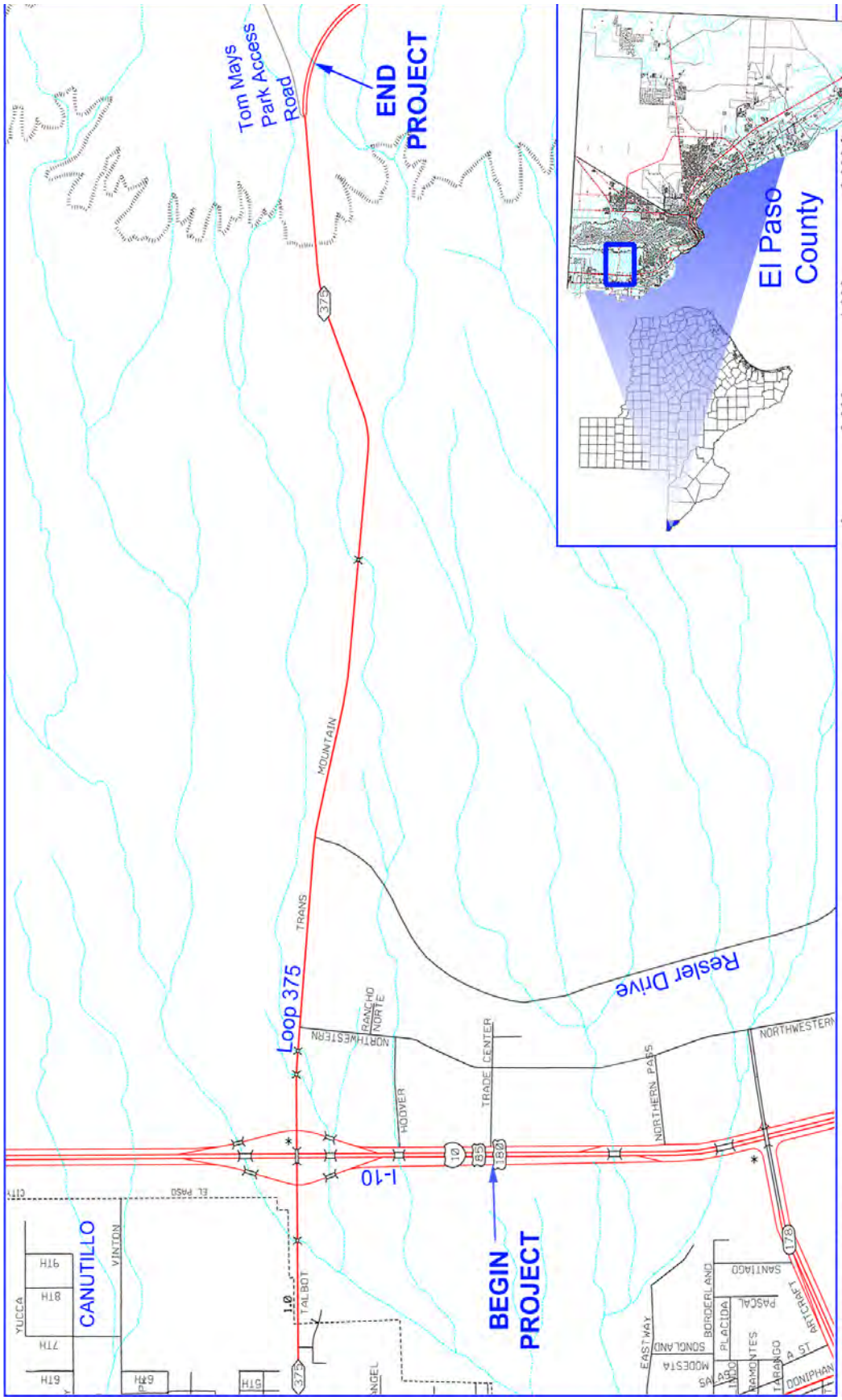

Figure 1
Project Location on County Base Map
Loop 375 (Transmountain Road) from I-10 to 0.479 Mile East of the
Tom Mays Unit of the Franklin Mountains State Park Entrance, El Paso County
CSJ: 2552-01-033

ftp://ftp2.tnris.org/Transportation/
TxDOT/UrbanFiles/dgn/
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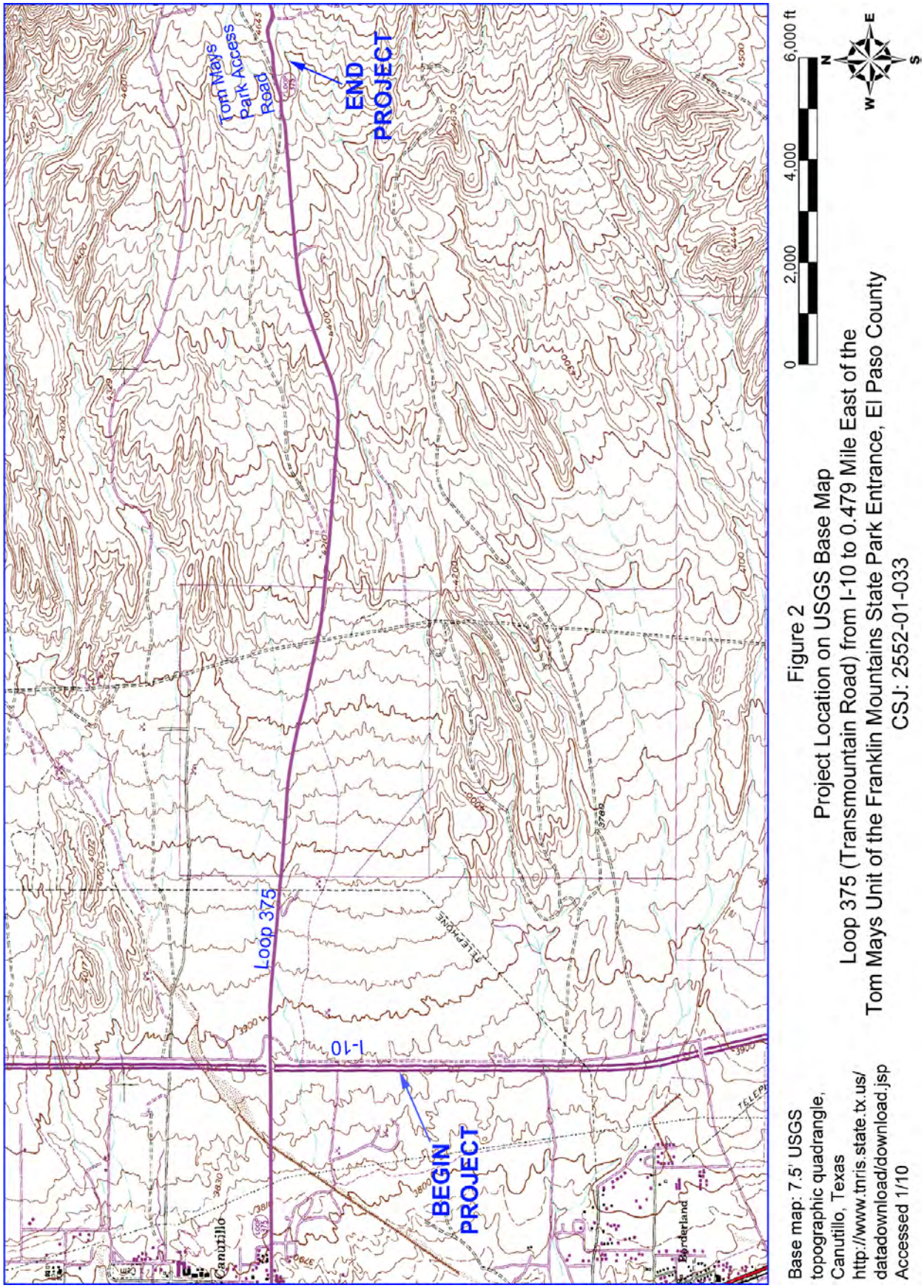

Figure 2
Project Location on USGS Base Map
Loop 375 (Transmountain Road) from I-10 to 0.479 Mile East of the
Tom Mays Unit of the Franklin Mountains State Park Entrance, El Paso County
CSJ: 2552-01-033

Base map: 7.5' USGS
topographic quadrangle,
Canutillo, Texas
http://www.tnris.state.tx.us/
datadownload/download.jsp
Accessed 1/10

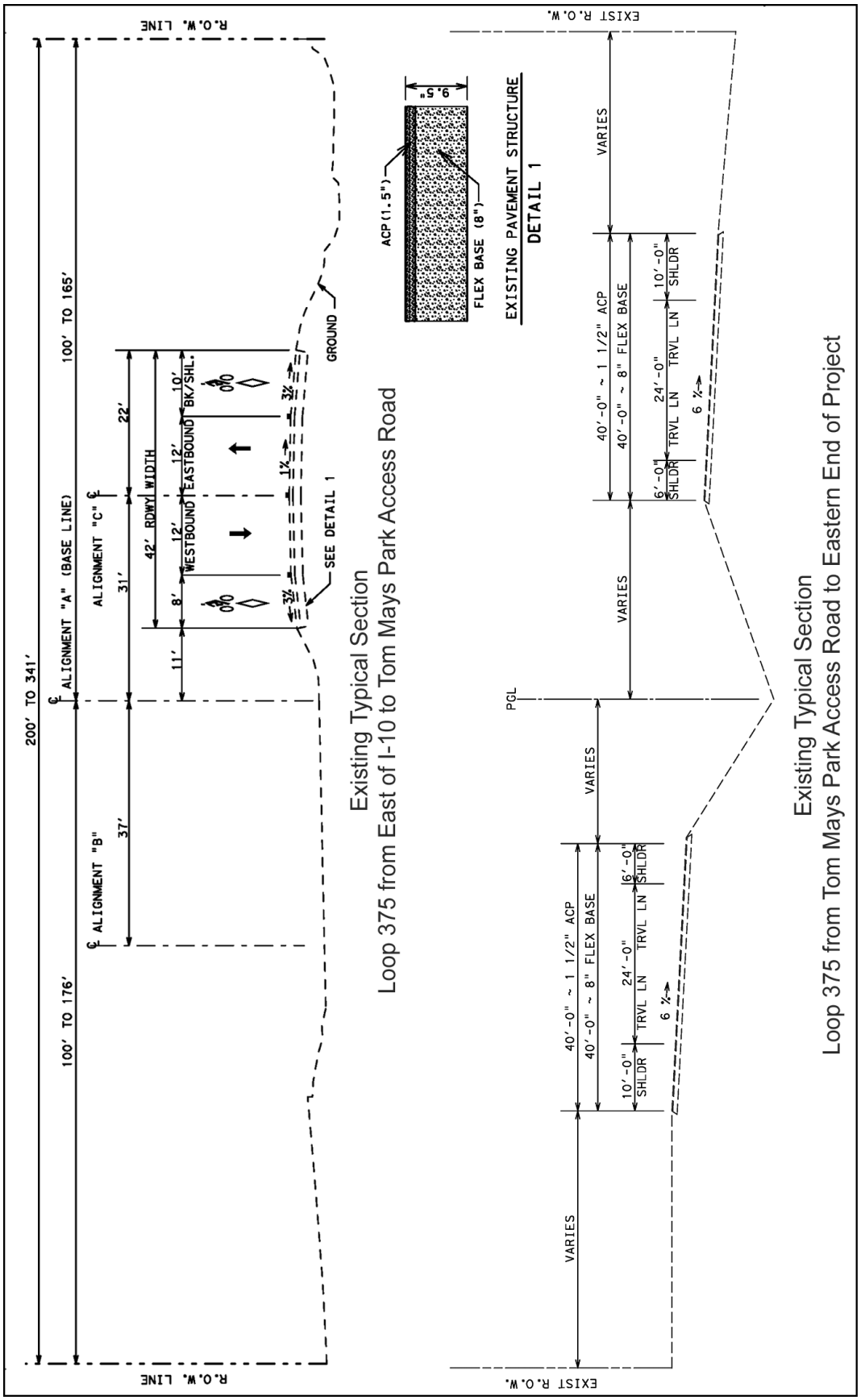

Figure 3.1
Existing Typical Sections
Loop 375 (Transmountain Road) from I-10 to 0.479 Mile East of the
Tom Mays Unit of the Franklin Mountains State Park Entrance, El Paso County
CSJ: 2552-01-033

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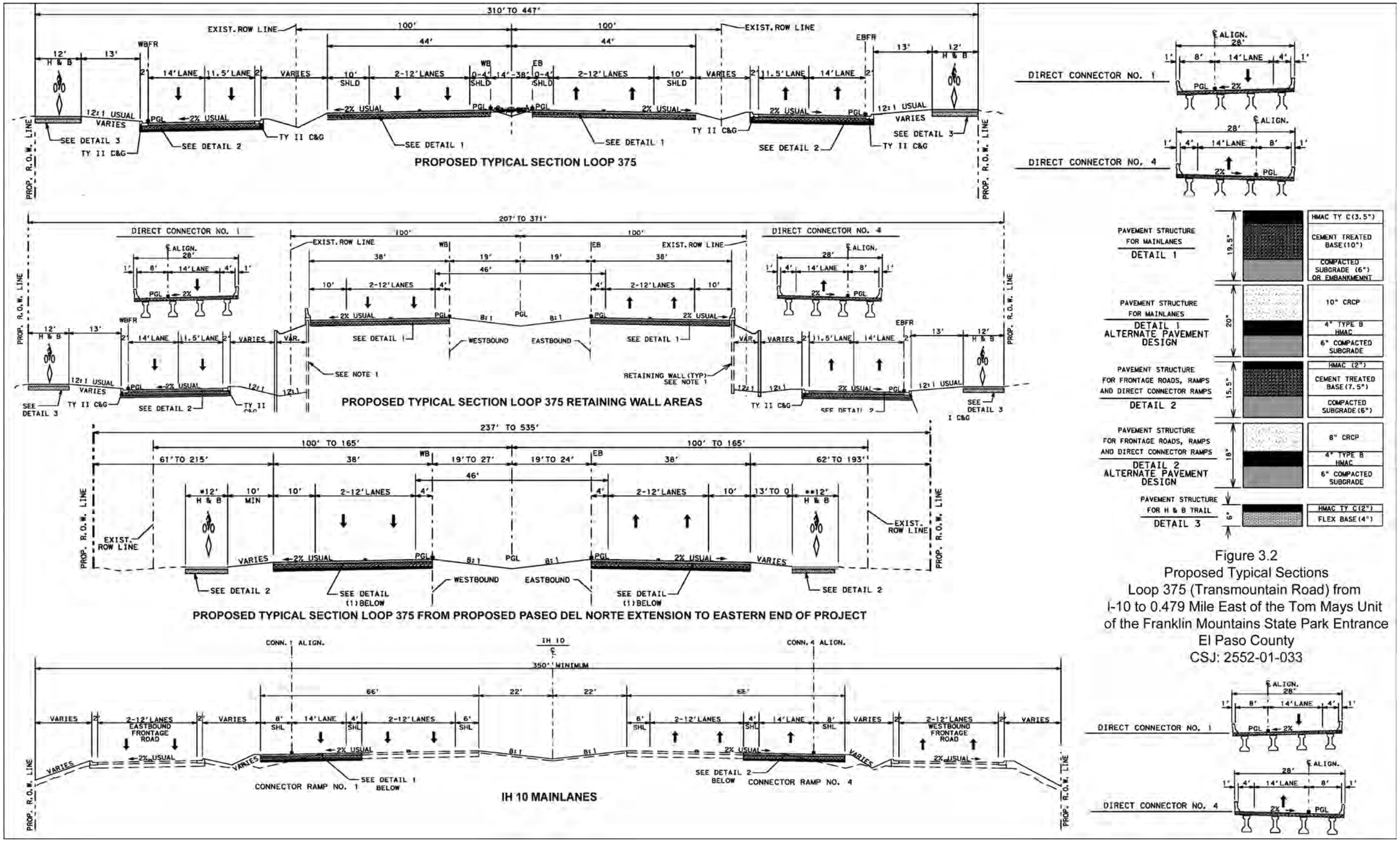

Figure 3.2
Proposed Typical Sections
Loop 375 (Transmountain Road) from
I-10 to 0.479 Mile East of the Tom Mays Unit
of the Franklin Mountains State Park Entrance
El Paso County
CSJ: 2552-01-033

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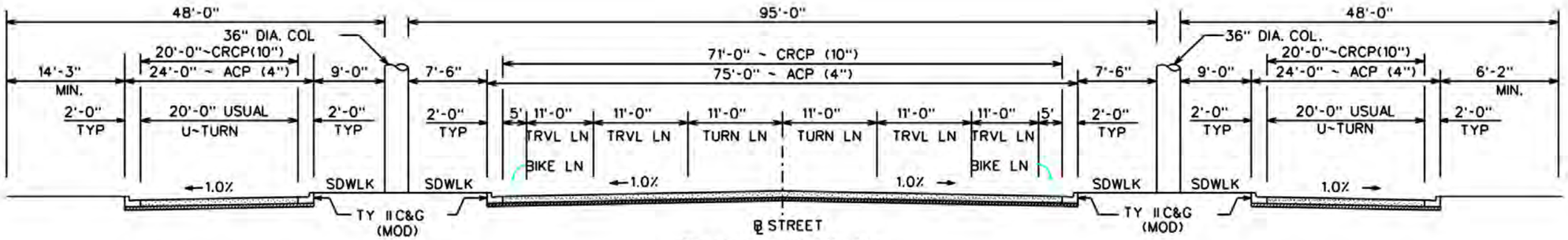
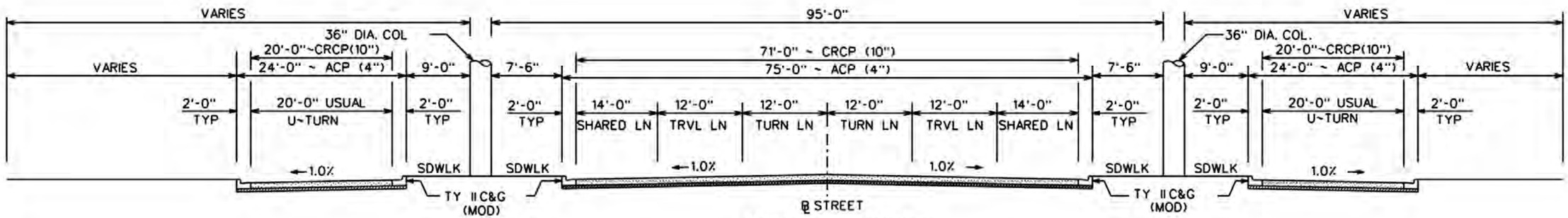
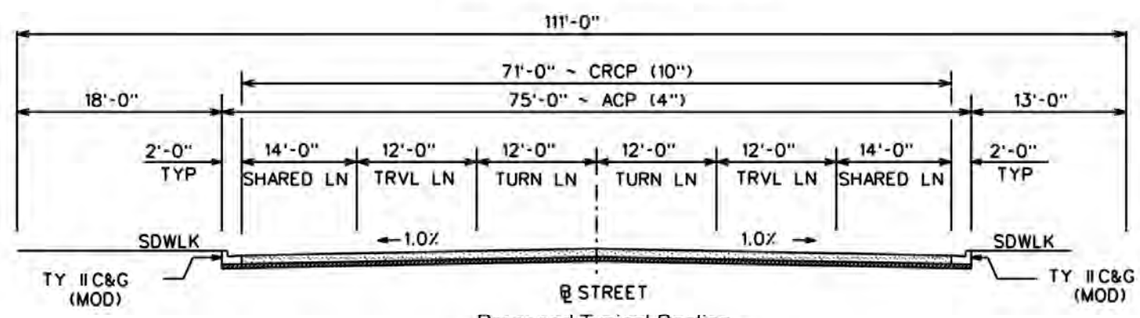


Proposed Typical Section
Paseo Del Norte Dr.



Proposed Typical Section
Northwestern Dr. and Resler Dr.



Proposed Typical Section
Plexxar Rd.

Figure 3.3
Proposed Typical Sections
Loop 375 (Transmountain Road) from I-10 to
0.479 Mile East of the Tom Mays Unit of the
Franklin Mountains State Park Entrance
El Paso County
CSJ: 2552-01-033

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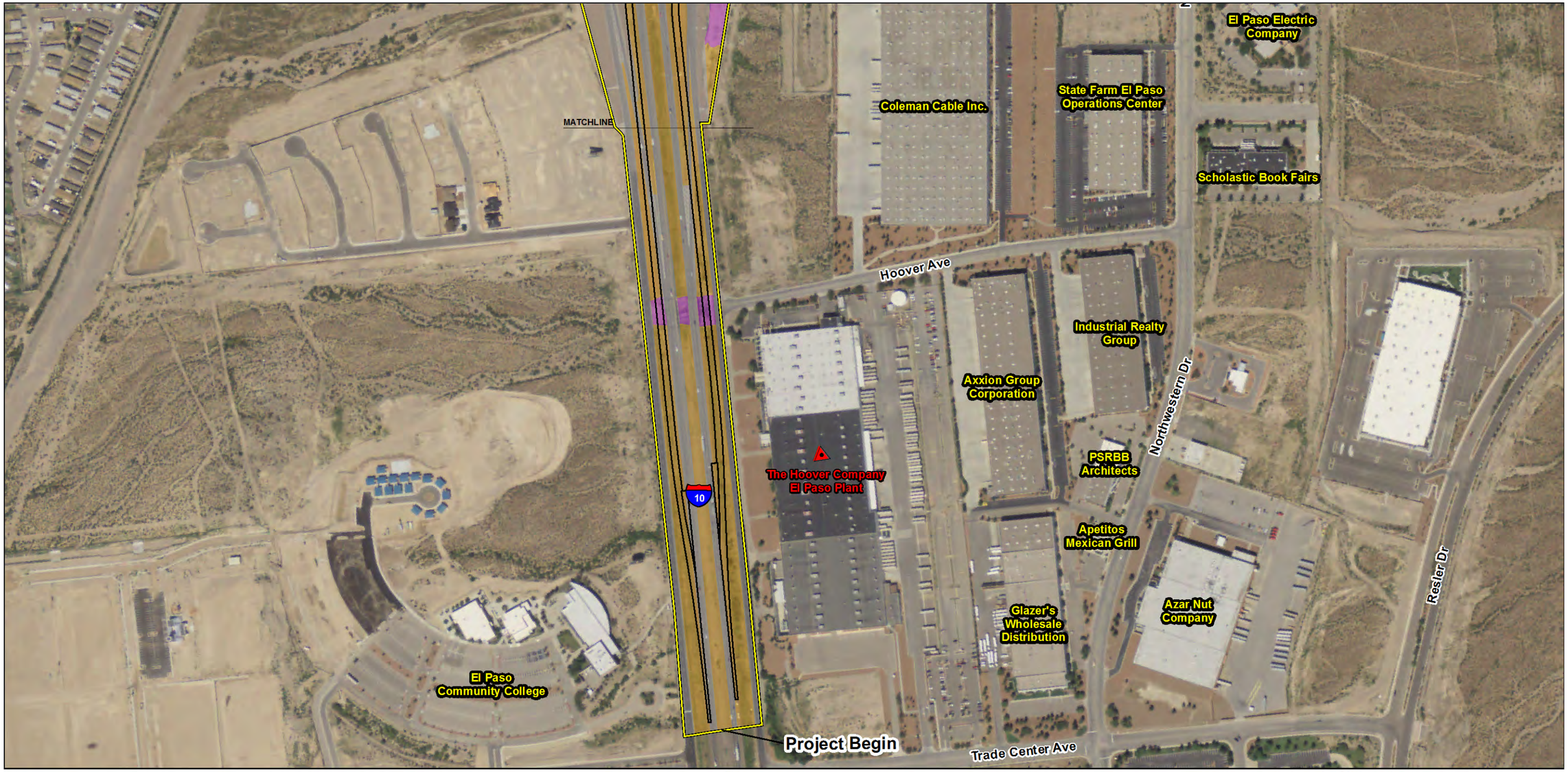

Existing ROW
Proposed ROW
Franklin Mountains State Park
Hike & Bike Trail
Hazardous Material Site
Proposed Improvements
Arroyo Shrub
Bare Ground
Commercial
Creosote Shrub
Maintained ROW
Transportation
Noise Receiver Location (R#)
MSAT Sensitive Receptor

N W E S

Scale 1:4,800

400 0 400
Feet

Base Map: NAIP 2008 Imagery

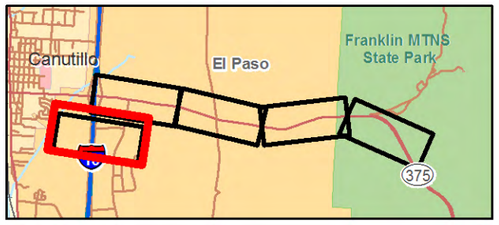

Figure 4.1
Land Use/Land Cover and Potential Hazardous Material Sites
Loop 375 (Transmountain Road) from I-10 to 0.479 mile East of the Tom Mays Unit of the Franklin Mountains State Park Entrance
El Paso County, Texas
CSJ#: 2552-01-033

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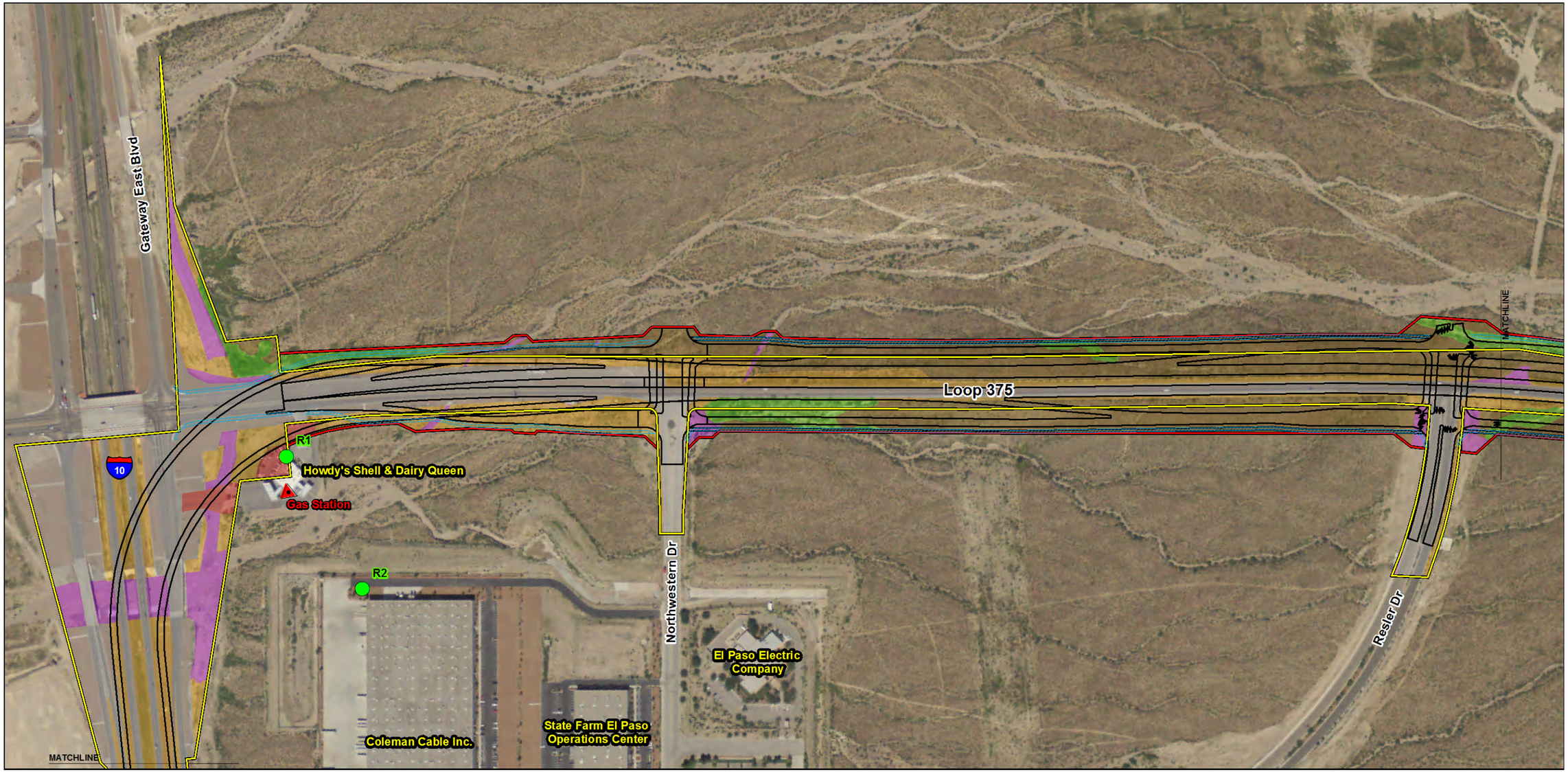

Existing ROW
Proposed ROW
Franklin Mountains State Park
Hike & Bike Trail
Hazardous Material Site
Proposed Improvements
Arroyo Shrub
Bare Ground
Commercial
Creosote Shrub
Maintained ROW
Transportation
Noise Receiver Location (R#)
MSAT Sensitive Receptor

N
W E
S

Scale 1:4,800

400 0 400
Feet

Base Map: NAIP 2008 Imagery

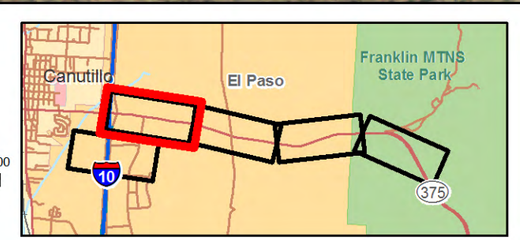

Figure 4.2
Land Use/Land Cover and Potential Hazardous Material Sites
Loop 375 (Transmountain Road) from I-10 to 0.479 mile East of the Tom Mays Unit of the Franklin Mountains State Park Entrance
El Paso County, Texas
CSJ#: 2552-01-033

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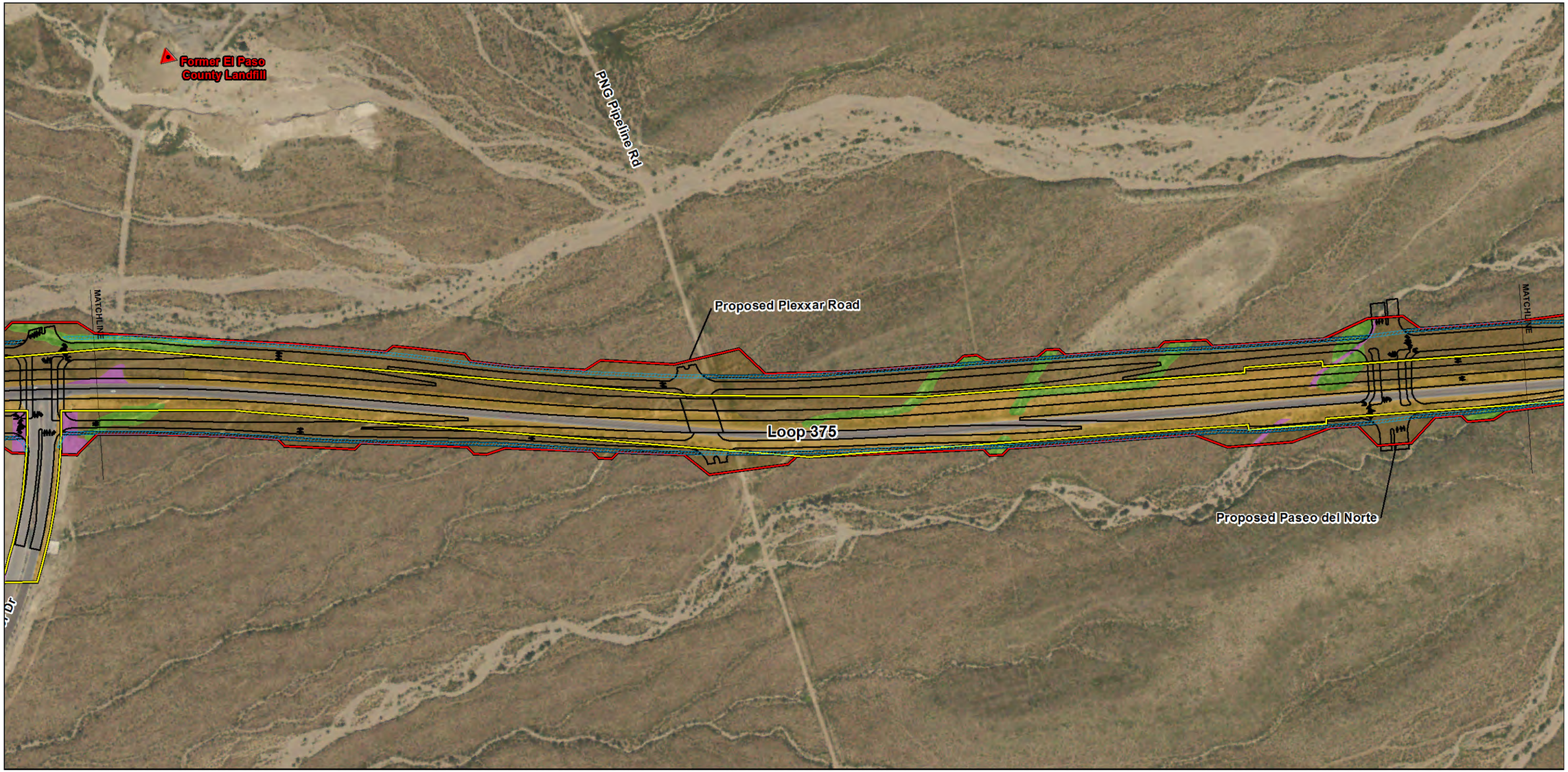

Existing ROW
Proposed ROW
Franklin Mountains State Park
Hike & Bike Trail
Hazardous Material Site
Proposed Improvements
Arroyo Shrub
Bare Ground
Commercial
Creosote Shrub
Maintained ROW
Transportation
Noise Receiver Location (R#)
MSAT Sensitive Receptor

N
W E
S

Scale 1:4,800

400 0 400
Feet

Base Map: NAIP 2008 Imagery

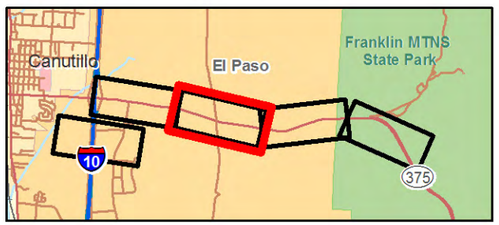

Figure 4.3
Land Use/Land Cover and Potential Hazardous Material Sites
Loop 375 (Transmountain Road) from I-10 to 0.479 mile East of the Tom Mays Unit of the Franklin Mountains State Park Entrance
El Paso County, Texas
CSJ#: 2552-01-033

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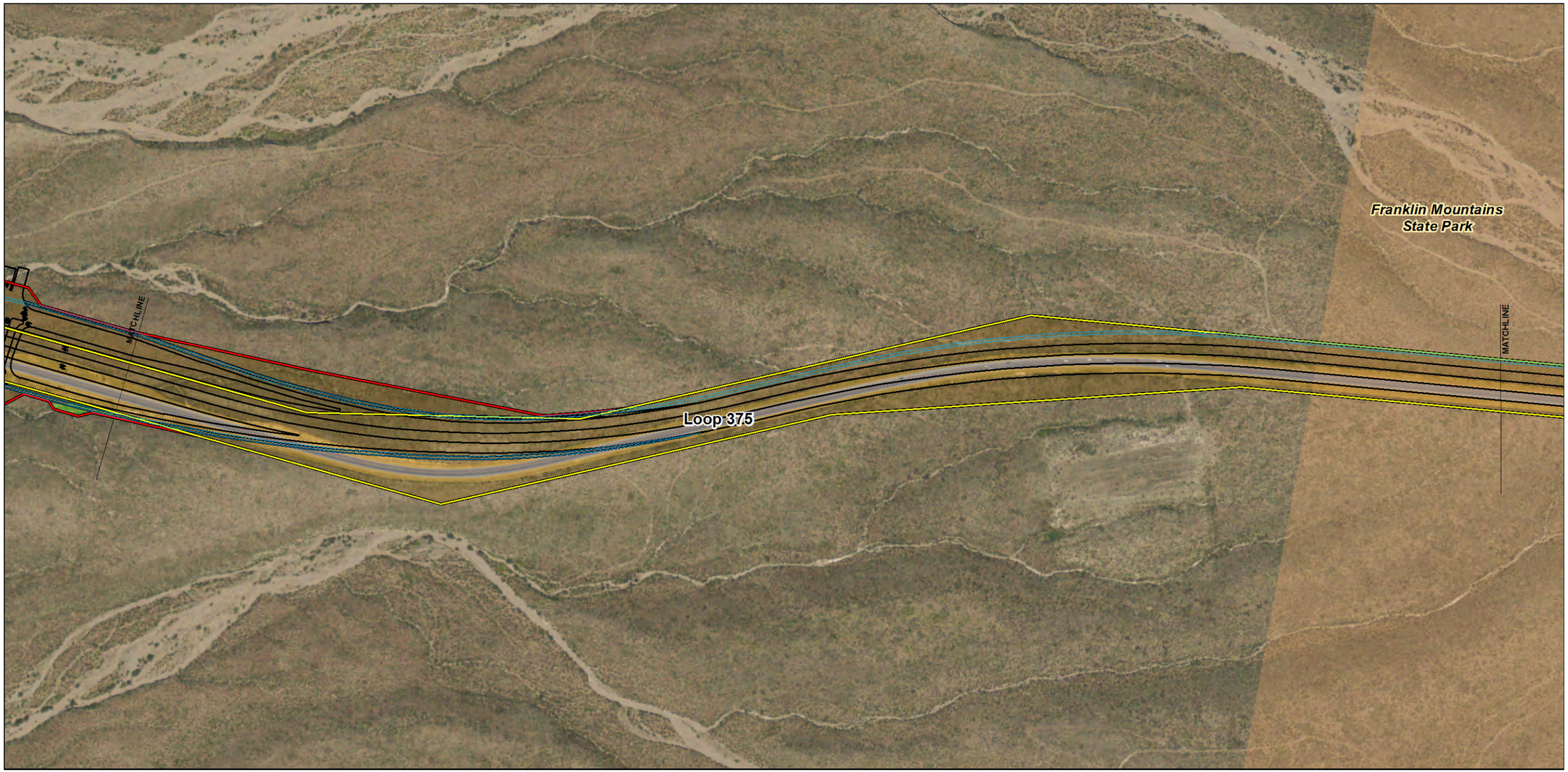

Existing ROW
Proposed ROW
Franklin Mountains State Park
Hike & Bike Trail
Hazardous Material Site
Proposed Improvements
Arroyo Shrub
Bare Ground
Commercial
Creosote Shrub
Maintained ROW
Transportation
Noise Receiver Location (R#)
MSAT Sensitive Receptor

N
W E
S

Scale 1:4,800

400 0 400
Feet

Base Map: NAIP 2008 Imagery

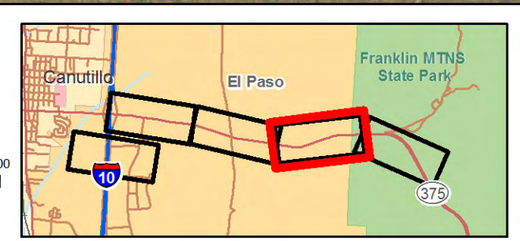

Figure 4.4
Land Use/Land Cover and Potential
Hazardous Material Sites
Loop 375 (Transmountain Road)
from I-10 to 0.479 mile East of
the Tom Mays Unit of the
Franklin Mountains State Park Entrance
El Paso County, Texas
CSJ#: 2552-01-033

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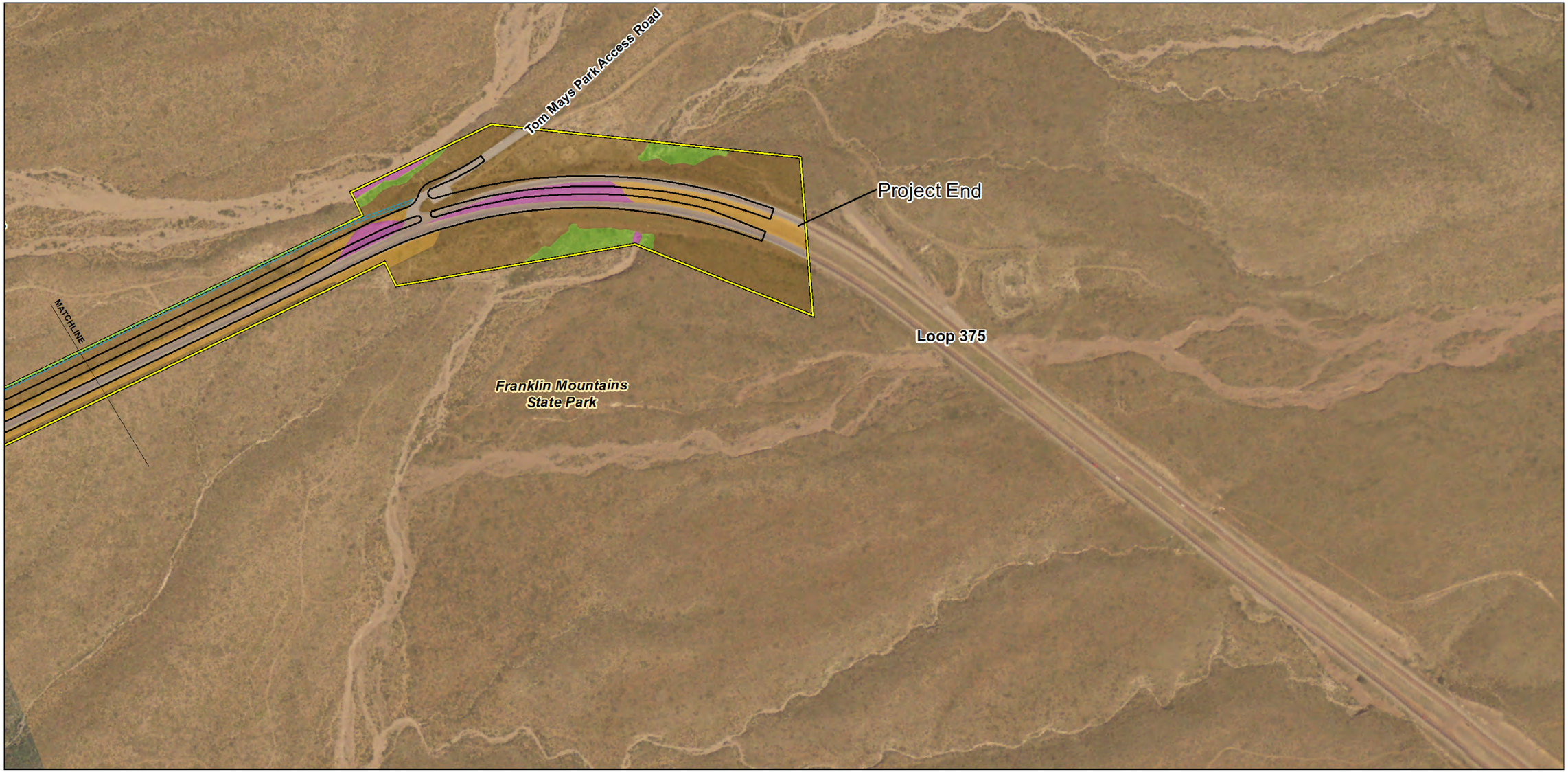

Existing ROW
Proposed ROW
Franklin Mountains State Park
Hike & Bike Trail
Hazardous Material Site
Proposed Improvements
Arroyo Shrub
Bare Ground
Commercial
Creosote Shrub
Maintained ROW
Transportation
Noise Receiver Location (R#)
MSAT Sensitive Receptor

N E S W

Scale 1:4,800

400 0 400
Feet

Base Map: NAIP 2008 Imagery

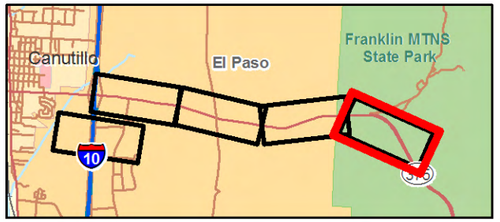

Figure 4.5
Land Use/Land Cover and Potential
Hazardous Material Sites
Loop 375 (Transmountain Road)
from I-10 to 0.479 mile East of
the Tom Mays Unit of the
Franklin Mountains State Park Entrance
El Paso County, Texas
CSJ#: 2552-01-033

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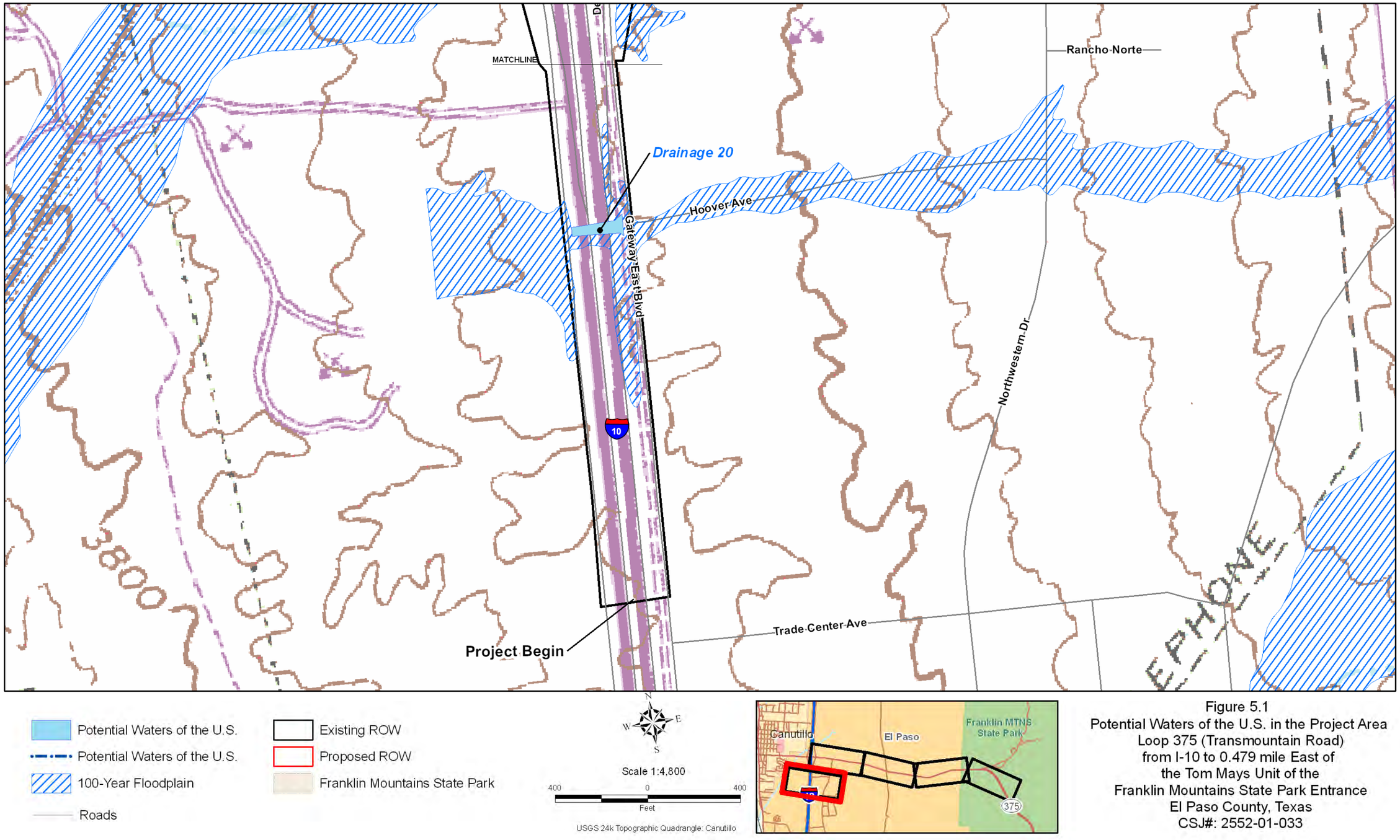

Figure 5.1
Potential Waters of the U.S. in the Project Area
Loop 375 (Transmountain Road)
from I-10 to 0.479 mile East of
the Tom Mays Unit of the
Franklin Mountains State Park Entrance
El Paso County, Texas
CSJ#: 2552-01-033

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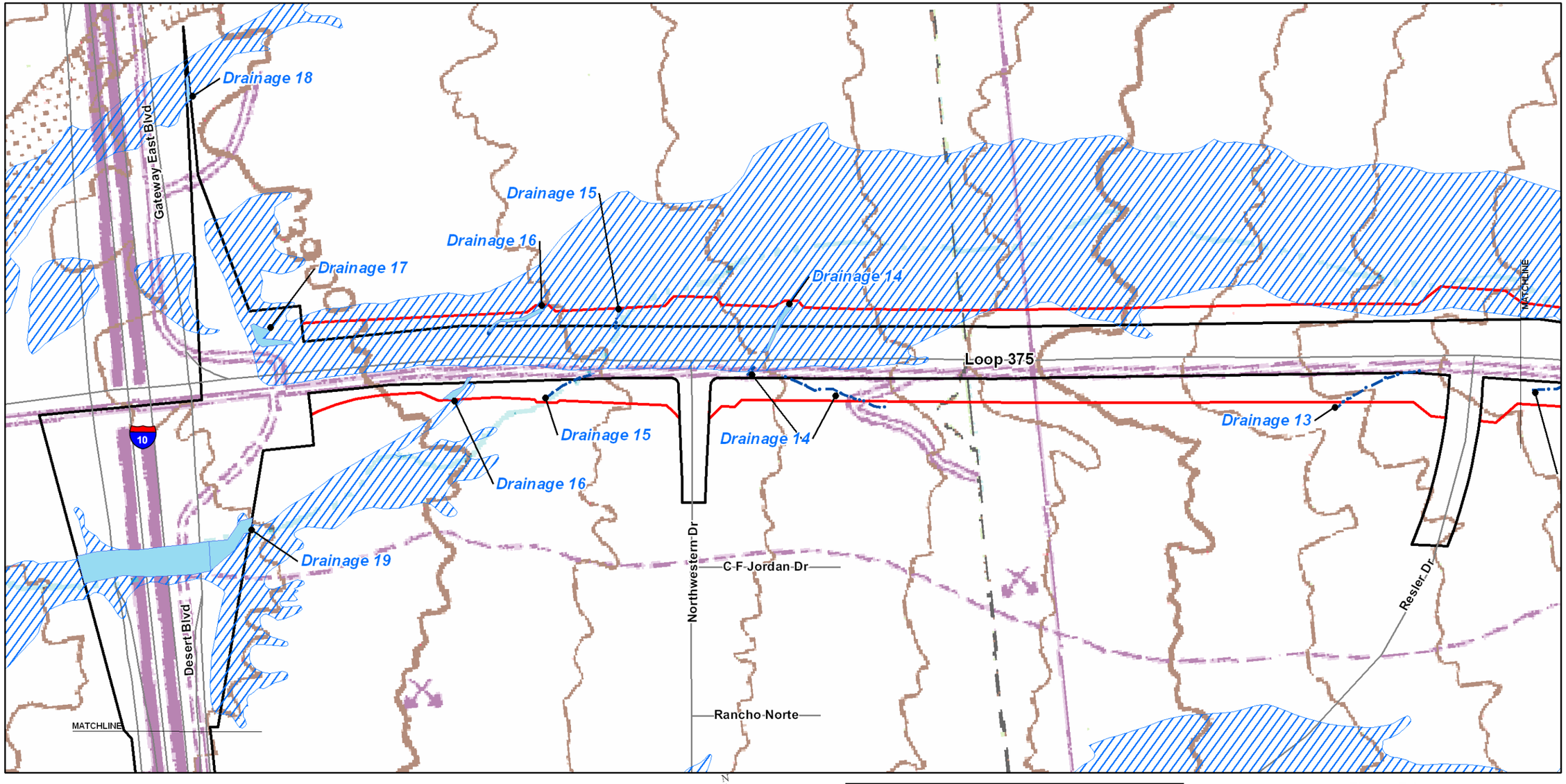

Potential Waters of the U.S.
Potential Waters of the U.S.
100-Year Floodplain
Roads
Existing ROW
Proposed ROW
Franklin Mountains State Park

N W E S

Scale 1:4,800

400 0 400

Feet

USGS 24k Topographic Quadrangle: Canutillo

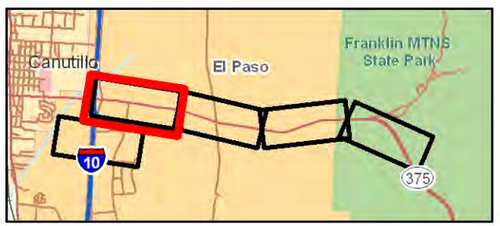

Figure 5.2
Potential Waters of the U.S. in the Project Area
Loop 375 (Transmountain Road)
from I-10 to 0.479 mile East of
the Tom Mays Unit of the
Franklin Mountains State Park Entrance
El Paso County, Texas
CSJ#: 2552-01-033

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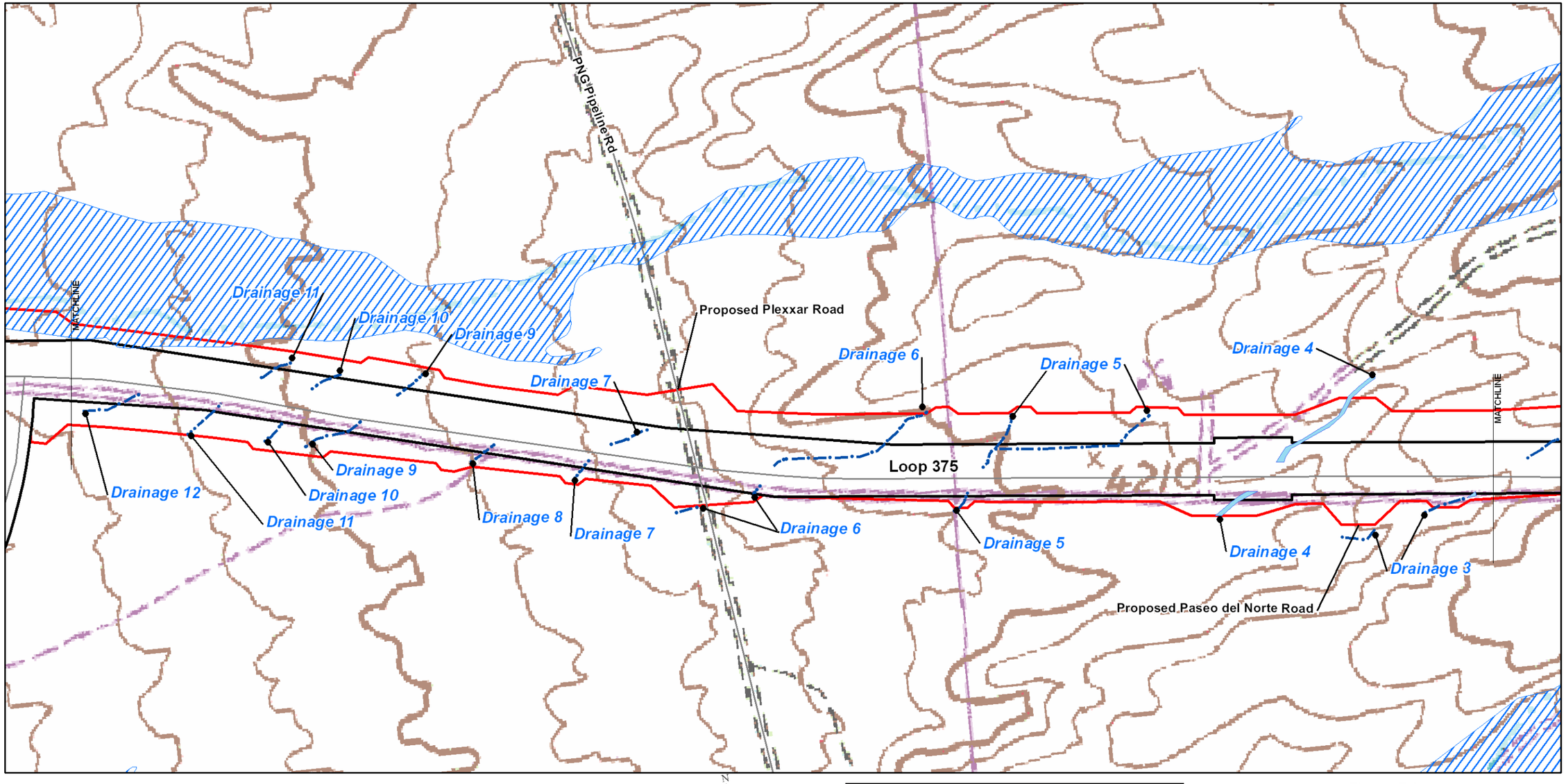

Potential Waters of the U.S.
Potential Waters of the U.S.
100-Year Floodplain
Roads
Existing ROW
Proposed ROW
Franklin Mountains State Park

N
W E
S

Scale 1:4,800
400 0 400
Feet

USGS 24k Topographic Quadrangle: Canutillo

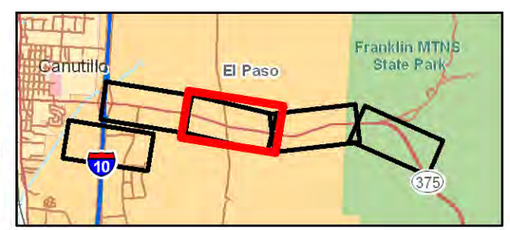

Figure 5.3
Potential Waters of the U.S. in the Project Area
Loop 375 (Transmountain Road)
from I-10 to 0.479 mile East of
the Tom Mays Unit of the
Franklin Mountains State Park Entrance
El Paso County, Texas
CSJ#: 2552-01-033

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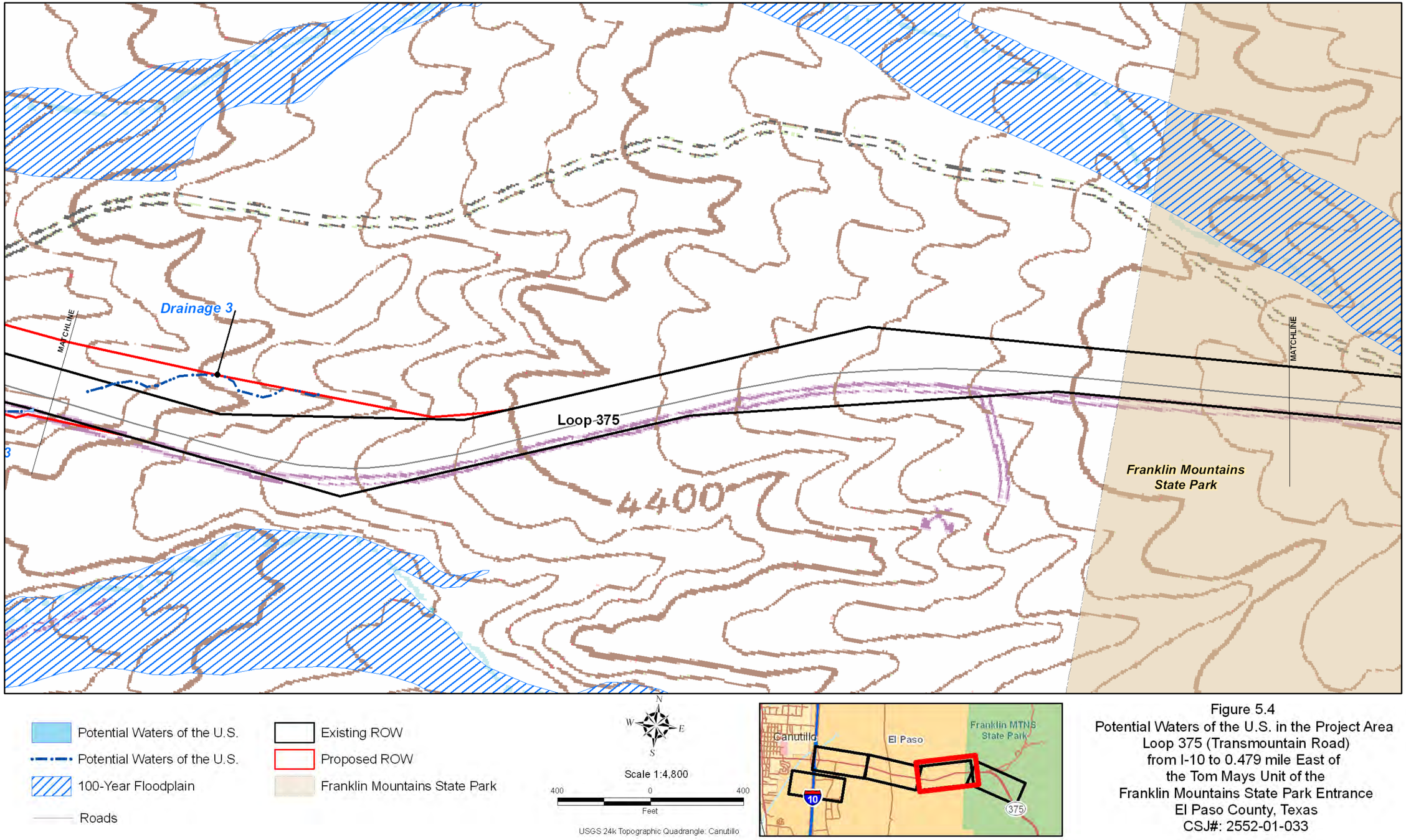

Figure 5.4
Potential Waters of the U.S. in the Project Area
Loop 375 (Transmountain Road)
from I-10 to 0.479 mile East of
the Tom Mays Unit of the
Franklin Mountains State Park Entrance
El Paso County, Texas
CSJ#: 2552-01-033

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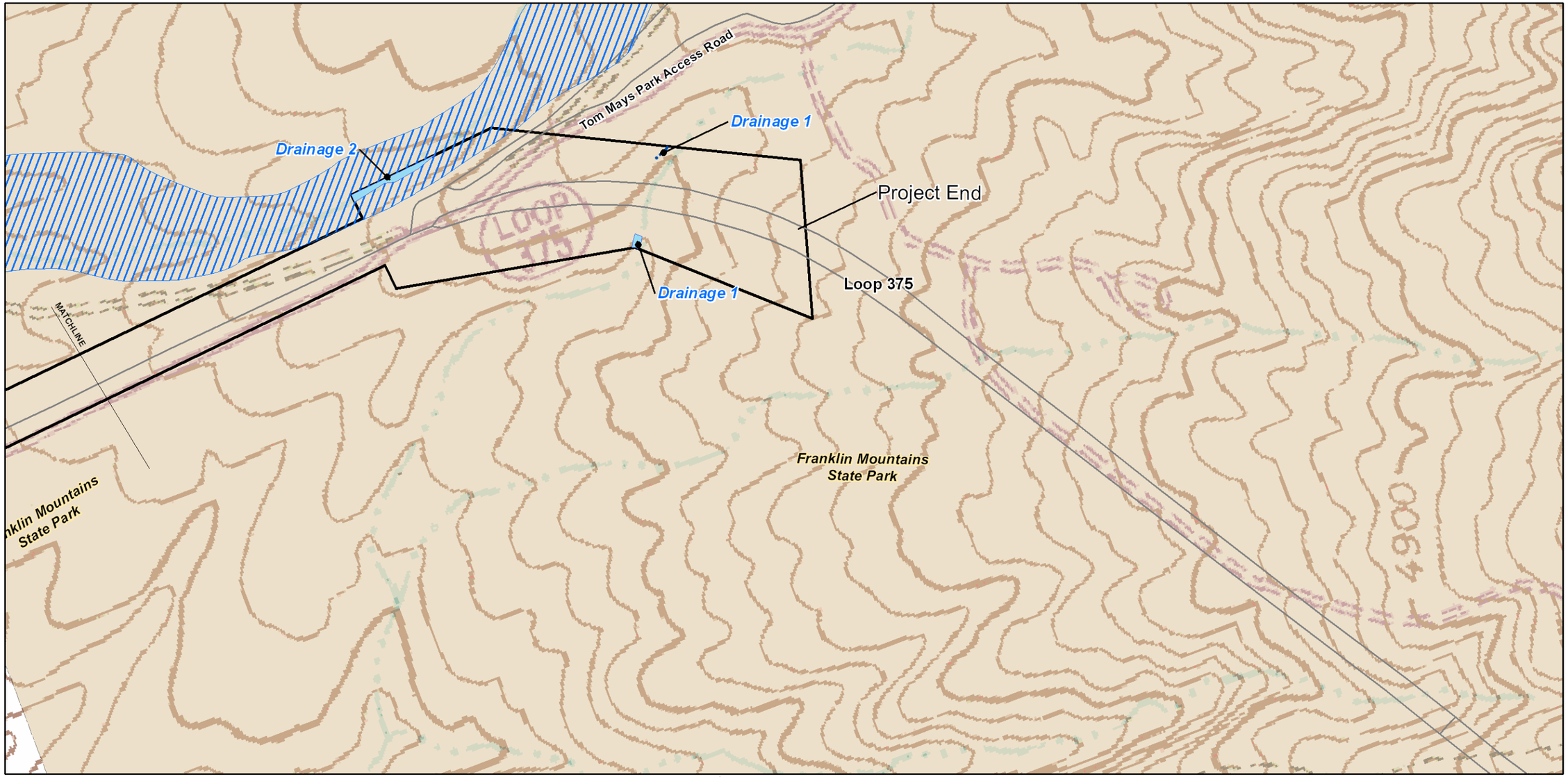

Potential Waters of the U.S.
Potential Waters of the U.S.
100-Year Floodplain
Roads
Existing ROW
Proposed ROW
Franklin Mountains State Park

Scale 1:4,800
400 0 400
Feet
USGS 24k Topographic Quadrangle: Canutillo

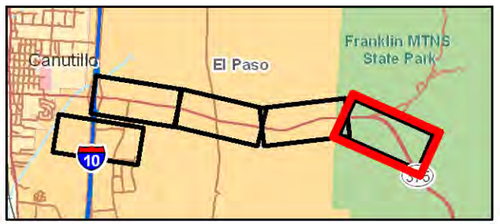

Figure 5.5
Potential Waters of the U.S. in the Project Area
Loop 375 (Transmountain Road)
from I-10 to 0.479 mile East of
the Tom Mays Unit of the
Franklin Mountains State Park Entrance
El Paso County, Texas
CSJ#: 2552-01-033

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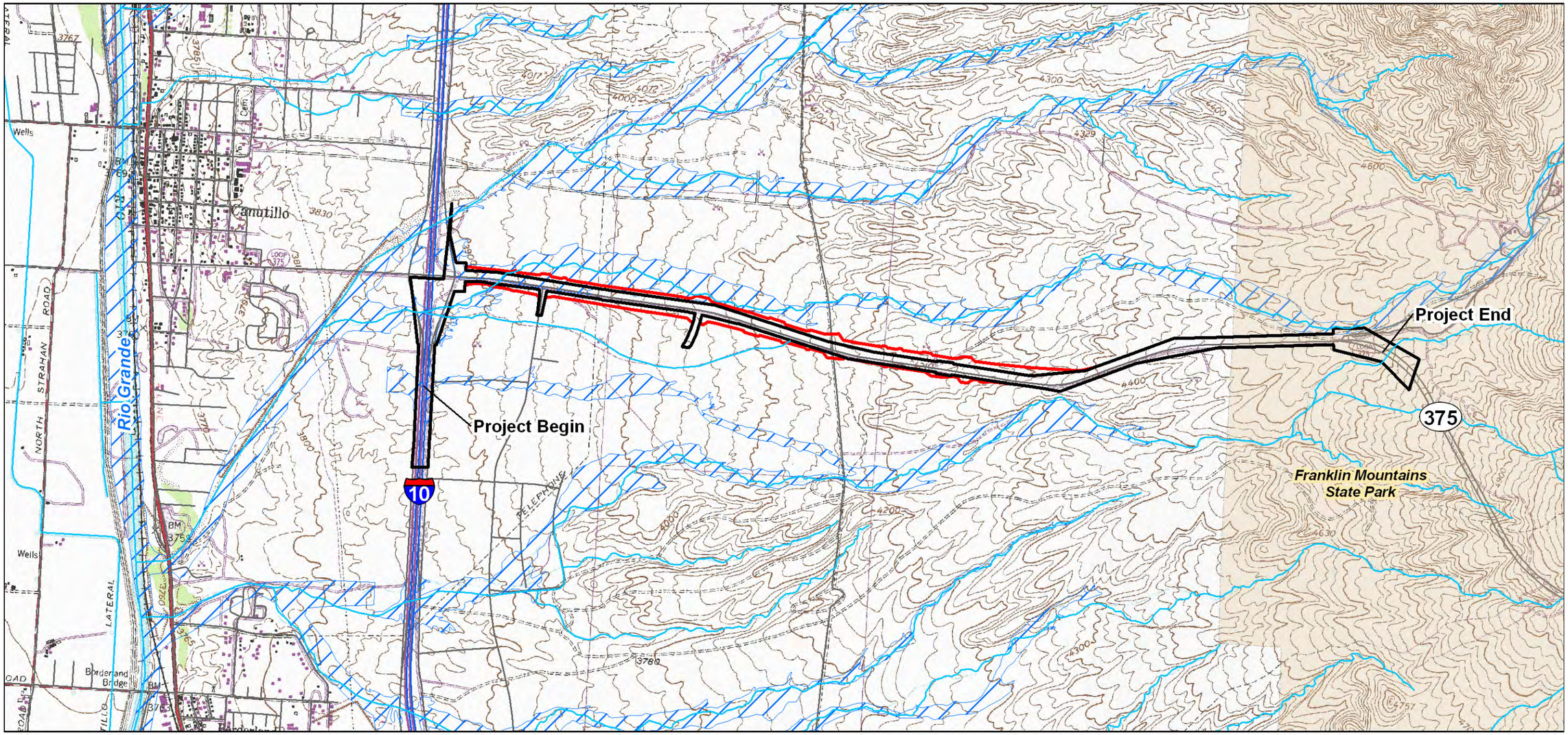

Existing ROW

Proposed ROW

USGS Streams

100-Yr. Floodplain

Franklin Mountains State Park

N
W E
S

Scale 1:24,000

2,000 0 2,000

Feet

Base Map: USGS 24k Topographic Quadrangle: Cantuillo

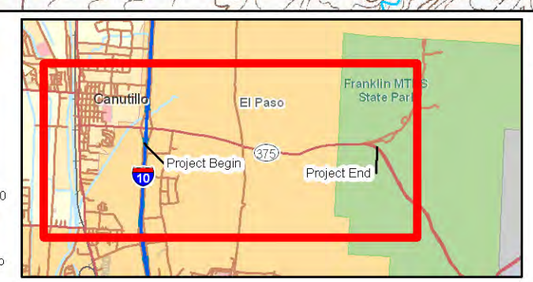

Figure 6
Potential Waters of the U.S. in the Project Area
Loop 375 (Transmountain Road)
from I-10 to 0.479 mile East of
the Tom Mays Unit of the
Franklin Mountains State Park Entrance
El Paso County, Texas
CSJ#: 2552-01-033

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Appendix B

Photos

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Photo 1: Western end of project, LP 375 facing west towards I-10

Photo 2: Eastern end of project, LP 375 facing east

Photo 3: Creosote Shrub adjacent to LP 375, facing southwest

Photo 4: Shell gas station/Dairy Queen restaurant, facing southeast from LP 375

Photo 5: Maintained ROW vegetation adjacent to LP 375, facing east

Photo 6: Arroyo Shrub vegetation adjacent to LP 375, facing northeast

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Appendix C

2035 MTP and 2011-2014 TIP

USFWS/TPWD Threatened and Endangered Species Lists

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EL PASO MPO
Mission 2035 Metropolitan Transportation Plan (MTP)
Project List

City Area	Project Mode	Project Type/FC	CSJ	2008 CMP #	Project ID	Project Name	Project Description	From	To	Network	Current Construction Cost / 2010-2035 Cost	Est. Construct Cost / Year of Expenditure	Estimated PE Cost	Estimated ROW Cost	Total Project Cost	Sponsor	YOE (YY)
REGIONAL	ENHANCEMENTS	ENHANCEMENTS	2552-04-036		E002X	LOOP 375 ENHANCEMENT PROJECT	LOOP 375 ENHANCEMENTS. (ENHANCEMENTS AT LIONS PLACITA PARK - PHASE 2, FROM SANTA FE ST. TO PADRES DR.) PROJECT IS PART OF ENHANCEMENTS PROJECT SUBMITTED ON A COMPETITIVE BASIS FOR THE EL PASO AREA, APPROVED FOR ARRA BY TTC 5-28-09	EPUTS AREA		2020	$600,000	$600,000	$0	$0	$600,000	EL PASO	2010
REGIONAL	IMPROVEMENTS	INTERSTATE	2121-04-065	6a	I007B-15A	I-10 AT LOOP 375 (AMERICAS AVE)	INTERCHANGE IMPROVEMENTS INCLUDE CONSTRUCTION OF DIRECT CONNECTORS	I-10 AT LOOP 375		2020	$36,755,482	$36,755,482	$1,464,228	$11,780,290	$50,000,000	TXDOT	2010
REGIONAL	IMPROVEMENTS	INTERSTATE	2121-04-082	6b	I007C	I-10 AT LOOP 375 (AMERICAS AVE)	INTERCHANGE IMPROVEMENTS INCLUDE CONSTRUCTION OF DIRECT CONNECTORS	I-10 AT LOOP 375		2020	$92,942,400	$92,942,400	$3,057,600	$0	$96,000,000	TXDOT	2010
WEST	ADDED CAPACITY	PRINCPAL/MAJOR ARTERIAL	0924-06-343		P103D-MOD	PASEO DEL NORTE DR (SH 178)	CONSTRUCT 4-LANE DIVIDED ROADWAY	I-10	RESLER	2020	$6,414,000	$6,414,000	$0	$0	$6,414,000	TXDOT	2010
EAST	IMPROVEMENTS	MINOR ARTERIAL	0924-06-967		A419X	DARRINGTON ROAD INTERSECTION IMPROVEMENTS	DARRINGTON ROAD INTERSECTION IMPROVEMENTS	GOLDEN EAGLE DR	HORIZON CITY LIMITS	2020	$510,486	$510,486	$25,014	$0	$535,500	HORIZON	2011
MISSION VALLEY	ADDED CAPACITY	MINOR ARTERIAL	0924-06-311		A522C MOD	FM 3380 - MANUEL F. AGUILERA HWY. (PHASE 3)	BUILD 2-LANES UNDIVIDED (PHASE 3)	(ALAMEDA) SH 20	IH-10 AT O.T. SMITH ROAD	2020	$16,428,113	$16,428,113	$804,978	$2,585,737	$19,818,828	COUNTY EP	2011
REGIONAL	ADDED CAPACITY	BORDER CROSSINGS			C015X	TORNILLO GUADALUPE BRIDGE AND PORT OF ENTRY	DESIGN/CONSTRUCT NEW INTERNATIONAL BRIDGE	OVER RIO GRANDE RIVER		2020	$9,000,000	$9,000,000	$441,000	$0	$9,441,000	COUNTY EP	2011
REGIONAL	ENHANCEMENTS	ENHANCEMENTS	2121-01-080	11	E003A	IH-10 IMPROVEMENTS (AESTHETIC)	ENHANCEMENTS / LANDSCAPING	LOOP 375 (TRANS MOUNTAIN)	LOOP 375 (JOE BATTLE / AMERICAS	2020	$10,000,000	$10,000,000	$0	$0	$10,000,000	EL PASO	2011
REGIONAL	IMPROVEMENTS	FREEWAY/EXPRESS WAY	2552-03-034	5	F011A 15A	LOOP 375 (JOE BATTLE BLVD & FM 659 ZARAGOZA RD)	CONSTRUCT INTERCHANGE AT FM 659 ZARAGOZA RD	N INT. LP 375 & FM 659	S OF INT. LP375 & FM 659	2020	$26,024,786	$26,024,786	$1,275,214	$4,700,000	$32,000,000	TXDOT	2011
REGIONAL	ADDED CAPACITY	FREEWAY/EXPRESS WAY	2552-04-029	12	F013X-15A	BORDER HWY/CESAR CHAVEZ (LOOP 375)	WIDEN TO 6 LANES DIVIDED - TOLL FACILITY ON ADDITIONAL LANES	IH-110 (BOTA) / US 54 (PATRIOT FWY)	ZARAGOZA RD (ZARAGOZA POE)	2020	$75,071,497	$75,071,497	$3,678,503	$1,500,000	$80,250,000	TXDOT	2011
REGIONAL	ADDED CAPACITY	FREEWAY/EXPRESS WAY	2552-01-036	3	F020X 15A	LOOP 375 (WOODROW BEAN TRANSMOUNTAIN NORTHEAST) - PHASE 2	BUILD 4 MAIN LANES INCLUDING GRADE SEPARATIONS	BU 54 (DYER ST.)	US 54 PATRIOT FREEWAY (GATEWAY SOUTH)	2020	$55,767,398	$55,767,398	$2,732,602	$1,500,000	$60,000,000	TXDOT	2011
REGIONAL	ADDED CAPACITY	FREEWAY/EXPRESS WAY	2552-01-038	3	F041X MOD	LOOP 375 AT US 54 (TRANSMOUNTAIN)	CONTRUCT UNDERPASS AT PATRIOT FREEWAY (LOOP 375 AT US 54)	LOOP 375 AT US 54	N/A	2020	$18,589,133	$18,589,133	$910,867	$500,000	$20,000,000	TXDOT	2011
REGIONAL	ADDED CAPACITY	FREEWAY/EXPRESS WAY	2552-01-033	1	F043X-MOD	LOOP 375 (WOODROW BEAN TRANSMOUNTAIN WEST)	WIDEN FROM 2-LANE TO 4-LANE DIVIDED WITH GRADE SEPARATIONS AT MAJOR STREETS, 2 DIRECT CONNECTS AND FRONTAGE ROADS	I-10	FRANKLIN MTN STATE PARK	2020	$76,263,108	$76,263,108	$3,736,892	$18,473,449	$98,473,449	TXDOT	2011
REGIONAL	ADDED CAPACITY	INTERSTATE	2121-02-123	2	I045X-MOD	INTERCHANGE @ I-10 & SCHUSTER	CONSTRUCT INTERCHANGE IMPROVEMENTS	0.7 MI W OF SCHUSTER AVE. ALONG I-10	0.5 MI E OF SCHUSTER AVE. ALONG I-10	2020	$11,673,547	$11,673,547	$572,004	$490,000	$12,735,551	TXDOT	2011
REGIONAL	BIKE & PEDESTRIAN	MISCELLANEOUS	0924-06-240		M022X	BIKEWAYS FROM REGIONAL BIKEWAYS PLAN	BICYCLE PATHS (TROWBRIDGE, TRAWOOD, MONTWOOD & VISCOUNT)	BIKEWAYS RECOMMENDED BY BIKEWAYS PLAN		2020	$689,037	$689,037	$33,763	$0	$722,800	EL PASO	2011
REGIONAL	BIKE & PEDESTRIAN	MISCELLANEOUS	0924-06-241		M022X	BIKEWAYS FROM REGIONAL BIKEWAYS PLAN	BICYCLE PATHS (RIVERSIDE, YARBROUGH, DELTA & HUNTER)	BIKEWAYS RECOMMENDED BY BIKEWAYS PLAN		2020	$846,139	$846,139	$41,461	$0	$887,600	EL PASO	2011
REGIONAL	ENHANCEMENTS	MISCELLANEOUS			M044X	SAFE ROUTES TO SCHOOL	DEVELOP AND IMPLEMENT SAFE ROUTES TO SCHOOL	CITYWIDE		2020	$9,037,190	$9,037,190	$0	$0	$9,037,190	EL PASO	2011
EAST	IMPROVEMENTS	PRINCPAL/MAJOR ARTERIAL	0374-02-090		P441X	HIGHWAY GRADE SEPARATION US 62/180	CONSTRUCT NEW OVERPASS STRUCTURE AND RAMPS	1.10 MI W OF US 62/180 & FM 659 INT	1.084 MI E OF US 62/180 & FM 659 INT	2020	$6,394,662	$6,394,662	$313,338	$0	$6,708,000	TXDOT	2011
EAST	IMPROVEMENTS	PRINCPAL/MAJOR ARTERIAL	0374-02-091		P442X	HIGHWAY GRADE SAPARATION US 62/180	HIGHWAY GRADE SEPARATION US 62/180	US 62/180 AT HAWKINS		2020	$6,038,036	$6,038,036	$295,864	$0	$6,333,900	TXDOT	2011
MISSION VALLEY	ADDED CAPACITY	PRINCPAL/MAJOR ARTERIAL	0674-01-037	4	P503X 15B	NORTH LOOP DR (FM 76) PHASE 7	WIDEN TO 4 LANES DIVIDED	W OF EL PASO CITY LIMITS	E OF HORIZON BLVD (FM 1281)	2020	$17,000,000	$17,000,000	$833,000	$11,500,000	$29,333,000	TXDOT	2011

YOE-Year of Expenditure, FY-Fiscal Year, FC-Functional Classitfication, CSJ-Control Section Number, 2008 CMP-2008 Comprehensive Mobility Plan, ROW-Right-Of-Way, NE-Northeast

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
24	EP	**2552-01-036**	LOOP 375	C✔ E✔ R✔ T	EL PASO	TXDOT	**$60,000,000**

TIP PROJECT NAME: **LOOP 375 (WOODROW BEAN TRANSMOUNTAIN NORTHEAST) PHASE 2**

REVISION DATE: 07/2010
MPO PROJECT ID: **F020X-15A**
FUNDING CATEGORY: LCL-TRZ & CAT2
MTP REFERENCE: F020X-15A

LIMITS FROM: BU 54 (DYER ST.)
LIMITS TO: US 54 PATRIOT FREEWAY (GATEWAY SOUTH)
TIP DESCRIPTION: BUILD 4-MAIN LANES INCLUDING GRADE SEPARATIONS
REMARKS: ELEMENT OF THE 2008 CMP. TRZ=$20M. PASS-THROUGH FINANCING=$5.7M. ROW CONSISTS OF UTILITY RELOCATION.

Project History:
AGREEMENTS ARE IN PLACE FOR NECESSARY CASH FLOW TO FISCALLY CONSTRAIN THIS PROJECT.

***Project Sponsor paying for PE and/or ROW Costs, if any.**

Total Project Cost Information:

Preliminary Engineering:	$2,732,602
Right Of Way:	$1,500,000
Construction:	$55,767,398
Construction Engineering:	$2,573,880
Contingencies:	$4,003,813
Indirects:	$5,027,645
Bond Financing:	$0
Total Project Cost:	**$71,605,338**

Cost of Approved Phases: **$60,000,000**

Authorized Funding by Category:

Category 1:	$0	Category 8:	$0	Prop 12:	$0		
Category 2:	$34,300,000	Category 9:	$0	Prop 14:	$0		
Category 5:	$0	Category 10:	$0	Strategy 102 Budget:	$0		
Category 6:	$0	Category 11:	$0	Local Contribution:	$25,700,000		
Category 7:	$0	Category 12:	$0				

Total Funding **$60,000,000**

	Federal Participation	State Participation	Local Participation	Lcl Contribution	**Total Participations**
Funding by Share:	$27,440,000	$6,860,000	$0	$25,700,000	**$60,000,000**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
24	EP	**2552-01-033**	LOOP 375	C✔ E✔ R✔ T	EL PASO	TXDOT	**$98,473,449**

TIP PROJECT NAME: **LOOP 375 (WOODROW BEAN TRANSMOUNTAIN WEST)**

REVISION DATE: 07/2010
MPO PROJECT ID: **F043X-MOD**
FUNDING CATEGORY: PROP12
MTP REFERENCE: F043X-MOD

LIMITS FROM: I-10
LIMITS TO: FRANKLIN MOUNTAIN STATE PARK
TIP DESCRIPTION: WIDEN FROM 2-LANE TO 4-LANE DIVIDED W/ GRADE SEPARATIONS AT MAJOR STREETS. 2-DIRECT CONNECTS AND FRONTAGE ROADS.
REMARKS: ELEMENT OF THE 2008 CMP

Project History:

***Project Sponsor paying for PE and/or ROW Costs, if any.**

Total Project Cost Information:

Preliminary Engineering:	$3,736,892
Right Of Way:	$18,473,449
Construction:	$76,263,108
Construction Engineering:	$3,600,000
Contingencies:	$5,600,000
Indirects:	$7,032,000
Bond Financing:	$0
Total Project Cost:	**$114,705,449**

Cost of Approved Phases: **$98,473,449**

Authorized Funding by Category:

Category 1:	$0	Category 8:	$0	Prop 12:	$85,000,000		
Category 2:	$0	Category 9:	$0	Prop 14:	$0		
Category 5:	$0	Category 10:	$0	Strategy 102 Budget:	$0		
Category 6:	$0	Category 11:	$0	Local Contribution:	$13,473,449		
Category 7:	$0	Category 12:	$0				

Total Funding **$98,473,449**

	Federal Participation	State Participation	Local Participation	Lcl Contribution	**Total Participations**
Funding by Share:	$0	$85,000,000	$0	$13,473,449	**$98,473,449**

DRAFT

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

U.S. Fish & Wildlife Service

Endangered Species List

Back to Start

List of species by county for Texas:

Counties Selected: El Paso

Select one or more counties from the following list to view a county list:

Anderson
Andrews
Angelina
Aransas
Archer

View County List

El Paso County

Common Name	Scientific Name	Species Group	Listing Status	Species Image	Species Distribution Map	Critical Habitat	More Info
least tern	*Sterna antillarum*	Birds	E				P
Mexican spotted owl	*Strix occidentalis lucida*	Birds	T				P
northern aplomado falcon	*Falco femoralis septentrionalis*	Birds	E				P
Sneed pincushion cactus	*Coryphantha sneedii var. sneedii*	Flowering Plants	E				P
southwestern willow flycatcher	*Empidonax traillii extimus*	Birds	E				P
yellow-billed Cuckoo	*Coccyzus americanus*	Birds	C				P

EL PASO COUNTY

AMPHIBIANS

		Federal Status	State Status
Northern leopard frog	*Rana pipiens*		

streams, ponds, lakes, wet prairies, and other bodies of water; will range into grassy, herbaceous areas some distance from water; eggs laid March-May and tadpoles transform late June-August; may have disappeared from El Paso County due to habitat alteration

BIRDS

		Federal Status	State Status
American Peregrine Falcon	*Falco peregrinus anatum*	DL	T

year-round resident and local breeder in west Texas, nests in tall cliff eyries; also, migrant across state from more northern breeding areas in US and Canada, winters along coast and farther south; occupies wide range of habitats during migration, including urban, concentrations along coast and barrier islands; low-altitude migrant, stopovers at leading landscape edges such as lake shores, coastlines, and barrier islands.

Arctic Peregrine Falcon	*Falco peregrinus tundrius*	DL	

migrant throughout state from subspecies' far northern breeding range, winters along coast and farther south; occupies wide range of habitats during migration, including urban, concentrations along coast and barrier islands; low-altitude migrant, stopovers at leading landscape edges such as lake shores, coastlines, and barrier islands.

Baird's Sparrow	*Ammodramus bairdii*		

shortgrass prairie with scattered low bushes and matted vegetation; mostly migratory in western half of State, though winters in Mexico and just across Rio Grande into Texas from Brewster through Hudspeth counties

Ferruginous Hawk	*Buteo regalis*		

open country, primarily prairies, plains, and badlands; nests in tall trees along streams or on steep slopes, cliff ledges, river-cut banks, hillsides, power line towers; year-round resident in northwestern high plains, wintering elsewhere throughout western 2/3 of Texas

Interior Least Tern	*Sterna antillarum athalassos*	LE	E

subspecies is listed only when inland (more than 50 miles from a coastline); nests along sand and gravel bars within braided streams, rivers; also know to nest on man-made structures (inland beaches, wastewater treatment plants, gravel mines, etc); eats small fish and crustaceans, when breeding forages within a few hundred feet of colony

Mexican Spotted Owl	*Strix occidentalis lucida*	LT	T

remote, shaded canyons of coniferous mountain woodlands (pine and fir); nocturnal predator of mostly small rodents and insects; day roosts in densely vegetated trees, rocky areas, or caves

Montezuma Quail	*Cyrtonyx montezumae*		

open pine-oak or juniper-oak with ground cover of bunch grass on flats and slopes of semi-desert mountains and hills; travels in pairs or small groups; eats succulents, acorns, nuts, and weed seeds, as well as various invertebrates

EL PASO COUNTY

BIRDS

		Federal Status	State Status
Northern Aplomado Falcon	*Falco femoralis septentrionalis*	LE	E

open country, especially savanna and open woodland, and sometimes in very barren areas; grassy plains and valleys with scattered mesquite, yucca, and cactus; nests in old stick nests of other bird species

Peregrine Falcon	*Falco peregrinus*	DL	T

both subspecies migrate across the state from more northern breeding areas in US and Canada to winter along coast and farther south; subspecies (F. p. anatum) is also a resident breeder in west Texas; the two subspecies' listing statuses differ, F.p. tundrius is no longer listed in Texas; but because the subspecies are not easily distinguishable at a distance, reference is generally made only to the species level; see subspecies for habitat.

Prairie Falcon *Falco mexicanus*

open, mountainous areas, plains and prairie; nests on cliffs

Snowy Plover *Charadrius alexandrinus*

formerly an uncommon breeder in the Panhandle; potential migrant; winter along coast

Southwestern Willow Flycatcher	*Empidonax traillii extimus*	LE	E

thickets of willow, cottonwood, mesquite, and other species along desert streams

Western Burrowing Owl *Athene cunicularia hypugaea*

open grasslands, especially prairie, plains, and savanna, sometimes in open areas such as vacant lots near human habitation or airports; nests and roosts in abandoned burrows

Western Snowy Plover *Charadrius alexandrinus nivosus*

uncommon breeder in the Panhandle; potential migrant; winter along coast

Western Yellow-billed Cuckoo	*Coccyzus americanus occidentalis*	C;NL	

status applies only to western population beyond the Pecos River Drainage; breeds in riparian habitat and associated drainages; springs, developed wells, and earthen ponds supporting mesic vegetation; deciduous woodlands with cottonwoods and willows; dense understory foliage is important for nest site selection; nests in willow, mesquite, cottonwood, and hackberry; forages in similar riparian woodlands; breeding season mid-May-late Sept

FISHES

		Federal Status	State Status
Bluntnose shiner	*Notropis simus simus*		T

extinct; Rio Grande; main river channel, often below obstructions over substrate of sand, gravel, and silt; damming and irrigation practices presumed major factors contributing to decline

Rio Grande silvery minnow	*Hybognathus amarus*	LE	E

EL PASO COUNTY

FISHES

Federal Status State Status

extirpated; historically Rio Grande and Pecos River systems and canals; reintroduced in Big Bend area; pools and backwaters of medium to large streams with low or moderate gradient in mud, sand, or gravel bottom; ingests mud and bottom ooze for algae and other organic matter; probably spawns on silt substrates of quiet coves

INSECTS

Federal Status State Status

A Royal moth *Sphingicampa raspa*

woodland - hardwood; with oaks, junipers, legumes and other woody trees and shrubs; good density of legume caterpillar foodplants must be present; Prairie acacia (Acacia augustissima) is the documented caterpillar foodplant, but there could be a few other woody legumes used

A tiger beetle *Cicindela hornii*

grassland/herbaceous; burrowing in or using soil; dry areas on hillside or mesas where soil is rocky or loamy and covered with grasses, invertivore; diurnal, hibernates/aestivates, active mostly for several days after heavy rains. the life cycle probably takes two years so larvae would always be present in burrows in the soil

Barbara Ann's tiger beetle *Cicindela politula barbarannae*

limestone outcrops in arid treeless environments or in openings within less arid pine-juniper-oak communities; open limestone substrate itself is almost certainly an essential feature; roads and trails

Poling's hairstreak *Fixsenia polingi*

oak woodland with Quercus grisea as substantial component, probably also uses Q. emoryi; larvae feed on new growth of Q. grisea, adults utilize nectar from a variety of flowers including milkweed and catslaw acacia; adults fly mid May - Jun, again mid Aug - early Sept

MAMMALS

Federal Status State Status

Big free-tailed bat *Nyctinomops macrotis*

habitat data sparse but records indicate that species prefers to roost in crevices and cracks in high canyon walls, but will use buildings, as well; reproduction data sparse, gives birth to single offspring late June-early July; females gather in nursery colonies; winter habits undetermined, but may hibernate in the Trans-Pecos; opportunistic insectivore

Black bear *Ursus americanus* T/SA;NL T

bottomland hardwoods and large tracts of inaccessible forested areas; due to field characteristics similar to Louisiana Black Bear (LT, T), treat all east Texas black bears as federal and state listed Threatened

Black-footed ferret *Mustela nigripes* LE

extirpated; inhabited prairie dog towns in the general area

Black-tailed prairie dog *Cynomys ludovicianus*

dry, flat, short grasslands with low, relatively sparse vegetation, including areas overgrazed by cattle; live in large family groups

EL PASO COUNTY

MAMMALS

		Federal Status	State Status
Cave myotis bat	*Myotis velifer*		

colonial and cave-dwelling; also roosts in rock crevices, old buildings, carports, under bridges, and even in abandoned Cliff Swallow (Hirundo pyrrhonota) nests; roosts in clusters of up to thousands of individuals; hibernates in limestone caves of Edwards Plateau and gypsum cave of Panhandle during winter; opportunistic insectivore

Desert pocket gopher	*Geomys arenarius*		

cottonwood-willow association along the Rio Grande in El Paso and Hudspeth counties; live underground, but build large and conspicuous mounds; life history not well documented, but presumed to eat mostly vegetation, be active year round, and bear more than one litter per year

Fringed bat	*Myotis thysanodes*		

habitat variable, ranging from mountainous pine, oak, and pinyon-juniper to desert-scrub, but prefers grasslands at intermediate elevations; highly migratory species that arrives in Trans-Pecos by May to form nursery colonies; single offspring born June-July; roosts colonially in caves, mine tunnels, rock crevices, and old buildings

Gray wolf	*Canis lupus*	LE	E

extirpated; formerly known throughout the western two-thirds of the state in forests, brushlands, or grasslands

Long-legged bat	*Myotis volans*		

in Texas, Trans-Pecos region; high, open woods and mountainous terrain; nursery colonies (which may contain several hundred individuals) form in summer in buildings, crevices, and hollow trees; apparently do not use caves as day roosts, but may use such sites at night; single offspring born June-July

Pale Townsend's big-eared bat	*Corynorhinus townsendii pallescens*		

roosts in caves, abandoned mine tunnels, and occasionally old buildings; hibernates in groups during winter; in summer months, males and females separate into solitary roosts and maternity colonies, respectively; single offspring born May-June; opportunistic insectivore

Pecos River muskrat	*Ondatra zibethicus ripensis*		

creeks, rivers, lakes, drainage ditches, and canals; prefer shallow, fresh water with clumps of marshy vegetation, such as cattails, bulrushes, and sedges; live in dome-shaped lodges constructed of vegetation; diet is mainly vegetation; breed year round

Western red bat	*Lasiurus blossevillii*		

roosts in tree foliage in riparian areas, also inhabits xeric thorn scrub and pine-oak forests; likely winter migrant to Mexico; multiple pups born mid-May - late Jun

Western small-footed bat	*Myotis ciliolabrum*		

mountainous regions of the Trans-Pecos, usually in wooded areas, also found in grassland and desert scrub habitats; roosts beneath slabs of rock, behind loose tree bark, and in buildings; maternity colonies often small and located in abandoned houses, barns, and other similar structures; apparently occurs in Texas only during spring and summer months; insectivorous

Yuma myotis bat	*Myotis yumanensis*		

EL PASO COUNTY

MAMMALS

Federal Status State Status

desert regions; most commonly found in lowland habitats near open water, where forages; roosts in caves, abandoned mine tunnels, and buildings; season of partus is May to early July; usually only one young born to each female

MOLLUSKS

Federal Status State Status

Franklin Mountain talus snail *Sonorella metcalfi*

terrestrial; bare rock, talus, scree; inhabits igneous talus most commonly of rhyolitic origin

Franklin Mountain wood snail *Ashmunella pasonis*

terrestrial; bare rock, talus, scree; talus slopes, usually of limestone, but also of rhyolite, sandstone, and siltstone, in arid mountain ranges

REPTILES

Federal Status State Status

Big Bend slider *Trachemys gaigeae*

almost exclusively aquatic, sliders (Trachemys spp.) prefer quiet bodies of fresh water with muddy bottoms and abundant aquatic vegetation, which is their main food source; will bask on logs, rocks or banks of water bodies; breeding March-July

Chihuahuan Desert lyre snake *Trimorphodon vilkinsonii* T

mostly crevice-dwelling in predominantly limestone-surfaced desert northwest of the Rio Grande from Big Bend to the Franklin Mountains, especially in areas with jumbled boulders and rock faults/fissures; secretive; egg-bearing; eats mostly lizards

Mountain short-horned lizard *Phrynosoma hernandesi* T

diurnal, usually in open, shrubby, or openly wooded areas with sparse vegetation at ground level; soil may vary from rocky to sandy; burrows into soil or occupies rodent burrow when inactive; eats ants, spiders, snails, sowbugs, and other invertebrates; inactive during cold weather; breeds March-September

New Mexico garter snake *Thamnophis sirtalis dorsalis*

nearly any type of wet or moist habitat; irrigation ditches, and riparian-corridor farmlands, less often in running water; home range about 2 acres; active year round in warm weather, both diurnal and nocturnal, more nocturnal during hot weather; bears litter July-August

Texas horned lizard *Phrynosoma cornutum* T

open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive; breeds March-September

PLANTS

Federal Status State Status

Comal snakewood *Colubrina stricta*

EL PASO COUNTY

PLANTS

Federal Status State Status

in El Paso County, found in a patch of thorny shrubs in colluvial deposits and sandy soils at the base of an igneous rock outcrop; the historic Comal County record does not describe the habitat; in Mexico ,found in shrublands on calcareous, gravelly, clay soils with woody associates; flowering late spring or early summer

Desert night-blooming cereus *Peniocereus greggii var greggii*

Chihuahuan Desert shrublands or shrub invaded grasslands in alluvial or gravelly soils at lower elevations, 1200-1500 m (3900-4900 ft), on slopes, benches, arroyos, flats, and washes; flowering synchronized over a few nights in early May to late June when almost all mature plants bloom, flowers last only one day and open just after dark, may flower as early as April

Hueco rock-daisy *Perityle huecoensis*

north-facing or otherwise mostly shaded limestone cliff faces within relatively mesic canyon system; flowering spring-fall

Resin-leaf brickellbush *Brickellia baccharidea*

mixed desert shrublands on bajada slopes and in arroyos on sandy or gravelly soils derived from limestone, but also known from igneous substrates; flowering September-April

Sand prickly-pear *Opuntia arenaria*

deep, loose or semi-stabilized sands in sparsely vegetated dune or sandhill areas, or sandy floodplains in arroyos; flowering May-June

Sand sacahuista *Nolina arenicola*

Texas endemic; mesquite-sand sage shrublands on windblown Quarternary reddish sand in dune areas; flowering time uncertain May-June, June-September

Sneed's pincushion cactus *Escobaria sneedii var sneedii* LE E

xeric limestone outcrops on rocky, usually steep slopes in desert mountains, in the Chihuahuan Desert succulent shrublands or grasslands; flowering April-September (peak usually in April, sometimes opportunistically after summer rains; fruiting August - November

Texas false saltgrass *Allolepis texana*

sandy to silty soils of valley bottoms and river floodplains, not generally on alkaline or saline sites; flowering (May-) July-October depending on rainfall

Wheeler's spurge *Chamaesyce geyeri var wheeleriana*

sparingly vegetated, loose eolian quartz sand on reddish sand dunes or coppice mounds; flowering and fruiting at least August-September, probably earlier and later, as well

Appendix D

Coordination and Consultation:

Section 106 Coordination Memo

Indirect and Cumulative Impacts Planning Questionnaire

TPWD Coordination

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MEMORANDUM

Texas Department of Transportation

TO: 850 File, CRM Project file

District: **El Paso**
County: **El Paso**
Highway: **Loop 357 (Transmountain Drive)**
CSJ #: **2552-01-033**
Project Limits: from IH-10 to Franklin Mountains State Park

Project Description: HIST Stipulation VI, Appendix 4(a), widen from a minimum of 2 lane to 4 lane divided highway, exit ramps, and direct connectors to IH-10. 46.5 acres new ROW. No historic properties present.

FROM: Mark M. Brown MB **DATE: April 2, 2010**

SUBJECT: Internal review under the First Amended Statewide Programmatic Agreement for Transportation Undertakings (PA-TU) among the Federal Highway Administration, Texas State Historic Preservation Officer, Advisory Council on Historic Preservation, and the Texas Department of Transportation; and the Memorandum of Understanding (MOU) between the Texas Historical Commission and the Texas Department of Transportation

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Introduction
The Texas Department of Transportation – El Paso District proposes to widen Loop 357 from a minimum of two lanes with shoulders to four lane divided highway at the above location. Several exit ramps at cross streets and elevated direct connectors to the interstate are also proposed. The project would require 46.5 acres of new right-of-way.

Survey and Survey Findings
A review of the National Register of Historic Places (NRHP), the list of State Archeological Landmarks (SAL), and the list of Recorded Texas Historic Landmarks (RTHL) indicated that no historically significant resources have been previously documented within the area of potential effects (APE). It has been determined through consultation with the State Historic Preservation Officer (SHPO) that the APE for the proposed project is 150 feet from the project right-of-way. A site visit revealed that there are six historic-age resources (built prior to 1967), located within the project area of potential effects. Two of the numbered sites are recreational and the remaining resources are reinforced-concrete bridge-class culverts and concrete pipe culverts (built 1965). However, TxDOT and THC historians determined that these classes of culvert lacks sufficient engineering complexity to be considered eligible for NRHP listing, individually or collectively under Criterion A or C. TxDOT determined that none of the historic-age resources are NRHP eligible.

Resource Nos. 5-5A are the Tom Mays Unit of the Franklin Mountains State Park and a commemorative marker. The Mays unit was created in 1966 as a county park but its

components date to 1967 and are not distinctive in terms of design, materials, association or feeling. The marker dates to the creation of the park and does not meet Criterion Consideration F's test for possessing "significance based on its own value, not the value of the event or person being memorialized."

Determinations of National Register Eligibility

I have evaluated the surveyed properties through the application of the Criteria of Eligibility for listing in the National Register of Historic Places and have determined that none of these properties (Resources Nos. 1-5A) are known to be associated with a significant historical event, or associated with a person of transcendent importance, nor embody the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master. Therefore, these resources are determined to be **not eligible** for listing in the National Register of Historic Places. A table indicating individual NRHP evaluations is provided in the attached survey.

Conclusion

Pursuant to Stipulation VI "Undertakings with Potential to Cause Effects" of the First Amended Statewide Programmatic Agreement for Transportation Undertakings (PA-TU) between the Federal Highway Administration (FHWA), the Texas State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation, and the Texas Department of Transportation (TxDOT) and the Memorandum of Understanding (MOU), ENV historians determined that none of the historic-age resources are eligible for listing in the National Register of Historic Places. Since the properties are not NRHP eligible, the project would have no effects to historic properties and individual project coordination with SHPO is not required.

Lead Reviewer MRS for TxDOT 4/5/10
Initials Date

Approved by Bruce Jensen for TxDOT 4.05.10
Bruce Jensen Date

Distribution
Signed original: Margaret Canty, ENV-PD
Cc w/attachment: ENV-CRM file, THC
Cc w/o attachment: Mary Telles-Goins, El Paso District; scan

Blanton & Associates, Inc.
ENVIRONMENTAL CONSULTING • PLANNING • PROJECT MANAGEMENT

February 5, 2010

PLANNING QUESTIONNAIRE
Proposed Improvements to LP 375 from I-10 to the Franklin Mountains State Park

The Texas Department of Transportation (TxDOT) El Paso District, in conjunction with the Federal Highway Administration (FHWA), proposes to upgrade the existing LP 375 roadway from approximately from 0.038 mile east of I-10 to 0.479 mile east of the Franklin Mountains State Park in northwest El Paso. The project is approximately 3.6 miles in length and is located in El Paso County.

From east of I-10 to Tom Mays Park Access Road the existing LP 375 consists of a variable right-of-way (ROW) with two undivided 12-foot travel lanes, an 8-foot wide shoulder on the north side of the roadway, and a 10-foot wide shoulder on the south side of the roadway. From east of Tom Mays Park Access Road to the end of the project, LP 375 consists of a four lane divided roadway with two 12-foot wide travel lanes in each direction, a variable median, 6-foot wide inside shoulders, and 10-foot wide outside shoulders. The existing roadway does not contain sidewalks or hike and bike lanes.

The proposed improvements to LP 375 would include widening the roadway to a four-lane divided freeway facility with two-lane frontage roads in each direction. The proposed mainlanes would generally consist of two 12-foot travel lanes in each direction with 4-foot wide inside shoulders, 10-foot wide outside shoulders, and a 38-foot wide inside median. The proposed frontage roads would consist of one 12-foot wide inside lane and one 13.6-foot wide outside lane in each direction. The proposed design also includes an 11-foot wide hike-and-bike lane in each direction. The proposed roadway design includes retaining walls for the mainlanes with underpasses at the existing and future intersections with Northwestern Drive, Resler Drive, the proposed Plexxar Road, and the proposed extension of Paseo Del Norte Road and two direct connectors to I-10. The proposed four-lane freeway facility would transition back to a four-lane divided highway without frontage roads or hike-and-bike lanes approximately 0.5 mile east of the future Paseo Del Norte intersection. The project would require approximately 46.5 total acres of additional ROW taken from both the north and south sides of the existing roadway.

Blanton and Associates, Inc., is preparing an Environmental Assessment for the proposed improvements and is requesting information on existing and potential development to assist in the completion of an indirect and cumulative impacts analysis. The following questionnaire and attached map will be used to determine the extent to which the proposed project might affect existing and reasonably foreseeable development.

We appreciate your input regarding development within the project study area. Please complete the following questionnaire to the best of your knowledge and return to the following address (electronic responses are preferred):

5 LAKEWAY CENTRE COURT, SUITE 200 • AUSTIN, TEXAS 78734
PHONE 512.264.1095 • FAX 512.264.1531

Blanton & Associates, Inc.
5 Lakeway Centre Ct, Suite 200
Austin, TX 78734
Fax: 512-264-1531
jgardner@blantonassociates.com

Contact Information:
Jasmine Gardner
Phone: 512-264-1095

1. Mark on the attached map any existing or approved development that does not show up on the aerial photo. Please provide the name, type, and location of any recent or planned large developments if this information is available.

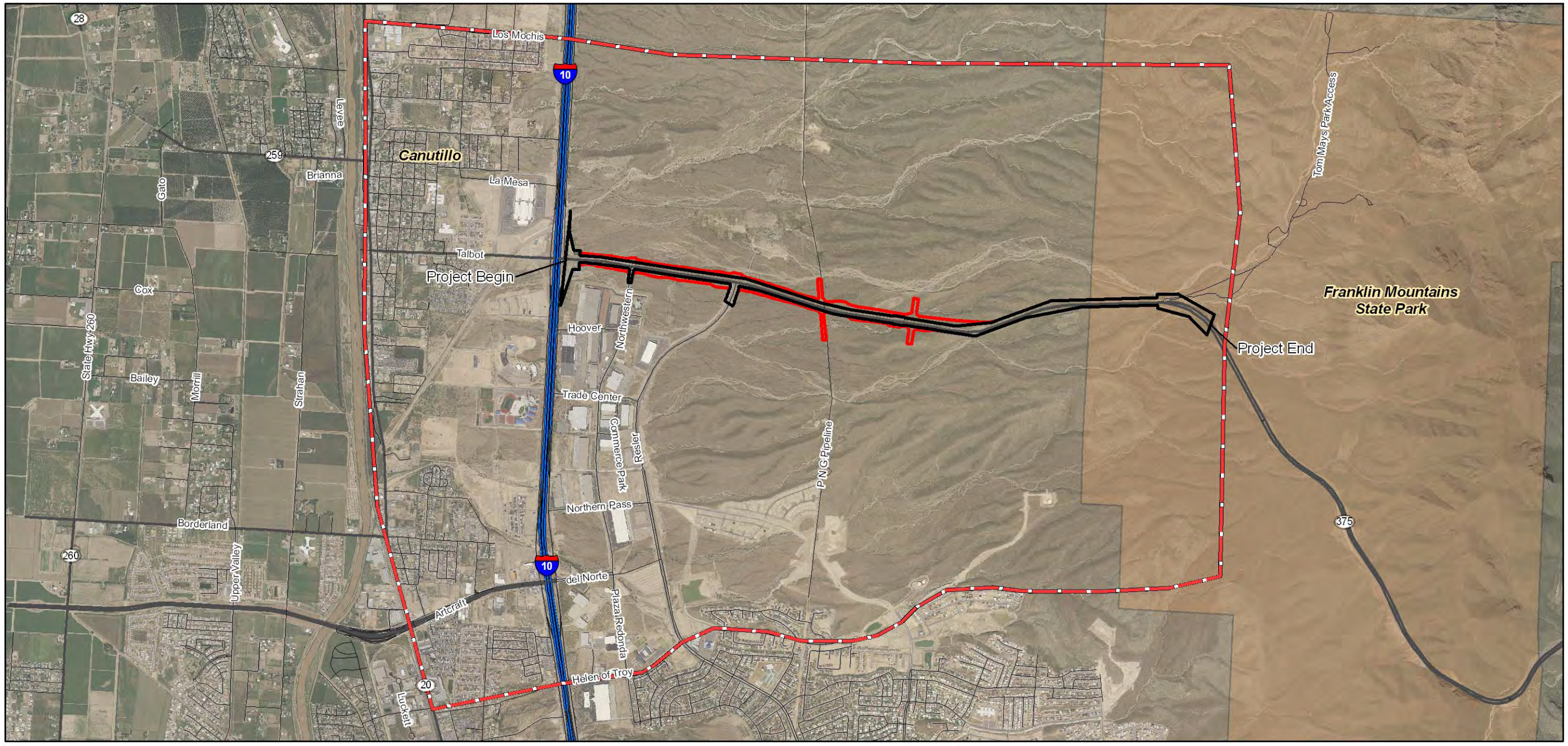
2. Mark on the attached map any areas that, in your opinion, would likely be developed by the year 2035 with the improvements to LP 375. (*Please distinguish from development identified under Question 2.*)

3. How would the proposed improvements to LP 375 affect existing development and future growth trends within the project vicinity?

4. Is the proposed project consistent with local planning efforts?

5. Are there other capital projects planned or programmed, such as water and sewer infrastructure, school construction, hospital, etc., which might affect growth trends in the project vicinity?

6. What physical conditions (floodplains, current land use, and access) could limit new development in the area?



Indirect Impacts Area of Influence

Existing ROW

Proposed ROW

Franklin Mountain State Park

N
W E
S

Scale 1:36,000

3,000 0 3,000

Feet

Base Map: NAIP 2008 Imagery

Indirect Impacts Area of Influence
Loop 375 (Transmountain Drive)
from 0.038 mile East of I-10 to 0.479 mile East of
Franklin Mountains State Park
El Paso County, Texas
CSJ#: 2552-01-033

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Fort Worth

Carter P. Smith
Executive Director

Lois Balin, Texas Parks and Wildlife
200 N. Clark Drive
El Paso, TX 79905

March 23, 2006
Re: Comments on the 375 Loop Extension Project

Dear Mr. Uribe,

An understanding of the impacts of wildlife-related transportation issues on wildlife ecology and remedial actions to offset negative influences is a growing science. TXDOT transportation planning has recognized the impact of roads on endangered species in Texas, and has provided wildlife crossings for the ocelot and Houston Toad as well as bat-friendly bridges. For sustainable development to occur in the El Paso region, our local ecology and ecosystems need to be considered in transportation planning.

Wildlife crossings provide for the safety of humans and wildlife and offer connectivity of remaining green infrastructure. There are many types of wildlife affected in our region, everything from large mammals, such as deer and cougars to smaller mammals, reptiles, amphibians and birds. Each type of wildlife has different needs and will require different methods of protecting.

The main species of concern along the Trans-mountain Road extension is mule deer. There have been five motor vehicle-deer collisions along Trans-mountain Road during January and February, 2010). Vehicle and wildlife collisions will only increase when Trans-mountain Road is widened and urbanization continues to encroach natural habitat. Therefore, wildlife crossings would reduce and prevent these dangerous accidents.

This is a health, safety and economic issue for motorists along Trans-mountain Road. Humans and wildlife can be helped by preventing accidents with specific wildlife crossings and by modifying construction practices to benefit wildlife. The most effective wildlife crossing for mule deer would be a large underpass, preferably with a greater than 10-foot diameter in tandem with 10' fencing that would lead deer safely across Trans-mountain Road. An existing culvert could be enlarged to accommodate the 10 foot height necessary for deer to use as well as allow people biking and hiking for recreational use to cross Trans-mountain Road safely.

The amount and distribution of natural open space and wildlife corridors needs to be enhanced and augmented in El Paso. This would provide important wildlife habitat connections throughout the Franklin Mountains. Effective designs for mitigation structures need to be included in highway planning for more effective mitigation.

Respectively,

Lois Balin, Urban Wildlife Biologist
Texas Parks and Wildlife
(915) 774-9603, lois.balin@tpwd.state.tx.us

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Carter P. Smith
Executive Director

December 29, 2010

Mr. Bryan Phillips
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483

RE: Environmental Assessment (EA) Loop 375 from IH 10 to approximately 0.479 mile east of the Tom Mays Unit of the Franklin Mountains State Park Entrance, El Paso County (CSJ 2552-01-033)

Dear Mr. Phillips:

Texas Parks and Wildlife Department (TPWD) reviewed the Environmental Assessment (EA) for Loop 375 from IH 10 to approximately 0.479 miles east of the Tom Mays Unit of Franklin Mountains State Park entrance, El Paso County, and would like to offer the following information, comments and recommendations.

Based on the project description, TPWD does not anticipate additional or significant impacts to rare and protected species, migratory birds, natural communities, or special habitat features on the proposed project that have not already been evaluated in the EA with the following exceptions, discussed below.

Please be aware that a written response to a TPWD recommendation or informational comment received by a state governmental agency on or after September 1, 2009 may be required by state law. For further guidance, see the ***Texas Parks and Wildlife Code, Section 12.0011*** which can be found online at http://www.statutes.legis.state.tx.us/Docs/PW/htm/PW.12.htm#12.0011. For tracking purposes, please refer to TPWD project number 6225-06 in any return correspondence regarding this project.

TPWD Coordination History

On October 18, 2005, TPWD provided Texas Department of Transportation (TxDOT) with a comment and review letter (TPWD Project Number 4086) on a Re-Evaluation Document of Loop 375 improvements for this project (TxDOT CSJ 2552-01-033).

4200 SMITH SCHOOL ROAD
AUSTIN, TEXAS 78744-3291
512.389.4800
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To manage and conserve the natural and cultural resources of Texas and to provide hunting, fishing and outdoor recreation opportunities for the use and enjoyment of present and future generations.

In 2005 and 2006, El Paso State Parks Complex General Superintendent John Moses consulted with TxDOT on proposed plans to reconstruct the entrance to Tom Mays Unit, Franklin Mountains State Park.

In March 2009, El Paso State Parks Complex General Superintendent John Moses and TPWD El Paso Urban Biologist, Lois Balin met with TxDOT to examine the potential for use of existing culverts in the Franklin Mountains State Park as wildlife crossings on the project.

In September 2009, TPWD provided TxDOT a comment and review letter (TPWD Project Number 5770) on a second Re-Evaluation Document of Loop 375 improvements for this project (TxDOT CSJ 2552-01-033).

In September 2010, Lois Balin met with TxDOT staff on several occasions to discuss the project. Over the course of these meetings, Ms. Balin went over the entire project plan with Mr. Uribe, TxDOT Engineer, and other TxDOT staff and advised them where the best places to build wildlife crossings could be located. Ms. Balin presented TxDOT with information (verbal and literature) about different types of wildlife crossings that could be used to accommodate various wildlife species. Ms. Balin met with TXDOT to discuss the new entrance to the park at the Tom Mays Unit and the potential for adverse impacts on wildlife. Ms. Balin also gave verbal and written guidance for the landscaping of the highway and entrance to the Tom Mays Unit and discussed the Paseo del Norte overpass issues and zoning changes to preserve the scenic corridor and protect wildlife.

Project Description

The existing roadway consists of two undivided 12-foot travel lanes, an 8-foot wide shoulder on the north side of the roadway and a 10-foot wide shoulder on the south side of the roadway. From Tom Mays Access Road to the eastern end of the project (approximately 0.23 miles), Loop 375 consists of a four-lane divided roadway with 12-foot wide travel lanes in each direction, a variable median, 6-foot wide inside shoulders and 10-foot wide outside shoulders. The existing roadway does not contain sidewalks or hike and bike lanes but the existing shoulder is currently used as an emergency lane and bike path.

The proposed improvements would include widening the roadway to a four-lane divided expressway with two-lane frontage roads in each direction for the majority of the project length (2.6 miles), then transitioning to the existing four-lane divided highway for approximately one mile. The minimum right-of-way (ROW) width would be 350 feet (EA, Figure 3.3). The total amount of project ROW needed would be 185.1 acres and includes an additional 41.2

acres of new ROW. The proposed main lanes would generally consist of two 12-foot travel lanes in each direction with 4-foot wide inside shoulders, 10-foot wide outside shoulders, and a 38-foot wide inside unpaved median.

The design also includes a third 12-foot wide auxiliary lane in areas between proposed entrance and exit ramps in order to facilitate merging traffic. Eastbound and westbound entrance ramps would connect Loop 375 and the major roads. In addition, two elevated 26-foot wide direct connectors would be built to connect with I-10.

An 11-foot wide hike-and-bike lane would be built on the outside of both the north and south frontage roads from I-10 to 0.5 miles east the proposed Paseo del Norte intersection to the point where the eastbound frontage roads transition back to the main lanes. The hike and bike lane on the south side of Loop 375 would end where the east bound frontage roads end. The hike and bike lane on the north side of Loop 375 would extend to the entrance of the Tom Mays Unit of the Franklin Mountains State Park. Bicyclists and pedestrians currently cross Loop 375 at grade near the entrance of the Tom Mays Unit of the Franklin Mountains State Park. Under the proposed design, bicyclists and pedestrian would continue to cross at grade and the 38-foot wide median would provide a refuge so that pedestrians and bicyclists would only cross two lanes at a time to reach the park entrance.

Pedestrians and bicyclists would be able to cross the proposed highway at grade at the intersections. Along the rest of the route, the 38-foot wide median separating the four main lanes would provide a refuge to allow pedestrians and bicyclists to cross two main lanes at a time.

Impacts to Vegetation/Wildlife Habitat

According to the EA (Section 3.8.1) approximately 134.30 acres of existing vegetation would be impacted by project construction. Of this 49.6 acres would be converted to roadway and 84.7 would be disturbed by construction and be converted to vegetated ROW. Approximately 46.4 acres of maintained ROW, 79.3 acres of Creosote Shrubland and 8.3 acres of Arroyo Shrub vegetation would be impacted.

In accordance with the Executive Order on Invasive Species (EO 13112) and the Executive Memorandum on Beneficial Landscaping, regionally native plants would be used to the extent practicable. Coordination between TPWD and TxDOT on landscaping and revegetation is underway. TPWD reviewed the proposed TxDOT landscape and revegetation plans and made recommendations for the replacement of non-native species with native ones.

A copy of the September 5, 2010, TPWD plant list for the Loop 375 extension is attached.

TPWD appreciates TxDOT's efforts to partner with TPWD on developing the landscape and revegetation plan. As proposed, the plan will not only provide for restoration of valuable wildlife habitat but also beautify the roadway with native plants and enhance the enjoyment of the local scenery by the traveling public.

Tom Mays Unit Entrance Overpass/Underpass Proposal

In discussions and meetings with TPWD Franklin Mountains State Park staff (John Moses, General Superintendent, El Paso State Parks Complex) in 2005 and 2006, TxDOT proposed constructing an overpass that would accommodate access to the Tom Mays Unit of Franklin Mountains State Park. At the time, neither TXDOT nor TPWD considered the present traffic arrangement to provide an adequate margin of safety for vehicles entering or leaving the park.

TPWD was strongly supportive of the planned interchange because of the likely upgrade in vehicular and pedestrian safety offered to visitors entering and leaving the park. However, the proposed overpass was not included as an alternative in the EA. Regardless, TPWD considers it an option that deserves further consideration because it provides the best outcome from a safety perspective of the alternatives considered to date.

> **Comment:** TPWD does not support the proposed highway configuration to the Tom Mays Unit Entrance as described in the EA. TPWD would like to continue working with TxDOT and Federal Highway Administration to resolve this and other related safety concerns discussed below.

Safety

Pedestrian and Bicyclist Access and Safety

Under existing conditions (the No Build Alternative), pedestrians and bicyclists cross two lanes of traffic at grade. A striped median in the middle of the pavement (from station marker 330+00 to station marker 339+00) separates the two lanes and provides a refuge where pedestrians can wait for traffic to clear before crossing the roadway. TPWD considers this alternative to be safer than the preferred alternative because it exposes pedestrian to less risk of collisions with vehicles when crossing Loop 375.

Under the Preferred Alternative (EA, Section 1.3), pedestrians would cross two eastbound lanes and a turning lane on the south side, and two westbound lanes and a highway entry lane from the park entrance on the north side, all at grade. The existing striped median that serves as a refuge would be replaced by an unpaved median where pedestrians can wait to cross to the other side. TPWD considers this alternative to be less safe than the existing (No Build) alternative because it exposes pedestrian to more risk of collision with vehicles when crossing Loop 375.

In the 2006 TxDOT "final schematic" for the overpass/underpass, an underpass and sidewalk are included in the project. The underpass provides a sidewalk for pedestrians to cross under the main lanes.

> **Comment:** Although not included in the EA, TPWD considers this option to be safest option because it would not expose pedestrians to the risk of collisions with oncoming vehicles when crossing Loop 375.

TPWD has safety concerns about the proposal to end the south side hike and bike lane at the terminus of the frontage roads east of the Paseo del Norte interchange. The EA (Section 2.4) states that the trail would end 0.5 miles east of the Paseo del Norte interchange. Pedestrians and cyclists traveling to the Tom Mays Unit Park entrance would either have to continue approximately 0.6 miles eastbound on the road shoulder or cross this unprotected segment of highway to access the north side hike and bike lane. Either choice presents a potential safety risk to pedestrian and bicyclists.

> **Recommendation:** TPWD recommends that a safer option be developed for this portion of the hike and bike lane. TPWD also recommends that the signage provided along the hike and bike lane to notify pedestrians and bicyclists in advance of where the east bound south hike and bike lane ends. Signage should be provided to direct pedestrians and bicyclists to safely cross Loop 375 at the Paseo Del Norte interchange and continue east down the hike and bike lane on the north side of Loop 375 to the Tom Mays Unit Park entrance.

Vehicle Ingress and Egress

Vehicle ingress – Visitors entering the park from the east coming down the slope of the Franklin Mountains currently have a narrow deceleration lane on the downgrade from which to make their right turn into the Tom Mays Unit. This can be complicated by the presence of vehicles attempting to leave the park. If a driver has to swing too wide to make the turn into the park, the vehicle may collide with the outbound vehicle. The schematic accompanying the EA does not make it clear if this hazard would be improved.

> **Recommendation:** TPWD recommends that TxDOT clarify whether or not the preferred alternative would resolve this issue and if so, please describe what steps would be taken.

In addition, for longer recreational vehicles such as a class A RV or trailer, the sharp radius of the entrance curve for vehicles turning right into the park from the east makes it impossible for two vehicles to simultaneously enter and leave, posing risk for collision. The schematic accompanying the EA does not make it clear if this hazard will be improved.

> **Recommendation:** TPWD recommends that TxDOT clarify whether or not the preferred alternative would resolve this issue and if so, please describe what steps would be taken.

Under the Preferred Alternative, visitors turning into the park from the west would continue to use the existing mid-road turn lane. The left turn would then have to be made in front of two lanes of oncoming traffic descending the mountain from the east, rather than one.

> **Comment:** TPWD considers this alternative to be less safe than the existing (No Build) alternative because it exposes drivers to more risk of collision with oncoming vehicles when attempting to cross Loop 375.

The 2006 "final schematic" contained plans for an underpass used in conjunction with acceleration and deceleration lanes to exit or enter the park.

> **Comment:** This option would seem to provide more safety to the traveling public than the Preferred Alternative or No Build Alternative because it would significantly reduce the risk of collisions.

Vehicle egress – Visitors exiting the park currently face challenging situations in turning either east or west onto Loop 375. The existing mid-road refuge is narrow and provides a minimal area for a vehicle to stop and wait after crossing the westbound lane to enter the eastbound lane. The preferred alternative in the EA offers a mid-road refuge for vehicles turning east. However, it may not be wide enough to accommodate longer recreational vehicles such as a Class A RV or trailer.

> **Recommendation:** TPWD recommends that TxDOT clarify whether or not the preferred alternative would resolve this issue and if so, please describe what steps would be taken.

Highway Closures

Due to weather conditions or traffic incidents, Loop 375 is occasionally closed for extended periods. As a result, visitors are not allowed to access the park from Loop 375 west, which reduces visitorship during these periods. The EA (Section 2.4) cites the need to use the overpasses to U-turn and redirect traffic.

> **Recommendation:** TPWD recommends traffic headed to the park be allowed to continue to Tom Mays Unit if the segment of the road to the park is not affected by the weather condition or traffic accident.

Wildlife Crossings

In a response to request for public comments in 2006 (EA, Appendix D, TPWD letter of March 23, 2006, attached), and in subsequent meetings with TxDOT, TPWD proposed that existing culverts be enlarged to serve as a pedestrian and wildlife crossing.

In recent TPWD-TxDOT meetings (September, 2010), Lois Balin, TPWD El Paso Urban Biologist, identified four existing culvert locations considered feasible for locating wildlife crossings. Three were located within the Tom Mays Unit of the Franklin Mountains State Park and one was located at station marker 264+14.00, approximately 300 feet west of the centerline of Paseo del Norte interchange.

At the request of Dr. Bonart (former member of City's Open Space Advisory Board and currently member of Public Service Board), a meeting with TxDOT and TPWD was held onsite (March, 2009) to evaluate the use of the three culverts (between station markers 348+00 and 349+00) for a pedestrian/bike/wildlife corridor beneath Loop 375. At the time of the visit, the group could enter the culverts from the north end but not exit at the south due to the erosional downcutting by flowing water. Dr. Bonart asked TxDOT to pave the south ends of the culvert channel to offset the downcutting.

In response, the EA (Section 3.8.2) states that TxDOT is "considering the feasibility of installing" a 10-foot tall by 20-foot wide metal plate arch pipe culvert crossing with an earthen bottom at the El Paso del Norte location. However, there is no commitment in the EA to install it.

Further, the EA (Section 3.8.2) states that it would not be feasible to install wildlife crossings elsewhere in the project because of the expense ($1.5 million) associated with meeting AASHTO (American Association of State Highway Transportation State Organization) standards for construction of a pedestrian/wildlife underpass and because of costs associated with creation of

an artificial grade and costly tunneling through irregular fill material that was placed under the roadway during the original road construction.

> **Recommendations:** TPWD recommends that the potential for use of culverts as a wildlife and pedestrian crossing be reconsidered in the EA. TPWD strongly recommends that wildlife/pedestrian crossings be constructed to prevent collisions and to provide a viable crossing for wildlife to pass through and maintain species connectivity.

I appreciate the opportunity to review and comment on this project. TPWD strives to respond to requests for project reviews within the review period. Response may be delayed due to workload and lack of staff. Failure to meet the review time frame does not constitute concurrence from TPWD that the proposed project will not adversely impact fish and wildlife resources. Please contact me at (512) 389-8054 or by email at karen.clary@tpwd.state.tx.us if I may be of further assistance.

Sincerely,

Karen H. Clary, Ph.D.
Wildlife Habitat Assessment Program
Wildlife Division

KHC: gg. 6225-06

cc: John Moses, General Superintendent, El Paso State Parks Complex
Lois Balin, TPWD Urban Biologist, El Paso

Texas Department of Transportation

13301 GATEWAY BLVD. WEST • EL PASO TX 79928-5410 • (915) 790-4200

January 19, 2011

Ms. Karen H. Clary, Ph.D.
Wildlife Habitat Assessment Program
Wildlife Division
4200 Smith School Road
Austin, TX 78744-3291

RE: TxDOT response to TPWD comments dated December 29, 2010 on the Loop 375 Environmental Assessment from I-10 to approximately 0.479 mile east of the Tom Mays Unit of the Franklin Mountains State Park Entrance, El Paso County (**TxDOT CSJ**: 2552-01-033, **TWPD tracking number**: 6225-06)

Dear Ms. Clary:

Thank you for your review of the Environmental Assessment (EA) covering the above-referenced project and for your comments and recommendations. We have carefully considered each of your comments and recommendations and provide the following letter in response.

Project Description

The most recent version of the proposed project description is provided below. There were elements in the project description provided in your letter that are inconsistent with the current project description. For clarification purposes, the areas in bold are the sections that differ from your letter's project description.

The proposed improvements would include reconstructing the roadway to a four-lane divided expressway with two-lane, one-way frontage roads in each direction. The proposed mainlanes would generally consist of two 12-foot travel lanes in each direction with 4-foot wide inside shoulders, 10-foot wide outside shoulders, and a 38-foot wide inside median. The design includes a third 12-foot wide auxiliary lane in areas between proposed entrance and exit ramps in order to facilitate merging traffic. The proposed ramp locations are as follows:

Eastbound entrance ramps are proposed:

- West of Northwestern (direct connector from westbound I-10 mainlanes)
- East of Resler
- East of proposed extension of Paseo Del Norte

Eastbound exit ramps are proposed:

- West of Resler
- West of proposed extension of Paseo Del Norte

Westbound entrance ramps are proposed:

- West of proposed extension of Paseo Del Norte
- West of Resler

Westbound Exit Ramps are proposed:

- East of proposed extension of Paseo Del Norte
- East of Resler
- West of Northwestern (direct connector to eastbound I-10 mainlanes)

The proposed roadway design includes retaining walls for the mainlanes with overpasses at the existing and proposed intersections with Northwestern Drive, Resler Drive, Plexxar Road, and Paseo Del Norte Road. All intersections would include pedestrian crossings, ADA-compliant curb ramps, future infrastructure for signals, and cross streets would provide sidewalks and 14-foot-wide outside lanes to accommodate shared use with bicycle traffic. The entrance and exit ramps and the associated overpasses are needed to facilitate U-turn movements along LP 375 in order to allow east and westbound traffic to easily access either side of the roadway. Additionally, these turn-arounds allow TxDOT to redirect traffic when LP 375 is closed east of the project due to inclement weather. The proposed improvements also include two elevated direct connectors to I-10. The LP 375 west to I-10 east direct connector would be approximately 4,090 feet long, and the I-10 west to LP 375 east direct connector would be approximately 3,420 feet long. Both direct connectors would be approximately 26 feet wide and consist of one 14-foot wide travel lane with shoulders.

The proposed one-way frontage roads would consist of one 11.5-foot wide inside lane and one 14-foot wide outside lane in each travel direction. The proposed design also includes a 12-foot wide two-way hike-and-bike trail on both the north and south sides of the roadway. The proposed project would also include driveways to private property with existing access to LP 375. Driveway design and spacing would be determined by combining criteria found in the TxDOT Roadway Design Manual (May 2010) Appendix C- Driveway Design Guidelines and Access Management Manual (December 2009) Chapter 2- Access Management Standards. The design speed for the proposed facility is 55 miles per hour, which is consistent with the recommended design speed range of 50 to 60 miles per hour for an urban freeway facility in mountainous terrain, as found in the AASHTO guidelines (2004).

The proposed four-lane expressway facility would transition back to a four-lane divided highway without frontage roads east of the proposed extension of Paseo Del Norte. There would be no frontage roads from the transition to the eastern terminus of the project. South of LP 375, the expressway design of the hike-and-bike trail would end when the frontage roads transition back to

the mainlanes, while north of LP 375 the expressway design of the hike-and-bike trail would end approximately 0.5 mile east of the proposed Paseo Del Norte intersection. The trail would continue eastward toward the state park in a design that complements the natural terrain and plant life as it winds inside the right-of-way (ROW) to the entrance of the Tom Mays Unit of the Franklin Mountains State Park. Bicyclists and pedestrians currently cross LP 375 at-grade near the entrance of the Tom Mays Unit of the Franklin Mountains State Park. Under the proposed design, bicyclists and pedestrians would continue to cross at-grade, but a refuge would be added so that they only have to cross two lanes in a single direction of travel at a time. The eastbound hike-and-bike trail ends at Paseo Del Norte where foot and bicycle traffic can cross LP 375 at the intersection underpass using sidewalks and 14-foot-wide outside lanes for shared use with bicycles and continue eastbound towards the Franklin Mountains State Park on the north side of LP 375. Safety lighting would be installed at ramps and intersections would be installed between I-10 and the proposed Paseo Del Norte Road. Landscaping would also be included in the project design and would be developed during the plans, specifications, and estimates (PS&E) phase. This alternative would require approximately 41.2 total acres of additional ROW acquired from both the north and south sides of the existing roadway. **The usual project ROW width is 370 feet.** In order to utilize as much of the existing roadway as possible, it was not feasible to acquire ROW from only one side of the road. The alignment was shifted to the north at the request of the El Paso Water Utilities (EPWU) because they wanted to retain their property located on the south side of the roadway. Farther to the west, the alignment transitions back to the center in order to minimize impacts to property owners located north and south of the roadway.

Impacts to Vegetation/Wildlife Habitat

TxDOT has considered and incorporated, to the extent practicable, TPWD-recommended plants into the project landscaping plan.

Tom Mays Unit Entrance Overpass/Underpass Proposal

A grade-separated entrance to the Tom Mays Unit of the Franklin Mountains State Park was considered early in project development, as referenced in your letter. However, due to input received at a public meeting held in October 2008 and subsequent meetings with the City of El Paso's Open Spaces Committee regarding opposition to elevation changes near the entrance of the park and potential impacts to the natural aesthetic in this area, TxDOT did not move forward with this design element as part of the proposed project. Further consideration of a project at the park entrance (including a grade-separated intersection or a parallel access road, for example) is not precluded by the currently proposed design and TxDOT welcomes future dialogue and partnership with TPWD regarding additional improvements in this area.

Safety

The EA currently states that the hike-and-bike trail would end 0.5 mile east of the Paseo Del Norte intersection (where the freeway transitions to a four-lane divided roadway) on the south side of LP 375, but would extend to the park boundary on the north side of LP 375. Bicyclists and pedestrians would be encouraged to utilize the proposed Paseo Del Norte intersection to safely cross LP 375 and access the

hike-and-bike trail to continue towards the park entrance with the addition of signs located along the trail. Since it is legal to use a bicycle or be a pedestrian along LP 375, TxDOT cannot prevent bicyclists and/or pedestrians from continuing to utilize the roadway shoulders and crossing LP 375 at-grade near the park entrance, but the construction of the trail and the addition of signs are proposed as a safe and functional alternative.

Vehicle Ingress and Egress to the Park Entrance

The proposed park entrance has been redesigned to meet FHWA requirements for a recreational vehicle 30 feet in length. A 400 foot right-turn lane would be constructed as part of the proposed project for westbound traffic entering the park. The lane would be 12 feet in width with a 6-foot wide outside shoulder. For eastbound traffic entering the park, a 450-foot long left turn bay would be constructed. The proposed bay is 12-foot wide with a 4-foot wide shoulder.

Vehicle Egress

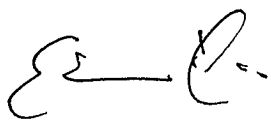
Vehicles exiting the park would turn into acceleration lanes before entering Loop 375 mainlanes. Eastbound traffic would turn into a 700-foot long acceleration lane and westbound traffic would turn into a 600-foot long acceleration lane. The new four-lane divided intersection would also provide 47 feet of refuge for vehicles crossing LP 375 to turn eastbound prior to entering the 700-foot long eastbound acceleration lane.

Wildlife Crossings

TxDOT has considered the wildlife crossings as presented by TPWD and has committed to include a 10-foot tall by 20-foot wide metal plate arch pipe culvert crossing with an earthen bottom near the Paseo Del Norte overpass that can be utilized by large mammals.

Thank you, again, for your comments. Please contact me at (915)790-4322 or by email (Eduardo.Calvo@txdot.gov) if I may be of further assistance.

Sincerely,



Eduardo Calvo
Advance Transportation Planning Director

cc: Margaret Canty, TxDOT - ENV

Appendix E

Hazardous Materials Report

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Radius Report

http://www.geo-search.net/QuickMap/index.htm?DataID=Standard0000013659

Click on link above to access the map and satellite view of current property

Target Property:

LP 375 Transmountain
CANUTILLO, El Paso County, Texas 79912

Prepared For:

Blanton & Associates

Order #: 5950
Job #: 13659
Date: 01/25/2010

2705 Bee Caves Rd, Suite 330 · Austin, Texas 78746 · phone: 888-396-0042 · fax: 512-472-9967 · www.geo-search.net

TARGET PROPERTY SUMMARY

LP 375 Transmountain
CANUTILLO, El Paso County, Texas 79912

Centroid County: ***El Paso***
Centroid Zipcode: ***79912***
Centroid State: ***TX***

USGS Quadrangle: ***Canutillo, TX***
Target Property Geometry: ***Corridor***

Target Property Longitude(s)/Latitude(s):
(-106.576038, 31.908040), (-106.576038, 31.908040), (-106.566188, 31.907396), (-106.560315, 31.906164), (-106.557411, 31.905467), (-106.554632, 31.905199), (-106.544845, 31.904395), (-106.543835, 31.904448), (-106.537583, 31.906700), (-106.533416, 31.907182), (-106.526975, 31.907664), (-106.525902, 31.907664), (-106.524702, 31.907343), (-106.524008, 31.907075)

County/Counties Covered:
El Paso (TX)

Zipcode(s) Covered:
Canutillo TX: 79835
El Paso TX: 79912, 79932

State(s) Covered:
TX

****Target property is located in Radon Zone 3 (El Paso County, TX). Zone 3 counties have a predicted average indoor radon screening level less than 2 pCi/L.***

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DATABASE FINDINGS SUMMARY (SOURCE)

DATABASE	ACRONYM	LOCA-TABLE	UNLOCA-TABLE	SEARCH RADIUS (miles)
FEDERAL				
AEROMETRIC INFORMATION RETRIEVAL SYSTEM / AIR FACILITY SUBSYSTEM	AIRSAFS	0	0	Target Property
BIENNIAL REPORTING SYSTEM	BRS	0	0	Target Property
CLANDESTINE DRUG LABORATORY LOCATIONS	CDL	0	0	Target Property
EPA DOCKET DATA	DOCKETS	0	0	Target Property
FEDERAL ENGINEERING INSTITUTIONAL CONTROL SITES	EC	0	0	Target Property
EMERGENCY RESPONSE NOTIFICATION SYSTEM	ERNS	0	0	Target Property
FACILITY REGISTRY SYSTEM	FRS	0	0	Target Property
HAZARDOUS MATERIALS INCIDENT REPORTING SYSTEM	HMIRS	0	0	Target Property
INTEGRATED COMPLIANCE INFORMATION SYSTEM (FORMERLY DOCKETS)	ICIS	0	0	Target Property
INTEGRATED COMPLIANCE INFORMATION SYSTEM NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM	ICISNPDES	0	0	Target Property
MATERIAL LICENSING TRACKING SYSTEM	MLTS	0	0	Target Property
NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM	NPDES	0	0	Target Property
PCB ACTIVITY DATABASE SYSTEM	PADS	0	0	Target Property
PERMIT COMPLIANCE SYSTEM	PCS	0	0	Target Property
CERCLIS LIENS	SFLIENS	0	0	Target Property
SECTION SEVEN TRACKING SYSTEM	SSTS	0	0	Target Property
TOXICS RELEASE INVENTORY	TRI	0	0	Target Property
TOXIC SUBSTANCE CONTROL ACT INVENTORY	TSCA	0	0	Target Property
NO LONGER REGULATED RCRA GENERATOR FACILITIES	NLRRCRAG	0	0	Target Property and Adjoining
RESOURCE CONSERVATION & RECOVERY ACT - GENERATOR FACILITIES	RCRAG	0	0	Target Property and Adjoining
BROWNFIELDS MANAGEMENT SYSTEM	BF	0	0	0.5000
COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION & LIABILITY INFORMATION SYSTEM	CERCLIS	0	0	0.5000
LAND USE CONTROL INFORMATION SYSTEM	LUCIS	0	0	0.5000
NO FURTHER REMEDIAL ACTION PLANNED SITES	NFRAP	0	0	0.5000

DATABASE FINDINGS SUMMARY (SOURCE)

DATABASE	ACRONYM	LOCA-TABLE	UNLOCA-TABLE	SEARCH RADIUS (miles)
NO LONGER REGULATED RCRA NON-CORRACTS TSD FACILITIES	NLRRCRAT	0	0	0.5000
OPEN DUMP INVENTORY	ODI	0	0	0.5000
RESOURCE CONSERVATION & RECOVERY ACT - TREATMENT, STORAGE & DISPOSAL FACILITIES	RCRAT	0	0	0.5000
DELISTED NATIONAL PRIORITIES LIST	DNPL	0	0	1.0000
DEPARTMENT OF DEFENSE SITES	DOD	0	0	1.0000
FORMERLY USED DEFENSE SITES	FUDS	0	0	1.0000
NO LONGER REGULATED RCRA CORRECTIVE ACTION FACILITIES	NLRRCRAC	0	0	1.0000
NATIONAL PRIORITIES LIST	NPL	0	0	1.0000
PROPOSED NATIONAL PRIORITIES LIST	PNPL	0	0	1.0000
RESOURCE CONSERVATION & RECOVERY ACT - CORRECTIVE ACTION FACILITIES	RCRAC	0	0	1.0000
RECORD OF DECISION SYSTEM	RODS	0	0	1.0000
SUB-TOTAL		**0**	**0**	

STATE (TX)

GROUNDWATER CONTAMINATION CASES	GWCC	0	0	Target Property
HISTORIC GROUNDWATER CONTAMINATION CASES	HISTGWCC	0	0	Target Property
TCEQ LIENS	LIENS	0	0	Target Property
MUNICIPAL SETTING DESIGNATIONS	MSD	0	0	Target Property
NOTICE OF VIOLATIONS	NOV	0	0	Target Property
STATE INSTITUTIONAL/ENGINEERING CONTROL SITES	SIEC01	0	0	Target Property
SPILLS LISTING	SPILLS	0	0	Target Property
DRY CLEANER REGISTRATION DATABASE	DCR	0	0	0.2500
INDUSTRIAL AND HAZARDOUS WASTE SITES	IHW	0	0	0.2500
PERMITTED INDUSTRIAL HAZARDOUS WASTE SITES	PIHW	0	0	0.2500
PETROLEUM STORAGE TANKS	PST	0	0	0.2500
AFFECTED PROPERTY ASSESSMENT REPORTS	APAR	0	0	0.5000

DATABASE FINDINGS SUMMARY (SOURCE)

DATABASE	ACRONYM	LOCA-TABLE	UNLOCA-TABLE	SEARCH RADIUS (miles)
BROWNFIELDS SITE ASSESSMENTS	BSA	0	0	0.5000
CLOSED & ABANDONED LANDFILL INVENTORY	CALF	0	0	0.5000
INNOCENT OWNER / OPERATOR DATABASE	IOP	0	0	0.5000
LEAKING PETROLEUM STORAGE TANKS	LPST	0	0	0.5000
MUNICIPAL SOLID WASTE LANDFILL SITES	MSWLF	1	0	0.5000
RAILROAD COMMISSION VCP AND BROWNFIELD SITES	RRCVCP	0	0	0.5000
RADIOACTIVE WASTE SITES	RWS	0	0	0.5000
TIER I I CHEMICAL REPORTING PROGRAM FACILITIES	TIERII	1	0	0.5000
VOLUNTARY CLEANUP PROGRAM SITES	VCP	0	0	0.5000
RECYCLING FACILITIES	WMRF	0	0	0.5000
STATE SUPERFUND	SF	0	0	1.0000
SUB-TOTAL		**2**	**0**	
TRIBAL				
UNDERGROUND STORAGE TANKS ON TRIBAL LANDS	USTR06	0	0	0.2500
LEAKING UNDERGROUND STORAGE TANKS ON TRIBAL LANDS	LUSTR06	0	0	0.5000
OPEN DUMP INVENTORY ON TRIBAL LANDS	ODINDIAN	0	0	0.5000
INDIAN RESERVATIONS	INDIANRES	0	0	1.0000
SUB-TOTAL		**0**	**0**	
TOTAL		**2**	**0**	

DATABASE FINDINGS SUMMARY (DETAIL)

ACRONYM	Target Property	SEARCH RADIUS (miles)	1/8 Mile (> TP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
FEDERAL								
AIRSAFS		.0200	0	0	0	0	0	0
BRS		.0200	0	0	0	0	0	0
CDL		.0200	0	0	0	0	0	0
DOCKETS		.0200	0	0	0	0	0	0
EC		.0200	0	0	0	0	0	0
ERNS		.0200	0	0	0	0	0	0
FRS		.0200	0	0	0	0	0	0
HMIRS		.0200	0	0	0	0	0	0
ICIS		.0200	0	0	0	0	0	0
ICISNPDES		.0200	0	0	0	0	0	0
MLTS		.0200	0	0	0	0	0	0
NPDES		.0200	0	0	0	0	0	0
PADS		.0200	0	0	0	0	0	0
PCS		.0200	0	0	0	0	0	0
SFLIENS		.0200	0	0	0	0	0	0
SSTS		.0200	0	0	0	0	0	0
TRI		.0200	0	0	0	0	0	0
TSCA		.0200	0	0	0	0	0	0
NLRRCRAG		.1250	0	0	0	0	0	0
RCRAG		.1250	0	0	0	0	0	0
BF		.5000	0	0	0	0	0	0
CERCLIS		.5000	0	0	0	0	0	0
LUCIS		.5000	0	0	0	0	0	0
NFRAP		.5000	0	0	0	0	0	0
NLRRCRAT		.5000	0	0	0	0	0	0
ODI		.5000	0	0	0	0	0	0
RCRAT		.5000	0	0	0	0	0	0

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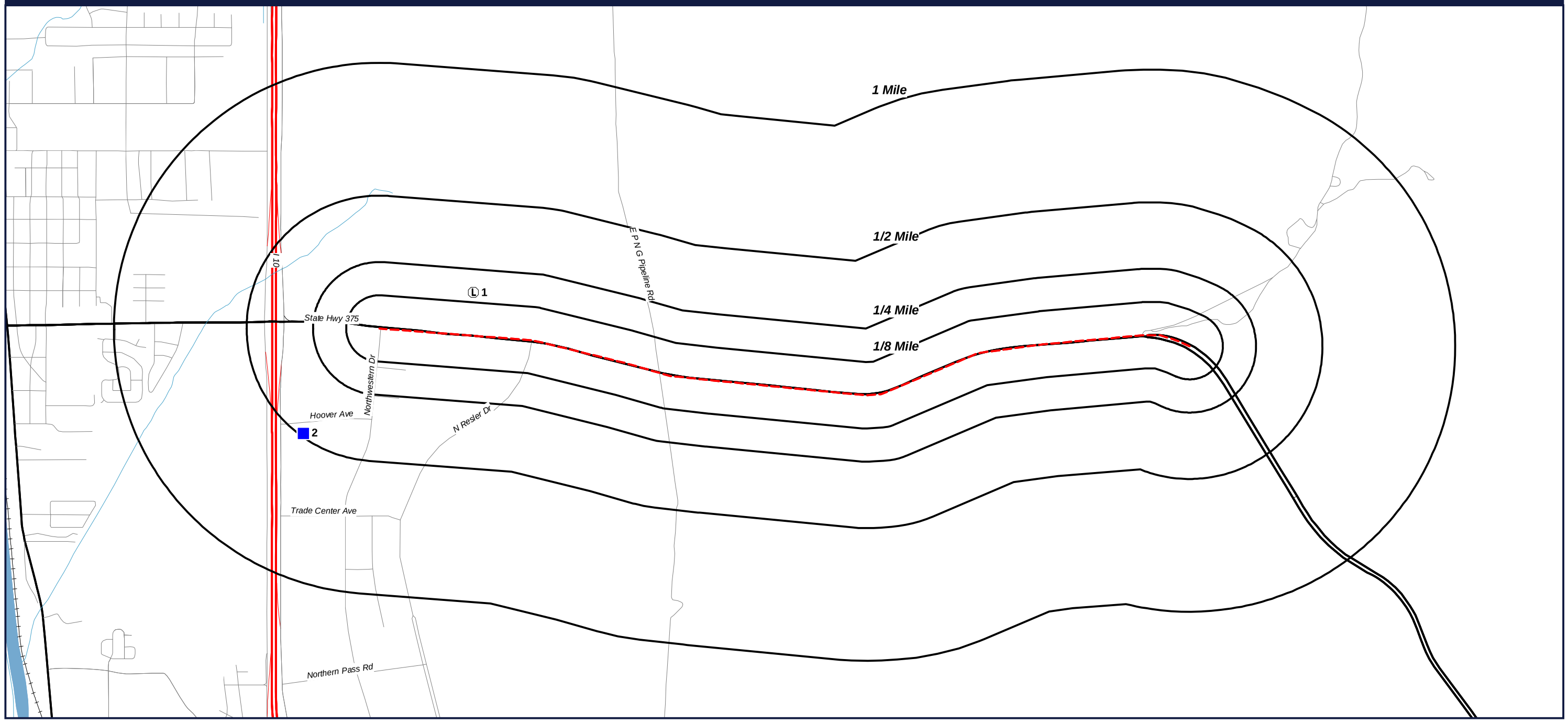
DATABASE FINDINGS SUMMARY (DETAIL)

ACRONYM	Target Property	SEARCH RADIUS (miles)	1/8 Mile (> TP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
DNPL		1.000	0	0	0	0	0	0
DOD		1.000	0	0	0	0	0	0
FUDS		1.000	0	0	0	0	0	0
NLRRCRAC		1.000	0	0	0	0	0	0
NPL		1.000	0	0	0	0	0	0
PNPL		1.000	0	0	0	0	0	0
RCRAC		1.000	0	0	0	0	0	0
RODS		1.000	0	0	0	0	0	0
SUB-TOTAL			**0**	**0**	**0**	**0**	**0**	**0**
STATE (TX)								
GWCC		.0200	0	0	0	0	0	0
HISTGWCC		.0200	0	0	0	0	0	0
LIENS		.0200	0	0	0	0	0	0
MSD		.0200	0	0	0	0	0	0
NOV		.0200	0	0	0	0	0	0
SIEC01		.0200	0	0	0	0	0	0
SPILLS		.0200	0	0	0	0	0	0
DCR		.2500	0	0	0	0	0	0
IHW		.2500	0	0	0	0	0	0
PIHW		.2500	0	0	0	0	0	0
PST		.2500	0	0	0	0	0	0
APAR		.5000	0	0	0	0	0	0
BSA		.5000	0	0	0	0	0	0
CALF		.5000	0	0	0	0	0	0
IOP		.5000	0	0	0	0	0	0
LPST		.5000	0	0	0	0	0	0
MSWLF		.5000	0	1	0	0	0	1

DATABASE FINDINGS SUMMARY (DETAIL)

ACRONYM	Target Property	SEARCH RADIUS (miles)	1/8 Mile (> TP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
RRCVCP		.5000	0	0	0	0	0	0
RWS		.5000	0	0	0	0	0	0
TIERII		.5000	0	0	1	0	0	1
VCP		.5000	0	0	0	0	0	0
WMRF		.5000	0	0	0	0	0	0
SF		1.000	0	0	0	0	0	0
SUB-TOTAL			**0**	**1**	**1**	**0**	**0**	**2**
TRIBAL								
USTR06		.2500	0	0	0	0	0	0
LUSTR06		.5000	0	0	0	0	0	0
ODINDIAN		.5000	0	0	0	0	0	0
INDIANRES		1.000	0	0	0	0	0	0
SUB-TOTAL			**0**	**0**	**0**	**0**	**0**	**0**
TOTAL			**0**	**1**	**1**	**0**	**0**	**2**

RADIUS MAP



Target Property (TP)
MSWLF
TIERII

LP 375 Transmountain
CANUTILLO, Texas
79912

N
W E
S

0' 1000' 2000' 3000'
SCALE: 1" = 2000'

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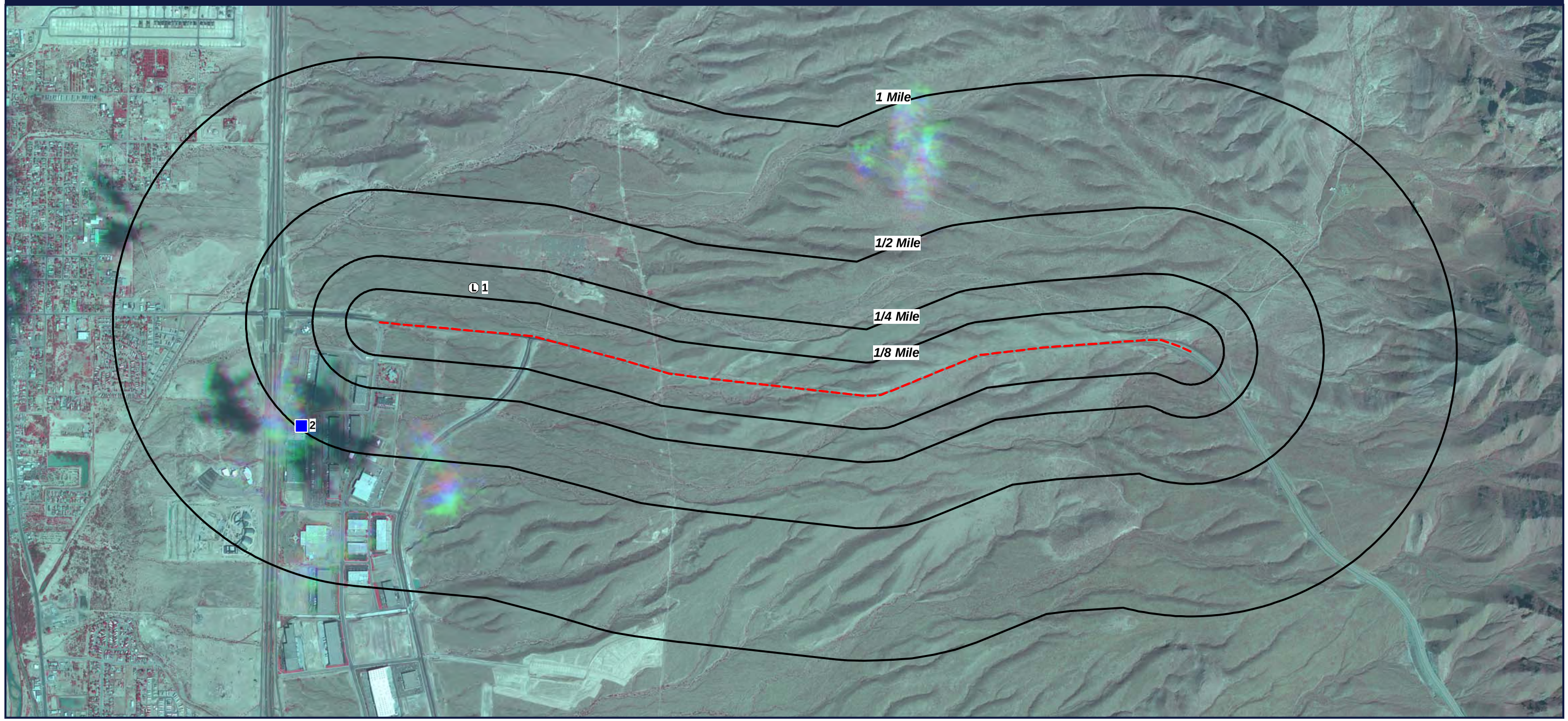
JOB #: 13659 - 1/25/2010

ORTHOPHOTO MAP



Target Property (TP)
MSWLF
TIERII

Quadrangle(s): Canutillo
Source: USDA (2004)
LP 375 Transmountain
CANUTILLO, Texas
79912

N
W E
S

0' 1000' 2000' 3000'
SCALE: 1" = 2000'

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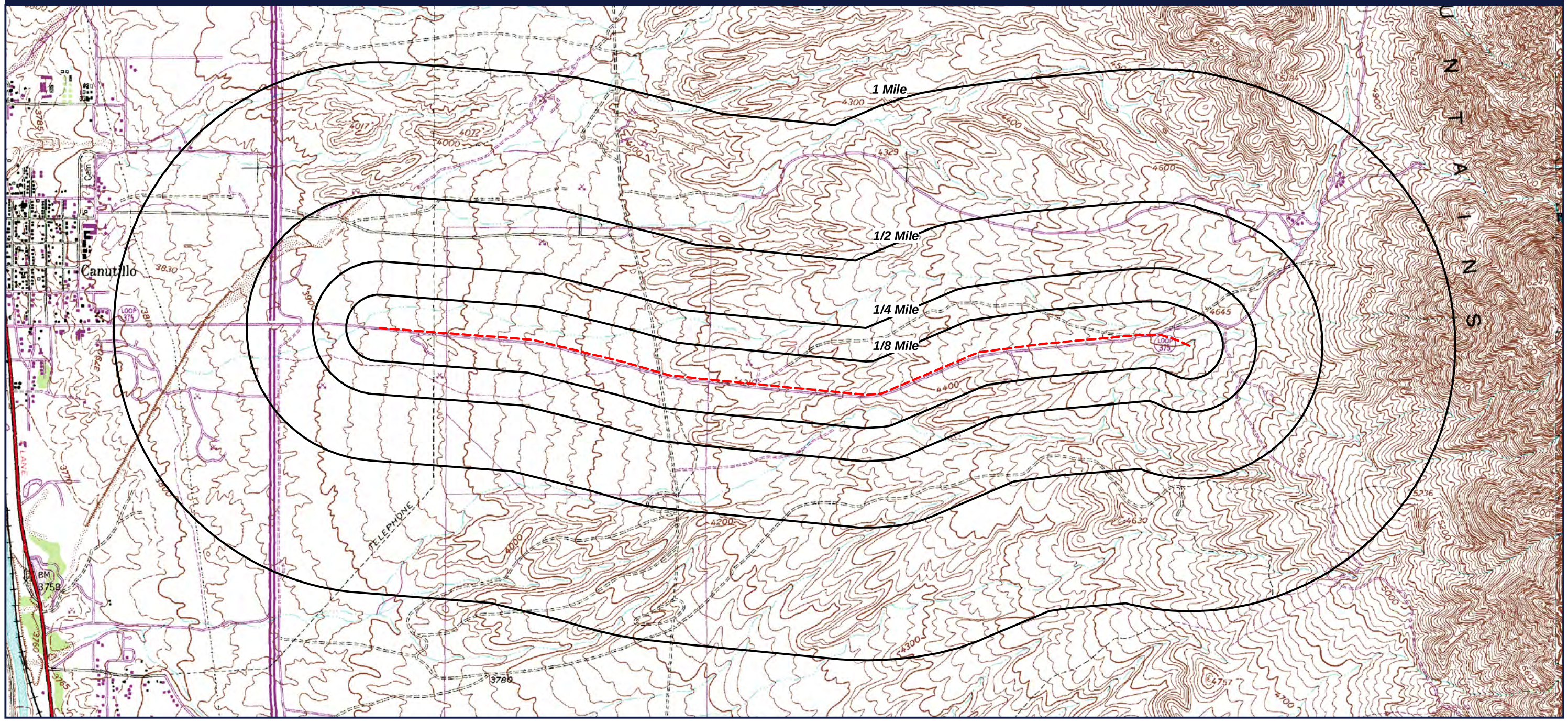
JOB #: 13659 - 1/25/2010

TOPOGRAPHIC MAP



Target Property (TP)

Quadrangle(s): Canutillo
Source: USGS, 1995
LP 375 Transmountain
CANUTILLO, Texas
79912

N
W E
S

0' 1000' 2000' 3000'
SCALE: 1" = 2000'

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JOB #: 13659 - 1/25/2010

REPORT SUMMARY OF LOCATABLE SITES

MAP ID#	DATABASE NAME	SITE ID#	DISTANCE FROM SITE	SITE NAME	ADDRESS	CITY, ZIP CODE	PAGE #
1	MSWLF	134	0.170 N	EL PASO COUNTY LANDFILL	E OF CANUTILLO .2 MILE N OF LOOP 3	CANUTILLO	1
2	TIERII	4Z1E3F002UZB	0.490 SW	HOOVER INC.	7850 HOOVER AVE.	EL PASO, 79912	2

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MUNICIPAL SOLID WASTE LANDFILL SITES (MSWLF)

MAP ID# 1 **Distance from Property: 0.17 mi. N**

FACILITY INFORMATION

PERMIT#: **134**
NAME: **EL PASO COUNTY LANDFILL**
LOCATION: **E OF CANUTILLO .2 MILE N OF LOOP 375 1.5 MILE E OF IH 10 CANUTILLO, TX**
COUNTY: **EL PASO**
AREA SERVED: **EL PASO CO**
FACILITY TYPE: **SANITARY LANDFILL, DAILY COVER REQUIRED**
FACILITY STATUS: **CLOSED**
BUSINESS TYPE: **COUNTY**
ESTIMATED CLOSURE: **3/1/1997**
POPULATION SERVED: **35000**
TONS (PER DAY) : **30**
YARDS (PER DAY) : **NOT REPORTED**

APPLICATION / PERMIT INFORMATION

APPLICATION TYPE	APPLICATION STARTED	APPLICATION ENDED	PERMIT STATUS	STATUS DATE
NOT REPORTED	**NOT REPORTED**	**NOT REPORTED**	**REVOKED**	**09/18/1975**
NOT REPORTED	**NOT REPORTED**	**NOT REPORTED**	**REVOKED**	**09/18/1975**

TIER I I CHEMICAL REPORTING PROGRAM FACILITIES (TIERII)

MAP ID# 2 **Distance from Property: 0.49 mi. SW**

SITE INFORMATION

UNIQUE ID: **4Z1E3F002UZB**
SITE ID: **FATR20074Z1E3F002UZB**
NAME: **HOOVER INC.**
ADDRESS: **7850 HOOVER AVE.**
EL PASO, TX 79912
SIGNED DATE: **3/28/2008**
VALIDATION REPORT: **THIS FACILITY PASSED ALL VALIDATION CHECKS.**
MAILING ADDRESS: **7850 HOOVER AVE**
EL PASO, TX 79912

SITE DETAILS

CHEMICAL LOCATION: **BACK DOCK**
CHEMICAL AMOUNT: **350000 POUNDS**
CHEMICAL LOCATION: **CHEMICAL STORAGE BUILDING**
CHEMICAL AMOUNT: **500 POUNDS**
CHEMICAL LOCATION: **FORK TRUCK BATTERIES**
CHEMICAL AMOUNT: **10080 POUNDS**
CHEMICAL LOCATION: **INJECTION MOLDING DEPARTMENT**
CHEMICAL AMOUNT: **26318 POUNDS**
CHEMICAL LOCATION: **INJECTION MOLDING DEPARTMENT**
CHEMICAL AMOUNT: **5000 POUNDS**
CHEMICAL LOCATION: **INJECTION MOLDING AREA**
CHEMICAL AMOUNT: **30000 POUNDS**
CHEMICAL LOCATION: **INJECTION MOLDING DEPARTMENT**
CHEMICAL AMOUNT: **20000 POUNDS**
CHEMICAL LOCATION: **INJECTION MOLDING DEPARTMENT**
CHEMICAL AMOUNT: **40000 POUNDS**
CHEMICAL LOCATION: **INJECTION MOLDING DEPARTMENT**
CHEMICAL AMOUNT: **5000 POUNDS**
CHEMICAL LOCATION: **INJECTION MOLDING DEPARTMENT**
CHEMICAL AMOUNT: **6000 POUNDS**
CHEMICAL LOCATION: **INJECTION MOLDING DEPARTMENT**
CHEMICAL AMOUNT: **810 POUNDS**
CHEMICAL LOCATION: **MISC EQUIPMENT BATTERIES**
CHEMICAL AMOUNT: **393 POUNDS**
CHEMICAL LOCATION: **CHEMICAL STORAGE BUILDING- NORTH YARD**
CHEMICAL AMOUNT: **140 POUNDS**
CHEMICAL LOCATION: **EQUIPMENT BATTERIES- THROUGHOUT**
CHEMICAL AMOUNT: **59000 POUNDS**
CHEMICAL LOCATION: **FRONT BUILDING SW CORNER**
CHEMICAL AMOUNT: **15000 GALLONS**
CHEMICAL LOCATION: **HOOD GASKET APPLICATION- CENTER OF PLANT**
CHEMICAL AMOUNT: **50 POUNDS**

TIER I I CHEMICAL REPORTING PROGRAM FACILITIES (TIERII)

CHEMICAL LOCATION: **INJECTION MOLDING AREA**
CHEMICAL AMOUNT: **50000 POUNDS**
CHEMICAL LOCATION: **INJECTION MOLDING DEPARTMENT**
CHEMICAL AMOUNT: **20000 POUNDS**
CHEMICAL NAME: **ACETAL**
MAXIMUM AMOUNT: **NOT REPORTED**
FIRE: **NOT REPORTED** GAS: **NOT REPORTED** LIQUID: **NOT REPORTED** SOLID: **YES**
PURE: **NOT REPORTED** MIXTURE: **YES**

CHEMICAL NAME: **ACRYLONITRILE- BUTADIENE- STYRENE TERPOLYMER**
MAXIMUM AMOUNT: **NOT REPORTED**
FIRE: **NOT REPORTED** GAS: **NOT REPORTED** LIQUID: **NOT REPORTED** SOLID: **YES**
PURE: **NOT REPORTED** MIXTURE: **YES**

CHEMICAL NAME: **HYDRAULIC OIL**
MAXIMUM AMOUNT: **NOT REPORTED**
FIRE: **YES** GAS: **NOT REPORTED** LIQUID: **YES** SOLID: **NOT REPORTED**
PURE: **NOT REPORTED** MIXTURE: **YES**

CHEMICAL NAME: **DIESEL FUEL # 2**
MAXIMUM AMOUNT: **NOT REPORTED**
FIRE: **YES** GAS: **NOT REPORTED** LIQUID: **YES** SOLID: **NOT REPORTED**
PURE: **NOT REPORTED** MIXTURE: **YES**

CHEMICAL NAME: **LEAD ACID BATTERIES**
MAXIMUM AMOUNT: **NOT REPORTED**
FIRE: **YES** GAS: **NOT REPORTED** LIQUID: **YES** SOLID: **YES**
PURE: **NOT REPORTED** MIXTURE: **YES**

CHEMICAL NAME: **POLY ONE**
MAXIMUM AMOUNT: **NOT REPORTED**
FIRE: **NOT REPORTED** GAS: **NOT REPORTED** LIQUID: **NOT REPORTED** SOLID: **YES**
PURE: **NOT REPORTED** MIXTURE: **YES**

CHEMICAL NAME: **POLYBUTYLENE TEREPHTHALATE**
MAXIMUM AMOUNT: **NOT REPORTED**
FIRE: **NOT REPORTED** GAS: **NOT REPORTED** LIQUID: **NOT REPORTED** SOLID: **YES**
PURE: **NOT REPORTED** MIXTURE: **YES**

CHEMICAL NAME: **POLYCARBONATE POLYMER**
MAXIMUM AMOUNT: **NOT REPORTED**
FIRE: **NOT REPORTED** GAS: **NOT REPORTED** LIQUID: **NOT REPORTED** SOLID: **YES**
PURE: **NOT REPORTED** MIXTURE: **YES**

CHEMICAL NAME: **POLYETHLENE- HIGH DENSITY**
MAXIMUM AMOUNT: **NOT REPORTED**
FIRE: **NOT REPORTED** GAS: **NOT REPORTED** LIQUID: **NOT REPORTED** SOLID: **YES**
PURE: **NOT REPORTED** MIXTURE: **YES**

CHEMICAL NAME: **POLYEXAMETHYLENE ADPAMIDE**
MAXIMUM AMOUNT: **NOT REPORTED**
FIRE: **NOT REPORTED** GAS: **NOT REPORTED** LIQUID: **NOT REPORTED** SOLID: **YES**
PURE: **NOT REPORTED** MIXTURE: **YES**

CHEMICAL NAME: **POLYPHENYLENE ETHER / POLYSTYRENE BLEND**
MAXIMUM AMOUNT: **NOT REPORTED**
FIRE: **NOT REPORTED** GAS: **NOT REPORTED** LIQUID: **NOT REPORTED** SOLID: **YES**
PURE: **NOT REPORTED** MIXTURE: **YES**

CHEMICAL NAME: **POLYPROPLENE**
MAXIMUM AMOUNT: **NOT REPORTED**
FIRE: **NOT REPORTED** GAS: **NOT REPORTED** LIQUID: **NOT REPORTED** SOLID: **YES**
PURE: **NOT REPORTED** MIXTURE: **YES**

CHEMICAL NAME: **POLYSTYRENE RESIN**
MAXIMUM AMOUNT: **NOT REPORTED**
FIRE: **NOT REPORTED** GAS: **NOT REPORTED** LIQUID: **NOT REPORTED** SOLID: **YES**
PURE: **NOT REPORTED** MIXTURE: **YES**

CHEMICAL NAME: **SULFURIC ACID- IN LEAD ACID BATTERIES**
MAXIMUM AMOUNT: **NOT REPORTED**
FIRE: **YES** GAS: **NOT REPORTED** LIQUID: **YES** SOLID: **NOT REPORTED**
PURE: **NOT REPORTED** MIXTURE: **YES**

CHEMICAL NAME: **ACRYLATE ESTER BLEND**
MAXIMUM AMOUNT: **NOT REPORTED**
FIRE: **NOT REPORTED** GAS: **NOT REPORTED** LIQUID: **NOT REPORTED** SOLID: **YES**
PURE: **NOT REPORTED** MIXTURE: **YES**

MIXTURE CHEMICAL: **POLYOXYMETHYLENE HOMOPOLYMER**
MIXTURE CHEMICAL: **FORMALDEHYDE**
MIXTURE CHEMICAL: **BLEND OF ACRYLONITRILE- BUTADIENE- STYRENE TERPOLYMER**
MIXTURE CHEMICAL: **STYRENE/ACRYLONITRILE**
MIXTURE CHEMICAL: **TALLOW**
MIXTURE CHEMICAL: **WAX**
MIXTURE CHEMICAL: **DEWAXED HEAVY PARAFFINIC PETROLEUM**
MIXTURE CHEMICAL: **LEAD**
MIXTURE CHEMICAL: **BATTERY ACID**
MIXTURE CHEMICAL: **COMPONENT QUARTZ**
MIXTURE CHEMICAL: **COMPONENT CARBON BLACK**
MIXTURE CHEMICAL: **COMPONENT CAKCIUM CARBONATE**
MIXTURE CHEMICAL: **COMPONENT TALC**
MIXTURE CHEMICAL: **COMPONENT CALCIUM CARBONATE**
MIXTURE CHEMICAL: **COMPONENT CARBON BLACK**
MIXTURE CHEMICAL: **COMPONENT GLASS**
MIXTURE CHEMICAL: **COMPONENT- COPOLMER OF BISHENOL A/PHOSGENE TERMINATED WITH P-TERTIARY BUTYL PHENOL**
MIXTURE CHEMICAL: **COMPONENT - FIBERGLASS**
MIXTURE CHEMICAL: **COMPONENT COPOLYMER OF ETHYLENE AND OCTENE**
MIXTURE CHEMICAL: **POLYHEXAMETHYLENE ADIPAMIDE**
MIXTURE CHEMICAL: **POLYCAPROLACTAM**
MIXTURE CHEMICAL: **CARBON BLACK**

TIER I I CHEMICAL REPORTING PROGRAM FACILITIES (TIERII)

MIXTURE CHEMICAL: **TOLUENE**

MIXTURE CHEMICAL: **GLASS**

MIXTURE CHEMICAL: **TRIPHENY 1 PHOSPHATE**

MIXTURE CHEMICAL: **STYRENE POLYMER WITH 1,3 BUTADIENE POLYMER**

MIXTURE CHEMICAL: **TOLUENE**

ENVIRONMENTAL RECORDS DEFINITIONS - FEDERAL

AIRSAFS Aerometric Information Retrieval System / Air Facility Subsystem

VERSION DATE: 3/2009

The United States Environmental Protection Agency (EPA) modified the Aerometric Information Retrieval System (AIRS) to a database that exclusively tracks the compliance of stationary sources of air pollution with EPA regulations: the Air Facility Subsystem (AFS). Since this change in 2001, the management of the AIRS/AFS database was assigned to EPA's Office of Enforcement and Compliance Assurance.

BF Brownfields Management System

VERSION DATE: 10/2009

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. The United States Environmental Protection Agency maintains the activities, including grantee assessment, cleanup and redevelopment, of the various Brownfield grant programs through the Brownfields Management System database.

BRS Biennial Reporting System

VERSION DATE: 1/2003

The United States Environmental Protection Agency (EPA), in cooperation with the States, biennially collects information regarding the generation, management, and final disposition of hazardous wastes regulated under the Resource Conservation and Recovery Act of 1976 (RCRA), as amended. The purpose of this report is to communicate the findings of EPA's Biennial Reporting System (BRS) data collection efforts to the public, government agencies, and the regulated community.

Currently, the EPA states that data collected between 1991 and 1997 was originally a part of the defunct Biennial Reporting System and is now incorporated into the RCRAInfo data system.

CDL Clandestine Drug Laboratory Locations

VERSION DATE: 3/2009

The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments. The Department does not establish, implement, enforce, or certify compliance with clean-up or remediation standards for contaminated sites; the public should contact a state or local health department or environmental protection agency for that information.

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ENVIRONMENTAL RECORDS DEFINITIONS - FEDERAL

CERCLIS Comprehensive Environmental Response, Compensation & Liability Information System
VERSION DATE: 12/2009

CERCLIS is the repository for site and non-site specific Superfund information in support of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). This United States Environmental Protection Agency database contains an extract of sites that have been investigated or are in the process of being investigated for potential environmental risk.

DNPL Delisted National Priorities List
VERSION DATE: 12/2009

This database includes sites from the United States Environmental Protection Agency's Final National Priorties List (NPL) where remedies have proven to be satisfactory or sites where the original analyses were inaccurate, and the site is no longer appropriate for inclusion on the NPL, and final publication in the Federal Register has occurred.

DOCKETS EPA Docket Data
VERSION DATE: 12/2005

The United States Environmental Protection Agency Docket data lists Civil Case Defendants, filing dates as far back as 1971, laws broken including section, violations that occurred, pollutants involved, penalties assessed and superfund awards by facility and location.

DOD Department of Defense Sites
VERSION DATE: 12/2005

This information originates from the National Atlas of the United States Federal Lands data, which includes lands owned or administered by the Federal government. Army DOD, Army Corps of Engineers DOD, Air Force DOD, Navy DOD and Marine DOD areas of 640 acres or more are included.

EC Federal Engineering Institutional Control Sites
VERSION DATE: 12/2009

This database includes site locations where Engineering and/or Institutional Controls have been identified as part of a selected remedy for the site as defined by United States Environmental Protection Agency official remedy decision documents. A site listing does not indicate that the institutional and engineering controls are currently in place nor will be in place once the remedy is complete; it only indicates that the decision to include either of them in the remedy is documented as of the completed date of the document. Institutional controls are actions, such as legal controls, that help minimize the potential for human exposure to contamination by ensuring appropriate land or resource use. Engineering controls include caps, barriers, or other device engineering to prevent access, exposure, or continued migration of contamination.

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ERNS Emergency Response Notification System

VERSION DATE: 12/2008

This National Response Center database contains data on reported releases of oil, chemical, radiological, biological, and/or etiological discharges into the environment anywhere in the United States and its territories. The data comes from spill reports made to the U.S. Environmental Protection Agency, U.S. Coast Guard, the National Response Center and/or the U.S. Department of Transportation.

FRS Facility Registry System

VERSION DATE: 6/2009

The United States Environmental Protection Agency's Office of Environmental Information (OEI) developed the Facility Registry System (FRS) as the centrally managed database that identifies facilities, sites or places subject to environmental regulations or of environmental interest. The Facility Registry System replaced the Facility Index System or FINDS database.

FUDS Formerly Used Defense Sites

VERSION DATE: 9/2009

The 2008 FUDS inventory includes properties previously owned by or leased to the United States and under Secretary of Defense jurisdiction. The remediation of these properties is the responsibility of the Department of Defense.

HMIRS Hazardous Materials Incident Reporting System

VERSION DATE: 11/2009

The HMIRS database contains unintentional hazardous materials release information reported to the U.S. Department of Transportation.

ICIS Integrated Compliance Information System (formerly DOCKETS)

VERSION DATE: 3/2009

ICIS is a case activity tracking and management system for civil, judicial, and administrative federal Environmental Protection Agency enforcement cases. ICIS contains information on federal administrative and federal judicial cases under the following environmental statutes: the Clean Air Act, the Clean Water Act, the Resource Conservation and Recovery Act, the Emergency Planning and Community Right-to-Know Act - Section 313, the Toxic Substances Control Act, the Federal Insecticide, Fungicide, and Rodenticide Act, the Comprehensive Environmental Response, Compensation, and Liability Act, the Safe Drinking Water Act, and the Marine Protection, Research, and Sanctuaries Act.

ICISNPDES Integrated Compliance Information System National Pollutant Discharge Elimination System
VERSION DATE: 3/2009

ICIS-NPDES is an information management system maintained by the United States Environmental Protection Agency's Office of Compliance to track permit compliance and enforcement status of facilities regulated by the National Pollutant Discharge Elimination System (NPDES) under the Clean Water Act. ICIS-NPDES is designed to support the NPDES program at the state, regional, and national levels.

LUCIS Land Use Control Information System
VERSION DATE: 9/2006

The LUCIS database is maintained by the U.S. Navy and contains information for former Base Realignment and Closure (BRAC) properties across the United States.

MLTS Material Licensing Tracking System
VERSION DATE: 3/2009

MLTS is a list of approximately 8,100 sites which have or use radioactive materials subject to the United States Nuclear Regulatory Commission (NRC) licensing requirements.

NFRAP No Further Remedial Action Planned Sites
VERSION DATE: 10/2009

This database includes sites which have been determined by the United States Environmental Protection Agency, following preliminary assessment, to no longer pose a significant risk or require further activity under CERCLA. After initial investigation, no contamination was found, contamination was quickly removed or contamination was not serious enough to require Federal Superfund action or NPL consideration.

NLRRCRAC No Longer Regulated RCRA Corrective Action Facilities
VERSION DATE: 12/2009

This database includes RCRA Corrective Action facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements.

NLRRCRAG No Longer Regulated RCRA Generator Facilities
VERSION DATE: 12/2009

This database includes RCRA Generator facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements. This listing includes facilities that formerly generated hazardous waste.

NLRRCRAT No Longer Regulated RCRA Non-CORRACTS TSD Facilities
VERSION DATE: 12/2009

This database includes RCRA Non-Corrective Action TSD facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements. This listing includes facilities that formerly treated, stored or disposed of hazardous waste.

NPDES National Pollutant Discharge Elimination System
VERSION DATE: 4/2007

Information in this database is extracted from the Water Permit Compliance System (PCS) database which is used by United States Environmental Protection Agency to track surface water permits issued under the Clean Water Act. Refer to the PCS and/or ICIS-NPDES database as source of current data.

NPL National Priorities List
VERSION DATE: 12/2009

This database includes United States Environmental Protection Agency (EPA) National Priorities List sites that fall under the EPA's Superfund program, established to fund the cleanup of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action.

ODI Open Dump Inventory
VERSION DATE: 6/1985

The open dump inventory was published by the United States Environmental Protection Agency. An “open dump” is defined as a facility or site where solid waste is disposed of which is not a sanitary landfill which meets the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944) and which is not a facility for disposal of hazardous waste. This inventory has not been updated since June 1985.

PADS PCB Activity Database System
VERSION DATE: 9/2009

The PCB Activity Database System (PADS) is used by the United States Environmental Protection Agency to monitor the activities of polychlorinated biphenyls (PCB) handlers.

PCS Permit Compliance System
VERSION DATE: 3/2009

The Permit Compliance System is used in tracking enforcement status and permit compliance of facilities controlled by the National Pollutant Discharge Elimination System (NPDES) under the

Clean Water Act and is maintained by the United States Environmental Protection Agency's Office of Compliance. PCS is designed to support the NPDES program at the state, regional, and national levels.

PNPL Proposed National Priorities List
VERSION DATE: 12/2009

This database contains sites proposed to be included on the National Priorities List (NPL) in the Federal Register. The United States Environmental Protection Agency investigates these sites to determine if they may present long-term threats to public health or the environment.

RCRAC Resource Conservation & Recovery Act - Corrective Action Facilities
VERSION DATE: 12/2009

This database includes hazardous waste sites listed with corrective action activity in the RCRAInfo system. The Corrective Action Program requires owners or operators of RCRA facilities (or treatment, storage, and disposal facilities) to investigate and cleanup contamination in order to protect human health and the environment. The United States Environmental Protection Agency defines RCRAInfo as the comprehensive information system which provides access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS).

RCRAG Resource Conservation & Recovery Act - Generator Facilities
VERSION DATE: 12/2009

This database includes sites listed as generators of hazardous waste (large, small, and exempt) in the RCRAInfo system. See RCRA Description page for more information. The United States Environmental Protection Agency defines RCRAInfo as the comprehensive information system which provides access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS).

RCRAT Resource Conservation & Recovery Act - Treatment, Storage & Disposal Facilities
VERSION DATE: 12/2009

This database includes Non-Corrective Action sites listed as treatment, storage and/or disposal facilities of hazardous waste in the RCRAInfo system. The United States Environmental Protection Agency defines RCRAInfo as the comprehensive information system which provides access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and

the Biennial Reporting System (BRS).

RODS Record of Decision System
VERSION DATE: 1/2010

These decision documents maintained by the United States Environmental Protection Agency describe the chosen remedy for NPL (Superfund) site remediation. They also include site history, site description, site characteristics, community participation, enforcement activities, past and present activities, contaminated media, the contaminants present, and scope and role of response action.

SFLIENS CERCLIS Liens
VERSION DATE: 10/2009

A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which United States Environmental Protection Agency has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties. This database contains those CERCLIS sites where the Lien on Property action is complete.

SSTS Section Seven Tracking System
VERSION DATE: 12/2006

The United States Environmental Protection Agency tracks information on pesticide establishments through the Section Seven Tracking System (SSTS). SSTS records the registration of new establishments and records pesticide production at each establishment. The Federal Insecticide, Fungicide and Rodenticide Act (FIFRA) requires that production of pesticides or devices be conducted in a registered pesticide-producing or device-producing establishment. ("Production" includes formulation, packaging, repackaging, and relabeling.)

TRI Toxics Release Inventory
VERSION DATE: 12/2007

The Toxics Release Inventory, provided by the United States Environmental Protection Agency, includes data on toxic chemical releases and waste management activities from certain industries as well as federal facilities. This inventory contains information about the types and amounts of toxic chemicals that are released each year to the air, water, and land as well as information on the quantities of toxic chemicals sent to other facilities for further waste management.

TSCA Toxic Substance Control Act Inventory
VERSION DATE: 12/2002

The Toxic Substances Control Act (TSCA) was enacted in 1976 to ensure that chemicals manufactured, imported, processed, or distributed in commerce, or used or disposed of in the

United States do not pose any unreasonable risks to human health or the environment. TSCA section 8(b) provides the United States Environmental Protection Agency authority to "compile, keep current, and publish a list of each chemical substance that is manufactured or processed in the United States." This TSCA Chemical Substance Inventory contains non-confidential information on the production amount of toxic chemicals from each manufacturer and importer site.

APAR Affected Property Assessment Reports

VERSION DATE: 1/2010

As regulated by the TCEQ, an Affected Property Assessment Report is required when a person is addressing a release of chemical of concern (COC) under 30 TAC Chapter 350, the Texas Risk Reduction Program (TRRP). The purpose of the APAR is to document all relevant affected property information to identify all release sources and COCs, determine the extent of all COCs, identify all transport/exposure pathways, and to determine if any response actions are necessary. The Texas Administrative Code Title 30 §350.4(a)(1) defines affected property as the entire area (i.e. on-site and off-site; including all environmental media) which contains releases of chemicals of concern at concentrations equal to or greater than the assessment level applicable for residential land use and groundwater classification.

BSA Brownfields Site Assessments

VERSION DATE: 9/2009

The BSA database includes relevant information on contaminated Brownfields properties that are being cleaned.

CALF Closed & Abandoned Landfill Inventory

VERSION DATE: 11/2005

TCEQ, under a contract with Texas State University, and in cooperation with the 24 regional Council of Governments in the State, has located over 4,000 closed and abandoned municipal solid waste landfills throughout Texas. This listing contains "unauthorized sites". Unauthorized sites have no permit and are considered abandoned. The information available for each site varies in detail.

DCR Dry Cleaner Registration Database

VERSION DATE: 9/2009

The DCR listing includes dry cleaning drop stations and facilities registered with the Texas Commission on Environmental Quality.

GWCC Groundwater Contamination Cases

VERSION DATE: 12/2008

This report contains a listing of groundwater contamination cases which were documented for the 2008 calendar year. Texas Water Code, Section 26.406 requires the annual report to describe the current status of groundwater monitoring activities conducted or required by each agency at regulated facilities or associated with regulated activities. The agencies reporting these contamination cases include the Texas Commission on Environmental Quality, Railroad Commission of Texas, Texas Alliance of Groundwater Districts, and Department of State Health

Services.

HISTGWCC Historic Groundwater Contamination Cases
VERSION DATE: NR

This historic report contains all agency groundwater contamination cases documented from 1994 to 2007. The agencies that reported these contamination cases included the Texas Commission on Environmental Quality, Railroad Commission of Texas, Texas Alliance of Groundwater Districts, and Department of State Health Services.

IHW Industrial and Hazardous Waste Sites
VERSION DATE: 12/2009

Owner and facility information is included in this database of permitted and non-permitted industrial and hazardous waste sites. Industrial waste is waste that results from or is incidental to operations of industry, manufacturing, mining, or agriculture. Hazardous waste is defined as any solid waste listed as hazardous or possesses one or more hazardous characteristics as defined in federal waste regulations.

IOP Innocent Owner / Operator Database
VERSION DATE: 9/2009

Texas Innocent Owner / Operator (IOP) provides a certificate to an innocent owner or operator if their property is contaminated as a result of a release or migration of contaminants from a source or sources not located on the property, and they did not cause or contribute to the source or sources of contamination.

LIENS TCEQ Liens
VERSION DATE: 9/2009

Liens filed upon State and/or Federal Superfund Sites by the Texas Commission on Environmental Quality.

LPST Leaking Petroleum Storage Tanks
VERSION DATE: 10/2009

The Leaking Petroleum Storage Tank listing is derived from the Petroleum Storage Tank (PST) database and is maintained by the Texas Commission on Environmental Quality (TCEQ). This listing includes aboveground and underground storage tank facilities with reported leaks.

MSD Municipal Setting Designations

VERSION DATE: 2/2009

TCEQ defines an MSD as an official state designation given to property within a municipality or its extraterritorial jurisdiction that certifies that designated groundwater at the property is not used as potable water, and is prohibited from future use as potable water because that groundwater is contaminated in excess of the applicable potable-water protective concentration level. The prohibition must be in the form of a city ordinance, or a restrictive covenant that is enforceable by the city and filed in the property records. The MSD property can be a single property, multi-property, or a portion of property.

MSWLF Municipal Solid Waste Landfill Sites

VERSION DATE: 12/2009

Sites listed within a solid waste landfill database may include active landfills and inactive landfills, where solid waste is treated or stored.

NOV Notice of Violations

VERSION DATE: 12/2009

This database containing Notice of Violations (NOV) is maintained by the Texas Commission on Environmental Quality. An NOV is a written notification that documents and communicates violations observed during an inspection to the business or individual inspected.

PIHW Permitted Industrial Hazardous Waste Sites

VERSION DATE: 12/2009

Owner and facility information is included in this database of all permitted industrial and hazardous waste sites. Industrial waste is waste that results from or is incidental to operations of industry, manufacturing, mining, or agriculture. Hazardous waste is defined as any solid waste listed as hazardous or possesses one or more hazardous characteristics as defined in federal waste regulations. Permitted IHW facilities are regulated under 30 Texas Administrative Code Chapter 335 in addition to federal regulations.

PST Petroleum Storage Tanks

VERSION DATE: 10/2009

The Petroleum Storage Tank database is administered by the TCEQ (Texas Commission on Environmental Quality). Both Underground storage tanks (USTs) and Aboveground storage tanks (ASTs) are included in this report. Petroleum Storage Tank registration has been a requirement with the TCEQ since 1986.

RRCVCP Railroad Commission VCP and Brownfield Sites

VERSION DATE: 9/2009

According to the Railroad Commission of Texas, their Voluntary Cleanup Program (RRC-VCP) provides an incentive to remediate Oil & Gas related pollution by participants as long as they did not cause or contribute to the contamination. Applicants to the program receive a release of liability to the state in exchange for a successful cleanup.

RWS Radioactive Waste Sites

VERSION DATE: 7/2006

This TCEQ database contains all sites in the State of Texas that have been designated as Radioactive Waste sites.

SF State Superfund

VERSION DATE: 5/2009

The state Superfund program mission is to remediate abandoned or inactive sites within the state that pose an unacceptable risk to public health and safety or the environment, but which do not qualify for action under the federal Superfund program (NPL - National Priority Listing). Information in this database includes any recent developments and the anticipated action for these sites.

SIEC01 State Institutional/Engineering Control Sites

VERSION DATE: 9/2009

The Texas Risk Reduction Program (TRRP) requires the placement of institutional controls (e.g., deed notices or restrictive covenants) on affected property in different circumstances as part of completing a response action. In its simplest form, an institutional control (IC) is a legal document that is recorded in the county deed records. In certain circumstances, local zoning or ordinances can serve as an IC. This listing may also include locations where Engineering Controls are in effect, such as a cap, barrier, or other engineering device to prevent access, exposure, or continued migration of contamination.

SPILLS Spills Listing

VERSION DATE: 12/2009

This Texas Commission on Environmental Quality (TCEQ) database includes releases of hazardous or potentially hazardous materials into the environment.

TIERII Tier I I Chemical Reporting Program Facilities

VERSION DATE: 12/2007

The Texas Tier II Chemical Reporting Program in the Department of State Health Services (DSHS) is the state repository for EPCRA-required Emergency Planning Letters (EPLs), which are one-time notifications to the state from facilities that have certain extremely hazardous chemicals in specified amounts. The Program is also the state repository for EPCRA/state-required hazardous chemical inventory reports called Texas Tier Two Reports. This data contains those facility reports for the 2005 through the 2007 calendar years.

VCP Voluntary Cleanup Program Sites

VERSION DATE: 9/2009

The Texas Voluntary Cleanup Program (VCP) provides administrative, technical, and legal incentives to encourage the cleanup of contaminated sites in Texas. Since all non-responsible parties, including future lenders and landowners, receive protection from liability to the state of Texas for cleanup of sites under the VCP, most of the constraints for completing real estate transactions at those sites are eliminated. As a result, many unused or underused properties may be restored to economically productive or community beneficial uses.

WMRF Recycling Facilities

VERSION DATE: 3/2009

This listing of recycling facilities is provided by the Texas Commission on Environmental Quality's Recycle Texas Online service. The company information provided in this database is self-reported. Since recyclers post their own information, a facility or company appearing on the list does not imply that it is in compliance with TCEQ regulations or other applicable laws.

INDIANRES Indian Reservations

VERSION DATE: 1/2000

The Department of Interior and Bureau of Indian Affairs maintains this database that includes American Indian Reservations, off-reservation trust lands, public domain allotments, Alaska Native Regional Corporations and Recognized State Reservations.

LUSTR06 Leaking Underground Storage Tanks On Tribal Lands

VERSION DATE: 5/2009

This database, provided by the United States Environmental Protection Agency (EPA), contains leaking underground storage tanks on Tribal lands located in EPA Region 6. This region includes the following states: Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

ODINDIAN Open Dump Inventory on Tribal Lands

VERSION DATE: 11/2006

This Indian Health Service database contains information about facilities and sites on tribal lands where solid waste is disposed of, which are not sanitary landfills or hazardous waste disposal facilities, and which meet the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944).

USTR06 Underground Storage Tanks On Tribal Lands

VERSION DATE: 5/2009

This database, provided by the United States Environmental Protection Agency (EPA), contains underground storage tanks on Tribal lands located in EPA Region 6. This region includes the following states: Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.

RCRA DESCRIPTIONS

Acronyms

RCRAG - Generator
RCRAT - Treatment, Storage & Disposal (Non-Corracts)
RCRAC - Corrective Action

Generator Types

Large Quantity Generators

- Generate 1,000 kg or more of hazardous waste during any calendar month; or
- Generate more than 1 kg of acutely hazardous waste during any calendar month; or
- Generate more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste during any calendar month; or
- Generate 1 kg or less of acutely hazardous waste during any calendar month, and accumulate more than 1kg of acutely hazardous waste at any time; or
- Generate 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulated more than 100 kg of that material at any time.

Small Quantity Generators

- Generate more than 100 and less than 1000 kilograms of hazardous waste during any calendar month and accumulate less than 6000 kg of hazardous waste at any time; or
- Generate 100 kg or less of hazardous waste during any calendar month, and accumulate more than 1000 kg of hazardous waste at any time.

Conditionally Exempt Small Quantity Generators

- Generate 100 kilograms or less of hazardous waste per calendar month, and accumulate 1000 kg or less of hazardous waste at any time; or
- Generate one kilogram or less of acutely hazardous waste per calendar month, and accumulate at any time:
  - 1 kg or less of acutely hazardous waste; or
  - 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste; or
- Generate 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, or acutely hazardous waste during any calendar month, and accumulate at any time:
  - 1 kg or less of acutely hazardous waste; or
  - 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste.

Note: Descriptions also apply to No Longer Regulated RCRA sites
(NLRRCRAG, NLRRCRAT, and NLRRCRAC)

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Appendix F

Public Meeting Summary Report

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Public Meeting – Summary and Analysis
Loop 375 (Woodrow Bean/ Transmountain Road)
From 0.038 Miles East of I-10 to 0.478 Miles East of Franklin Mountains State Park Entrance
El Paso, Texas
El Paso County, Texas

Canutillo High School
6675 S. Desert Blvd.
Wednesday, March 10, 2010

CSJ 2552-01-003

Prepared for
Federal Highway Administration
And
Texas Department of Transportation
El Paso District Office

April 2010

Public Meeting – Summary and Analysis

Loop 375 (Woodrow Bean/ Transmountain Road)
From 0.038 Miles East of I-10 to 0.478 Miles East of Franklin Mountains State Park Entrance
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CSJ 2552-01-003

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Attachment E Public Meeting Sign-in Sheets
Attachment F Photos of Public Meeting
Attachment G Public Meeting Presentation
Attachment H Written Comments Received

Public Meeting Summary and Analysis Report

Proposed Improvements

The proposed improvements consist of expanding the current two-lane undivided roadway to a four-lane divided roadway with two-lane frontage roads. The improvements also include grade separated intersections at Northwestern Drive, Resler Drive, Plexxar Drive and Paseo del Norte Drive as well as two direct connectors from Loop 375 west to I-10 east and from I-10 west to Loop 375 east (Woodrow Bean/Transmountain Road). As part of this project, shared bicycle/pedestrian paths will be constructed separate from the roadways between the intersections of Northwestern and Paseo del Norte near the Loop 375 right-of-way (ROW) line. Access to the Loop 375 main lanes and frontage roads will be by means of entrance and exit ramps at various locations between intersections. The ROW footprint and geometric design provides for expansion to six main lanes from Northwestern to east of Paseo del Norte.

Need and Purpose

Need

There has been substantial growth due to the commercial, industrial, and residential development in the area. The growth has contributed to an increase in traffic volumes especially due to the commercial and industrial developments near the Loop 375/I-10 Interchange. Under the no-build alternative, the level of service (LOS) through most of the project length would be at roadway capacity or in the severe congestion condition. The proposed improvements would improve conditions to near free flow operations with some minor flow restrictions (LOS C) for the year 2035, except at Loop 375 and Northwestern Drive, where minor congestion (LOS D) is projected for the same 2035 year. There are currently no dedicated turn lanes to accommodate turning movements from Loop 375, thus increasing the potential for rear-in collisions.

Purpose

The proposed improvements of Loop 375 will improve traffic mobility and relieve congestion on Loop 375 and provide a safer more efficient transportation route for local residents, commuters, commercial vehicles, and the traveling public. Grade separations will address safety concerns at the major intersections by avoiding potential conflicts at these locations. The frontage roads will maintain access to the existing businesses and future development while the mainlanes will improve regional mobility and increase the efficiency of the regional roadway network.

Environmental Document

TxDOT recently completed an environmental re-evaluation study to assess proposed improvements for widening of the existing Loop 375 corridor to a four-lane roadway from I-10 to 0.478 miles east of the Franklin Mountains State Park entrance. TxDOT is currently performing an environmental assessment (EA) to evaluate the social, economic, and environmental impacts in conjunction with the proposed construction of the ultimate six-lane expressway design for Loop 375 prompted by the substantial growth of the area. Due to the proposed expansion and grade separations, an approximate 46.5 acres of ROW will be required.

Public Meeting Notices

TxDOT mailed letters to El Paso area federal, state and local elected and non-elected officials, including property owners and business owners adjacent to the project area. The letters contained information and details regarding the proposed improvements. elected officials and adjacent property owners were invited to attend the March 10, 2010 public meeting. A sample copy of the elected official letter and the property owner letter are included as **Attachment A** of this document along with the mailing list for these letters of notification which is included as **Attachment B**.

Legal notices in English and Spanish were placed in newspapers for the Loop 375 (Woodrow Bean/Transmountain Road) Project. The newspaper advertisements were published 30 days and 10 days prior to the scheduled date of the public meeting.

The following newspapers were used to advertise the Notice of Public Meeting in English and Spanish in the legal notices section of the following local newspapers:

El Paso Times
February 10, 2010 and February 24, 2010.

El Diario de El Paso
February 10, 2010 and February 24, 2010.

A copy of the English and Spanish Loop 375 (Woodrow Bean/Transmountain Road) legal notices may be found as **Attachment C**.

Public Meeting Format, Registration and Handouts

The Wednesday March 10, 2010 public meeting was held in the Canutillo High School, Cafeteria located at 6675 South Desert Road, El Paso, Texas. The public meeting was conducted in an open house format between 6:00 p.m. to 6:30 p.m. with a formal presentation at 6:30 p.m. describing the proposed improvements to Loop 375. An informational handout describing the proposed project and meeting format (agenda) was provided to attendees as they registered. A project brochure, comment sheet, and notice of public meeting were available in both English and Spanish. The meeting afforded an opportunity for the public and elected officials to view presentation material at their leisure and to express their specific concerns and issues to TxDOT staff and representatives of two consultant firms (Entech Civil Engineers, Inc. and Blanton & Associates, Inc.) who were available to discuss and respond to questions regarding the proposed project, before and after the presentation. The plan layouts were on display showing the proposed improvements and aerial photographs identifying environmental constraints. A copy of the public meeting handout materials is included as **Attachment D** and a copy of the sign-in sheets is included as **Attachment E**. Photos of the public meeting are included as **Attachment F**.

Attendees were asked to submit their written comments at the meeting or mail comments to TxDOT. Comment forms with TxDOT's address were provided for the attendee's convenience. Attendees were informed of the deadline for receiving all written comments by March 24, 2010.

Public Meeting Presentation

Mr. Chuck Berry, Jr., District Engineer, with the TxDOT El Paso District office hosted the public meeting and Mr. Antonio Uribe, Jr., Project Manager, also with the TxDOT El Paso District Office, presented an overview of the proposed project improvements. Ms. Kim Johnson, of Blanton & Associates, the project environmental consultant firm, reviewed the project's environmental studies. A copy of the presentation is included as **Attachment G**. A Spanish-language interpreter was available for Spanish translation of the presentation. At the conclusion of the presentation, attendees were invited to continue review of the project exhibits and discussions with TxDOT staff and consultant representatives.

Attendance

There were a total of fifty (50) individuals that signed the attendance sheets at the public meeting. Representative Joseph E. Moody, State Representative for District 78 was the only elected official that attended the public meeting.

TxDOT Representatives:

Mark Moore
Blanca M. Del Valle
Manuel Hernandez
Ismael Hernandez
Mary Telles-Goins
Chuck Berry, Jr.
Mimi Horn
Eduardo Calvo
Esfrain Esparza
Tony Uribe, Jr.

Consultant Team Representatives:

Kim Johnson, Blanton & Associates
Nick Alanis, Entech Civil Engineers
Tony Gelacio, Entech Civil Engineers
Myrna Soto, Entech Civil Engineers
Eugenia Gonzalez, Translater

Elected Officials Comments

Representative Joseph E. Moody, State Representative for District 78, took a few minutes to express his appreciation to TxDOT and their staff for an informative public meeting regarding the proposed roadway improvements presented for the Loop 375 (Woodrow Bean/Transmountain Road) project. He was especially glad that Mr. Berry took the time to keep his office and his constituents informed on the project's progress. He indicated that due to the area's substantial growth, the project would go a long way to help relieve traffic congestion.

Comment Summary

Five (5) comment forms were submitted the night of the meeting and five (5) were received by mail. Five (5) comment forms were submitted electronically; however, TxDOT is not set-up to receive comments via email and commenters/respondents were asked to submit their comments by mail and were provided a form. Written comments focused on requests that TxDOT provide wildlife crossings and that the hike/bike trails extend to the state park entrance. Copies of the individual comment forms are found in **Attachment H**.

- Six (6) comments requested wildlife crossings be provided; five (5) comments requested that hike/bike trails be provided all the way to the state park;
- Precinct 2 El Paso County Commissioner Veronica Escobar submitted a letter requesting that TxDOT consider providing a pedestrian/bike and wildlife crossing.
- Representative Joseph E. Moody indicated concerns that have been brought to his attention:

  1. That any construction be done in a manner to maintain the scenic nature of the corridor.
  2. That all efforts are made to create a safe bike path, with a focus on connectivity to the Franklin Mountains State Park.
  3. That special attention is paid to the needs of wildlife in the area, with a focus on potential road crossings.

  ◊ RESPONSE to both County Commissioner Veronica Escobar and Representative Joseph E. Moody is as follows:
  TxDOT will be addressing these concerns to the best of their ability. There will be another opportunity for the public to comment on the proposed project. A public hearing will be scheduled once the Federal Highway Administration has given TxDOT the authority to conduct one. The environmental document will be available for review for the thirty (30) days leading up to the public hearing and ten (10) day comment period following the public hearing.

- A Texas Parks & Wildlife representative also submitted a letter requesting that TxDOT consider a wildlife crossing and mentioned five (5) accidents with mule deer that occurred during January and February of this year.
- One (1) comment requested that TxDOT provide an underpass to accommodate passage of large wildlife, also hi-lighting the accidents with five (5) mule deer. The commenter also requested that TxDOT provide the NEPA document when it becomes available for public review.

Attachment A

Letters to Property Owners and Elected Officials
With Attachments

Texas Department of Transportation

13301 Gateway Blvd. West • El Paso, TX 79928-5410 • (915) 790-4200

February 15, 2010

HCD PARTNERS
4401 N MESA ST STE 201
EL PASO, TX 79902-1150

Notice of a Public Meeting

Dear Owner:

The El Paso District of the Texas Department of Transportation (TxDOT) is planning improvements to Loop 375 (Woodrow Bean – Transmountain Road) in El Paso, Texas. The proposed improvements will consist of widening Loop 375 from Interstate Highway 10 to the Franklin Mountains State Park entrance, a distance of approximately 3.6 miles. The proposed improvements consist of expanding the current two-lane undivided roadway to a four-lane divided roadway with two-lane frontage roads. The improvements also include grade separated intersections at Northwestern Drive, Resler Drive, Plexxar Drive and Paseo del Norte Drive as well as two Direct Connectors to I-10. As part of this project shared bicycle/pedestrian paths will be constructed separate from the roadways, near the Loop 375 right-of-way line, between the intersections of Northwestern and Paseo del Norte. Access to the LP 375 main lanes will be by means of entrance and exit ramps at various locations between intersections. The Right-of-way (ROW) footprint and geometric design provides for expansion to six-lane main lanes from Northwestern to east of Paseo del Norte. Due to the proposed expansion and grade separations, an additional 46.5 acres of ROW will be required. The construction cost estimated for this project is approximately $79,317,801.00 with an anticipated Letting Date of April 2011.

A Notice of Public Meeting will be published twice in the *El Paso Times* and *El Diario de El Paso* to notify the public of the proposed project. A copy of the notice is attached including a project location map and map location of the public meeting.

The public meeting is being held to present the project purpose, process, and objectives and to seek comments from local officials and the general public. You are cordially invited to attend this meeting. The meeting will be held as follows:

March 10, 2010
Canutillo High School
6675 South Desert Road El Paso, Texas
6:00 P.M. to 6:30 P.M. – Open House
6:30 P.M. to 7:00 P.M. – Formal Presentation
Comment period after formal presentation

We encourage you to attend and participate in the meeting. If you have any questions please feel free to contact me at (915) 790-4407.

Sincerely,

Antonio Uribe, Jr., E.I.T.
Project Manager
TxDOT El Paso District

Attachments as stated

PUBLIC MEETING NOTICE
Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

The Texas Department of Transportation (TxDOT) will conduct a public meeting on Wednesday, March 10, 2010 for the proposed improvements to Loop 375 (Woodrow Bean/Transmountain Road) from Interstate 10 (I-10) to east of the Franklin Mountains State Park entrance in the northwestern portion of the City of El Paso, El Paso County, Texas. The Public Meeting will be held at the Canutillo High School cafeteria between the hours of 6:00 p.m. and 8:00 p.m. Canutillo High School is located at 6675 South Desert Blvd., El Paso Texas, 79912.

The purpose of the meeting is to present new design information and to solicit public comments for the proposed improvements to Loop 375 from I-10 to east of the Franklin Mountains State Park entrance, a distance of approximately 3.6 miles. The proposed improvements consist of expanding the current two-lane undivided roadway to a four-lane divided roadway with two-lane frontage roads. The improvements also include grade separated intersections at Northwestern Drive, Resler Drive, Plexxar Drive and Paseo del Norte Drive as well as two direct connectors from Loop 375 to I-10 and from I-10 to Loop 375. As part of this project shared bicycle/pedestrian paths will be constructed separate from the roadways, near the Loop 375 right-of-way line, between the intersections of Northwestern and Paseo del Norte. Access to the LP 375 main lanes and frontage roads will be by means of entrance and exit ramps at various locations between intersections. The right-of-way (ROW) footprint and geometric design provides for expansion to six main lanes from Northwestern to east of Paseo del Norte. An Environmental Assessment (EA) was previously prepared that evaluated the social, economic, and environmental impacts of proposed projects on Loop 375 from Doniphan Drive, 0.168 mile north of Borderland Road, to the Franklin Mountains State Park entrance. Portions of that project were completed in 2004. TxDOT recently initiated an environmental re-evaluation study to assess proposed improvements for widening of the existing LP 375 corridor to a six-lane roadway from I-10 to east of the Franklin Mountains State Park entrance.

TxDOT is currently performing an environmental assessment to evaluate the social, economic, and environmental impacts in conjunction with the proposed construction of the ultimate design for Loop 375 (Woodrow Bean/Transmountain Road). Due to the proposed expansion and grade separations, an additional 46.5 acres of ROW will be required.

TxDOT and consultant personnel will be available at the meeting to discuss the proposed project and to present project information. The meeting will be conducted with an open house format from 6:00 to 6:30 p.m., followed by a formal presentation at 6:30 p.m. and a comment period afterward. All interested persons are invited to attend and to express their views and discuss the project with TxDOT representatives.

Those interested in attending who have special accommodation needs are encouraged to contact the District Public Information Officer, Blanca M. Del Valle, at (915) 790-4200 at least two working days prior to the date of the meeting. The public meeting will be conducted in English and Spanish interpretation will be provided. Requests for sign language interpreters or special communication needs should also be made at least two days prior to the date of the public meeting. TxDOT will make every reasonable effort to accommodate these needs.

Written comments relevant to the proposed project may be mailed to: Mr. Eduardo Calvo, Advance Transportation Planning, Texas Department of Transportation, El Paso District, 13301 Gateway Blvd. West, El Paso, Texas, 79928. Written comments submitted by mail must be postmarked by March 24, 2010.

AVISO DE REUNIóN PÚBLICA
Proyecto de Loop 375 (Camino Transmountain)
I-10 al este de la Entrada del Parque Estatal Franklin Mountains
En el Condado de El Paso, El Paso Texas

El Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) conducirá una reunión pública el miércoles 10 de marzo del 2010 para la propuesta de mejoras de el Loop 375 (Woodrow Bean/Camino Transmountain) desde la Interestatal 10 (I-10) hasta el este de la entrada del Parque Estatal Franklin Mountains, en la parte noroeste de la ciudad de El Paso en el condado de El Paso, Texas. La Reunión Pública será llevada a cabo en la cafetería de la preparatoria Canutillo (Canutillo High School) entre las horas de 6:00 p.m. y 8:00 p.m. La preparatoria Canutillo (Canutillo High School) está ubicada en 6675 South Desert Blvd., El Paso, TX, 79912.

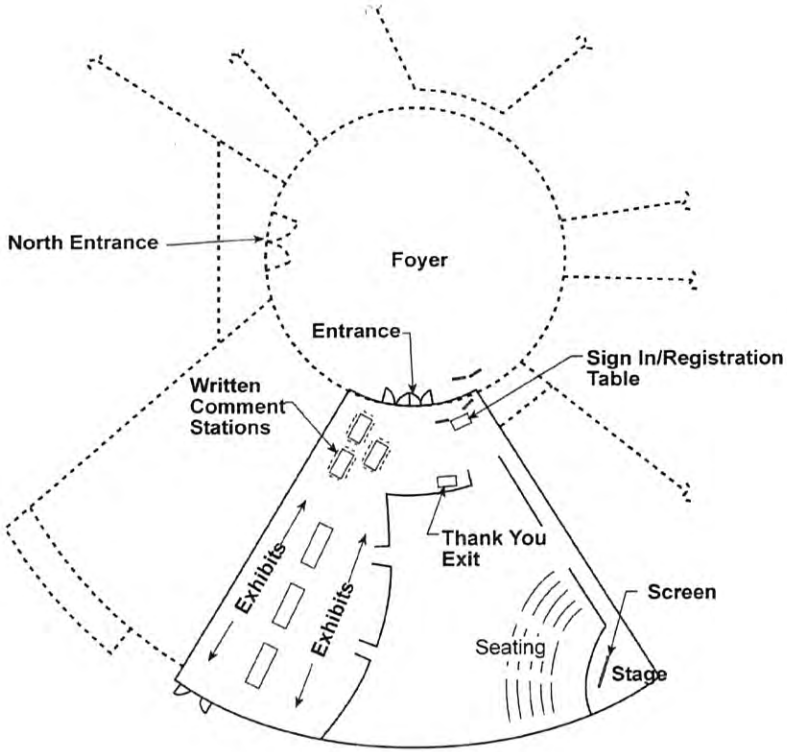
El propósito de la reunión es presentar información tocante el diseño nuevo y solicitar ~~los~~ comentarios sobre las propuestas de mejora de Loop 375 desde I-10 al este de la entrada del Parque Estatal Franklin Mountains con una longitud aproximada de 3.6 millas. Las mejoras propuestas consisten de la ampliación del camino actual de dos carriles no dividido a un camino dividido de cuatro carriles con vías laterales de acceso de doble carril. Las mejoras también incluyen puentes en las intersecciones con las Calles Northwestern, Resler, Plexxar, y Paseo del Norte así como dos conexiones superiores directas de Loop 375 a la Interestatal 10 y de la Interestatal 10 a Loop 375. Como parte de este proyecto se construirán vías compartidas de ciclistas y peatones contiguas a los caminos, cerca del derecho de vía (ROW por sus siglas en inglés) de Loop 375, entre las intersecciones de las Calles Northwestern y Paseo del Norte. Acceso a los carriles principales de Loop 375, así como las vías laterales será por medio de rampas de entrada y salida en varios puntos entre las intersecciones. La huella del derecho de vía (ROW por sus siglas en inglés) y el diseño geométrico provee para expansión a seis carriles principales desde Northwestern Drive hasta el este de Paseo del Norte. Una evaluación ambiental (EA por sus siglas en inglés) fue preparada previamente para determinar los impactos, sociales, económicos y ambientales de los proyectos propuestos en el Loop 375 desde Doniphan Drive 0.168 millas al norte de Borderland, hasta la entrada del Parque Estatal Franklin Mountains. Porciones de este proyecto fueron terminadas en el 2004. TxDOT recientemente inició una re-evaluación del estudio ambiental para avalar las mejoras propuestas para la ampliación de Loop 375 a un camino de seis carriles desde la I-10 hasta el este de la entrada del Parque Estatal Franklin Mountains.

TxDOT está realizando actualmente una evaluación ambiental para determinar los impactos, sociales, económicos y ambientales, conjuntamente con la construcción propuesta del último diseño para el Loop 375 (Transmountain Road). Debido a la ampliación y puentes propuestos, 46.5 acres de derechos de vía adicionales serán requeridos.

El personal de TxDOT y su equipo de consultores estarán disponibles en la reunión para discutir el proyecto propuesto y presentar la información del proyecto. La reunión será conducida con un formato de "casa muestra" de las 6:00 a 6:30 P.M., seguido por una presentación formal a las 6:30 P.M. y un período de comentarios. Se invita a todas las personas interesadas que asistan y expresen sus opiniones y discutan el proyecto con los representantes de TxDOT.

A las personas con necesidades especiales, interesadas en atender, se les pide que contacten a Blanca M. Del Valle, Directora de Relaciones Públicas, al teléfono (915) 790-4200 al menos dos días hábiles antes de la fecha de la reunión. La reunión pública será conducida en inglés y se proveerá traducción en español. Solicitudes para intérpretes de lenguaje o necesidades especiales de comunicación también deben ser hechas al menos dos días antes de la reunión pública. TxDOT hará todo esfuerzo razonable para cubrir estas necesidades.

Comentarios relativos acerca de las propuestas del proyecto podrán enviarse por escrito a: Eduardo Calvo, Advance Transportation Planning, Texas Department of Transportation, El Paso District, 13301 Gateway West Blvd., Texas 79928. Los comentarios por escrito deberán enviarse por correo con fecha de envió marcada con el sello postal a más tardar el 24 de marzo del 2010.



ROOM LAYOUT
CANUTILLO HIGH SCHOOL CAFETERIA

NOT TO SCALE

Texas Department of Transportation

El Paso District

PUBLIC MEETING

To Present

Loop 375 Transmountain Road Project
From I-10 to east of the
Franklin Mountains State Park Entrance
El Paso, El Paso County, Texas

Wednesday, March 10, 2010
6:00 p.m. to 8:00 p.m.
Presentation at 6:30 p.m.

Canutillo High School
6675 South Desert Road
El Paso, Texas 79912

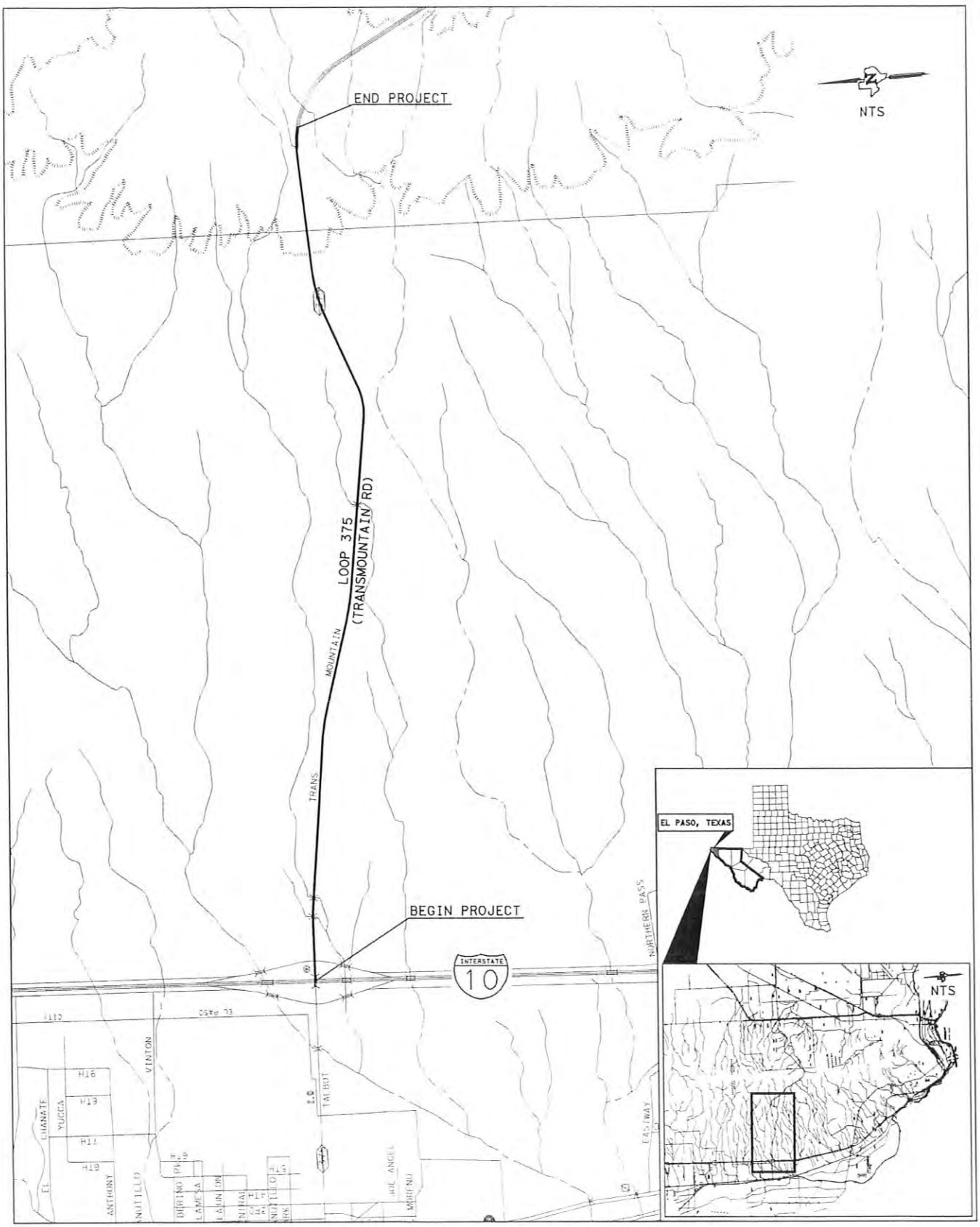


FIGURE 1
PROJECT LOCATION MAP
LOOP 375 (WOODROW BEAN TRANSMOUNTAIN ROAD)
CSJ: 2552-01-033

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Texas Department of Transportation

13301 Gateway Blvd. West • El Paso, TX 79928-5410 • (915) 790-4200

February 10, 2010

The Honorable Emma Acosta
City Representative
City of El Paso
#2 Civic Center Plaza
El Paso, TX 79901

Notice of a Public Meeting

Dear Representative Acosta:

The El Paso District of the Texas Department of Transportation (TxDOT) is planning improvements to Loop 375 (Woodrow Bean – Transmountain Road) in El Paso, Texas. The proposed improvements will consist of widening Loop 375 from Interstate Highway 10 to the Franklin Mountains State Park entrance, a distance of approximately 3.6 miles. The proposed improvements consist of expanding the current two-lane undivided roadway to a four-lane divided roadway with two-lane frontage roads. The improvements also include grade separated intersections at Northwestern Drive, Resler Drive, Plexxar Drive and Paseo Drive as well as two Direct Connectors from Loop 375 to I-10 and from I-10 to Loop 375. As part of this project shared bicycle/pedestrian paths will be constructed **separate from the roadways, near the Loop 375 right-of-way line,** between the intersections of Northwestern and Paseo. Access to the LP 375 main lanes will be by means of entrance and exit ramps at various locations between intersections. The Right-of-way (ROW) footprint and geometric design provides for expansion to six-lane main lanes from Northwestern to east of Paseo del Norte. Due to the proposed expansion and grade separations, an additional 46.5 acres of ROW will be required. The construction cost estimated for this project is approximately $79,317,801.00 with an anticipated Letting Date of April 2011.

A Notice of Public Meeting will be published twice in the *El Paso Times* and *El Diario de El Paso* to notify the public of the proposed project. A notice will be mailed to adjacent property owners. A copy of the notice is attached so that you will have the same information as your constituents. A list of other officials receiving this letter is also attached. **Please let me know if any other officials should be contacted about the project.**

The public meeting is being held to present the project purpose, process, and objectives and to seek comments from local officials and the general public. You, or your representative, are cordially invited to attend this meeting. The meeting will be held as follows:

March 10, 2010
Canutillo High School
6675 South Desert Road El Paso, Texas
6:00 P.M. to 6:30 P.M. – Open House
6:30 P.M. to 7:00 P.M. – Formal Presentation
Comment period after formal presentation

We encourage you to attend and participate in the meeting. If your staff has any questions they can contact Mr. Antonio Uribe, Jr., E.I.T., at (915) 790-4407. If you have any questions please feel free to contact me at (915) 790-4203.

Sincerely,

Charles H. Berry, Jr., P.E.
District Engineer
El Paso District

Enclosures

PUBLIC MEETING NOTICE
Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

The Texas Department of Transportation (TxDOT) will conduct a public meeting on Wednesday, March 10, 2010 for the proposed improvements to Loop 375 (Woodrow Bean/Transmountain Road) from Interstate 10 (I-10) to east of the Franklin Mountains State Park entrance in the northwestern portion of the City of El Paso, El Paso County, Texas. The Public Meeting will be held at the Canutillo High School cafeteria between the hours of 6:00 p.m. and 8:00 p.m. Canutillo High School is located at 6675 South Desert Blvd., El Paso Texas, 79912.

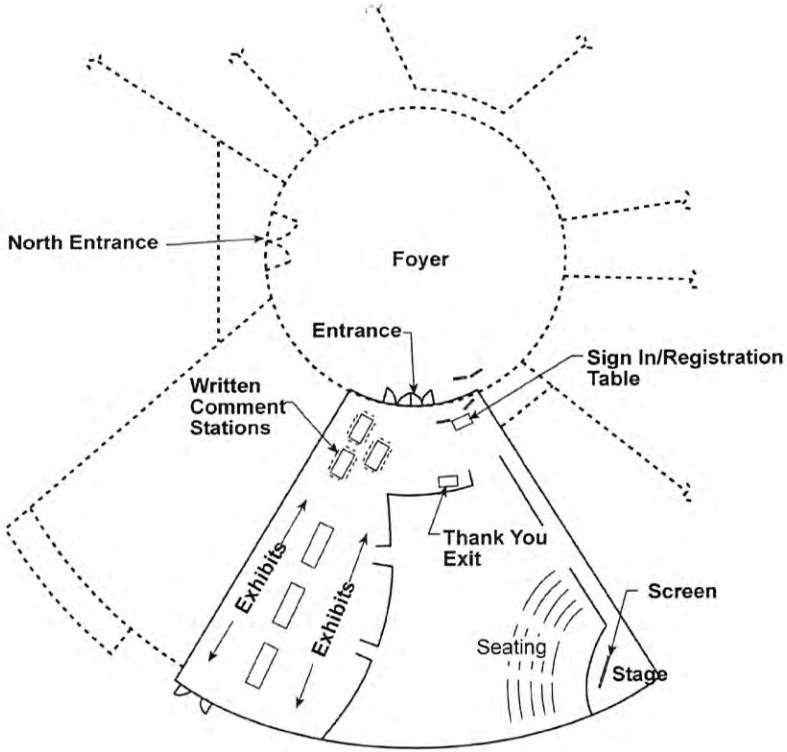
The purpose of the meeting is to present new design information and to solicit public comments for the proposed improvements to Loop 375 from I-10 to east of the Franklin Mountains State Park entrance, a distance of approximately 3.6 miles. The proposed improvements consist of expanding the current two-lane undivided roadway to a four-lane divided roadway with two-lane frontage roads. The improvements also include grade separated intersections at Northwestern Drive, Resler Drive, Plexxar Drive and Paseo del Norte Drive as well as two direct connectors from Loop 375 to I-10 and from I-10 to Loop 375. As part of this project shared bicycle/pedestrian paths will be constructed separate from the roadways, near the Loop 375 right-of-way line, between the intersections of Northwestern and Paseo del Norte. Access to the LP 375 main lanes and frontage roads will be by means of entrance and exit ramps at various locations between intersections. The right-of-way (ROW) footprint and geometric design provides for expansion to six main lanes from Northwestern to east of Paseo del Norte. An Environmental Assessment (EA) was previously prepared that evaluated the social, economic, and environmental impacts of proposed projects on Loop 375 from Doniphan Drive, 0.168 mile north of Borderland Road, to the Franklin Mountains State Park entrance. Portions of that project were completed in 2004. TxDOT recently initiated an environmental re-evaluation study to assess proposed improvements for widening of the existing LP 375 corridor to a six-lane roadway from I-10 to east of the Franklin Mountains State Park entrance.

TxDOT is currently performing an environmental assessment to evaluate the social, economic, and environmental impacts in conjunction with the proposed construction of the ultimate design for Loop 375 (Woodrow Bean/Transmountain Road). Due to the proposed expansion and grade separations, an additional 46.5 acres of ROW will be required.

TxDOT and consultant personnel will be available at the meeting to discuss the proposed project and to present project information. The meeting will be conducted with an open house format from 6:00 to 6:30 p.m., followed by a formal presentation at 6:30 p.m. and a comment period afterward. All interested persons are invited to attend and to express their views and discuss the project with TxDOT representatives.

Those interested in attending who have special accommodation needs are encouraged to contact the District Public Information Officer, Blanca M. Del Valle, at (915) 790-4200 at least two working days prior to the date of the meeting. The public meeting will be conducted in English and Spanish interpretation will be provided. Requests for sign language interpreters or special communication needs should also be made at least two days prior to the date of the public meeting. TxDOT will make every reasonable effort to accommodate these needs.

Written comments relevant to the proposed project may be mailed to: Mr. Eduardo Calvo, Advance Transportation Planning, Texas Department of Transportation, El Paso District, 13301 Gateway Blvd. West, El Paso, Texas, 79928. Written comments submitted by mail must be postmarked by March 24, 2010.



ROOM LAYOUT
CANUTILLO HIGH SCHOOL CAFETERIA

NOT TO SCALE

Texas Department of Transportation

El Paso District

PUBLIC MEETING

To Present

Loop 375 Transmountain Road Project
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Presentation at 6:30 p.m.

Canutillo High School
6675 South Desert Road
El Paso, Texas 79912

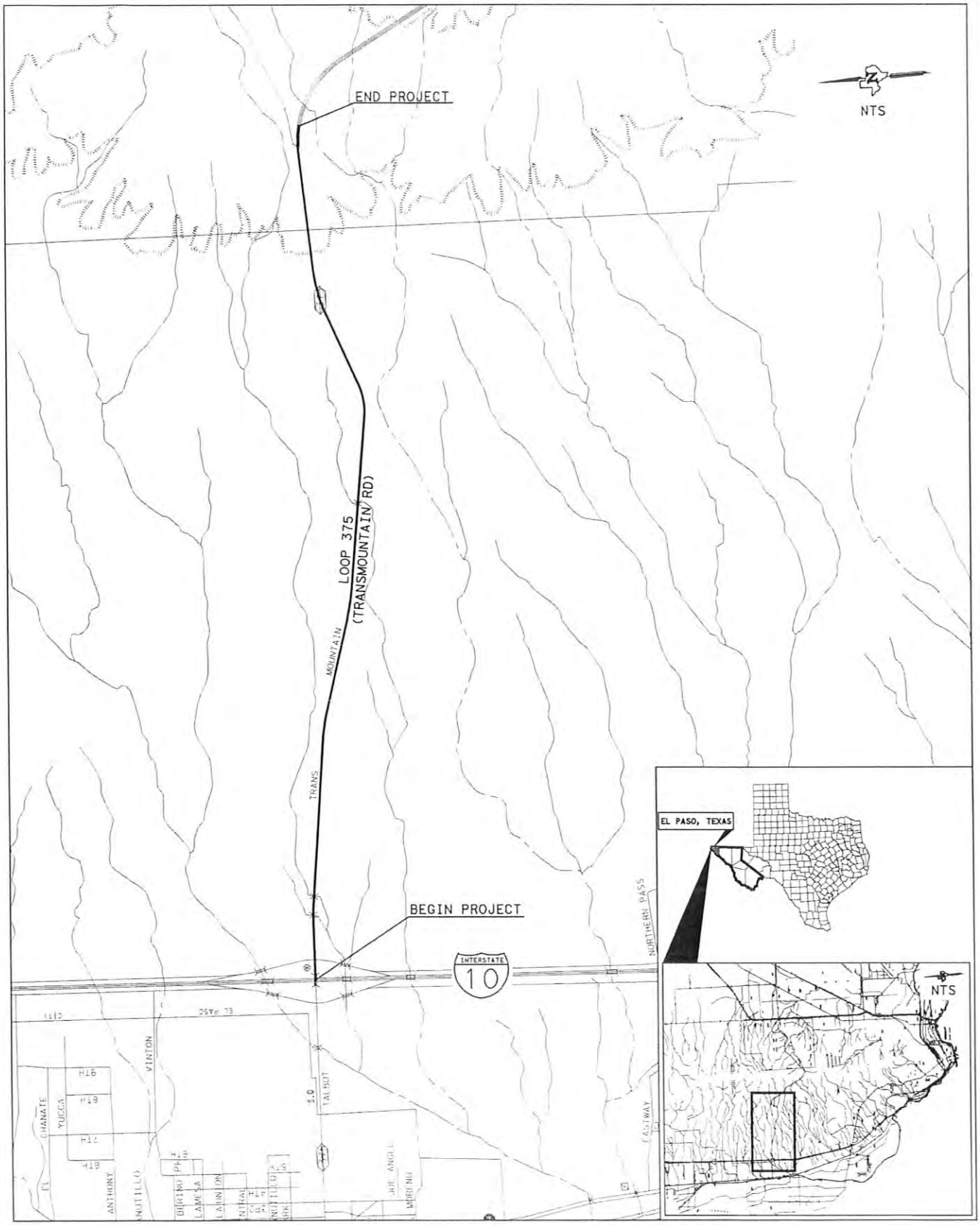

FIGURE 1
PROJECT LOCATION MAP
LOOP 375 (WOODROW BEAN TRANSMOUNTAIN ROAD)
CSJ: 2552-01-033

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Attachment B

Property Owners Mailing List

Elected Officials Mailing List

PROPERTY OWNERS

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

HCD PARTNERS
4401 N MESA ST STE 201
EL PASO, TX 79902-1150

HUNT EL PASO INVESTMENT, LTD
4401 N MESA ST
EL PASO, TX 79902-1150

Mr. Stephen Feinberg
Stonegate Properties LTD
4855 North Mesa Street, Ste. 120
El Paso, TX 79912

STONEGATE PROPERTIES LTD
C/O PEROERTY TAX ASSOCIATES
1801 WYOMING AVE. STE. 201
El PASO, TX 79902-5707

TRANSMOUNTAIN INVESTORS LTD
c/o PHASE ONE REALTY, INC.
PO BOX 22865
SANTA FE, NM 87502-2865

GEORGE DUNCAN
GEORGE GARY DUNCAN PROFIT SHARING PLAN
506 GALISTEO
SANTA FE, NM 87501

PATRICK WOODS
LAND DEVELOPMENT MANAGER
RVE UNIT 18 LTD
7910 GATEWAY BLVD E STE 102
EL PASO, TX 79915-1810

PLEXXAR NORTH LTD
1865 NORTHWESTERN DR
EL PASO, TX 79912-1123

PLEXXAR CAPITAL LTD

c/o HARRIS, BRENT D
1865 NORTHWESTERN DR
EL PASO, TX 79912-1123

Mr. Ed Archuleta, P.E.
El Paso Water Utilities (PSB)
1154 Hawkins Blvd.
El Paso, TX 79961

Mr. John Moses
Texas Parks & Recreation Manager
200 N. Clark Drive
El Paso, TX 79905

El Paso Natural Gas Company
P.O. Box 4372
Houston, TX 77210-4372

Mr. Adrian Alvarado
C&R Distributing, Inc.
140 S. Prado Rd.
El Paso, TX 79907

Michael Cortez
El Paso Water Utilities
1154 Hawkins Blvd.
El Paso, TX 79925

ELECTED OFFICIALS

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

Ms. Joyce Wilson
City Manager
City of El Paso
#2 Civic Center Plaza
El Paso, TX 79901

The Honorable Emma Acosta
City Representative
City of El Paso
#2 Civic Center Plaza
El Paso, TX 79901

The Honorable Carl Robinson
City Representative
City of El Paso
#2 Civic Center Plaza
El Paso, TX 79901

The Honorable Rachel Quintana
City Representative
City of El Paso
#2 Civic Center Plaza
El Paso, TX 79901

The Honorable Eddie Holguin, Jr.
City Representative
City of El Paso
#2 Civic Center Plaza
El Paso, TX 79901

Patricia Adauto, Deputy City Manager
Development & Infrastructure Services
City of El Paso
Two Civic Center Plaza – 10th Floor
El Paso, TX 79901-1196

Mr. Jay Banasiak, Director
Mass Transit Department
City of El Paso
700 San Francisco
El Paso, TX 79901

The Honorable Susie Byrd
City of El Paso Rep., District #2
City Hall, 10th Floor
2 Civic Center Plaza
El Paso, TX 79901-1196

The Honorable Steve Ortega
City of El Paso Rep., District #5, Vice-Chair
City Hall, 10th Floor
2 Civic Center Plaza
El Paso, TX 79901-1196

The Honorable Joseph E. Moody
Texas State Representative - District 78
6600 N. Mesa, Ste 603
El Paso, TX 79912

The Honorable Beto O'Rourke
City of El Paso Representative, District #8
City Hall, 10th Floor
2 Civic Center Plaza
El Paso, TX 79901-1196

The Honorable Ann M. Lilly
City Representative District #1
2 Civic Center Plaza 10th Floor
El Paso, TX 79901

ELECTED OFFICIALS

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

The Honorable Dolores Saldaña-Caviness
Commissioner District 2 - Vice-Chair
Doña Ana County
845 N. Motel Blvd.
Las Cruces, NM 88007

The Honorable Anna Perez
County Commissioner Precinct 1
County Courthouse
500 E. San Antonio, Ste. 301
El Paso, TX 79901

The Honorable Veronica Escobar
County Commissioner Precinct 2
County Courthouse
500 E. San Antonio, Ste. 301
El Paso, TX 79901

The Honorable Daniel R. Haggerty
County Commissioner Precinct 4
County Courthouse
500 E. San Antonio
El Paso, TX 79901

The Honorable Guillermo Gandara, Jr.,
County Commissioner Precinct 3
County of El Paso
500 E. San Antonio, Ste 301
El Paso, TX 79901

Ms. Jane Shang
Deputy City Manager for Mobility
City Hall
2 Civic Center Plaza, 9th Floor
El Paso, Tx 79901

The Honorable Anthony Cobos
El Paso County Judge
500 E. San Antonio, Ste. 301
El Paso, TX 79901

The Honorable Richard Wiles
El Paso County Sheriff
800 E. Overland Avenue
El Paso, TX 79901

The Honorable Otto Drozd, III
El Paso Fire Chief
El Paso Fire Department
8600 Montana
El Paso, TX 79925

The Honorable Richard M. Rhodes
President
El Paso Community College
P.O. Box 20500
El Paso, TX 79998

The Honorable Lisa Colquitt-Munoz
El Paso ISD Board of Trustees
2523 Montana
El Paso, TX 79903

The Honorable Russell Wiggs
El Paso ISD Board of Trustees
3800 Admiral
El Paso, TX 79925

The Honorable Isela Castañon-Williams
El Paso ISD Board of Trustees
6531 Boeing
El Paso, TX 79925

ELECTED OFFICIALS

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

The Honorable Joel Barrios
El Paso ISD Board of Trustees
6531 Boeing
El Paso, TX 79925

The Honorable Carlos E. Flores
El Paso ISD Board of Trustees
6531 Boeing
El Paso, TX 79925

The Honorable Patricia Hughes
El Paso ISD Board of Trustees
6812 Imperial Ridge Dr.
El Paso, TX 79912

The Honorable David Dodge
El Paso ISD Board of Trustees
56 Sun Point Lane
El Paso, TX 79912

Dr. Lorenzo Garcia
Superintendent
El Paso ISD
6531 Boeing
El Paso, TX 79925

The Honorable Greg Allen
El Paso Police Chief
911 North Raynor
El Paso, TX 79903

Mr. Ed Archuleta, P.E.
El Paso Water Utilities (PSB)
1154 Hawkins Blvd.
El Paso, TX 79961

Mr. Ted Marquez
Engineering/Traffic Division
City of El Paso
2 Civic Center Plaza 6th Floor
El Paso, TX 79901

The Honorable Frank Paiz
Governor
Ysleta Del Sur Pueblo
119 S. Old Pueblo Road
El Paso, TX 79907

The Honorable John Cook
Mayor
City of El Paso
2 Civic Center Plaza, 10th Floor
El Paso, Texas 79901

The Honorable Trini López
Mayor
City of Socorro
124 South Horizon Blvd.
Socorro, Texas 79927

The Honorable Martin Resendiz
Mayor
City of Sunland Park
1000 McNutt Road
Sunland Park, NM 88063

Mr. Robert Rivera
Rural Transit Manager
County of El Paso
800 E. Overland, Room 208
El Paso, TX 79901

ELECTED OFFICIALS

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

The Honorable Art Franco
Mayor
Town of Anthony
P.O. Box 1269
Anthony, Texas 79821

The Honorable Dale T. Reinhardt
Mayor
Town of Clint
200 N. San Elizario Rd.
Clint, Texas 79836

The Honorable Walter Miller
Mayor
Town of Horizon City
14999 Darrington Road
Horizon City, Texas 79928

The Honorable Madeleine Praino
Mayor
Village of Vinton
436 E. Vinton Road
Vinton, Texas 79821

Mr. Roy Gilyard
Exec Secretary
MPO Executive Director
10767 Gateway Blvd. West, Ste. 605
El Paso, TX 79935

Mr. Alvin Dominguez, P.E.,
South Region Design Regional Mgr.
New Mexico Department of Transportation
750 N. Solano
Las Cruces, NM 88001

The Honorable Cynthia Nava
State Senator District 19
State of New Mexico
4950 McNut
Sunland Park, NM 88063

Dr. Vernon Butler
Superintendent
Anthony ISD
840 Sixth St.
Anthony, TX 79821

Dr. Damon Murphy
Superintendent Canutillo I.S.D.
7965 Artcraft
El Paso, TX 79932

The Honorable Joe Pickett
Texas House of Representatives, District 79
1790 Lee Trevino, Ste. 307
El Paso, TX 79936

Mr. John Moses
Texas Parks & Recreation Manager
200 N. Clark Drive
El Paso, TX 79905

Ms. Lois Balin
Texas Parks & Wildlife
200 North Clark Dr.
El Paso, TX 79905

The Honorable Norma Chavez
Texas State Representative-District 76
6070 Gateway East, Ste. 300
El Paso, TX 79905

ELECTED OFFICIALS

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

The Honorable Marisa Marquez
Texas State Representative -District 77
1444 Montana, ste. 100
El Paso, TX 79902

The Honorable Marisa Marquez
Room E2.704
P.O. Box 2910
Austin, TX 78768-2910

The Honorable Inocente "Chente" Quintanilla
Texas State Representative - District 75
120 N. Horizon, Ste. A112
El Paso, TX 79927

The Honorable Inocente "Chente" Quintanilla
Room E1.218
P. O. Box 2910
Austin, TX 78768-2910

The Honorable Eliot Shapleigh
Texas State Senator
29th District
800 Wyoming, Suite A
El Paso, TX 79902

The Honorable Silvestre Reyes
U.S. House of Representatives, District 16
310 N. Mesa, Ste. 400
El Paso, TX 79901

The Honorable Ciro Rodriguez
U.S. House of Representatives, District 23
1950 S.W. Military Drive
San Antonio, TX 78221

The Honorable John Cornyn
United States Senator
Texas Chase Tower
221 West Sixth Street
Suite 1530
Austin, TX 78701

The Honorable Kay Bailey Hutchison
United States Senator, Texas
961 Federal Building
300 East 8th Street
Austin, TX 78701

Attachment C

Copies of Public Meeting Advertisements/Notices

PUBLIC MEETING NOTICE
Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

The Texas Department of Transportation (TxDOT) will conduct a public meeting on Wednesday, March 10, 2010 for the proposed improvements to Loop 375 (Woodrow Bean/Transmountain Road) from Interstate 10 (I-10) to east of the Franklin Mountains State Park entrance in the northwestern portion of the City of El Paso, El Paso County, Texas. The Public Meeting will be held at the Canutillo High School cafeteria between the hours of 6:00 p.m. and 8:00 p.m. Canutillo High School is located at 6675 South Desert Blvd., El Paso Texas, 79912.

The purpose of the meeting is to present new design information and to solicit public comments for the proposed improvements to Loop 375 from I-10 to east of the Franklin Mountains State Park entrance, a distance of approximately 3.6 miles. The proposed improvements consist of expanding the current two-lane undivided roadway to a four-lane divided roadway with two-lane frontage roads. The improvements also include grade separated intersections at Northwestern Drive, Resler Drive, Plexxar Drive and Paseo del Norte Drive as well as two direct connectors from Loop 375 to I-10 and from I-10 to Loop 375. As part of this project shared bicycle/pedestrian paths will be constructed separate from the roadways, near the Loop 375 right-of-way line, between the intersections of Northwestern and Paseo del Norte. Access to the LP 375 main lanes and frontage roads will be by means of entrance and exit ramps at various locations between intersections. The right-of-way (ROW) footprint and geometric design provides for expansion to six main lanes from Northwestern to east of Paseo del Norte. An Environmental Assessment (EA) was previously prepared that evaluated the social, economic, and environmental impacts of proposed projects on Loop 375 from Doniphan Drive, 0.168 mile north of Borderland Road, to the Franklin Mountains State Park entrance. Portions of that project were completed in 2004. TxDOT recently initiated an environmental re-evaluation study to assess proposed improvements for widening of the existing LP 375 corridor to a six-lane roadway from I-10 to east of the Franklin Mountains State Park entrance.

TxDOT is currently performing an environmental assessment to evaluate the social, economic, and environmental impacts in conjunction with the proposed construction of the ultimate design for Loop 375 (Woodrow Bean/Transmountain Road). Due to the proposed expansion and grade separations, an additional 46.5 acres of ROW will be required.

TxDOT and consultant personnel will be available at the meeting to discuss the proposed project and to present project information. The meeting will be conducted with an open house format from 6:00 to 6:30 p.m., followed by a formal presentation at 6:30 p.m. and a comment period afterward. All interested persons are invited to attend and to express their views and discuss the project with TxDOT representatives.

Those interested in attending who have special accommodation needs are encouraged to contact the District Public Information Officer, Blanca M. Del Valle, at (915) 790-4200 at least two working days prior to the date of the meeting. The public meeting will be conducted in English and Spanish interpretation will be provided. Requests for sign language interpreters or special communication needs should also be made at least two days prior to the date of the public meeting. TxDOT will make every reasonable effort to accommodate these needs.

Written comments relevant to the proposed project may be mailed to: Mr. Eduardo Calvo, Advance Transportation Planning, Texas Department of Transportation, El Paso District, 13301 Gateway Blvd. West, El Paso, Texas, 79928. Written comments submitted by mail must be postmarked by March 24, 2010.

PUBLISHERS AFFIDAVIT

ENTECH CIVIL ENGINEERS

STATE OF TEXAS
COUNTY OF EL PASO

Before me, a Notary Public in and for El Paso County, State of Texas, on this day personally appeared TERRIE CARTER who state upon oath that he is the CLASSIFIED SUPERVISOR of the El Paso Times, a daily newspaper published in the City and County of El Paso, State of Texas, which is a newspaper of general circulation and which has been continuously and regularly published for the period of not less than one year in the said County of El Paso, and that he was such upon the dates herein mentioned:

That the PUBLIC NOTICE copy was published in the El Paso Times for the ONE DAY. The dates of such publication being as follows, to wit FEBRUARY 10, 2010

Subscribed and sworn to before me, Signed Terrie A Carter

This the 20th day of APRIL 2010

Bella Duenes

BELLA DUENES
Notary Public, State of Texas
My Commission Expires
March 19, 2012

MOST CARS
Labor & Parts
11329 PELLICANO • 598-3300
Near Lee Trevino, Across from Sam's Club
WE ACCEPT EXTENDED W

notices 100-152

Public/Special Notices 114

PUBLIC MEETING NOTICE

Loop 375 Transmountain Road Project

I-10 to east of the Franklin Mountains State Park Entrance

El Paso County, Texas

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Meeting Notices 128

Sundland Lodge # 1344 AF & AM,110 1/2 N. Poplar. Will hold A Stated Meeting Wed. 10 Febuary ,dinner at 6:15 PM. Official Visit of the DDGM. Meeting 7PM.Regular order of business. All Masons welcome.
Bill Dotson WM.

Classified shoppers are smart consumers.

The ones with money call the good ads first.

Lost Pets 130

LOST!

Bullmastiff, female, 3 years old, fawn color, wearing pink collar, Chelsea & Montana area. Reward!! 203-7728

large grey male with white markings lost george dieter area reward 915-590-2849

Lost brown and white lopear rabbit small REWARD Name :pinto lost downtown area please call 887-7378

Lost Pets 130

LOST Pug area Montana and Trowbridge lite brown/blk marks on face, micro chipped 433-9224

Lost white toy poodle blue collar Westwood area eastside. Reward available 915-433-4916

Male fawn colored Chihuahua lost in Kinross-Edgemere area. Reward offered!915-591-6889

The more you tell, The more you sell!

Lost Pets 130

REWARD!

Still missing since Dec. 20th. Brown male Chihuahua lost in the NE around Tiger Eye. 915-821-4866

Found Pets 131

2 dogs beagle & female lab fwy hawkins/ hunter 253-8280

Found Chihuahua Female, area - The Willows 920-6501

Found sm dog at Paseo del Este /Horizon 852-7521

Found Jack Russell near Bob Mitchell call to id 346-5871

FOUND Dalmatian, male, NE off Magnetic on 1/29 915-329-1792

Great Terrier & black/white Poodle on eaastside 820-3729

Husky found George Dieter & Vista del Sol 857-7387

Pitbull puppy. NE. Kenworthy & Tropicana. 240-2552

small schnauzer/ poodle w/bows on ears calle placido 877-3785

Small dog on 1/30/10 Redd & Dakota Ridge area. 261-6116

Tan medium sized mixed pug. Veteran's parl.NE. 867-0695

Prayers 133

Gracias San Cayetano por favor recibido ML

Thank you to St. Jude for prayers answered. R.L.

Schools/Instructions 142

A new Career in Health, Business or Technical Fields can be yours! Computer Career Center now a division of Vista College. 1-866-618-8104 www.vistacollege.edu

Legal Notices 152

CITY OF EL PASO AUCTION

The City of El Paso will hold a public auction of Surplus City and Abandoned Vehicles at AD WRECKER SERVICE, INC., 3550 LEE BLVD., EL PASO, TEXAS starting at 9:00 A.M., SATURDAY, FEBRUARY 13, 2010. Inspection will be from 7:30 to 9:00 A.M. The City will offer the property on an individual basis. THE CITY OF EL PASO WILL ACCEPT CASH, VISA OR MASTERCARD. NO CHECKS PLEASE. "CHILDREN UNDER 16 YEARS OF AGE WILL NOT BE ALLOWED TO ENTER THE PREMISES." THE CITY OF EL PASO IS NOT RESPONSIBLE FOR ANY PERSONAL INJURIES SUSTAINED BY ANY THIRD PARTY ON PREMISES DURING ANY AUCTION.
Raquel Alarcon
Accounting Manager
2/7, 10, 2010 (#319061)

EL PASO INDEPENDENT SCHOOL DISTRICT

RFP #10-038 for Professional Medical Services due no later than 03/03/2010 at 3:00 p.m. will be taken in the EPISD Purchasing Office at 4900 Woodrow Bean Dr., El Paso, TX. Specifications are available at www.episd.org/purchasing and at the above office.

EL PASO INDEPENDENT SCHOOL DISTRICT

CSP #10-041 for Audio Visual Equipment due no later than 02/24/10 at 3:00 p.m. will be taken in the EPISD Purchasing Office at 4900 Woodrow Bean Dr., El Paso, TX. Specifications are available at www.episd.org/purchasing and at the above office.

EL PASO INDEPENDENT SCHOOL DISTRICT

CSP #10-040 for Structured Cabling System for Hornedo Middle School due no later than 02/25/10 at 3:00 p.m. will be taken in the EPISD Purchasing Office at 4900 Woodrow Bean Dr., El Paso, TX. Specifications are available at www.episd.org/purchasing and at the above office.

High Country Pipeline
P.O. Box 670
927 Hwy 115
Penrose, Colo 81240
Phone 719-372-7114
Roland Smith Ext 211
Fax 719-372-7118
Request material quotes, subcontractor bids small business, small disadvantaged business and small women-owned business concerns for the following project.
Boone Street Sewer Interceptor Relief Phase IB - 36 inch siphon
Bid Number 08-10
Owner City of El Paso Utilities Public Service Board

Items of work to be Subcontracted
Utility work, asphalt paving, concrete work, surveying, traffic control, boring, and trucking man hole coating.

Suppliers Needed For Materials
Pipe precast concrete, flowfill, concrete aggregiaties. Any other items that will achieve subcontracting goals
Bids are due Feb. 12/2010.

Mission Del Paso Campus - Cafeteria Addition
CSP #10-013

The Board of Trustees of El Paso County Community College requests Competitive Sealed Proposals for construction services related to an addition to the cafeteria of the Mission Del Paso Campus. General conditions and specifications may be obtained from the Purchasing and Contract Management Department, Room A147, Administrative Services Center, 9050 Viscount, El Paso, Texas 79925, from 8:00 a.m. to 5:00 p.m. (MST/MDT), Monday through Friday. Proposals will be accepted until 2:00 p.m. (MST/MDT), Tuesday, February 23, 2010 in Room A147 at the aforementioned Viscount address.

By: Ruben C. Gallardo, C.P.M.
Director of Purchasing and Contract Management

NOTICE TO DEBTORS AND CREDITORS OF THE ESTATE OF ROBERTO FRANCISCO LIMON. Notice is hereby given that Letters Testamentary in the Estate of Roberto Francisco Limon, deceased, were granted to Angela P. de Limon and Bank of the West, as Co-Executors, on February 2, 2010, by the Statutory Probate Court #1 of El Paso County, Texas in case number 2010-P00018. All persons having claims against said estate are hereby required to present same to said Co-Executors c/o Bank of the West, 500 N. Mesa, El Paso, Texas 79901, within the time prescribed by law. Carl E. Ryan, Ryan & Sanders, LLP, 310 N. Mesa, Suite 300, El Paso, Texas 79901, Attorneys for the Estate of Roberto Francisco Limon, deceased.

Notice is hereby given pursuant to 8 CFR 274.1 that the properties described below were seized on the date specified at the identified location because of the alleged use in the commission of a violation of 8 USC 1324(a).
And/Or
In accordance with 8 CFR 274.1, and 18 USC 983 "Notice of Seizure and Intent to Forfeiture" is hereby given. Seizure of the property(ies) described below occurred for violation of Federal law(s) on the date and location identified below.

Any person claiming ownership of a seized property (prohibited items excluded) may request a judicial forfeiture proceeding by filing a claim. File the claim at the U. S. Customs and Border Protection, Office of Border Patrol, El Paso Sector, 8901 Montana Ave., El Paso,

Legal Notic

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PUBLISHERS AFFIDAVIT

ENTECH CIVIL ENGINEERS

STATE OF TEXAS
COUNTY OF EL PASO

Before me, a Notary Public in and for El Paso County, State of Texas, on this day personally appeared TERRIE CARTER who state upon oath that he is the CLASSIFIED SUPERVISOR of the El Paso Times, a daily newspaper published in the City and County of El Paso, State of Texas, which is a newspaper of general circulation and which has been continuously and regularly published for the period of not less than one year in the said County of El Paso, and that he was such upon the dates herein mentioned:

That the PUBLIC NOTICE copy was published in the El Paso Times for the ONE DAY. The dates of such publication being as follows, to wit FEBRUARY 24, 2010.

Subscribed and sworn to before me, Signed Terrie A Carter

This the 20th day of APRIL 2010

Bel. Duenas

DELIA DUENAS
Notary Public, State of Texas
My Commission Expires
March 19, 2012

MOST CARS
Labor & Parts
11329 PELLICANO • 598-3300
Near Lee Trevino, Across from Sam's Club
WE ACCEPT EXTENDED WARRAN

notices 100-152

Tickets 100

Pilgrimage. bargain $5,200 for 2 to Rome, Assissi, & Florence. in April. 915-307-0764.

Lost Items 129

2/14/2010 at Cattlemans Steakhouse in Fabens silver CC tennis bracelet sentimental value. Generous reward, please call 562-2525

Lost Pets 130

LOST!

2 Small dogs on Resler and Orizada 833-9035 /cell 227-6864 !!!!REWARD!!!!

LOST!

Dark female brown chihuhua, has tags, broken leg, in Sun Ridge Area Call 915-276-3187

LOST!

Puppy at Chico's Tacos on Trawood and Montwood. Please call if found. 915-538-9562

REWARD!

Still missing since Dec. 20th. Brown male Chihuahua lost in the NE around Tiger Eye. 915-821-4866

Found Pets 131

Found Chihuahua on Near Zach White area 433-8710

Found tan fem chihuahua, Pebble Hills Red Sails 595-0530

Found kitten Tabby in La Plaza Apts on Simms 915-598-0303

Ads that work pay for themselves.

Ads that don't work are expensive.

Description brings results!

Public/Special Notices 114

PUBLIC MEETING NOTICE
Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
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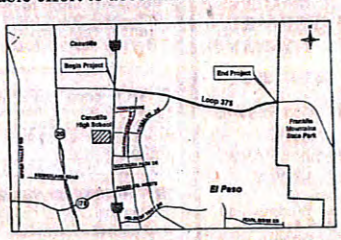

Prayers 133

Devotion to Saint Jude
May the Sacred Heart of Jesus be praised, adored loved, preserved & glorified throughout the world now & forever. Sacred Heart of Jesus pray for us. St. Jude worker of miracles pray for us. St. Jude Helper of the Hopeless pray for us. Praise to you Lord, Jesus Christ for the help of your servant St. Jude in listening to my prayers. Pray this prayer 9 days. By the end of the 8th day your prayers will be answered. It has never been known to fail. Publication must be promised. Thank you Sacred Heart of Jesus & St. Jude for prayers
D.R.

Prayers 133

Devotion to St. Jude & Sacred Heart of Jesus. Thank you for prayers answered.
J.O.

Ads that work pay for themselves.

Ads that don't work are expensive.

Description brings results!

Prayers 133

Devotion to Saint Jude
May the Sacred Heart of Jesus be praised, adored loved, preserved & glorified throughout the world now & forever. Sacred Heart of Jesus pray for us. St. Jude worker of miracles pray for us. St. Jude Helper of the Hopeless pray for us. Praise to you Lord, Jesus Christ for the help of your servant St. Jude in listening to my prayers. Pray this prayer 9 days. By the end of the 8th day your prayers will be answered. It has never been known to fail. Publication must be promised. Thank you Sacred Heart of Jesus & St. Jude for prayers
L.A.

Prayers 133

Thank you St. Jude for prayers answered. BM

Schools/Instructions 142

A new Career in Health, Business or Technical Fields can be yours! Computer Career Center now a division of Vista College.
1-866-618-8104
www.vistacollege.edu

Ads with a price ALWAYS generate more qualified calls.

Legal Notices 152

As per Article V Texas Litter Abatement Act, Abandoned and Junked Vehicles, Section 5.05(A), AD Wrecker Service, hereby advises owners and lien holders of the following listed vehicles, that the vehicles have been taken into custody and the vehicles are stored at:
Ad Wrecker Service
3565 Lee Blvd.
El Paso, TX 79936
915-856-9200
All owners and lien holders have ten (10) days from this date to reclaim their vehicles. Failure to do so will constitute a waiver of all rights, title and interest and consent to the sale of the vehicles at a public auction. Vehicles may be reclaimed by proof of ownership to company name and by paying in cash the towing, preservation and storage charges.
Invoice No., Veh Year, Make, Veh Model, Veh St/License, VIN:
347395, 1993, MERC, G MARQUIS, 2MELM74W3PX688854
62893, 1999, MERC, MOUNTAINEER, TX, 9 Z M C Z, 4M2ZU54E3XUJ35839
63975, 1997, CHEV, CAVALIER, TX, 7 0 1 M F, 1G1JC1249V7231469
64141, 1998, FORD, TAURUS, T X, HNR420, 1FAFP53S1WG225520
64238, 1990, FORD, CROWN VIC, TX, 9 4 7 X N P, 2FACP74F8LX136114
64247, 1993, HONDA, DEL SOL, TX, KKR582, JHMEH6168PS018540
64438, 1988, ISUZU, TROOPER, WY, 1 7 6 K Y, JAACH18E1J7832099
64473, 2000, CHEV, ASTRO, TX, B M 3 Y 0 3 9, 1GCDM19W8YB181755
64518, 2000, YAMAHA, MC, OK, 013172, JYARJ04E7YA009936
64521, 1998, FORD, MUST, TX, 79100Y3, 1FAFP42X4WF113808
64569, 2006, HYUN, ACCENT, NM, H R R 4 2 7, KMHCN46C86U001725
64609, 1993, LEX, GS 300, TX, MVK653, JT8JS47E9P0048581
64665, 1996, BUICK REGAL, TX, 27W4794, 2G4WB52K0T1472963
64675, 1994, DODGE, DAKOTA, TX, 85YML3, 1B7FL26X3RW146064
64680, 2001, MERC, COUGAR, TX, GFB109, 1ZWFT603015621167
64681, 2001, CHRYS, PT, FZ, 158SBT7, 3C4FY4BB41T323920
64718, 1995, KIA, SEPIA, TX, Z13ZCD, KNAFA1212S5229740
64721, 1993, TOYT, TACOMA, TX, 2 4 F X C 1, JT4RN81A9P5160146
64732, 2000, HYUN, ELANTRA, TX, 3 4 P 4 5 1 2, KMHJF35F3YU902403
64775, 1998, VW, BETTLE, NM, LBM103, 3VWBB61C3WM023547
64778, 1994, TOYT, COROLLA, TX, F L T 4 7 3, 1NXAE09B1RZ183467
64854, 1999, NISS, QUEST, TX, 075SSZ, 4N2XN11T7XD828030
64859, 1998, DODGE, STRATUS, TX, P F V 4 6 8, 1B3EJ46X8WN176063
64906, 1997, STRN, SC2, TX, BM3X113, 1G8ZH1277VZ207305
64917, 1995, FORD, TBIRD, FZ, ZTT7905, 1FALP62W0SH114037
65004, 2000, JEEP CHEROKEE, TX BF1B856, 1J4G248N3YC226957
65009, 1998, KIA, SEPHIA, TX, 057PFH, KNAFB1217W5744252
65022, 2000, STRN, SC2, TX, 032GBX 1G8ZY1279YZ122678

Collection Agency Services
RFP # 10-015

The Board of Trustees of El Paso County Community College District seek Request for Proposals for Collection Agency Services General conditions and specifications may be obtained from the Purchasing and Contract Management Depar

AVISO DE REUNIÓN PÚBLICA
Proyecto de Loop 375 (Camino Transmountain)
I-10 al este de la Entrada del Parque Estatal Franklin Mountains
En el Condado de El Paso, El Paso Texas

El Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) conducirá una reunión pública el miércoles 10 de marzo del 2010 para la propuesta de mejoras de el Loop 375 (Woodrow Bean/Camino Transmountain) desde la Interestatal 10 (I-10) hasta el este de la entrada del Parque Estatal Franklin Mountains, en la parte noroeste de la ciudad de El Paso en el condado de El Paso, Texas. La Reunión Pública será llevada a cabo en la cafetería de la preparatoria Canutillo (Canutillo High School) entre las horas de 6:00 p.m. y 8:00 p.m. La preparatoria Canutillo (Canutillo High School) está ubicada en 6675 South Desert Blvd., El Paso, TX, 79912.

El propósito de la reunión es presentar información tocante el diseño nuevo y solicitar ~~los~~ comentarios sobre las propuestas de mejora de Loop 375 desde I-10 al este de la entrada del Parque Estatal Franklin Mountains con una longitud aproximada de 3.6 millas. Las mejoras propuestas consisten de la ampliación del camino actual de dos carriles no dividido a un camino dividido de cuatro carriles con vías laterales de acceso de doble carril. Las mejoras también incluyen puentes en las intersecciones con las Calles Northwestern, Resler, Plexxar, y Paseo del Norte así como dos conexiones superiores directas de Loop 375 a la Interestatal 10 y de la Interestatal 10 a Loop 375. Como parte de este proyecto se construirán vías compartidas de ciclistas y peatones contiguas a los caminos, cerca del derecho de vía (ROW por sus siglas en inglés) de Loop 375, entre las intersecciones de las Calles Northwestern y Paseo del Norte. Acceso a los carriles principales de Loop 375, así como las vías laterales será por medio de rampas de entrada y salida en varios puntos entre las intersecciones. La huella del derecho de vía (ROW por sus siglas en inglés) y el diseño geométrico provee para expansión a seis carriles principales desde Northwestern Drive hasta el este de Paseo del Norte. Una evaluación ambiental (EA por sus siglas en inglés) fue preparada previamente para determinar los impactos, sociales, económicos y ambientales de los proyectos propuestos en el Loop 375 desde Doniphan Drive 0.168 millas al norte de Borderland, hasta la entrada del Parque Estatal Franklin Mountains. Porciones de este proyecto fueron terminadas en el 2004. TxDOT recientemente inició una re-evaluación del estudio ambiental para avalar las mejoras propuestas para la ampliación de Loop 375 a un camino de seis carriles desde la I-10 hasta el este de la entrada del Parque Estatal Franklin Mountains.

TxDOT está realizando actualmente una evaluación ambiental para determinar los impactos, sociales, económicos y ambientales, conjuntamente con la construcción propuesta del último diseño para el Loop 375 (Transmountain Road). Debido a la ampliación y puentes propuestos, 46.5 acres de derechos de vía adicionales serán requeridos.

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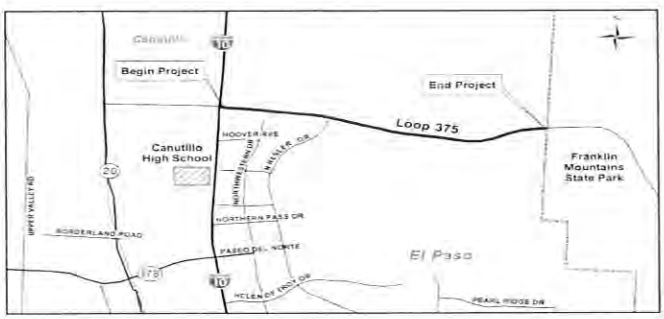
Comentarios relativos acerca de las propuestas del proyecto podrán enviarse por escrito a: Eduardo Calvo, Advance Transportation Planning, Texas Department of Transportation, El Paso District, 13301 Gateway West Blvd., Texas 79928. Los comentarios por escrito deberán enviarse por correo con fecha de envió marcada con el sello postal a más tardar el 24 de marzo del 2010.



ALTERNATIVE LANGUAGE AFFIDAVIT OF PUBLICATION

STATE OF TEXAS §
COUNTY OF El Paso §

Before me, the undersigned authority, on this day personally appeared Omar Lagarreta, who being by me duly sworn,
(name of newspaper representative)
deposes and says that (s)he is the El Diario De El Paso
(title of newspaper representative)
of El Diario De El Paso; that said newspaper is generally circulated in El Paso
(in the same County as the proposed facility)
that the attached notice was published in said newspaper on the following date (s):
February 11 - 2010 February 24 - 2010.

(Newspaper Representative's Signature)

Subscribe and sworn to before me this the 19 day of April, 2010.

to certify witness my hand and seal of office.

(Seal)

Notary Public in and for the State of Texas

MACRINA ALARCON
Notary Public, State of Texas
My Commission Expires
February 10, 2014

MACRINA ALARCON
Print of Type Name of Notary Public

My Commission Expires Feb. 10 2014

Tecnología

Experimenta Google con redes ultraveloces

Associated Press

Washington– Google anunció ayer que planea construir redes ultraveloces de Internet de manera experimental en algunas localidades de Estados Unidos, para asegurarse de que los sistemas del mañana podrán mantenerse al ritmo del video en línea y otras aplicaciones avanzadas que la compañía de búsqueda querrá ofrecer a los cibernautas.

El llamado proyecto Google también busca ofrecer una plataforma a diseñadores externos para que creen y prueben todas las clases de programas informáticos avanzados que requerirán mucho más ancho de banda que la que ofrecen las redes de hoy.

La compañía de Internet dijo que sus redes de banda ancha por fibra óptica brindarán una velocidad de transmisión de datos de hasta 1 gigabit por segundo para un máximo de medio millón de estadounidenses.

El servicio sería más de 100 veces más rápido que el de las redes que usa la mayoría de la población en la actualidad.

La compañía dijo en una nota en uno de sus blogs que las redes permitirán a los consumidores descargar una película completa en alta definición en menos de cinco minutos. Una clínica rural podría enviar imágenes médicas en tres dimensiones por Internet, agregó.

Opera Software lanza navegador para *iPhone*

Associated Press

Oslo, Noruega– Opera Software anunció ayer que la semana próxima presentará una versión de su navegador de Internet Opera Mini para el iPhone durante una conferencia internacional de tecnología, a pesar de que no ha hablado al respecto con Apple.

La firma noruega no ha fijado una fecha de lanzamiento de su navegador para el iPhone y tampoco ha gestionado la aprobación de Apple para distribuirlo a través de su tienda de aplicaciones para el iPhone, dijo la vocera de Opera Katrin Jaakson.

Sin embargo, dijo, Opera "no ve ninguna razón por qué no sería aceptado. Obviamente, esperamos que Apple no les niegue a sus usuarios una opción cuando se trata de qué navegador usan".

El navegador que viene con el iPhone es el Safari, desarrollado por Apple. Luego del anuncio, las acciones de Opera subieron 2.5% hasta 20.40 coronas (3.46 dólares) en transacciones a mitad de la jornada en la bolsa de Oslo.

Opera ofrece su navegador Mini en forma gratuita. El programa es conocido por su capacidad es y costos más bajos porque se usa menos ancho de banda.

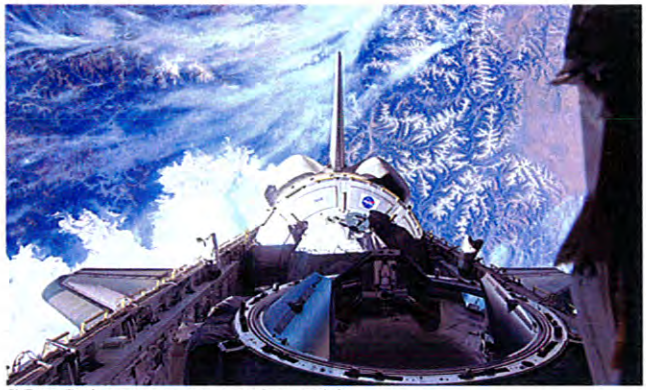
"La misión del Opera es traer la web al mundo y al traer el Opera Mini a una plataforma más, nos acercamos un paso más", dijo el cofundador de Opera Jon von Tetzchner.

LLEGA EL ENDEAVOUR A LA ESTACIÓN ESPACIAL

Inicia hoy instalación de cúpula y módulo

El equipamiento costó más de 400 mdd

Notimex



ASSOCIATED PRESS

El 'Tranquility' luce en esta toma en espera de ser acoplado

Miami– Las tripulaciones del transbordador Endeavour y de la Estación Espacial Internacional (EEI) se unieron ayer para iniciar una semana de trabajos conjuntos como la instalación del módulo "Tranquility" y una "Cúpula" de observación.

El acoplamiento del Endeavour se produjo en los primeros minutos de ayer y fue guiado por el comandante de origen colombiano George Zamka, quien logró el enganche a 346 kilómetros de distancia de la Tierra sobre el Atlántico al oeste de Portugal, informó la NASA.

Apretones de manos y abrazos abundaron entre los seis astronautas del Endeavour y los cinco residentes de la EEI tras abrir las escotillas de ambas naves 10 minutos después del acoplamiento, informó la Administración Nacional de Aeronáutica y el Espacio (NASA).

Antes del acoplamiento, el Endeavour realizó un giro de 360 grados sobre su eje a 180 metros de distancia de la estación espacial para que el comandante Jeffrey Williams y el ingeniero de vuelo Oleg Kotov tomaran fotos de alta resolución del transbordador.

Las imágenes serán analizadas en la Tierra para determinar si el escudo térmico de la nave sufrió daños durante el lanzamiento realizado el pasado lunes desde el Centro Espacial Kennedy de Florida.

La información recopilada durante los primeros dos días del vuelo indica que el Endeavour no sufrió daños graves durante el despegue, pero el análisis continúa, dijo LeRoy Cain, administrador de la misión de la NASA de Estados Unidos.

Los controles rigurosos se pusieron en marcha tras el desastre del Columbia en 2003.

Tres caminatas espaciales están planeadas para conectar, primero el módulo "Tranquility", nombrado así por el sitio de aterrizaje lunar del Apolo 11, y luego la "Cúpula" de observación que cuenta con siete ventanas.

Ambos compartimientos fueron construidos en Italia por la Agencia Espacial Europea. "Tranquility" tuvo un costo de 380 millones de dólares y el puesto de observación de 27 millones de dólares. La primera caminata espacial esta programada para hoy.

Posponen lanzamiento de observatorio solar

La NASA pospuso ayer debido al mal tiempo el lanzamiento de un cohete Atlas V, que lleva un observatorio solar con el que la agencia espera estudiar "en detalle mejor que nunca" el impacto del Sol sobre la Tierra.

Fuertes vientos obligaron a aplazar el lanzamiento 24 horas, para hoy a las 10:23 horas, desde el Centro Espacial Kennedy en Florida.

SALUD

Hallan indicios de calvicie en ADN humano de 4 mil años

Associated Press

ASSOCIATED PRESS

Los científicos Eske Willerslev, derecha, y Morten Rasmussen trabajan en una técnica que permite recrear genes antiguos

Nueva York– Un equipo de científicos pudo armar el ADN de un hombre que vivió en Groenlandia hace unos 4 mil años, un hecho pionero que reveló indicios sobre su apariencia, incluso su riesgo de calvicie.

Es el primer genoma de un ser humano antiguo que demuestra el potencial de lo que un experto calificó como máquina del tiempo para aprender sobre la posibilidad de calvicie y varias adaptaciones biológicas al clima frío, reportan los investigadores en la edición de hoy de la revista Nature.

El ADN también indica que el individuo tenía cabello oscuro y espeso, característica que se pudo comprobar puesto que es de donde se extrajo el material genético.

Lo más importante es que las comparaciones de su ADN con el de los pueblos actuales del Artico arrojaron luz sobre los orígenes misteriosos del grupo cultural del individuo, los Saqqaq, la cultura más antigua conocida en Groenlandia. Los resultados señalan que sus antepasados emigraron de Siberia hace unos 5 mil 500 años.

Aburrirse puede ser fatal: estudio

Associated Press

Londres– ¿Puede uno morirse de aburrimiento?. En un comentario que publicará en abril la Revista Internacional de Epidemiología, los expertos Annie Britton y Martin Shipley, de la University College de Londres, dicen que sí.

Ambos analizaron cuestionarios aplicados entre 1985 y 1988 en más de 7 mil 500 empleados públicos de 35 a 55 años. Se les preguntó si se habían sentido aburridos en el trabajo durante el mes previo.

Britton y Shipley rastrearon cuántos de los participantes habían muerto para abril de 2009. Quienes reportaron mucho aburrimiento tenían dos veces y media mayor probabilidad de morir de un problema cardíaco que quienes dijeron no haberse aburrido.

AVISO DE REUNIÓN PÚBLICA
Proyecto de Loop 375 (Camino Transmountain)
I-10 al este de la Entrada del Parque Estatal Franklin Mountains
En el Condado de El Paso, El Paso Texas

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INSERCIÓN PAGADA

Noticias cortas

Viuda de víctima demanda a mujer de piloto suicida

Associated Press

Austin, Texas— La viuda del trabajador del Servicio Interno de Impuestos (IRS, por sus siglas en inglés) que perdió la vida cuando un avión se impactó en la oficina de la dependencia en Austin interpuso una demanda contra la viuda del piloto.

Autoridades indican que Andrew Joseph Stack III, de 53 años, impactó de forma deliberada su avión de un motor contra el edificio el jueves pasado en un ataque suicida. Vernon Hunter, gerente de 68 años que se encontraba en la oficina del IRS, también perdió la vida.

» Stack debió haber advertido a otros sobre el comportamiento de su esposo, dice la ofendida

Stack había publicado en Internet un largo texto en el que culpaba al IRS de problemas personales que abarcaban décadas.

La demanda interpuesta el lunes en Austin indica que Sheryl Stack debió haber advertido a otros sobre el comportamiento de su esposo.

Daniel Ross, abogado de la viuda de Hunter, indica que la demanda contra Sheryl Stack busca determinar si el piloto dejó alguna póliza de seguro u otros bienes.

No se supo de inmediato si Sheryl Stack cuenta con un abogado.

Encuentran toneladas de marihuana en camión cisterna

Associated Press

McAllen, Texas— Un hombre del sur de Texas se encuentra detenido por cargos de posesión con el propósito de distribuir más de dos toneladas de marihuana halladas en un camión cisterna que se encontraba en su propiedad.

La Procuraduría Federal en McAllen indica que Jaime Fernández Cantú fue encarcelado sin derecho a fianza tras una audiencia el día de ayer. Agentes del Departamento de Inmigración y Aduanas encontraron el camión cisterna estacionado en una propiedad de McAllen que Cantú comparte con su madre.

Testigos indicaron a investigadores que unos desconocidos se acercaron a Cantú para proponerle que guardara el camión en la propiedad, de acuerdo con documentos procesales. Los testigos añadieron que Cantú recibió 1,300 dólares por guardar el camión.

Cantú fue arrestado el pasado jueves. En los registros procesales no aparece ningún abogado a su nombre.

Matan a uno al intentar ingresar por la fuerza a base aérea en Arizona

Agencias

Dallas—Guardias de seguridad de la Base Luke de la Fuerza Aérea, en Phoenix, Arizona, dispararon contra dos hombres que trataban de ingresar a esa instalación a bordo de un auto robado, matando a uno de ellos e hiriendo al otro.

El incidente ocurrió la madrugada de ayer en la entrada oeste de la base, informó el capitán Jerry González, vocero de la instalación a la estación de televisión KPNX-TV de Phoenix.

La Policía de Glendale, un suburbio de Phoenix, informó que el vehículo utilizado en el incidente había sido robado.

El auto chocó luego de que los guardias de la base dispararon y se desconoce aún si el choque o los disparos causaron la muerte de uno de los individuos.

Karen Gerardo, vocera de la Policía de Glendale, descartó que el incidente pudiera estar relacionado con un acto de terrorismo. Las identidades de la persona muerta y del lesionado no han sido dadas a conocer.

Se dice inocente presunto líder de cártel de Sinaloa

Associated Press

Chicago— Un hombre acusado de ser uno de los líderes de un poderoso cártel mexicano de las drogas se declaró inocente el martes al cargo de haber conspirado para importar y vender grandes cantidades de cocaína y heroína en Estados Unidos.

Jesús Vicente Zambada Niebla, de 34 años, escuchó en silencio a un intérprete mientras su abogado neoyorquino, Edward Panzer, presentó la declaración en su nombre ante el juez Rubén Castillo.

Medidas especiales de seguridad se establecieron para la audiencia judicial en lo que la fiscalía califica como el mayor caso de conspiración internacional de narcotráfico en la historia de Chicago.

Las autoridades dicen que Zambada Niebla era un miembro influyente de la segunda generación del cartel de Sinaloa, y que contribuyó a trasladar grandes cantidades de cocaína y heroína de Sur y Centroamérica a Estados Unidos entre el 2005 y el 2008. Dijeron que cientos de kilogramos de cocaína llegaron a Chicago.

El acusado fue arrestado el año pasado en la Ciudad de México y entregado el jueves a las autoridades estadounidenses, en lo que funcionarios del Departamento de Justicia calificaron como un paso importante en la guerra contra las drogas. El Departamento Estadounidense Antidrogas condujo la investigación en Chicago, con la colaboración de otras agencias policiales federales y locales.

"Hay muchas pruebas en este caso", dijo al juez el fiscal asistente Thomas Shakeshaft.

Se acusa a Zambada Niebla de conspiración para poseer y distribuir más de cinco kilogramos de cocaína a Estados Unidos.

La pena máxima para ambos cargos es prisión perpetua.

La fiscalía dice que los miembros del cartel discutieron responder a la guerra contra el narcotráfico adquiriendo armas para atacar instalaciones no especificadas a ambos lados de la frontera.

Zambada Niebla también es acusado en un caso separado pendiente en la capital.

También fueron acusados dos supuestos altos jefes del cartel de Sinaloa, Joaquín Guzmán Loera e Ismael Zambada García, padre de Zambada Niebla. Ambos están prófugos.

La extradición de Zambada Niebla a Chicago es producto de la "estrecha cooperación entre Estados Unidos y México en la investigación y procesamiento de líderes de los carteles de narcotráfico internacionales", dijo la DEA.

Zambada Niebla pasó cerca de once meses bajo custodia policial en México y será instruido de cargos formalmente el próximo martes ante un tribunal federal en Chicago.

El presunto narcotraficante figura entre una treintena de individuos acusados en Chicago en agosto de 2009 en lo que se considera uno de los mayores casos de conspiración para el tráfico de drogas ante un tribunal en el distrito norte de esa ciudad.

En esa lista también figura Joaquín "el Chapo" Guzmán y el padre de Zambada Niebla, Ismael "el Mayo" Zambada García, según el comunicado.

Las autoridades federales han acusado a Zambada Niebla y a sus presuntos cómplices de una conspiración para importar y distribuir cocaína a Estados Unidos entre 1992 y el 28 de enero de 2003.

Los cargamentos de cocaína distribuidos en Estados Unidos por el cartel de Zambada Niebla tienen un valor aproximado de 47.5 millones de dólares, según la DEA.

Crudo de Texas baja 1.8 por ciento y cierra a 78.86 dólares el barril

EFE

Nueva York— El barril de crudo de Texas se depreció ayer el 1.8% y cerró a 78.86 dólares, tras percibirse una merma de la confianza de los consumidores de Estados Unidos en la economía y un fortalecimiento del dólar ante el euro y otras divisas.

Al finalizar la sesión en la Bolsa Mercantil de Nueva York (Nymex), los contratos de Petróleo Intermedio de Texas (WTI) para entrega en abril, que comenzaron a tomarse hoy como referencia, restaron 1.45 dólares al precio anterior y perdieron el nivel de 80 dólares en que habían finalizado el lunes.

Los contratos de gasolina para entrega en marzo terminaron la jornada a 2.06 dólares por galón (3.78 litros), cinco centavos menos que el día anterior y los de gasóleo se depreciaron cuatro centavos y cerraron a 2.03 dólares/galón.

En el caso del gas natural, los contratos para marzo se abrataron alrededor de 12 centavos y finalizaron a 4.77 dólares por cada mil pies cúbicos.

El descenso en los precios del crudo y de los combustibles coincidió en esta ocasión con cálculos que difundió The Conference Board y que reflejaron un mayor pesimismo en febrero de los consumidores de Estados Unidos respecto de la evolución de la economía, lo que podría repercutir en un menor consumo de combustibles.

El índice de confianza que elabora esa entidad privada de análisis bajó a 46 puntos este mes, desde los 56.5 puntos en que se situaba en enero.

A ello se unió el fortalecimiento que registraba el dólar ante el euro y otras monedas, lo que suele presionar a la baja a los precios de las materias primas que se negocian en la divisa estadounidense en los mercados internacionales.

Por un euro se obtenían 1.3514 dólares poco antes del cierre en el mercado bursátil, comparado con 1.3601 dólares el día anterior.

Los operadores quedaron este martes pendientes de conocer durante la próxima jornada el estado de las reservas de crudo y de combustibles almacenadas en Estados Unidos a finales de la pasada semana y los analistas prevén incrementos en el caso del crudo y de la gasolina y un descenso en los destilados, una categoría que incluye al gasóleo de calefacción y al diesel.

Impulsará televisora educación de hispanos

Associated Press

Miami— Univision anunció ayer una campaña multi anual para impulsar el logro académico entre los hispanos enseñando a los padres sobre las escuelas estadounidenses, oportunidades de educación y sobre becas universitarias y sus requerimientos.

La campaña titulada en español "Es el momento" llega cuando las estadísticas muestran que las tasas de graduación de hispanos a nivel de secundaria y universidad están muy por abajo del promedio nacional, y que la tasa de desempleo entre los hispanos está entre las más altas del país a 12.6%.

Con los hispanos representando aproximadamente una quinta parte de los estudiantes de jardín de niños al 12 grado en la nación, esa es una preocupación mayor para el país en su conjunto, señaló César Conde, presidente de Univision Networks.

La cadena de televisión en español más grande de Estados Unidos se está uniendo en este esfuerzo al Departamento de Educación del país, a la Fundación Bill y Melinda Gates, así como a organizaciones no lucrativas de toda la nación.

Conde dijo que los padres hispanos, al igual que la mayoría de los estadounidenses, valoran la educación. Y muchos vinieron a Estados Unidos para proporcionar a sus hijos mejores oportunidades de educación. Pero una vez aquí, frecuentemente no saben cómo navegar en el sistema.

"Queremos elevar los estándares y expectativas que tenemos en la comunidad hispana para los jóvenes", dijo Conde. "Y queremos educar a los padres que no pudieran pensar que algunas oportunidades están al alcance de sus hijos", añadió.

Univision utilizará sus estaciones de radio y televisión, y sus plataformas móviles y de internet para proporcionar información a los padres sobre cómo alentar a sus hijos a que terminen su educación secundaria y tengan buena predisposición para continuar la educación universitaria, así como dónde buscar préstamos y becas universitarias, un componente crucial que puede ser atemorizante incluso para quienes están familiarizados con los sistemas académicos y financieros de Estados Unidos.

Según cifras federales, aproximadamente 13% de hispanos en Estados Unidos tienen un título universitario, en comparación con la cuarta parte de la población en general. Menos de la mitad de los hispanos que asisten a la universidad se gradúan, en comparación con un promedio nacional de 54%.

AVISO DE REUNIÓN PÚBLICA
Proyecto de Loop 375 (Camino Transmountain)
I-10 al este de la Entrada del Parque Estatal Franklin Mountains
En el Condado de El Paso, El Paso Texas

El Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) conducirá una reunión pública el miércoles 10 de marzo del 2010 para la propuesta de mejoras de el Loop 375 (Woodrow Bean/Camino Transmountain) desde la Interestatal 10 (I-10) hasta el este de la entrada del Parque Estatal Franklin Mountains, en la parte noroeste de la ciudad de El Paso en el condado de El Paso, Texas. La Reunión Pública será llevada a cabo en la cafetería de la preparatoria Canutillo (Canutillo High School) entre las horas de 6:00 p.m. y 8:00 p.m. La preparatoria Canutillo (Canutillo High School) está ubicada en 6675 South Desert Blvd., El Paso, TX, 79912.

El propósito de la reunión es presentar información tocante el diseño nuevo y solicitar los comentarios sobre las propuestas de mejora de Loop 375 desde I-10 al este de la entrada del Parque Estatal Franklin Mountains con una longitud aproximada de 3.6 millas. Las mejoras propuestas consisten de la ampliación del camino actual de dos carriles no dividido a un camino dividido de cuatro carriles con vías laterales de acceso de doble carril. Las mejoras también incluyen puentes en las intersecciones con las Calles Northwestern, Resler, Plexxar, y Paseo del Norte así como dos conexiones superiores directas de Loop 375 a la Interestatal 10 y de la Interestatal 10 a Loop 375. Como parte de este proyecto se construirán vías compartidas de ciclistas y peatones contiguas a los caminos, cerca del derecho de vía (ROW por sus siglas en inglés) de Loop 375, entre las intersecciones de las Calles Northwestern y Paseo del Norte. Acceso a los carriles principales de Loop 375, así como las vías laterales será por medio de rampas de entrada y salida en varios puntos entre las intersecciones. La huella del derecho de vía (ROW por sus siglas en inglés) y el diseño geométrico provee para expansión a seis carriles principales desde Northwestern Drive hasta el este de Paseo del Norte. Una evaluación ambiental (EA por sus siglas en inglés) fue preparada previamente para determinar los impactos, sociales, económicos y ambientales de los proyectos propuestos en el Loop 375 desde Doniphan Drive 0.168 millas al norte de Borderland, hasta la entrada del Parque Estatal Franklin Mountains. Porciones de este proyecto fueron terminadas en el 2004. TxDOT recientemente inició una re evaluación del estudio ambiental para avalar las mejoras propuestas para la ampliación de Loop 375 a un camino de seis carriles desde la I-10 hasta el este de la entrada del Parque Estatal Franklin Mountains.

TxDOT está realizando actualmente una evaluación ambiental para determinar los impactos, sociales, económicos y ambientales, conjuntamente con la construcción propuesta del último diseño para el Loop 375 (Transmountain Road). Debido a la ampliación y puentes propuestos, 46.5 acres de derechos de vía adicionales serán requeridos.

El personal de TxDOT y su equipo de consultores estarán disponibles en la reunión para discutir el proyecto propuesto y presentar la información del proyecto. La reunión será conducida con un formato de "casa muestra" de las 6:00 a 6:30 P.M., seguido por una presentación formal a las 6:30 P.M. y un periodo de comentarios. Se invita a todas las personas interesadas que asistan y expresen sus opiniones y discutan el proyecto con los representantes de TxDOT.

A las personas con necesidades especiales, interesadas en atender, se les pide que contacten a Blanca M. Del Valle, Directora de Relaciones Públicas, al teléfono (915) 790-4200 al menos dos días hábiles antes de la fecha de la reunión. La reunión pública será conducida en inglés y se proveerá traducción en español. Solicitudes para intérpretes de lenguaje o necesidades especiales de comunicación también deben ser hechas al menos dos días antes de la reunión pública. TxDOT hará todo esfuerzo razonable para cubrir estas necesidades.

Comentarios relativos acerca de las propuestas del proyecto podrán enviarse por escrito a: Eduardo Calvo, Advance Transportation Planning, Texas Department of Transportation, El Paso District, 13301 Gateway West Blvd., Texas 79928. Los comentarios por escrito deberán enviarse por correo con fecha de envió marcada con el sello postal a más tardar el 24 de marzo del 2010.

INSERCIÓN PAGADA

Obituarios & Esquelas

Servicios Funerarios

Harding-Orr & McDaniel Funeral Home

Altagracia Torres, falleció a la edad de 81 años, los servicios son el Jueves 25 de Febrero en la Capilla de la Funeraria. El Rosario sera a las 7 p.m. La misa sera el Viernes 26 de Febrero a las 10:00 a.m. en la Iglesia Catolica Sagrado Corazón. Le sobreviven sus hijos Julian, Cruz, Jose Rafael, Juan Manuel, Manuel Higinio y Roberto Torres, Valentina Encerrado, Camila Madrigal y Lorenza Torres y su hermano Miguel Escobedo

GRAN APERTURA

Hasta 48 meses SIN intereses

SECCIONAL $999 CON CUPÓN
SECCIONAL EN MEZCLA DE PIEL
ESTUFA DE GAS DE 30"
ESTUFA $299 CON CUPÓN
GREG DAW'S LAKESIDE FURNITURE
7036 ALAMEDA
@ Ascarate Park
Apartados Gratis
(915) 771-7447
*Válido 2/27/2010
Fotos sólo para ilustración

Attachment D

Public Meeting Handout Materials

PROJECT LOCATION MAP

PROPOSED IMPROVEMENTS TO LOOP 375 (WOODROW BEAN/ TRANSMOUNTAIN ROAD)

Texas Department of Transportation

Public Meeting
March 10, 2010
Canutillo High School

PROPOSED IMPROVEMENTS TO LOOP 375
(Woodrow Bean/Transmountain Road)
AGENDA

6:00 PM Open House (Exhibit Viewing)
6:30 PM Formal Presentation
Introduction:
Mr. Chuck Berry, P.E., District Engineer,
Texas Department of Transportation, El Paso
Project Design:
Mr. Antonio Uribe Jr., E.I.T.,
Texas Department of Transportation, El Paso
Right of Way Acquisition:
Ms. Laura Robles
Texas Department of Transportation, El Paso
Environmental Studies:
Ms. Kim Johnson, Environmental Project Manager,
Blanton & Associates, Inc.
7:15 PM Open House Question and Answer Period

- The Texas Department of Transportation (TxDOT) proposes improvements to **LP 375** (Woodrow Bean/Transmountain Road) from Interstate 10 (I-10) to east of the Franklin Mountains State Park. A project location map is included in this handout.

- The proposed project consists of expanding the current two-lane undivided roadway to a **four-lane divided roadway with two-lane frontage roads and grade separations at major intersections.** As part of this project shared bicycle/pedestrian paths will be constructed separate from the roadways, near the Loop 375 right-of-way (ROW) line, between the intersections of Northwestern Drive and Paseo del Norte Drive. The total length of the proposed project is approximately 3.6 miles. Due to the proposed expansion and grade separations, approximately 46.5 acres of ROW will be required.

- Project Need:
  - Substantial growth in commercial, industrial, and residential development in the area.
  - Increase in traffic volumes especially the commercial and industrial developments near the Loop 375/I-10 interchange.
  - Construction of Canutillo High School and expansion of the El Paso Community College Northwest Campus adds to the traffic and potential congestion within the project area.

- Project Purpose: The improvements to Loop 375 would improve:
  - Mobility in northwest El Paso
  - Relieve congestion on Loop 375 (Woodrow Bean/Transmountain Road)
  - Provide a safer more efficient transportation route for local residents, commuters, commercial vehicles, and the traveling public
- TxDOT is currently performing an Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts in conjunction with the proposed construction of the ultimate design for Loop 375 (Woodrow Bean/Transmountain Road).

NOTES:

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- **Verbal and written comments** regarding the proposed project are requested. Comments may be presented either at the meeting or in writing after the meeting. (Comment sheets and speaker registration cards are available at the sign-in table.) Comments must be received on or before **March 24, 2010**, to be included in the official public meeting record. Written comments should be submitted to:

Antonio Uribe, Jr., E.I.T.,
TxDOT El Paso District Design Office
13301 Gateway West, El Paso, Texas 79928-5410

LOCALIZACIÓN DEL PROYECTO

PROPUESTA DE MEJORAS DE EL LOOP 375 (WOODROW BEAN/ CAMINO TRANSMOUNTAIN)

Texas
Department
of Transportation

Reunión Pública
10 de marzo del 2010
Canutillo High School

PROPUESTAS DE MEJORAS DEL LOOP 375
(Woodrow Bean/Camino Transmountain)
AGENDA

6:00 PM Casa Muestra (Exhibición)
6:30 PM Presentación Formal
Introducción:
Mr. Chuck Berry, P.E., District Engineer,
Texas Department of Transportation, El Paso
Diseño del Proyecto:
Mr. Antonio Uribe Jr., E.I.T.,
Texas Department of Transportation, El Paso
Derecho de Vía:
Ms. Laura Robles
Texas Department of Transportation, El Paso
Estudio Ambiental:
Ms. Kim Johnson, Environmental Project Manager,
Blanton & Associates, Inc.
7:15 PM Casa Muestra – Preguntas y Respuestas

- El departamento de Transporte de Texas (TxDOT por sus siglas en ingles) propone mejoras al Loop 375 (Woodrow Bean/Camino Transmountain) desde la Interestatal 10 (I-10) hasta el este de la entrada del Parque Estatal Franklin Mountains. Un mapa de la localización del proyecto se incluye en este folleto.

- El proyecto propuesto consiste de la ampliación del camino actual de dos carriles no dividido a un camino dividido de cuatro carriles con vías laterales de acceso de doble carril. Como parte de este proyecto se construirán vías compartidas de ciclistas y peatones contiguas a los caminos, cerca del derecho de vía (ROW por sus siglas en inglés) de Loop 375, entre las intersecciones de las Calles Northwestern y Paseo del Norte. Debido a la ampliación y puentes propuestos, 46.5 acres de derechos de vía adicionales serán requeridos.

- Necesidad del proyecto:
  - Crecimiento comercial, industrial, y residencial, desarrollo en el área.
  - Aumento de tráfico especialmente en las áreas comerciales e industriales cerca del intercambio del Loop 375/I-10.
  - La construcción de la preparatoria Canutillo y de la extensión del campus de El Paso Community College Northwest Camput agrega a la congestión del tráfico.

- Propósito del proyecto: Las mejoras del Loop 375 mejorarían:
  - Movilidad en el noroeste de El Paso
  - Releve la congestión en el Loop 375 (Woodrow Bean/Camino Transmountain)
  - Proporciona una ruta más eficiente y más segura para los residentes locales, los viajeros, los vehículos comerciales, y el público que viaja
- TxDOT está realizando actualmente una evaluación ambiental para determinar los impactos, sociales, económicos y ambientales, conjuntamente con la construcción propuesta del último diseño para el Loop 375 (Woodrow Bean/Camino Transmountain).

NOTAS:

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- **Comentarios y comentarios escritos** relativos acerca de las propuestas del proyecto serán discutidas en la reunión o podrán enviarse por escrito (Forma de Comentario se encuentra en al mesa de registración). Los comentarios por escrito deberán enviarse por correo con fecha de envió marcada con el sello postal a más tardar el 24 de marzo del 2010

  Antonio Uribe, Jr., E.I.T.,
  TxDOT El Paso District Design Office
  13301 Gateway West, El Paso, Texas 79928-5410

REUNIÓN PÚBLICA

Propuestas de Mejoras de el Loop 375
(Camino Transmountain)
Desde la Interestatal 10 (I-10) hasta el este del la entrada del Parque Estatal Franklin Mountains
El Paso, Texas
Miércoles, 10 de marzo 2010
6:00 P.M. - 8:00 P.M.

FORMA DE COMENTARIO

Esta forma se proporciona para recibir sus comentarios con respecto a la propuesta de mejoras del Loop 375 desde la Interestatal 10 (I-10) al este de la entrada del parque estatal Franklin Mountains. Utilice por favor el espacio proporcionado abajo, incluya páginas adicionales en caso de necesidad. Sus comentarios se pueden depositar en la "Caja de Comentarios" o enviado por correo a la dirección indicada abajo. Todos los comentarios escritos deben ser sellados por el correo antes de el 25 de marzo, 2010.

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Todos los comentarios escritos deben ser sellados por el correo antes del 25 de marzo, 2010.

Envié sus comentarios escritos a la dirección siguiente:

Advance Transportation Planning
Texas Department of Transportation
El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928

(Por favor escriba en letra de molde)

Su Nombre: _____

Domicilio: _____

_____

Teléfono: _____

Para enviar por correo: Por favor doble esta página al interior; luego en el exterior ponga la estampilla postal de $0.44 centavos y sellé.

---------- Doble Aquí ----------

---------- Doble Aquí ----------

Coloque
Estampilla
Aquí

Advance Transportation Planning
Texas Department of Transportation
El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928

PUBLIC MEETING

Proposed Loop 375 (Woodrow Bean/Tansmountain Road)
Roadway Improvements
I-10 to East of the Franklin Mountains State Park Entrance
March 10, 2010 - 6:00 PM to 8:00 PM
Canutillo High School
6675 South Desert Road, El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by March 24, 2010. Thank you for your comments.

Comments: _____

Written comments submitted by mail must be postmarked by March 24, 2010 and sent to:

Advance Transportation Planning
Texas Department of Transportation
El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928

Please Print:

Your Name _____

Address _____

_____

---------- Fold Here ----------

---------- Fold Here ----------

Place
Stamp
Here

Advance Transportation Planning
Texas Department of Transportation
El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928

Attachment E

Public Meeting Sign-in Sheets

Texas Department of Transportation

Sign-In Sheet

(Hoja de Inscripción/Registro)

Title:	**Proposed Improvements to Loop 375 Transmountain Road**	**Meeting Date and Time:**	**Wednesday, March 10, 2010** **6:00 p.m. to 6:30 p.m. Open House** **6:30 p.m. Presentation & Comments**
Proyecto:	**Propuesta De Mejoras de el Loop 375 Camino Transmountain)**	**Fecha y Hora de la Reunión:**	**Miércoles 10 de marzo, 2010** **6:00 p.m. a 6:30 p.m. Recepción Publica** **6:30 p.m. Presentación**
Location: **Ubicación:**	**Canutillo Highschool, 6675 S. Desert Blvd., El Paso, TX** **Canutillo Highschool, 6675 S. Desert Blvd., El Paso, TX**		

Name / Nombre	Mailing Address / Dirección Postal	Phone / Teléfono	E-mail / Correo Electrónico
Jorge A. Martinez	6184 Thunder River Pl	915-637-9161	jamartinez5@miners.utep.edu
Ismael Hernandez	13301 Gateway West	(915) 790-4484	IHernandez@dot.state.tx.us
Gabriel A. Valdez	500 W. University Ave PMB 488	915-525-6031	gavaldez@miners.utep.edu
Nick Alanis	16360 Park Ten Place, Ste 230	281-945-0069	nalanis@entechhou.com
Marilyn Valdez	4333 Pascal St EP TX 79932	799-3176	mvaldez75@miners.utep.ed
Ricky Bonart	6524 Loma de Cristo 79912	833-5777	RICKYBONARTE@ATTGLOBAL.NET
Susanne Rasmussen	5435 King Pl 79932	845-1097	srasmussen77@yahoo.com
Robert D Andrade	3300 Rincon Dr 79904	4743720	robert_d_andrade@yahoo.com
Richard Teschner	1800 N. Stanton St., 302. 79902	533.1279	teschner@utep.edu
GEORGE PINAL / EL PASO MPO	10767 GATEWAY WEST BLVD STE 605 79935	591-9735	gpinal@elpasompo.org

Texas Department of Transportation

Sign-In Sheet

(Hoja de Inscripción/Registro)

Title:	**Proposed Improvements to Loop 375 Transmountain Road**	**Meeting Date and Time:**	**Wednesday, March 10, 2010** **6:00 p.m. to 6:30 p.m. Open House** **6:30 p.m. Presentation & Comments**
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Location: **Ubicación:**	**Canutillo Highschool, 6675 S. Desert Blvd., El Paso, TX** **Canutillo Highschool, 6675 S. Desert Blvd., El Paso, TX**		

Name / Nombre	Mailing Address / Dirección Postal	Phone / Teléfono	E-mail / Correo Electrónico
MARK MOORE	13301 GATEWAY WEST	(915) 790-4481	mmoore2@dot.STATE.TX.US
Blanca M Del Valle	13301 Gateway West	(915) 790-4341	bdelvall@dot.state.tx.us
MICHAEL LEWIS	1531 GEORGE DIETER #721, EP, TX, 36	915-929-9500	ndmike@gmail.com
MANUEL HERNANDEZ	13301 GATEWAY BLVD. WEST	(915) 790-4486	mhema@dot.state.tx.us
Alicia Romo	544 Mogollon Cir. El Paso Tx 79912	(915) -747-6129	aromo2@miners.utep.edu
Iraki Ibarra	915 South Mesa #2K	(915) 227-0589	iibarra@miners.utep.edu
Tony Galacio	16300 Park Ten Pl. Ste 230, Houston Tx 77084	(281) 945-0069	tgalacio@artechhou.com
Sharon Bonart	7096 Westwind	(915) 833-5777	
Brent Sanders	5435 King Pl	845-1097	brentep@yahoo.ca
Bill Adding (SIERRA N/CLUB)	635 BLUFF CANYON	539-4158	aguavida@valornet.com
Heather McMurray	635 Bluff Canyon Cir	539-3388	heamc@earthlink.net

Texas Department of Transportation

Sign-In Sheet

(Hoja de Inscripción/Registro)

Title:	**Proposed Improvements to Loop 375 Transmountain Road**	**Meeting Date and Time:**	**Wednesday, March 10, 2010** **6:00 p.m. to 6:30 p.m. Open House** **6:30 p.m. Presentation & Comments**
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Location: **Ubicación:**	**Canutillo Highschool, 6675 S. Desert Blvd., El Paso, TX** **Canutillo Highschool, 6675 S. Desert Blvd., El Paso, TX**		

Name / Nombre	Mailing Address / Dirección Postal	Phone / Teléfono	E-mail / Correo Electrónico
ROBERT ARDOVINO	2201 N. St. VRAIN, EL PASO 79902	915 383 8485	rardovino@elp.rr.com
Kim JOHNSON	5 Lakeway Centre Ct. 200 AUSTIN TX 78734	5122641095	—
Mary Telles-Goins	TX DOT		
Mike Brown	J.D. Abrams, LP	915-593-7393	mebrown@jdabrams.com
César MENDEZ	1331 McKelligon Canyon Road EL PASO TX 79930	915-566-6441	Cesar.Mendez@tpwd.state.tx.us
Frank Magaña	6004 N. Mesa El Paso, TX 79912	915-588-9773	frank.magana@KFOXtv.com
José LARES	4401 N. MESA El Paso, TX 79902	915-504-4764	JOSE.LARES@HUNTCOMPANIES.COM
Fred Stone	2620 South 55th Street Tempe AZ 85282		fwstone@sundt.com
ADRIAN ALVARADO	140 S. PRADO, EL PASO, TX 79907	915-860-4480	aalvarado@cvdist.com
Chuck Berry	13301 Gateway West, El Paso, 79928	915-790-4200	
Joaquin Cavitboy	12600 McCombs, El Paso, 79934	915-842-7315	Joaquin.Cavitboy@ElPasoCom
David W Campbell	1900 Demingway Rd. SW / Deming	[illegible]	575-544-[illegible] davidw.campbell@el[illegible]
Brent Harris	1865 Northwestern Dr. El Paso, TX 79912	915-877-4300	BHARRISE PLEXAR.com
JOHN MOSES	209 N CLARK	915 791 2161	john.moses@tpwd.state.tx.us

Texas Department of Transportation

Sign-In Sheet

(Hoja de Inscripción/Registro)

Title:	**Proposed Improvements to Loop 375 Transmountain Road**	**Meeting Date and Time:**	**Wednesday, March 10, 2010** **6:00 p.m. to 6:30 p.m. Open House** **6:30 p.m. Presentation & Comments**
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Location: Ubicación:	**Canutillo Highschool, 6675 S. Desert Blvd., El Paso, TX** Canutillo Highschool, 6675 S. Desert Blvd., El Paso, TX		

Name / Nombre	Mailing Address / Dirección Postal	Phone / Teléfono	E-mail / Correo Electrónico
Juan J. Solis	10556 Rushing EPT 79924	915-822-8379	TXHARLEY99@ELP.RR.COM
Richard D. Love	6021 Valley DR EPT 79932	918 877-3838	Rlove@ELP.RR.com
Mimi Horn	13301 Gateway Blvd West 79928	915-790-4303	MHORN@HOTMAIL.COM
David T. Carroll	3850 Justice Rd. EPT 79938	915-538-2210	—
Dennis Georgens	3850 Justice RD EPT 79938	915 538-2210	
Kelvin Cheu	1509 Capitan Ridge, El Paso 79912	915-747-5717	rcheu@utep.edu
Richard Northington	740 TEPIC	915 747-5871	rnorthin@utep.edu
Rudy Elias	2620 S 55TH St Tempe AZ 85282	602 206 2652	reelias@sundt.com
Tray Calhoun	140 S. Prado El Paso TX	860 4480	tray.calhoun@hoondys.com
Manuel Zamora	12600 McCombs El Paso Tx 79934	915-491-7040	manuel.zamora@elpaso.com
Roy Guerrero	12600 McCombs El Paso Tx 79934	915-525-2298	roy.guerrero@elpaso.com
Charles Wakeem	741 Somerset El Paso, TX	915-534-8795	charliewak@sbcglobal.net
judy Ackerman	3344 Eileen Dr. El Paso TX 79904	915-755 7371	jop.ackerman@sbcglobal.net
Eduardo Calvo	13301 GW West	915 790-4322	ecalvo@dot.state.tx.us

Texas Department of Transportation

Elected Officials
(Oficiales Electos)

Sign-In Sheet
(Hoja de Inscripción/Registro)

Title:	**Proposed Improvements to Loop 375 Transmountain Road**	**Meeting Date and Time:**	**Wednesday, March 10, 2010** **6:00 p.m. to 6:30 p.m. Open House** **6:30 p.m. Presentation & Comments**
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Name / Nombre	Mailing Address / Dirección Postal	Phone / Teléfono	E-mail / Correo Electrónico
Joseph Moody State Rep. Dist. 78	6600 N. Mesa Ste. 603	532-1391	joseph.moody@house.state.tx.us

Attachment F

Photos of Public Meeting

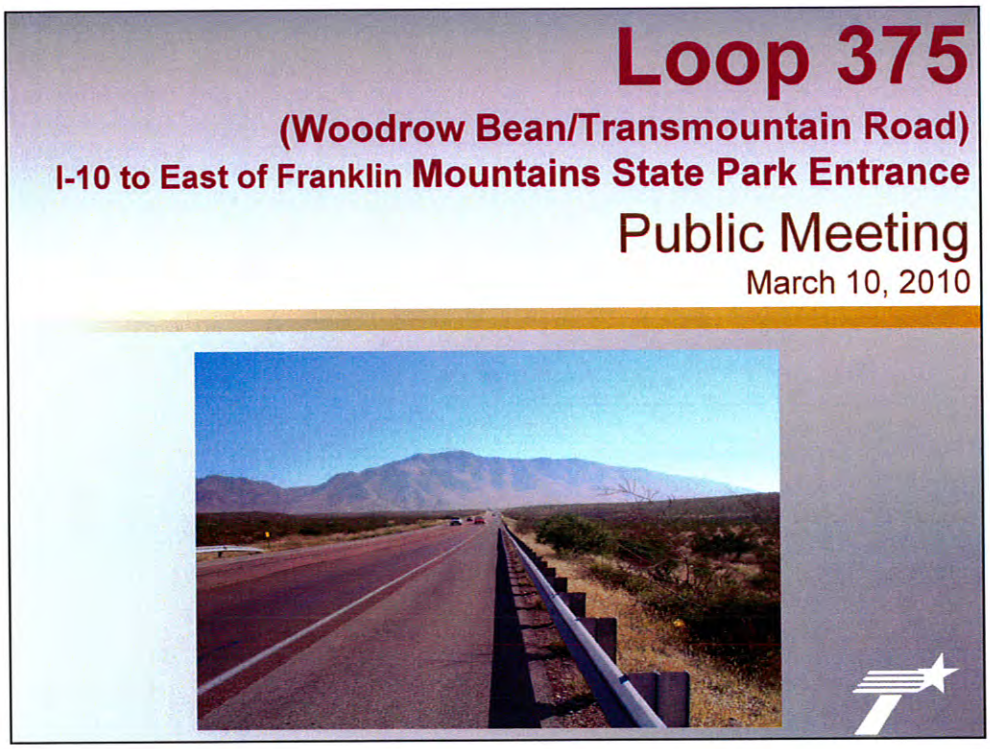
EXIT
03/11/2010 07:13

PANEL 1
PANEL 2
Potential Environmental Constraints
Loop 375 (Transmountain Drive) from 0.113 mile East of I-10 to 0.479 mile East of Franklin Mountains State Park
El Paso County, Texas
Potential Hazardous Materials Site
Existing Right-of-way
Proposed Right-of-way
100-Year Floodplain
Land Use
Commercial
Transportation
Franklin Mountains State Park
Land Cover
Maintained / Disturbed
Arroyo Shrub
Creosote Shrub
Bare Ground
PROJECT LOCATION
Loop 375
Future Paseo del Norte Rd
Future Pleasant Rd
Franklin Mountains State Park
03/11/2010 06:46

03/11/2010 06:46

Attachment G

Public Meeting Presentation



Chuck Berry:

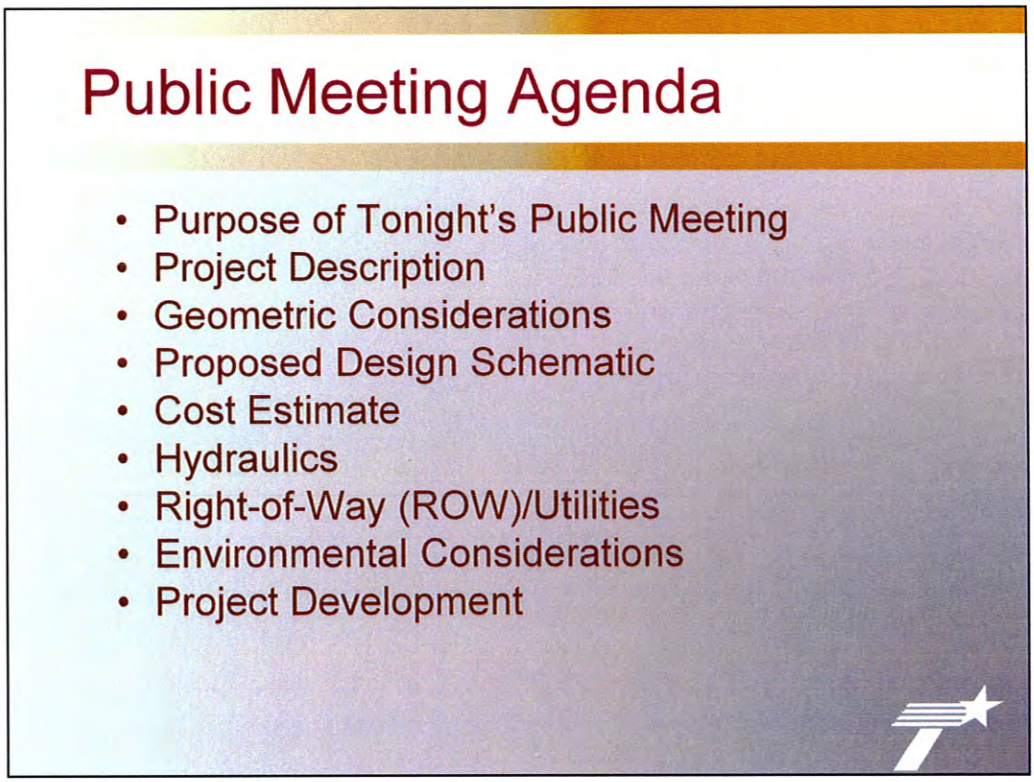
We are about to begin the formal presentation. For those who would like a Spanish interpretation of the presentation, headphones are available.

Good evening, and welcome to this Open House Public Meeting regarding Loop 375. I am Chuck Berry, District Engineer for the Texas Department of Transportation. Tonight's meeting is being conducted to present information about proposed improvements to Loop 375 (Woodrow Bean-Transmountain Road) from Interstate Highway 10 to east of the Franklin Mountains State Park entrance.

We would like to recognize the following elected officials: NAMES PROVIDED BY TONY

Thank you for attending the public meeting.

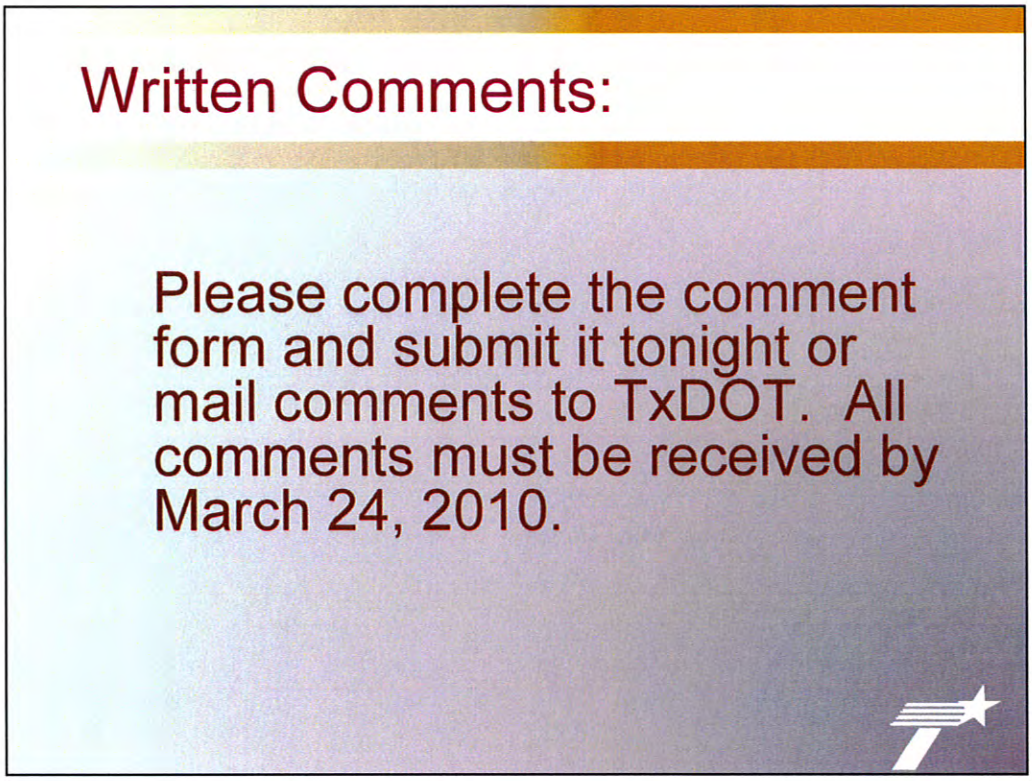
You may have noticed a sign-in table as you walked in. If you have not already done so, please sign-in before you leave tonight. The sign-in sheets allow us to record tonight's participants for the public involvement record. Restrooms are located on the upper level of the cafeteria.



Chuck Berry:

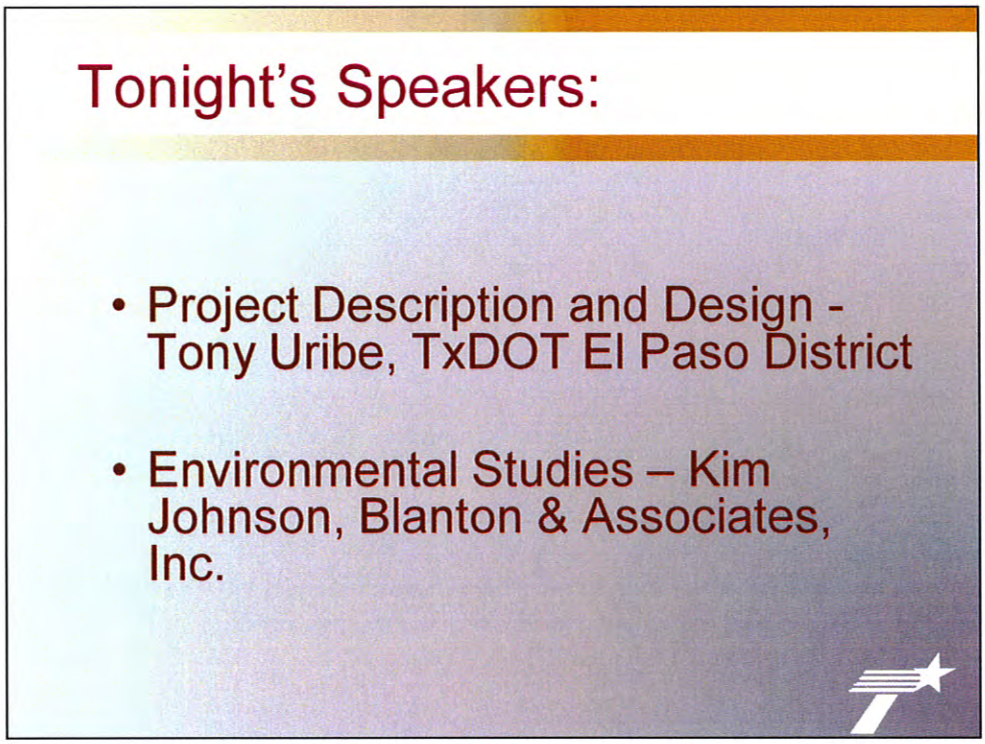
This is the agenda for tonight's meeting. Following the presentation, you will have the opportunity to speak to our technical staff and ask questions you may have regarding the project. If you have questions, members of the study team will be available to discuss the project and answer your questions after the presentation. We encourage your participation in tonight's meeting.

Displays have been prepared to present the proposed improvements. The project plans are also available for viewing at the TxDOT District office, located at 13301 Gateway Boulevard West in east El Paso.



Chuck Berry:

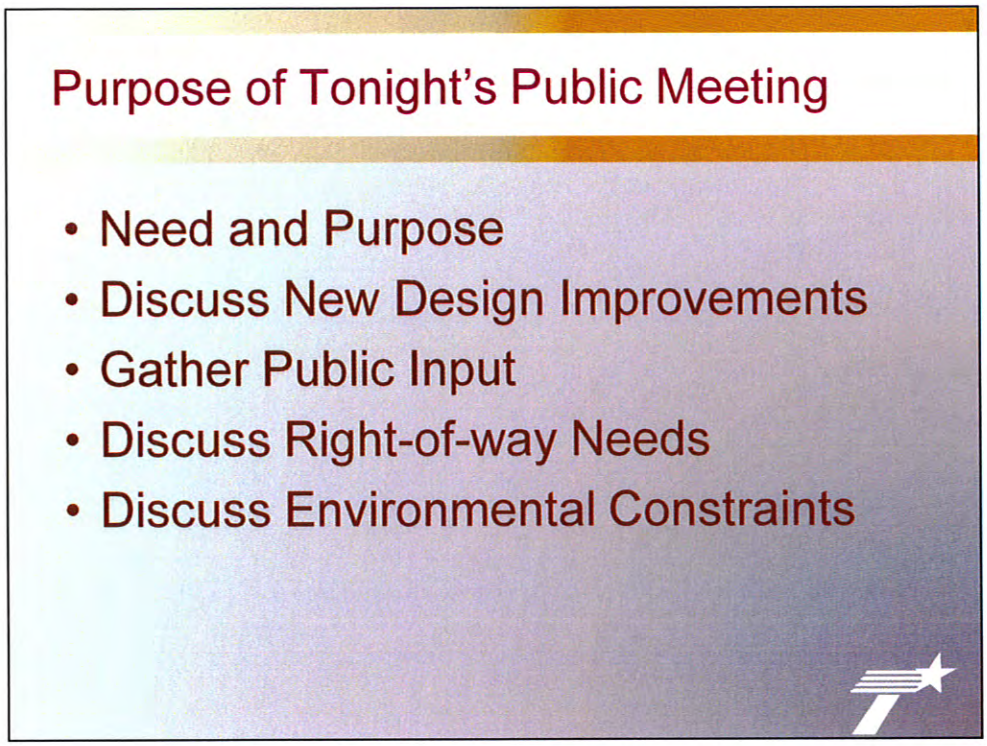
After the presentation, you may present your written comments for the official record. Comment sheets are available at the sign-in table. You can either mail them to the address on the form or leave them at the sign-in table tonight. All written comments must be received no later than March 24, 2010.



Chuck Berry:

I would like to introduce the people who will be presenting project information to you this evening. Tony Uribe from the TxDOT El Paso District is the project manager. He will present the project description, and design, and Kim Johnson from Blanton & Associates will present an overview of the environmental studies that have been conducted for the project.

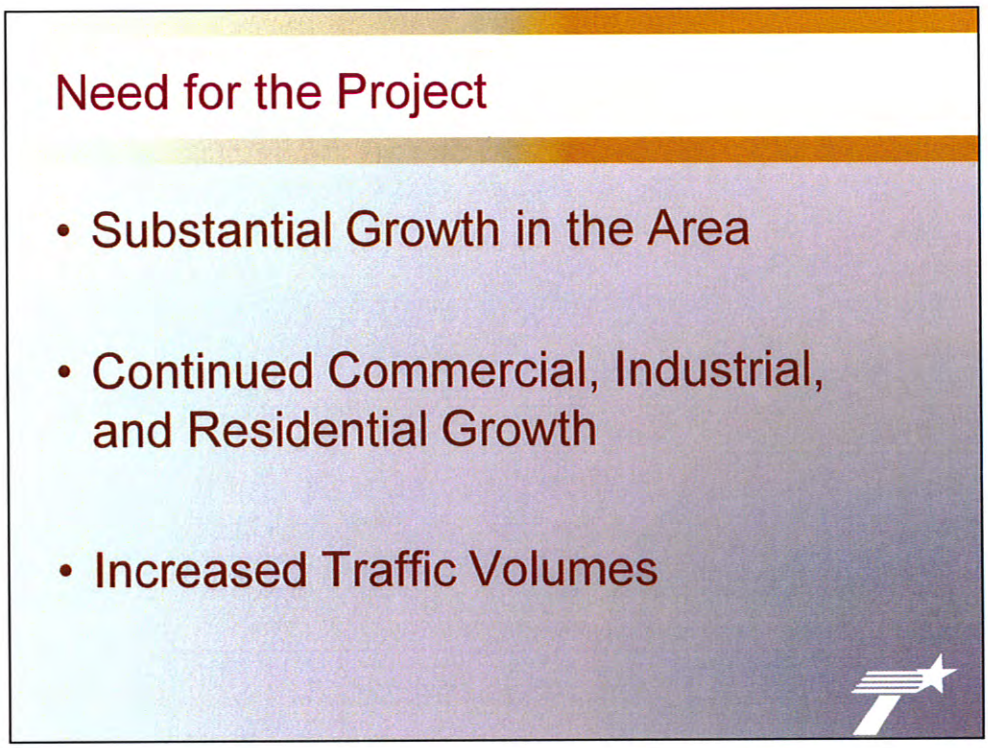
I will now turn the presentation over to Tony Uribe.



Tony Uribe:

Thank you, Chuck. The purpose of tonight's meeting is to:

- **Discuss the need and purpose of the project**
- **Discuss new design improvements**
- **Gather Public Input**
- **Discuss Right-of-way Needs**
- **Present Environmental Constraints for the project**



Tony Uribe:

The project is needed due to:

- **Growth in commercial, industrial, and residential development in the area.**

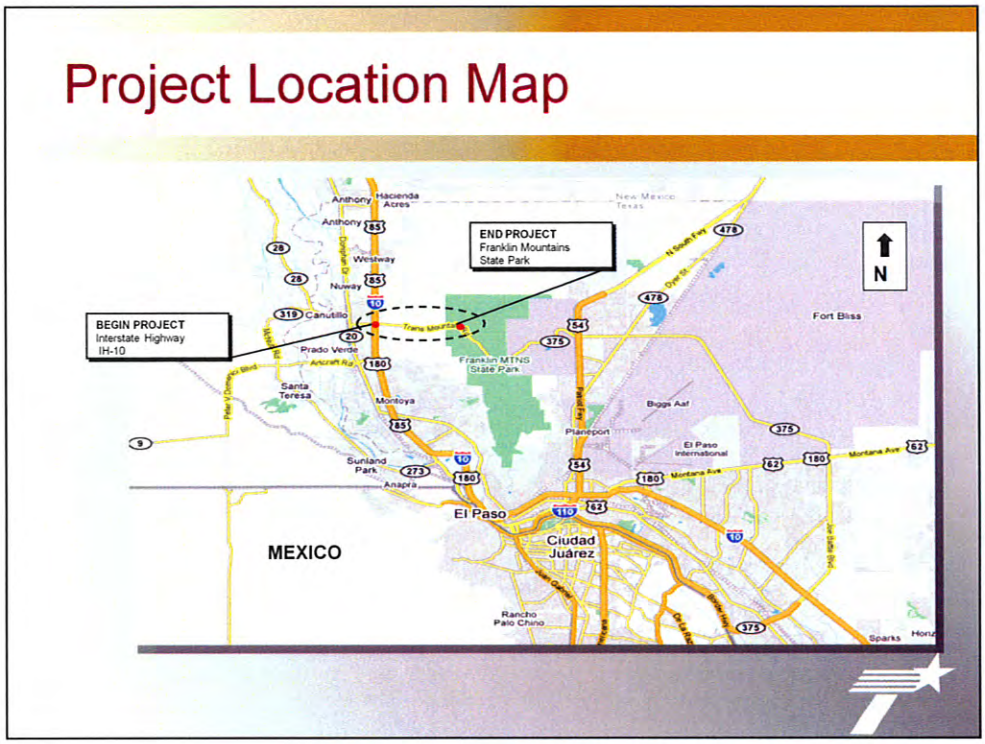
- **Increases in traffic volumes especially the commercial and industrial developments near the Loop 375/I-10 Interchange.**

Purpose of the Project

- Improve Traffic Mobility
- Increase Safety
- Improve Efficiency of Transportation Route for Residents, Commuters, Commercial Vehicles and Traveling Public

Tony Uribe:

The purpose of the project is to improve mobility in northwest El Paso and relieve congestion on Loop 375, providing a safer more efficient transportation route for local residents, commuters, commercial vehicles, and the traveling public.



Tony Uribe:

The proposed project is just east of Canutillo and the limits are from I-10 to the Franklin Mountains State Park Entrance. The project is approximately 3.6 miles in length.

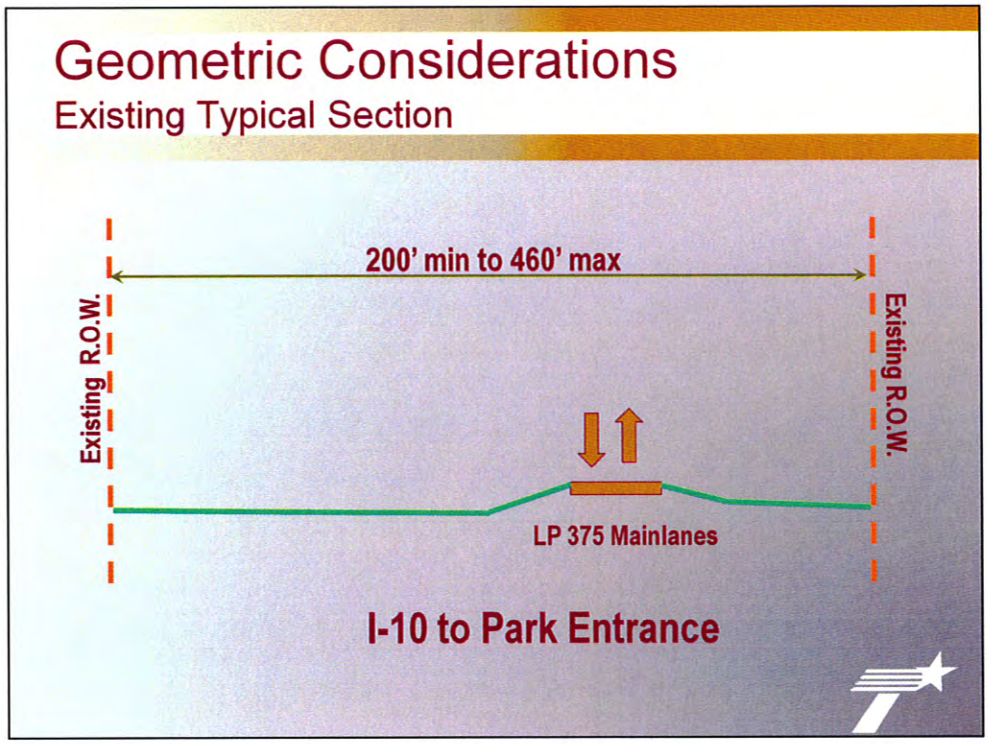
Loop 375 – Project Description

- Provides 2 mainlanes in each direction
- Provides 2 lane frontage roads (Curb & Gutter) in each direction
- Direct Connectors: I-10 west to LP 375 east and LP 375 west to I-10 east
- Provides grade separated crossings at:
  - Northwestern Drive
  - Resler Drive
  - Future Plexxar Drive
  - Future Paseo del Norte Drive
- ROW will be acquired (approximately 46.5 acres)
- One potential business displacement

Tony Uribe:

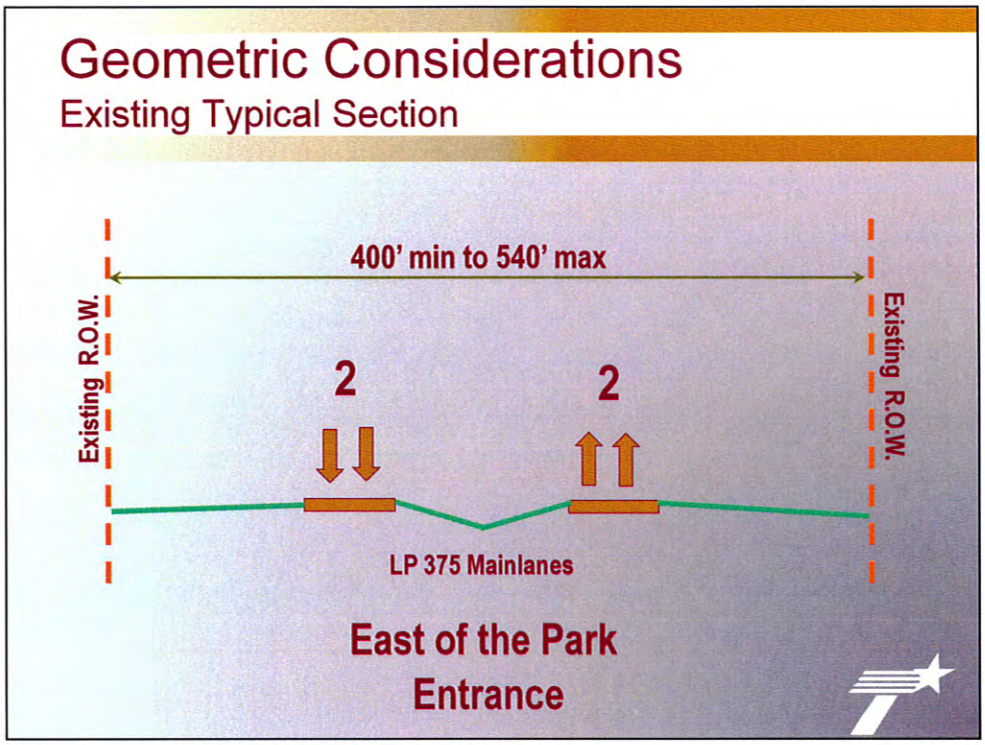
The proposed project:

- **Provides 2 mainlanes in each direction**
- **2 lane frontage roads (Curb & Gutter) in each direction**
- **Will include Direct Connectors: I-10 west to LP 375 east and LP 375 west to I-10 east**
- **The project also provides grade separated crossings at:**
  - **Northwestern Drive**
  - **Resler Drive**
  - **Future Plexxar Drive**
  - **Future Paseo del Norte Drive**
- **Approximately 46.5 acres of additional ROW will be acquired.**
- **There is one potential business displacement as a result of the project.**



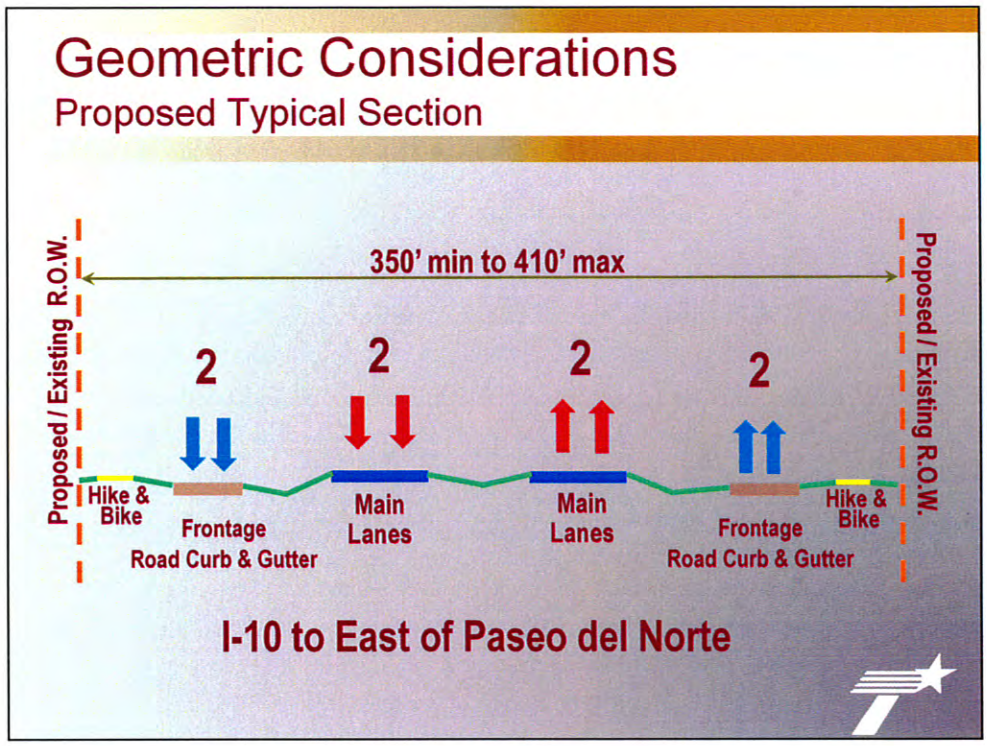
Tony Uribe:

From I-10 to the Park Entrance, the existing LP 375 consists of a variable ROW with two undivided 12-foot travel lanes, an 8-foot shoulder on the north side of the roadway, and a 10-foot shoulder on the south side.



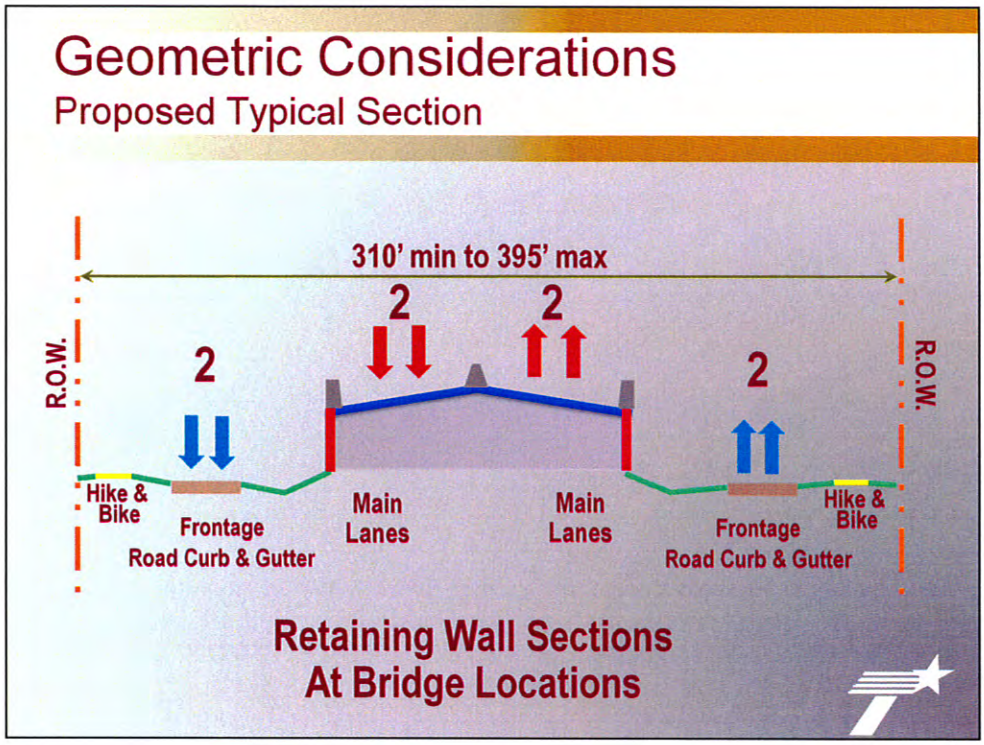
Tony Uribe:

From east of the Park Entrance to the end of the project, LP 375 consists of a four-lane divided roadway with two 12-foot lanes in each direction, a variable width median, 6-foot inside shoulders, and 10-foot outside shoulders. The existing roadway does not contain sidewalks, but the existing shoulder is currently used as an emergency lane and bike path.



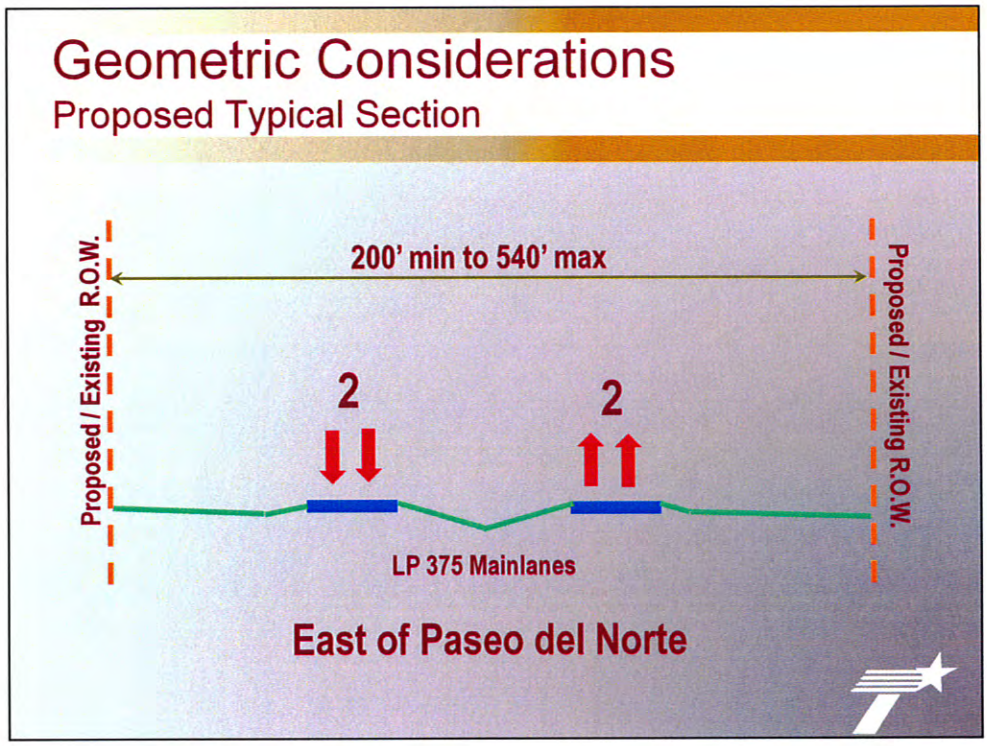
Tony Uribe:

The proposed improvements to LP 375 would include widening to a four-lane divided expressway with two-lane frontage roads in each direction. The proposed mainlanes would consist of two 12-foot lanes in each direction a 4-foot inside shoulder, and 10-foot outside shoulder. In addition, a 10-foot hike and bike trail is proposed to be constructed in each direction.



Tony Uribe:

The proposed roadway design includes retaining walls for the mainlanes with underpasses at the existing and future intersections with Northwestern Drive, Resler Drive, Plexxar Drive, and Paseo Del Norte Drive.



Tony Uribe:

The proposed four-lane freeway facility would transition back to a four-lane divided approximately a half a mile east of the future Paseo Del Norte Intersection.

Level of Service

LOS	Description
A	Free Flow Operations
B	Reasonable Traffic Flow Conditions
C	Near Free Flow Operations, Some Minor Flow Restrictions
D	Some Minor Congestion
E	Operation at Roadway Capacity
F	Severe Congestion, Stop and Go Operation

Tony Uribe:

This slide provides a description of the Levels of Service for transportation facilities.

Level of Service A describes Free Flow Operations. This is the optimal condition.

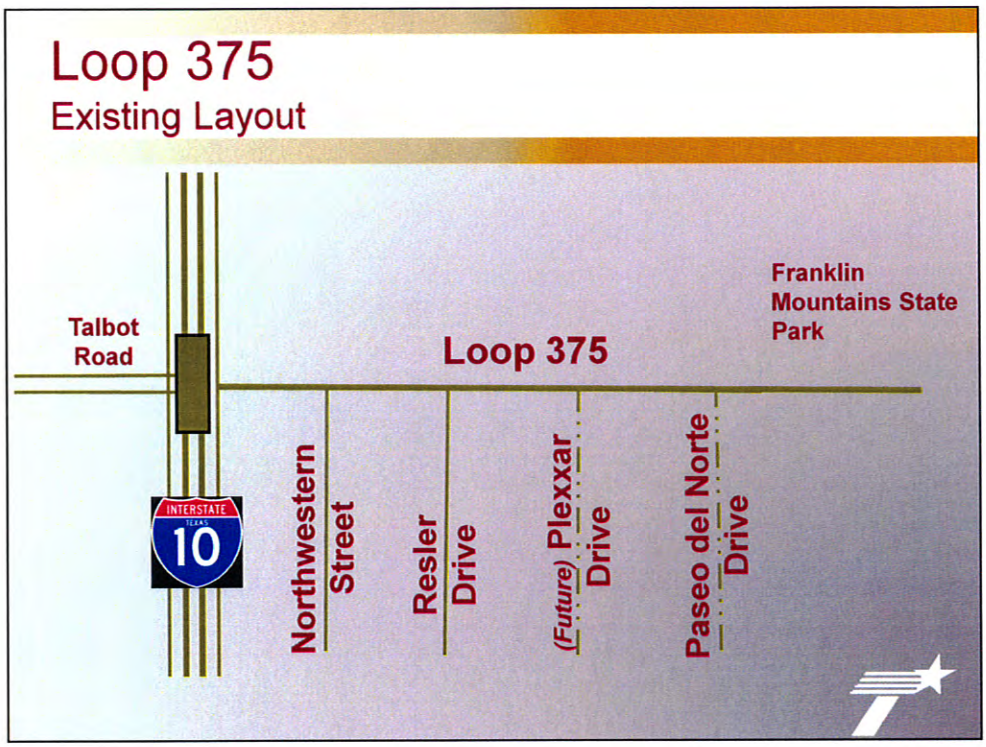
B describes Reasonable Traffic Flow Conditions

C Near Free Flow Operations, Some Minor Flow Restrictions

D Some Minor Congestion

E Operation at Roadway Capacity

F Severe Congestion, Stop and Go Operation



Tony Uribe:

This slide shows the existing layout of Loop 375 in the project area.

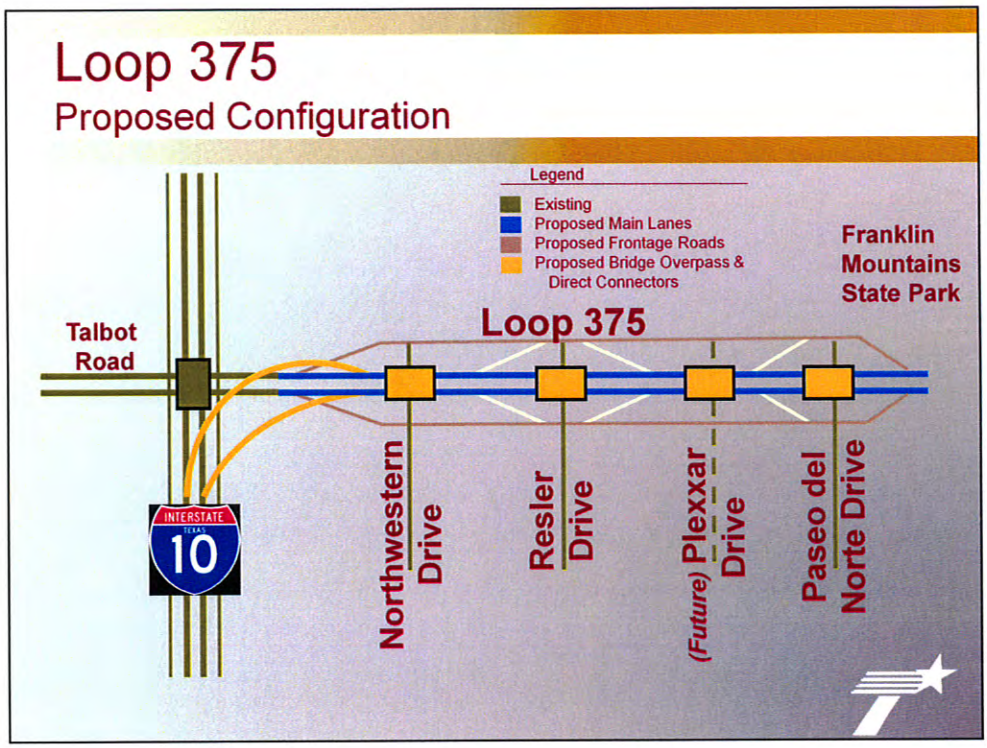
Level of Service

Existing Layout

Year	I-10 / LP 375 Interchange	LP 375 at Northwestern Drive	LP 375 at Resler Drive	LP 375 at Paseo del Norte Drive
2015 (Base)	C	F	E	E
2035	D	F	F	F

Tony Uribe:

In 2035, the No Build Option projects a level of service of D at the I-10 LP 375 Interchange and F at all other intersections.



Tony Uribe:

This slide shows the layout of the proposed roadway, which includes the direct connectors, interchanges, and ramp configurations.

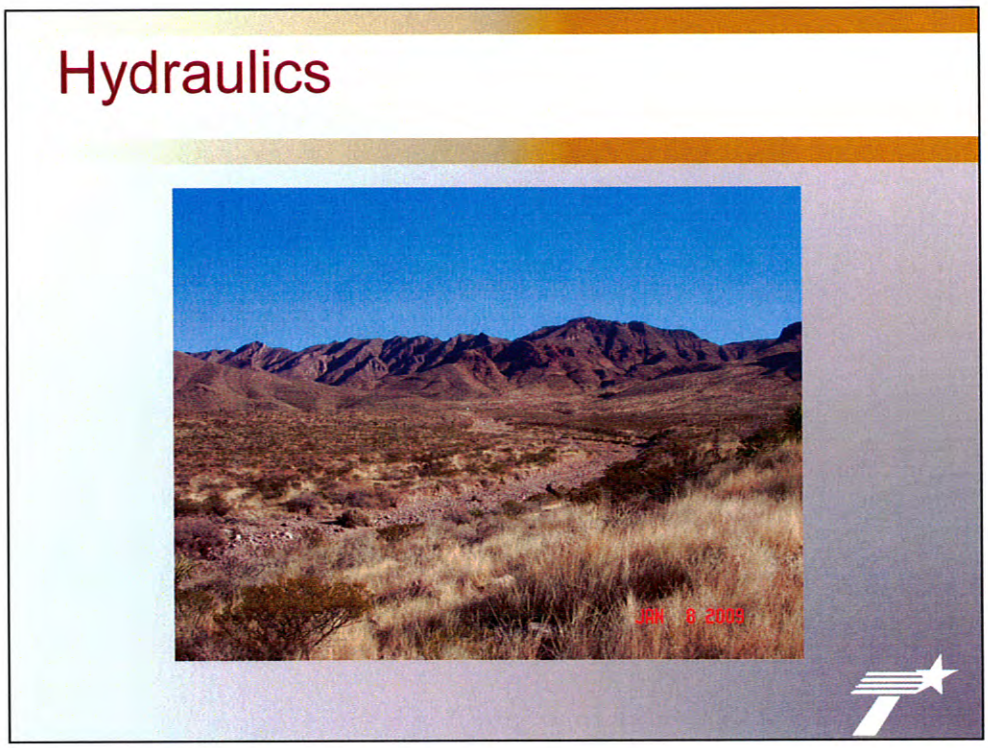
Level of Service

Proposed Configuration

Year	I-10/LP 375 Direct Connectors	LP 375 at Northwestern Drive	LP 375 at Resler Drive	LP 375 at Paseo Del Norte Drive
2035	C	C	D	C

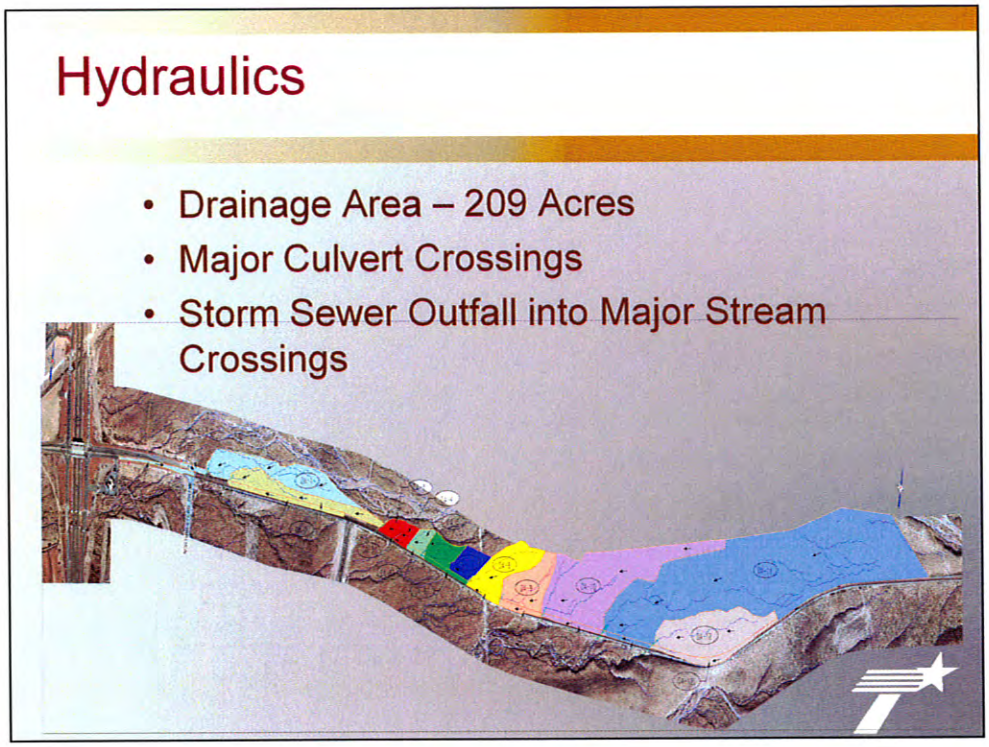
Tony Uribe:

This is the level of service based on the proposed configuration for the year 2035. The I-10 Interchange level of service is at level C. Northwestern and Paseo Del Norte are at C and Resler is at D. Data for Plexxar Drive is not available.



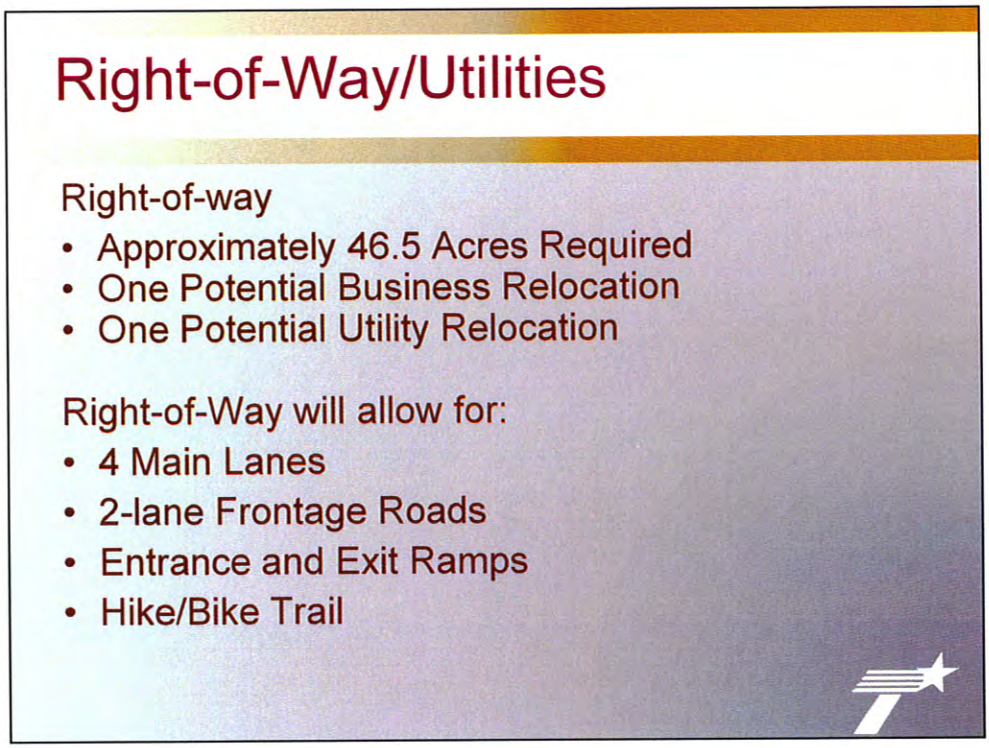
Tony Uribe:

Now I would like to discuss the hydraulic conditions of the project area.



Tony Uribe:

The drainage area is approximately 209 acres. Currently, major culvert crossings occur at existing arroyos, and the proposed storm sewer will outfall into existing stream crossings. Improvements to the existing culvert crossings are proposed to ensure that current stream flow will be maintained.



Tony Uribe:

As stated earlier, right-of-way will be needed for this project. There is one potential business relocation and one potential utility relocation, but eligibility will be determined at a later date. If you have any questions about right-of-way acquisition process, please go by the Right-of-Way table and TxDOT personnel will be available to assist you with information on the process and its applicability to the proposed project.

The following booklets are available in English and Spanish:

- **The Purchase of Right of Way**
- **Relocation Assistance**
- **Texas Landowners Bill of Rights**

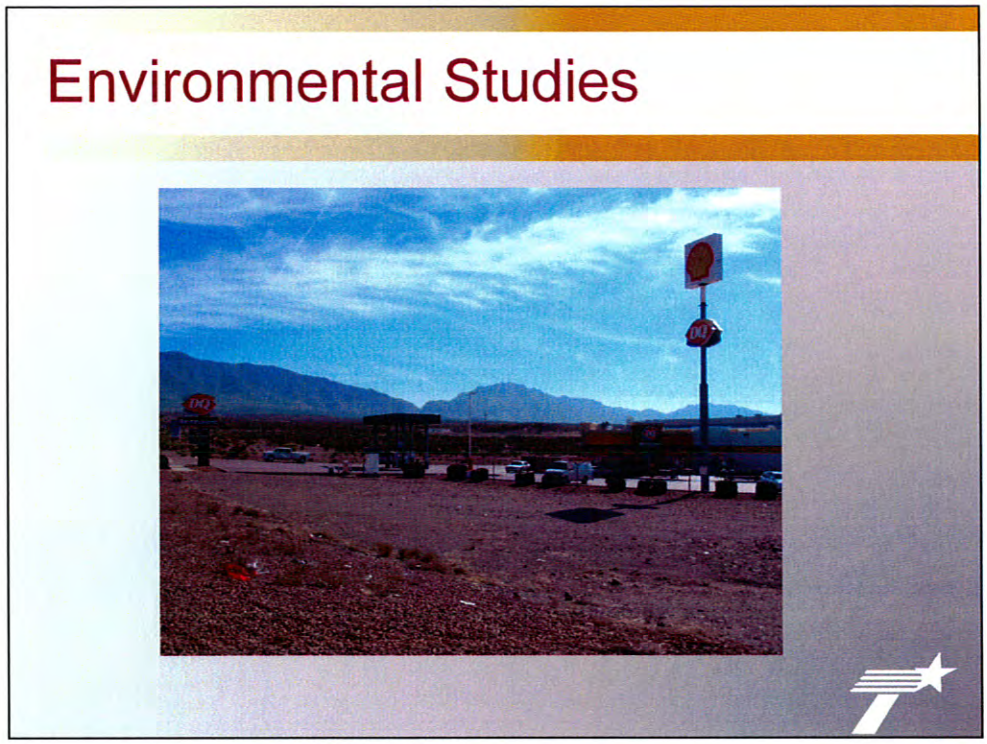
Loop 375 Cost Estimate

Major Item	Cost
Roadway (Asphalt)	$ 14,500,000
Bridge Overpasses & Direct Connectors	$ 20,000,000
Retaining Wall	$ 9,500,000
Earthwork	$ 3,500,000
Hydraulics (30%)	$10,000,000
Incidental (Signing & Pav Markings,Signals,Traffic Control)	$ 8,500,000
Contingency (20%)	$ 13,000,000
Preliminary Cost	$ 79,000,000

Tony Uribe:

The total preliminary construction cost estimate for the project is 79 million dollars.

And next Kim Johnson will discuss Environmental Issues.

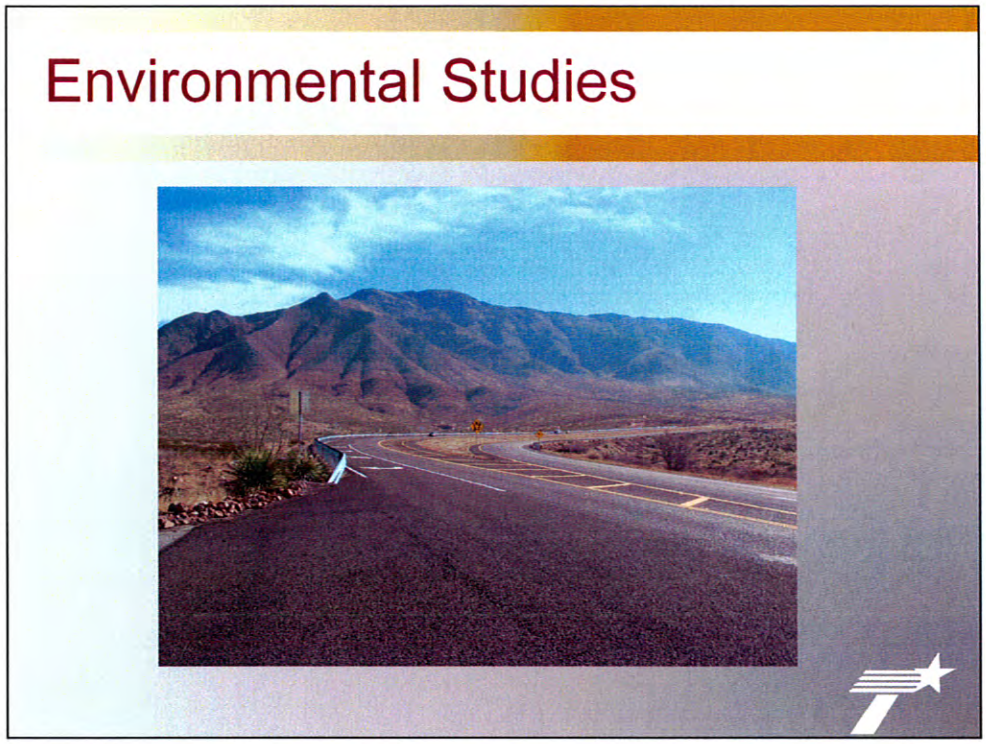


Kim Johnson:

Thank you, Tony.

Issues that will be addressed in the Environmental Document include:

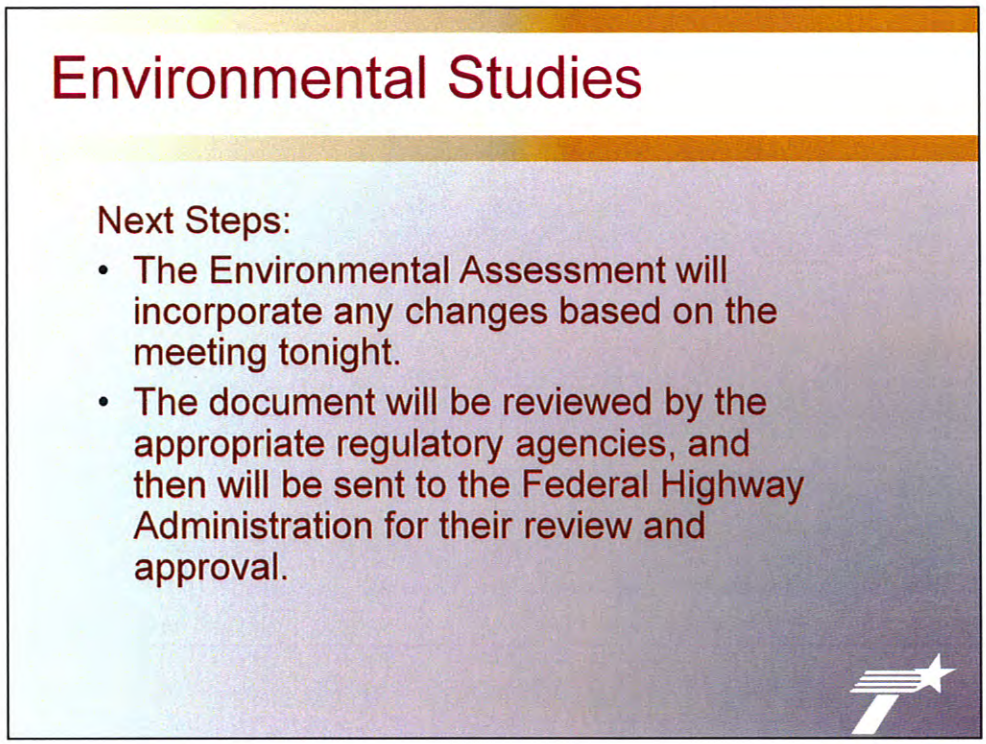
- **Noise Impacts**
- **Hazardous Materials**
- **Existing Development**
- **Potential New Development**
- **Bike Lanes**
- **Socioeconomic and Environmental Justice Populations**
- **Public Comments**
- **Indirect and Cumulative Impacts**



Kim Johnson:

In addition, Natural Resource Issues that will be addressed include:

- **Impacts to Native Vegetation and Wildlife**
- **Threatened and Endangered Species**
- **Waters of the U.S.**
- **Air Quality**



Kim Johnson:

After this public meeting the next steps in the environmental process will include the preparation of a public meeting summary report, including your comments and responses. This report and the environmental document will be submitted to the Federal Highway Administration and the appropriate regulatory agencies for review. The final review and document approval is anticipated for the Fall of 2010.

Now I will turn the presentation back over to Chuck to discuss Project Development.

Project Development

• Begin Schematic Design	Fall 2009
• Public Meeting	March 10, 2010
• Finalize Environmental Document	Spring 2010
• Finalize Schematic Design	Spring 2010
• Begin Project Design	Spring 2010
• Public Hearing	Spring 2010
• Environmental Clearance	Fall 2010
• Construction Letting	April 2011
• Completion	Spring 2013

Chuck Berry

This slide provides the project schedule.

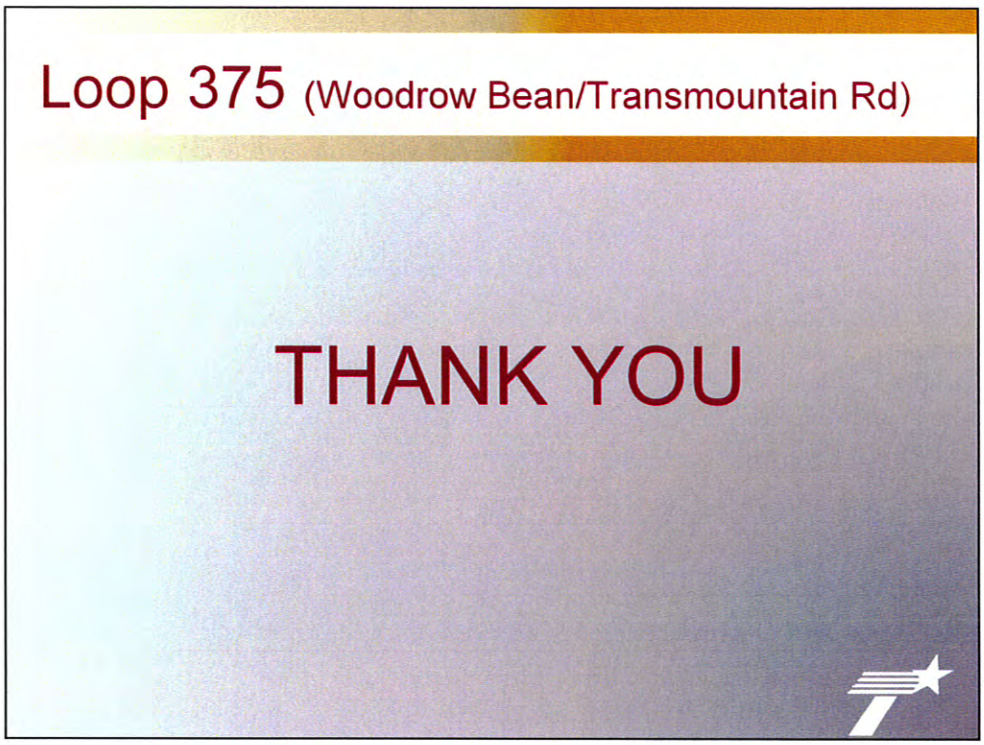
Your Comments are Welcome

- **Comment Forms** - Available at Sign-in Table and Written Comment Station
- **Comments -** Postmarked by March 24, 2010 if mailed or may be turned in this evening.

Mail to: Mr. Antonio Uribe, Jr., E.I.T.
El Paso District Design Office
13301 Gateway West
El Paso, TX 79928-5410

Chuck Berry:

As I mentioned earlier, after the presentation, you may present your written comments for the official record. Comment sheets are available at the sign-in table. You can either mail them to the address on the form or leave them at the sign-in table tonight. All written comments must be received no later than March 24, 2010.



Chuck Berry:

We would like to thank Canutillo High School and staff for the use of the facility. At this time you are invited to review the display boards and visit with the members of the project team for more information on the proposed Loop 375 roadway improvements. Again, we encourage you to complete a comment form that may be turned in this evening or mailed to the address on the form.

Attachment H

Written Comments Received

MAR 24 2010

VERONICA ESCOBAR
County Commissioner, Pct. 2
commissioner#2@epcounty.com

COUNTY OF EL PASO

RUBEN VOGT
Policy and Programs
Coordinator
rvogt@epcounty.com

CELESTE A. VARELA
Administrative Assistant
cvarela@epcounty.com

March 15, 2010

RECEIVED
MAR 24 2010
DISTRICT BUSINESS SERVICES

Antonio Uribe, Jr., EIT
Texas Department of Transpiration
13301 Gateway Blvd. West
El Paso, TX 79928

RE: Comments on TXDOT Transmountain Expansion

Mr. Uribe:

I write in regards to the proposed expansion of Loop 375/Transmountain Rd. from I-10 to the Franklin Mountain State Park. Although we are in support of the expansion, I would like to express with you concerns that I and many community members share having to do with the lack of a proper crossing for both pedestrians and wildlife in the expansion plans.

My office along with many community stakeholders in the region have, for the past two years, worked on promoting the fantastic eco-tourism opportunities our region has to offer. How great it would be to have an underpass which would make it possible to hike from the southern end of the Franklin Mountains leading to Las Cruces, New Mexico via the Sierra Vista Trail. In addition to addressing the need of a crossing for those using the area recreationally, there has been no mention of establishing proper crossing for wildlife, especially larger animals such as deer. In the past four weeks, five mule deer have unfortunately and unnecessarily been hit by oncoming traffic as they try to cross Transmountain, due to the lack of a proper crossing.

Although there are culverts currently in place, we have learned from Lois Balin, the Urban and Wildlife Biologist with the Texas Parks and Wildlife Department that the culverts are not high enough to allow for deer to cross. The height of the culverts and the fencing to funnel the animals toward the crossing should be a minimum of 10 feet high. There have been signs of wildlife in the area and without a proper crossing we will continue to endanger drivers and wildlife that inhabit the area.

The Transmountain corridor is one of our city's great outdoor recreation areas for runners, bikers and hikers and is also a space where flora and fauna thrive. In order to ensure that responsible outdoor recreational use of Transmountain is continued we must provide the proper outlets in which to do so. Because of the redesign, El Paso has a unique opportunity to provide safe crossings under Transmountain.

We ask that you please take these recommendations into consideration as you continue to work on the details of the expansion. Should you have any questions or concerns please feel free to contact my office at (915) 546-2111.

Sincerely,

Veronica Escobar
El Paso County Commissioner, Precinct 2

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Peter M. Holt
Chairman
San Antonio

T. Dan Friedkin
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J. Robert Brown
El Paso

Ralph H. Duggins
Fort Worth

Antonio Falcon, M.D.
Rio Grande City

Karen J. Hixon
San Antonio

Margaret Martin
Boerne

John D. Parker
Lufkin

Lee M. Bass
Chairman-Emeritus
Fort Worth

Carter P. Smith
Executive Director

Lois Balin, Texas Parks and Wildlife
200 N. Clark Drive
El Paso, TX 79905

March 23, 2010
Re: Comments on the 375 Loop Extension Project

Dear Mr. Uribe,

An understanding of the impacts of wildlife-related transportation issues on wildlife ecology and remedial actions to offset negative influences is a growing science. TXDOT transportation planning has recognized the impact of roads on endangered species in Texas, and has provided wildlife crossings for the ocelot and Houston Toad as well as bat-friendly bridges. For sustainable development to occur in the El Paso region, our local ecology and ecosystems need to be considered in transportation planning.

Wildlife crossings provide for the safety of humans and wildlife and offer connectivity of remaining green infrastructure. There are many types of wildlife affected in our region, everything from large mammals, such as deer and cougars to smaller mammals, reptiles, amphibians and birds. Each type of wildlife has different needs and will require different methods of protecting.

The main species of concern along the Trans-mountain Road extension is mule deer. There have been five motor vehicle-deer collisions along Trans-mountain Road during January and February, 2010). Vehicle and wildlife collisions will only increase when Trans-mountain Road is widened and urbanization continues to encroach natural habitat. Therefore, wildlife crossings would reduce and prevent these dangerous accidents.

This is a health, safety and economic issue for motorists along Trans-mountain Road. Humans and wildlife can be helped by preventing accidents with specific wildlife crossings and by modifying construction practices to benefit wildlife. The most effective wildlife crossing for mule deer would be a large underpass, preferably with a greater than 10-foot diameter in tandem with 10' fencing that would lead deer safely across Trans-mountain Road. An existing culvert could be enlarged to accommodate the 10 foot height necessary for deer to use as well as allow people biking and hiking for recreational use to cross Trans-mountain Road safely.

The amount and distribution of natural open space and wildlife corridors needs to be enhanced and augmented in El Paso. This would provide important wildlife habitat connections throughout the Franklin Mountains. Effective designs for mitigation structures need to be included in highway planning for more effective mitigation.

Respectively,

Lois Balin, Urban Wildlife Biologist
Texas Parks and Wildlife
(915) 774-9603, lois.balin@tpwd.state.tx.us

Hi Mary! Below are my comments regarding the Proposed Loop 375 Roadway improvements Park to I-10. I understand these are due today.

I am aware that the issue of an underpass that would accommodate safe passage of large mammals has been brought to the attention of TXDOT by a Texas Parks & Wildlife Urban biologist, and also by myself at a city Open Space Advisory Board meeting. The comment from the TXDOT project engineers was that this wasn't in the plans since their staff didn't tell them that it was an issue. Note that in one month (February I believe) there have been 5 vehicle-deer collisions. I now understand that TXDOT says that a properly designed large mammal crossing is too expensive. What appears to have happened is that nobody at TXDOT did their homework regarding environmental & health & safety impacts so now the item may not fit in the budget. TXDOT has been made aware of the dangers of vehicle-large mammal collisions. This is not only an environmental issue but one of health & safety. The state is liable if TXDOT neglects to remedy this danger and God forbid someone dies (happens all over the country & will sooner or later here if status quo is accepted). There will be one hell of a price to pay. If a human life is not a sufficient price to get a properly designed large wildlife crossing then perhaps the guarantee of a future a lawsuit should be motivation. Pay now or pay a hell of a lot more later. Vehicle-wildlife collisions must be analyzed as an impact in the NEPA document and an argument can be made that this is a significant environmental impact as defined in the CEQ NEPA implementing regulations 40 CFR 1500-1508. The underpass must be properly designed or large wildlife will not use, I & others can provide guidance. Mary, sorry to burden you with this but it is serious. When I lived in Illinois I saw vehicle-mammal collisions actually happen & it wasn't pretty. There were horrible injuries & a death. Please provide me with the NEPA document when it becomes available for public review. Thanks! Kevin von Finger

Kevin von Finger
4117 La Adelita
El Paso TX 79922
915-581-2555

MAR 24 2010

RECEIVED
MAR 24 2010
DISTRICT BUSINESS SERVICES

Kevin von Finger

From: "Kevin von Finger" <kvonfinger@elp.rr.com>
To: "Mary Telles-Goins" <MTELLES@dot.state.tx.us>
Cc: "Jim Tolbert" <jimhtolbert@elp.rr.com>; "Rick LoBello" <rickllobello@cs.com>; "Lois Balin" <elpasowild@aol.com>; "Bill Addington" <aguavida@valornet.com>
Sent: Monday, March 22, 2010 5:56 PM
Subject: Re: Comments 375 project

Mary, let the email below be considered official correspondence for two purposes: 1) consider this a formal request that I be provided the draft NEPA document that evaluates this project so that I may provide public comment in accordance with 40 CFR 1500-1508; 2) We are hereby going on record as notifying TXDOT of the danger to public health & safety to the public that accrues from ignoring the hazards associated with not providing large mammal crossings across the proposed 4 lane expansion of loop 375. Thanks! Kevin von Finger 4117 La Adelita El Paso Tx 79922

Kevin von Finger

----- Original Message -----

From: Mary Telles-Goins
To: Kevin von Finger
Cc: Art Estrada ; Aldo Madrid ; Blanca Serrano-Rivera ; Eduardo Calvo ; Jim Dobbins ; Marty Boyd ; Mary Telles-Goins ; Mimi Horn ; Rosezina Leal ; Tony Uribe ; Tony Gelacio, P.E.
Sent: Monday, March 22, 2010 11:51 AM
Subject: Re: Comments 375 project

Kevin, unfortunately we are not set up to receive official comments electronically. If you could put your comments in writing to us, that would help us out tremendously. They should be addressed to: Antonio Uribe, EIT, TxDOT, 13301 Gateway West Blvd., El Paso, TX 79928. The deadline for comments to be mailed is the 24th. Thank you.

Mary Telles-Goins
Advance Transportation Planning
TxDOT - El Paso District
13301 Gateway West
El Paso, Texas 79928
(915) 790-4324
FAX (915) 790-4370
mtelles@dot.state.tx.us

>>> "Kevin von Finger" <kvonfinger@elp.rr.com> 3/22/2010 10:08 AM >>>
Hi Mary! Below are my comments regarding the Proposed Loop 375 Roadway improvements Park to I-10. I understand these are due today.

I am aware that the issue of an underpass that would accommodate safe passage of large mammals has been brought to the attention of TXDOT by a Texas Parks & Wildlife Urban biologist, and also by myself at a city Open Space Advisory Board meeting. The comment from the TXDOT project engineers was that this wasn't in the plans since their staff didn't tell them that it was an issue. Note that in one month (February I believe) there have been 5 vehicle-deer collisions. I now understand that TXDOT says that a properly designed large mammal crossing is too expensive. What appears to have happened is that nobody at TXDOT did their homework regarding environmental & health & safety impacts so now the item may not fit in the budget. TXDOT has been made aware of the dangers of vehicle-large mammal collisions. This is not only an environmental issue but one of health & safety. The state is liable if TXDOT neglects to remedy this danger and God forbid someone dies (happens all over the country & will sooner or later here if status quo is accepted). There will be one hell of a price to pay. If a human life is not a sufficient price to get a properly designed large wildlife crossing then perhaps the guarantee of a future a lawsuit should be motivation. Pay now or pay a hell of a lot more later. Vehicle-wildlife collisions must be analyzed as an impact in the NEPA document and an argument can be made that this is a significant environmental impact as defined in the CEQ NEPA implementing regulations 40 CFR 1500-1508. The underpass must be properly designed or large

KvF

wildlife will not use, I & others can provide guidance. Mary, sorry to burden you with this but it is serious. When I lived in Illinois I saw vehicle-mammal collisions actually happen & it wasn't pretty. There were horrible injuries & a death. Please provide me with the NEPA document when it becomes available for public review. Thanks! Kevin von Finger

Congratulations to Texas Adopt-a-Highway volunteers for 25 years of keeping our state litter-free. Find out how you can get involved at
www.dot.state.tx.us/trv/aah/

Kevin von Finger

CAPITOL OFFICE
P.O. Box 2910
Austin, Texas 78768
(512) 463-0728
(512) 463-0397 Fax

STATE OF TEXAS
HOUSE OF REPRESENTATIVES

DISTRICT OFFICE
6600 N. Mesa, Ste 603
El Paso, Texas 79912
(915) 532-1391
Fax (915) 875-0928

JOSEPH E. MOODY

STATE REPRESENTATIVE

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MAR 25 2010
DISTRICT BUSINESS SERVICES

Advance Transportation Planning
Texas Department of Transportation
El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928

MAR 2

To Whom It May Concern:

I wanted to express my appreciation to the staff of TxDOT here in El Paso for the very informative Public Meeting that was held in relation to the proposed Loop 375 roadway improvements from I-10 to East of the Franklin Mountains State Park. I especially would like to thank Mr. Chuck Berry for thoroughly engaging my office and my constituents in this very important conversation.

I would also like to pass on some thoughts and concerns about the proposed project that have been brought to my attention.

1.) That any construction be done in a manner to maintain the scenic nature of the corridor.

2.) That all efforts are made to create a safe bike path, with a focus on connectivity to the Franklin Mountains State Park.

3.) That special attention be paid to the needs of wildlife in the area, with a focus on potential road crossings.

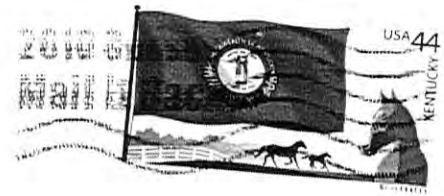
Again, thank you for engaging the public in this very important process. I look forward to continuing to work with you all in the future. Please contact my District Office if you have any questions.

Respectfully,

Joseph E. Moody
State Representative, District 78

District 78 • El Paso County
E-mail: Joseph.Moody@house.state.tx.us
Border & Intergovernmental Affairs • Criminal Jurisprudence

EL PASO TX 799
RIO GRANDE DISTRICT
24 MAR 2010PM 2



ODY
ISTRICT 78
78768-2910

Advance Transportation Planning
Texas Department of Transportation
El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928

79928+3010

PUBLIC MEETING

Proposed Loop 375 (Woodrow Bean/Transmountain Road)
Roadway Improvements
I-10 to East of the Franklin Mountains State Park Entrance
October 29, 2008 - 6:00 PM to 8:00 PM
Canutillo High School
6675 South Desert Road, El Paso, Texas 79912

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COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by March 24, 2010. Thank you for your comments.

Comments: It is disappointing that TXDOT feels that it is necessary to perform such a large expansion of 375. Such a large footprint in the desert seems so unnecessary and will contribute to more pollution and traffic congestion in the area.

Since this expansion seems inevitable, it would be ideal to remove the fill and drainage pipes just ~~not~~ east of the state park entrance. A bridge should have been constructed during the initial construction; this would allow for wildlife and recreational users to cross safely.

With the current plan, I foresee a loss in wildlife, injuries to drivers due to collisions with wildlife, and deaths to cyclists and runners/walkers due to increased speed and traffic volume in the area.

Please rethink this expansion. It's not worth it

tten comments submitted by mail must be
tmarked by March 24, 2010 and sent to:

vance Transportation Planning
Texas Department of Transportation
El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928

Please Print:

Your Name David Wilson

Address 3307 CAPELLA AVE.

EL PASO, TX 79904

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MAR 26 2010
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Bill Addington
El Paso Regional Sierra Club Group
~~PO~~ 635 Bluff Canyon
El Paso, Texas 79912

EL PASO TX MAR 2010
RIO GRANDE DISTRICT Mail
24 MAR 2010PM 2

SEA

Advance Transportation Pla
Texas Department of Trans
El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928

PUBLIC MEETING

Proposed Loop 375 (Woodrow Bean/Transmountain Road)
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Comments: THESE (WESTSIDE) "PROPOSED" ROADWAY IMPROVEMENTS ON "LOOP375"-(WE CALL IT WOODROW BEAN-TRANSMOUNTAIN DRIVE) IS ONLY A SCHEME TO HELP AND FACILITATE DEVELOPMENT FOR WOODY HUNT HUNT COMMUNITIES, RANDY OLEARY (DESERT SPRINGS PLANNED DEVELOPMENT) AND THE OWNERS OF ENCHANDED HILLS ~~DEVE~~ PROPOSED-PLANNED DEVELOPMENT) THIS EXPANSION OF TRANSMOUNTAIN DRIVE ~~FR~~ FROM TWO TO FOUR LANES, THEN REVISED WITH ACCESS ROADS AMOUNTS TO NOTHING MORE THAN CORPORATE WELFARE FOR THESE DEVELOPERS. YOU MUST PREFORM AND EIS, AS REQUIRED BY LAW, I WISH TO PARTICIPATE IN THE NEPA EIS-EA PROCESS. YOUR SOLE PUBLIC MEETING HAD NO OPPORTUNITY FOR ~~THE PUB~~ CITIZENS TO SPEAK-COMMENT PUBLICALLY. I REQUEST THAT TX-DOT INITIATE TRUE PUBLIC PARTICIPATION AND INVOLVEMENT BY DOING MEANINGFUL OUTREACH TO INFORM THE CITIZENS OF EL PASO COUNTY OF YOUR PLANS ON WOODROW BEAN TRANS MOUNTAIN DRIVE AND HOLD A TRUE PUBLIC HEARING

Written comments submitted by mail must be postmarked by March 24, 2010 and sent to:

~~WHAT YOU HELD WAS~~ AN

Advance Transportation Planning
Texas Department of Transportation
El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928

Please Print:

Your Name BILL ADDINGTON

Address 635 BLUFF CANYON CIRCLE
EL PASO, TEXAS 79851

(OVER)

What you held (TX-DOT) WAS AN INFORMATIONAL meeting.
ON BEHALF OF THE 600 SIERRA CLUB MEMBERS IN EL PASO COUNTY AND ON BEHALF of the 15,000 MEMBERS OF THE RIO GRANDE CHAPTER of THE SIERRA CLUB (All of the State of New MEXICO
I Request ~~AR~~ MEANINGful OUTREACH ~~AND~~ TO INFORM THE area of your (TXDOT's) PLANS, AND hold A PUBLIC HEARING.

Fold Here

TX-DOT has NO capacity OR IS NOT willing TO TAKE COMMENTS BY ELECTRONIC MAIL. This METHOD of COMMENTING ON THESE TRANSMOUNTAIN WOODROW BEAN PLANS TO "IMPROVE" THE HIGWAY BY TXDOT MUST ALSO BE INCLUDED.
I ALSO Request ON Behalf of our REGIONAL AND EL PASO SIERRA CLUB THAT THE COMMENT PERIOD BE EXTENDED AND AGAIN - Hold A TRUE PUBLIC hearing

Fold Here

SINCERELY,
Bill Addington

Place Stamp Here

Bill Addington
EL PASO REGIONAL SIERRA CLUB GROUP
RIO GRANDE SIERRA CLUB CHAPTER
WATER AND DEVELOPMENT COMMITTE CHAIR
EXECUTIVE COMMITTEE MEMBER

Advance Transportation Planning
Texas Department of Transportation
El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928

P.S. MY COMPUTER PRINTER IS BROKEN, I am Reduced TO WRITING these comments ON THIS INADEQUATE PAPER.

PUBLIC MEETING

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6675 South Desert Road, El Paso, Texas 79912

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Comments: I strongly support TexDOT's constructing an underpass that deer and other animals can use to cross from one side of Transmountain to the other. At the present time, deer are killed by cars on many occasions when attempting to cross the highway. The extant culverts are nowhere wide or tall enough for deer to pass on through. Nor will deer walk on metal surfaces.

Written comments submitted by mail must be postmarked by March 24, 2010 and sent to:

Advance Transportation Planning
Texas Department of Transportation
El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928

Please Print:

Your Name Richard V. Teschner

Address 1800 N. Stanton St., Unit 302
El Paso, TX 79902-3541

PUBLIC MEETING

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Comments: 1. I believe that consideration must be given to the wildlife migration ~~ac~~ across the road.
The State needs to consider using the existing drainage culverts in the FM state park and upgrading them as to ~~allow~~ allow for usage by the wildlife.

2. Also must consider extending the hike/bike trails all the way up to the park boundry.

Written comments submitted by mail must be postmarked by March 24, 2010 and sent to:

Advance Transportation Planning
Texas Department of Transportation
El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928

Please Print:

Your Name Robert Ardovino

Address 2201 N. St. Vrain
EP, TX 79902

PUBLIC MEETING

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Comments: CONCERN FOR LANDSCAPING. SHOULD BE NATIVE PLANTS & QUALITY BUFFER TO DEVELOPMENT.
CONCERN FOR WILDLIFE CROSSING.
CONCERN FOR TREATMENT AT ENTRANCE TO STATE PARK, TOM MAYS UNIT

Written comments submitted by mail must be postmarked by March 24, 2010 and sent to:

Advance Transportation Planning
Texas Department of Transportation
El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928

Please Print:

Your Name CHARLIE WAKEFIELD

Address 741 SOMERSET
EL PASO 79912

PUBLIC MEETING

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Comments:

Thank you for providing biker access. Pls. keep in mind bikess and hikers need safe crossing points at intersections + to/from the State Park. Also trails needs to go all the way to the park to be efficient and useful.

Thanks
SR

Written comments submitted by mail must be postmarked by March 24, 2010 and sent to:

Advance Transportation Planning
Texas Department of Transportation
El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928

Please Print:

Your Name Susanne Rasmussen

Address 5435 King Pl.
79932

PUBLIC MEETING

Proposed Loop 375 (Woodrow Bean/Transmountain Road)
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Comments:

Thanks for including bike lanes. Please be sure and have connection of trails to State Park entrance

Continue bike lane on N. Side to State Park entrance.

Bike safety into consideration

Thx for working w/ bikers & hikers.

Written comments submitted by mail must be postmarked by March 24, 2010 and sent to:

Advance Transportation Planning
Texas Department of Transportation
El Paso District
13301 Gateway Blvd. West
El Paso, Texas 79928

Please Print:

Your Name Brent Sanders

Address 5435 King Pl.
El Paso, TX 79932

Appendix G

VISSIM Results

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VISSIM RESULTS

Provided below is supplemental information on Corridor Measures of Effectiveness (MOEs), Intersection MOEs, and Potential Conflict Points for Alternatives 1 through 5 as defined in **Section 2.0 Alternatives**.

Corridor MOEs

Table G-1 illustrates MOEs that are related to mobility and congestion relief along the corridor. In all cases, Alternative 1 (No Build) can be used as a benchmark to compare the conditions under each of the preliminary build alternatives. For example, under Alternative 1 (No Build) in 2035, the average travel time from one end of the corridor to the other would be just over 30 minutes. All of the proposed build alternatives improve travel time over the existing condition, with a 37 percent reduction in travel time under Alternative 4 (Boulevard Concept) and a 75 percent reduction under Alternative 5 (Freeway Concept).

Table G-1 Corridor MOEs

MOE	Alternative 1: No Build		Alternative 2: Climbing Lane		Alternative 3: Add Two New Lanes		Alternative 4: Boulevard Concept		Alternative 5: Freeway Concept	
	Year 2015	Year 2035	Year 2015	Year 2035	Year 2015	Year 2035	Year 2015	Year 2035	Year 2015`	Year 2035
Travel Time (minutes)	24.0	30.2	18.7	23.5	10.1	19.4	12.2	19.0	4.7	7.5
Density (vehicle/mile/lane)	113	122	87	106	41	94	38	75	18	46
Average Speed (mile/hour)	14	13	19	16	31	16	28	18	45	34
Vehicle Miles of Travel (vehicle-miles)	2,410	2,532	3,269	3,449	4,174	4,505	3,730	4,069	5,096	7,451
Level of Service (LOS)	F*/F**	F*/F**	F*/F**	F*/F**	D*/F**	F*/F**	E*/D**	F*/F**	B*/B**	C*/F**

*eastbound LP 375

**westbound LP 375

Intersection MOEs

Table 2 analyzes levels of traffic congestion at intersections along the corridor. The data indicate that in 2015, several intersections under Alternatives 2 (Construct Climbing Lane), 3 (Construct Two New Lanes), and 4 (Boulevard Concept) would be operating at a low Level of Service (LOS). Under Alternative 5 (Freeway Concept) in 2015, most intersections would operate at acceptable levels, with the exception of South Desert Boulevard (I-10 frontage road). In 2035, most intersections under Alternatives 2, 3, and 4 would operate under the worst traffic condition possible (LOS "F," with the exception of the Park Access Road intersection), which indicates that vehicle delays would reach gridlock conditions. In contrast, in the year 2035, the analysis for Alternative 5 shows that all intersections, except for South and North Desert Blvd (I-10 frontage roads), would operate at a higher LOS.

Table 20 Intersection MOEs

Intersection	Alternative 1: No Build			Alternative 2: Climbing Lane			Alternative 3: Add Two New Lanes			Alternative 4: Boulevard Concept			Alternative 5: Freeway Concept		
	Delay (sec/veh)	LOS	Queue (feet)	Delay (sec/veh)	LOS	Queue (feet)	Delay (sec/veh)	LOS	Queue (feet)	Delay (sec/veh)	LOS	Queue (feet)	Delay (sec/veh)	LOS	Queue (feet)
Year 2015															
S Desert Blvd and Loop 375	115	F	768	34	C	411	31	C	405	45	D	511	35.5	D	261
N Desert Blvd and Loop 375	116	F	368	54	D	403	56	E	853	68	E	722	17.5	B	521
Loop 375 and Northwestern Dr	100	F	1,599	63	E	1,215	58	E	1,195	99	F	1,348	14.0*/ 10.2**	B*/ B**	41
Loop 375 and Resler Dr	155	F	1,389	107	F	1,117	50	D	1,109	164	F	1,233	15.0*/ 14.8**	B*/ B**	40
Loop 375 and Plexxar Dr	100	F	1,471	69	E	1,406	29	C	852	76	E	1,670	13.0*/ 16.1**	B*/ B**	19
Loop 375 and Paseo Del Norte	105	F	1,674	104	F	1,674	36	D	1,272	57	E	1,156	13.0*/ 10.5**	B*/ B**	24
Loop 375 and Park Access Rd	60	F	1,400	45	D	1,350	<10	A	0	<10	A	0	<10	A	0
Year 2035															
S Desert Blvd and Loop 375	187	F	1,674	94	F	1,674	82	F	1,674	98	F	1,674	109.9	F	1,626
N Desert Blvd and Loop 375	139	F	421	89	F	407	86	F	1,270	94	F	983	74.4	E	1,048
Loop 375 and Northwestern Dr	189	F`	1,697	126	F	1,697	109	F	1,697	124	F	1,697	24.0*/ 15.7**	C*/ B**	83
Loop 375 and Resler Dr	248	F	1,674	145	F	1,674	97	F	1,674	194	F	1,674	29.0*/ 73.5**	C*/ E**	107
Loop 375 and Plexxar Dr	162	F	1,539	119	F	1,674	94	F	1,674	122	F	1,667	21.0*/ 60.1**	C*/ E**	31
Loop 375 and Paseo Del Norte	177	F	1,674	161	F	1,674	85	F	1,674	103	F	1,674	20.0*/ 17.8**	B*/ B**	78
Loop 375 and Park Access Rd	76	F	1,674	58	E	1,674	26	C	1,674	27	C	1,674	<10	A	0

*Intersection with eastbound LP 375 Frontage Road
**Intersection with westbound LP 375 Frontage Road

NOTE: Alternative 1 LOS refers to Exhibit 20.2 in HCM 2000, Alternative 2 LOS refers to Exhibit 20.2 (westbound) and Exhibit 21-2 (eastbound) in HCM 2000, Alternative 3 and 4 LOS refers to Exhibit 21-2 (eastbound) in HCM 2000, Alternative 5 LOS refers to LOS table for freeway HCM 2000 chapter 23-3

Table 2 also includes queue lengths at each intersection. This MOE provides information related to congestion relief as well as safety. The value shown in the table represents the queue length of the worst leg of the intersection. Under Alternatives 2, 3, and 4, the intersection with the Park Access Road (the easternmost in the corridor) shows an average queue length of 1,674 feet (more than a quarter of a mile). This indicates that under these alternatives the line of idling vehicles would extend to a point where vehicles traveling westbound would be coming down a steep roadway grade (five to seven percent slope) at expected speeds of 55 mph or higher. The potential for severe rear-end collisions in this situation is clear. In contrast, the analysis of Alternative 5 indicates that queue lengths at all intersections would be much shorter. In addition, these queues would be generated on the frontage roads, not the mainlanes of LP 375, which would also be expected to reduce the risk of high speed crashes.

Potential Conflict Points

Table 3 depicts the number of conflict points between vehicles as well as between vehicles and pedestrians. Conflict points vary depending on the type and geometry of the specific intersection. Because Alternative 5 is the only design that provides grade-separated intersections, it reflects the fewest number of conflict points. Consequently, the risk for incidents between vehicles and pedestrians is lower.

Table 21 Potential Conflict Points

Intersection	Alternative 1: No Build	Alternative 2: Climbing Lane	Alternative 3: Add Two New Lanes	Alternative 4: Boulevard Concept	Alternative 5: Freeway Concept
Vehicular					
Loop 375 and Northwestern Dr	16	16	16	26	5*/5**
Loop 375 and Resler Dr	3	16	16	46	5*/5**
Loop 375 and Plexxar Dr	3	16	16	46	5*/5**
Loop 375 and Paseo Del Norte	3	16	16	26	5*/5**
Loop 375 and Park Access Rd	9	9	9	9	9
Pedestrian					
Loop 375 and Northwestern Dr	16	16	16	23	7*/7**
Loop 375 and Resler Dr	16	16	16	32	7*/7**
Loop 375 and Plexxar Dr	16	16	16	32	7*/7**
Loop 375 and Paseo Del Norte	16	16	16	23	7*/7**
Loop 375 and Park Access Rd	9	9	9	9	9

*Intersection with eastbound LP 375 Frontage Road
**Intersection with westbound LP 375 Frontage Road

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