



Archeological

Project Coordination Request

CSJ: 0314-07-051, 0314-07-052,
0314-07-046

Interstate Highway 20 at Center Point
Road

From 0.55 mile west of East Bankhead
Highway to Lakeshore Drive
Parker County

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

PROPOSED ACTION

The proposed interchange project is generally described as the improvements of the interchange between Center Point Road and IH-20 with the addition of frontage roads along IH-20. The proposed project would also include improvements to the IH-20 at East Bankhead Drive interchange. The proposed project length is approximately 3.4 miles long, and is located along IH-20 from approximately 0.55 mile west of East Bankhead Drive to the IH-20 and Lakeshore Drive interchange.

Existing Facility

Currently, the Center Point Road interchange consists the following:

- Two-way, two-lane pre-stressed concrete beam bridge, 201-foot long and 34.5-foot wide, over IH-20;
- Westbound (WB), two-lane one-way 38-foot wide frontage road from Lakeshore Drive to Center Point Road;
- WB exit ramp from IH-20 to frontage road, just west of Lakeshore Drive; and
- WB entrance ramp from frontage road to IH-20, just east of Center Point Road.

The existing East Bankhead Drive interchange consists of the following:

- Two-way, two-lane steel multi-beam bridge, 282-foot long and 34.5-foot wide, over IH-20;
- WB two-way, two-lane frontage road from Station 2465+00 to East Bankhead Drive;
- WB exit ramp from IH-20 to WB frontage road, just east of East Bankhead Drive
- WB entrance ramp from the East Bankhead Drive to IH-20 (with no continuing frontage road);
- Eastbound (EB) exit ramp from IH-20 to East Bankhead Drive, just west of East Bankhead Drive (with no continuing frontage road); and
- EB entrance ramp from East Bankhead Drive to IH-20, just to the east of East Bankhead Drive (with no continuing frontage road).

Proposed Facility

The proposed facility would include the following infrastructure improvements:

- Construct new divided Center Point Road bridge with two through-lanes and two left-turn lanes;
- Convert existing Center Point Road bridge into WB to EB U-turn bridge;
- Construct EB to WB U-turn bridge, adjacent to Center Point Road bridge;
- Construct WB IH-20 Auxiliary Lane from IH-20 Station 2489+57.50 to Station 2503+00.00;
- Construct WB IH-20 exit ramp from Station 2476+80.11 to Station 2489+57.50;
- Replace WB frontage road from Station 2501+82.68 to Center Point Road;
- Construct WB frontage road from Center Point Road bridge to Station 2465+00;
- Replace WB frontage road from Station 2465+00 to East Bankhead Drive;
- Construct new divided East Bankhead Bridge with two through-lanes and dedicated left turn lane;
- Construct WB to EB U-turn bridge, adjacent to East Bankhead bridge;
- Construct WB frontage road from East Bankhead Drive to Station 2427+04.37;
- Replace WB IH-20 entrance ramp from Station 2427+04.37 to Station 2407+74.96;
- Construct EB frontage road from Station 2429+50.00 to East Bankhead Drive;
- Replace EB IH-20 exit ramp from Station 2419+49.02 to Station 2433+07.45;
- Construct EB frontage road from East Bankhead Drive to Center Point Road;

- Construct EB exit ramp from IH-20 Station 2440+17.46 to IH-20 Station 2457+86.78;
- Construct EB entrance ramp from IH-20 Station 2471+48.13 to Station 2482+83.44;
- Construct EB IH-20 Auxiliary Lane from IH-20 Station 2482+83.44 to Station 2504+71.73;
- Construct EB exit ramp from station 2504+71.73 to Station 2516+59.09;
- Construct EB frontage road from Center Point Road to existing frontage road at Station 2542+00;
- Replace existing EB frontage road from IH-20 Station 2542+00.00 to Station 2587+26.18;
- Construct EB entrance ramp from IH-20 Station 2534+62.87 to IH-20 Station 2548+21.30;
- Construct EB Auxiliary Lane from IH-20 Station 2548+21.30 to Station 2564+30.45;
- Construct EB exit ramp from IH-20 Station 2564+30.45 to Station 2576+36.89;

The proposed interchange project would involve the replacement of the Center Point Road Bridge at IH-20 in Parker County, Texas. The proposed Center Point Road bridge would consist of two 14-foot through lanes in each direction and a 12-foot left-turn lane in each direction with 2-foot outside offsets. There would be a dedicated left turn lane for each direction of travel and a 24-foot wide median. Seven-foot sidewalks would be constructed on both sides of the bridge for pedestrians. The access ramps would consist of one 14-foot wide travel lane with 8-foot wide outside shoulders and 4-foot wide inside shoulders. The IH-20 travel lanes would not be widened with the proposed interchange project; however, the newly constructed and reconstructed frontage roads would include one 14-foot wide through lane and one 12-foot wide through lanes with 2-foot wide inside and outside offsets. The adjacent areas would be graded for the future addition of sidewalks.

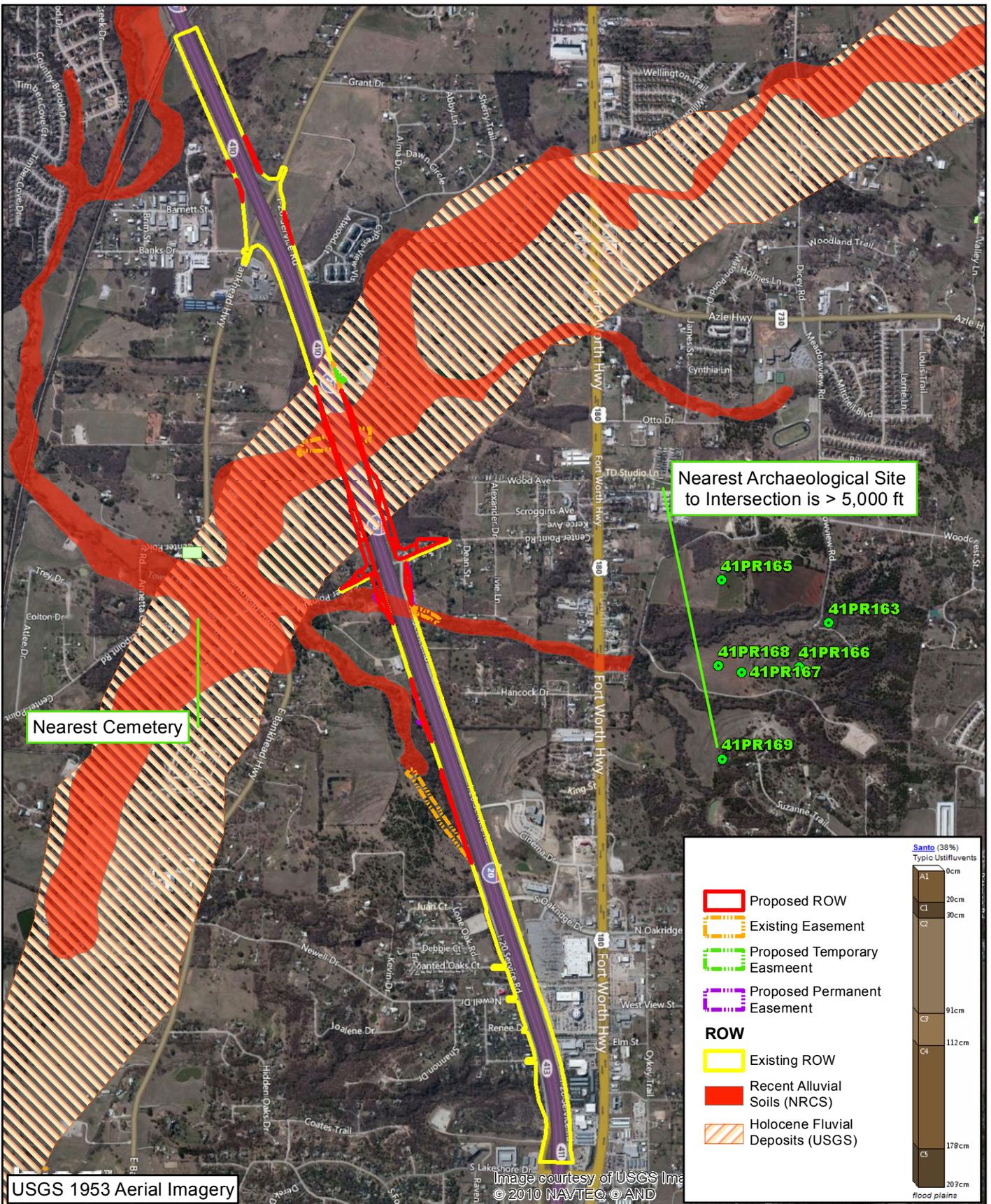
Utility adjustments would be needed for this project, which include telephone, electric, gas, and water lines. The adjustment and relocation of any utilities would be phased so that no substantial interruptions would take place while these adjustments are being made. The appropriate utility company would be responsible for the adjustments and relocations.

The proposed interchange project would include expanding the total right-of-way (ROW) by 13.7 acres and permanent easement by 0.42 acre with 0.27 acre of temporary construction easement and 22.0 acres of vegetated land within the existing ROW would be paved, primarily due to the construction of new frontage roads. There would be approximately 18.6 acres of temporary impact within the existing ROW.

Need and Purpose

The proposed IH-20 at Center Point Road interchange project is needed to support the anticipated population growth, economic development, and projected increase in traffic volumes over the next 20 years within and adjacent to the City of Weatherford by helping to alleviate congestion and improve safety on US 180. The purpose of the proposed project is to provide safe, effective, and efficient access from east and southeast portions of Weatherford to eastbound and westbound IH-20. The proposed project would provide motorists the option of using Center Point Road to access IH-20 instead of relying only on US 180 to access IH-20. The existing East Bankhead Drive interchange would be improved to meet current design standards in regard to design speed, visibility, safety, and traffic flow. The proposed project would also extend and connect existing EB and WB frontage roads from Lakeshore Drive to East Bankhead Drive in order to provide continuity.

Attachment A



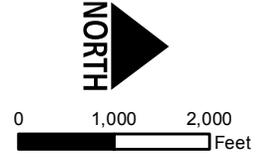
USGS 1953 Aerial Imagery

Image courtesy of USGS Img © 2010 NAVTEC © AND



Texas Department of Transportation
IH 20 Road Improvement Project

Cultural Resource Feature Review Map



1

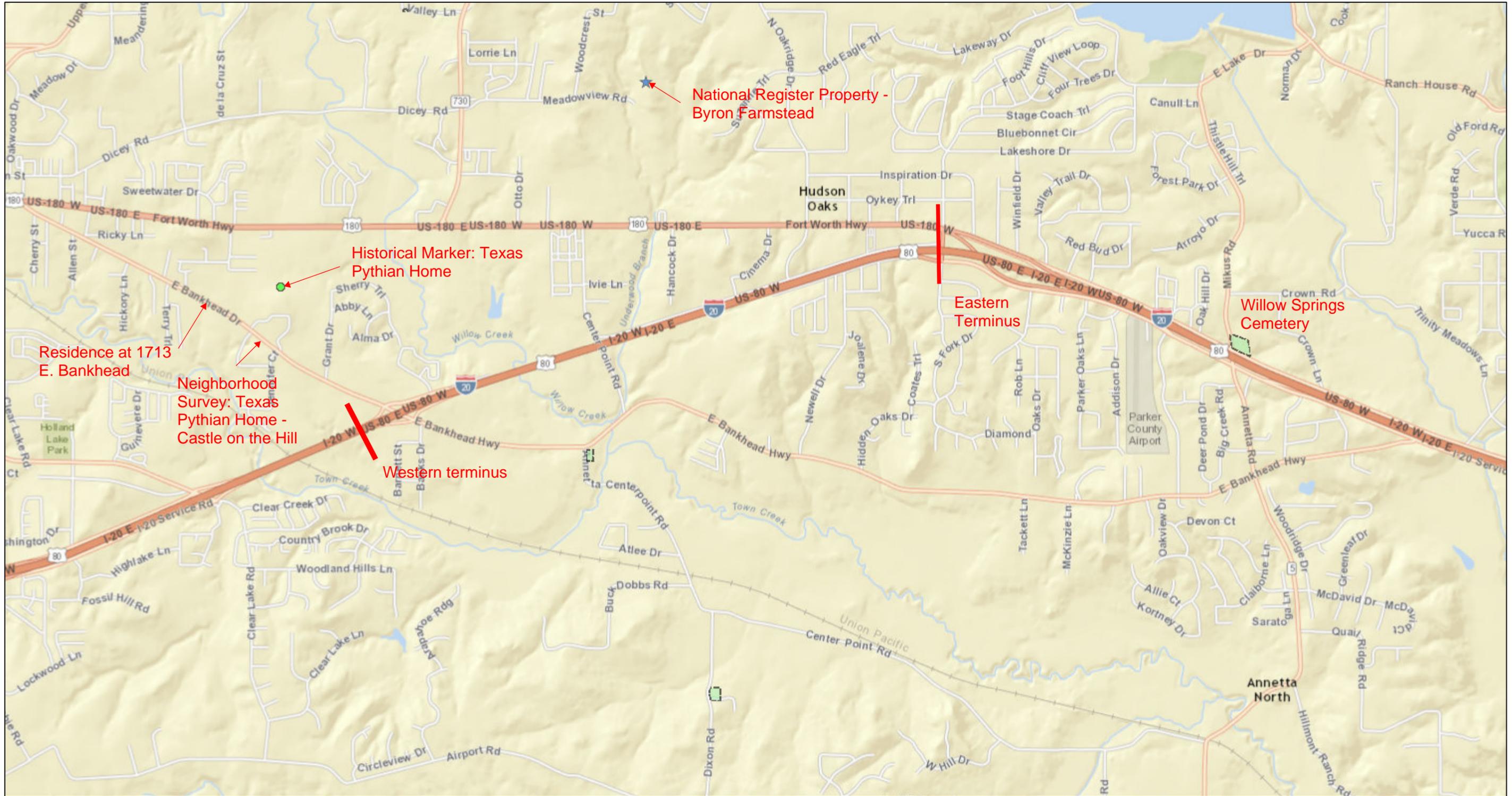
FIGURE

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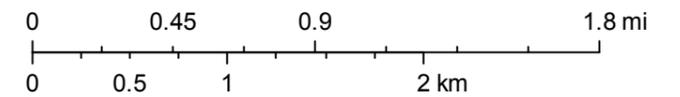
Attachment B

Texas Historic Sites Atlas



April 20, 2016

1:36,112



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community
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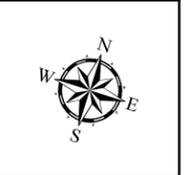
THC provides this information with the understanding that it is not guaranteed to be accurate, correct or complete.
Texas Historical Commission ©

Attachment C



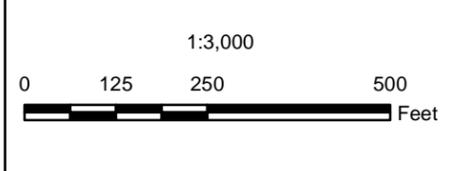
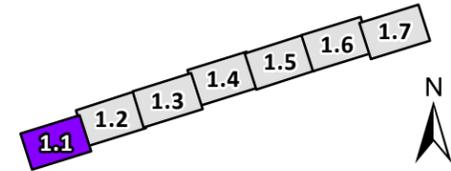
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 FILE NAME C-1_Aerial_Mapbook
 PREPARED BY SSJ

PARKER CO.
IH 20 AT CENTERPOINT ROAD
 Aerial Photo Mapbook



C-1.1
 ATTACHMENT

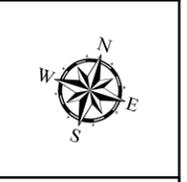
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| Stream Crossing (SC #) | Existing Easement | Proposed Edge of Pavement | Construction Area |
| Area of Potential Effect | Proposed Permanent Easement | Rip Rap | Existing Pavement |
| Existing ROW | Proposed Temporary Easement | Bridge Approach Slab/Bents | 100 Year Floodplain |
| Proposed ROW | | | Stream |



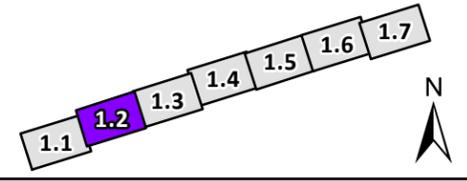


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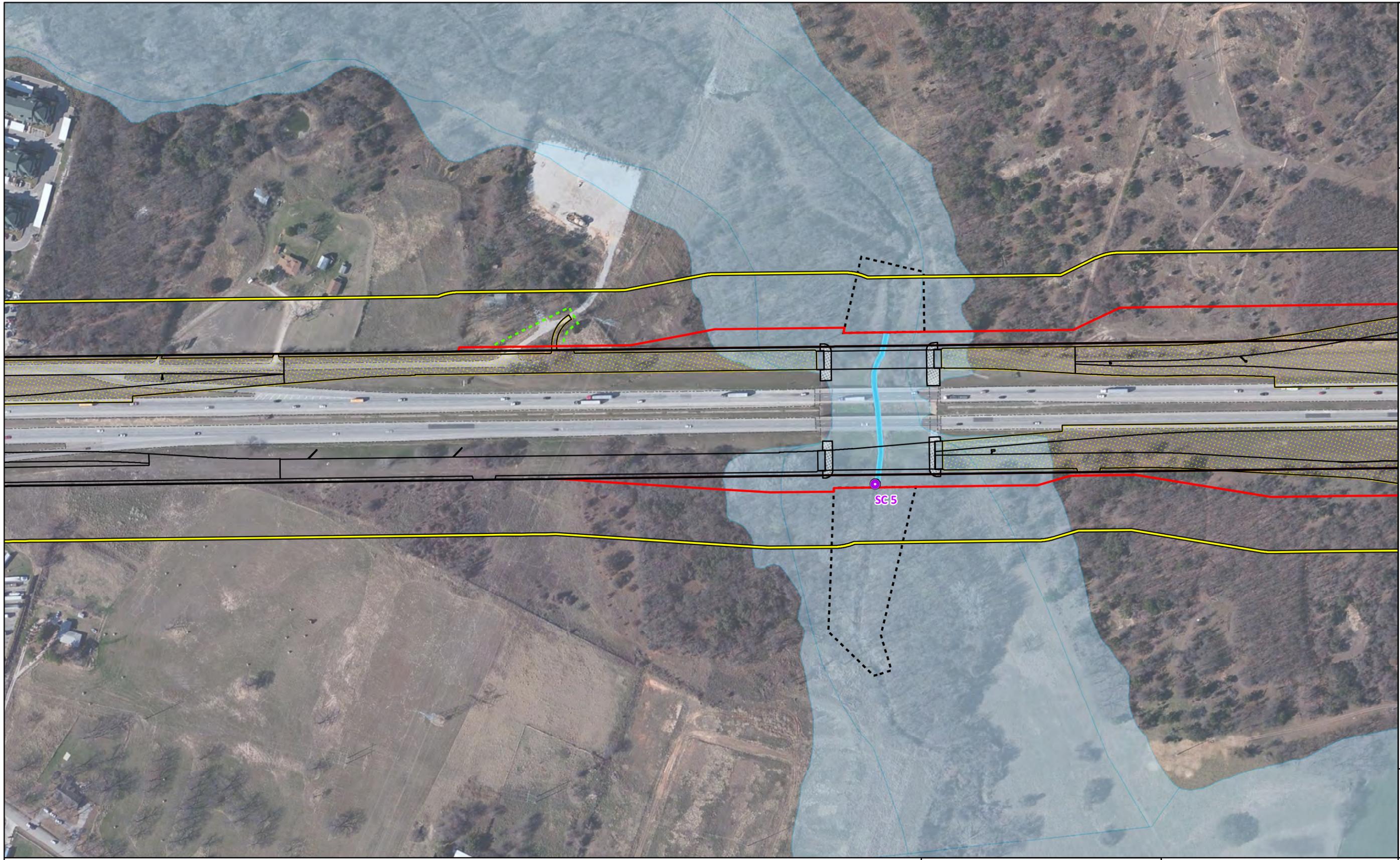
PARKER CO.
IH 20 AT CENTERPOINT ROAD
 Aerial Photo Mapbook



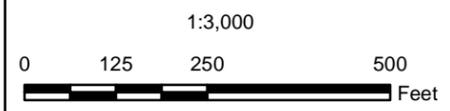
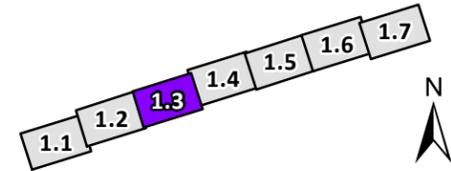
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| Stream Crossing (SC #) | Existing Easement | Proposed Edge of Pavement | Construction Area |
| Area of Potential Effect | Proposed Permanent Easement | Rip Rap | Existing Pavement |
| Existing ROW | Proposed Temporary Easement | Bridge Approach Slab/Bents | 100 Year Floodplain |
| Proposed ROW | | | Stream |



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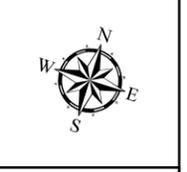


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| Stream Crossing (SC #) | Existing Easement | Proposed Edge of Pavement | Construction Area |
| Area of Potential Effect | Proposed Permanent Easement | Rip Rap | Existing Pavement |
| Existing ROW | Proposed Temporary Easement | Bridge Approach Slab/Bents | 100 Year Floodplain |
| Proposed ROW | | | Stream |

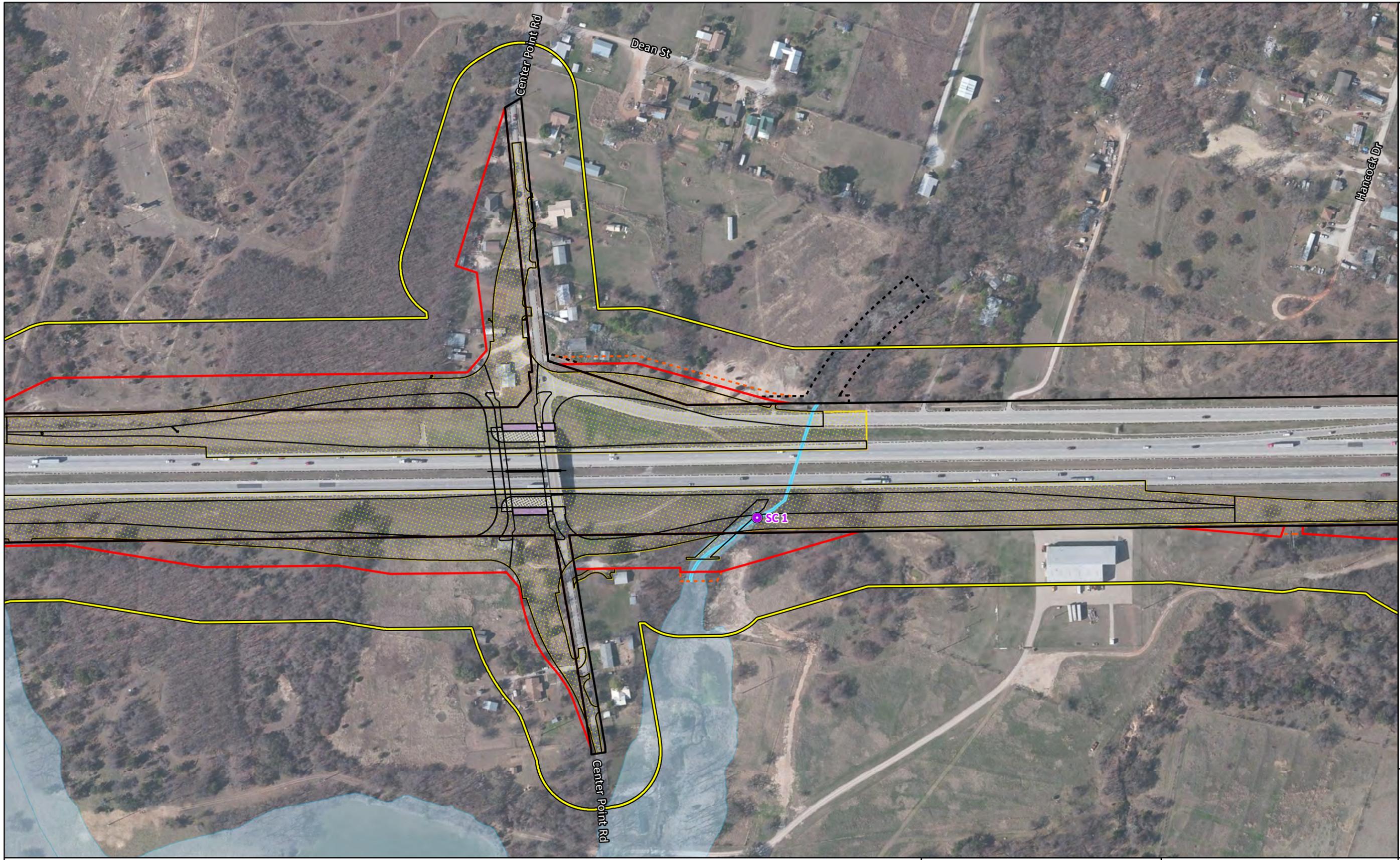


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PARKER CO.
IH 20 AT CENTERPOINT ROAD
 Aerial Photo Mapbook

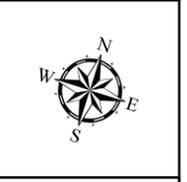


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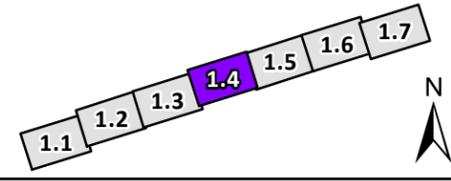
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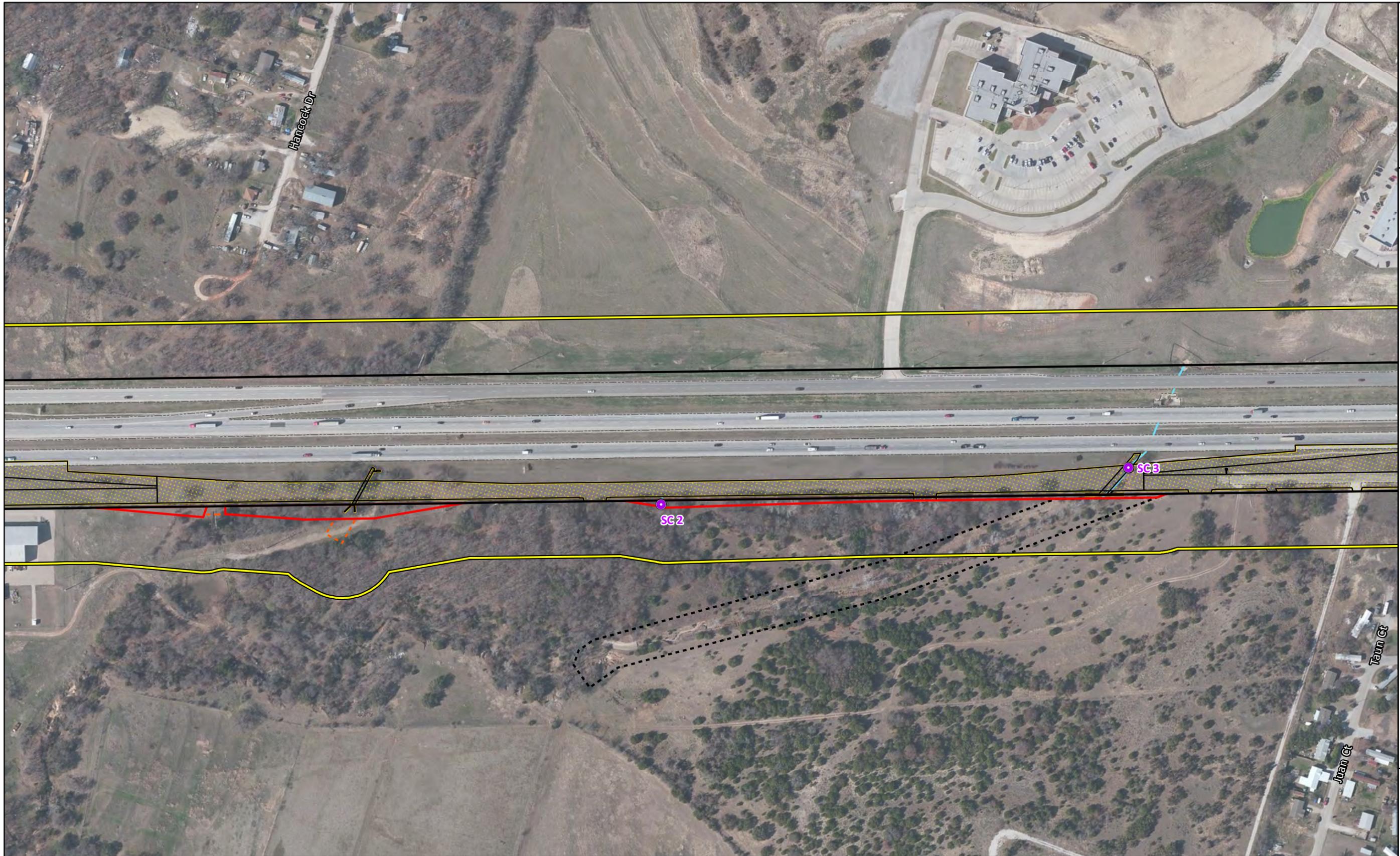
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IH 20 AT CENTERPOINT ROAD
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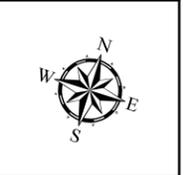
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| Stream Crossing (SC #) | Existing Easement | Proposed Edge of Pavement | Construction Area |
| Area of Potential Effect | Proposed Permanent Easement | Rip Rap | Existing Pavement |
| Existing ROW | Proposed Temporary Easement | Bridge Approach Slab/Bents | 100 Year Floodplain |
| Proposed ROW | | | Stream |



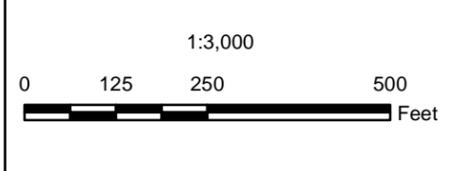
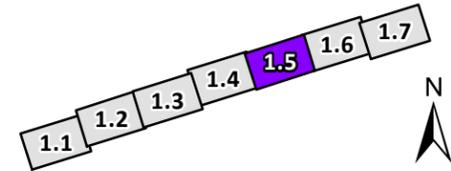


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PARKER CO.
IH 20 AT CENTERPOINT ROAD
 Aerial Photo Mapbook



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|--------------------------|-----------------------------|----------------------------|---------------------|
| Stream Crossing (SC #) | Existing Easement | Proposed Edge of Pavement | Construction Area |
| Area of Potential Effect | Proposed Permanent Easement | Rip Rap | Existing Pavement |
| Existing ROW | Proposed Temporary Easement | Bridge Approach Slab/Bents | 100 Year Floodplain |
| Proposed ROW | | | Stream |

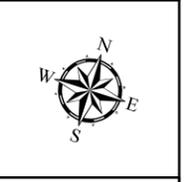


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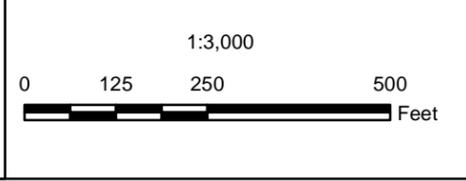
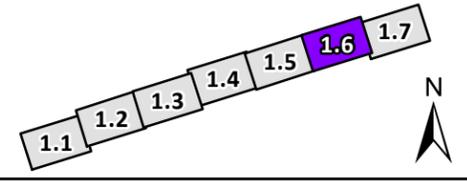
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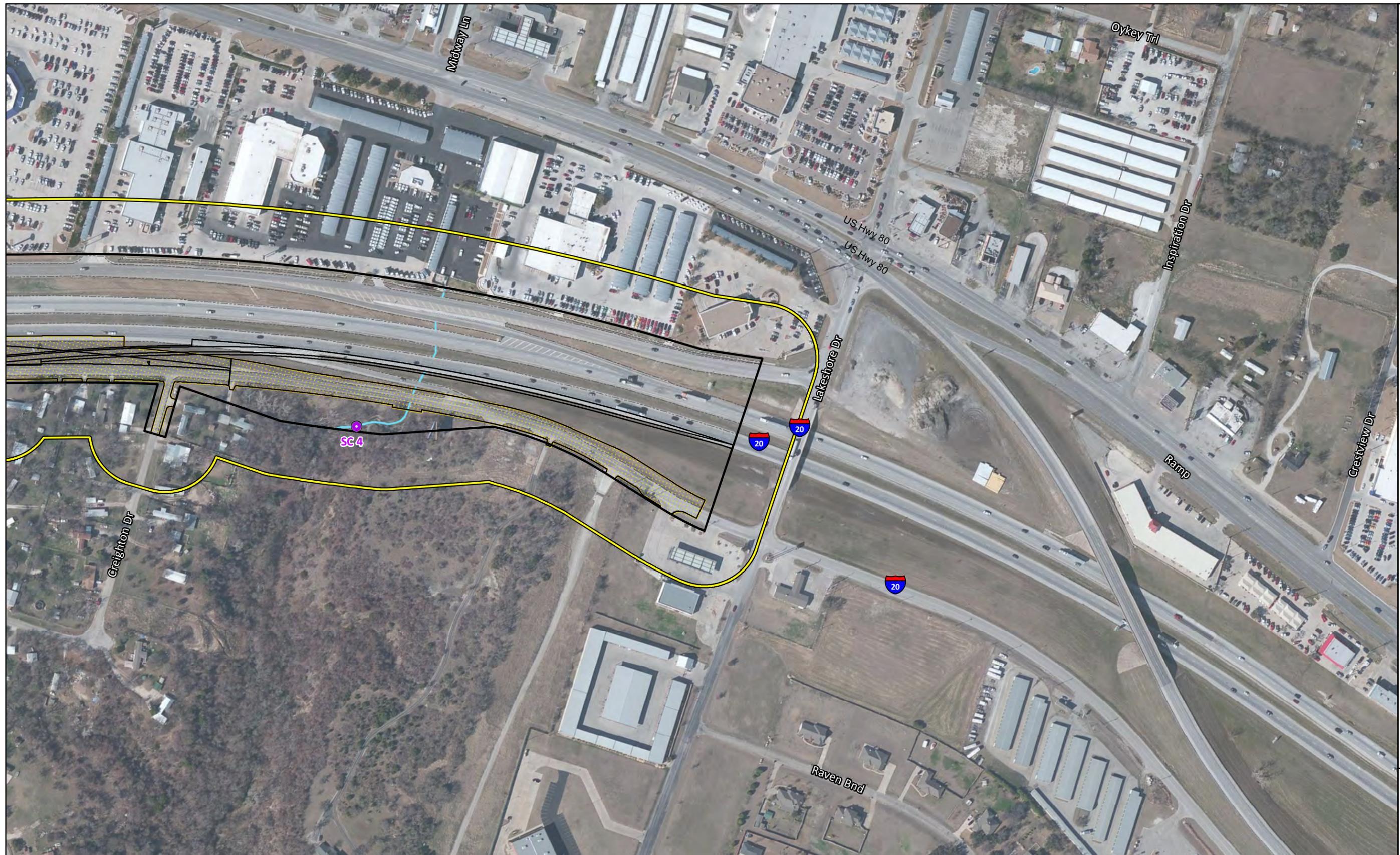
PARKER CO.
IH 20 AT CENTERPOINT ROAD
 Aerial Photo Mapbook



C-1.6
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| Area of Potential Effect | Proposed Permanent Easement | Rip Rap | Existing Pavement |
| Existing ROW | Proposed Temporary Easement | Bridge Approach Slab/Bents | 100 Year Floodplain |
| Proposed ROW | | | Stream |



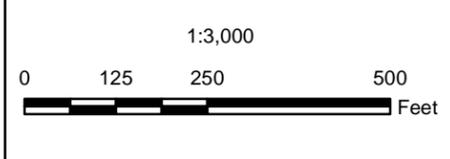
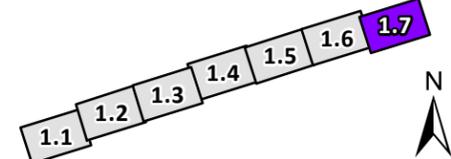


- Stream Crossing (SC #)
- Area of Potential Effect
- Existing ROW
- Proposed ROW

- Existing Easement
- Proposed Permanent Easement
- Proposed Temporary Easement

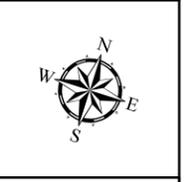
- Proposed Edge of Pavement
- Rip Rap
- Bridge Approach Slab/Bents

- Construction Area
- Existing Pavement
- 100 Year Floodplain
- Stream



PROJECT NO.	PRK12278
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PREPARED BY	SSJ

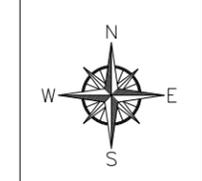
PARKER CO.
IH 20 AT CENTERPOINT ROAD
 Aerial Photo Mapbook



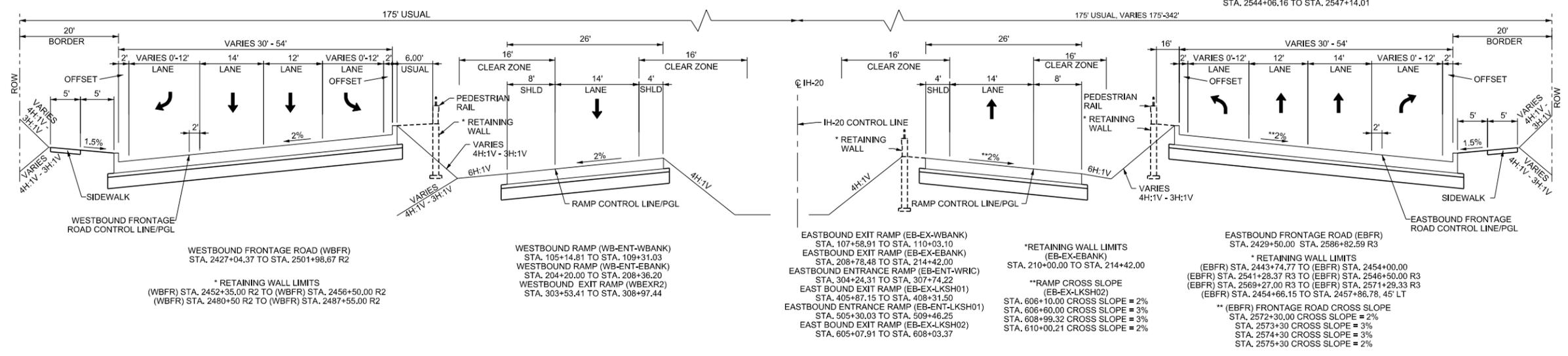
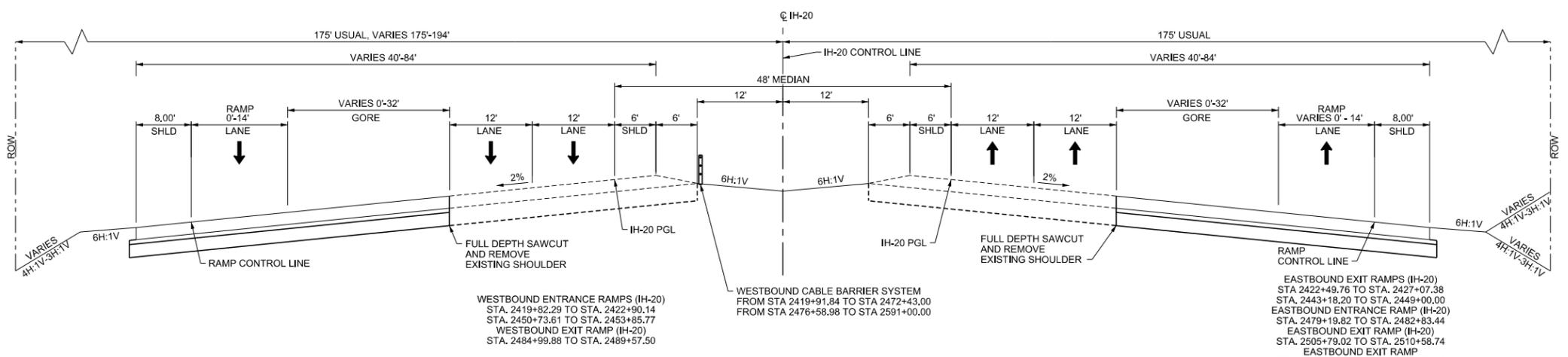
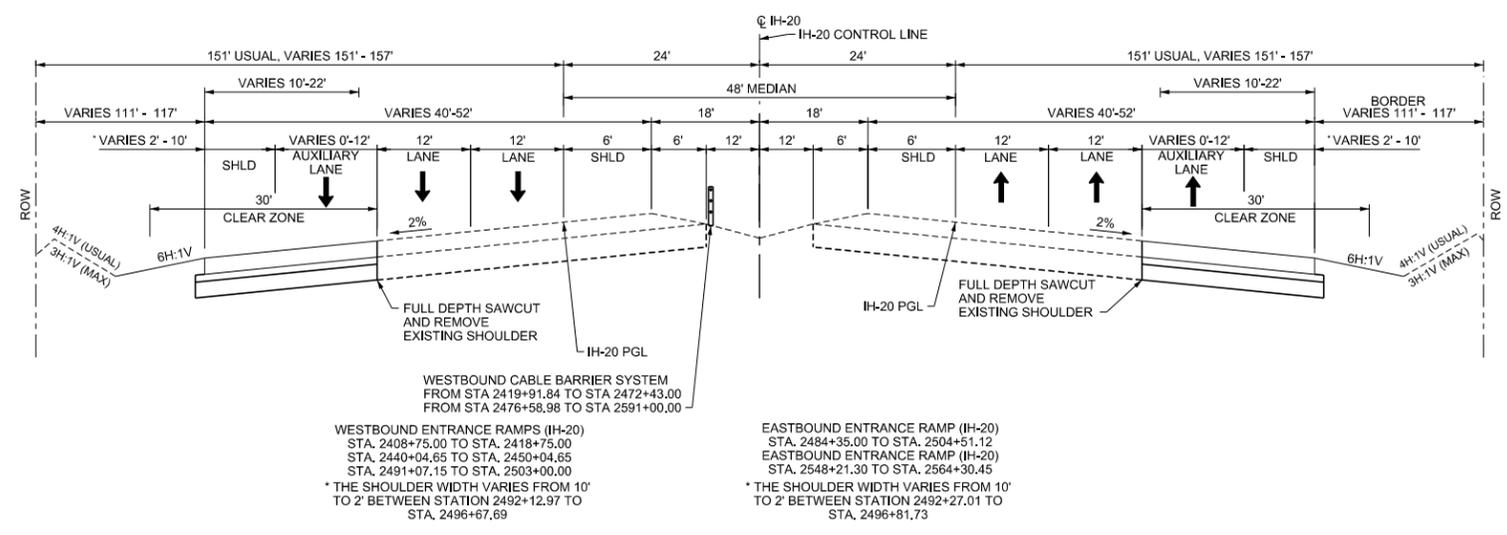
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Attachment D

PARKER CO.
IH 20 AT CENTERPOINT ROAD
Typical Sections

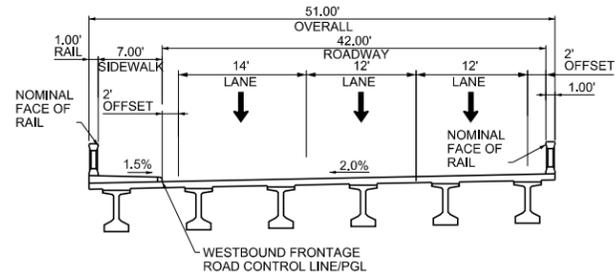


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FIGURE



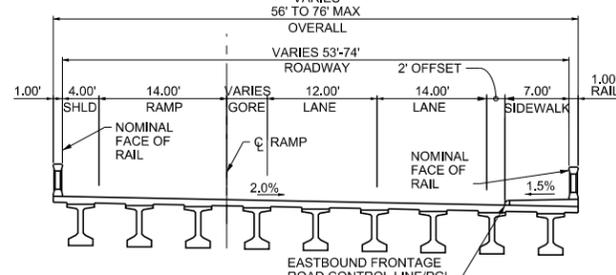
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 Date: Apr. 20, 2016 - 03:37:02 PM
 Project: Reese and Nichols, Inc.

PROPOSED IH-20/FRONTAGE ROAD/RAMP SECTIONS



WESTBOUND FRONTAGE ROAD
BRIDGE TYPICAL SECTION

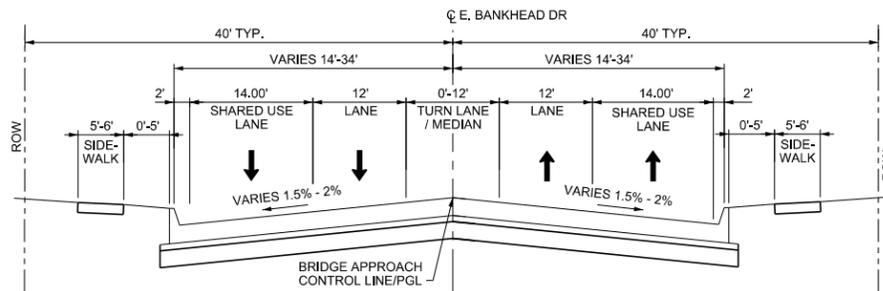
NOT TO SCALE
WESTBOUND FRONTAGE ROAD (WBFR)
STA. 2472+72.30 R2 STA. 2475+72.30 R2



EASTBOUND FRONTAGE ROAD
BRIDGE TYPICAL SECTION

NOT TO SCALE
EASTBOUND FRONTAGE ROAD (EBFR)
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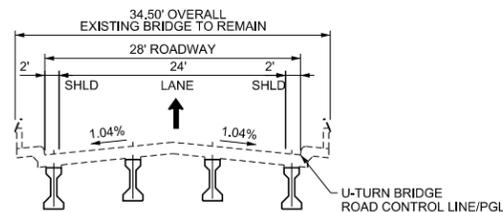
PROPOSED IH-20/Frontage Road/Ramp TYPICAL SECTION



EAST BANKHEAD HIGHWAY
BRIDGE APPROACH

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STA. 3+34.36 TO STA. 6+64.00
STA. 9+36.00 TO STA. 13+64.84

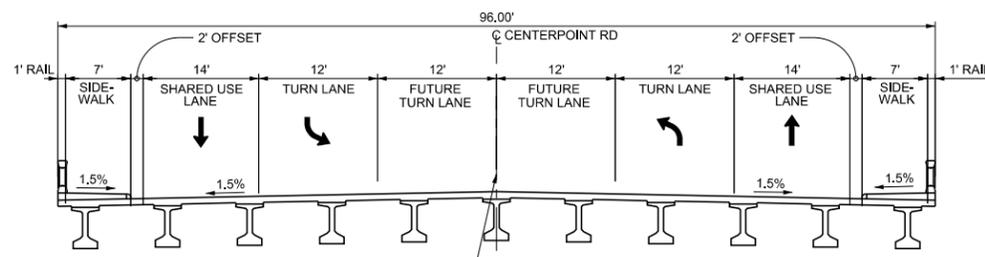
EAST BANKHEAD HWY SECTION



CENTERPOINT U-TURN BRIDGE
TYPICAL SECTION

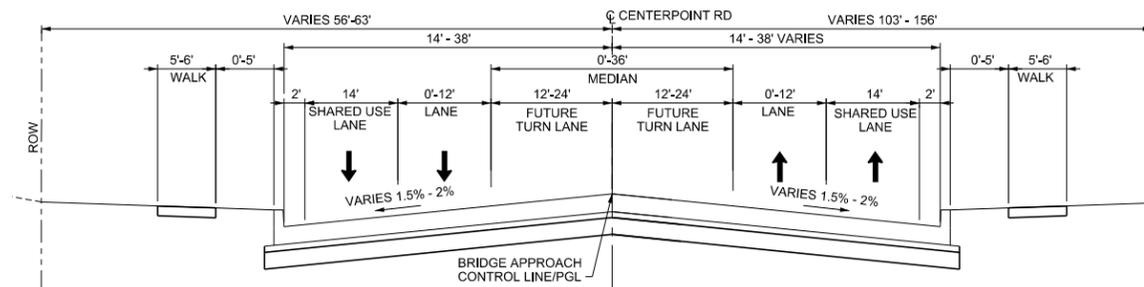
NOT TO SCALE
WESTBOUND FRONTAGE ROAD (WBFR-UT-CNTP)
STA. 701+37.09 TO STA. 703+46.38

U-TURN BRIDGES



CENTERPOINT ROAD
BRIDGE SECTION

NOT TO SCALE
STA. 53+90.00 TO STA. 56+00.00



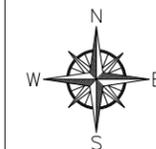
CENTERPOINT ROAD
BRIDGE APPROACH

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CENTERPOINT ROAD SECTIONS

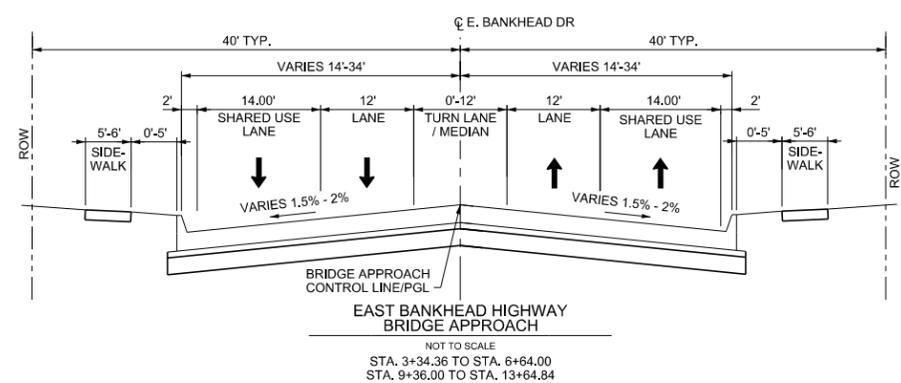
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PREPARED BY DFB

PARKER CO.
IH 20 AT CENTERPOINT ROAD
Typical Sections



C-5.2
FIGURE

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PRK12278 - N:\Exhibits\C-5.2-Typicals.sht
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Date: Apr. 20, 2016 - 03:35:44 PM Project: Freese and Nichols, Inc.



EAST BANKHEAD HIGHWAY BRIDGE SECTION

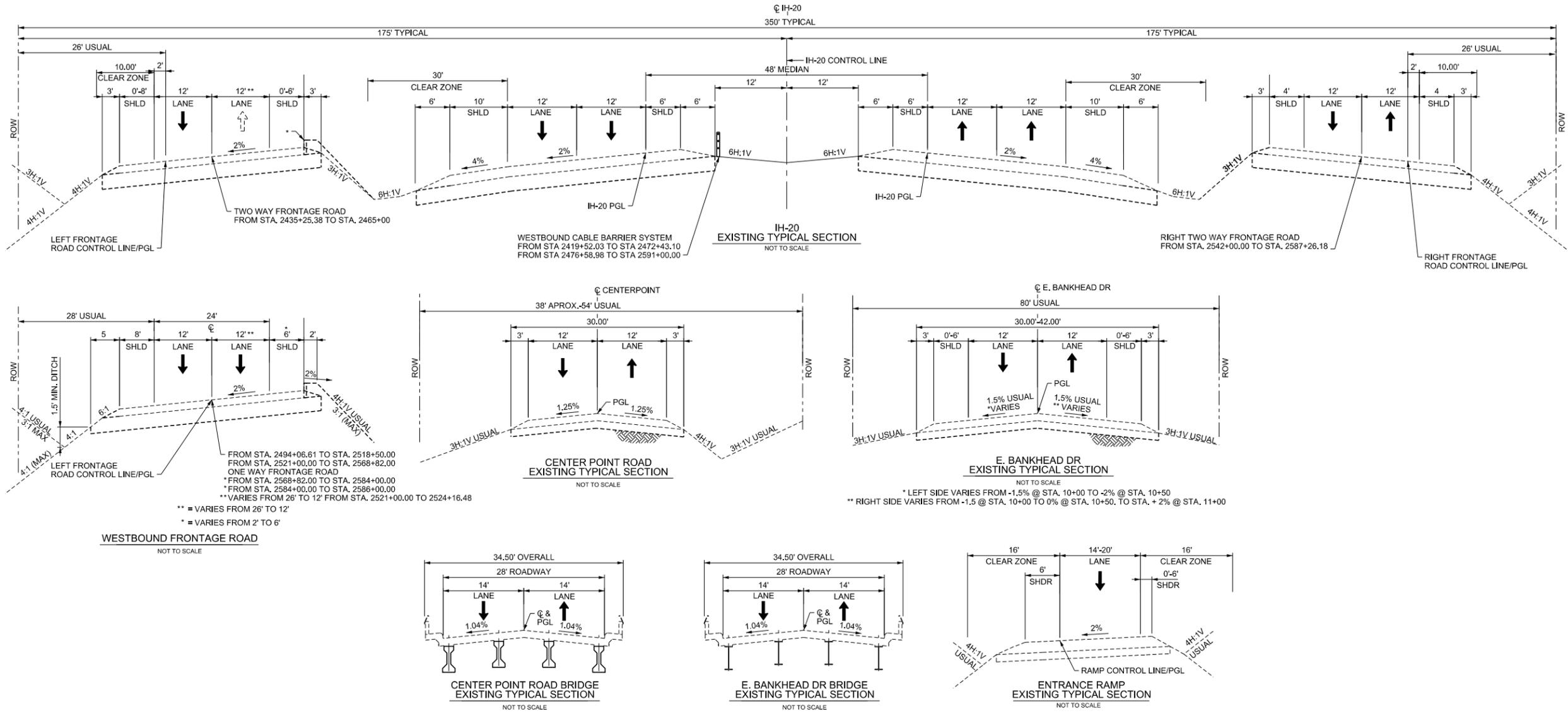
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PREPARED BY	DFB

PARKER CO. IH 20 AT CENTERPOINT ROAD Typical Sections



C-5.3
FIGURE

PARKER CO.
IH 20 AT CENTERPOINT ROAD
 Typical Sections



C-5.4
 FIGURE

EXISTING IH-20/FRONTAGE ROAD/RAMP SECTIONS

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 Date: Apr. 20, 2016 - 03:36:22 PM
 Project: Freese and Nichols, Inc.

Attachment E

Parker County Heritage Society

Contact List

(Preferred contact method is via e-mail)

Society Contacts

President	Jamie Bodiford Brinkley	
Treasurer	Bill Baker	maryk2u@yahoo.com
Vice-President	Abby Hamessley	abbydham@gmail.com
Secretary	Paula Nadziejka	p.renee@mac.com

Attachment F



Photo 1. East view of typical, maintained ROW toward existing Center Point Road Bridge.



Photo 2. East view of eastbound IH-20 frontage road and ROW toward East Bankhead Drive bridge.



Photo 3. Northeast (upstream) view of existing Underwood Branch (Stream 1) culvert.



Photo 4. Southwest (downstream) view of Stream 2 headwaters.



Photo 5. Northeast (upstream) view of existing Stream 3 culvert along eastbound IH-20.



Photo 6. Northeast (upstream) view of existing Stream 4 culvert.



Photo 7. Southwest view of typical fencerow vegetation along eastbound IH-20 ROW boundary.



Photo 8. North view of upland post oak forest in proposed ROW expansion along westbound IH-20.



Photo 9. South view Underwood Branch and typical riparian forest within existing ROW.



Photo 10. West view of bottomland hardwood forest in proposed ROW expansion near Willow Creek.



Photo 11. Southwest view of scattered post oaks within existing ROW near eastbound IH-20.



Photo 12. West view of typical existing ROW from just west of the Center Point Road bridge.

Scott Pletka

From: Scott Pletka
Sent: Thursday, May 26, 2016 4:58 PM
To: 'Arturo Garza'; 'Don Spaulding (don.spaulding@ktttribe.org)'; 'Megan Young (myoung@pci-nsn.gov)'; David Pacheco Jr (dpacheco@okkt.net); Kent Collier (kentcollier2000@yahoo.com)
Subject: Section 106 Consultation, Texas Department of Transportation; CSJ 031407046
Attachments: 031407046_Consultation_Request_26-May-2016.pdf

Good afternoon,

We kindly request your comments regarding a proposed undertaking. Please see the attached letter for project details and information.

Thank you in advance for your consideration.

Regards,

Scott Pletka
Supervisor, Archeological Studies Branch
Texas Department of Transportation



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

May 26, 2016

RE: CSJ: 0314-07-046; IH-20 at Center Point Road, Interchange Improvement, Section 106 Consultation; Parker County, Fort Worth District

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

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

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

Undertaking Description

TxDOT's Fort Worth District is proposing improvements to the interchange between Center Point Road and Interstate Highway (IH) 20 in Parker County, Texas (Exhibits A and B).

The proposed project would: construct two-lane frontage roads, entrance and exit ramps, and a signalized intersection at IH-20 and Center Point Drive; construct a new Center Point Drive overpass bridge over IH-20; and improve the IH-20 and East Bankhead Highway intersection (Exhibit C). New right-of-way (ROW) and easements would be required.

Area of Potential Effects

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

- The project limits extend from 0.55 mile west of East Bankhead Highway to Lakeshore Drive along IH-20. The total project length is thus 3.4 miles.
- The existing right of way is typically 350 feet in width.
- The latitude and longitude for the end points of the project are:
 - Begin latitude: +32.74801909 Begin longitude: -97.72832212

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- End latitude: +32.75426318 End longitude: -97.69815264
- The existing right of way comprises an area estimated at 153 acres.
- About 13.3 acres of new ROW would be required; segments of new ROW would stretch along either side of existing ROW, particularly near the East Bankhead Highway and Center Point Road interchanges (Exhibit C).
- About 0.47 acre of temporary construction easement would be required (Appendix C).
- Typical depth of impacts would be about one foot, but maximum depth of impacts may reach about 40 feet where bridge supports would be required.
- For the purposes of this cultural resources review, the APE also includes an additional 50-foot area around the previously-described horizontal dimensions to account for potential alterations to the proposed APE included in the final project design. Consultation would be continued if potential impacts extend beyond this additional area, based on the final design

Identification Efforts

For this project, TxDOT has conducted a desktop-based study of available background information, and recommends no additional investigation. Depth of project impacts is typically shallow, and areas of deeper impacts (e.g., the new overpass at Center Point Drive and bridge at Willow Creek) are in heavily disturbed locations (Exhibit C). Even in areas that generally span deposits with high archeological potential, the entire existing ROW has low to negligible potential due to previous impacts. Western portions of the APE are modified by urban development, and some parts of new ROW are paved over. The majority of new project ROW is centered on the Willow Creek crossing and on Center Point Road. The new ROW at Willow Creek is intersected by a buried utility corridor on the east side of the drainage, and within the northeast quadrant of the crossing there is evidence for erosional channeling in the new ROW. East of Willow Creek the new ROW spans onto uplands with minimal deposition. Residential structures presently occupy the new ROW on the west side of Center Point Road on both sides of IH 20. In summary:

- Most of the APE spans ancient sediments with little potential to bury and preserve archeological materials.
- Most of the sediments within the APE, including the few segments that span recent deposits with potential for buried archeological materials, have been previously disturbed by roadway construction, buried utility installation, and urban development. These activities would have destroyed more fragile archeological materials and would have moved more durable materials from their original location. Any sites that may occur within the APE would likely lack sufficient integrity of location, association, and materials to be able to address important questions of history and prehistory (36 CFR 60.4).
- Based on the foregoing factors, there is little to no reason to expect archeological historic properties (36 CFR 800.16(l)) to be located within the APE.

Findings and Recommendations

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

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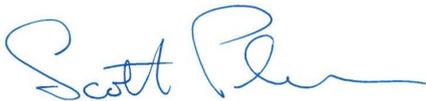
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- a desktop review has found that no archeological historic properties (36 CFR 800.16(l)) would be affected by this proposed undertaking and the proposed project may proceed to construction;
- that a zone of 50 feet beyond the horizontal project limits be considered as part of the cultural resources evaluation; and
- if any future changes to the project APE extend beyond the additional 50-foot zone or if archeological deposits are discovered, your Tribe would then be contacted for further consultation.

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

Thank you for your attention to this matter. If you have questions, please contact Kevin Hanselka (TxDOT Archeologist) at 512/416-2639 (email: kevin.hanselka@txdot.gov) or Chantal McKenzie at 512/416-2770 (email: Chantal.McKenzie@txdot.gov). When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Sincerely,



Scott Pletka, Deputy Section Director
Environmental Affairs Division

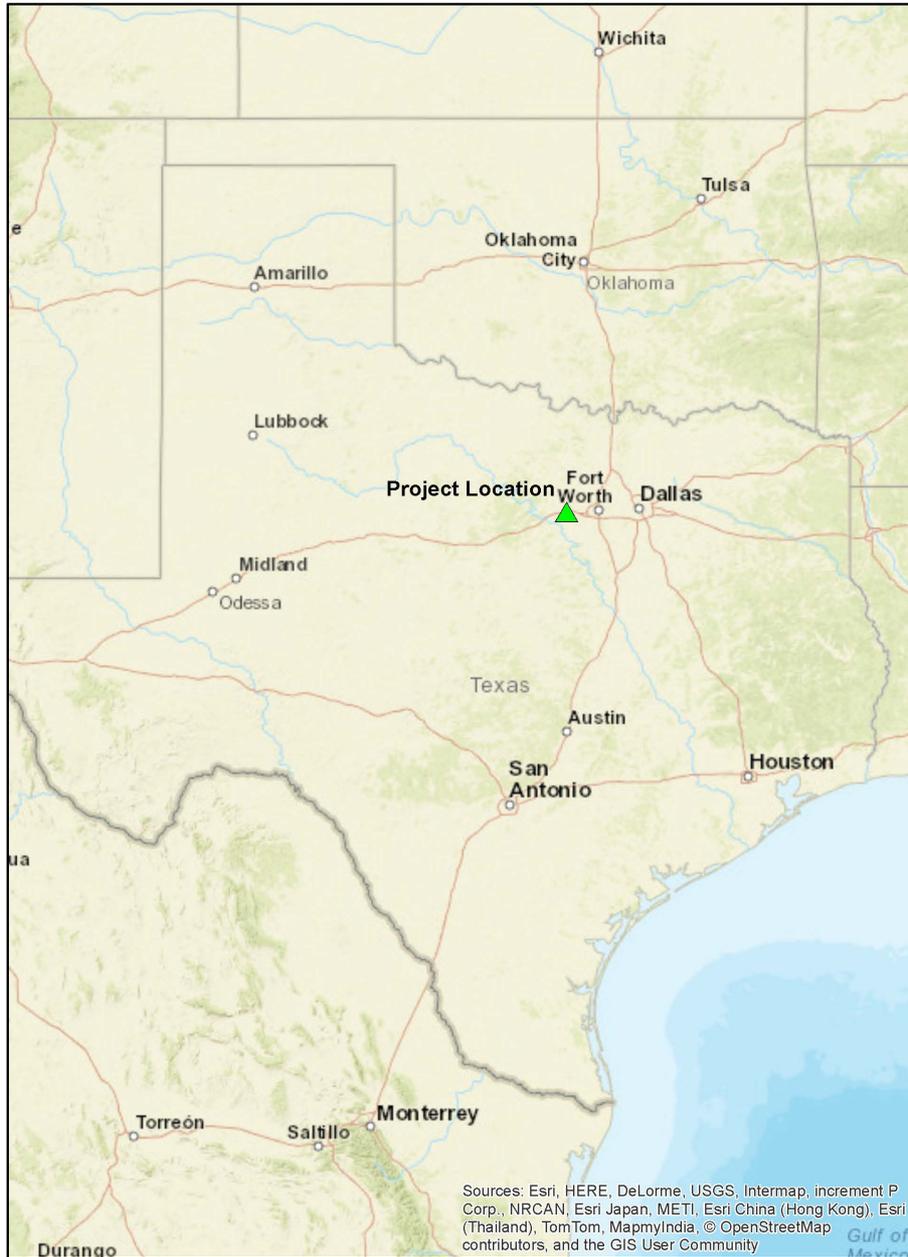
Concurrence by:

Date:

Enclosure

cc w/ enclosure: ENV-ARCH ECOS

Exhibit A. Project location in Texas.

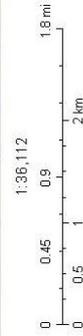
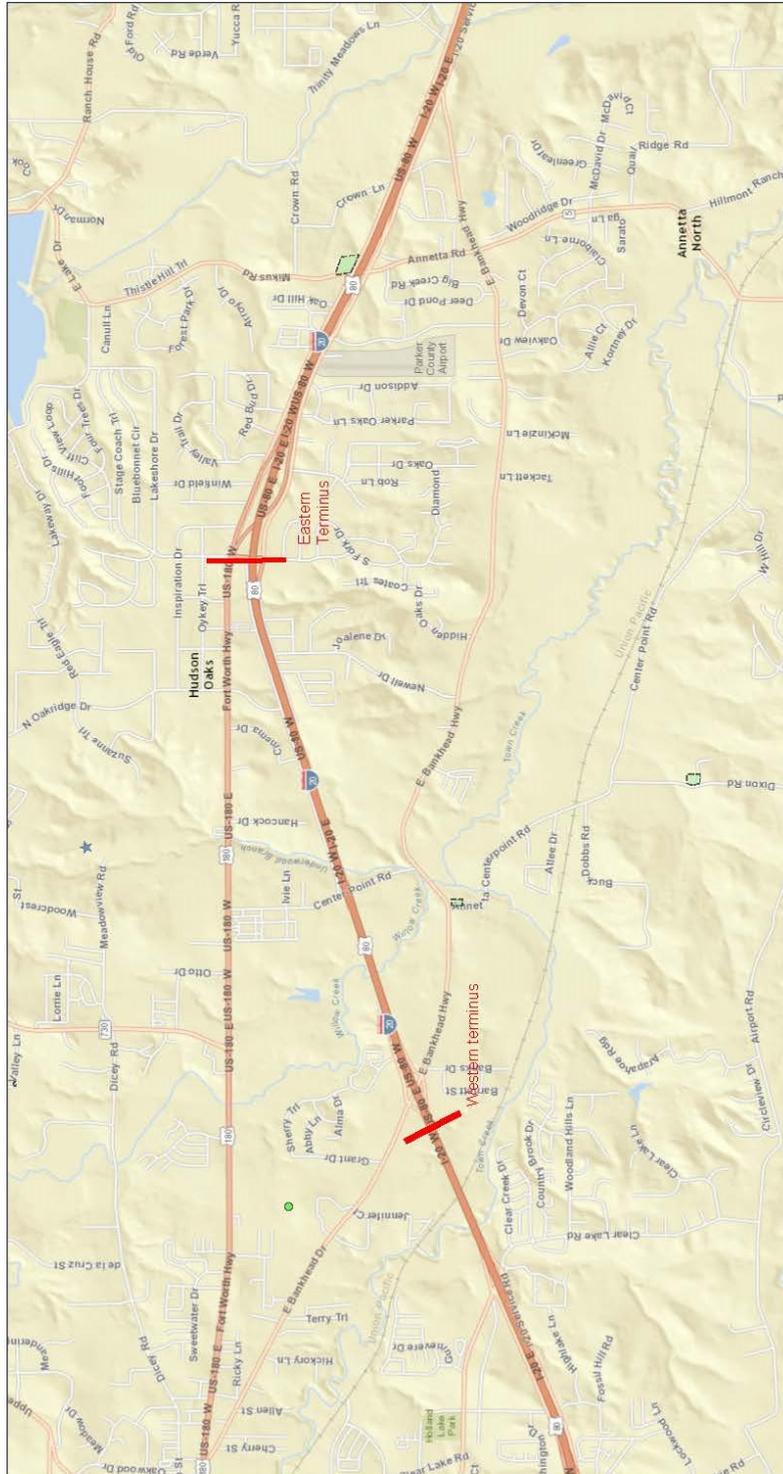


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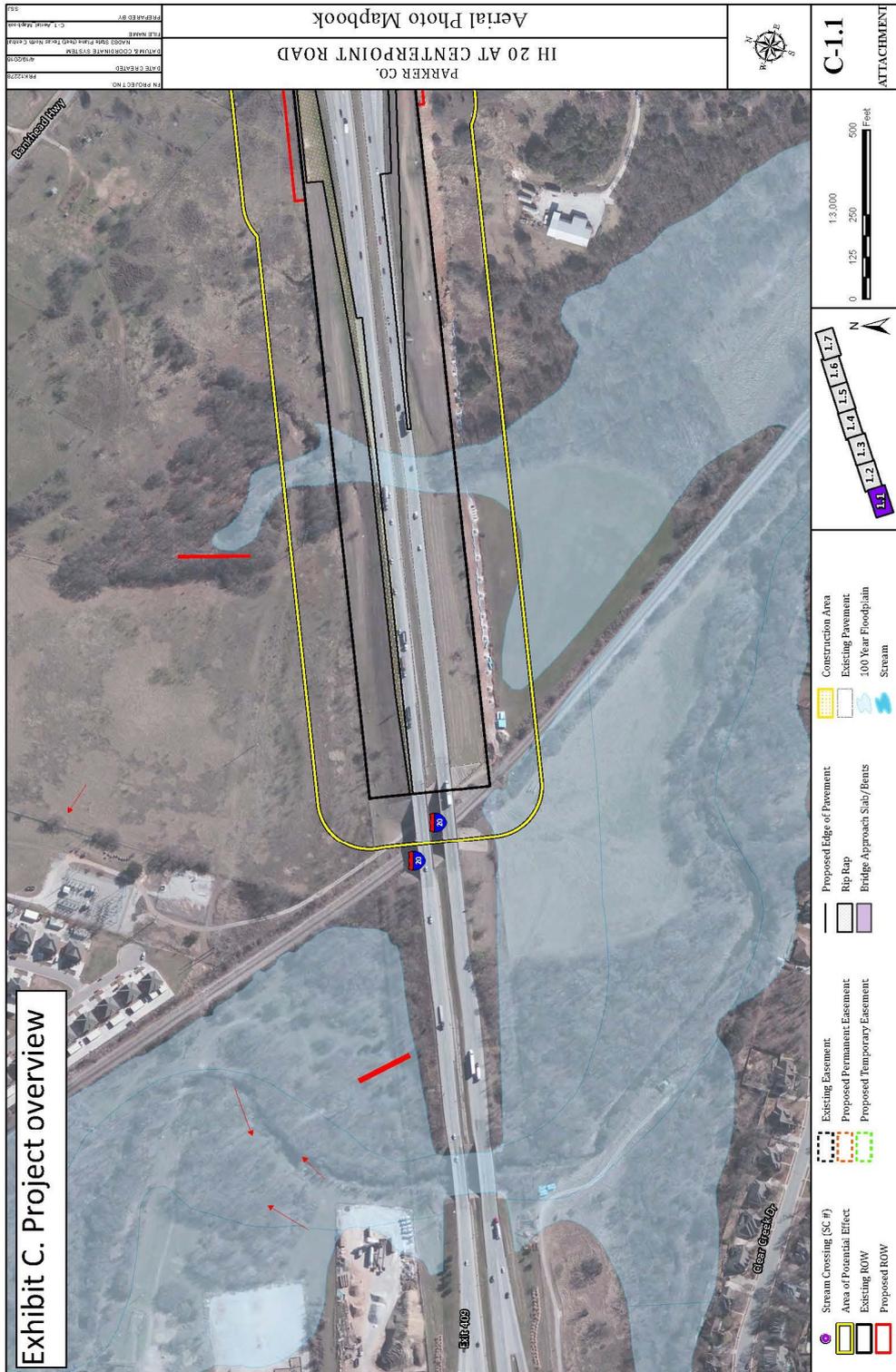
Exhibit B. Project location.



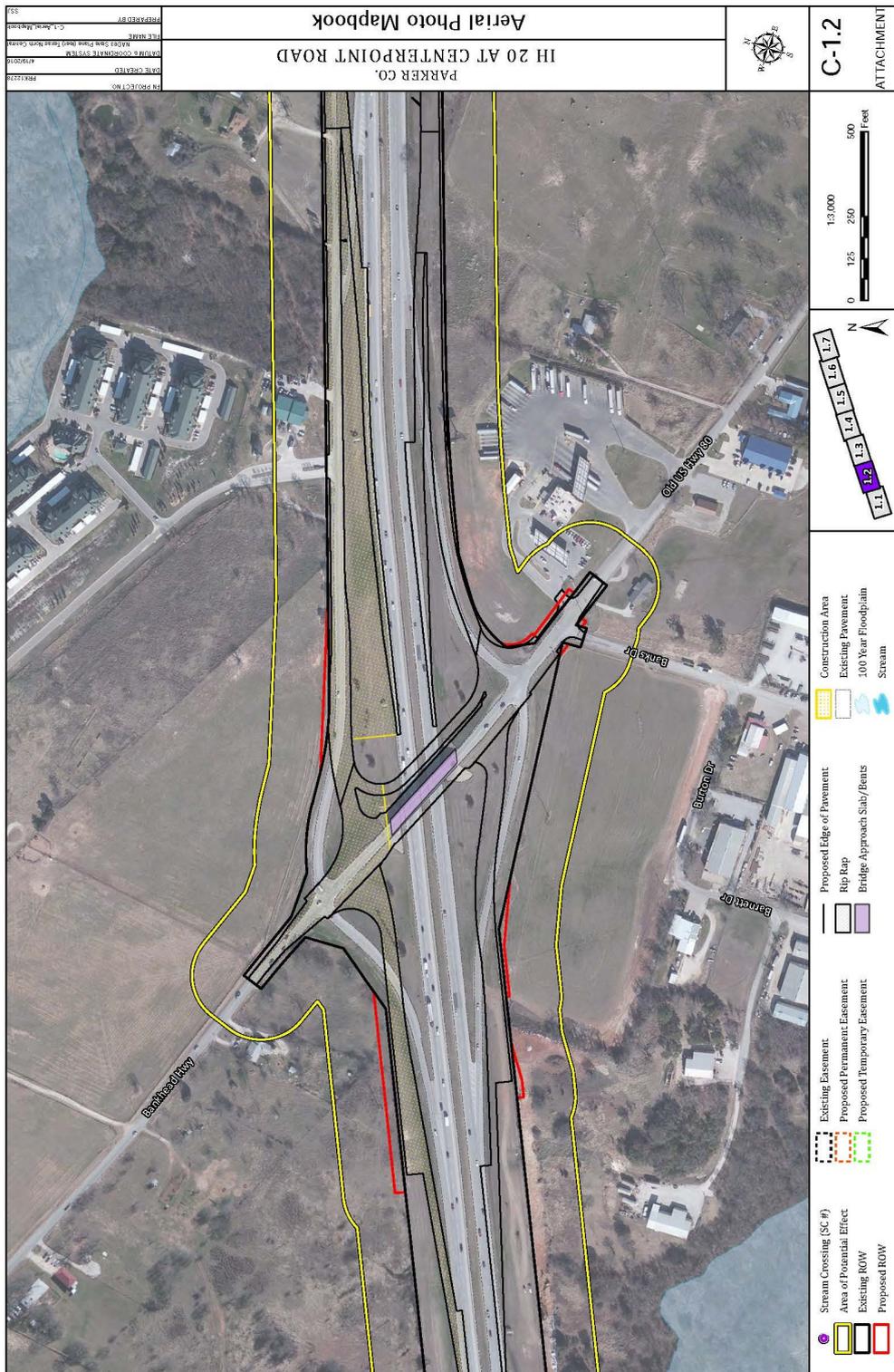
April 20, 2016

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri, Japan, METI, Esri, China (Hong Kong), Esri (Thailand), Swisstopo, © OpenStreetMap contributors, and the GIS User Community

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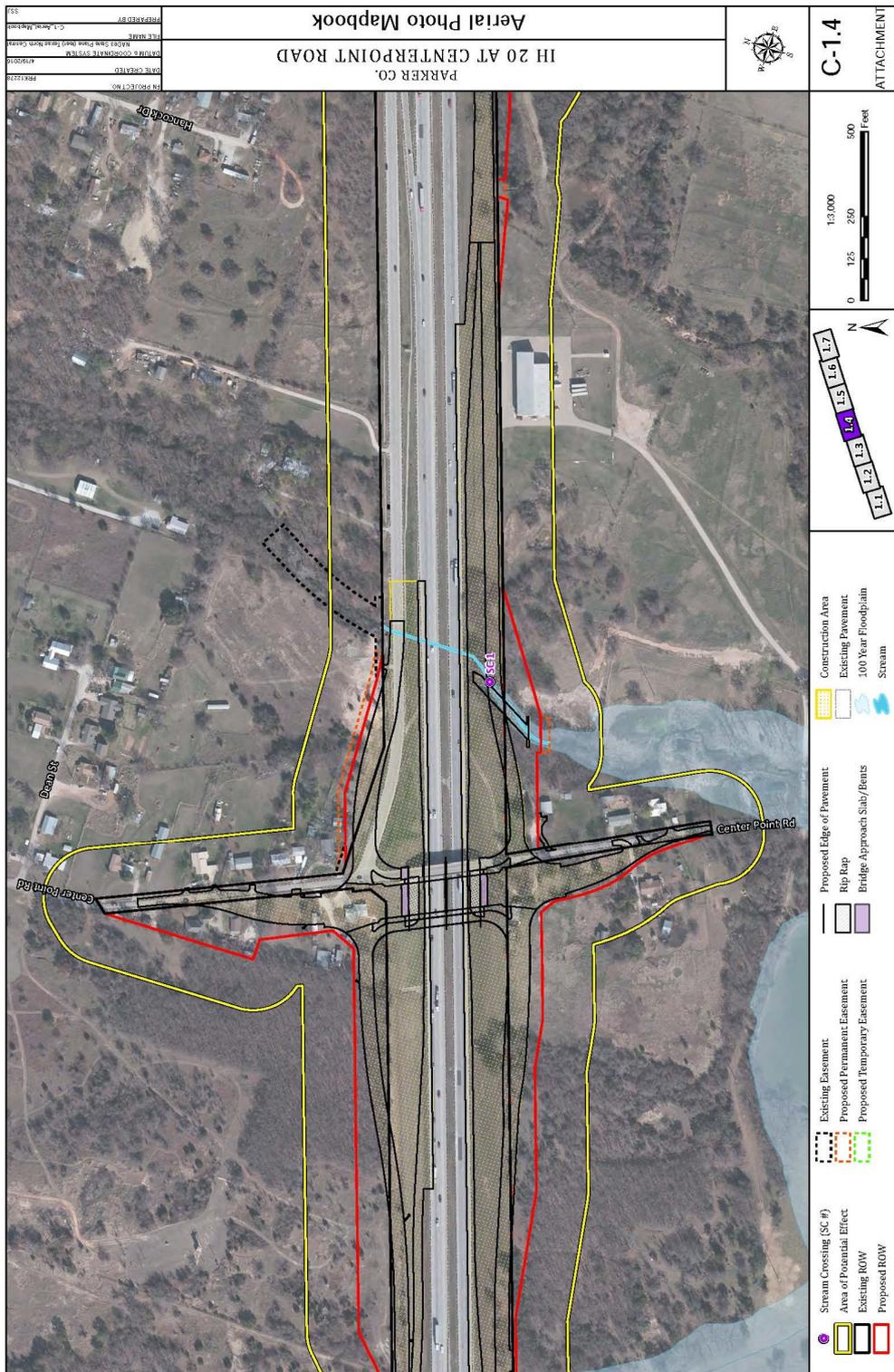
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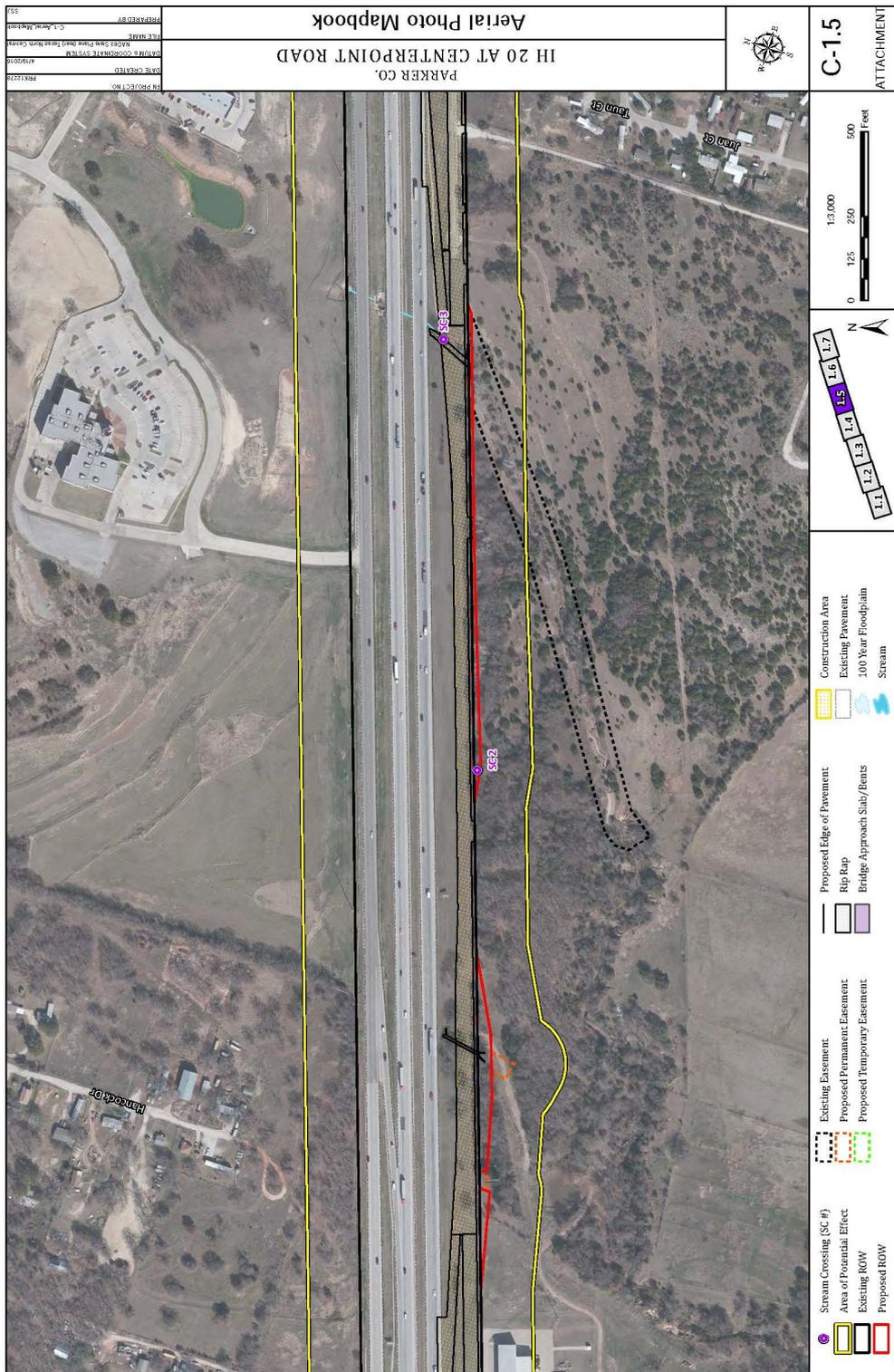
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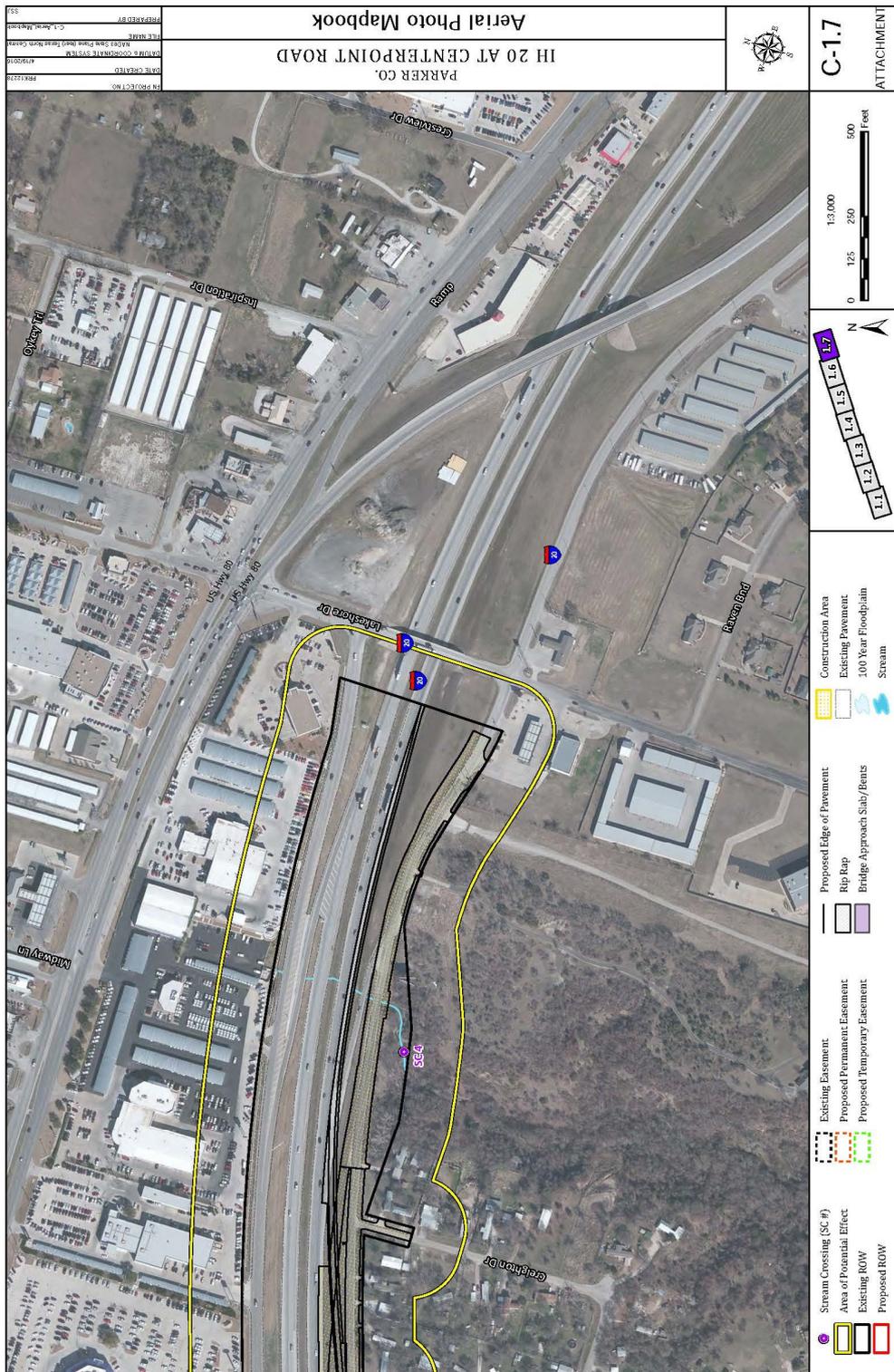
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