Draft Environmental Assessment

SH 205 South Project, Dallas District

Project Limits from US 80 in Terrell to Jct of SH 205/John King (S Goliad St)

CSJ Number(s): 0451-01-053, 0451-02-028

Kaufman and Rockwall Counties, Texas

August 2018

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

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LIST OF ACRONYMS

AADT	Average Annual Daily Traffic
ACM	Asbestos Containing Material
ADT	Average Daily Traffic
AOI	Area of Influence
APE	Area of Potential Effects
BMP	Best Management Practice
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CGP	Construction General Permit
CMP	Congestion Management Process
CO	Carbon Monoxide
CWA	Clean Water Act
dB	Decibel
dB(A)	A-weighted Decibel
DFW	Dallas-Fort Worth
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMST	Ecological Mapping Systems of Texas
EO	Executive Order
EPA	Environmental Protection Agency
EPIC	Environmental Permits, Issues and Commitments
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FM	Farm to Market Road
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FWCA	Fish and Wildlife Coordination Act
FY	Fiscal Years
GBD	General Business District
GIS	Geographic Information System
HRSR	Historic Resources Survey Report
IBWC	International Boundary and Water Commission

ISA	Initial Site Assessment
LBP	Lead Based Paint
LEP	Limited English Proficiency
Leq	Average or Equivalent Human Sound Level [used in connection with dB(A)]
LOS	Level of Service
LWCF Act	Land and Water Conservation Fund
MAPO	Meeting with Affected Property Owner
MBTA	Migratory Bird Treaty Act
MOU	Memorandum of Understanding
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile Source Air Toxics
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NCTCOG	North Central Texas Council of Governments
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWP	Nationwide Permit
OHWM	Ordinary High Water Mark
PA	Programmatic Agreement
PA-TU	Programmatic Agreement regarding Transportation Undertakings
PCN	Pre-construction Notification
PM	Particulate Matter
PS&E	Plans, Specifications, and Estimates
RISD	Rockwall Independent School District
ROW	Right-of-Way
RSA	Resource Study Area
SGCN	Species of Greatest Conservation Need
SH	State Highway
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
STIP	Statewide Transportation Improvement Program

SW3P	Storm Water Pollution Prevention Plan
TAC	Texas Administrative Code
TAQA	Traffic Air Quality Analysis
TCEQ	Texas Commission on Environmental Quality
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TNM	Traffic Noise Modeling
TPDES	Texas Pollutant Discharge Elimination System
TPWC	Texas Parks and Wildlife Code
TPWD	Texas Parks and Wildlife Department
TSS	Total Suspended Solids
TxDOT	Texas Department of Transportation
U.S.	United States
US	United States Highway
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UT	Unnamed Tributary
VMT	Vehicle Miles Traveled
VPD	Vehicles per Day
WOUS	Waters of the United States

1.0 INTRODUCTION

In cooperation with county and municipal authorities, the Texas Department of Transportation (TxDOT) proposes the widening of State Highway (SH) 205 from a two-lane facility to a four-lane divided facility, and ultimately six-lane facility, from United States Highway (US) 80 in Terrell to the junction of SH 205/John King Boulevard (South Goliad Street) in the Cities of Rockwall, McLendon-Chisholm, and Terrell in Kaufman and Rockwall Counties, Texas (see **Project Vicinity Map** in **Appendix A**). The total length of the proposed project is approximately 13.07 miles within a proposed right-of-way (ROW) width that varies between 120 to 700 feet. An outline of the proposed project area is shown on an aerial photograph base map (see **Project Location on Aerial Photograph Map** in **Appendix A**) and on an U.S. Geological Survey (USGS) topographic map (see **Project Location on USGS Topographic Map** in **Appendix A**).

The purpose of this Environmental Assessment (EA) is to study the potential environmental consequences of the proposed project in accordance with the procedural requirements of the National Environmental Policy Act (NEPA), as implemented through regulations promulgated by the Council on Environmental Quality (CEQ).[1] The principal objective in preparing this EA is to determine whether the expected environmental impacts of the proposed project would warrant the preparation of an Environmental Impact Statement (EIS).[2] As the proposed project would be funded in part by the Federal Highway Administration (FHWA), this EA complies with FHWA's NEPA regulations as well as relevant TxDOT rules for environmental review of projects and guidance for conducting NEPA studies on behalf of FHWA.[3] 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 United States Code (U.S.C.) Section 327 and a Memorandum of Understanding (MOU) dated December 16, 2014, and executed by FHWA and TxDOT.[4]

After this Draft EA has been determined by TxDOT's Environmental Affairs Division to be complete, it will be made available for public review and comment. Following the comment period (i.e., approximately 30 days), during which a public hearing will be held, TxDOT will consider any comments submitted before making a decision. If TxDOT determines that the proposed project would not result in significant adverse effects, it will prepare and sign a Finding of No Significant Impact (FONSI), which will be made available to the public.

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[1] The NEPA statute is codified in 42 U.S. Code (USC) Sections 4331-4375. CEQ's NEPA regulations are in 40 CFR Parts 1500-1508.

[2] An Environmental Impact Statement is required if, upon completing an EA, a federal agency (or a delegated state agency, such as TxDOT) determines that a proposed major federal action would result in impacts that "significantly [affect] the quality of the human environment" (42 USC Section 4332), as that phrase has been interpreted by federal courts.

[3] FHWA's NEPA regulations are in 23 CFR Part 771. TxDOT regulations relevant to preparing an EA and associated public involvement activities are found in Title 43 Texas Administrative Code (TAC), Part 1, Chapter 2. TxDOT also maintains specialized instructional guidance for NEPA studies on the following website sponsored by the TxDOT Environmental Affairs Division: *http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits.html*. Accessed January 12, 2018.

[4] The FHWA-TxDOT MOU may be found here: *http://www.fhwa.dot.gov/txdiv/finalnepa-mou.pdf.* Accessed January 12, 2018.

2.0 PROJECT DESCRIPTION

2.1 Existing Facility

The existing facility is an undivided two-lane roadway (one in each direction) within a typical 100 to 120-foot right-of-way (ROW) consisting of 12-foot wide travel lanes and 10-foot wide outside shoulders. Turn lanes are currently provided for certain cross streets throughout the project area. There are no bicycle or pedestrian facilities within the project limits. Properties adjacent to the proposed project area are primarily comprised of scattered rural residences, large tracts of land previously used for agricultural purposes, and commercial properties at the southern project limits near Terrell (refer to **Section 5.2** for a more detailed description regarding land use within and adjacent to the proposed project area). **Project Area Photographs** are included in **Appendix B** and provide representative views of the existing SH 205 roadway, as well as representative areas adjacent to the proposed project area.

2.2 Proposed Facility

The proposed project includes widening of the SH 205 roadway from US 80 in Terrell to the junction of SH 205/John King Boulevard (South Goliad Street), a distance of approximately 13.07 miles

The proposed project design would widen SH 205 from a two-lane rural highway to an ultimate urban, divided six-lane highway. Phased construction of SH 205 would include interim and ultimate improvements. Interim improvements would include constructing a four-lane urban, divided roadway with an inside 12-foot wide travel lane (one in each direction), an outside 14-foot wide travel lane (one in each direction) for shared use by bicycles and vehicles, and a 42-foot wide median. Five-foot wide sidewalks would also be constructed on each side of SH 205 throughout the proposed project limits. The ultimate phase of construction would widen the roadway by adding an additional 12-foot wide lane in each direction within the median, narrowing the width of the median to 18 feet. Other construction activities would include drainage improvements and utility relocation. The proposed project would require approximately 92.2 acres of proposed ROW and 1.4 acres of permanent easements. The planned improvements for the SH 205 South Project are shown in the attached **Project Plan View Design Map** in **Appendix C**, in addition to representative **Project Typical Sections** of the proposed project in **Appendix D**.

Federal regulations require that federally funded transportation projects have logical termini.[5] Simply stated, this means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts. The logical termini for the SH 205 South Project are US 80 and the junction of SH 205/John King Boulevard (South Goliad Street). These were chosen because US 80 is the major intersection

[5] 23 CFR 771.111(f)(1).

where SH 205 currently terminates and the junction of SH 205/John King Boulevard is where SH 205 ties into John King Boulevard, an existing reliever route for SH 205.

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area.[6] This means a project must be able to provide benefit by itself, and that the project not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built. The proposed project would provide congestion relief between a major intersection (US 80) and the relief route (John King Boulevard) by providing an additional lane (ultimately two lanes) in each direction. Construction of the proposed project would satisfy the need and purpose independent of additional improvements to adjacent roadways, and would therefore be a standalone project that does not irretrievably commit federal funds.

Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements.[7] This means that a project must not dictate or restrict any future roadway alternatives. The proposed project would not dictate or restrict any future roadway alternatives. An adjacent intersection improvement project is currently under development at the SH 205/US 80 intersection (CSJ: 0095-04-069), which is expected to let for construction in 2019.

The proposed project is consistent with the North Central Texas Council of Government's (NCTCOG) financially constrained *Metropolitan Transportation Plan (MTP) Mobility 2040* (see **MTP Mobility 2040 Excerpt** in **Appendix E**).[8] The proposed project is shown as a four lane, ultimately six lane, urban roadway. The proposed project is also consistent with and included in Appendix D of the fiscal years (FY) *2017–2020 Statewide Transportation Improvement Plan* (STIP) for the Dallas-Fort Worth Metropolitan Planning Organization (i.e., NCTCOG), which was updated on April 25, 2018 (see **FY 2017-2020 TIP Excerpt** in **Appendix E**). The proposed project is anticipated to cost approximately $189 million, and is expected to be financed with federal and state funds.

3.0 PURPOSE AND NEED

3.1 Need

The proposed project is needed to meet the increasing transportation demands caused by rapid suburban development in surrounding areas. In addition, the proposed project is needed to improve operational efficiency and safety for vehicles traveling on SH 205.

[6] 23 CFR 771.111(f)(2).
[7] 23 CFR 771.111(f)(3).
[8] See NCTCOG MPO website regarding *Mobility 2040*: *http://www.nctcog.org/trans/mtp/2040/*. Accessed January 17, 2017.

3.2 Supporting Facts and/or Data

The proposed improvements are consistent with local and regional plans and growth patterns for the area. Furthermore, population growth in Kaufman and Rockwall Counties has resulted in increased traffic demands within the SH 205 corridor. The demand along SH 205 within the project limits is expected to grow from 35,600 average daily traffic (ADT) in 2014 to 63,554 ADT by design year 2043; an increase of approximately 79 percent. Additional travel lanes would help alleviate congestion and improve operational efficiency within the SH 205 corridor.

NCTCOG also conducts level of service (LOS) analyses to evaluate traffic operations and measure the operational performance of roadways during the most congested times of the day. LOS conditions are categorized as ABC (free flowing), DE (slower speeds/difficulty changing lanes), and F (gridlocked). The SH 205 corridor was evaluated for the years 2014 and 2035. LOS during the AM peak hour for 2014, as reported in the NCTCOG Existing Year Regional Transportation Model, show SH 205 currently operating at LOS DE and F between the junction of SH 205/Griffith Street and Farm to Market Road (FM) 548, and operating at ABC throughout the rest of the project limits. Projected LOS during the AM peak hour for 2035 show the entire SH 205 South Project limits between US 80 and the junction of SH 205/John King Boulevard operating at LOS DE and F. Without the proposed improvements, LOS conditions along the corridor would worsen as ADT increases. Therefore, it is anticipated that the proposed project would improve LOS within the corridor.

The proposed project would also improve safety within the SH 205 corridor. Based on TxDOT crash data, approximately 147 crashes were reported within the project limits between 2014 and 2017. The proposed 42-foot wide median would improve safety by separating lanes of oncoming traffic. Additionally, the introduction of 14-foot wide shared-use lanes and 5-foot wide sidewalks throughout the SH 205 corridor, where bicycle and pedestrian facilities currently do not exist, would improve safety for non-motorists.

3.3 Purpose

The purpose of the proposed project is to improve mobility and safety within the SH 205 corridor.

4.0 ALTERNATIVES

4.1 Build Alternative

The proposed project, as described in **Section 2.2**, would widen the existing SH 205 roadway from US 80 to the junction of SH 205/John King Boulevard (South Goliad Street). The build alternative would meet the need and purpose by constructing additional travel lanes as well as bicycle and pedestrian facilities, which would result in overall improvements to LOS and safety within the project area and for surrounding communities. The proposed project would

include the initial construction of two travel lanes (one in each direction) and 12-foot wide left turn lanes at existing cross streets. Pedestrian and bicycle improvements are included in the proposed project design within the project area. The sidewalks along the roadway would be 5 feet wide, and bicycle accommodations would consist of a 14-foot wide outside shared use lane (one in each direction). In the ultimate phase of construction, inside widening would occur within the median for two additional travel lanes (one in each direction).

4.2 No-Build Alternative

Under the no-build alternative, the proposed widening and reconstruction would not occur and the existing conditions described in **Section 2.1** would continue. The no-build alternative would not address mobility and congestion concerns or improve safety within the project area. This alternative does not meet the need for and purpose of the proposed project and would be inconsistent with regional transportation plans (i.e., MTP and TIP). The no-build alternative will be carried forward to be considered for comparative purposes.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

Other conceptual design alternatives were identified and evaluated by the project study team. Design alternatives considered included the following: 1) maintain the existing SH 205 centerline and widen to both sides, 2) widen SH 205 to the west, and 3) widen SH 205 to the east. Alternatives were analyzed by comparing potential community/socioeconomic impacts, impacts to federal properties or major infrastructure, impacts to Section 4(f) resources, impacts to natural resources, transportation features and community support, and project cost. It was determined that a modified hybrid alignment where proposed ROW is shifted to minimize impacts would be the preferred build alternative; therefore, the alternatives mentioned above were eliminated from further consideration. Since approval of the technical reports, however, the design was further modified to reduce the curvature of the proposed ROW, which reduced the amount of ROW required for the project. The acreages provided in this draft EA reflect the acreages of the current design and are further discussed in **Section 5.1.**

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

In support of this EA, the following technical reports were prepared and are available for review at the TxDOT Dallas District office, upon request:

- Community Impacts Assessment Technical Report Form (TxDOT, 2018a);
- Archeological Background Study (TxDOT, 2017b);
- Archeological Survey Report (TxDOT, 2018c);
- Project Coordination Request for Historical Studies Project (TxDOT, 2017d);
- Report for Historical Studies Survey (TxDOT, 2018e);
- Water Resources Technical Report (TxDOT, 2017f);

- Biological Evaluation Form (TxDOT, 2017g);
- Tier I Site Assessment (TxDOT, 2017h);
- Air Quality Technical Report (TxDOT, 2017i);
- Hazardous Materials Initial Site Assessment (ISA) Report (TxDOT, 2017j);
- Traffic Noise Technical Report (TxDOT, 2018k);
- Indirect and Cumulative Impact Analysis Technical Report (TxDOT, 2018l); and
- Public Meeting Documentation (TxDOT, 2017m).

These technical reports and the detailed data and maps included within them are incorporated by reference, but are not included in this EA. Selected graphical information and summaries of data from these technical reports are included in this EA to assist in describing anticipated project-related environmental impacts.

This section examines the direct impacts that would result from constructing the facility within the project construction footprint, which includes all areas that would be subject to ground disturbing activities from heavy construction equipment. The construction footprint for the proposed project includes all areas in existing and proposed ROW, in addition to proposed easements, within the project area. At the time that the technical reports were prepared, the project area totaled approximately 295.2 acres. The direct and indirect impacts summarized in this EA, except for the land use discussion in **Section 5.2**, are based on the 295.2-acre project footprint analyzed in the approved technical reports. However, the proposed design has since been refined to further minimize the acreage of ROW and easements needed and has been reduced by 1 acre for a total of 294.2 acres. The change in the proposed project footprint is discussed further in **Section 5.1** below.

This section also addresses the indirect effects caused by the proposed project that extend beyond the construction footprint either during or after construction of the facility (i.e., encroachment-alteration indirect effects). Examples of such indirect impacts include the potential sedimentation of streams by soil eroded from construction sites, increases in traffic noise experienced on properties near the project after completion, or the contribution to ambient air quality in local areas near the completed project or throughout the region. Thus, environmental impacts caused by the project have been assessed for both the construction footprint as well as beyond it to the point where indirect impacts attenuate to an insubstantial level. Also addressed in this section are steps taken to ensure compliance with relevant laws and executive orders (EO), in addition to mitigation measures where such are warranted.

The information presented in this section and throughout this EA was obtained from a variety of state and federal natural resource agencies, local governments, and from several field visits from the winter of 2017 through the spring of 2018. The primary tool for assessing environmental aspects of the study area was a geographic information system (GIS) database for which digital shapefiles were acquired regarding basic geographic features (i.e., roads and local government boundaries), geology and soils, elevation contours, water and floodplain features, vegetation and wildlife habitat, land use, and socio-economic characteristics.

5.1 Right-of-Way/Displacements

Under the build alternative, ROW would be acquired from both sides of the roadway to accommodate the additional travel lanes and future roadway expansion. The technical reports were prepared with a project footprint that included a total of approximately 295.2 acres of ROW and easements. Of the 295.2 acres required, approximately 200.6 acres is existing ROW. The remaining acres were comprised of 93.4 acres of proposed ROW and 1.2 acres of permanent easements. Since the preparation of the technical reports, design refinements have caused a reduction in the total proposed ROW and permanent easement acreage. Proposed design refinements resulted in an overall 1-acre reduction in proposed ROW and permanent easements, with a change from 93.4 acres of proposed ROW and 1.2 acres of permanent easements to 92.2 acres of proposed ROW and 1.4 acres of permanent easements. The additional 0.2 acre of permanent easements that is required was previously considered proposed ROW; therefore, the overall project footprint was reduced to a total of 294.2 acres, and all existing/proposed ROW and easements have been analyzed in accordance with NEPA. The attached **Plan View Design Map** in **Appendix C** shows the locations of proposed ROW and easements based on the design refinements.

The proposed project would result in the displacement of nine structures. The commercial displacements consist of Iva Jane (a retail boutique), CGH Team (a reality office), Comprehensive Communication Services (a business specializing in creating and providing mobile emergency response centers), and Stovall Automotive Group (an auto sales business). The other displaced structures consist of an AT&T utility structure, the McLendon-Chisholm Fire Department Station 1 office, one barn structure belonging to the Mesquite Archery Club, a memorial structure (Meyers Memorial), and an abandoned, dilapidated gas station. Two additional businesses could be impacted due to the loss of parking, including Autotek (an auto body shop), and Cullen Electric (an electrical contractor business).

Acquisition and relocation assistance for owners of displaced properties would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended.

The no-build alternative would not require the acquisition of ROW and no structures would be displaced.

5.2 Land Use

Historic aerial photographs from 1940, 1953, 1961, 1972, and 1981 illustrate that areas adjacent to the proposed project were largely occupied by range land, crop land, and a small number of rural residences and farms. Within the past 25 years, several residential and commercial developments have been constructed adjacent to SH 205.

The proposed project is located within the following three cities: Terrell, McLendon-Chisholm, and Rockwall, Texas. Adjacent properties in the southern portion of the proposed project area, near the city of Terrell, is primarily urban and includes commercial properties, a large city park,

sports complexes, and schools. McLendon-Chisholm is a small city located between Terrell and Rockwall in Rockwall County. McLendon-Chisholm's General Business District (GBD) is located along SH 205 in the project area and consists of approximately 11 businesses, two churches, and a few residences. The rest of the city is rural and many of the residences are located in various subdivisions. In the northern portion of the proposed project area near the city of Rockwall, multiple subdivisions and master planned communities are either extant or in the construction or planning phase. The remaining portions of land adjacent to the project area consists of large parcels of land that are vacant or used for agricultural purposes. **Table 1** below summarizes the acreage of existing land uses outside of the existing ROW that would be converted to transportation ROW by the proposed project.

Table 1: Project Area Land Use

Type	Area (Acres)	Percent of Total
Agricultural	55.5	59.3%
Rural and Single-family Residential	23.2	24.8%
Undeveloped	6.4	6.8%
Commercial	5.7	6.1%
Institutional/Parkland	2.8	3.0%
Total Acres	**93.6**	--
Source: NCTCOG Land Use Data 2015		

The no-build alternative would not affect existing land uses within the project area.

5.3 Farmlands

This section evaluates farmland resources in accordance with TxDOT's Environmental Handbook titled Farmland Protection Policy Act (FPPA) (740.01.GUI, Dated August 2015). According to the Natural Resources Conservation Service (NRCS) "projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to non-agricultural use and are completed by a Federal agency or with assistance from a Federal agency."

Approximately 56.5 acres of farmland would be directly converted by the proposed project. In accordance with FPPA, the proposed ROW has been scored using the United States Department of Agriculture Farmland Conversion Impact Rating Form (Form NRCS-CPA-106). The NRCS coordination threshold for the FPPA is a combined NRCS-federal agency value of 160 points or greater. A score of less than 60 on the federal agency-rated sections would not result in coordination because the NRCS-rated section alone contains a maximum value of 100 points. The resulting score for the SH 205 South Project was 47, which falls below the 60 point threshold that requires coordination with the NRCS (TxDOT, 2017g). Farmland impacts would be limited to only land required by the project, and only along the periphery of agricultural properties.

The no-build alternative would not affect any farmland adjacent to or within the project area.

5.4 Utilities/Emergency Services

The proposed project would require the relocation of underground and/or overhead utilities in some areas. At this stage of project development, the project schematic identifies the locations of existing utilities (i.e., telephone, electricity, fiber optic cable, water, wastewater, and natural gas), but specific plans regarding utility adjustments or relocations have not been completed. Plans would be finalized at the detailed design phase of project development and coordination with utility owners on possible relocation options would take place at that time. Utility relocations would be carried out with the minimum practicable disruption in service to customers.

Although the proposed project would result in the displacement of the McLendon-Chisholm Fire Department Station 1 office, delivery of emergency services and emergency service dispatch should not be affected. The McLendon-Chisholm Fire Department Station 1 members respond to calls when paged by the Rockwall County sheriff's office. It is anticipated that systems would be in place to ensure that lines of communication and emergency services continue to operate unabated during the relocation of the fire station's office. The fire station itself would not be displaced.

It is anticipated that emergency response times would be reduced due to increased mobility created by the addition of travel lanes. Additionally, the proposed improvements include wider outside lanes that would allow vehicles to safely pull off from the travel lanes, allowing emergency vehicles to pass more safely. However, if an emergency vehicle does not have direct left-turn access due to the proposed median, making a U-turn at the next available median opening could increase response times. Although response times could increase, the change would be minimal compared to the increased response time that heavy congestion would cause if the proposed project was not implemented.

The no-build alternative would not affect local utilities. The no-build alternative may adversely affect the efficiency of emergency vehicles due to future increases in traffic congestion on SH 205.

5.5 Bicycle and Pedestrian Facilities

Currently, no sidewalks or designated shared use bicycle lanes exist within the proposed project area. The build alternative's design elements described in **Section 2.2** would comply with relevant federal policies that require accommodation for bicycle and pedestrian traffic.[9] The design plans include construction of a continuous sidewalk network and 14-foot outside shared use lanes to accommodate bicyclists within the project area. Additionally, any existing bicycle and pedestrian facilities along existing cross streets will be maintained.

[9] See: U.S. Department of Transportation (USDOT) Policy Statement on Bicycle and Pedestrian Accommodation (3/11/2010). *http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm*. Accessed January 17, 2018.

There would be no change in pedestrian or bicycle access under the no-build alternative. Pedestrians and cyclists would continue to use the existing transportation network as it is currently provided.

5.6 Community Impacts

The following subsections summarize the findings from the Community Impacts Assessment Technical Report Form (TxDOT, 2018a).

Displacements

The displacements, as described in **Section 5.1**, would have the greatest impact on the McLendon-Chisholm community due to the potential displacement of the McLendon-Chisholm Fire Department Station 1 office in addition to three businesses in the GBD. While the businesses located within McLendon-Chisholm (Iva Jane, The CGH Team, and Autotek) make up approximately 30 percent of the overall number of businesses in the city, these businesses do not offer unique services in the area. Furthermore, based on desktop research and field investigation, businesses in the GBD have experienced a fairly high level of turnover, as well as renovations and maintenance, in the past 10 years, and there are currently multiple properties for sale/lease along SH 205 and in the GBD that could be relocation options for the potentially displaced businesses.

Access

The proposed project would widen the roadway from an undivided two-lane roadway to a four-lane divided, and ultimately six-lane divided roadway. Due to the proposed raised median, driveways along SH 205 would have restricted left-turn access unless located where median openings are proposed. Turning lanes located at median breaks would allow for greater mobility at these intersections.

The proposed project would increase mobility allowing for a decrease in travel and emergency response time; however, some vehicles would need to travel farther and make U-turns in order to access properties, which could increase travel times. The proposed project would include 14-foot wide outside travel lanes for shared use for bicycles and sidewalks for pedestrians, which currently do not exist within the project limits. Ultimately, the proposed project would improve mobility and increase safety within the project limits, which would benefit the residences and businesses within the community study area.

Community Cohesion

The proposed project would not result in increased separation between the communities within the study area; access to adjacent properties would be maintained. However, the proposed project would affect the ways in which vehicles and pedestrians/bicyclists access adjacent properties and could increase the distance that vehicles and bicyclists/pedestrians have to travel to get from one side of the road to the other.

Construction of the proposed project would improve north/south connectivity for the people within the community and would improve access to community facilities and other neighborhoods outside the study area. The addition of sidewalks and shared use lanes would improve bicycle and pedestrian mobility in the study area. The proposed project would improve mobility and safety along SH 205.

Public feedback from property owners adjacent to the SH 205 South Project included concerns about the proposed raised median (see **Section 7.0** for a summary regarding previous public involvement activities). Although the proposed raised median would improve safety within the corridor, within McLendon-Chisholm, the number of median openings proposed within the community would make accessing community facilities and other parts of the community more difficult.

The no-build alternative would make no beneficial changes to access and travel patterns, or community cohesion. In addition, the no-build alternative would not improve mobility within the proposed project area, and would not address the purpose and need for the project.

5.6.1 Environmental Justice (EJ)

An EJ analysis was completed in accordance with EO 12898.[10] In the area surrounding the proposed project, there are 120 Census blocks, of which only 76 blocks reported a population. According to the 2010 Census, 19 blocks reported minority populations above 50 percent (TxDOT, 2018a). None of the Census block groups are considered low-income, based on a comparison of the median household income of block groups within the project area compared to the Department of Health and Human Services 2017 guideline for the poverty level annual income for a family of four (i.e., $24,600).

There are 19 predominately minority Census geographies along SH 205; however, the proposed project would not disproportionately affect these populations. While the proposed project would impact community cohesion in McLendon-Chisholm and impact access to existing properties along the entire corridor with the construction of a raised median, the minority Census blocks would not be affected more than non-minority Census blocks. There are no low-income EJ geographies. No disproportionately high and adverse impacts on minority and/or low-income populations are anticipated as a result of the proposed project. The entire community would benefit from the proposed project, including mobility and safety.

Therefore, the build alternative would not cause disproportionately high and adverse effects on minority or low-income populations and is consistent with EO 12898. Similarly, the build alternative would not adversely affect other vulnerable members of the community, including children, the elderly, or persons with disabilities. The build alternative would beneficially impact community cohesion and availability of bicycle and pedestrian facilities.

[10] EO 12898 (2/11/1994): Federal Actions to Address EJ in Minority Populations and Low-Income Populations; *http://www.archives.gov/federal-register/executive-orders/pdf/12898.pdf*. Accessed January 17, 2018.

The no-build alternative is not expected to cause disproportionately high and adverse effects to low-income populations or minority populations. However, the no-build alternative would make no beneficial changes to community cohesion, access and travel patterns, or bicycle and pedestrian accommodations.

5.6.2 Limited English Proficiency (LEP)

Based on data from the 2011-2015 American Community Survey for the 120 block groups in the vicinity of the project area, the percentage of persons with LEP in the project area ranges from approximately 0.6 to 61.7 percent (TxDOT, 2018a). Overall, 2,429 people in these block groups are identified as LEP, representing approximately 12.3 percent of the block group population of age five years and older. The languages that LEP persons speak in the Census geographies analyzed are Spanish (11.4 percent), Asian and Pacific Islander (0.7 percent), Other (0.2 percent), and Indo-European languages (less than 0.1 percent). Signs in Spanish were observed in two locations, including the D & M Mart convenience store located at 305 9th Street in Terrell, and the Lone Star Ranch fueling station located at the SH 205/CR 550 intersection.

LEP persons have been and will continue to be given the opportunity for meaningful involvement in the NEPA process. Public meetings were held on July 7 and 12, 2016 and March 30, 2017, where notices and comment forms were made available in English and Spanish. Future public involvement activities will include a public hearing, and public involvement notices and comment forms will be made available in English and Spanish. Spanish speaking team members will be present upon request, and an interpreter will be provided to accommodate LEP individuals upon request.

Reasonable steps have been and will continue to be taken in the NEPA process to ensure that LEP persons have meaningful access to the programs, services, and information TxDOT provides.

5.7 Visual/Aesthetics Impacts

Although the proposed project consists of widening the existing SH 205 roadway, adverse visual impacts are not anticipated. The area is currently crisscrossed by a network of municipal roads, so the addition of the new travel lanes is not anticipated to appreciably change the visual environment. The addition of proposed raised medians would cause some minor direct visual and aesthetic impacts along the corridor. However, due to the existing SH 205 roadway and the lack of unique view sheds in the project area, the proposed project is not expected to further reduce the current aesthetic quality of the existing corridor.

Furthermore, the proposed project would be constructed with pedestrian and bicyclist-friendly features. Lighting is proposed within the project area, which would enhance visibility throughout the corridor, benefiting both motorists, bicyclists and pedestrians.

The no-build alternative would not alter the existing visual qualities of the project area.

5.8 Cultural Resources

This section summarizes efforts to evaluate impacts to cultural resources in accordance with the programmatic agreement regarding transportation undertakings (PA-TU) among FHWA, TxDOT, the Texas State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation,[11] and the MOU between TxDOT and the Texas Historical Commission (THC) relating to environmental review of transportation projects (THC MOU).[12] The evaluations of archeological resources and historic-age cultural resources discussed in the two subsections below were carried out in compliance with the National Historic Preservation Act (NHPA) of 1966, as amended.[13]

5.8.1 Archeology

The evaluation of potential impacts to archeological resources was initiated for the build alternative with the preparation of an Archeological Background Study in November 2017 (TxDOT, 2017b). From this, TxDOT determined that an archeological survey would be required, leading to the preparation of an Archeological Survey Report in April 2018 (TxDOT, 2018c). After reviewing the SH 205 South Project's design features, the results of previous archeological field studies, the history of urban development in the project area, and results of the archeological survey, TxDOT archeologists concluded that the proposed project would have no effect on archeological historic properties. The SHPO concurred with TxDOT's conclusion on April 19, 2018 (see attached **SHPO Coordination on Archeological Resources** in **Appendix G**). In accordance with the PA-TU and THC MOU, no further coordination regarding archeological resources is required.

The no-build alternative would not impact archeological resources in the project area.

5.8.2 Historic Properties

The evaluation of potential impacts to historic-age cultural resources was initiated for the build alternative with the preparation of a Project Coordination Request for Historical Studies Project in November 2017 (TxDOT, 2017d). From this, TxDOT determined that a historical studies reconnaissance survey would be required, leading to the preparation of a Historical Studies Research Design in December 2017. Subsequently, a historic resources reconnaissance survey was conducted of the Area of Potential Effects (APE), which was set at 150 feet beyond existing and proposed ROW and easements (see attached **Historic-Age Resources Map** in **Appendix F**). The Historical Resources Survey Report (HRSR), completed in February 2018 (TxDOT, 2018e), examined 43 historic-age resources (built prior to 1978) that consist mainly of residential, agricultural, commercial, and transportation resources and one

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[11] PA among the FHWA, TxDOT, the Texas SHPO, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (2015); http://www.achp.gov/docs/TX.fhwa.implementation%20of%20fed-aid%20highway%20program%20in%20TX.%20pa.15may15.pdf. Accessed January 17, 2018.

[12] MOU with the THC regarding Environmental Review of Transportation Projects (effective 5/16/2013), 43 TAC Rule Sections 2.259 – 2.278.

[13] 54 USC Sections 300101 – 307108.

cemetery, the Chisholm Cemetery. Of the displacements discussed in **Section 5.1**, historic-age resources consist of Iva Jane, The CGH Team, and an abandoned, dilapidated, gas station.

The HRSR found that none of the historic-age resources within the APE met the criteria for potential eligibility to be individually listed on the National Register of Historic Places (NRHP). TxDOT concurred with the findings and recommendations within the HRSR report for the SH 205 South Project in a memorandum dated February 14, 2018 (see attached **TxDOT Memorandum on Historic Properties** in **Appendix G**). Individual coordination with the SHPO was not required.

The no-build alternative would not affect historic resources and no coordination with the THC would be required.

5.9 USDOT Act Section 4(f), Land and Water Conservation Fund (LWCF) Act Section 6(f), and Texas Parks and Wildlife Code (TPWC) Chapter 26

There are no Section 6(f) LWCF Act protected properties or lands protected by Chapter 26 of the TPWC present within the proposed project area.

The build and no-build alternatives would not use require the use of, nor substantially impair the purposes of, publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge land, or historic sites of national, state, or local significance, that is protected by Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966, as amended (hereinafter 'Section 4(f)').[14]

5.10 Water Resources

5.10.1 Clean Water Act (CWA) Section 404

An analysis of USGS topographic maps, Federal Emergency Management Agency (FEMA) maps, and field reconnaissance in November 2017 revealed eight prominent stream features and 16 unnamed tributaries within the proposed project area (TxDOT, 2017f). These prominent stream features include Bachelor Creek, Terry Creek, Little High Point Creek, High Point Creek, Berry Creek, Hackberry Creek, Bushy Creek, and Long Branch. Fourteen wetland features and two open water features were also identified within the project area. A total of 40 potential waters of the U.S. (WOUS) were evaluated for impacts by the proposed project. A summary of the jurisdictional water features and anticipated permanent and temporary impacts is in **Table 2** below.

[14] 49 USC Section 303 and 23 USC Section 138. Section 4(f) is implemented by FHWA through regulations at 23 CFR Part 774.

Table 2. Impacts to Waters of the U.S., including Wetlands

Map ID and Name of Water Feature (Water Features Map Page Location, and associated wetland data point if applicable)	Existing Structure	Proposed Work or Structure	Permanent Impact		Temporary Impact		NWP #	PCN (Y/N)
			Stream (acres & linear ft)	Wetlands (acres)	Stream (acres & linear ft)	Wetlands (acres)		
Unnamed Tributary to Bachelor Creek (UTBaC)-1, ephemeral stream (Page 1 of 23)	box culvert	replace box culverts & extension	0.02 acre, 156 LF	none	<0.01 acre, 30 LF	none	14	N
UTBaC-2, ephemeral stream (Page 2 of 23)	none	pavement and regrading	0.06 acre, 180 LF	none	none	none	14	N
Bachelor Creek, perennial stream (Page 3 of 23))	box culvert	removal of box culvert and installment of bridges	0.06 acre, 125 LF	none	0.08 acre, 157 LF	none	14	N
Forested Wetland (FW) -1, adjacent forested wetland to Bachelor Creek (Page 3 of 23, DP-1)	none	pavement and regrading	none	0.01 acre	none	none	14	Y
FW-2, adjacent forested wetland to Bachelor Creek (Page 3 of 23. DP-3)	none	pavement and regrading	none	0.22 acre	none	none	14	Y
FW-3, adjacent forested wetland to Bachelor Creek (Page 3 of 23, DP-5)	none	pavement and regrading	none	0.23 acre	none	none	14	Y
UTBaC-3, ephemeral stream (Page 3 of 23)	none	pavement and regrading	<0.01 acre, 108 LF	none	none	none	14	N
Terry Creek, ephemeral stream (Page 6 of 23)	box culvert	replace box culverts & extension	0.03 acre, 95 LF	none	<0.01 acre, 16 LF	none	14	N
Emergent Wetland (EW)-1, adjacent emergent wetland adjacent to Little High Point Creek (Page 8 of 23, DP-7)	none	pavement and regrading	none	0.04 acre	none	none	14	Y
Little High Point Creek – ephemeral stream (Page 8 of 23) **No work is anticipated within feature OHWM limits**	bridge	construction of bridge structures	none	none	none	none	14	N
Unnamed Tributary to Little Highpoint Creek (UTLHPC-)-1 –ephemeral stream (Page 9 of 23)	box culvert	replace box culverts & extension	0.02 acre, 130 LF	none	<0.01 acre, 50 LF	none	14	N
EW-2, abutting emergent wetland to UTLHP-1 (Page 9 of 23, DP-9) **Feature is the result of a rerouted historical stream.**	box culverts and drainage ditch	pavement, regrading, replace box culverts & extension	none	0.23 acre	none	none	14	Y
EW-3, adjacent emergent wetland to UTLHP-2 (Page 11 of 23, DP-11)	none	pavement and regrading	none	0.05 acre	none	none	14	Y

Table 2. Impacts to Waters of the U.S., including Wetlands

Map ID and Name of Water Feature (Water Features Map Page Location, and associated wetland data point if applicable)	Existing Structure	Proposed Work or Structure	Permanent Impact		Temporary Impact		NWP #	PCN (Y/N)
			Stream (acres & linear ft)	Wetlands (acres)	Stream (acres & linear ft)	Wetlands (acres)		
UTLHPC-2, ephemeral stream (Page 11 of 23)	box culvert	replace box culverts & extension	< 0.01 acre, 29 LF	none	none	none	14	N
High Point Creek, intermittent stream (Page 13 of 23)	bridge	Installment of bridge structures	0.04 acre, 274 LF	none	None	None	14	N
FW-4, adjacent emergent wetland to High Point Creek (Page 13 of 23, DP-13)	none	regrading	none	0.05 acre	none	none	14	Y
Unnamed Tributary to High Point Creek (UTHPC)-1, intermittent stream (Page 14 of 23)	box culvert	replace box culverts & extension	0.06 acre, 141 LF	none	<0.01 acre, 30 LF	none	14	N
UTHPC-1.1, ephemeral stream (Page 14 of 23)	none	regrading	<0.01 acre, 111 LF	none	none	none	14	N
UTLHPC-1.2, ephemeral stream (Page 14 of 23)	none	regrading	<0.01 acre, 52 LF	none	none	none	14	N
EW-4, adjacent emergent wetland to UTHPC-1 (Page 14 of 23, DP-15)	none	pavement and regrading	none	< 0.01 acre	none	0.01 acre	14	Y
Unnamed Tributary to Berry Creek (UTLBeC)-1, intermittent stream (Page 15 of 23)	drainage ditch, and culverts	possible temporary construction impacts	none	none	0.08 acre, 938 LF	none	14	N
Berry Creek, perennial stream (Page 15 of 23) **No work is anticipated within feature OWHM**	bridge	installment of bridge structures	none	none	none	none	14	N
Open Water (OW) -1, open water feature adjacent to Hackberry Creek (Page 16 of 23)	none	pavement and regrading	none	0.09 acre	none	none	14	N
Hackberry Creek, perennial stream (Page 16 of 23) **No work is anticipated within feature OWHM**	bridge	installment of bridge structures	none	none	none	none	14	N
EW-5, abutting emergent wetland to Hackberry Creek (Page 16 of 23, DP-17)	none	pavement and regrading	none	0.17 acre	none	none	14	Y
EW-6, adjacent emergent wetland to Brushy Creek (Page 17 of 23, DP-19)	none	pavement and regrading	none	0.01 acre	none	none	14	Y
Brushy Creek, perennial stream (Page 17 of 23) **No work is anticipated within feature OWHM**	bridge	installment of bridge structures	none	none	none	none	14	N

Table 2. Impacts to Waters of the U.S., including Wetlands

Map ID and Name of Water Feature (Water Features Map Page Location, and associated wetland data point if applicable)	Existing Structure	Proposed Work or Structure	Permanent Impact		Temporary Impact		NWP #	PCN (Y/N)
			Stream (acres & linear ft)	Wetlands (acres)	Stream (acres & linear ft)	Wetlands (acres)		
Unnamed Tributary to Brushy Creek (UTBrC)-1, ephemeral stream (Page 18 of 23) **No work is anticipated within feature OWHM**	round culvert	pavement	none	none	none	none	14	N
OW -2, on-channel impoundment of UTBrC-1 (Page 18 of 23)	none	pavement and regrading	none	none	none	0.02 acre	14	N
EW-7, abutting emergent wetland fringe to on-channel impoundment OW-2 (Page 18 of 23, DP-21)	box culvert	replace box culverts & extension, and pavement/ regrading	none	0.07 acre	none	0.05 acre	14	Y
UTBrC-2, ephemeral stream (Page 19 of 23)	none	regrading	none	none	<0.01 acre, 10 LF	none	14	N
EW-8, abutting emergent wetland to Unnamed tributary to Long Branch (UTLB)-1 (Page 20 of 23, DP-23)	none	pavement and regrading	none	0.02 acre	none	0.02 acre	14	Y
UTLB-1, intermittent stream (Page 20 of 23)	box culvert	replace box culverts & extension	0.02 acre, 190 LF	none	<0.01 acre, 51 LF	none	14	N
EW-9, abutting emergent wetland to UTLB-1 (Page 20 of 23, DP-25)	none	pavement and regrading	none	0.33 acre	none	none	14	Y
FW-5, abutting forested wetland to Long Branch (Page 21 of 23, DP-27)	none	pavement and regrading	none	0.05 acre	none	none	14	Y
UTLB-2, ephemeral stream (Page 21 of 23)	none	pavement and regrading	<0.01 acre, 138 LF	none	none	none	14	N
UTLB-2.1, ephemeral stream (Page 21 of 23)	none	pavement and regrading	<0.01 acre, 64 LF	none	none	none	14	N
Long Branch, intermittent stream (Page 21 of 23)	box culvert	replace box culverts & extension	0.08 acre, 260 LF	none	0.04 acre, 140 LF	none	14	N
UTLB-3, ephemeral stream (Page 21-22 of 23) **Historical stream channel has been rerouted into roadside drainage ditch, feature exhibits an OHWM.**	drainage ditch, and culverts	pavement and regrading	0.09 acre, 1269 LF	none	none	none	14	Y
Unnamed Tributary to Little Buffalo Creek (UTLBC)-1, ephemeral stream (Page 23 of 23)	box culvert	replace box culverts & extension	<0.01 acre, 121 LF	none	none	none	14	N

Table 2. Impacts to Waters of the U.S., including Wetlands

Map ID and Name of Water Feature (Water Features Map Page Location, and associated wetland data point if applicable)	Existing Structure	Proposed Work or Structure	Permanent Impact		Temporary Impact		NWP #	PCN (Y/N)
			Stream (acres & linear ft)	Wetlands (acres)	Stream (acres & linear ft)	Wetlands (acres)		
Notes: The stream crossings are listed in the order that each is crossed by SH 205 from south to north. The locations of all aquatic features are shown in the Water Resources Map. Abbreviations in table: UT = Unnamed Tributary; NWP = Nationwide Permit; OHWM = Ordinary High Water Mark; PCN = Pre-construction Notification (to the USACE).								

The proposed project would impact Terry Creek, Bachelor Creek, Long Branch, six unnamed tributaries, and two wetland features due to the removal or replacement of box culverts/extensions. The proposed project would impact nine unnamed tributaries, 14 wetland features, and the two open water features due to pavement and/or regrading. The proposed project would impact Bachelor Creek and High Point Creek due to the construction/installment of bridge structures.

It is anticipated that each of the impacts from the proposed project would be authorized under a United States Army Corps of Engineers (USACE) Nationwide Permit (NWP) 14: Linear Transportation Projects. The activities at each drainage crossing have been identified as single and complete projects as defined in the NWPs and would therefore be permitted separately. A preconstruction notification (PCN) for 14 jurisdictional wetland features and special aquatic sites and one stream feature is required because permanent fill at each of these sites would exceed 0.1 acre.

Mitigation

In accordance with the 2017 nationwide regional condition for the USACE Fort Worth District, losses of WOUS that exceed 0.10 acre and/or losses to streams exceeding 300 linear feet require compensatory mitigation. As such, five of the special aquatic sites, FW-2, FW-3, EW-2, EW-5, and EW-9, and one stream feature, UTLB-3, would require a PCN with compensatory mitigation required.

During construction, appropriate measures would be taken to maintain normal downstream flows and minimize flooding. Temporary fills consisting of materials would be placed in a manner that would not be eroded by expected high flows. If temporary fills of water features occur, these would be entirely removed and affected areas restored to pre-construction elevations and revegetated as appropriate. Stream channel modifications, including bank stabilization, would be limited to the minimum necessary to construct or protect roads or drainage structures, and would be restricted to the immediate vicinity of the project. The proposed project would comply with all general and regional conditions applicable to NWP-14. Maps of the water features is included in the attached **Water Features Map** in **Appendix F**.

The no-build alternative would not result in impacts to WOUS and no permitting would be required by the USACE.

5.10.2 Clean Water Act Section 401

Under Section 401 of the CWA, certification of compliance with water quality standards issued by the state water quality agency is required for any discharge of pollutants into waters subject to regulation under Section 404. In Texas, compliance with Section 401 of the CWA is managed by the Texas Commission on Environmental Quality (TCEQ) and requires the use of best management practices (BMPs) to manage water quality on construction sites. The Section 401 certification requirements for NWP-14 would be met by implementing at least one TCEQ-approved BMP for each of the following categories of controls:

- Category I – Erosion Control;
- Category II – Sedimentation Control; and
- Category III – Post-construction Total Suspended Solids (TSS) Control.

Category I could be addressed with temporary vegetation, which would involve re-seeding disturbed areas according to TxDOT-approved seeding specifications. Category II could be addressed by installing silt fences around construction areas prior to commencing work. Category III could be addressed by installing mulch filter socks at drainage inlets. During final design of the proposed project, other TCEQ-approved BMPs may be substituted if necessary using one of the BMPs from the identical control category (TxDOT, 2017f).

The no build alternative would not adversely or beneficially impact water quality.

5.10.3 Executive Order 11990 Wetlands

In addition to the regulation of wetlands that meet the criteria of Section 404 as WOUS, Executive policy issued as EO 11990[15] seeks to protect a broader range of wetland environments. Under EO 11990, wetlands are defined as "those areas that are inundated by surface or ground water with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction." Unlike Section 404, the definition of wetlands in EO 11990 does not consider the relationship of wetlands to any WOUS or tributaries to them, but applies to areas with vegetation adapted to wetland conditions wherever such areas may be found. However, as the intent of EO 11990 is clearly to preserve the contributions of "natural systems" for uses by wildlife, public recreation, scientific study, public health and safety, water supply, and other uses, the existence of minor wetland areas within highway bar ditches do not meet the letter or spirit of EO 11990.

During the field investigation for the proposed project, the project construction footprint was examined for areas that would meet the definition of wetlands under EO 11990. Multiple drainage ditches within the project area were observed that support hydric vegetation due to their function of conveying storm water runoff. The ditches within the project area, through review of historic aerials, were concluded to not be frequently inundated and are entirely constructed within upland areas not influenced by groundwater. Although these features

[15] EO 11990 – Protection of Wetlands (42 Federal Register 26961, May 24, 1977).

exhibited wetland characteristics at the time of the field investigation, the features should not be considered as wetlands defined under EO 11990 for the reasons noted above. Accordingly, the requirements of EO 11990 have been met (TxDOT, 2017f).

5.10.4 Rivers and Harbors Act

The proposed project does not involve the construction or modification, including changes to lighting, of a bridge or causeway across a navigable WOUS, nor does it involve work in a navigable WOUS. Therefore, Sections 9 and 10 of the Rivers and Harbors Act would not apply to the build or no-build alternative.

5.10.5 Clean Water Act Section 303(d)

Runoff from this project would not discharge directly into a Section 303 (d) listed threatened or impaired water, or into a stream within 5 miles upstream of a Section 303 (d) listed threatened or impaired water. The 2014 303 (d) list was utilized in this assessment. Therefore, neither the build nor the no-build alternative would have an impact on Section 303 (d) listed threatened or impaired waters.

5.10.6 Clean Water Act Section 402

Pursuant to Section 402 of the CWA, TxDOT would comply with the TCEQ Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit (CGP) during construction of the build alternative. This would be considered a large construction activity under the CGP because it is expected to disturb more than 5 acres of land. To comply with the CGP, TxDOT would require the construction contractor to prepare and implement Storm Water Pollution Prevention Plan (SWP3), post a construction site notice, and submit a notice of intent (TxDOT, 2017f). The project is located within the boundaries of the City of Rockwall, City of McLendon-Chisholm, and City of Terrell Phase I or II Municipal Separate Storm Sewer Systems (MS4). The proposed project would comply with the applicable MS4 requirements issued by the TCEQ, and notify the MS4 operators for the City of Rockwall, City of McLendon-Chisholm, and City of Terrell of potential storm water discharges from construction activities. Per the TxDOT-TCEQ MOU, TxDOT is required to coordinate with the TCEQ regarding water quality by providing TCEQ a copy of this EA (see attached **TCEQ Coordination** in **Appendix G**).

Under the no-build alternative, there would be no earth disturbance and compliance with the TPDES CGP would not be required.

5.10.7 Floodplains

Portions of the proposed project are located within a FEMA designated 100-year-floodplain and construction work would occur in the floodplain. Therefore, the requirements of EO 11988[16] regarding floodplain management would apply (TxDOT, 2017e), and coordination with the City of Rockwall, City of McLendon-Chisholm, City of Terrell, Rockwall County and Kaufman County Floodplain Administrators would be required. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The facility

[16] EO 11988 – *Floodplain Management* (42 Federal Register 26951, 5/24/1977).

would permit the conveyance of the 100-year flood and would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances.

The no-build alternative would not have any adverse or beneficial impacts to floodplains.

5.10.8 Wild and Scenic Rivers

The proposed project is not located near the Rio Grande, the one river segment in Texas that is designated as wild or scenic under the Wild and Scenic Rivers Act. Therefore, neither the build nor the no-build alternative would impact wild or scenic rivers.

5.10.9 Coastal Barrier Resources

The proposed project is not located within a Coastal Barrier Resources System boundary. Therefore, neither the build nor the no-build alternative would impact coastal barrier resources.

5.10.10 Coastal Zone Management

The proposed project is not located within the Texas Coastal Management Plan boundary. Therefore, neither the build nor the no-build alternative would require a consistency determination.

5.10.11 Edwards Aquifer

Because the proposed project would not be constructed over the recharge or contributing zones of the Edwards Aquifer, neither the build nor the no-build alternative would be subject to regulation under TCEQ's Edwards Aquifer rules.

5.10.12 International Boundary and Water Commission

The proposed project does not cross or encroach upon the floodway of the International Boundary and Water Commission (IBWC) ROW or an IBWC flood control project. Therefore, neither the build nor the no-build alternative would require coordination with the IBWC.

5.10.13 Drinking Water Systems

According to the Texas Water Department Board's Groundwater Viewer, no water wells are located within the project footprint. Therefore, neither the build nor the no-build alternative would impact wells or source water protection areas.

5.10.14 Trinity River Corridor Development Certification

The proposed project is not within the Trinity River Corridor Development Regulatory Zone; therefore, a Corridor Development Certificate permit would not be required.

5.11 Biological Resources

5.11.1 Texas Parks and Wildlife Coordination

The inventory and evaluation of vegetation and potential impacts on wildlife for TxDOT projects is governed by a MOU with the Texas Parks and Wildlife Department (TPWD),[17] and

[17] The TxDOT-TPWD MOU was effective as of 9/1/2013, and is in 43 TAC Sections 2.201 – 2.214.

implementing programmatic agreements (PAs).[18] In accordance with the MOU, a Tier I Site Assessment was prepared to determine whether early coordination of the proposed project with TPWD would be required (TxDOT, 2017h). It was determined that vegetation impacts to the Tallgrass Prairie, Grassland; Disturbed Prairie; and Riparian TPWD Ecological Mapping Systems of Texas (EMST) land cover vegetation types would exceed the threshold for coordination with TPWD. TPWD coordination is also required due to the following: the presence and potential impacts to suitable habitat for the southern crawfish frog, a Species of Greatest Conservation Need (SGCN); the project requiring several NWPs with PCN; project impacts to more than 200 linear feet of stream channel at three separate crossings; project impacts to isolated wetlands beyond the existing TxDOT ROW; and project impacts that would exceed 0.1 acre of riparian vegetation. Early coordination with TPWD was conducted and completed on January 18, 2018 (see attached **TPWD Coordination** in **Appendix G**). No further coordination with TPWD would be required.

Under the no-build alternative, existing vegetation would not be impacted and coordination with TPWD would not be required.

5.11.2 Impacts on Vegetation

Field surveys of vegetation within the proposed project area were conducted in November 2017 to identify terrestrial or aquatic communities that could support wildlife or rare plant species. Right-of-entry was not granted to all parcels; therefore, MOU land cover type acreages in those parcels were estimated based on observations made from the existing ROW.

The project area is subject to different degrees of manipulation and/or disturbance. Disturbances in areas outside of the Urban MOU land cover type observed during the field investigation include regular mowing, hay harvesting, row cropping, and livestock grazing/ranching activities. These disturbances can be categorized into the following MOU land cover types: Agriculture; Disturbed Prairie; Tallgrass Prairie, Grassland; Open Water; and Riparian. Areas contained within the Agriculture MOU land cover type are largely dominated by plowing and planting of row crops. The Disturbed Prairie and Tallgrass Prairie, Grassland MOU land cover types are the remaining herbaceous areas located outside of the Urban and Agriculture MOU land cover types that consist of either fallow agricultural land, land that is routinely mowed or used for livestock grazing, hay harvesting, or other areas dominated by herbaceous species with sporadic woody vegetation. The Riparian MOU land cover type is dominated by forested areas adjacent to waterways that flow throughout the project area. There are some areas within the project corridor that are the Open Water MOU land cover type, such as open water ponds or areas subject to flooding; however, marshy areas were not observed within the project corridor. Past land uses within the project corridor includes primarily agricultural activities such as ranching or row crop planting.

[18] These PAs between TxDOT and TPWD under the 2013 MOU include the Threshold Table PA (2017) and the Best Management Practices (BMPs) PA (2017). See: http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/ecological-resources.html. Accessed January 17, 2018.

Therefore, according to field visits and TPWD's EMST land cover data, the proposed project would impact approximately 41.8 acres of Tallgrass Prairie, Grassland; 11.7 acres of Riparian; 8.5 acres of Disturbed Prairie; 7.3 acres of Agriculture; and 1.4 acres of Open Water. The remaining 224.5 acres are classified as Urban (TxDOT, 2017h).

Under the no-build alternative, no impacts to vegetation would occur.

5.11.3 Executive Order on Invasive Species

The proposed project is subject to and would comply with federal EO 13112[19] on Invasive Species. TxDOT implements this EO on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

The no-build alternative would not require compliance with EO 13112.

5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

This project is subject to and will comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping,[20] effective April 26, 1994. TxDOT implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

The no-build alternative would not require compliance with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping.

5.11.5 Impacts to Wildlife

As previously discussed in **Section 5.11.2**, the proposed project area is mostly comprised of urban and agricultural habitats, in addition to some grassland and riparian habitats.

Wildlife that may utilize land use types within the project area for food and habitat include state-listed threatened or endangered species, such as the Louisiana pigtoe (*Pleurobema riddellii*), Texas heelsplitter (*Potamilus amphichaenus*), sandbank pocketbook (*Lampsilis satura*), Texas pigtoe (*Fusconaia askewi*), alligator snapping turtle (*Macrochelys temminckii*), and timber rattlesnake (*Crotalus horridus*). Threatened or endangered species are further discussed in **Section 5.11.11** below. SGCNs that may inhabit the project area include the southern crawfish frog (*Lithobates areolatus areolatus*), western burrowing owl (*Athene cunicularia hypugaea*), plains spotted skunk (*Spilogale putorius interrupta*), and Texas garter snake (*Thamnophis sirtalis annectens*). The following BMPs would be implemented to minimize impacts to wildlife and habitat: Species-Specific BMPs, Water Quality BMPs, and Amphibian BMPs adapted for the Southern Crawfish Frog; Bird BMPs adapted for the Western Burrowing Owl; Plains Spotted Skunk; Freshwater Mussel BMPs adapted for the Louisiana pigtoe, sandbank pocketbook, Texas pigtoe and Texas heelsplitter; Terrestrial Reptile BMPs

[19] EO 13112 – Invasive Species (64 Federal Register 6183-6186, February 8, 1999). *http://www.gpo.gov/fdsys/pkg/FR-1999-02-08/pdf/99-3184.pdf.* Accessed January 17, 2018.
[20] Executive Memorandum on Environmentally Beneficial Landscaping (42 Federal Register 26961, 5/24/1977). *http://environment.fhwa.dot.gov/guidebook/documents/042694em.asp.* Accessed January 17, 2018.

adapted for the Texas Garter Snake and Timber Rattlesnake; and Species-Specific BMPs and Aquatic Reptile BMPs adapted for the Alligator Snapping Turtle (TxDOT, 2017h).

Required clearing, dewatering and other construction-related activities may directly or indirectly affect animals that reside within or adjacent to the project area, and heavy machinery could kill small, low-mobility animals. More mobile species could avoid construction activities and move to adjacent areas. As previously mentioned, in order to minimize impacts, disturbance within the project ROW would be limited and revegetation of disturbed areas would be applied to the extent feasible.

Under the no-build alternative, wildlife species and their habitats would not be impacted.

5.11.6 Migratory Bird Treaty Act

The provisions of the Migratory Bird Treaty Act (MBTA) would apply within the proposed project area (TxDOT, 2017g). The field assessments in November 2017 did not find evidence of active nests in the proposed project area. However, inactive swallow nests were observed under three bridges along the project corridor. In the event that migratory birds arrive in the project area to breed during construction of the proposed project, appropriate measures would be taken to avoid adverse impacts. Phasing of work and preventative measures would be employed to avoid the take of migratory birds, their occupied nests, eggs, or young, in accordance with the MBTA. Bird BMPs would be followed to minimize impacts on avian species. Bird BMPs include not disturbing, destroying, or removing active nests, including those of ground-nesting birds, during the nesting season; avoiding the removal of unoccupied, inactive nests, as practicable; preventing the establishment of active nests during the nesting season on facilities and structures proposed for replacement or repair; and not collecting, capturing, relocating, or transporting birds, eggs, young, or active nests without a permit.

The no-build alternative would not affect migratory birds protected under the MBTA.

5.11.7 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (FWCA) of 1958 requires that federal agencies obtain comments from U.S. Fish and Wildlife Service (USFWS) and TPWD whenever a project involves impounding, diverting, or deepening a stream channel or other body of water. As discussed in Section 5.10.1, impacts to WOUS would be authorized under Section 404 of the CWA by a NWP 14 with PCN, with mitigation requirements. Therefore, the USFWS considers FWCA coordination to have been completed as part of the NWPs review last authorized and reissued in 2017, and further coordination would not be required.

The no-build alternative would not impact WOUS, including wetlands; therefore, it would not be subject to regulation under the FWCA.

5.11.8 Bald and Golden Eagle Protection Act of 2007

The proposed project area is predominantly comprised of agricultural and urban landscapes and does not contain suitable foraging or nesting habitat for bald or golden eagles (refer to **Sections 5.2** and **5.11.2** for descriptions of land use, vegetation, and habitat). The project corridor does not cross any major rivers or large water bodies. Several Soil Conservation

Reservoirs are located within 1.0 mile of the project corridor, but are located within open agricultural pasture land and would not be conducive to bald or golden eagle's habitat requirements. Furthermore, Lake Ray Hubbard is the largest water body proximal to the project area and is located approximately 3.0 miles west of the project area's northernmost point. The available habitat within the project corridor is not of sufficient quality or size to attract bald or golden eagles. No evidence of bald or golden eagles (e.g., sightings, nests, or remnant nests) was observed by the biologist during the field biological assessment. Therefore, neither the build nor the no-build alternative would impact bald or golden eagles.

5.11.9 Magnuson-Stevens Fishery Conservation Management Act

Essential fish habitat is defined by the Magnuson-Stevens Fishery Conservation and Management Act as those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity. Tidally influenced waters do not occur within the project area. Therefore, neither the build nor the no-build alternative would require coordination with National Marine Fisheries Service.

5.11.10 Marine Mammal Protection Act

Marine mammals are protected under the Marine Mammal Protection Act. Because the proposed project is not located along the Texas coast, neither the build nor the no-build alternative would impact marine mammals.

5.11.11 Threatened, Endangered, and Candidate Species

Relatively rare wildlife that may potentially utilize land cover types within the project area for foraging or nesting habitat include federal or state-listed threatened or endangered species, along with other TPWD-designated rare species. According to the official species list obtained from the USFWS, the proposed project's action area is within the range of four federally-listed threatened or endangered bird species with the potential of occurring, provided that preferred habitat is found in sufficient quality and quantity to attract these species. These bird species are the piping plover (*Charadrius melodus*), interior least tern (*Sterna antillarum athalassos*), red knot (*Calidris canutus rufa*), and whooping crane (*Grus americana*). According to Section 7(a)(2) of the Endangered Species Act (ESA), TxDOT is required to determine any effects to these species and/or their designated critical habitat as a result of the proposed project.

Field observations and aerial photography analysis of available habitat indicate that there is no suitable habitat for federally-listed threatened, endangered, or candidate species within the project area (TxDOT, 2017g). Preferred habitat for the piping plover, red knot, and whooping crane is associated with shoreline or marshy areas that are absent from the project action area and it is expected that no effects would occur to any of these three species for that reason. Preferred habitat for the interior least tern requires sandy to gravelly beaches/bars of rivers or lakes with little to no vegetation for nesting activities, and relatively large water bodies for feeding. Due to the lack of large water bodies within the project action area that are necessary for the interior least tern habitat requirements, it is expected that the proposed action would result in no effects to this species. Additionally, the USFWS list of protected species indicates the agency's impact concerns for the piping plover and red knot in Rockwall and Kaufman Counties are limited to wind energy projects, further supporting the

effects determination for these species. Accordingly, in light of the type and quantity of habitat inventoried within the project area, suitable habitat for these four federally-protected species is absent within the project area. In conclusion, it has been determined that no effects would occur to the piping plover, red knot, interior least tern, or whooping crane species as a result of the proposed project. Consequently, Section 7 consultation under Section 7(a)(4) of the ESA is not required. The observations and rationale for reaching this and other conclusions regarding potential impacts to rare species are included in a Species Impact Table that is part of the Biological Evaluation Form and Tier I Site Assessment. The Species Impact Table includes effect and impact determinations for all federal- and state-listed species, respectively, in addition to SGCNs and other TPWD-designated species of concern that could be present within the proposed project area.

Based on the biological assessment described above (TxDOT, 2017g and 2017h), the proposed project area contains suitable habitat for 10 state-listed threatened or endangered species and species of greatest conservation need (SGCN). **Table 3** lists the species and the appropriate BMPs that would be included in construction plans in an effort to avoid impacts to state-listed and SGCN species (refer to **Section 8.0** for the list of detailed BMPs). Although the proposed project may result in impacts to potentially suitable habitat for the species listed in the table, the project is not anticipated to result in substantial impacts to the species.

Table 3. State-Listed Species, SGCN, and BMPs

Species	State Status	BMPs
Southern crawfish frog *(Lithobates areolatus areolatus)*	SGCN	Southern Crawfish Frog BMPs, Water Quality BMPs, and Amphibian BMPs
Western burrowing owl *(Athene cunicularia hypugaea)*	SGCN	Bird BMPs
Plains spotted skunk (*Spilogale putorius interrupta*)	SGCN	Contractors will be advised of the potential occurrence in the project area, and to avoid harming the species if encountered, and to avoid unnecessary impacts to dens.
Louisiana pigtoe *(Pleurobema riddellii)*	Threatened	Freshwater Mussel BMPs
Sandbank pocketbook *(Lampsilis satura)*	Threatened	Freshwater Mussel BMPs
Texas heelsplitter *(Potamilus amphichaenus)*	Threatened	Freshwater Mussel BMPs
Texas pigtoe *(Fusconaia askewi)*	Threatened	Freshwater Mussel BMPs
Alligator snapping turtle *(Macrochelys temminckii)*	Threatened	Alligator Snapping Turtle BMPs and Aquatic Reptile BMPs
Texas garter snake *(Thamnophis sirtalis annectens)*	SGCN	Terrestrial Reptile BMPs
Timber rattlesnake *(Crotalus horridus)*	T	Terrestrial Reptile BMPs
Note: All BMPs are prescribed in the TxDOT-TPWD BMPs PA.		

As previously mentioned, habitat within the proposed project area is comprised of predominantly agricultural and urban landscapes and is disrupted by frequent human activity.

Therefore, any impacts to species would be to individuals and would be incidental in nature. Neither the build nor the no-build alternative would be expected to adversely impact any protected species or rare species identified by TPWD as species of concern.

5.12 Air Quality

This section reviews the proposed project in relation to various environmental policies affecting air quality, and summarizes the detailed information contained in the Air Quality Technical Report (TxDOT, 2017i), which was developed in accordance with TxDOT's *Standard Operating Procedures for Preparing Air Quality Statements* and *Environmental Handbook – Air Quality*. The air quality regulatory requirements that were evaluated were (1) transportation conformity including, potentially, hot-spot analyses for carbon monoxide (CO) and/or particulate matter (PM); (2) CO traffic air quality analysis (TAQA); (3) qualitative analysis of mobile source air toxics (MSAT) analysis; (4) Congestion Management Process (CMP); and (5) assessment of construction-related air emissions.

Under the no-build alternative, there would be no change in air quality impacts (adverse or beneficial) relative to the existing condition.

5.12.1 Transportation Conformity and Hot Spot Analysis

Regarding transportation conformity, the proposed project is located within the Dallas-Fort Worth (DFW) area that has been designated by the U.S. Environmental Protection Agency (EPA) as a moderate nonattainment area for the 2008 Ozone national ambient air quality standards (NAAQS); therefore, the transportation conformity rules apply. Effective August 3, 2018, the EPA designated Kaufman County as marginal nonattainment and Rockwall County as in attainment/unclassifiable for the 2015 ozone NAAQS. In accordance with 40 CFR 93.109(c), transportation conformity to this new standard is required by August 3, 2019 (one year after the effective date).

NCTCOG's financially constrained *MTP Mobility 2040* and the *FY 2017–2020 STIP*, as amended, were initially found to conform to the TCEQ *State Implementation Plan* (SIP) by FHWA and FTA on September 7, 2016 and December 19, 2016, respectively. The proposed project is consistent with the *MTP Mobility 2040* and is included in Appendix D of the *FY 2017–2020 STIP*, which was updated on April 25, 2018. Copies of the MTP and STIP pages are included in Appendix E.

Project-level hot-spot analyses were not required for the proposed project because it is not located within a CO or PM nonattainment or maintenance area.

5.12.2 Carbon Monoxide Traffic Air Quality Analysis

Traffic data for the design year of 2044 is 26,000 vehicles per day (vpd). A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that the CO standard would ever be exceeded as a result of any project with an average annual daily traffic (AADT) below 140,000 vpd. The AADT projections for the project do not exceed 140,000 vpd; therefore, a TAQA is not required.

5.12.3 Mobile Source Air Toxics

Regulation by the EPA of mobile source air toxics (MSAT) places particular focus on the following nine priority MSAT: 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel PM, ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. The 2007 MSAT rule[21] requires cleaner fuels and cleaner engines to control MSAT emissions, which have decreased and will continue to dramatically decrease MSAT emissions. For example, although the amount of MSAT is proportional to the number of vehicle miles traveled (VMT), implementation of fuel and engine regulations is expected to decrease MSAT emissions by an average of 90 percent at the national level even though an increase of 45 percent in VMT is expected from 2010 to 2050.

The additional travel lanes contemplated as part of the build alternative would have the effect of moving some traffic closer to nearby homes and businesses; therefore, there may be localized areas where ambient concentrations of MSAT could be higher under the build alternative than the no build alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections on SH 205. However, the magnitude and the duration of these potential increases compared to the no build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. In sum, when a highway is widened, the localized level of MSAT emissions for the build alternative could be higher relative to the no build alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT would be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today (TxDOT, 2017i).

5.12.4 Congestion Management Process (CMP)

A CMP analysis was completed for the proposed project. The corridor was identified as deficient in the alternative roadway infrastructure, modal options, and system reliability categories. The operational strategies considered for this project would help alleviate congestion in the deficient corridor by implementing roadway infrastructure improvements such as shared use lanes, sidewalks, and dedicated turn lanes. However, although the operational congestion reduction strategies considered for this project would help alleviate congestion within the single occupancy vehicle (SOV) study boundary, congestion would not be eliminated. 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 the NCTCOG.

[21] Control of Hazardous Air Pollutants from Mobile Sources, Federal Register, Vol. 72, No. 37, page 8430, Accessed February 16, 2018.

5.12.5 Construction Air Emissions

During the construction phase of the build alternative, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel PM from diesel-powered construction equipment and vehicles. The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) [22] provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, and compliance with applicable regulatory requirements; it is not anticipated that emissions from construction of this project will have any substantial impact on air quality in the area.

The no-build alternative would not result in construction activities; therefore, there would be no temporary increases in PM and MSAT emissions.

5.13 Hazardous Materials

Construction of the proposed project would include construction/reconstruction of bridge structures, pavement and regrading, drainage improvements, and other earth-moving activities. The proposed project would result in the displacement of four commercial structures and five other structures, as described in **Section 5.1**. Project planning includes an assessment of the risk that such activities pose from hazardous materials and substances from past human activities within or near the proposed project; therefore, the project team conducted a hazardous materials site visit in November 2017. The site visit was limited to areas publicly accessible from the existing ROW. A hazardous materials initial site assessment (ISA) was then completed in December 2017 to document possible sources of hazardous materials and assess the level of potential risk for each identified site (TxDOT, 2017j). The ISA was prepared in accordance with TxDOT protocols for assessing risks from hazardous materials.

An Asbestos Containing Material (ACM) and Lead Based Paint (LBP) survey of the existing SH 205 roadway was conducted in July 2017. No ACMs were identified, but LBP was identified on three bridges crossing High Point Creek, Little High Point Creek, and Bachelor Creek, which would require abatement. Any demolition or modification to these structures would be conducted in compliance with all applicable regulatory requirements. Any waste materials and construction debris containing ACM or LBP would be disposed of according to current disposal regulations of the TCEQ and EPA.

[22] See: http://www.tceq.state.tx.us/implementation/air/terp/

The ISA regulatory database search identified a total of 63 hazardous materials database records for 29 sites. An evaluation of database search results and TCEQ Online Records, in addition to observations taken during the hazardous materials site visit, found that all of the site-specific hazardous materials issues identified in the GeoSearch Radius Report represent no or low risk potential for impacts.

During the site visit, an abandoned, historic-age gas station (built prior to 1960) was observed at the western corner of SH 205 and Klutts Road. Fuel pumps are no longer present; however, pipes were observed protruding from the ground in previous pump locations. It is likely that underground storage tanks remain on the site. The site was not listed on the GeoSearch Radius Report, nor was the site identified during a search on the TCEQ Central Registry. Based on the former use of the site, the potential that USTs remain in place, and that the site is a displacement, this site is considered a high environmental risk.

In accordance with the Texas Asbestos Health Protection Rules (25 TAC 295.61), any structures that would be demolished under the proposed project would be surveyed for asbestos-containing material and lead-containing paint prior to demolition.

The no-build alternative would not cause any ground-disturbing activity; therefore, there would be no project-related hazardous material impacts.

5.14 Traffic Noise

A traffic noise analysis was performed for the build alternative in accordance with TxDOT's (FHWA-approved) guidelines.[23] Sound from highway traffic is generated primarily from a vehicle's tires, engine, and exhaust, and is commonly measured in decibels (dB). Sound occurs over a wide range of frequencies, but the human ear can detect sounds only within a certain range of high and low frequencies. Therefore, traffic noise modelling for roadway projects is adjusted to approximate the way an average person hears traffic sounds, and this adjustment is called A-weighting (expressed as 'dB(A)'). In addition, 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.' These terms are used to report the results of the noise analysis presented in the Traffic Noise Technical Report (TxDOT, 2018k). The remainder of this discussion of traffic noise impacts summarizes the information contained in the Traffic Noise Technical Report. The Traffic Noise Technical Report is available for review at the TxDOT Dallas District office, upon request, and includes additional detailed data and maps not included in this EA.

The traffic noise modelling analysis first identified land use activity areas adjacent to the existing and proposed ROW for which the FHWA has established Noise Abatement Criteria (NAC) (see **Table 4** below).

[23] Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011); *http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/traffic-noise.html*. Accessed August 16, 2017.

Table 4. FHWA Noise Abatement Criteria

Activity Category	FHWA dB(A) 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)	Residential
C	67 (exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A-D or F.
F	--	Agricultural, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--	Undeveloped lands that are not permitted.
Source: TxDOT's FHWA-approved 2011 *Guidelines for Analysis and Abatement of Roadway Traffic Noise*.		

For the proposed project, existing and predicted traffic noise levels were modeled at 152 (first and second row) receiver locations along the project corridor using FHWA Traffic Noise Modeling (TNM) Version 2.5 software. After the 152 modeled noise receivers were analyzed, that number was pared down to 127 representative noise receivers which were placed on residential properties in areas of frequent outside activity (see attached **Representative Noise Receiver Map** in **Appendix F**). The TNM results indicated that the proposed project would result in traffic noise impacts at four of the 127 receivers.

As the proposed project would result in traffic noise impacts, noise abatement options were considered and a barrier analysis was conducted. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible," the abatement measure must be able to reduce the noise level at greater than 50 percent of impacted, first row receivers by at least 5 dB(A); and to be "reasonable," it must not exceed the cost-effectiveness criterion of $25,000 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level for at least one impacted, first row receiver by at least 7 dB(A). Results indicated

that noise barriers would not be both feasible and reasonable for the four impacted receivers; therefore, no abatement measures are proposed for this project.

A copy of the traffic noise analysis will be made available to public officials. On the date of approval of the final version 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.

To avoid noise impacts that may result from future development of properties adjacent to the proposed project, local officials responsible for land use control programs must ensure, to the maximum extent possible, that no new activities are planned or constructed along or within the following predicted (2043) noise impact contours shown in Table 5.

Table 5. Traffic Noise Contours dB(A) Leq

Location	Distance from Proposed ROW (feet)	
	NAC Category B & C 66 dB(A)	NAC Category E 71 dB(A)
SH 205 (west side of road) – FM 549N to John King Boulevard	110	30
SH 205 (east side of road) – FM 1139 to John King Boulevard	90	10
SH 205 (west side of road) – FM 549s to Wylie Lane	90	20
SH 205 (east side of road) – Brushy Creek to west FM 550	0	ROW
SH 205 (west side of road) – FM 550W to Hackberry Creek	80	20
SH 205 (west side of road) – Hackberry Creek to League Road	10	ROW
SH 205 (west side of road) – Berry Creek to FM 548N	90	ROW
SH 205 (west side of road) – Chisholm Trail to FM 548S	60	ROW
SH 205 (east side of road) – FM 548S to Dower Drive	130	30
SH 205 (west side of road) – High Point Creek to CR 250	100	10
SH 205 (east side of road) – CR 250 to Candice Circle	120	10
SH 205 (west side of road) – Candice Circle to FM 1392	120	20
SH 205 (west side of road) – CR 236 to CR233/Colquitt Road	80	ROW
SH 205 (east side of road) – CR 236 to CR233/Colquitt Road	80	ROW
SH 205 (west side of road) – Timber Court to Colquitt Road	60	ROW
SH 205 (east side of road) – Timber Court to Colquitt Road	70	ROW

The no-build alternative would be expected to maintain existing traffic noise levels, or traffic noise levels may increase due to future increases in traffic.

5.15 Induced Growth

In accordance with TxDOT guidance,[24] an analysis was completed to assess whether the build alternative would likely result in induced growth impacts (TxDOT, 2018l). The proposed project would widen the existing SH 205 roadway and provide pedestrian and bicycle facilities,

[24] Guidance: Indirect Impacts Analysis (2016) and Cumulative Impacts Analysis Guidelines (2016); *http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/impacts.html.* Accessed August 16, 2017.

but ultimately would not create new access to properties within the area of influence (AOI). In addition, the city planners did not identify any areas within the AOI that would likely be developed or redeveloped due to the proposed project. Based on city planner input, there is a lack of infrastructure (i.e., sewer and electricity) near city boundaries and their extraterritorial jurisdictions, which limits development within the AOI. Therefore, no induced growth or related effects are anticipated and no mitigation is proposed.

Neither the build or no-build alternative would result in induced growth impacts.

5.16 Cumulative Impacts

An assessment of potential cumulative impacts of the build alternative was made in accordance with TxDOT guidance documents (TxDOT, 2018l).[25] The purpose of a cumulative impacts analysis is to view the direct and indirect impacts of the proposed project within the larger context of past, present, and future activities that are independent of the proposed project, but which are likely to affect the same resources in the future. Environmental and social resources are evaluated from the standpoint of relative abundance among similar resources within a larger geographic area. Broadening the view of resource impacts in this way allows the decision maker an insight into the magnitude of project-related impacts in light of the overall health and abundance of selected resources.

The results of the initial screening step of the cumulative impacts analysis led to the conclusion that vegetation and wildlife habitat, and WOUS, including wetlands, are candidates for a cumulative impacts analysis. The resource study area (RSA) encompasses an area of approximately 27,975 acres and is shown in the attached **Reasonably Foreseeable Projects in RSA Map** in **Appendix F.**

Vegetation and Wildlife Habitat

The analysis indicated that the cumulative impacts on vegetation and wildlife habitat (non-urban land cover) resulting from 69.3 acres of direct impacts (41.8 acres of Tallgrass Prairie, Grassland, 11.7 acres of Riparian, 8.5 acres of Disturbed Prairie and 7.3 acres of Agriculture) and 1,455.2 acres of impacts from other reasonably foreseeable actions (864.7 acres of Tallgrass Prairie, Grassland, 207.5 acres of Agriculture, 144.5 acres of Riparian, 135.3 acres of Disturbed prairie, and 103.2 acres of Post oak Savanna) would total 1,524.5 acres and would affect approximately six percent of the resources within the RSA.

[25] Guidance: Indirect Impacts Analysis (2016) and Cumulative Impacts Analysis Guidelines (2016); *http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/impacts.html.* Accessed August 16, 2017.

Mitigation

Mitigation for direct impacts to vegetation and wildlife habitat are addressed by various BMPs prescribed in a PA between TPWD and TxDOT.[26] For the proposed project, BMPs that TxDOT would apply include species-specific BMPs for one amphibian, one bird, one mammal, four mollusks and three reptiles, in addition to water quality BMPs. Mitigation measures for the proposed SH 205 South Project will be incorporated into the final design of the project.

Impacts to vegetation and habitat from reasonably foreseeable project are subject primarily to regulation by city and county governments, which guide the type and location of new development. The cities of Terrell, McLendon-Chisholm, and Rockwall have tree ordinances that encourage the preservation of mature trees, which most new development projects must adhere to for approval.[27] In addition, the Cities of Terrell and Rockwall require landscaping plans for most new development prior to receiving required permits. However, the greatest protection to habitat would be expected in connection with riparian habitat within FEMA floodplain areas. Development in flood-prone areas is unlikely due to risk to investments as well as municipal controls to prevent impacts to the ability of floodplains to convey flood waters.

WOUS, including Wetlands

The analysis indicated that the cumulative impacts on WOUS, including wetlands, resulting from 2.2 acres of direct impacts (0.6 acre of streams and 1.6 acres of emergent and forested wetlands) and 12.1 acres of impacts from other reasonably foreseeable actions (4.2 acres of streams and 7.9 acres of open water) would total 14.3 acres and would affect approximately three percent of the resources within the RSA.

Mitigation

Potential cumulative impacts to WOUS, including wetlands, would be avoided or minimized by compliance with regulations pursuant to Section 404 of the CWA. In addition, the cities of Terrell, McLendon-Chisholm, and Rockwall have floodplain management regulations in accordance with state laws, which include their intent to reduce flood impacts by controlling the alteration of natural floodplain and stream channels as well as natural protective barriers. These regulations are enforced through each city's floodplain administrator.[28]

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[26] See: Best Management Practices Programmatic Agreement between Texas Department of Transportation and Texas Parks and Wildlife Department under the 2014 MOU (2017 Revision). http://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/300-01-pa.pdf. Accessed 12/12/2017.

[27] https://www.cityofterrell.org/business/developers-handbook/; http://z2codes.franklinlegal.net/franklin/Z2Browser2.html?showset=mclendonchisholmset; and https://library.municode.com/tx/rockwall/codes/code_of_ordinances?nodeId=PTIIIUNDECO_ARTVIIILAST. Accessed 1/11/18

[28] https://library.municode.com/tx/terrell/codes/code_of_ordinances?nodeId=COOR_CH4BURE_S4-10FLMAREINRETHJU32012ANADFLELDAPRFESHBEAUAD; http://z2codes.franklinlegal.net/franklin/Z2Browser2.html?showset=mclendonchisholmset; and https://library.municode.com/tx/rockwall/codes/code_of_ordinances?nodeId=PTIICOOR_CH20FL. Accessed January 11, 2018.

Conclusion

Based on the continued availability of other habitat areas, and assuming that appropriate implementation of regulated avoidance, minimization, and mitigation strategies for vegetation and habitat and WOUS, including wetlands, impacts are maintained, the proposed project would not contribute to substantial cumulative impacts to the area's vegetation and habitat or WOUS, including wetlands (TxDOT, 2018l).

Under the no-build alternative, existing vegetation and wildlife habitat, as well as WOUS, including wetlands, would not be impacted.

5.17 Construction Phase Impacts

This section highlights several areas of impacts that are temporary in nature, as they would be limited to the construction phase of the project.

Under the no-build alternative, there would be no construction phase impacts.

5.17.1 Noise Impacts

Heavy machinery is the primary source of noise in during construction, and is difficult to quantify because of constantly varying activities. However, construction normally occurs during daylight hours when occasional loud noise is tolerable. None of the noise receivers identified in the traffic noise analysis are expected to be exposed to an excessive amount of construction noise for a long duration. TxDOT will include requirements 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 equipment muffler systems.

5.17.2 Air Quality Impacts

As discussed in **Section 5.12.5**, construction of the build alternative may result in temporary increases in PM (e.g., fugitive dust and diesel PM) and MSAT emissions. The potential impacts of PM emissions would be minimized by using fugitive dust control measures such as covering or treating disturbed areas with dust suppression techniques, sprinkling, covering loaded trucks, and other dust abatement controls, as appropriate. Considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized, it is not anticipated that emissions from construction of this project would have a substantial impact on air quality in the area.

5.17.3 Access and Detours

Although temporary congestion may occur as a result of project construction, access to parcels in the project vicinity would be maintained during all phases of construction. Construction of the proposed project would not result in substantial changes to existing traffic patterns. TxDOT would make every effort to limit the potential for major traffic disruptions

during construction. All practicable steps would be taken to minimize the inconvenience to drivers using the intersecting roadways during the construction phase.

6.0 AGENCY COORDINATION

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

- SHPO (see **Section 5.8.1**): The Archeological Survey Report was coordinated with the SHPO who concurred with the findings and recommendations of the report on April 19, 2018 (see attached **SHPO Coordination on Archeological Resources** in **Appendix G**). No further coordination is required.
- TCEQ coordination for this project was completed on June 28, 2018 regarding air quality and water quality (see attached **TCEQ Coordination** in **Appendix G**).
- TPWD (see **Section 5.11**): Early coordination with TPWD regarding biological resources was completed on January 18, 2018 (see attached **TPWD Coordination** in **Appendix G**). No further coordination with TPWD or with the USFWS would be required.

7.0 PUBLIC INVOLVEMENT

Public Meetings

Two public meetings for proposed improvements to SH 205 from US 80 to SH 78 in Kaufman, Rockwall, and Collin Counties were held on July 7 and 12, 2016, respectively. The public meeting on July 7th was located at the Herman E. Utley Middle School in Rockwall, and the public meeting held on July 12th was located at the Terrell High School in Terrell. A total of 324 members of the public attended the meetings, including five elected officials. The purpose of the July 2016 meetings was to present the SH 205 Alternatives Analysis for proposed improvements from US 80 to SH 78 and to receive feedback from the communities along the SH 205 corridor. A total of 761 written comments were received from the public during the comment period. 507 commenters indicated their preferred alternative and 99 commenters did not clearly state a preference for any of the build alternatives or the no-build alternative. Other commenters requested that TxDOT reconsider the design to minimize the ROW impacts for specific properties, and address access issues with the divided highway.

A third public meeting for proposed improvements to SH 205 from US 80 to SH 78 was held on March 30, 2017 at the First United Methodist Church Rockwall. A total of 236 members of the public attended the meeting, including eight elected officials. The purpose of the March 2017 meeting was to present the preferred alternatives for SH 205. The latest schematic design for the SH 205 South Project was available for viewing. A total of 67 written comments were received during the comment period. Many of the commenters requested that TxDOT reconsider the design to minimize the ROW impacts for specific properties and to address access issues for the SH 205 South Project.

All meeting materials were made available in English and Spanish, and staff were available to provide translation services, as necessary. Notices for the public meeting were published in English in *The Dallas Morning News, Rockwall Herald-Banner, Rockwall County News,* and the *Terrell Tribune,* and were published in Spanish in *Al Dia.* Notices were published 30 days in advance for the July 2016 meetings and 15 days in advance for the March 2017 meeting. All comments and associated TxDOT responses from these meetings are available in the Public Meeting Documentation summaries (TxDOT, 2017m) which can be inspected at the TxDOT Dallas District Office.

Meeting with Affected Property Owners (MAPO)

A MAPO for the displacement of the Meyers Memorial was held in December 2017. The project team met with James Watson, Executive Director of Operations for Rockwall Independent School District (RISD) and Jim Lawson, Director of Maintenance for RISD, on Tuesday, December 19, 2017 at the Rockwall ISD Maintenance Building located at 1191 T.L. Townsend Drive in Rockwall. The proposed project would result in the displacement of the Meyers Memorial, which is located on RISD property just northwest of the intersection of SH 205 and Klutts Road. A draft exhibit showing the proposed design and impacts to the Meyers Memorial, in addition to a photosheet containing photographs of the memorial, were shown to the affected property owners. RISD said that they do not anticipate the relocation of the memorial to be a concern, but that RISD will present the subject to the board of directors and determine whether or not the board is amenable to relocating the Meyers Memorial. A MAPO Summary was completed and is available for review at the TxDOT Dallas District office, upon request.

Public Hearing

A public hearing for the SH 205 South project is planned for the summer of 2018, at a location to be determined, following approval for further processing of this EA document. A notice announcing the public hearing will be published in both English and Spanish in local newspapers, and a summary of the public hearing will be included in the Final EA.

8.0 ENVIRONMENTAL PERMITS, ISSUES, AND COMMITMENTS

The commitments that TxDOT has made to avoid, minimize, or otherwise mitigate adverse impacts of the proposed project are included in the Environmental Permits, Issues and Commitments (EPIC) sheet, which communicates permit issues and environmental commitments that must be incorporated into the Plans, Specifications, and Estimates (PS&E) design (i.e., final detailed design plans). This ensures that any construction contractor bidding on the construction contract for the proposed project is aware of the permits, impacts, and commitments relevant to the proposed project. Moreover, including these commitments in the EPIC sheet ensures that each prospective contractor is contractually obligated to carry out those commitments. After review and approval of the draft EPIC sheet, it would become part of the PS&E design plans.

The standard EPIC sheet includes prescribed commitments for all projects as well as space for project-specific commitments tailored to each project. The list below identifies only the project-specific commitments for the proposed SH 205 South Project.

EPIC Section I. Stormwater Pollution Prevention – Clean Water Act Section 402

1. City of Rockwall Phase II MS4 Contact Sarah Hager, EIT.
2. Rockwall County Phase II MS4 Contact David Davis, Emergency Management Coordinator.
3. Kaufman County Phase II MS4 Contact Kathy Morris, Public Works Director.
4. Action is required for all four standard control measures listed in the EPIC sheet.

EPIC Section II. Work in or near Streams, Waterbodies and Wetlands – Clean Water Act Sections 401 and 404

1. Nationwide Permit 14 - PCN not required:
    1) Unnamed Tributary to Bachelor Creek 1 – Station 31+50
    2) Unnamed Tributary to Bachelor Creek 2 – Station 47+00
    3) Bachelor Creek – Station 52+50
    4) Unnamed Tributary to Bachelor Creek 3 – Station 55+00
    5) Terry Creek – Station 176+50
    6) Little High Point Creek – Station 240+00
    7) Unnamed Tributary to Little Highpoint Creek 1 – Station 247+25
    8) Unnamed Tributary to Little Highpoint Creek 2 – Station 279+25
    9) High Point Creek – Station 322+00
    10) Unnamed Tributary to High Point Creek 1 – Station 366+00
    11) Unnamed Tributary to High Point Creek 1.1 – Station 367+00
    12) Unnamed Tributary to High Point Creek 1.2 – Station 368+00
    13) Unnamed Tributary to Berry Creek 1 – Station 425+00
    14) Berry Creek – Station 430+00
    15) Open Water 1 – Station 470+00
    16) Hackberry Creek – Station 471+50
    17) Brushy Creek – Station 522+50
    18) Unnamed Tributary to Brushy Creek 1 – Station 547+00
    19) Open Water 2 – Station 556+50
    20) Unnamed Tributary to Brushy Creek 2 – Station 599+50
    21) Unnamed Tributary to Long Branch 1 – Station 627+50
    22) Unnamed Tributary to Long Branch 2 – Station 654+00
    23) Unnamed Tributary to Long Branch 2.1 – Station 655+00
    24) Long Branch – Station 655+25
    25) Unnamed Tributary to Little Buffalo Creek 1 – Station 694+50
2. Nationwide Permit 14 - PCN required:
    1) Forested Wetland 1 – Station 52+50

2) Forested Wetland 2 – Station 53+00
3) Forested Wetland 3 – Station 54+00
4) Emergent Wetland 1 – Station 240+00
5) Emergent Wetland 2 – Station 256+50
6) Emergent Wetland 3 – Station 277+25
7) Forested Wetland 4 – Station 323+00
8) Emergent Wetland 4 – Station 366+50
9) Emergent Wetland 5 – Station 473+00
10) Emergent Wetland 6 – Station 521+50
11) Emergent Wetland 7 – Station 554+00
12) Emergent Wetland 8 – Station 627+00
13) Emergent Wetland 9 – Station 630+00
14) Forested Wetland 5 – Station 652+50
15) Unnamed Tributary to Long Branch 3 – Station 656+00

3. Recommended BMPs:
    1) Erosion: Temporary vegetation.
    2) Sedimentation: Silt fence.
    3) Post-Construction TSS: Vegetative filter strips.

EPIC Section III. Cultural Resources

1. Action is required. Per the THC, construction activities may not occur within the 25-foot buffer around the Chisholm Cemetery (Station 477+00).

EPIC Section IV. Vegetation Resources

1. No action required.

EPIC Section V. Federal Listed, Proposed Threatened, Endangered Species, Critical Habitat, State Listed Species, Candidate Species and Migratory Birds

1. Western Burrowing Owl could occur in the project area. In addition to complying with the MBTA, follow Bird BMPs:
    1) Prior to construction, perform daytime surveys for nests including under bridges and in culverts to determine if they are active before removal. Nests that are active should not be disturbed.
    2) Do not disturb, destroy, or remove active nests, including ground-nesting birds, during the nesting season.
    3) Avoid the removal of unoccupied, inactive nests, as practicable.
    4) Prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair.

   5) Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.
2. Plains Spotted Skunk could occur in the project area. Avoid harming the species if encountered, and avoid unnecessary impacts to dens.
3. Louisiana Pigtoe, Sandbank Pocketbook, Texas Pigtoe, and Texas Heelsplitter – Survey will be required within 6 months prior to the start of construction. Follow Freshwater Mussel BMPs:
   1) When work is in the water, survey project footprints for state-listed species where appropriate habitat exists;
   2) When work is in the water and mussels are discovered during surveys, relocate state-listed and SGCN mussels under TPWD authorization and implement Water Quality BMPs; and
   3) When work is adjacent to the water, Water Quality BMPs implemented as part of the SWPPP for a construction general permit or any conditions of the 401 water quality certification for the project will be implemented.
4. Water Quality BMPs, in addition to BMPs required for TCEQ Storm Water Pollution Prevention Plan and/or 401 water quality certifications:
   1) Minimize the use of equipment in streams and riparian area during construction. When possible, equipment access should be from banks, bridge decks, or barges; and
   2) When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.
5. Texas Garter Snake and Timber Rattlesnake could occur in the project area. Follow Terrestrial Reptile BMPs:
   1) Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible; if such measures are not feasible due to site conditions, utilize erosion control blankets or mats that contain no netting or contain loosely woven, natural fiber netting; plastic netting should be avoided to the extent practicable;
   2) For open trenches and excavated pits, install escape ramps at an angle of less than 45 degrees (1:1) in areas left uncovered; visually inspect excavation areas for trapped wildlife prior to backfilling;
   3) Inform contractors that if reptiles are found on project site, allow species to safely leave the project area.
   4) Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter where feasible.
   5) Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.
6. Alligator Snapping Turtle could occur in the project area. Follow Aquatic Reptile BMPs:
   1) Avoid harming the species if encountered.

2) Minimize impacts to wetland, temporary and permanent open water features, including depressions, and riverine habitats;
3) Maintain hydrologic regime and connections between wetlands and other aquatic features;
4) Use barrier fencing to direct animal movements away from construction activities and areas of potential wildlife-vehicle collisions in construction areas directly adjacent, or that may directly impact, potential habitat for the frog;
5) Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible; if hydromulching and/or hydroseeding are not feasible due to site conditions, using erosion control blankets or mats that contain no netting, or only contain loosely woven natural fiber netting is preferred; plastic netting should be avoided to the extent practicable;
6) Project specific locations (PSLs) proposed within state-owned ROW should be located in uplands away from aquatic features;
7) When working directly adjacent to the water, minimize impacts to shoreline basking sites (e.g. downed trees, sand bars, exposed bedrock) and overwinter sites (e.g., brush and debris piles, crayfish burrows) where feasible;
8) Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter, which may be refugia for terrestrial amphibians, where feasible;
9) Where gutters and curbs are part of the roadway design, where feasible install gutters that do not include the side box inlet and include sloped (i.e., mountable) curbs to allow small animals to leave the roadway. If this modification to the entire curb system is not possible, install sections of sloped curb on either side of the storm water drain for several feet to allow small animals to leave the roadway. Priority areas for these design recommendations are those with nearby wetlands or other aquatic features.
10) For projects that require acquisition of additional ROW and work within the new ROW is in water or will permanently impact a water feature, implement (1)-(9) above plus (11)-(13) below, where applicable:
11) For sections of roadway adjacent to wetlands or other aquatic features, install wildlife barriers that prevent climbing; barriers should terminate at culvert openings in order to funnel animals under the road; the barriers should be of the same length as the adjacent feature or 80 feet long in each direction, or whichever is the lesser of the two;
12) For culvert extensions and culvert replacement/installation, incorporate measures to funnel animals toward culverts such as concrete wingwalls and barrier walls with overhangs;
13) When riprap or other bank stabilization devices are necessary, placement should not impede the movement of terrestrial or aquatic wildlife through the water feature; where feasible, biotechnical streambank stabilization methods

using live native vegetation or a combination of vegetative and structural materials should be used.

7. Southern Crawfish Frog could occur in the project area. Follow Water Quality BMPs and Amphibian and Aquatic Reptile BMPs:
    1) Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.
    2) For projects within one mile of a known occupied location or observation of the species recorded from 1980 until the current year and suitable habitat is present, coordinate with TPWD.
    3) For new location roadway projects, coordinate with TPWD.
    4) For projects within existing ROW when work is in water or will permanently impact a water feature and potential habitat exists for the target species, implement (5)-(11) below.
    5) Maintain hydrologic regime and connections between wetlands and other aquatic features;
    6) Use barrier fencing to direct animal movements away from construction activities and areas of potential wildlife-vehicle collisions in construction areas directly adjacent, or that may directly impact, potential habitat for the frog;
    7) Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible; if hydromulching and/or hydroseeding are not feasible due to site conditions, using erosion control blankets or mats that contain no netting, or only contain loosely woven natural fiber netting is preferred; plastic netting should be avoided to the extent practicable;
    8) Project specific locations (PSLs) proposed within state-owned ROW should be located in uplands away from aquatic features;
    9) When working directly adjacent to the water, minimize impacts to shoreline basking sites (e.g. downed trees, sand bars, exposed bedrock) and overwinter sites (e.g., brush and debris piles, crayfish burrows) where feasible;
    10) Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter, which may be refugia for terrestrial amphibians, where feasible;
    11) Where gutters and curbs are part of the roadway design, where feasible install gutters that do not include the side box inlet and include sloped (i.e., mountable) curbs to allow small animals to leave the roadway. If this modification to the entire curb system is not possible, install sections of sloped curb on either side of the storm water drain for several feet to allow small animals to leave the roadway. Priority areas for these design recommendations are those with nearby wetlands or other aquatic features.
    12) For projects that require acquisition of additional ROW and work within the new ROW is in water or will permanently impact a water feature, implement (4)-(11) above plus (13)-(15) below, where applicable:

13) For sections of roadway adjacent to wetlands or other aquatic features, install wildlife barriers that prevent climbing; barriers should terminate at culvert openings in order to funnel animals under the road; the barriers should be of the same length as the adjacent feature or 80 feet long in each direction, or whichever is the lesser of the two;
14) For culvert extensions and culvert replacement/installation, incorporate measures to funnel animals toward culverts such as concrete wingwalls and barrier walls with overhangs;
15) When riprap or other bank stabilization devices are necessary, placement should not impede the movement of terrestrial or aquatic wildlife through the water feature; where feasible, biotechnical streambank stabilization methods using live native vegetation or a combination of vegetative and structural materials should be used.

EPIC Section VI. Hazardous Materials or Contamination Issues

1. The project involves reconstruction of three bridges along SH 205 that cross High Point Creek (Station 322+00), Little High Point Creek (Station 240+00), and Bachelor Creek (Station 52+50) that tested positive for LBP, which would require abatement. Any demolition or modification to these structures would be conducted in compliance with all applicable regulatory requirements. Any waste materials and construction debris containing ACM or LBP would be disposed of according to current disposal regulations of the TCEQ and EPA.
2. Any additional structures that would be demolished under the proposed project would be surveyed for ACM and LBP prior to demolition. TxDOT is responsible for completing the asbestos inspection.
3. An abandoned historic gas station is located at the western corner of SH 205 and Klutts Road (Station 450+00 and schematic owner ID R-535) and is a proposed displacement. It is likely that underground storage tanks remain on the site. It is undetermined if soil and/or groundwater contamination exists.

EPIC Section VII. Other Environmental Issues

1. Construction contractor is required to employ standard measures to control fugitive dust on construction sites.
2. Construction contractor is required to implement noise abatement measures such as work-hour controls and proper maintenance of equipment muffler systems.

9.0 CONCLUSION

The engineering, social, and environmental investigations conducted thus far indicate that the proposed project would have no significant impact on the quality of the human or natural environment. A FONSI is recommended for this proposed project.

10.0 REFERENCE

In addition to references placed in footnotes throughout this EA, the project-related TxDOT references listed below were also cited in the EA. These unpublished documents are on file with the TxDOT Dallas District.

TxDOT, 2018a. Community Impacts Assessment Technical Report Form (January 2018).

TxDOT, 2017b. Archeological Background Study (November 2017).

TxDOT, 2018c. Archeological Survey Report (April 2018).

TxDOT, 2017d. Project Coordination Request for Historical Studies Project (November 2017).

TxDOT, 2018e. Historic Resources Survey Report (February 2018).

TxDOT, 2017f. Water Resources Technical Report (December 2017).

TxDOT, 2017g. Biological Evaluation Form (November 2017).

TxDOT, 2017h. Tier I Site Assessment (December 2017).

TxDOT, 2017i. Air Quality Technical Report (December 2017).

TxDOT, 2017j. Hazardous Materials ISA Report (December 2017).

TxDOT, 2018k. Traffic Noise Technical Report (February 2018).

TxDOT, 2018l. Indirect and Cumulative Impact Analysis Technical Report (January 2018).

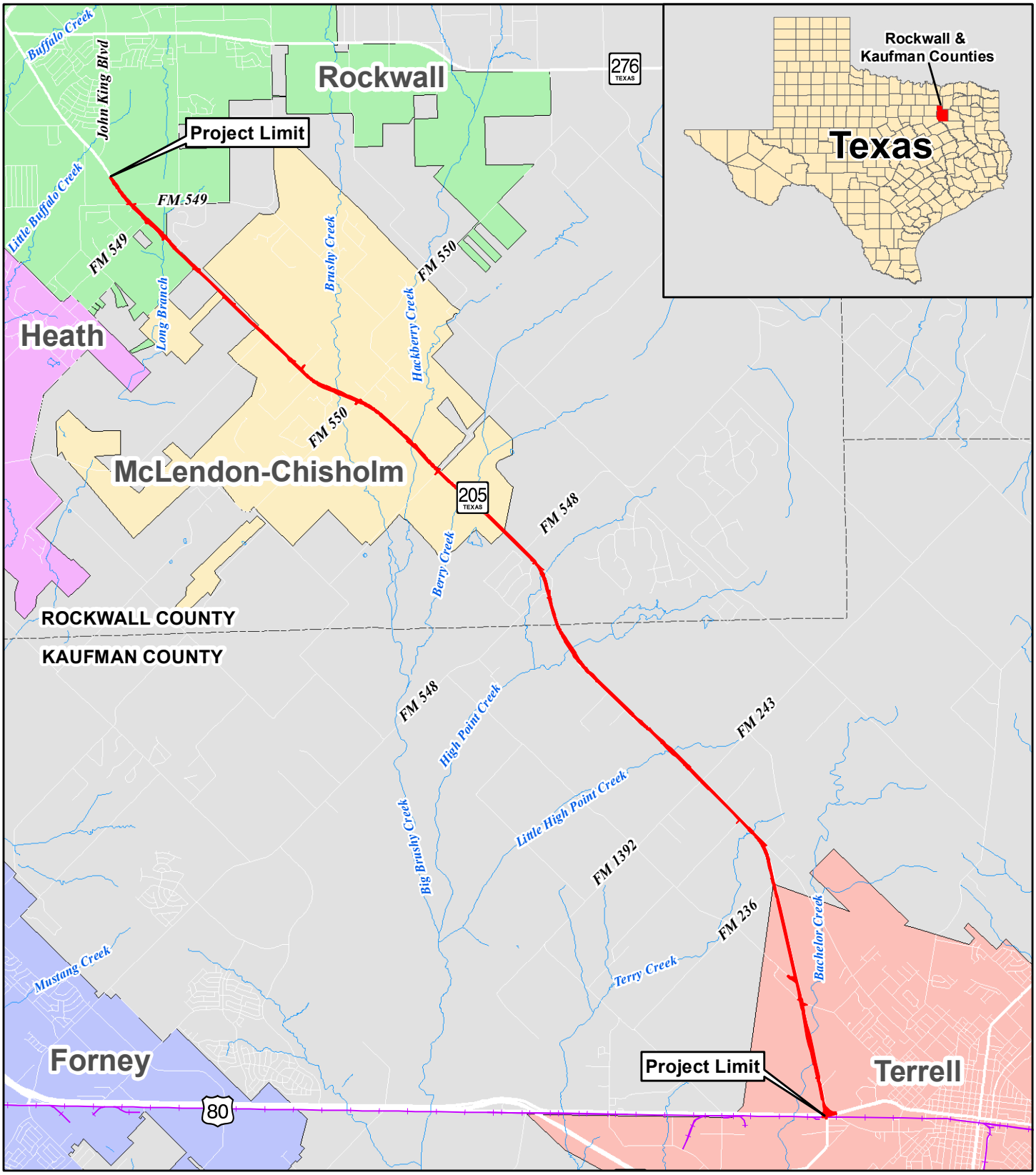
TxDOT, 2017m. Public Meeting Documentation (July 2016 & March 2017).

APPENDIX A - Project Location Maps

Project Vicinity Map

Project Location on Aerial Photograph Map

Project Location on USGS Topographic Map



Legend

- Project Footprint
- Railroad
- River/Creek
- County Line

Project Vicinity Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
CSJs: 0451-01-053, 0451-02-028

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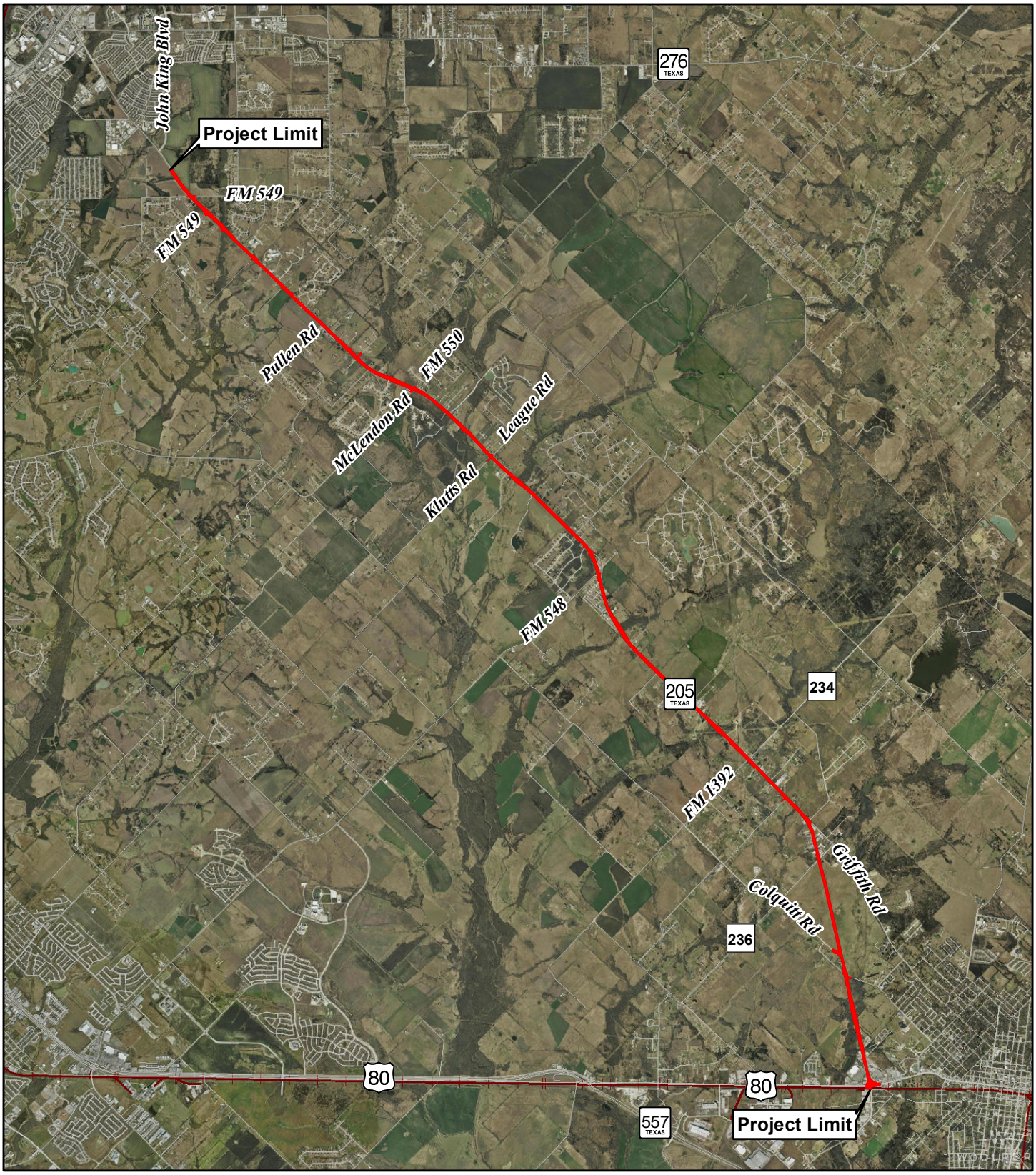
SCALE IN MILES

Data Source: TxDOT & NCTCOG



Legend

Project Footprint

Railroad

Project Location on Aerial Photograph Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

N
W E
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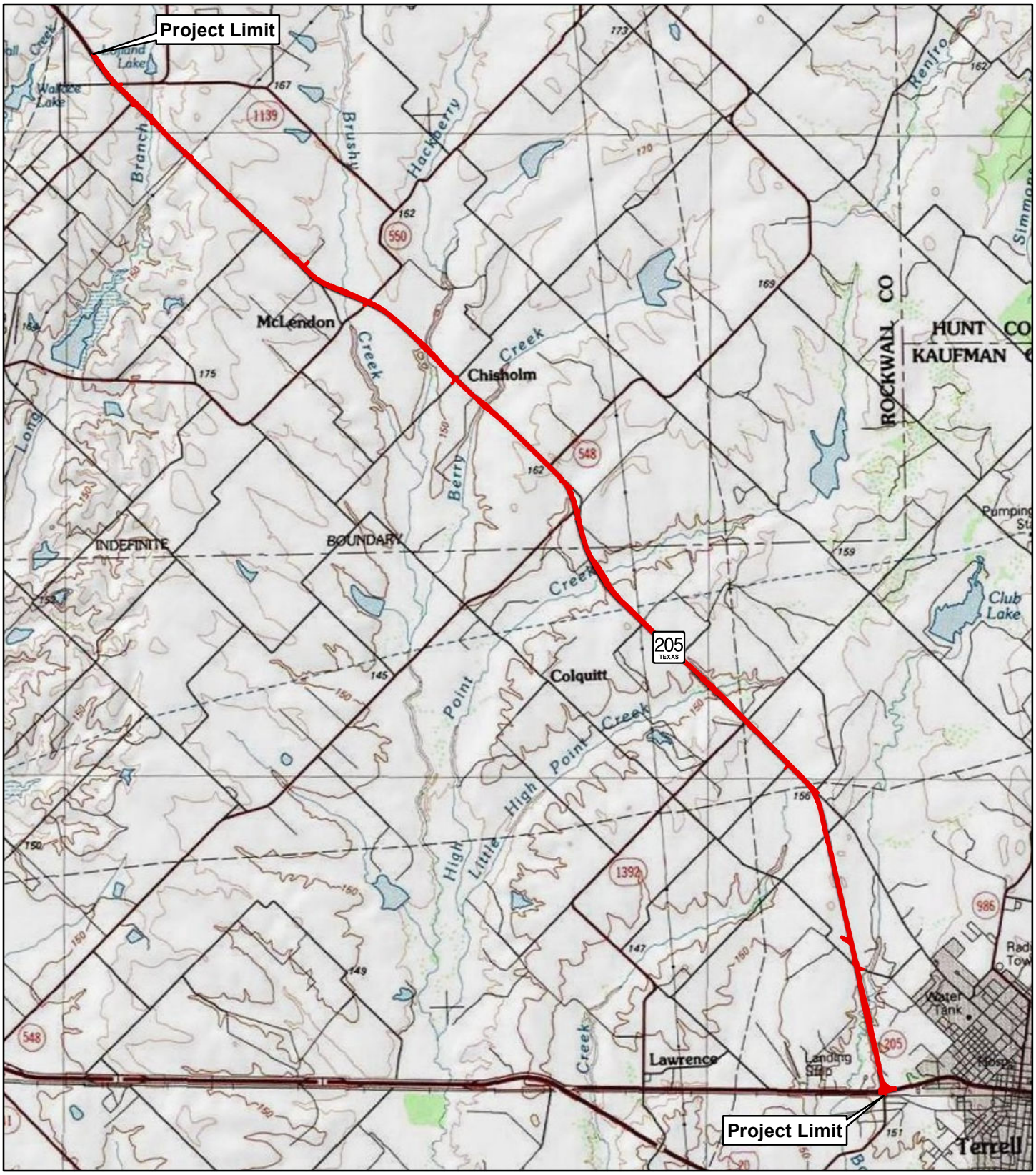
0 1.5 3

SCALE IN MILES

Source / Year of Aerial Photograph: NCTCOG / 2015



Legend

Project Footprint

Project Location on USGS Topographic Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

N
W E
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0 1.5 3

SCALE IN MILES

Data Source: Esri (seamless USGS Topographic Maps enhanced by National Geographic Society)

APPENDIX B - Project Area Photographs

Photograph 1: View of the existing SH 205 roadway at the northern project terminus south of John King Boulevard. View is to the southeast.

Photograph 2: View of the McLendon-Chisholm Cemetery located adjacent to the existing SH 205 roadway. The proposed project would not impact the cemetery. View is to the southwest.

Photograph 3: View of the existing SH 205 roadway adjacent to the McLendon-Chisholm Cemetery south of FM 550. View is to the southeast.

Photograph 4: View of the McLendon-Chisholm Fire Station 1 that is adjacent to the existing SH 205 roadway. The fire station is a proposed displacement. View is to the southwest.

Photograph 5: View of an abandoned historic gas station which was observed at the western corner of SH 205 and Klutts Rd (STA 450+00 and Schematic Owner ID R-535). This site is a proposed displacement. Based on the former use of the site, the potential that USTs remain in place and the site being a displacement, this site is considered a high environmental risk.

Photograph 6: View of the existing SH 205 roadway at the Kaufman County Line. View is to the southwest.

Photograph 7: View of Stovall Used Cars that is adjacent to the existing SH 205 roadway. The building shown is a proposed displacement. View is to the northwest.

Photograph 8: View of the existing SH 205/Griffith Road intersection. View is to the northeast.

Photograph 9: View of an AT&T cable utility structure that is adjacent to the existing SH 205 roadway. The structure is a proposed displacement. View is to the east.

Photograph 10: View of the existing on ramp to SH 205 from westbound US 80 that is proposed to be removed. View is to the east.

Photograph 11: View of the existing SH 205/US 80 interchange at the southern project terminus. View is to the southwest.

APPENDIX C - Plan View Design Map

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SH 205 - SOUTH: PLAN VIEW DESIGN

THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE DESIGN SCHEMATIC

--PRELIMINARY--

FOR ENVIRONMENTAL DOCUMENT REVIEW ONLY

LEGEND:

SH 205 CENTERLINE

Map Scale: 1 Inch = 5000 FT
Map Date: 05/08/2018

Source/Date of Aerial Basemap: NCTCOG/2015

SH 205 - SOUTH PROJECT

From: US 80 in Terrell
To: Jct SH 205/John King (S Goliad St)
CSJs: 0451-01-053, 0451-02-028
Kaufman and Rockwall Counties, TX

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Design
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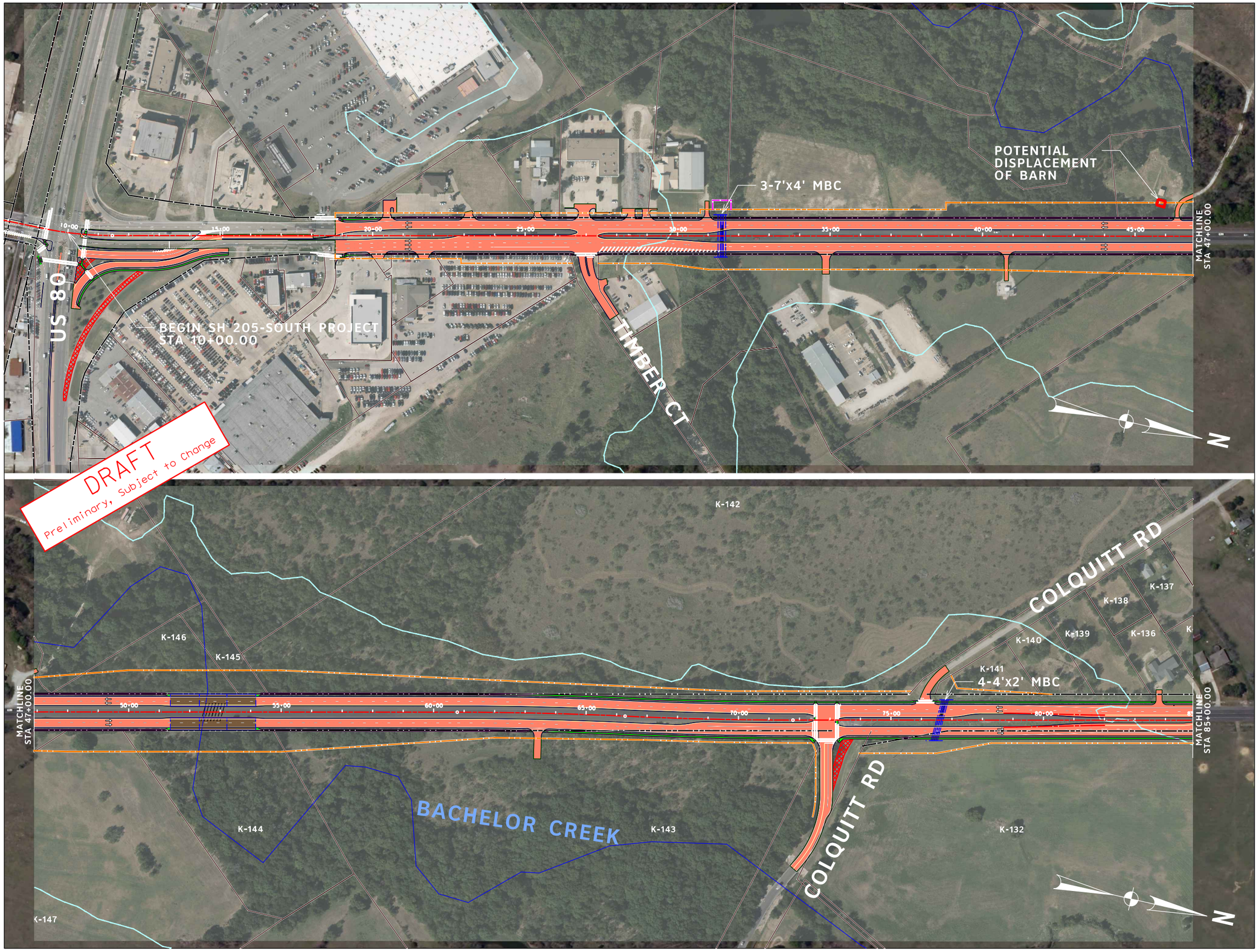

Texas Department of Transportation

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SH 205 - SOUTH: PLAN VIEW DESIGN

THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE DESIGN SCHEMATIC

--PRELIMINARY--

FOR ENVIRONMENTAL DOCUMENT REVIEW ONLY

LEGEND:

- EXISTING ROW
- EXISTING PROPERTY LIMITS
- PROPOSED CULVERT
- PROPOSED SH 205 BASELINE
- PROPOSED ROW
- PROPOSED EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- DIRECTION OF TRAVEL
- PROPOSED BRIDGE
- PROPOSED PAVEMENT
- PROPOSED SIDEWALK
- POTENTIAL DISPLACEMENTS
- PAVEMENT / BRIDGE TO BE REMOVED

Map Scale: 1 Inch = 300 FT
Map Date: 05/08/2018

Source/Date of Aerial Basemap: NCTCOG/2015

SH 205 - SOUTH PROJECT

From: US 80 in Terrell
To: Jct SH 205/John King (S Goliad St)
CSJs: 0451-01-053, 0451-02-028
Kaufman and Rockwall Counties, TX

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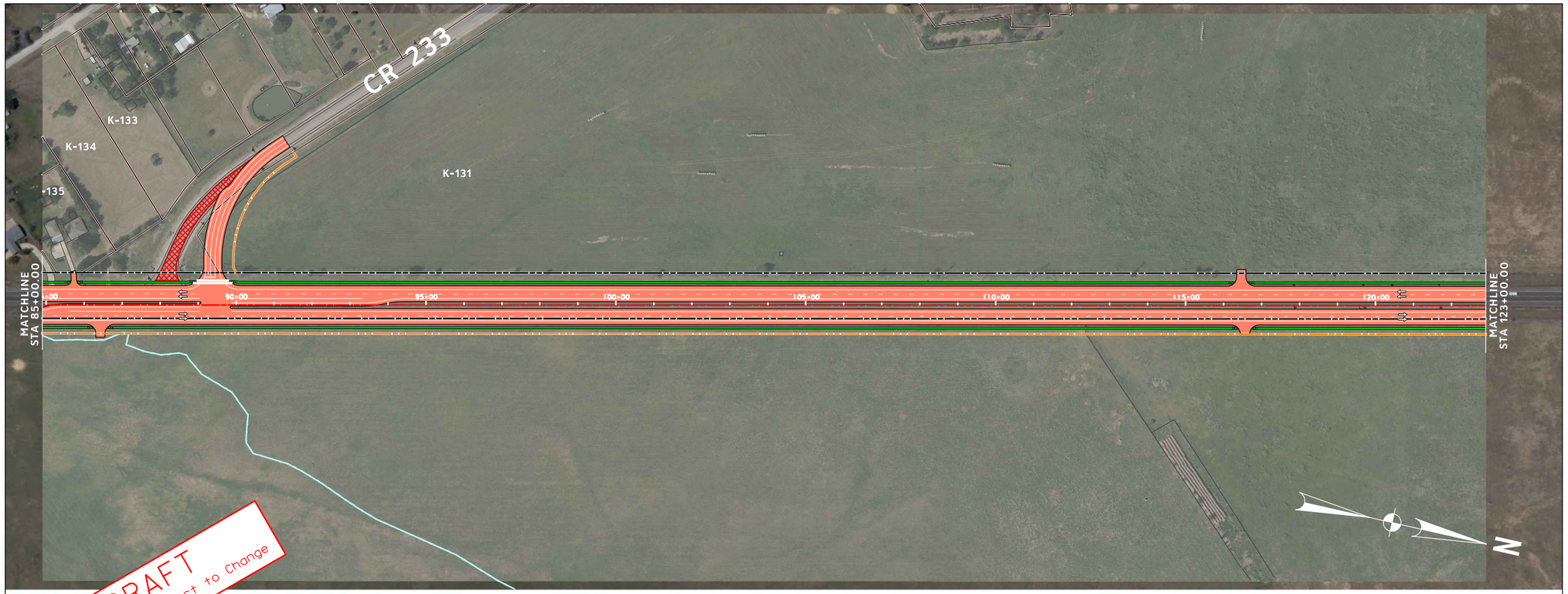

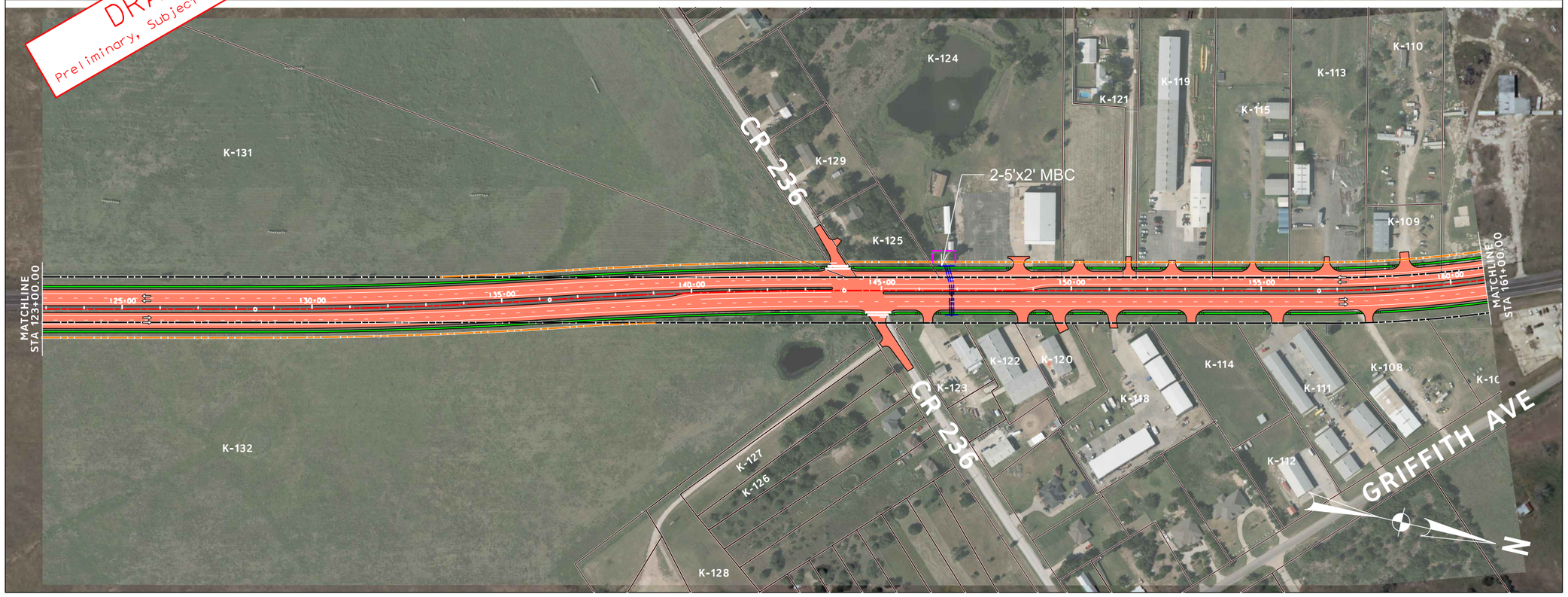

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SH 205 - SOUTH: PLAN VIEW DESIGN

THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE DESIGN SCHEMATIC

--PRELIMINARY--

FOR ENVIRONMENTAL DOCUMENT REVIEW ONLY

LEGEND:

- EXISTING ROW
- EXISTING PROPERTY LIMITS
- PROPOSED CULVERT
- PROPOSED SH 205 BASELINE
- PROPOSED ROW
- PROPOSED EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
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Map Scale: 1 Inch = 300 FT
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CSJs: 0451-01-053, 0451-02-028
Kaufman and Rockwall Counties, TX

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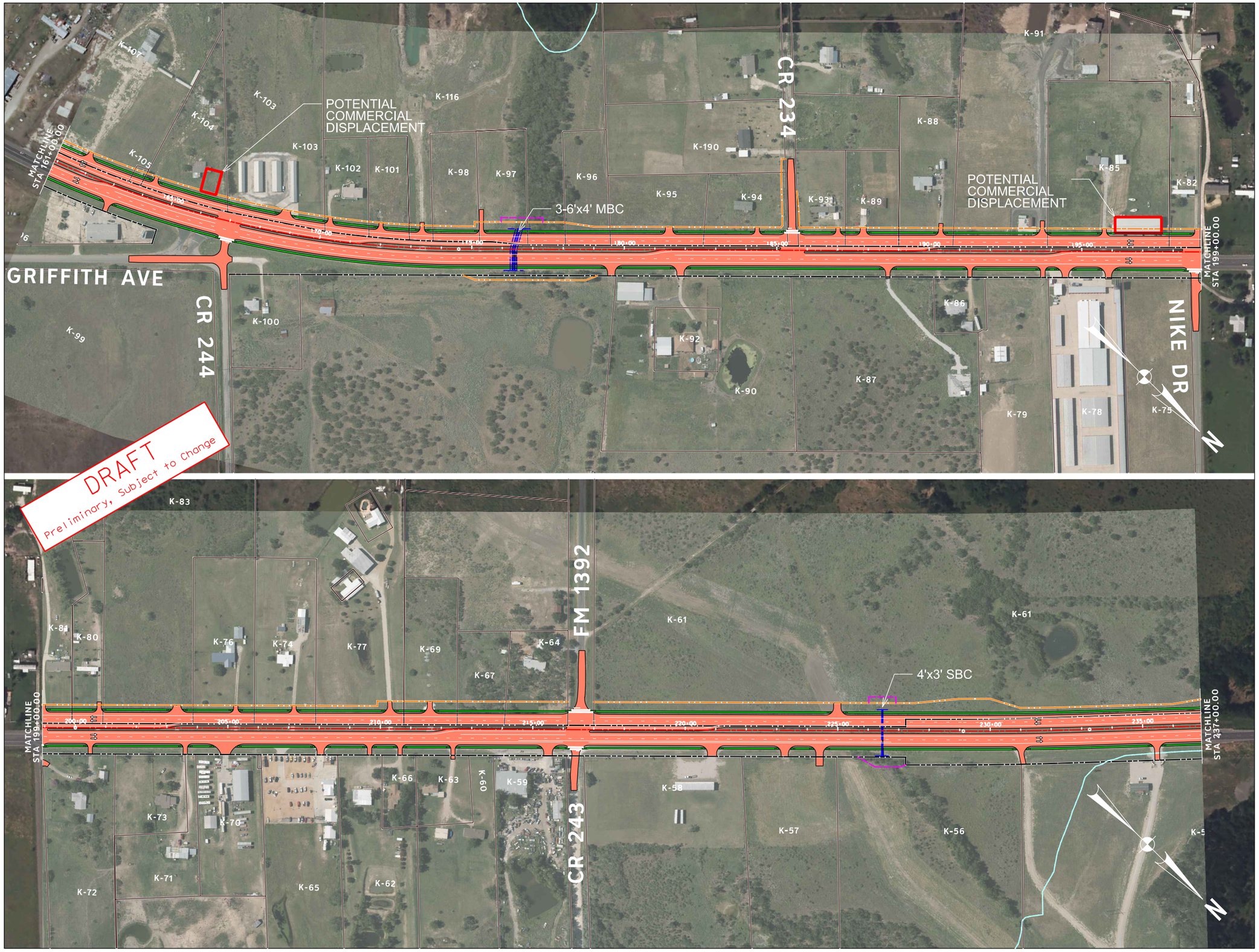

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To: Jct SH 205/John King (S Goliad St)
CSJs: 0451-01-053, 0451-02-028
Kaufman and Rockwall Counties, TX

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SH 205 - SOUTH: PLAN VIEW DESIGN

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Map Date: 05/08/2018

Source/Date of Aerial Basemap: NCTCOG/2015

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To: Jct SH 205/John King (S Goliad St)
CSJs: 0451-01-053, 0451-02-028
Kaufman and Rockwall Counties, TX

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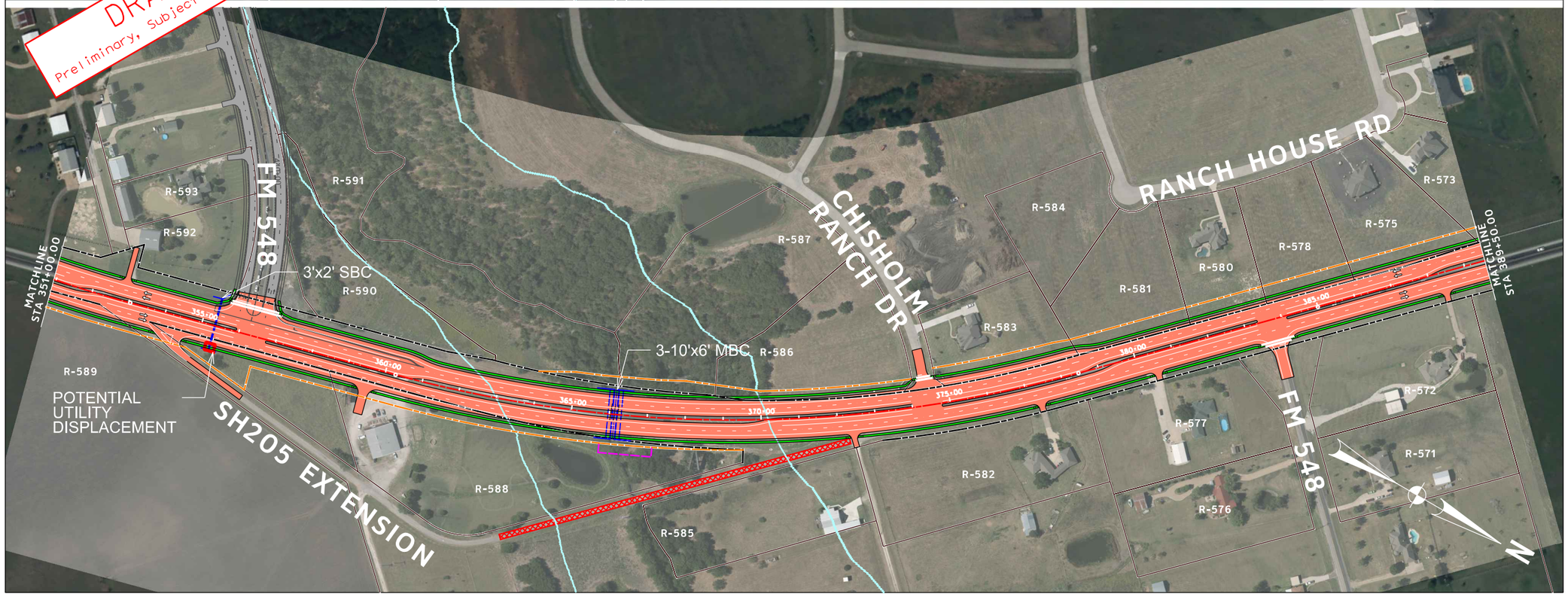
Preliminary, Subject to Change



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SH 205 - SOUTH: PLAN VIEW DESIGN

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Map Scale: 1 Inch = 300 FT
Map Date: 05/08/2018

Source/Date of Aerial Basemap: NCTCOG/2015

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To: Jct SH 205/John King (S Goliad St)
CSJs: 0451-01-053, 0451-02-028
Kaufman and Rockwall Counties, TX

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Map Scale: 1 Inch = 300 FT
Map Date: 05/08/2018

Source/Date of Aerial Basemap: NCTCOG/2015

SH 205 - SOUTH PROJECT

From: US 80 in Terrell
To: Jct SH 205/John King (S Goliad St)
CSJs: 0451-01-053, 0451-02-028
Kaufman and Rockwall Counties, TX

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SH 205 - SOUTH: PLAN VIEW DESIGN

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Map Date: 05/08/2018

Source/Date of Aerial Basemap: NCTCOG/2015

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Kaufman and Rockwall Counties, TX

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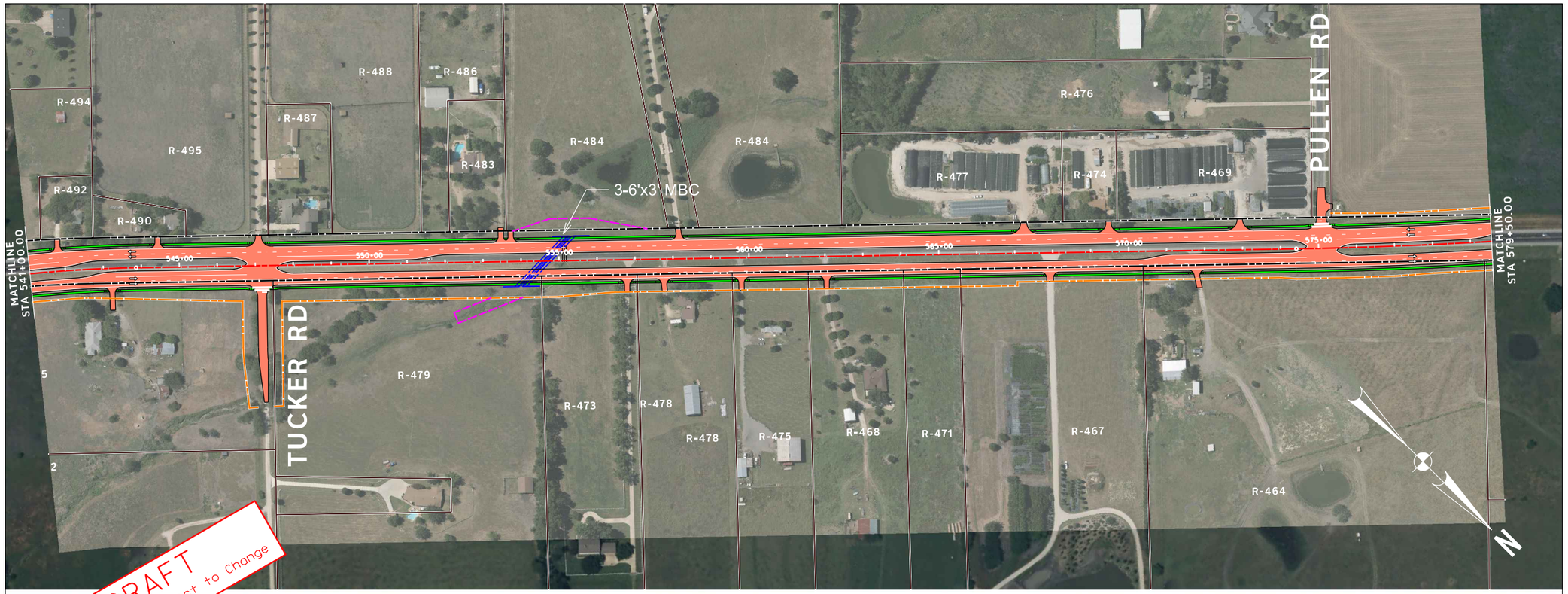

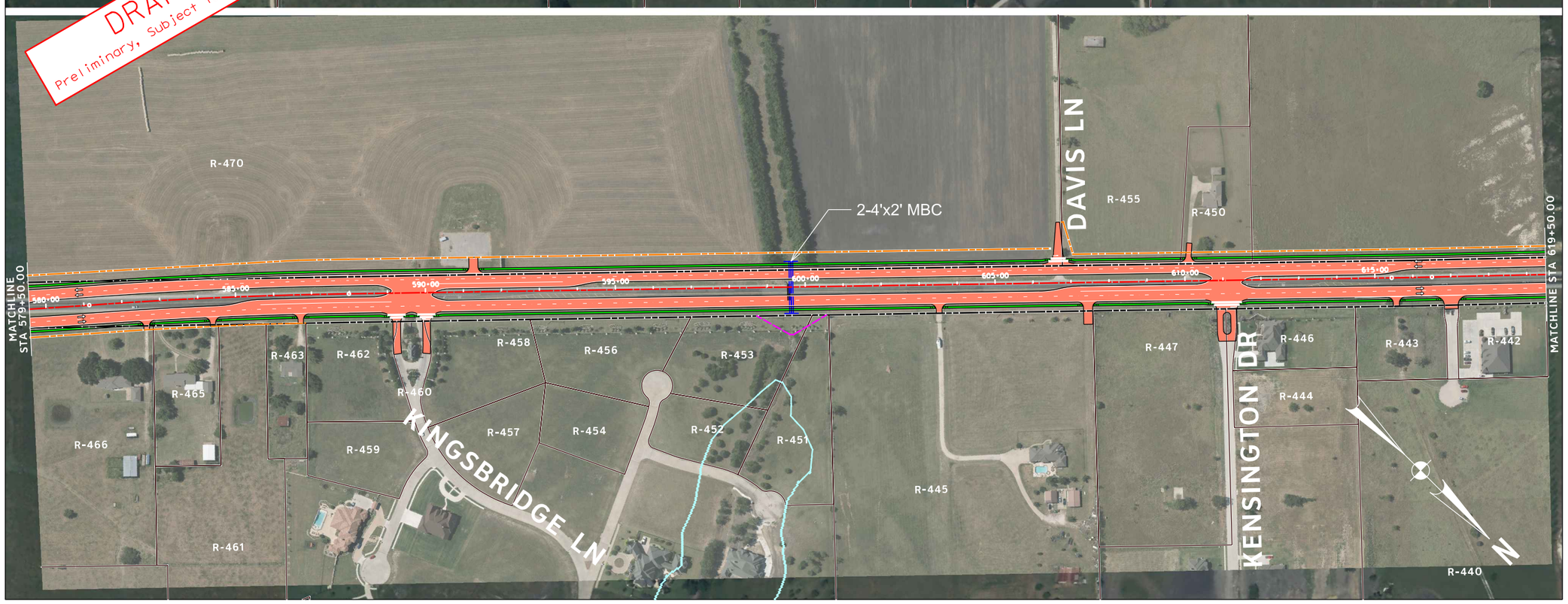

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SH 205 - SOUTH: PLAN VIEW DESIGN

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CSJs: 0451-01-053, 0451-02-028
Kaufman and Rockwall Counties, TX

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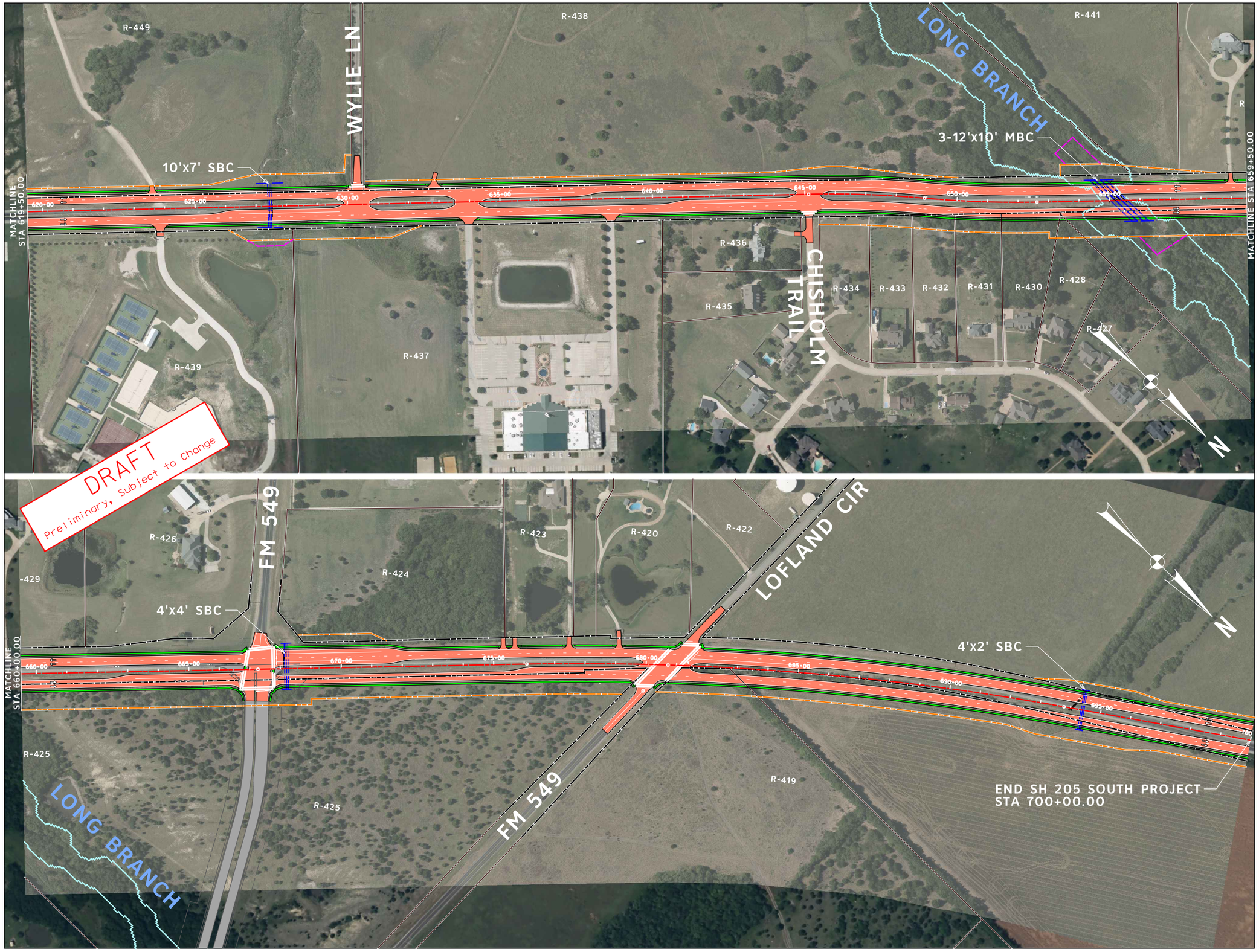

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Map Scale: 1 Inch = 300 FT
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Source/Date of Aerial Basemap: NCTCOG/2015

SH 205 - SOUTH PROJECT

From: US 80 in Terrell
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CSJs: 0451-01-053, 0451-02-028
Kaufman and Rockwall Counties, TX

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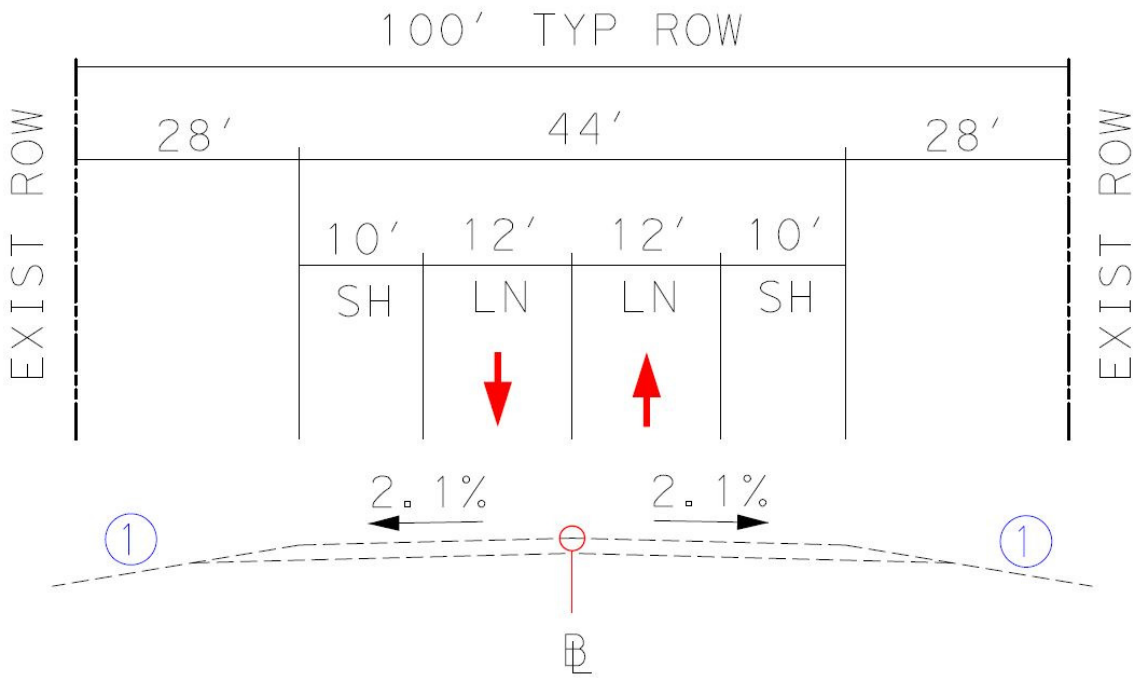
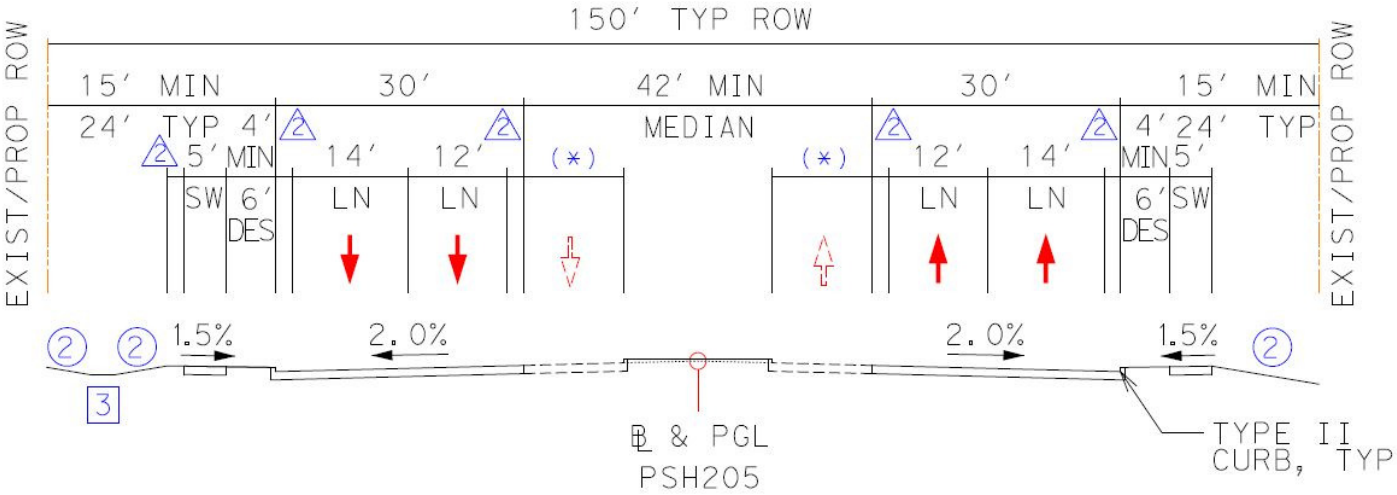
APPENDIX D - Project Typical Sections



Existing SH 205 Typical Section



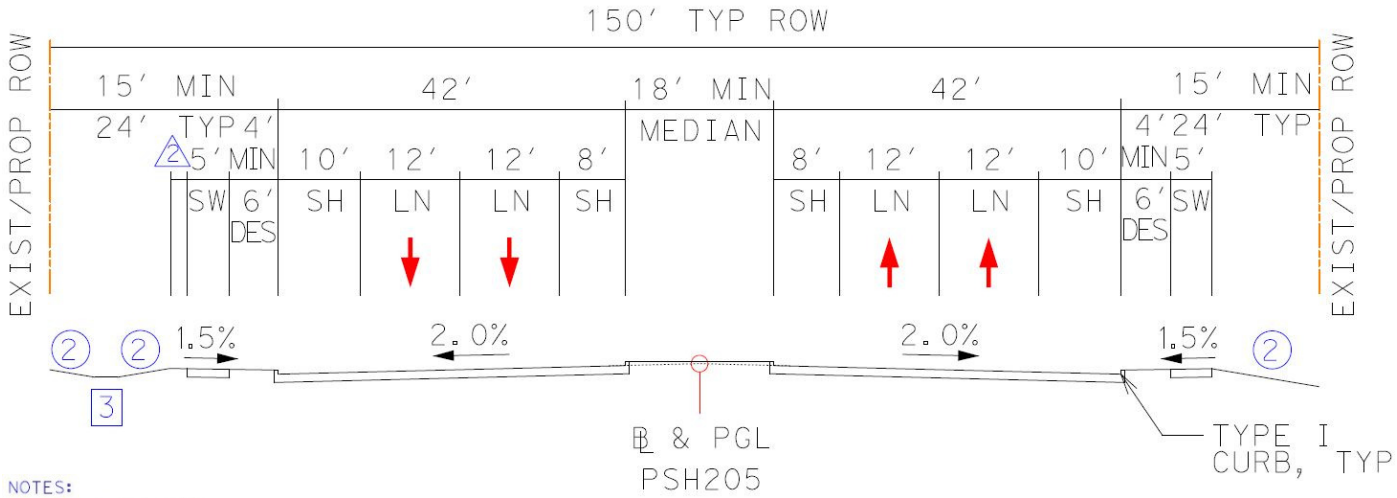
NOTES:

1. 6:1 DESIRABLE
   4:1 MAX
2. 4:1 DESIRABLE
   3:1 MAX
2. 2' OFFSET
(*) FUTURE 12' LANE
3. DITCHES PROVIDED ON AN AS NEEDED BASIS BASED ON GRADING

Proposed SH 205 Typical Section

From US 80 to North of Colquitt Road
From South of Klutts Road to FM 549

Project Typical Sections
SH 205 South Project
From US 80 in Terrell to Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028



NOTES:

① 6:1 DESIRABLE
4:1 MAX

② 4:1 DESIRABLE
3:1 MAX

△2 2' OFFSET

(*) FUTURE 12' LANE

[3] DITCHES PROVIDED ON AN AS NEEDED BASIS BASED ON GRADING

Proposed SH 205 Typical Section

From North of Colquitt Road to South of Klutts Road

***Pavement would be restriped to accommodate 6 future lanes for the ultimate phase of construction.**

Project Typical Sections
SH 205 South Project
From US 80 in Terrell to Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

APPENDIX E - Plan and Program Excerpts

2040 MTP Excerpt

FY 2017-2020 TIP Excerpts

Mobility 2040
Regionally Significant Arterials

County	MTP ID		Facility	From Street	To Street	2017 Lanes	2027 Lanes	2037 Lanes	2040 Lanes	YOE Cost *
Johnson	RSA1-	1.465.425	FM 157	Chambers Street	Main Street	2	2	4	4	$ 60.17
Johnson	RSA1-	1.370.250	FM 731	Retta Road	Wilshire Blvd	4	6	6	6	$ 18.67
Johnson	RSA1-	1.370.275	FM 731 John Jones Drive	.2 Mile West Of SH 174	SH 174 Wilshire Blvd	4	4	6	6	$ 1.22
Johnson	RSA1-	2.740.275	FM 917	CR 617 Jessica Drive	.3 Mile North Of CR 518	2	4	4	4	$ 4.52
Johnson	RSA1-	2.740.300	FM 917	.3 Mile North Of CR 518	Heritage Parkway	4	6	6	6	$ 11.42
Johnson	RSA1-	1.200.300	SH 171	US 377	Lancaster Street	2	2/2	2/2	2/2	$ 2.44
Johnson	RSA1-	1.200.310	SH 171	Lancaster Street	.14 Mile Southeast Of Lancaster Street	2	2/2	2/2	2/2	$ 0.79
Johnson	RSA1-	1.385.310	SH 174 Broadway Street	FM 917	McMillain Street	4	4	6	6	$ 2.44
Johnson	RSA1-	1.385.275	SH 174 Wilshire Blvd	FM 731	Main St Old Hwy	4	4	6	6	$ 22.83
Johnson	RSA1-	2.815.250	US 67	Park Road	.3 Mile East Of CR 1123	2	4	4	4	$ 12.49
Johnson	RSA1-	2.815.275	US 67	.3 Mile East Of CR 1123	Henderson Street	1/1	2/2	2/2	2/2	$ 3.88
Kaufman	RSA1-	1.715.550	SH 205	(Local) Dower Drive	0.2 Mile North Of US 80	2	4	6	6	$ 86.02
Kaufman	RSA1-	1.715.610	SH 205	0.2 Mile N Of US 80	US 80	4	4	6	6	$ 1.58
Kaufman	RSA1-	1.840.425	SH 34	SH 34	CR 319 Flowers Lane	2	2	4	4	$ 49.90
Kaufman	RSA1-	1.840.450	SH 34	CR 319 Flowers Lane	Tanger Drive	4	4	4	4	$ 19.08
Kaufman	RSA1-	1.840.475	SH 34	Tanger Drive	SH 243 Mulberry Street	2	2	4	4	$ 61.39
Kaufman	RSA1-	1.840.550	SH 34	Washington Street	.33 West Of Washington Street	2	4	6	6	$ 11.78
Kaufman	RSA1-	1.840.575	SH 34	.33 West Of Washington Street	CR 4094	2	2	4	4	$ 20.53
Kaufman	RSA1-	1.840.600	SH 34	CR 4094	Stewart St	2	2	4	4	$ 43.58
Kaufman	RSA1-	1.840.610	SH 34	Stewart Street	.4 Mile South Of Stewart Street	2	2	4	4	$ 3.09
Kaufman	RSA1-	1.840.620	SH 34	.4 Mile South Of Stewart Street	FM 148	2	2	4	4	$ 2.15
Kaufman	RSA1-	1.840.630	SH 34	FM 148	.3 Mile Northeast Of CR 4092 / CR 4083	2	2	4	4	$ 3.66
Kaufman	RSA1-	1.840.640	SH 34	.3 Mile Northeast Of CR 4092 / CR 4083	FM 2451	2	2	4	4	$ 79.55
Kaufman	RSA1-	1.840.490	SH 34 Bypass	Mulberry Street	US 175	4	4	6	6	$ 9.84
Kaufman	RSA1-	1.840.525	SH 34 Bypass	US 175	.33 West Of Washington Street	4	4	6	6	$ 14.36
Parker	RSA1-	1.230.200	Center Point Drive	Ft Worth Hwy US 180	IH 20	2	4	4	4	$ 4.70
Parker	RSA1-	1.230.175	Eastern Loop	FM 730	US 180	0	4	4	4	$ 29.44
Parker	RSA1-	2.495.300	Eastern Loop	FM 51	FM 730	0	4	4	4	$ 56.15
Parker	RSA1-	2.545.240	FM 1187	Oak Street	Walnut Street	2	4	4	4	$ 0.29
Parker	RSA1-	2.545.250	FM 1187	Oak Street	Maverick Street	2	2	2/2	2/2	$ 2.01
Parker	RSA1-	2.545.275	FM 1187	Maverick Street	.54 Mile North Of US 377	2	4	4	4	$ 50.69
Parker	RSA1-	2.545.275	FM 1187	Maverick Street	US 377	2	4	4	4	$ 50.69
Parker	RSA1-	1.190.200	Ric Williamson Memorial Hwy	FM 920	Garner Road	2	4	4	4	$ 10.99
Parker	RSA1-	1.190.250	Ric Williamson Memorial Hwy	Greenwood Road	IH 20	2	4	4	4	$ 14.65
Parker	RSA1-	2.495.200	Ric Williamson Memorial Hwy	FM 920	FM 51	2	4	4	4	$ 8.54
Rockwall	RSA1-	1.710.200	FM 740	SH 205 Goliad Street	Heathland Crossing	4	4	4	4	$ 16.10
Rockwall	RSA1-	1.710.225	FM 740	Heathland Crossing	Hubbard Drive	2	4	4	4	$ 12.64
Rockwall	RSA1-	1.710.240	FM 740	FM 1140	FM 550	2	4	4	4	$ 12.50
Rockwall	RSA1-	1.720.350	John King Blvd	IH 30	SH 276	4	4	4	6	$ 4.60
Rockwall	RSA1-	1.742.250	Outer Loop	FM 2755	IH 30	0	2	2	2/2	$ 49.97
Rockwall	RSA1-	1.715.225	SH 205	John King Blvd	FM 552	2	4	6	6	$ 13.64
Rockwall	RSA1-	1.715.325	SH 205	.2 Mile South Of Heath Street	Alamo Road	2/2	2/2	3/3	3/3	$ 0.29
Rockwall	RSA1-	1.715.350	SH 205	Alamo Road	Kaufman Street	2/2	2/2	3/3	3/3	$ 0.50
Rockwall	RSA1-	1.715.500	SH 205	Pullen Road	FM 548	2	4	6	6	$ 46.67
Rockwall	RSA1-	1.715.525	SH 205	FM 548	2.3 Mile Northwest Of FM 1392	2	4	6	6	$ 12.35
Rockwall	RSA1-	1.715.250	SH 205 Goliad Street	FM 552	Los Altos Drive	2	4	6	6	$ 23.41
Rockwall	RSA1-	1.715.275	SH 205 Goliad Street	Los Altos Drive	Live Oak Street	4	4	6	6	$ 1.01
Rockwall	RSA1-	1.715.300	SH 205 Goliad Street	Live Oak Street	.2 Mile South Of Heath Street	2	4	6	6	$ 6.03
Rockwall	RSA1-	1.715.450	SH 205 Goliad Street	.4 Mile South Of Ralph Hall Parkway	.4 Mile North Of Mims Road	4	4	6	6	$ 1.22
Rockwall	RSA1-	1.715.475	SH 205 Goliad Street	.4 Mile North Of Mims Road	Pullen Road	2	4	6	6	$ 45.38
Rockwall	RSA1-	2.375.225	SH 276	SH 205 Goliad Street	FM 549	2	4	4	6	$ 25.27
Rockwall	RSA1-	2.375.250	SH 276	FM 549	Rochelle Road	2	6	6	6	$ 1.12
Rockwall	RSA1-	2.375.275	SH 276	Rochelle Road	Rochelle Road	2	6	6	6	$ 0.14
Rockwall	RSA1-	2.375.300	SH 276	Rochelle Road	Munson Road	2	6	6	6	$ 1.12
Rockwall	RSA1-	2.375.325	SH 276	Munson Road	E Highline Drive	2	6	6	6	$ 0.14
Rockwall	RSA1-	2.375.350	SH 276	E Highline Dr	Honey Creek Road	2	6	6	6	$ 2.01
Rockwall	RSA1-	2.370.700	SH 66	Clark Street	John King Blvd	2	4	4	4	$ 6.10
Rockwall	RSA1-	2.370.750	SH 66	John King Blvd	Ben Payne Road	2	4	4	4	$ 52.77

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	DALLAS	0442-02-159	IH 35E	E,R	DALLAS	TXDOT-DALLAS

LIMITS FROM: IH 20
LIMITS TO: US 67
TIP DESCRIPTION: CONSTRUCT FROM 0 TO 1 REVERSIBLE EXPRESS LANES (ULTIMATE)
REMARKS:

REV DATE: 07/2016
MPO PROJECT ID: 55094
MTP REFERENCE: FT1-7.90.1, FT3-007

Project History:

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	ROCKWALL	0451-01-053	SH 205	E	ROCKWALL	TXDOT-DALLAS

LIMITS FROM: SOUTH OF FM 548
LIMITS TO: JCT SH 205/JOHN KING (S GOLIAD ST)
TIP DESCRIPTION: WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)
REMARKS: REVISE LIMITS

REV DATE: 11/2017
MPO PROJECT ID: 55071
MTP REFERENCE: RSA1-1.715.475, RSA1-1.715.500, RSA1-1.715.525

Project History: RELATED TO TIP 13038/CSJ 0451-05-901 AND TIP 55074/CSJ 0451-04-021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	KAUFMAN	0451-02-028	SH 205	E	TERRELL	TXDOT-DALLAS

LIMITS FROM: SOUTH OF FM 548
LIMITS TO: US 80
TIP DESCRIPTION: WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)
REMARKS:

REV DATE: 07/2016
MPO PROJECT ID: 55072
MTP REFERENCE: RSA1-1.715.550, RSA1-1.715.600, RSA1-1.715.610

Project History:

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	COLLIN	0451-03-013	SH 205	C,R	VARIOUS	TXDOT-DALLAS

LIMITS FROM: NORTH OF JOHN KING
LIMITS TO: SH 78
TIP DESCRIPTION: WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)
REMARKS: REMOVE ENGINEERING PHASE AND ADD ROW, UTILITIES AND CONSTRUCTION PHASES FROM APPENDIX D OF THE TIP/STIP

REV DATE: 08/2017
MPO PROJECT ID: 55073
MTP REFERENCE: RSA1-1.715.200

Project History: PART OF REGIONAL 10 YEAR PLAN

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	ROCKWALL	0451-04-021	SH 205	C,E	ROCKWALL	TXDOT-DALLAS

LIMITS FROM: JCT SH 205/JOHN KING (N GOLIAD ST)
LIMITS TO: NORTH OF JOHN KING (COLLIN COUNTY LINE)
TIP DESCRIPTION: WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)
REMARKS: REVISE LIMITS AND ADD CONSTRUCTION PHASE TO APPENDIX D OF THE TIP/STIP

REV DATE: 11/2017
MPO PROJECT ID: 55074
MTP REFERENCE: RSA1-1.715.200

Project History: RELATED TO TIP 13038/CSJ 0451-05-901 AND TIP 55071/CSJ 0451-01-053; PART OF REGIONAL 10 YEAR PLAN

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	ROCKWALL	0451-05-901	SH 205	C,E,R	ROCKWALL	TXDOT-DALLAS

LIMITS FROM: JCT SH 205/JOHN KING (S GOLIAD ST)
LIMITS TO: JCT SH 205/JOHN KING (N GOLIAD ST)
TIP DESCRIPTION: WIDEN 4 TO 6 LANE DIVIDED URBAN ROADWAY
REMARKS: ADD PROJECT TO APPENDIX D OF THE TIP/STIP

REV DATE: 11/2017
MPO PROJECT ID: 13038
MTP REFERENCE: NRSA1-DAL-194, RSA1-1.720.350

Project History: RELATED TO TIP 55071/CSJ 0451-01-053 AND TIP 55074/CSJ 0451-04-021; PART OF REGIONAL 10 YEAR PLAN

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	KAUFMAN	0495-00-000	VA	C	VARIOUS	KAUFMAN CO

LIMITS FROM: PLACEHOLDER FOR FUTURE PROGRAMMING
LIMITS TO:
TIP DESCRIPTION: PLACEHOLDER FOR FUTURE PROGRAMMING
REMARKS:

REV DATE: 07/2016
MPO PROJECT ID: 55011
MTP REFERENCE: F3-001

Project History:

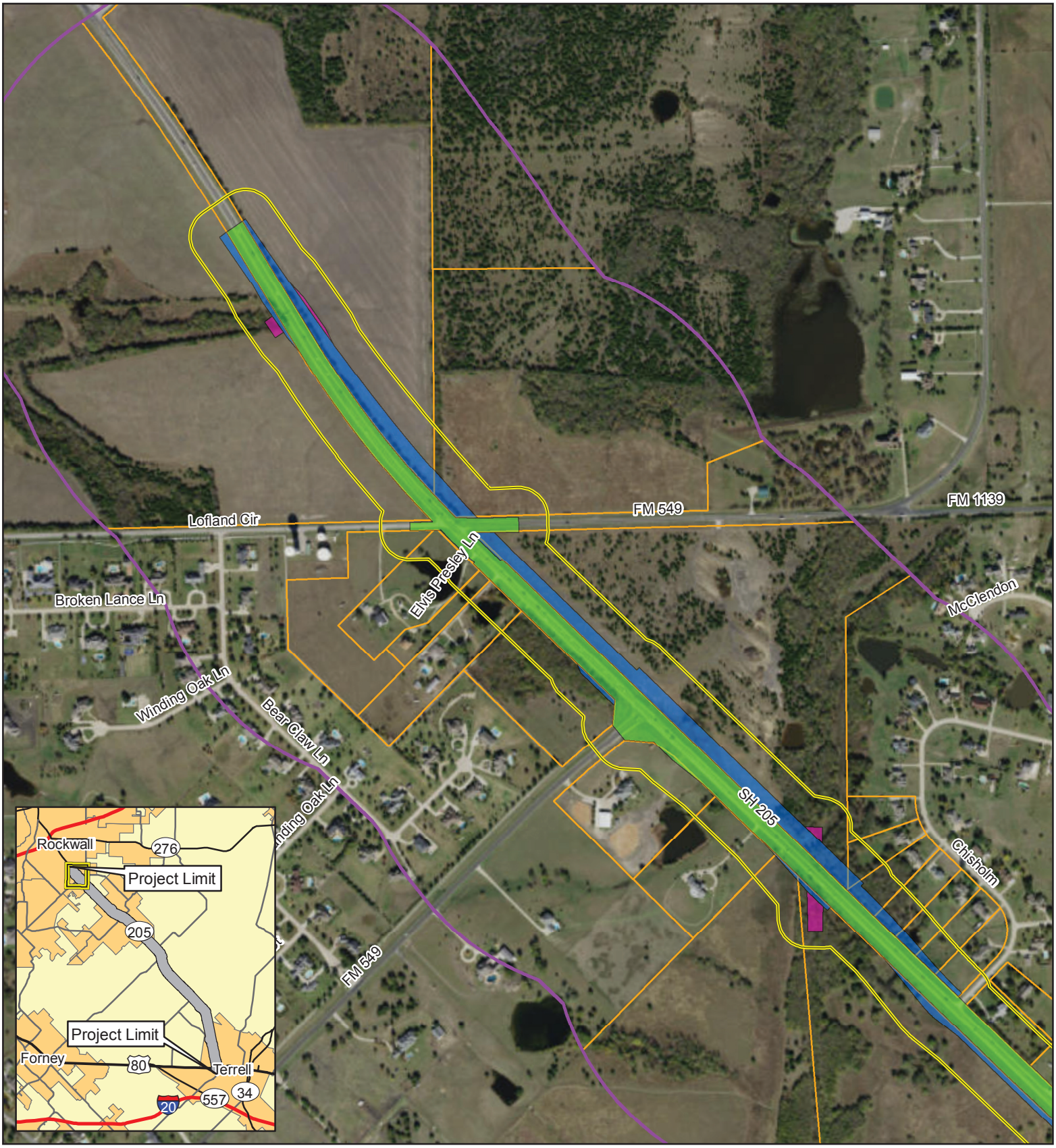
APPENDIX F - Resource-specific Maps

Historic-Age Resources Map

Water Features Map

Representative Noise Receiver Map

Reasonably Foreseeable Projects in RSA Map



Legend

- Existing ROW
- Proposed ROW
- Proposed Easement
- Parcel Boundary
- 1,300-ft Study Area
- 150-ft APE

Historic-Age Resources Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

Map Date: 1/31/2018

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0 500 1,000 Feet

Legend

- Existing ROW
- Proposed ROW
- Proposed Easement
- Parcel Boundary
- 1,300-ft Study Area
- 150-ft APE
- Historic-Age Resource

Historic-Age Resources Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

Map Date: 1/31/2018

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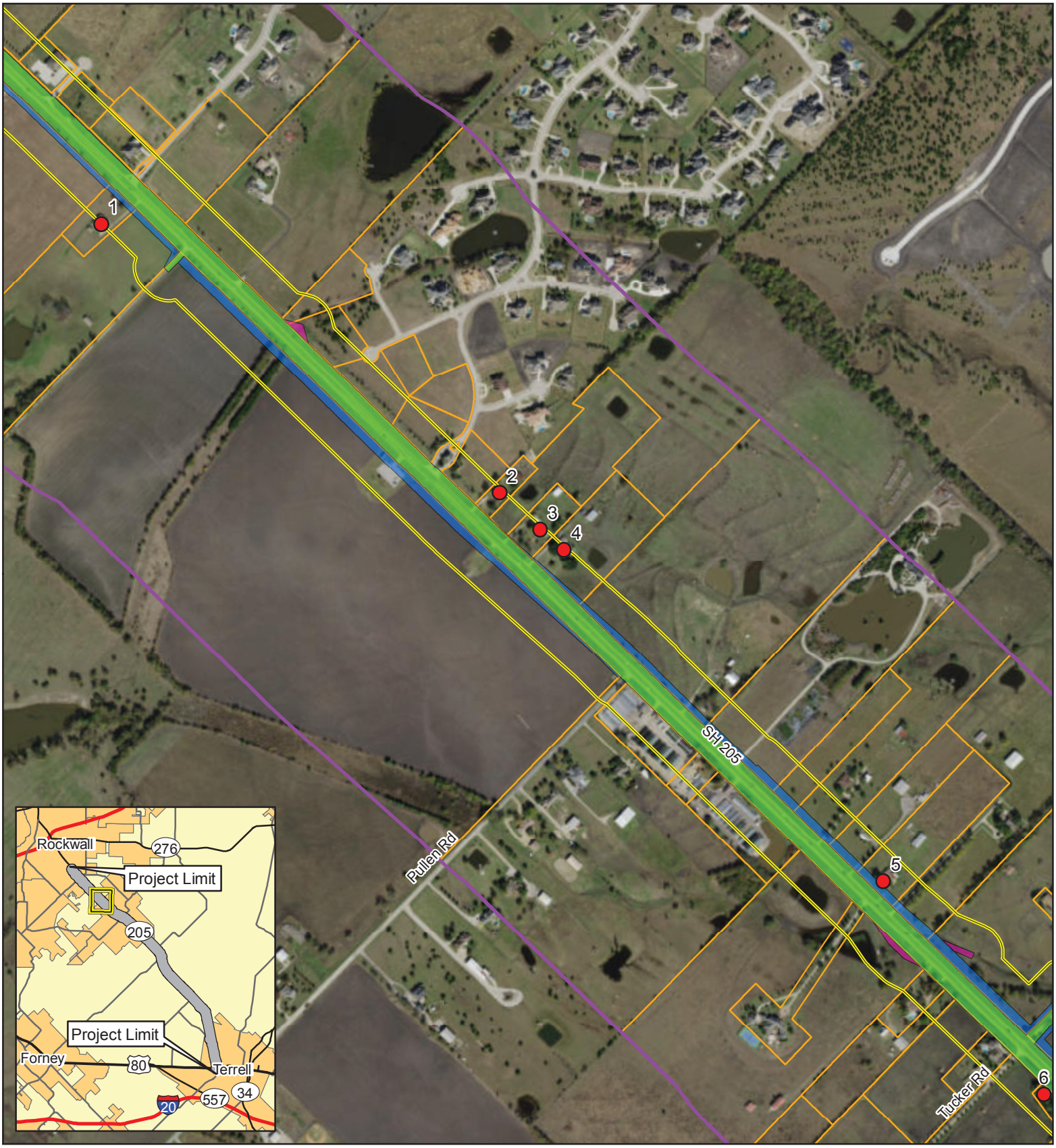

Legend

- Existing ROW
- Proposed ROW
- Proposed Easement
- Parcel Boundary
- 1,300-ft Study Area
- 150-ft APE
- Historic-Age Resource

Historic-Age Resources Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

Map Date: 1/31/2018

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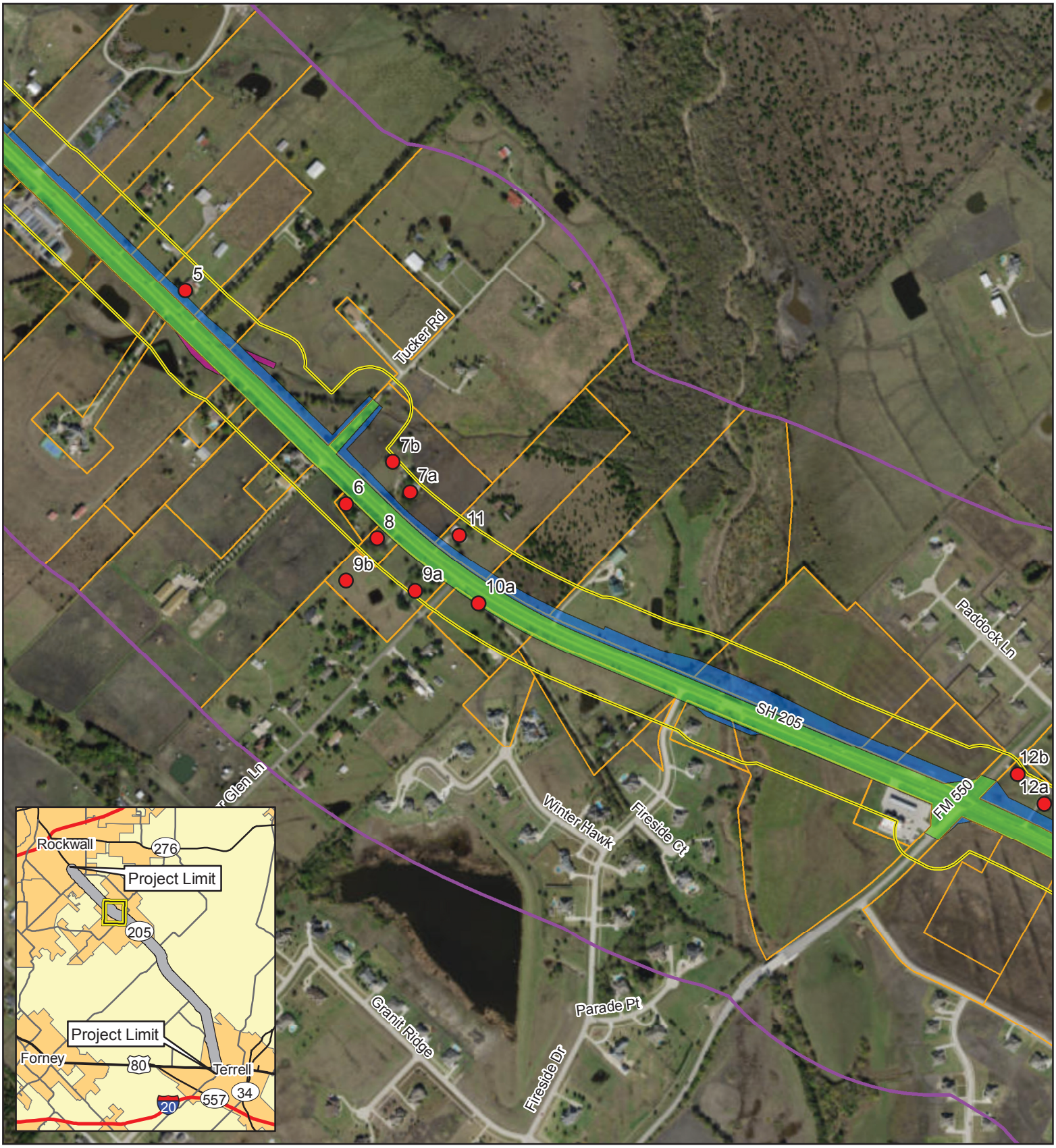

Legend

- Existing ROW
- Proposed ROW
- Proposed Easement
- Parcel Boundary
- 1,300-ft Study Area
- 150-ft APE
- Historic-Age Resource

Historic-Age Resources Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

Map Date: 1/31/2018

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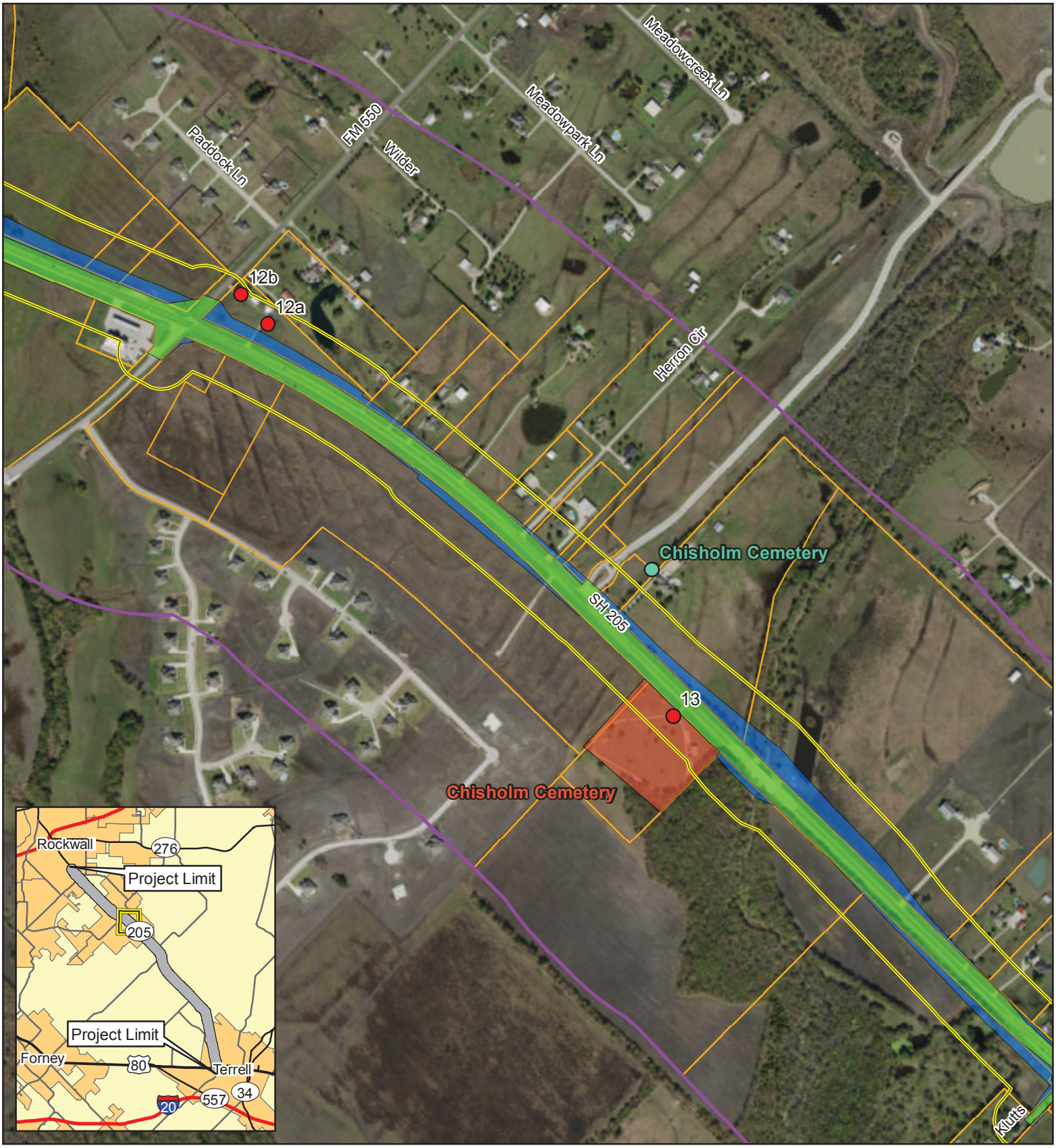

Legend

- Existing ROW
- Proposed ROW
- Proposed Easement
- Parcel Boundary
- 1,300-ft Study Area
- 150-ft APE
- Historic-Age Resource
- Historical Marker
- Cemetery

Historic-Age Resources Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

Map Date: 1/31/2018

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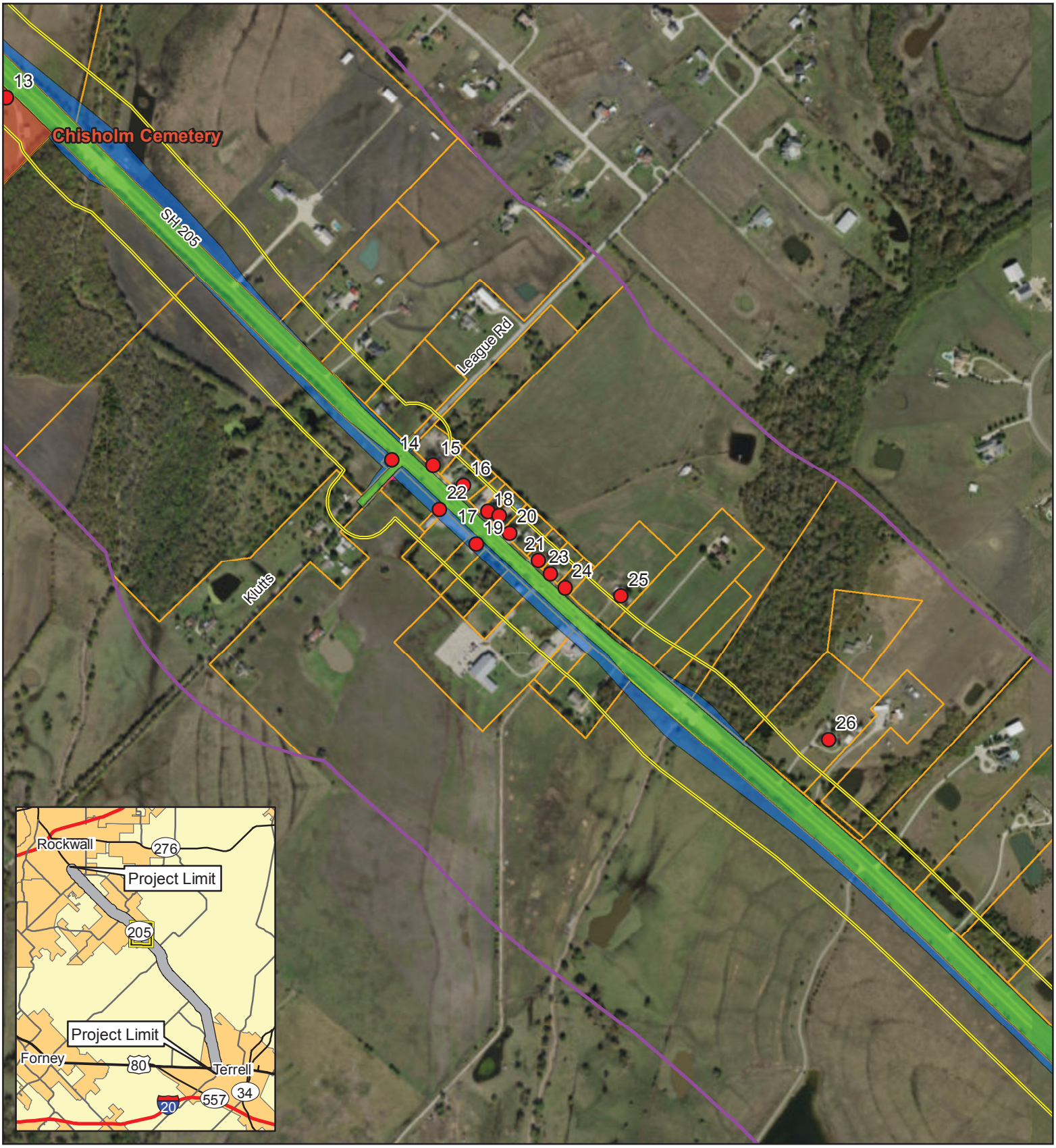

Legend

- Existing ROW
- Proposed ROW
- Proposed Easement
- Parcel Boundary
- 1,300-ft Study Area
- 150-ft APE
- Historic-Age Resource
- Cemetery

Historic-Age Resources Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

Map Date: 1/31/2018

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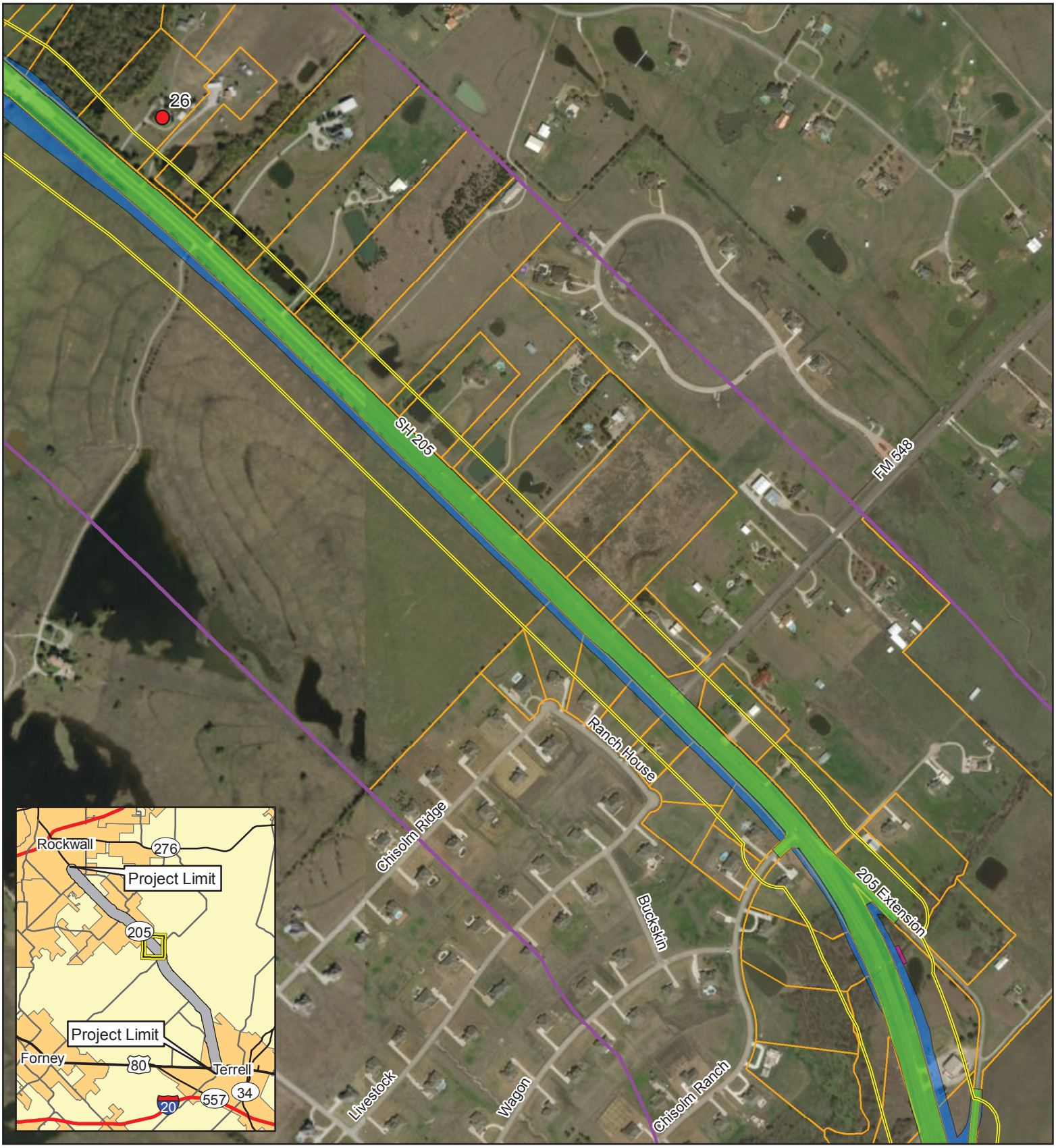

Legend

- Existing ROW
- Proposed ROW
- Proposed Easement
- Parcel Boundary
- 1,300-ft Study Area
- 150-ft APE
- Historic-Age Resource

Historic-Age Resources Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

Map Date: 1/31/2018

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Legend

- Existing ROW
- Proposed ROW
- Proposed Easement
- Parcel Boundary
- 1,300-ft Study Area
- 150-ft APE
- Historic-Age Resource

Historic-Age Resources Map

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From US 80 in Terrell
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Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

Map Date: 1/31/2018

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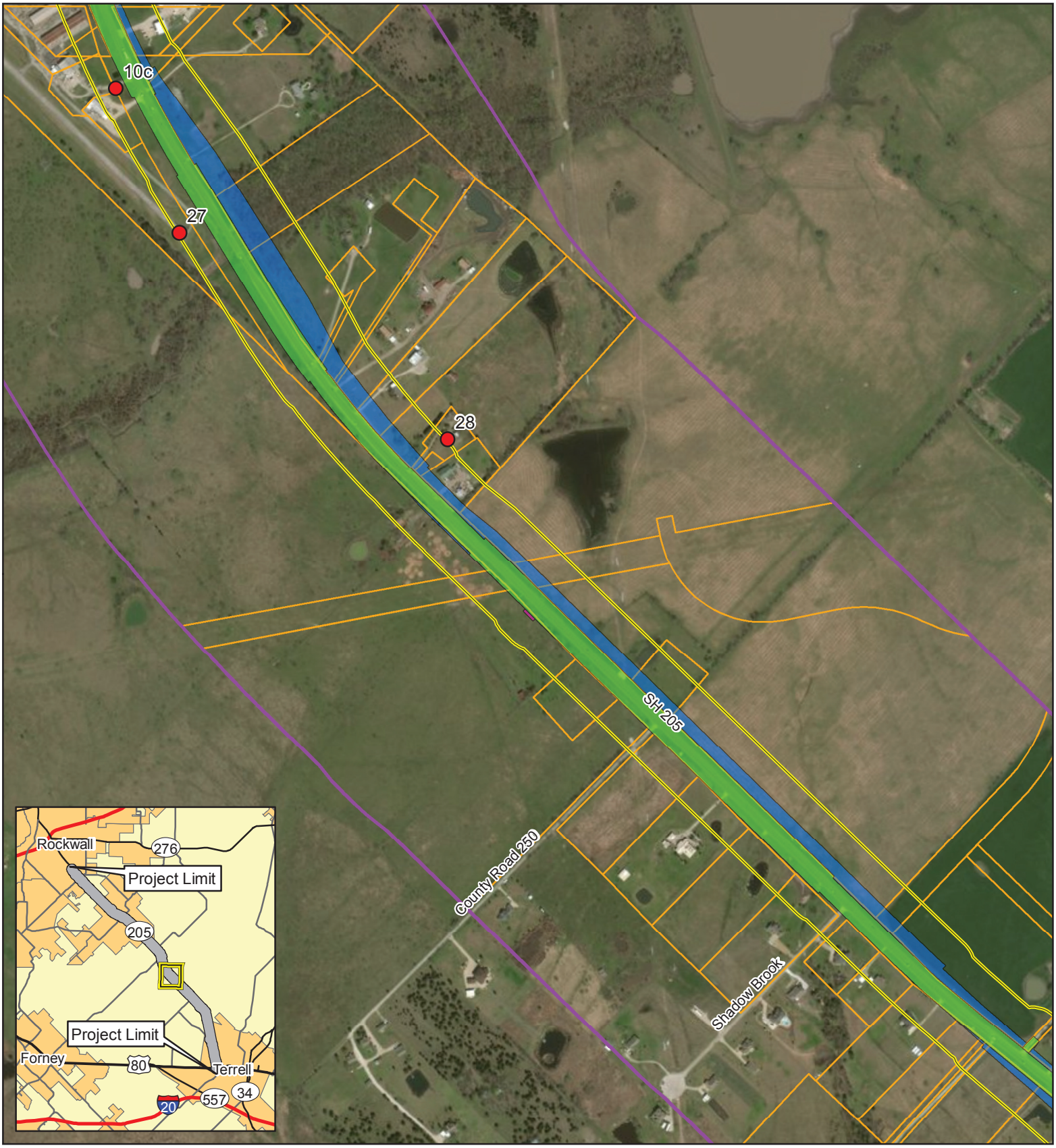

Legend

- Existing ROW
- Proposed ROW
- Proposed Easement
- Parcel Boundary
- 1,300-ft Study Area
- 150-ft APE
- Historic-Age Resource

Historic-Age Resources Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

Map Date: 1/31/2018

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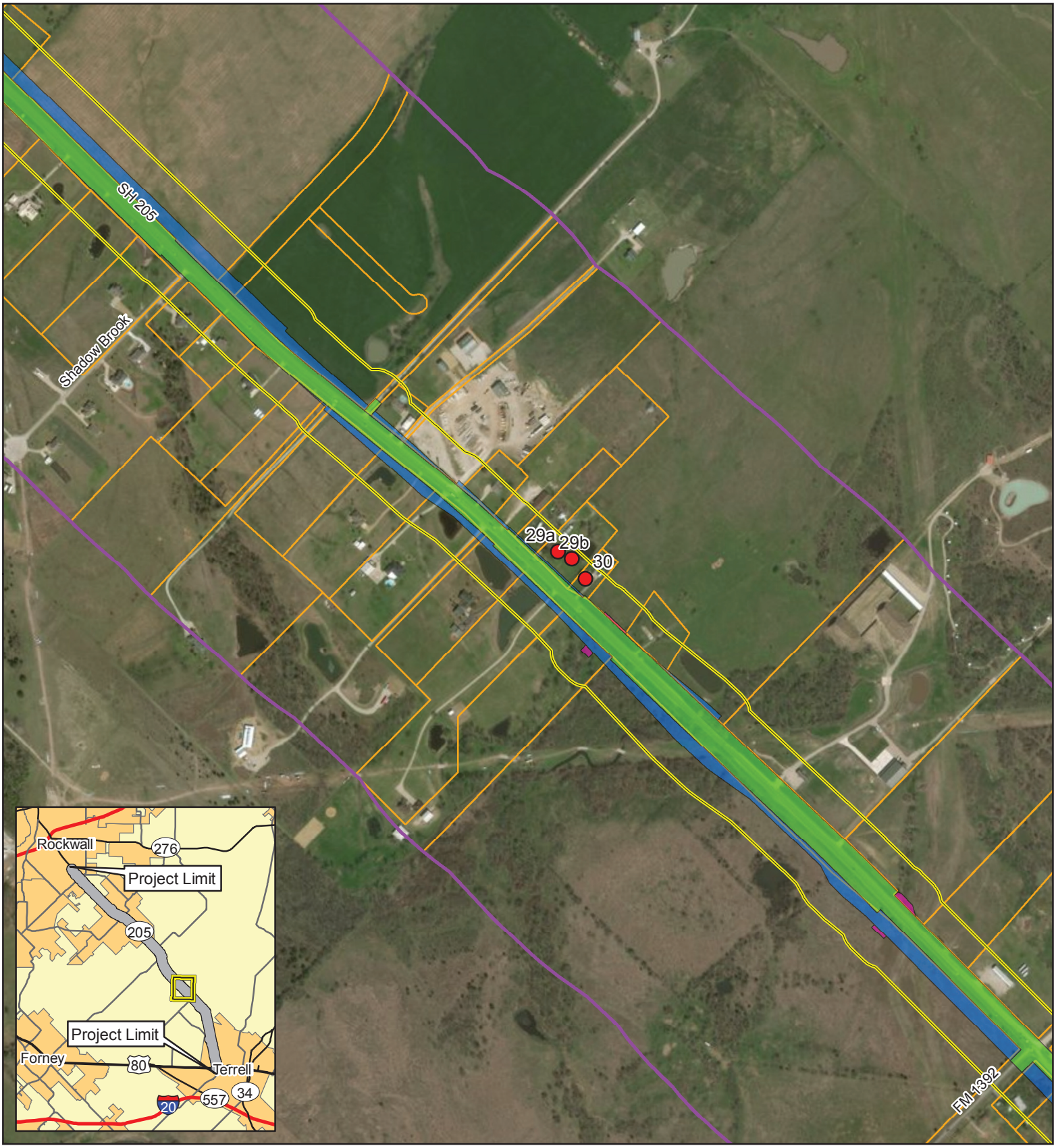

Legend

- Existing ROW
- Proposed ROW
- Proposed Easement
- Parcel Boundary
- 1,300-ft Study Area
- 150-ft APE
- Historic-Age Resource

Historic-Age Resources Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

Map Date: 1/31/2018

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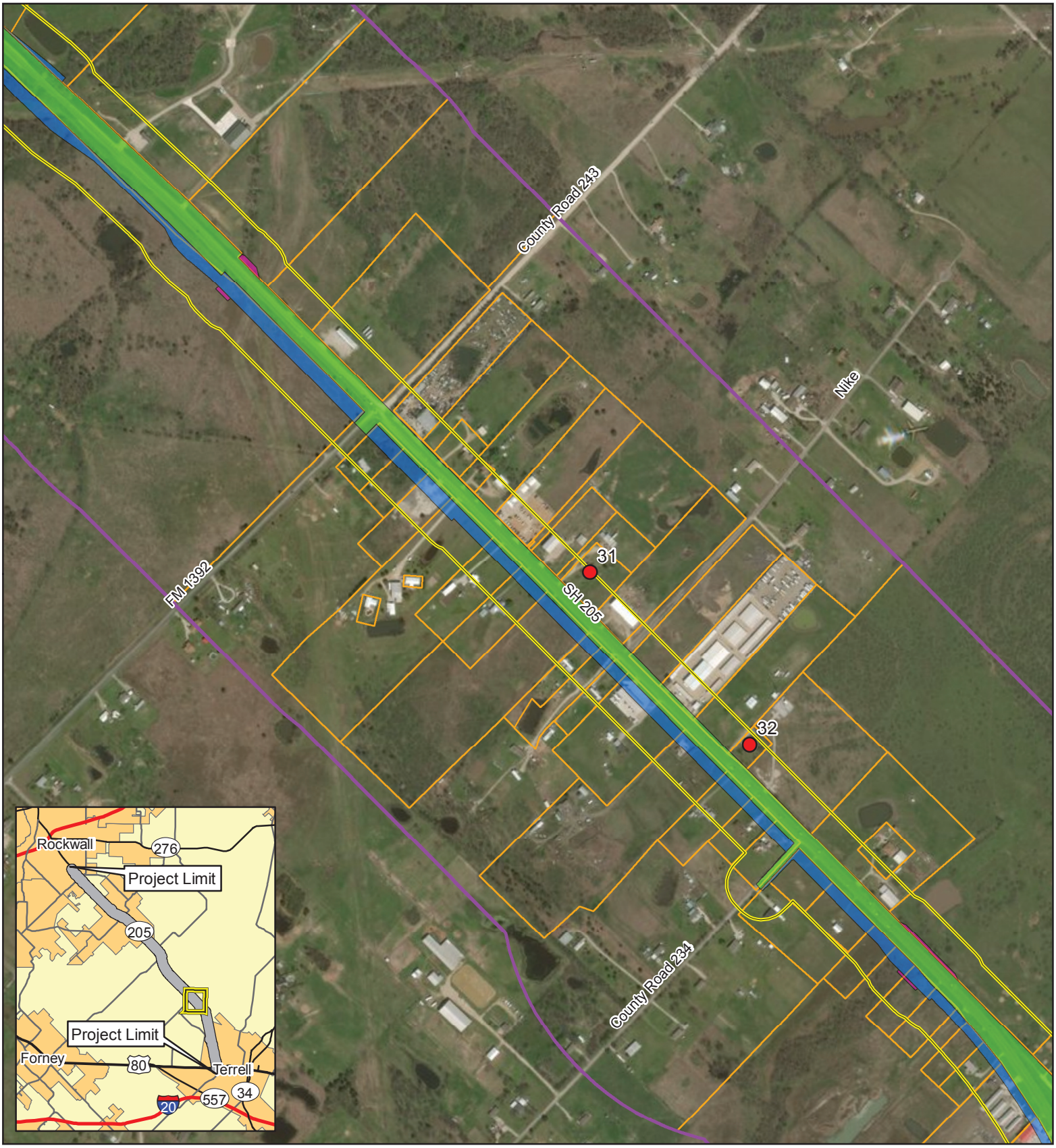

Legend

- Existing ROW
- Proposed ROW
- Proposed Easement
- Parcel Boundary
- 1,300-ft Study Area
- 150-ft APE
- Historic-Age Resource

Historic-Age Resources Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

Map Date: 1/31/2018

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Legend

- Existing ROW
- Proposed ROW
- Proposed Easement
- Parcel Boundary
- 1,300-ft Study Area
- 150-ft APE
- Historic-Age Resource

Historic-Age Resources Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

Map Date: 1/31/2018

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Legend

- Existing ROW
- Proposed ROW
- Parcel Boundary
- 1,300-ft Study Area
- 150-ft APE
- Historic-Age Resource

Historic-Age Resources Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

Map Date: 1/31/2018

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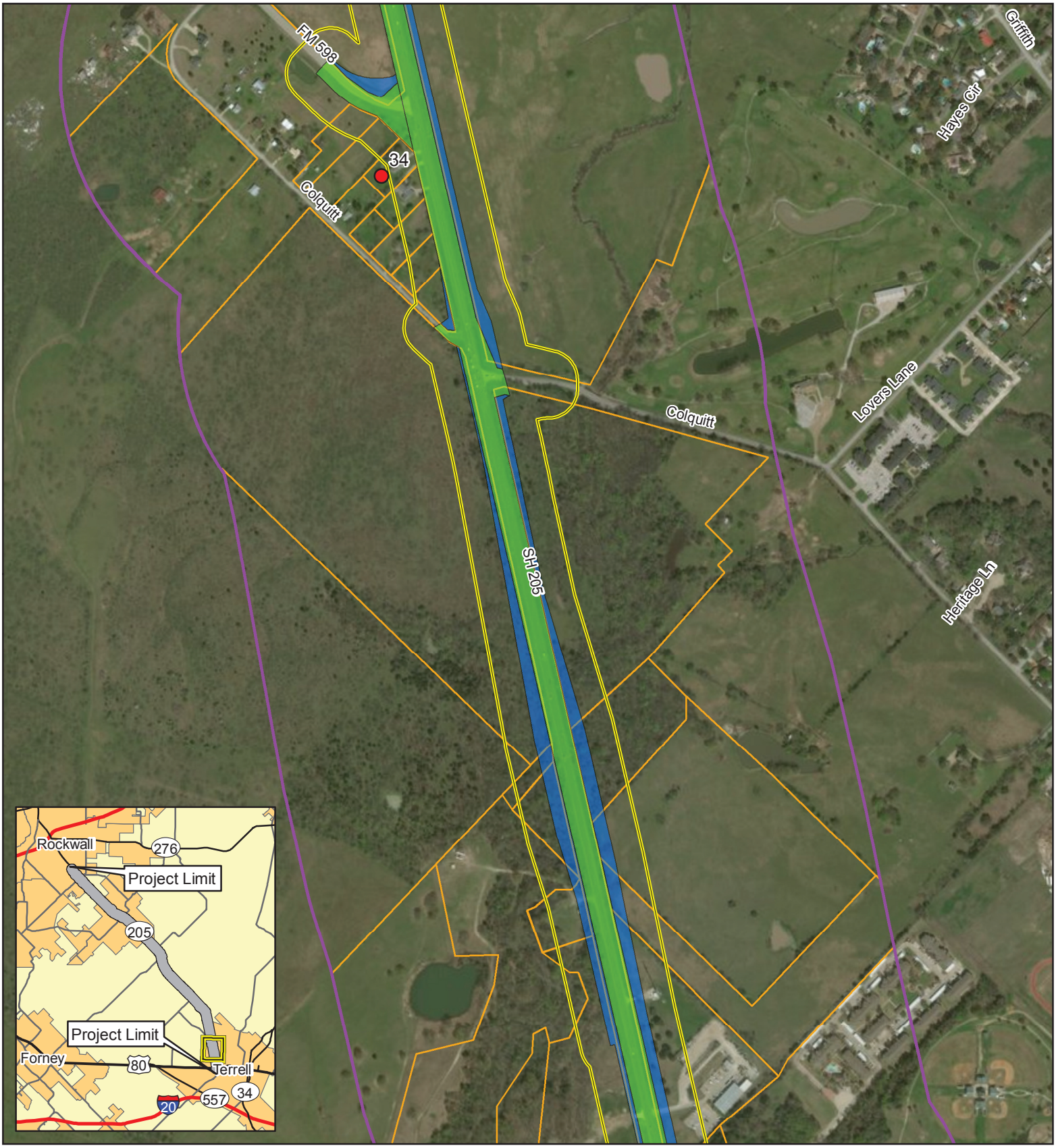

Legend

- Existing ROW
- Proposed ROW
- Parcel Boundary
- 1,300-ft Study Area
- 150-ft APE
- Historic-Age Resource

Historic-Age Resources Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

Map Date: 1/31/2018

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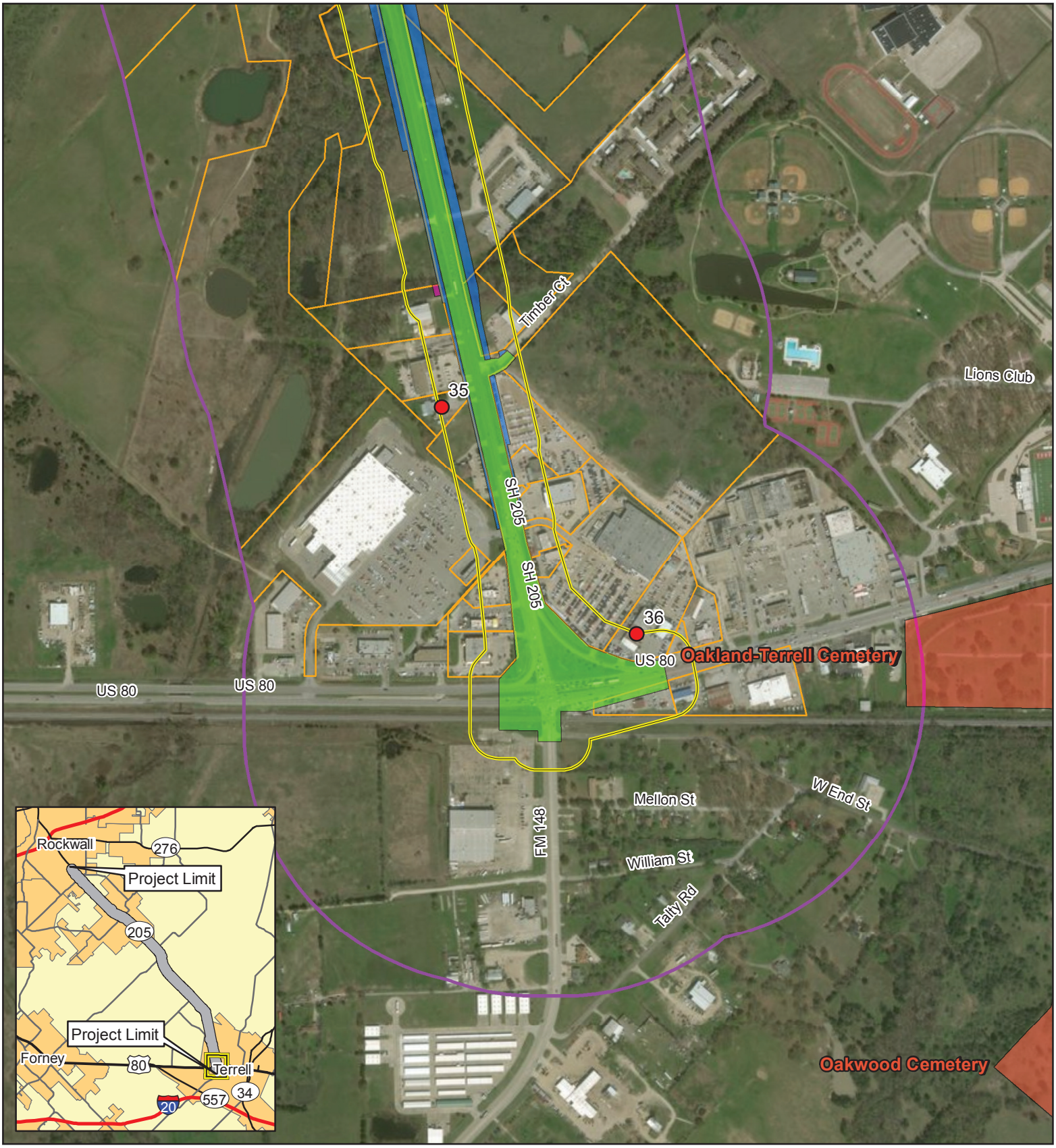

Legend

- Existing ROW
- Proposed ROW
- Proposed Easement
- Parcel Boundary
- 1,300-ft Study Area
- 150-ft APE
- Historic-Age Resource
- Cemetery

Historic-Age Resources Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

Map Date: 1/31/2018

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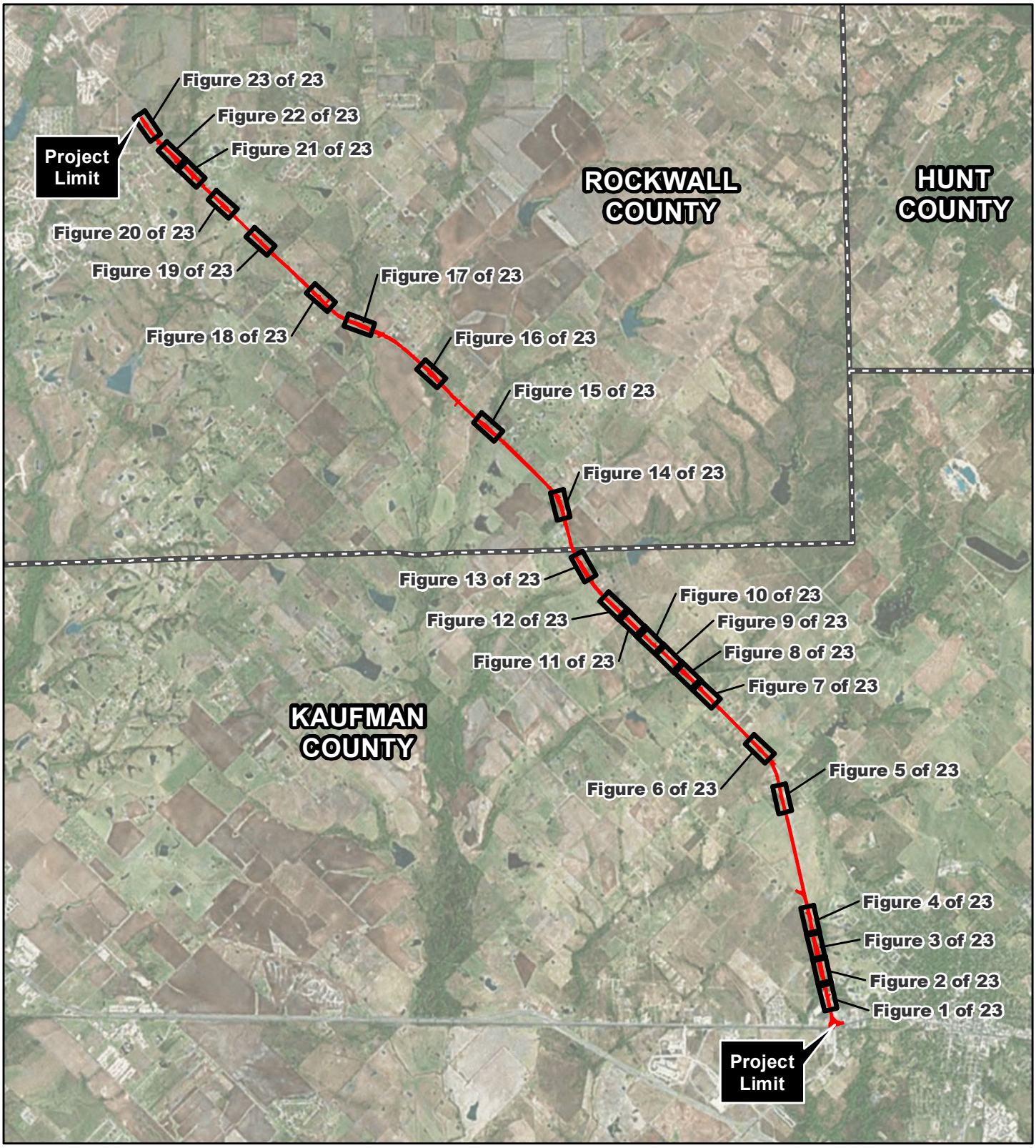

Legend

- SH 205 South Project Area
- County Boundary
- Water Features Map View Extent

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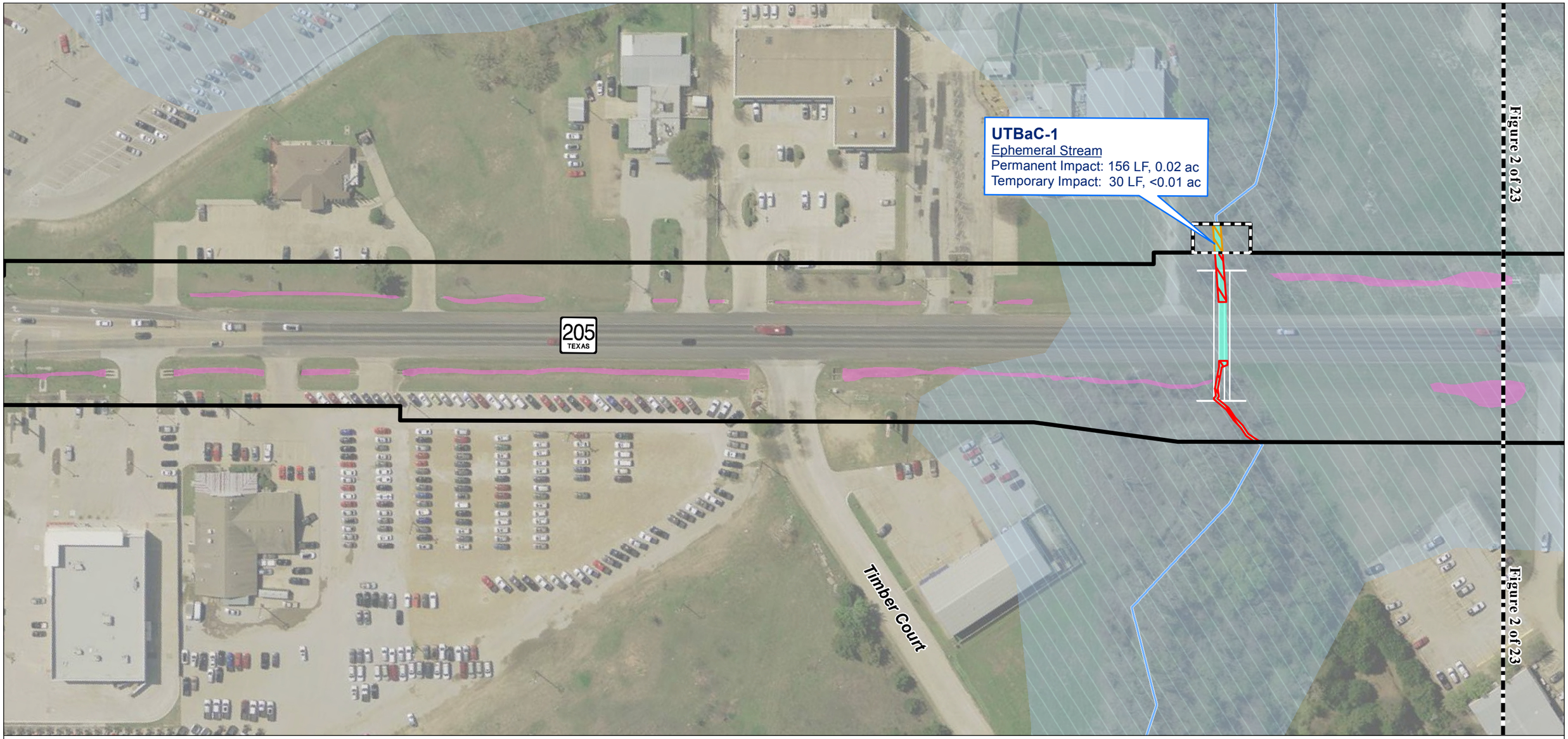
SCALE IN MILES

Aerial Source/Date: Texas Orhoimagery Program/2015

Water Features Map
Map Key

SH 205 South Project
From: US 80 in Terrell
To: Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas

CSJ: 0451-01-053 & 0451-02-028



Legend

- Project Area
- Proposed Drainage Easement
- Proposed Culvert Installation
- Proposed Bridge
- 100-year Floodplain*
- Non-jurisdictional Feature
- NHD - Stream Centerline Field Corrected
- NHD - Historical Stream Centerline
- Data Point (DP)
- Photograph Point (PP)

Aquatic Features Type

- Open Water Feature (OW)
- Emergent Wetland (EW)
- Forested Wetland (FW)
- Ephemeral Stream OHWM Limits
- Intermittent Stream OHWM Limits
- Perennial Stream OHWM Limits
- Permanent Impacts to WOUS
- Temporary Impacts to WOUS

Notes:
1) NHD = National Hydrological Database.
2) OHWM = Ordinary High Water Mark
3) WOUS = Waters of the United States
4) For photograph points refer to Water-related Project Area Photographs.

* 100-year floodplain derived from digital flood insurance rate map database.

W S N E

0 100 200
SCALE IN FEET

Date of Map: 11/30/2017
Source / Year of Aerial Photograph: NCTCOG / 2017

Water Features Map
Page 1 of 23

SH 205 South Project
From: US 80 in Terrell
To: Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas

CSJ: 0451-01-053 & 0451-02-028

Legend

- Project Area
- Proposed Drainage Easement
- Proposed Culvert Installation
- Proposed Bridge
- 100-year Floodplain*
- Non-jurisdictional Feature
- NHD - Stream Centerline Field Corrected
- NHD - Historical Stream Centerline
- Data Point (DP)
- Photograph Point (PP)

Aquatic Features Type

- Open Water Feature (OW)
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* 100-year floodplain derived from digital flood insurance rate map database.

W S N E

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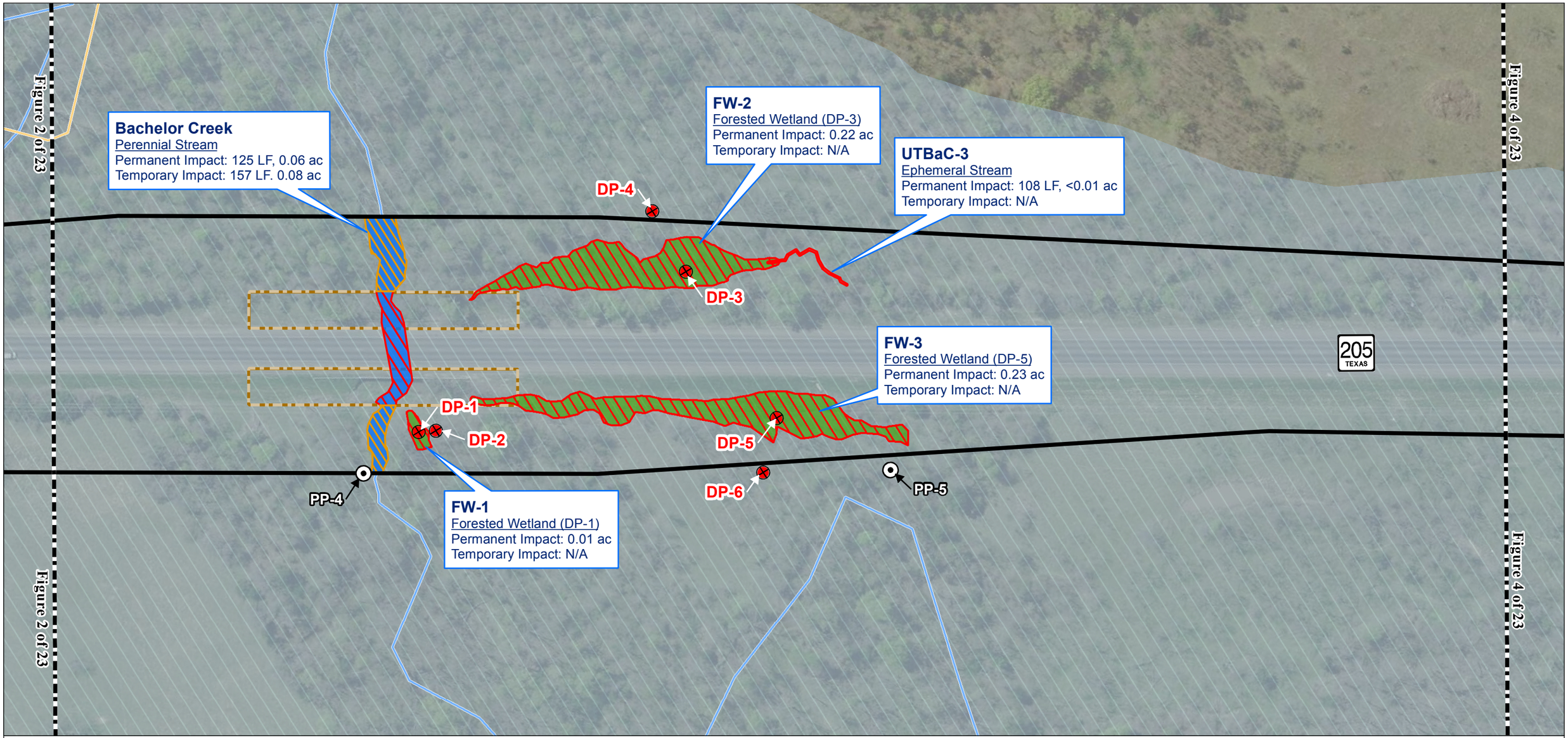
SCALE IN FEET

Date of Map: 11/30/2017
Source / Year of Aerial Photograph: NCTCOG / 2017

Water Features Map
Page 2 of 23

SH 205 South Project
From: US 80 in Terrell
To: Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas

CSJ: 0451-01-053 & 0451-02-028



Legend

- Project Area
- Proposed Drainage Easement
- Proposed Culvert Installation
- Proposed Bridge
- 100-year Floodplain*
- Non-jurisdictional Feature
- NHD - Stream Centerline Field Corrected
- NHD - Historical Stream Centerline
- Data Point (DP)
- Photograph Point (PP)

Aquatic Features Type

- Open Water Feature (OW)
- Emergent Wetland (EW)
- Forested Wetland (FW)
- Ephemeral Stream OHWM Limits
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* 100-year floodplain derived from digital flood insurance rate map database.

N S E W

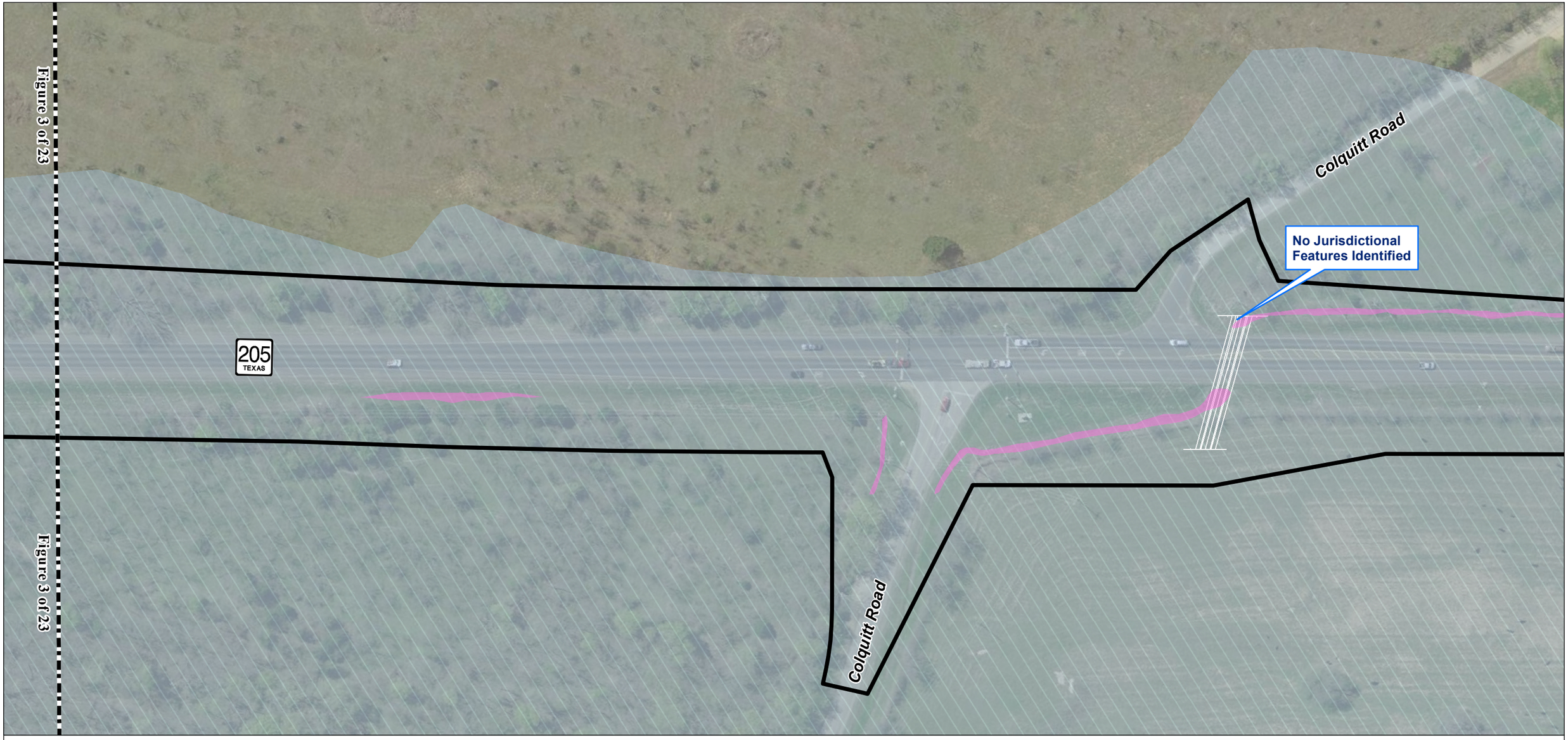
0 100 200
SCALE IN FEET

Date of Map: 11/30/2017
Source / Year of Aerial Photograph: NCTCOG / 2017

Water Features Map
Page 3 of 23

SH 205 South Project
From: US 80 in Terrell
To: Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas

CSJ: 0451-01-053 & 0451-02-028



Legend

- Project Area
- Proposed Drainage Easement
- Proposed Culvert Installation
- Proposed Bridge
- 100-year Floodplain*
- Non-jurisdictional Feature
- NHD - Stream Centerline Field Corrected
- NHD - Historical Stream Centerline
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Aquatic Features Type

- Open Water Feature (OW)
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- Forested Wetland (FW)
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- Perennial Stream OHWM Limits
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* 100-year floodplain derived from digital flood insurance rate map database.

W S N E

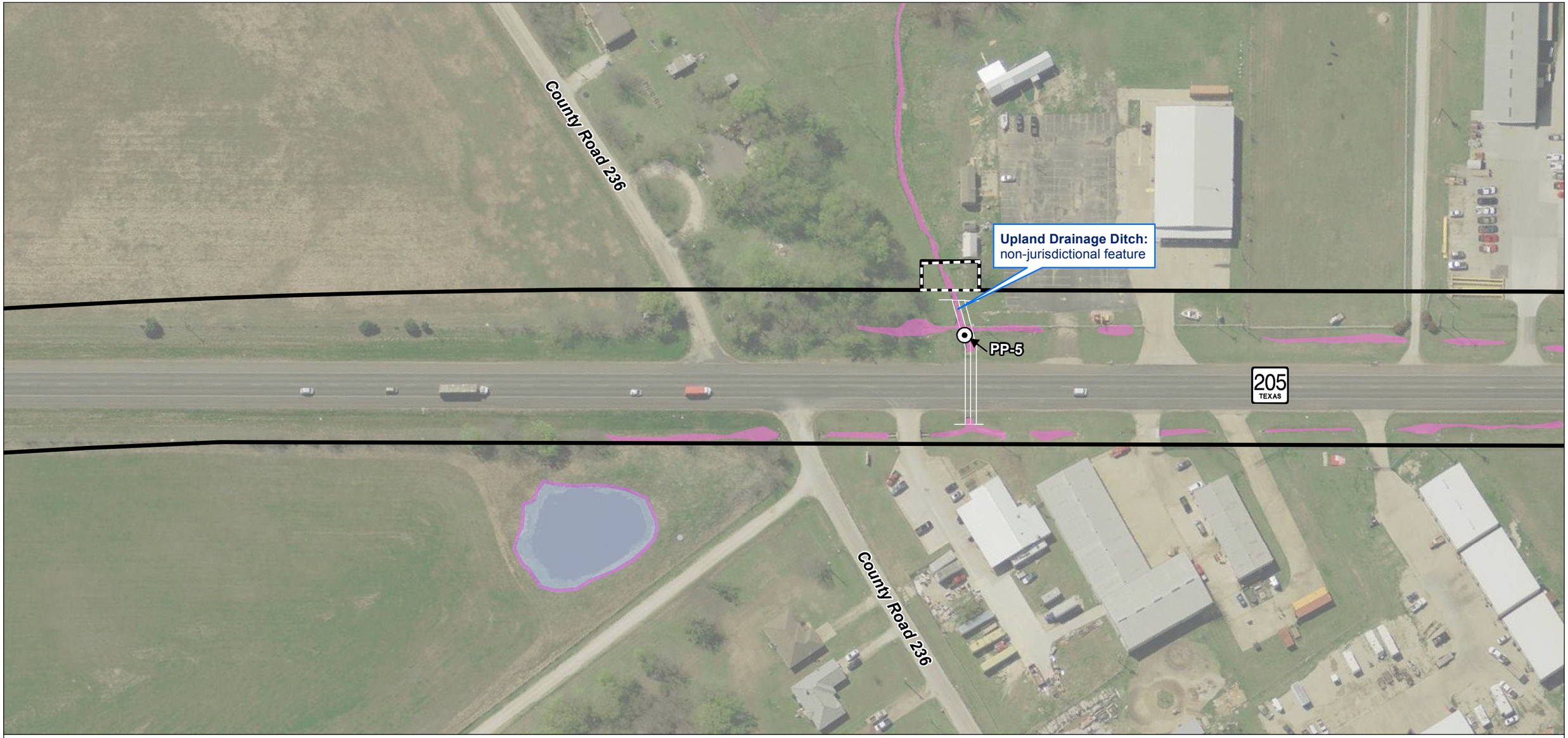
0 100 200
SCALE IN FEET

Date of Map: 11/30/2017
Source / Year of Aerial Photograph: NCTCOG / 2017

Water Features Map
Page 4 of 23

SH 205 South Project
From: US 80 in Terrell
To: Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas

CSJ: 0451-01-053 & 0451-02-028



Legend

- Project Area
- Proposed Drainage Easement
- Proposed Culvert Installation
- Proposed Bridge
- 100-year Floodplain*
- Non-jurisdictional Feature
- NHD - Stream Centerline Field Corrected
- NHD - Historical Stream Centerline
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4) For photograph points refer to Water-related Project Area Photographs.

* 100-year floodplain derived from digital flood insurance rate map database.

W S N E

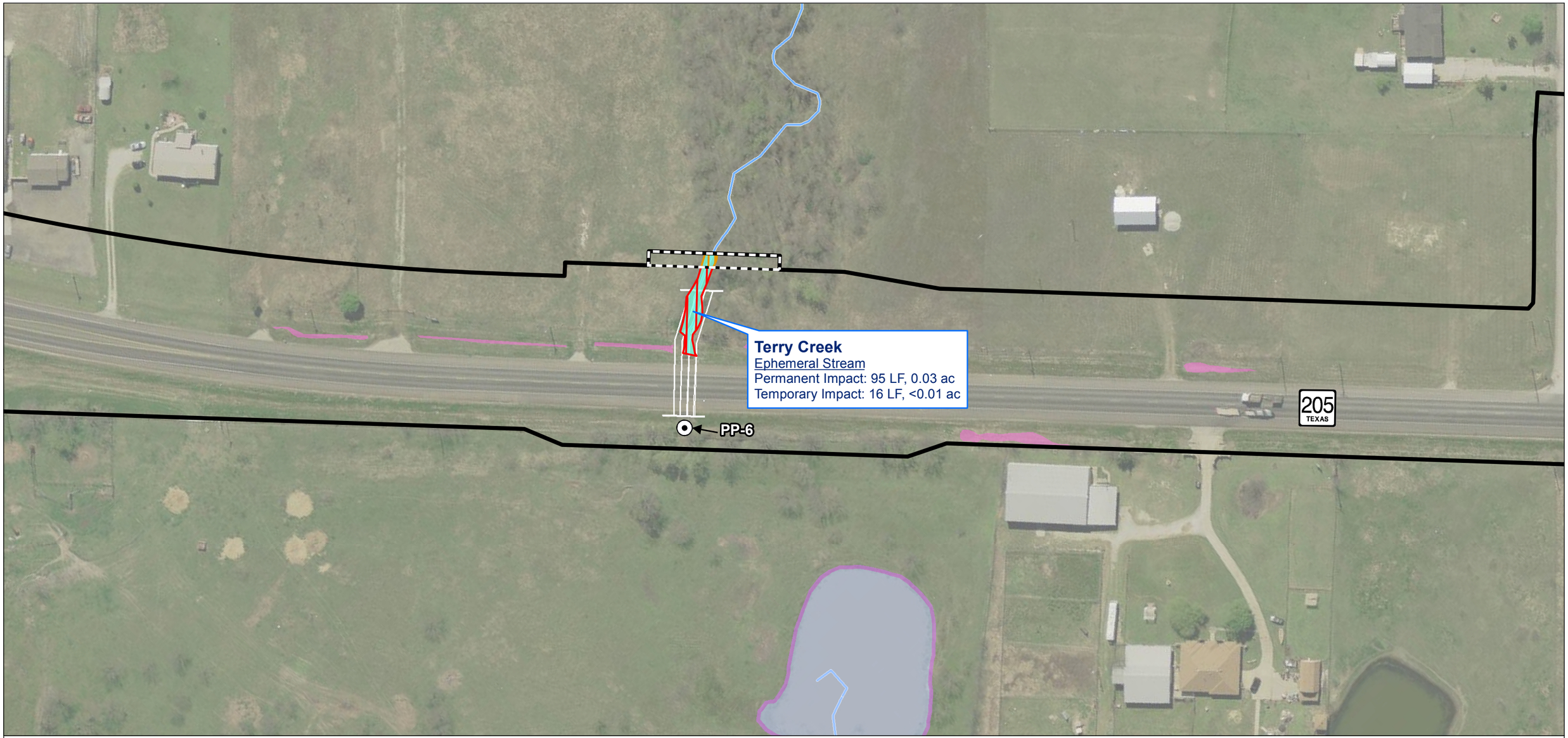
0 100 200
SCALE IN FEET

Date of Map: 11/30/2017
Source / Year of Aerial Photograph: NCTCOG / 2017

Water Features Map
Page 5 of 23

SH 205 South Project
From: US 80 in Terrell
To: Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas

CSJ: 0451-01-053 & 0451-02-028



Legend

- Project Area
- Proposed Drainage Easement
- Proposed Culvert Installation
- Proposed Bridge
- 100-year Floodplain*
- Non-jurisdictional Feature
- NHD - Stream Centerline Field Corrected
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Aquatic Features Type

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* 100-year floodplain derived from digital flood insurance rate map database.

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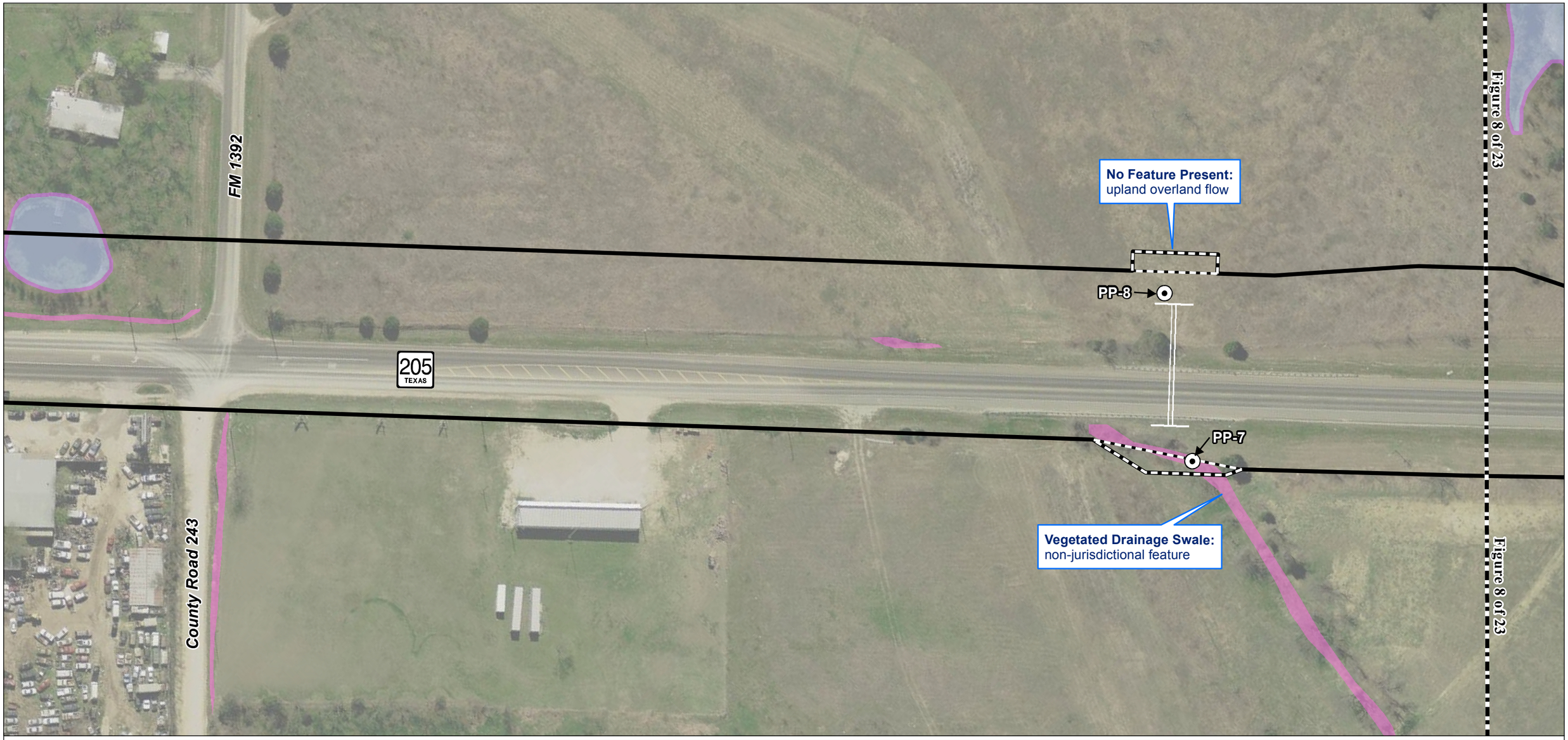
SCALE IN FEET

Date of Map: 11/30/2017
Source / Year of Aerial Photograph: NCTCOG / 2017

Water Features Map
Page 6 of 23

SH 205 South Project
From: US 80 in Terrell
To: Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas

CSJ: 0451-01-053 & 0451-02-028



Legend

- Project Area
- Proposed Drainage Easement
- Proposed Culvert Installation
- Proposed Bridge
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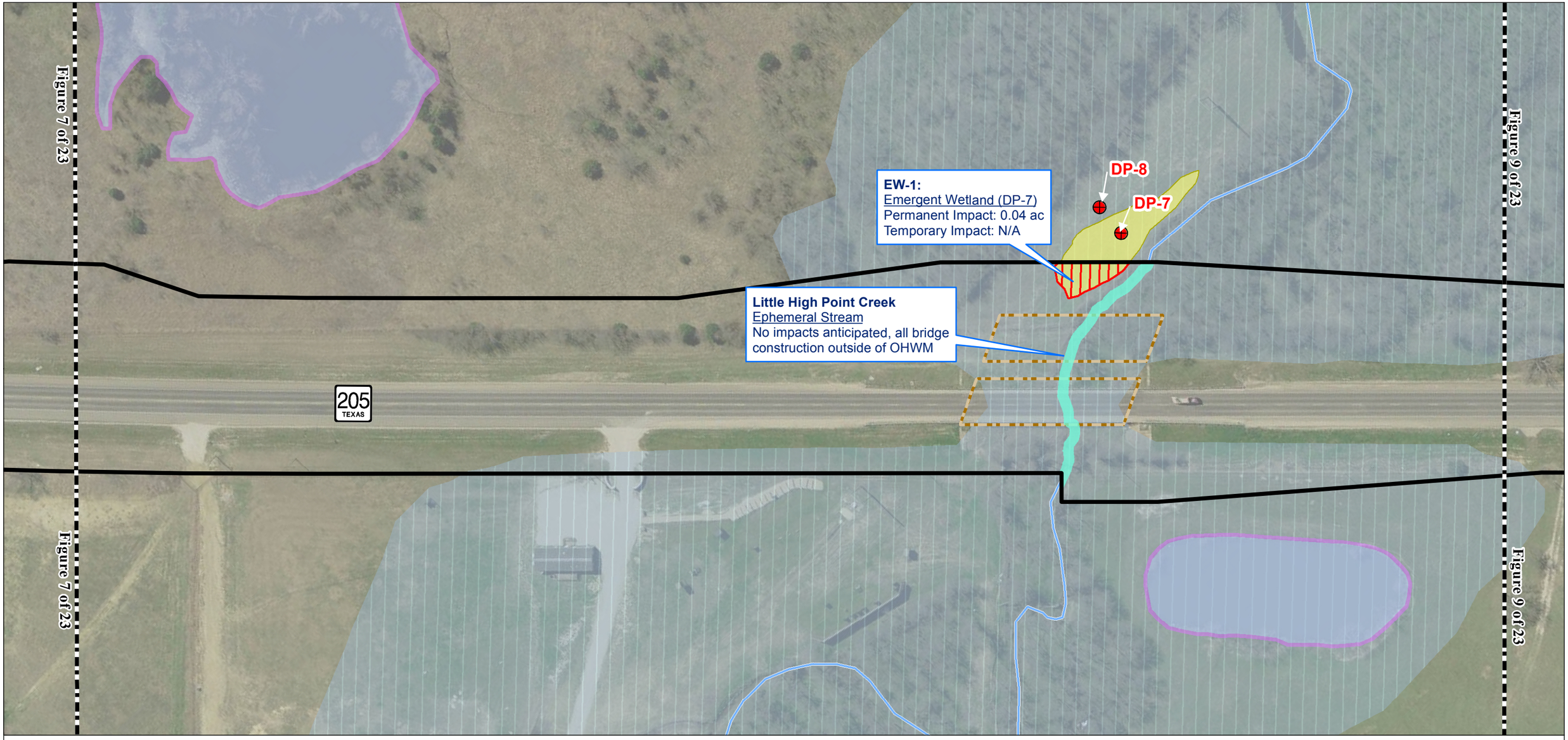
SH 205 South Project
From: US 80 in Terrell
To: Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas

CSJ: 0451-01-053 & 0451-02-028



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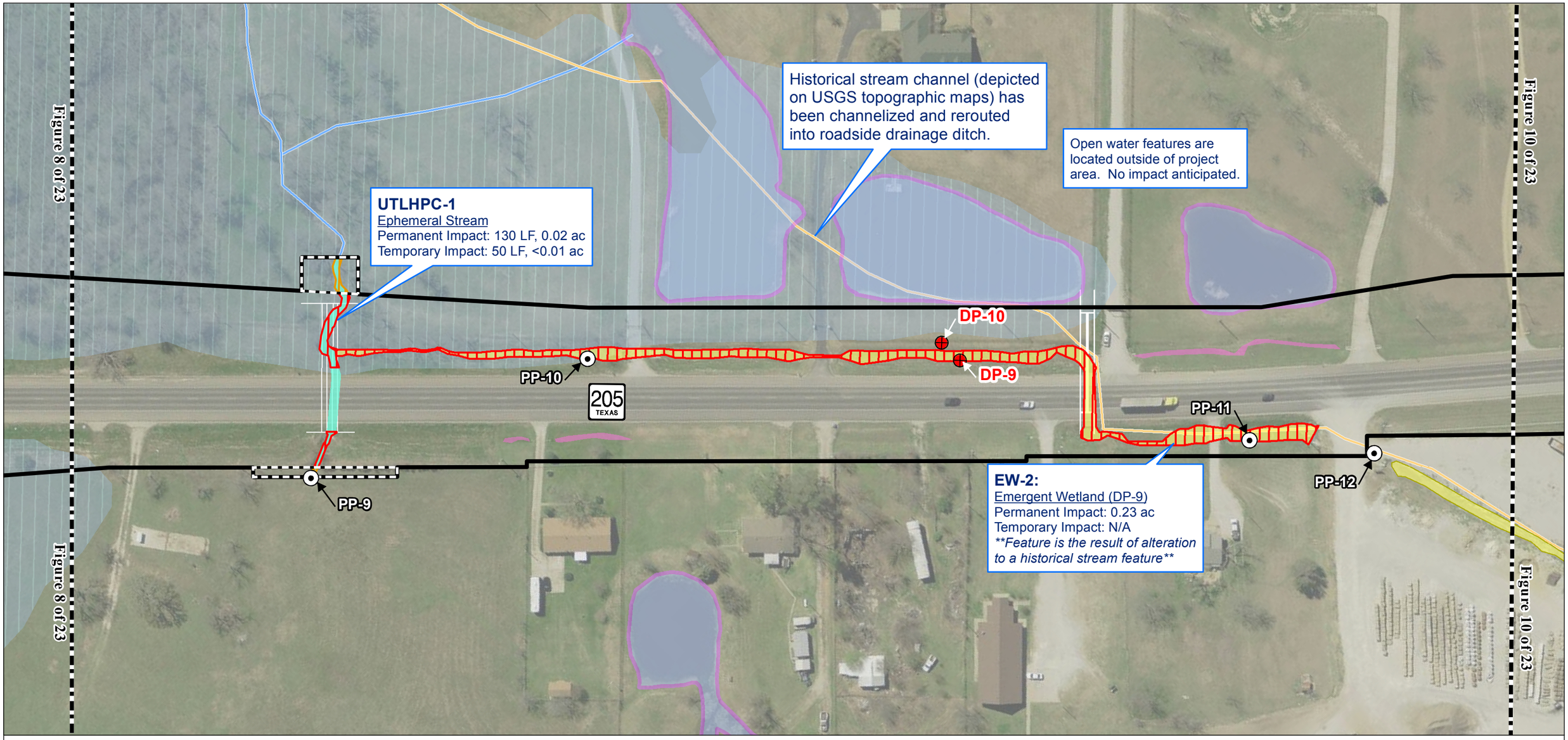

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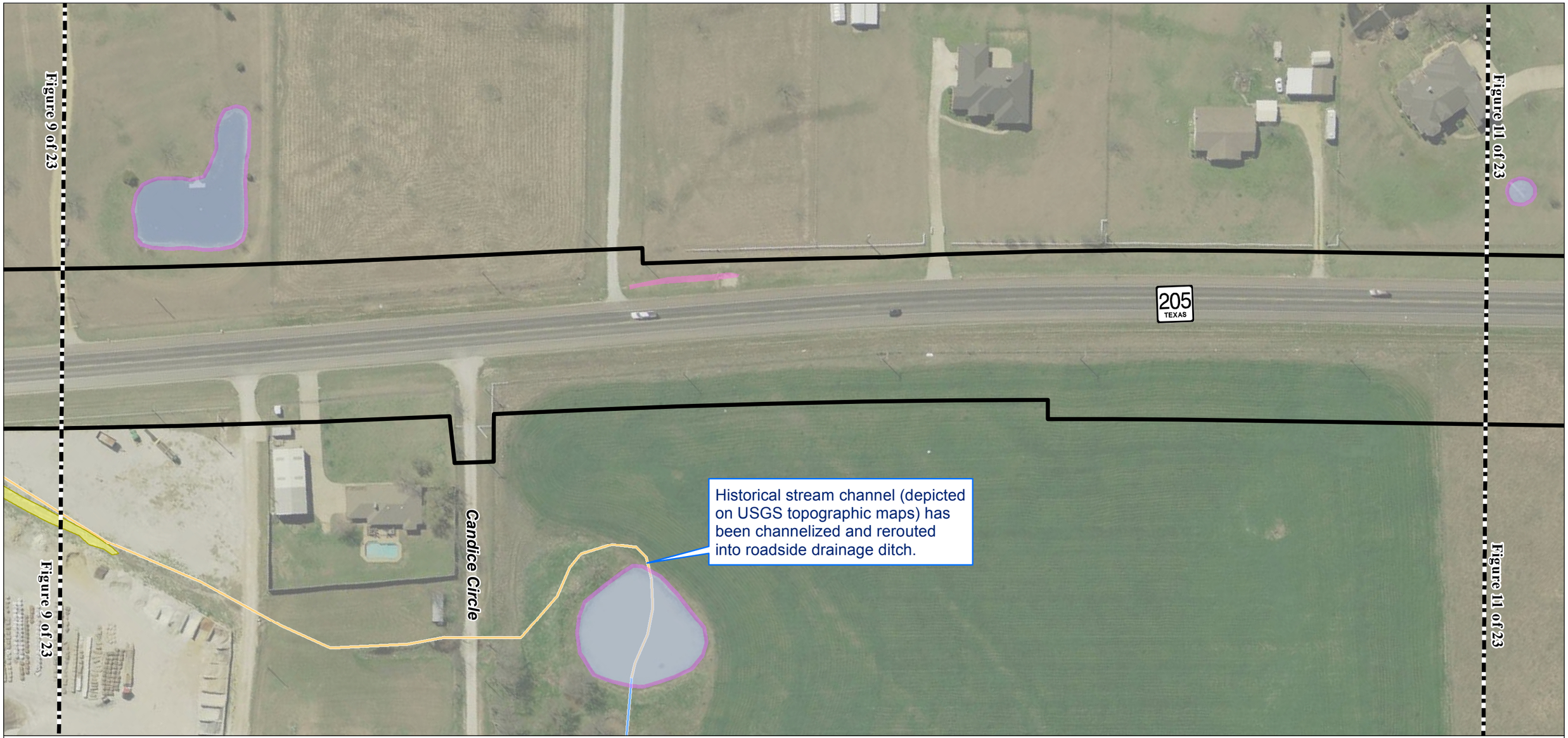

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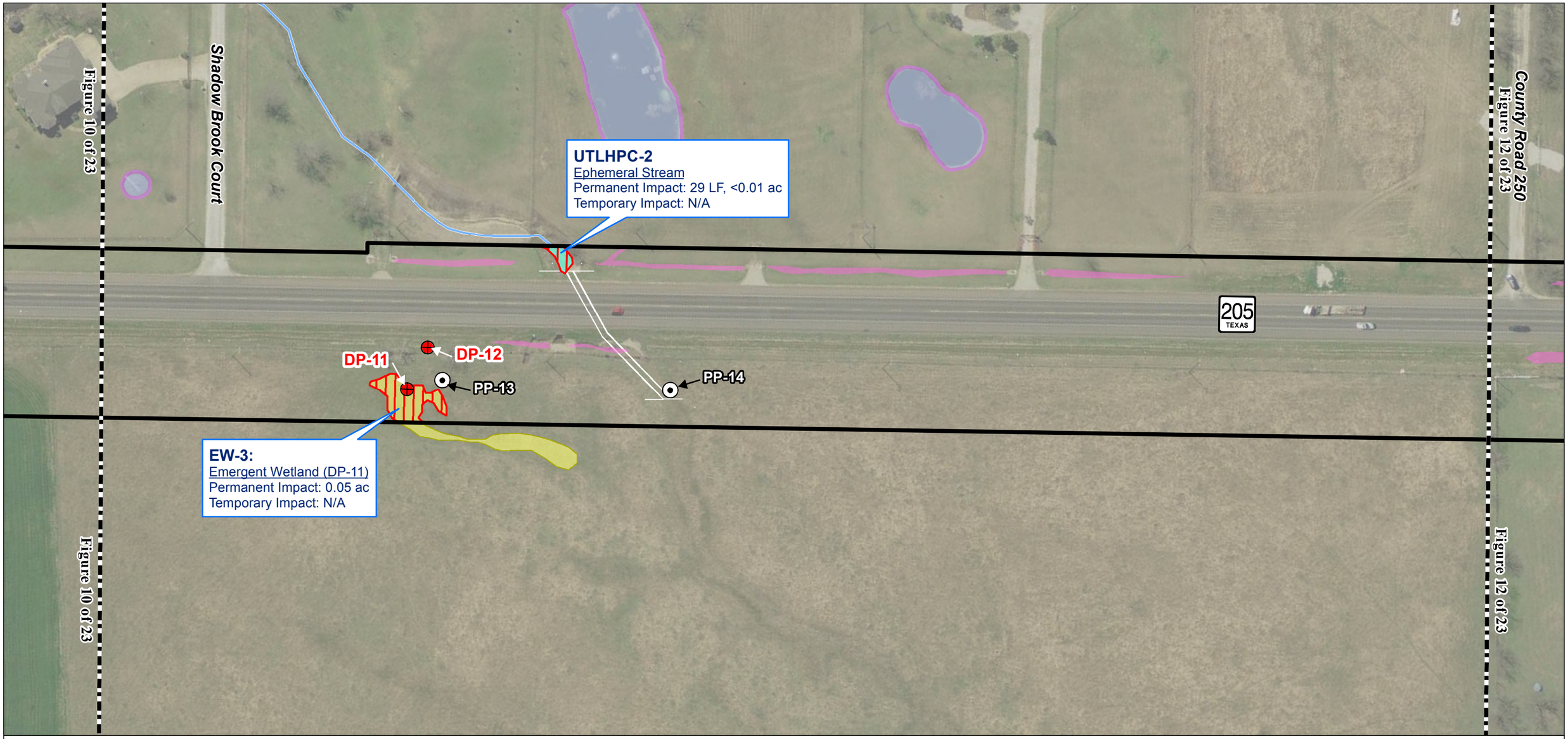

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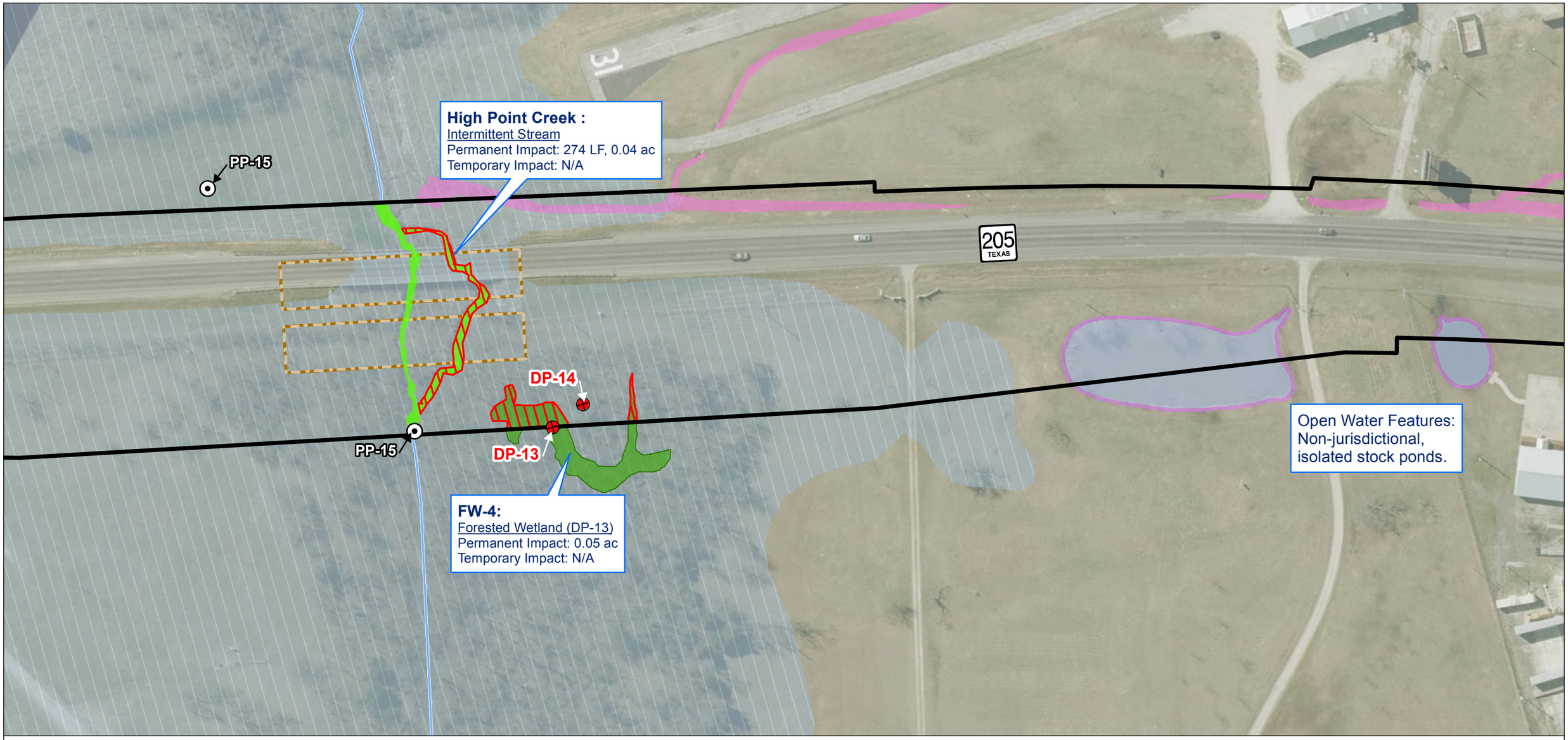

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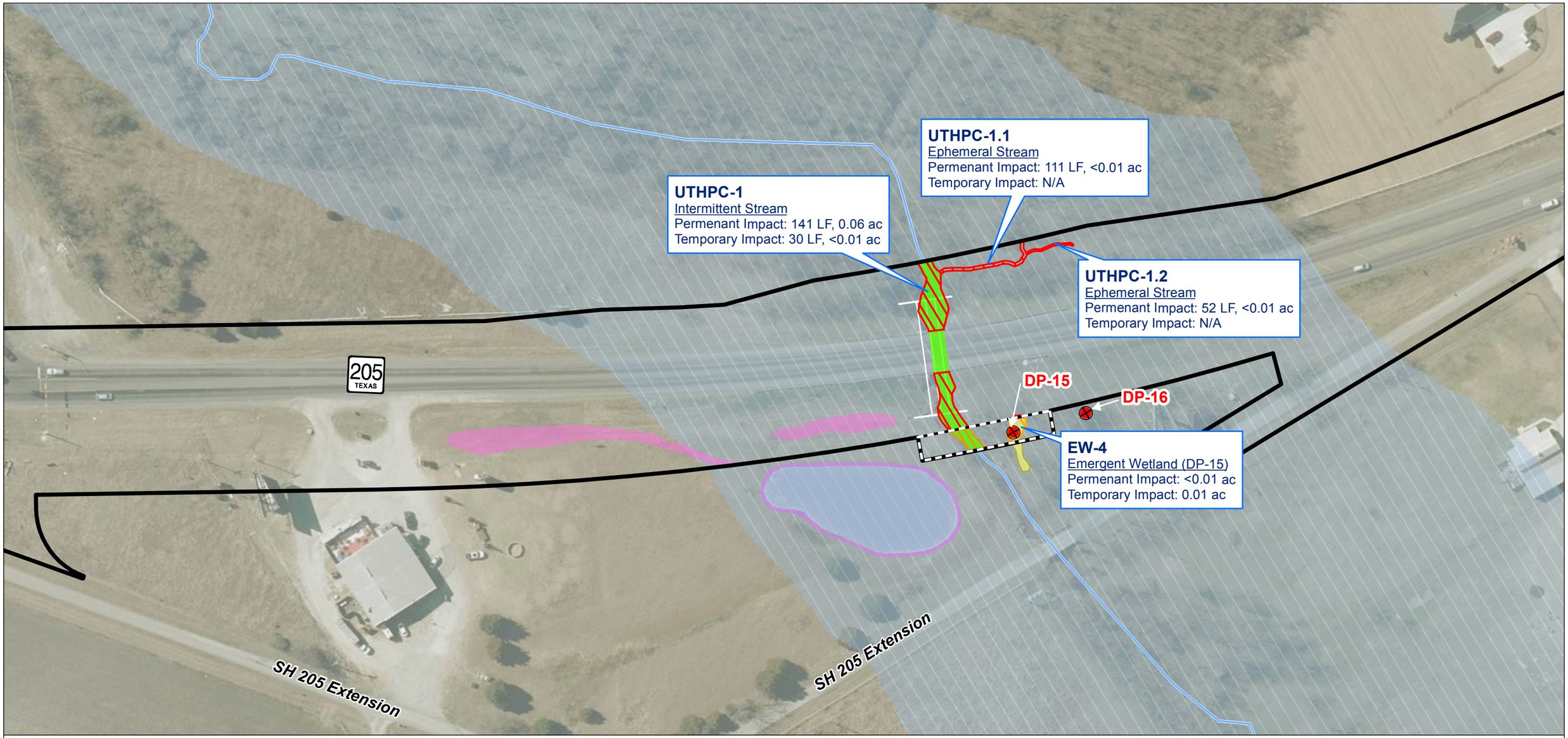

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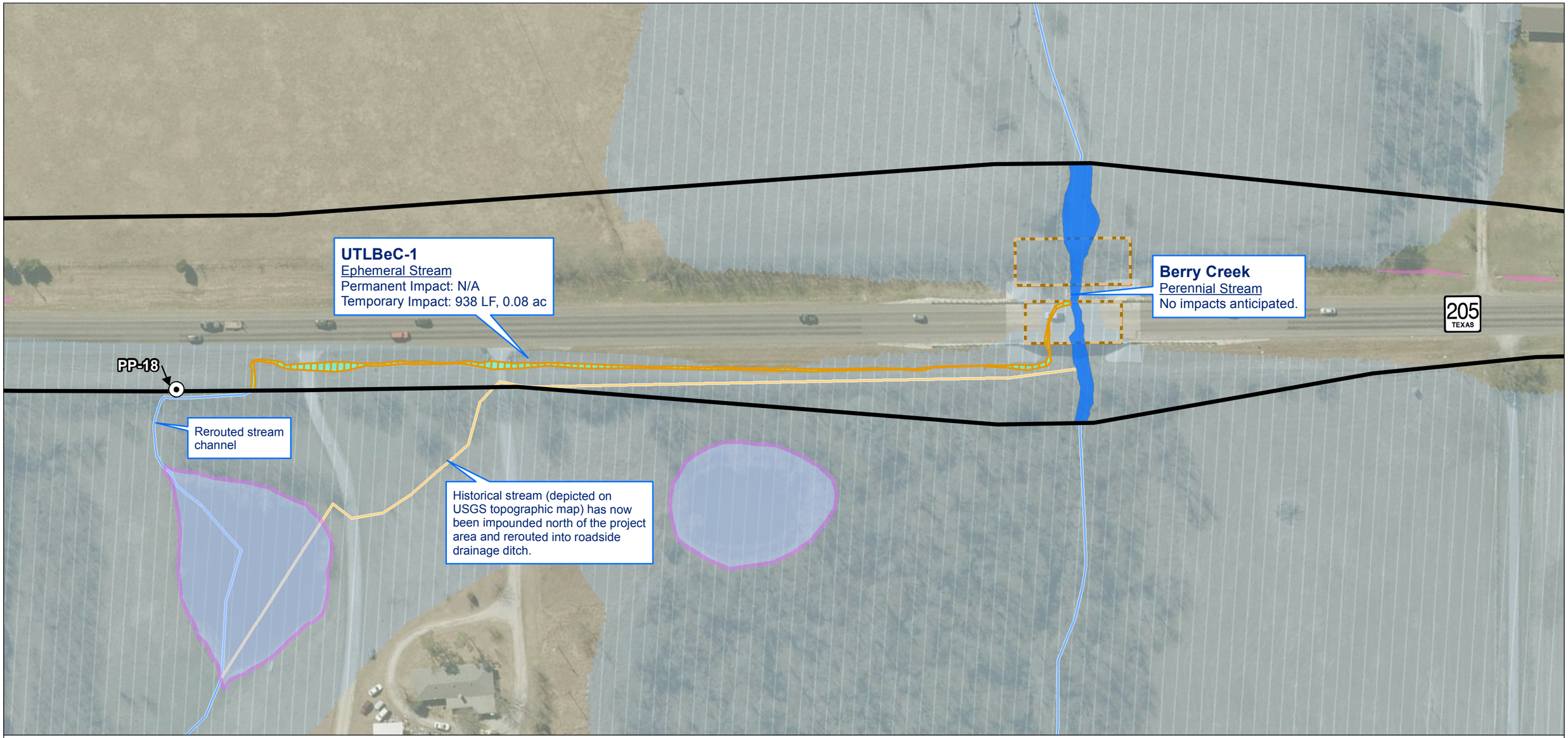

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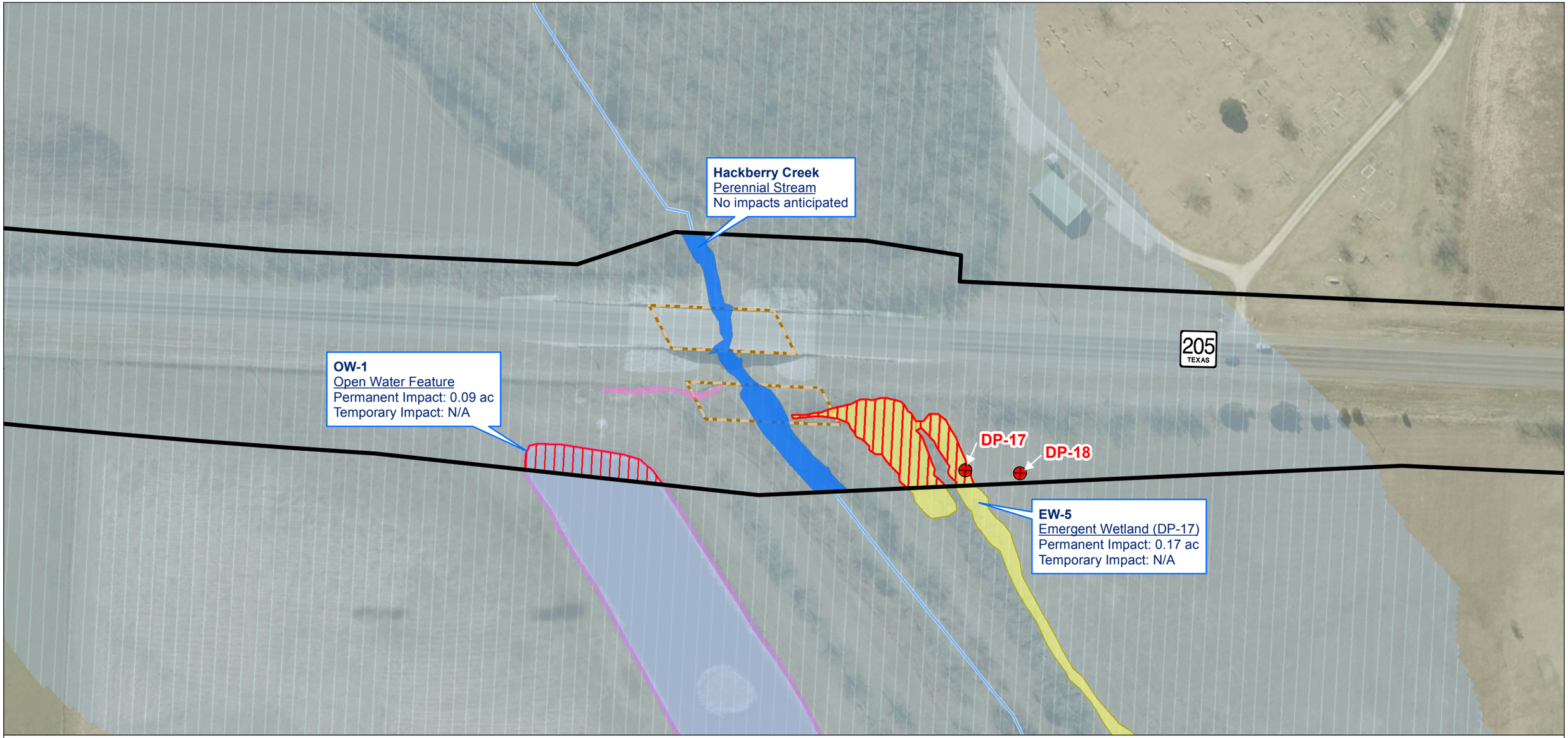

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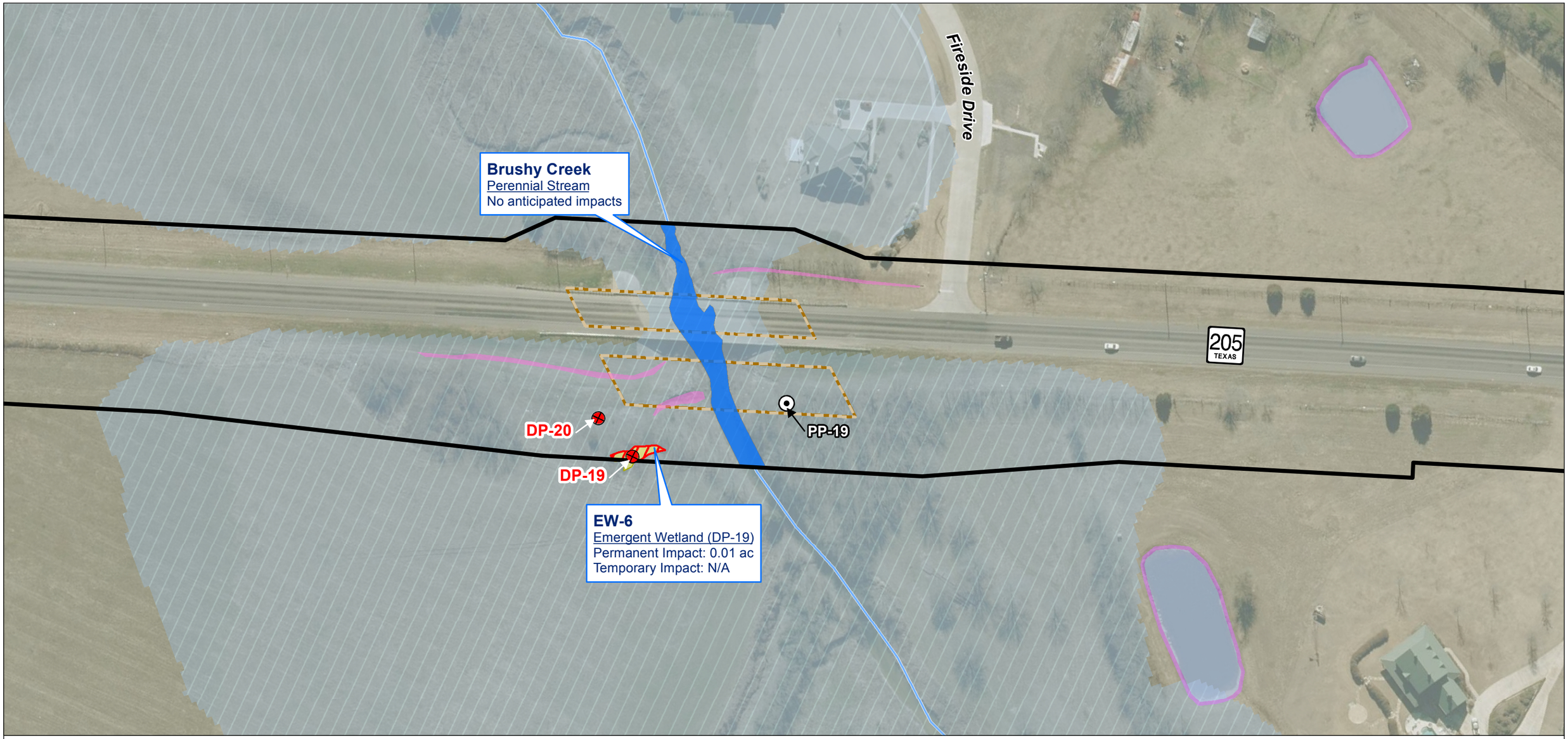

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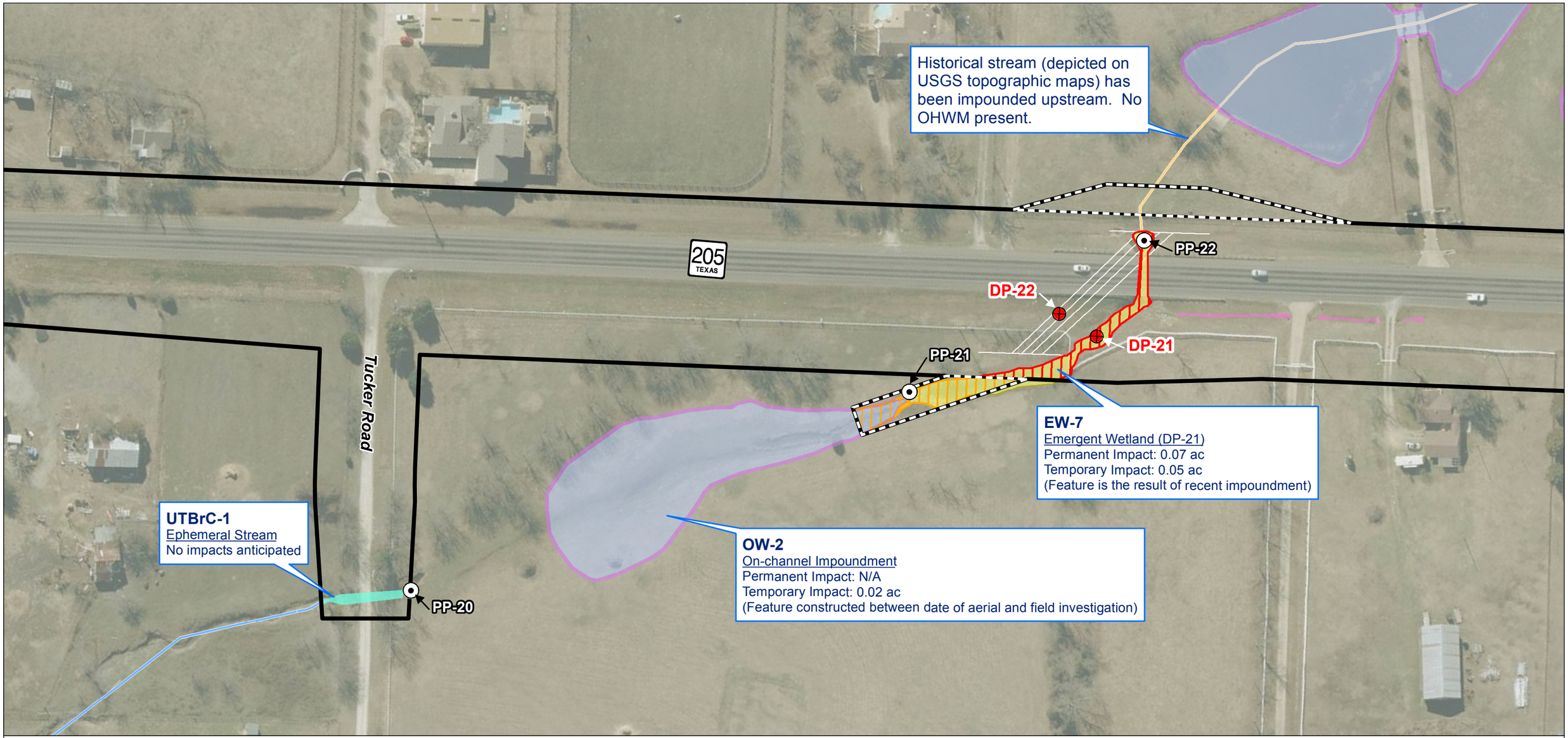

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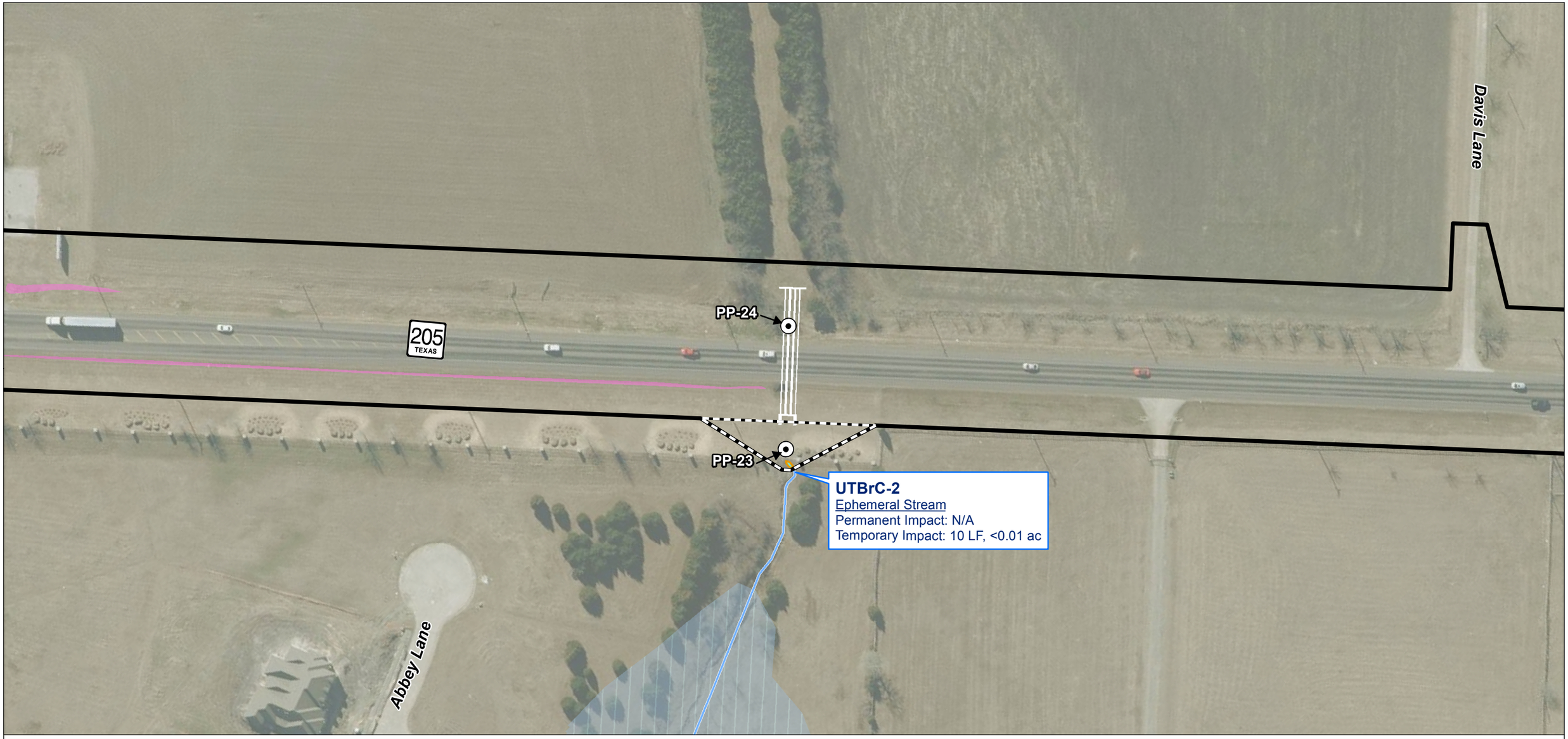

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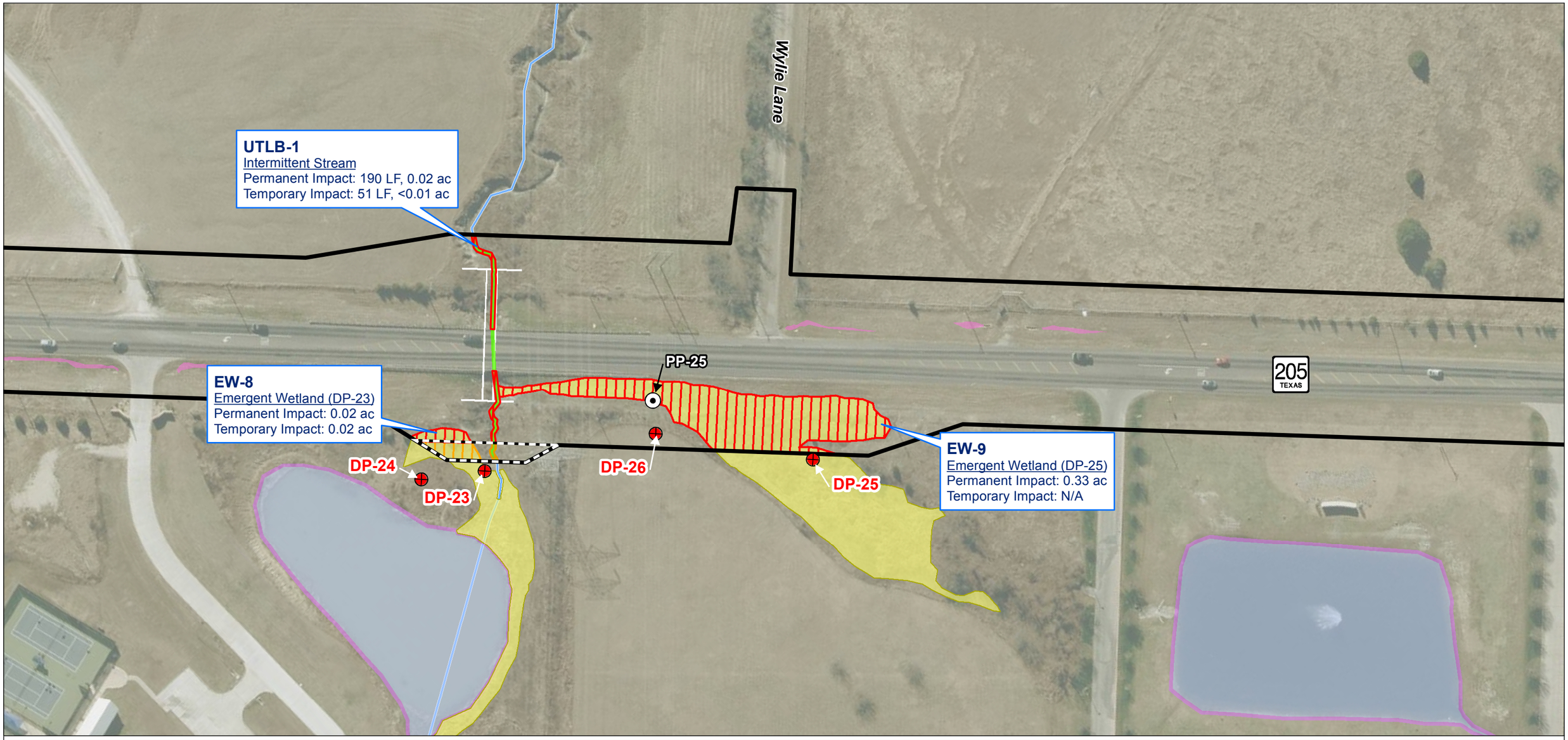

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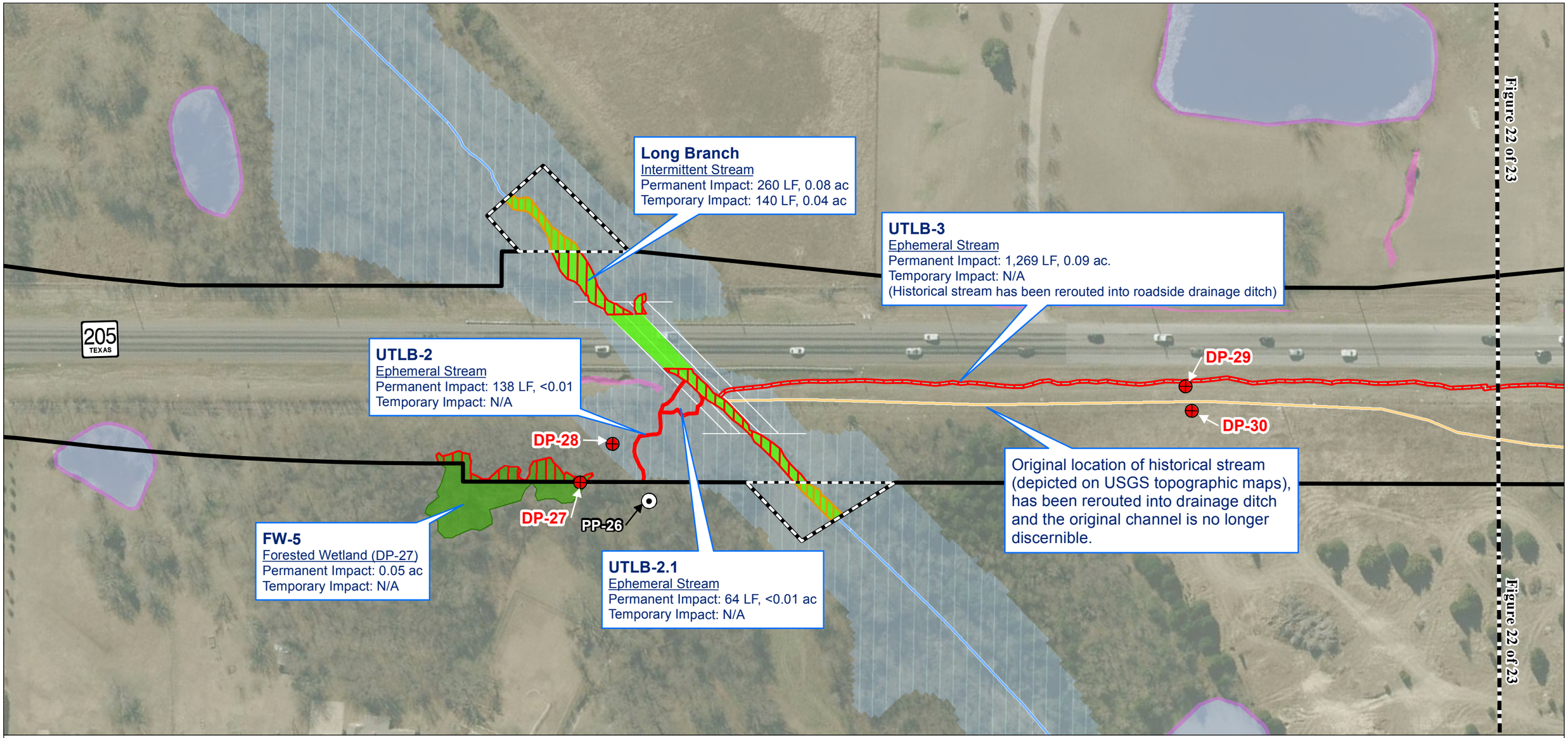

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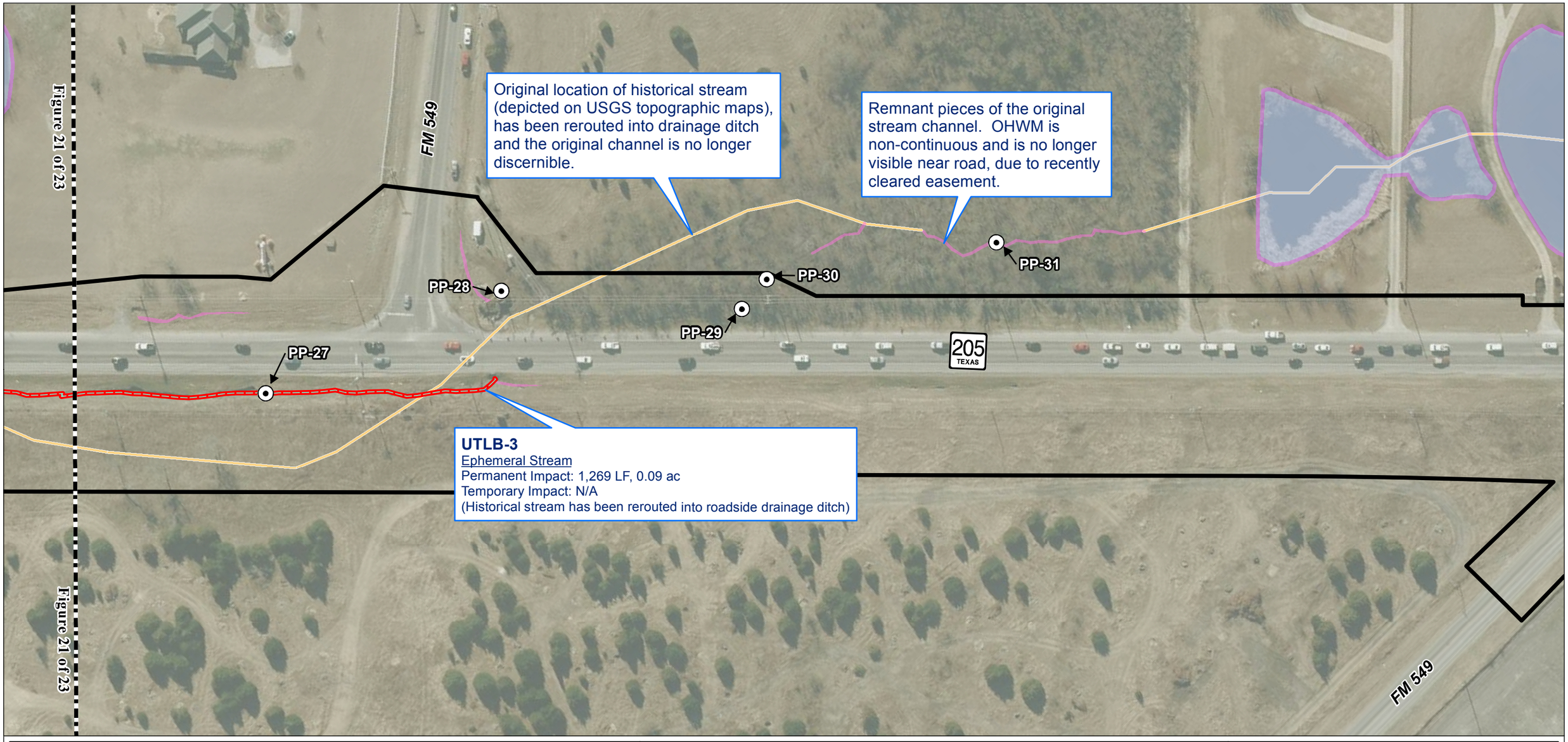

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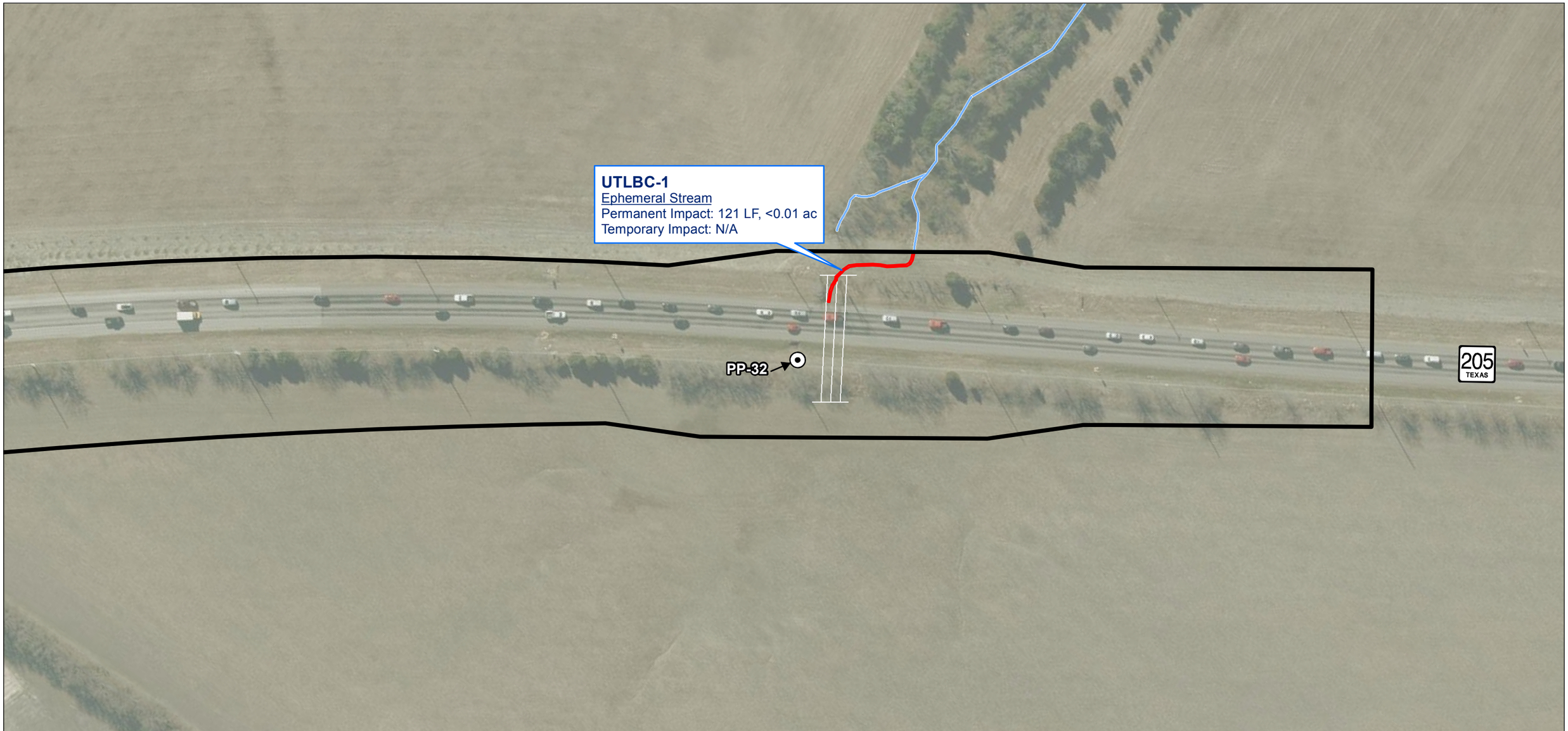

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Water Features Map
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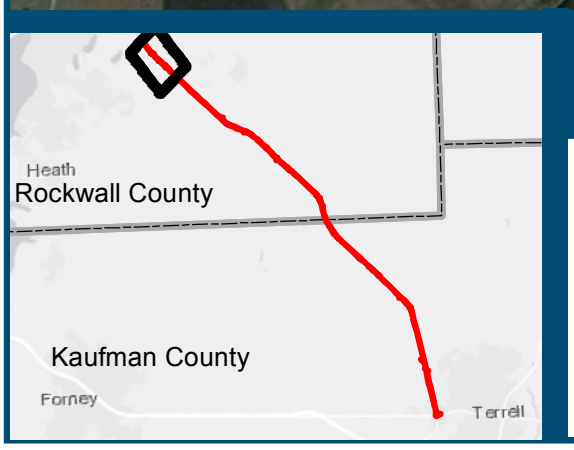
SH 205 South Project
From: US 80 in Terrell
To: Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas

CSJ: 0451-01-053 & 0451-02-028



Representative Noise Receivers

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, TX

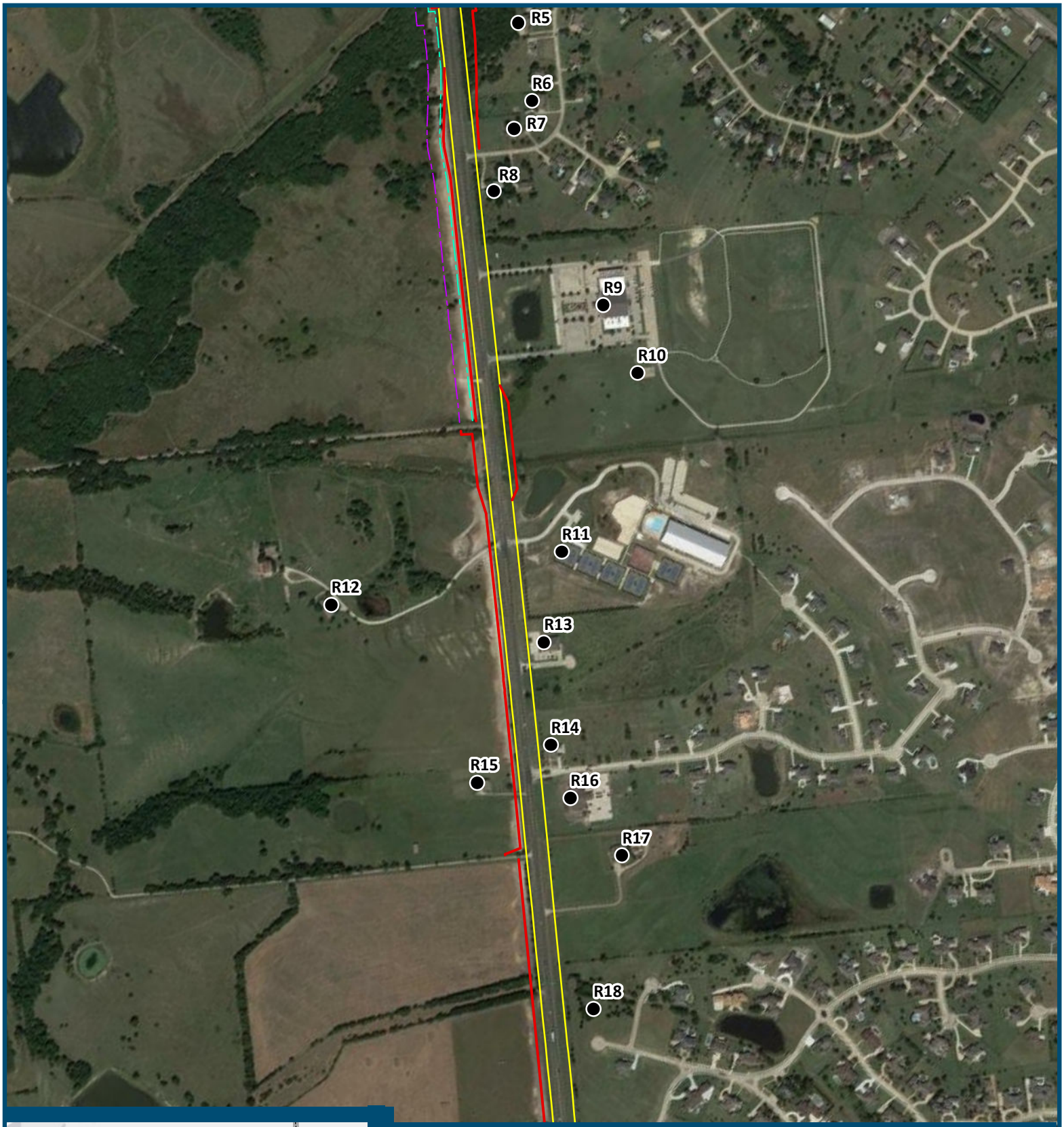
CSJ 0451-01-053 & 0451-02-028

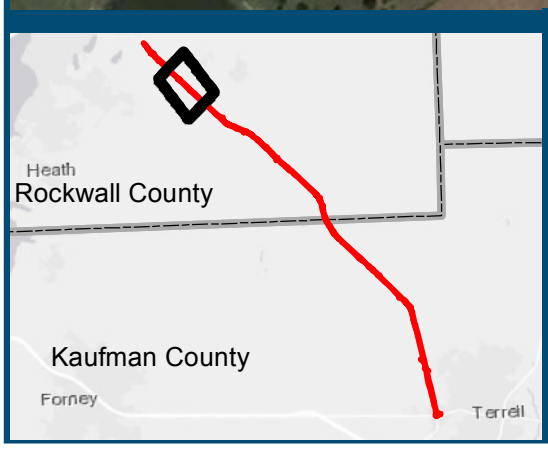
Feet
0 800 1,600

Legend

- Impacted Receiver
- Non-Impacted Receiver
- Noise Contour (66 db)
- Noise Contour (71 db)
- Proposed ROW
- Existing ROW

1/10/2018
Basemap Source: Texas Google Imagery





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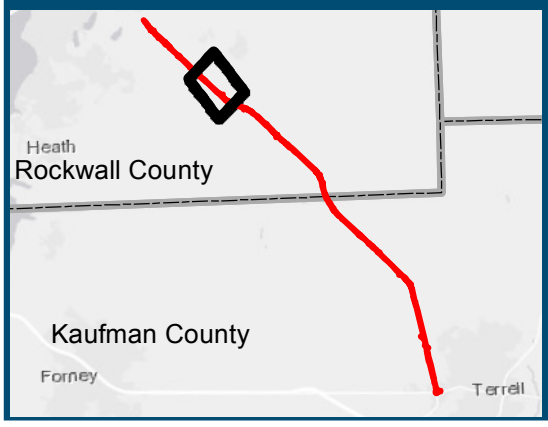

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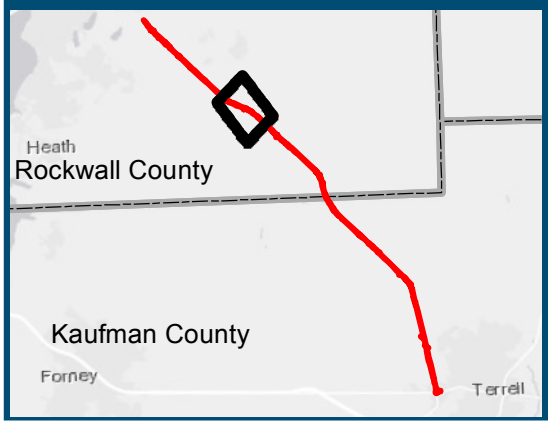

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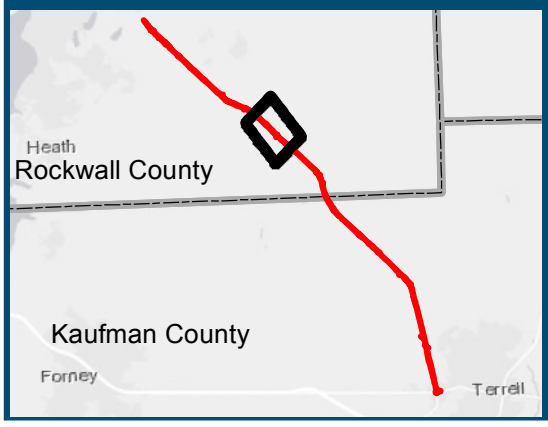

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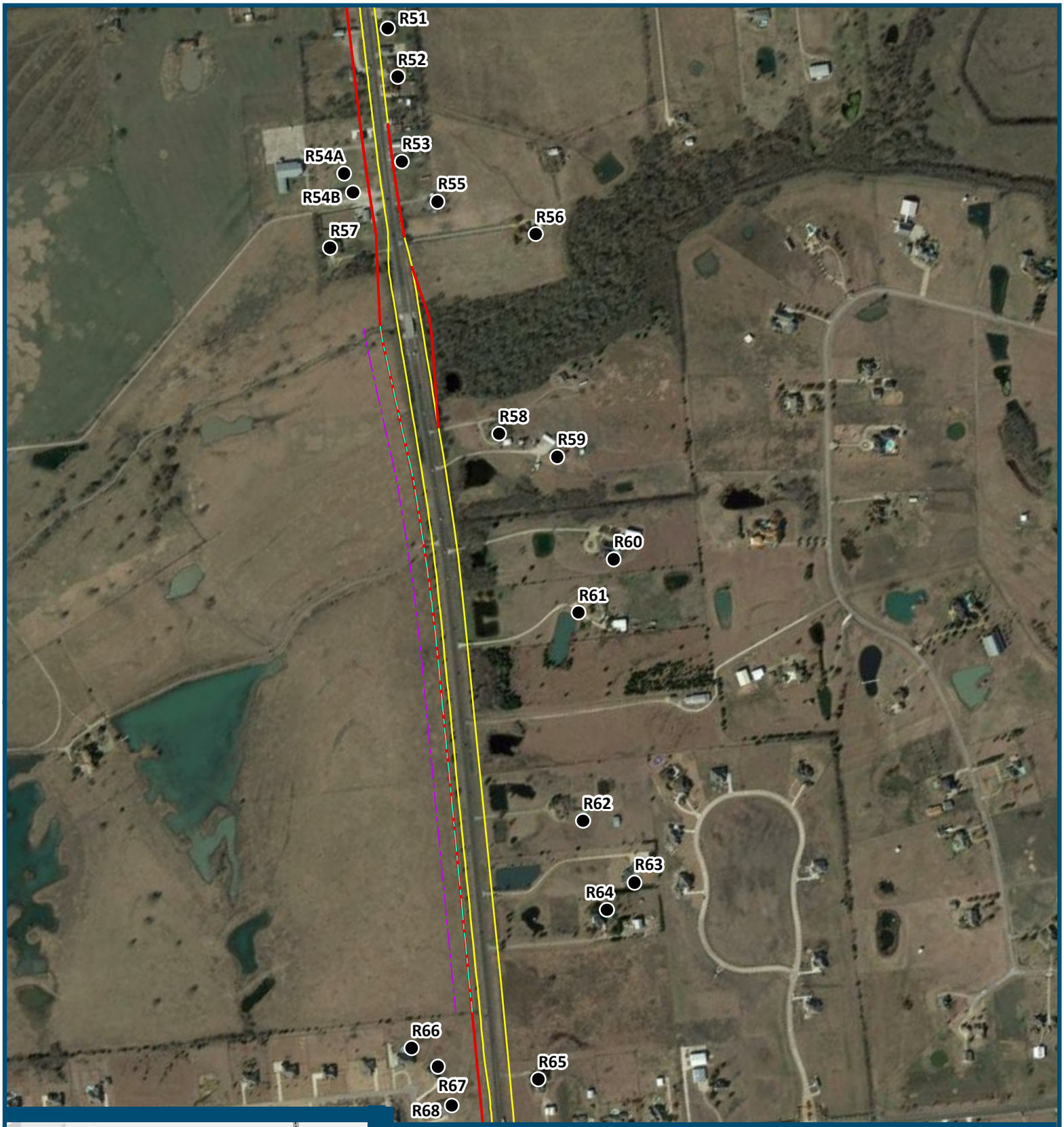

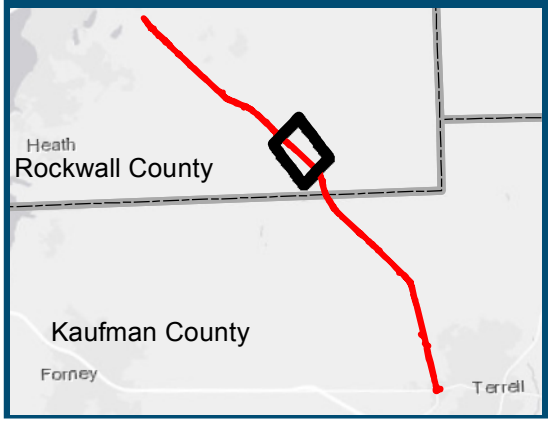

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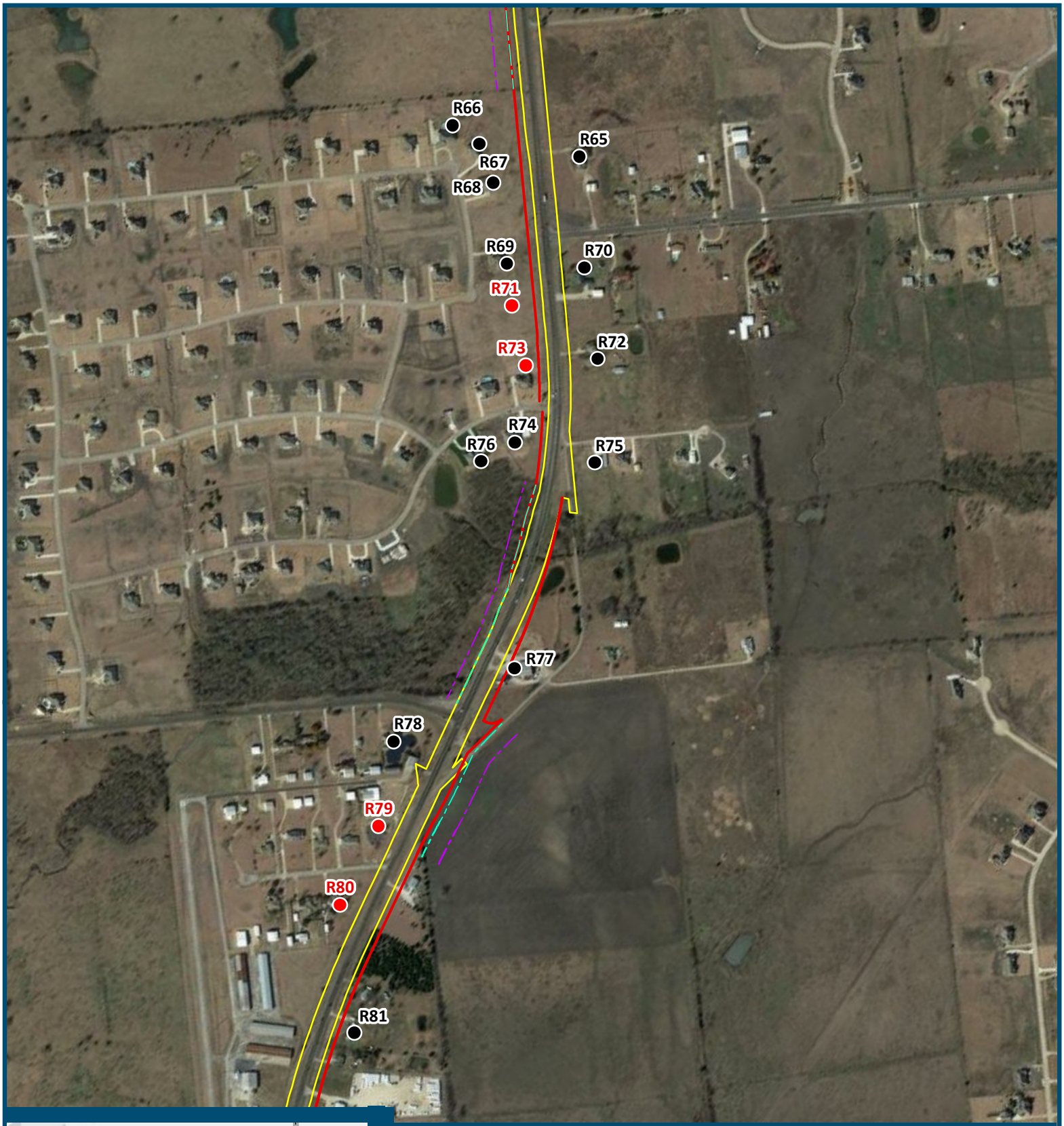

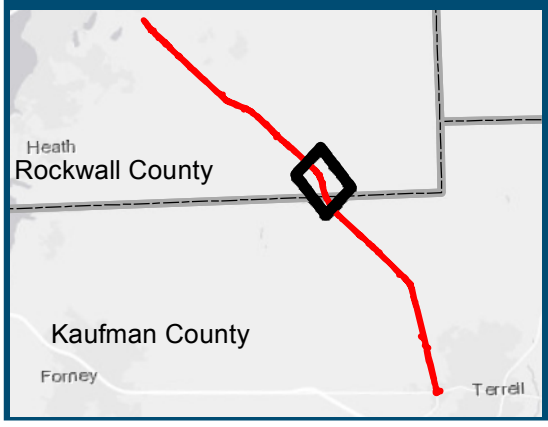

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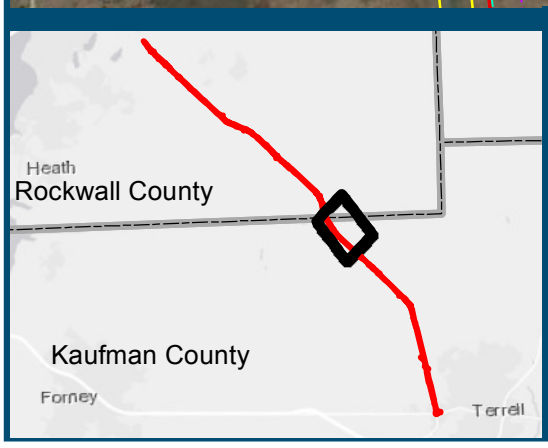

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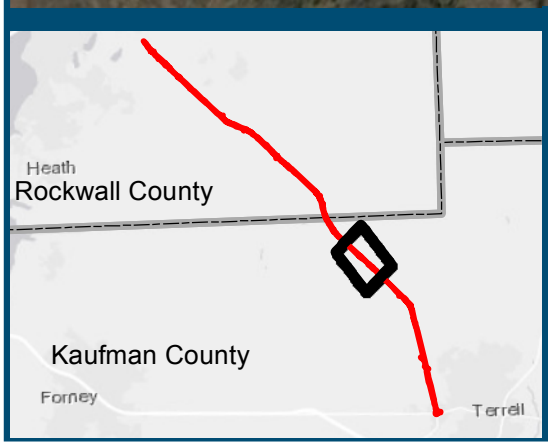

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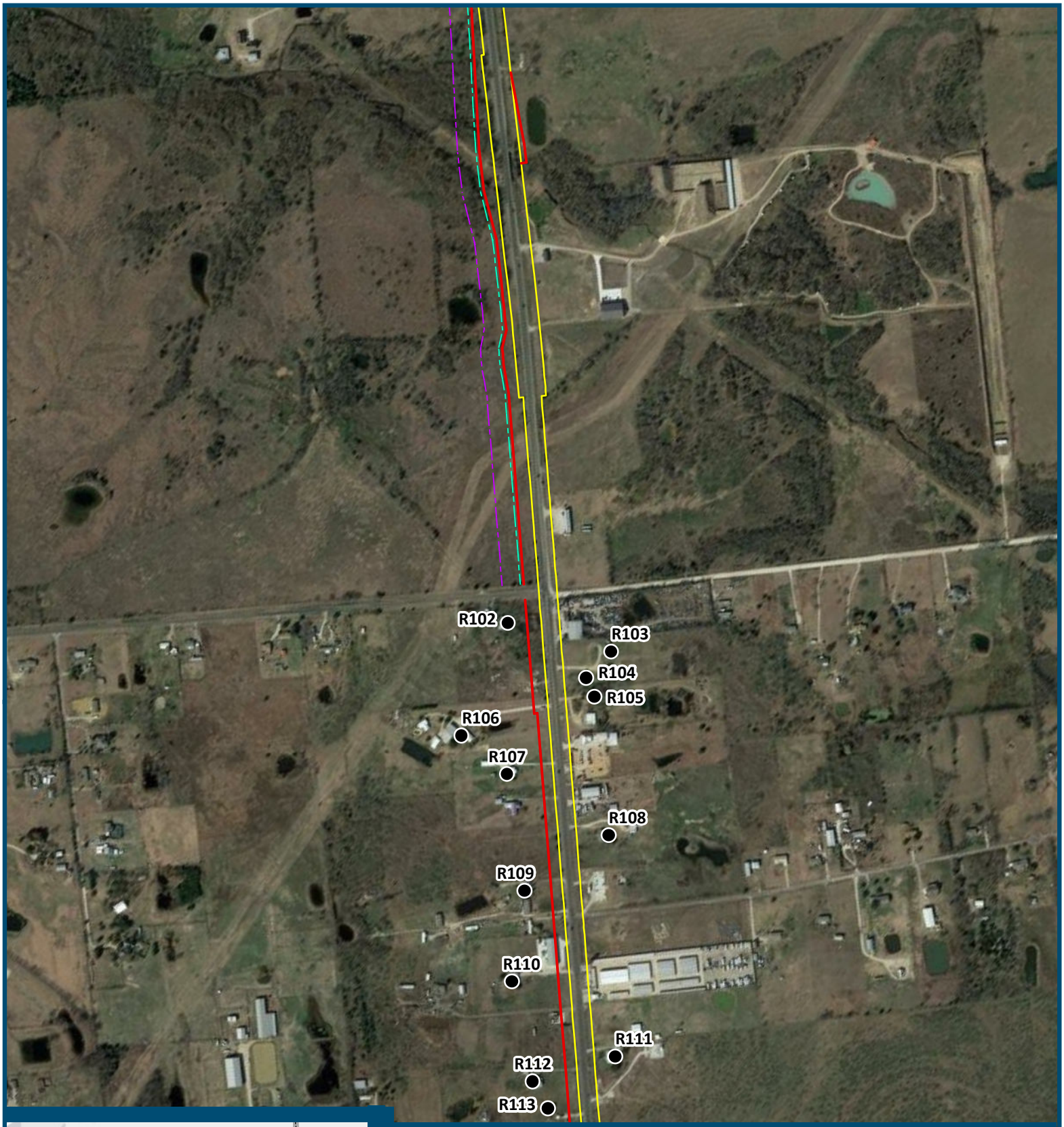

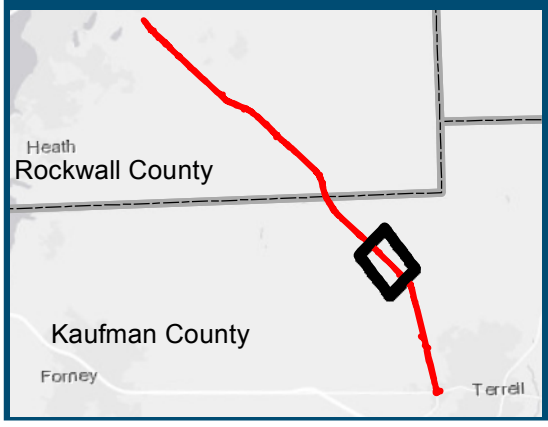

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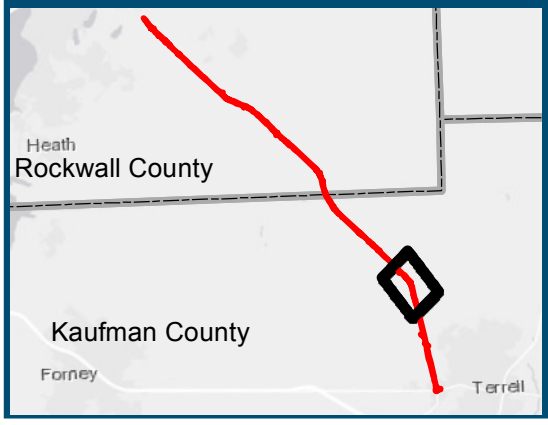

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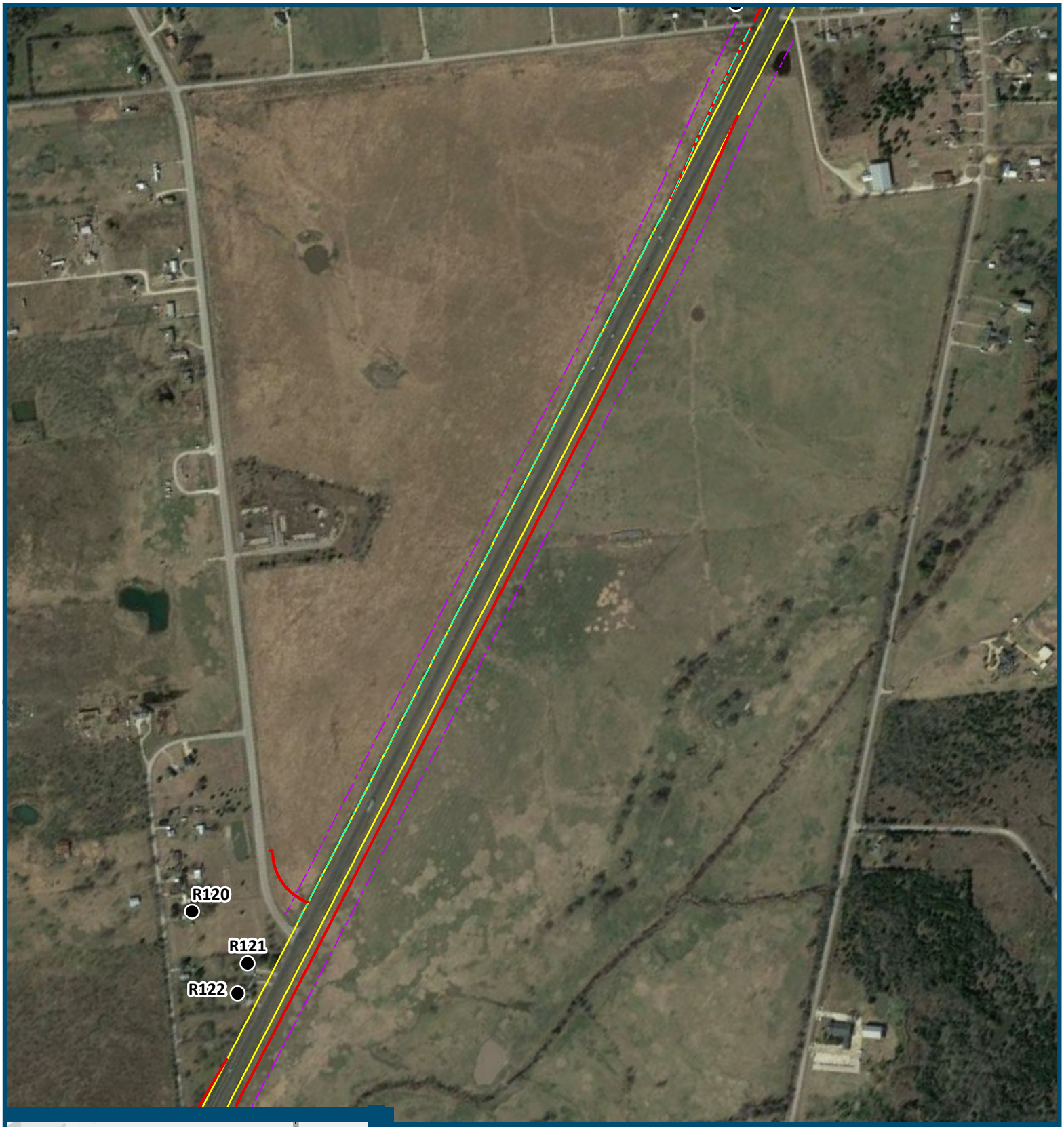

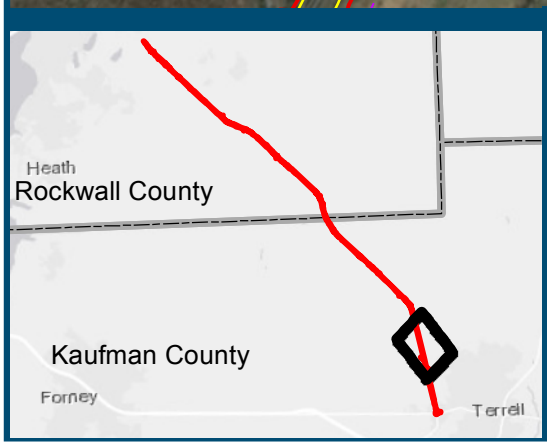

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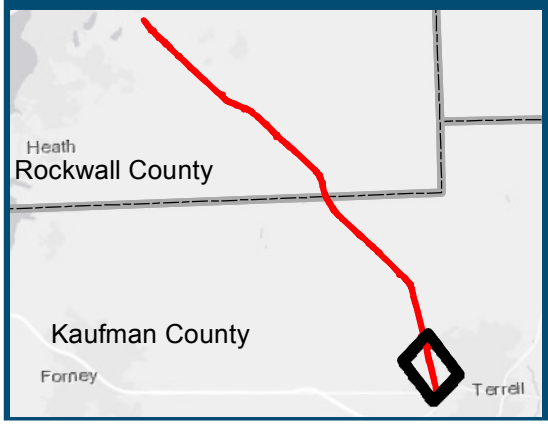

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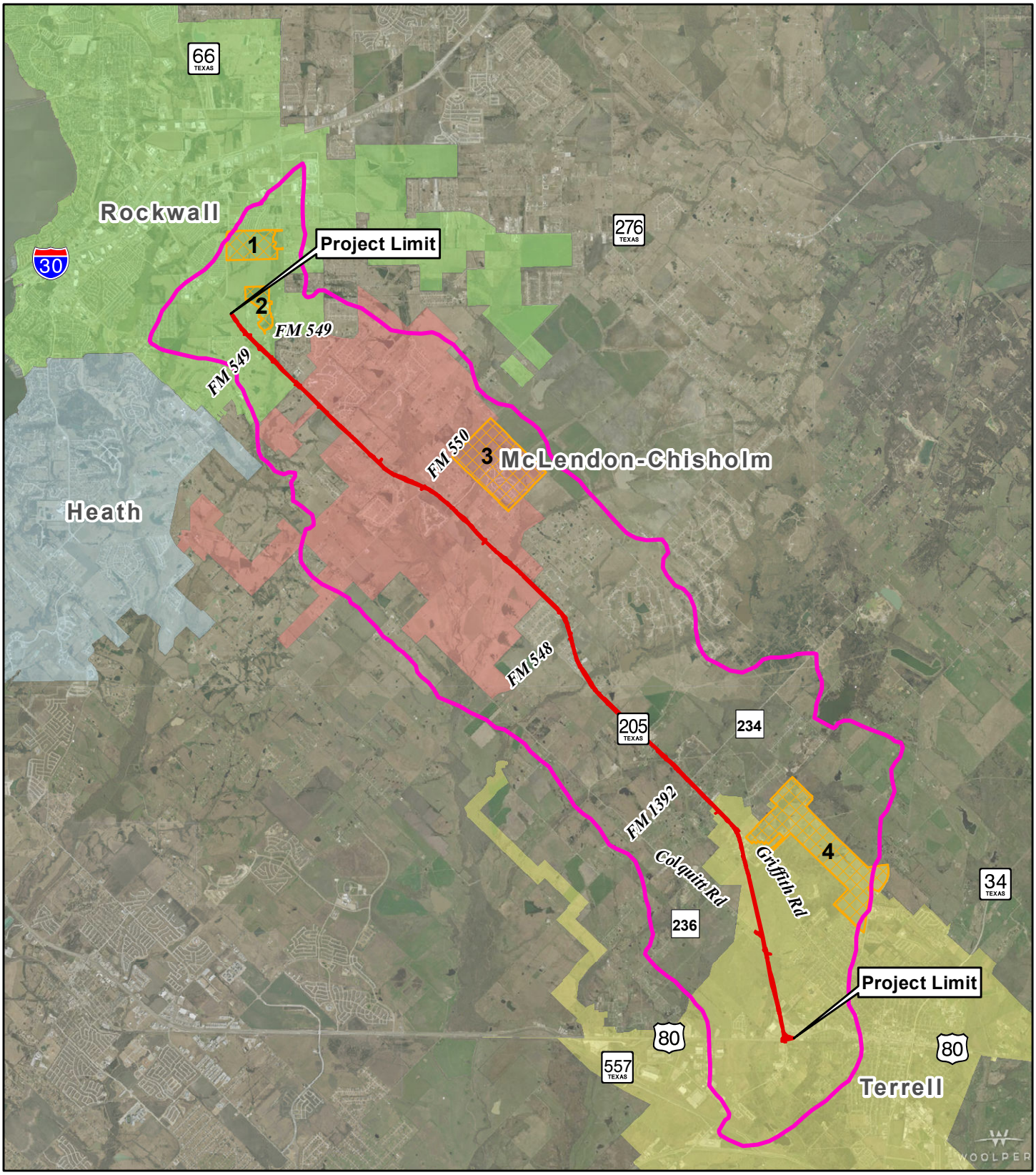

Legend

- Project Footprint
- Project Resource Study Area (RSA)
- Reasonably Foreseeable Project

Reasonably Foreseeable Projects in RSA Map

SH 205 South Project
From US 80 in Terrell
To Jct SH 205/John King (S Goliad St)
Kaufman and Rockwall Counties, Texas
CSJs: 0451-01-053, 0451-02-028

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SCALE IN MILES

Source / Year of Aerial Photograph: NCTCOG / 2017

APPENDIX G - Resource Agency Coordination

SHPO Coordination on Archeological Resources (April 2018)

TxDOT Memorandum on Historic Properties (February 2018)

TCEQ Coordination (June 2018)

TPWD Coordination (January 2018)

Texas Department of Transportation

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

RECEIVED
APR 19 2018

April 19, 2018

Transmittal of Jacobs Environmental, Inc. Draft Report: *Archeological Survey Report: State Highway (SH)205 South Project: From US 80 in Terrell to SH 205/John King (S Goliad St.) in Kaufman and Rockwall Counties, Texas.*
Kaufman County, Dallas District, CSJ: 0451-01-053
THC Antiquities Permit No. 8313

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

Dear Ms. Mercado-Allinger:

The above proposed project will be undertaken with federal and state funds. As required by the Programmatic Agreement (PA, 2015) and the Memorandum of Understanding with your agency, we are continuing consultation with your office on this project and are enclosing for your review and processing a draft report of an archeological survey recently conducted by Jacobs Engineering, Inc. (Jacobs) for the undertaking.

On behalf of the Texas Department of Transportation (TxDOT) Dallas District, Jacobs conducted an archeological survey within the area of potential effects (APE) of the State Highway (SH) 205 widening project from United States Highway (US) 80 in Terrell to the junction of SH 205/John King Boulevard (South Goliad Street) in Kaufman and Rockwall Counties, Texas. Work was performed in compliance with the National Environmental Policy Act, National Historic Preservation Act § 106 and associated federal regulations (36 CFR 800), as well as the Texas Antiquities Code (9 TNRC 191) and associated state regulations (13 TAC 26). The existing two-lane facility would ultimately be widened to a six-lane highway from US 80 in Terrell to the junction of SH 205/John King Boulevard (South Goliad Street). The archeological APE is approximately 13.07 miles in length and varies in width between about 150 and 250 feet. The APE is 295.2 acres (200.6 acres existing right of way [ROW], 93.4 acres proposed ROW, and 1.2 acres proposed permanent drainage easements). Typical depths of impact would be 5 feet or less to accommodate road grading. Maximum depth of impacts is estimated to be approximately 40 feet for bridge construction at Long Branch, Brushy Creek, Hackberry Creek, Berry Creek, High Point Creek, Little High Point Creek and Bachelor Creek.

Survey methods complied with applicable standards outlined and defined in 13 TAC 26.15 and policies of the Texas Historical Commission, as well as guidelines of the Council of Texas Archeologists. Intensive survey was conducted on the floodplain terraces of the seven streams that intersect the APE (54 acres). Work in these areas consisted of creek bank inspection and shovel testing (n=73); backhoe trenching (n=2) and geoarchaeological investigations were

carried out on the Bachelor Creek floodplain given the observance of potential Holocene-age alluvial deposits extending below 1 m in depth. Pedestrian survey was conducted along the intervening slopes and uplands between the floodplains.

The survey resulted in the documentation of site 41KF173, a mid-20th century farmstead. Historic maps indicate the site was settled sometime between 1920 and 1960. Surface evidence of occupation is limited to a ca. 30- by 9-foot strip of pavement and a concentration of bricks. Seven shovel tests within the site boundaries yielded a concentration of cultural materials at 2 to 20 cmbs (e.g., structural debris, machine cut nails, brick fragments, charred wood, melted window glass and metal). The portion of site 41KF173 that overlaps with the APE does not meet NRHP eligibility criteria, and the site does not warrant designation as an SAL, so no further work is recommended.

A TxDOT archeologist has reviewed the report by Jacobs and concurs with the results. **TxDOT seeks THC concurrence that**:

1. No archeological historic properties (36 CFR Part 800.16(1) or State Archeological Landmarks (13 TAC 26.12) are present within the 295.2 acres of APE assessed by Jacobs.

2. Since the survey was conducted under an individual THC Antiquities Permit, we are forwarding the draft for your review and processing in partial fulfillment of THC Antiquities Permit No. 8313. TxDOT finds the report acceptable as a draft and pending any final report review comments from your office, we request your concurrence that the report may proceed toward production.

Thank you for your consideration of this matter. If you have any questions regarding the survey report, please contact Michael Mudd (512) 314-3123. If you have any other questions or have need of further information, please contact me at (512) 416-2639. Thank you for your consideration in this matter.

Sincerely,

J. Kevin Hanselka, Archeological Studies Program
Environmental Affairs Division

Cc w/attachment: Christine Polito, TxDOT Dallas District Environmental Coordinator; Scott Ford, ENV-PD; Kevin Hanselka, ENV-Arch; ENV Arch Project File

Cc w/o attachments: ECOS Scan

Draft Report: *Archeological Survey Report: State Highway (SH) 205 South Project: From US 80 in Terrell to SH 205/John King (S Goliad St.) in Kaufman and Rockwall Counties, Texas.*
Kaufman County, Dallas District, CSJ: 0451-01-053
THC Antiquities Permit No. 8313

Concurrence By:

4/19/10

for: Mark Wolfe, Executive Director and SHPO
Texas Historical Commission

Date

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

RECEIVED
APR 19 2018

DRAFT REPORT
ACCEPTABLE
by
for Mark Wolfe
Executive Director, THC
Date 4/19/18
Track#

Texas Department of Transportation

Archeological Survey Report (Draft)

State Highway (SH) 205 South Project From US 80 in Terrell To JCT SH 205/John King (S Goliad St) in Kaufman and Rockwall Counties, Texas

CSJ: 0451-01-053 and 0451-02-028
Dallas District
Antiquities Permit No. 8313
Michael Mudd, Jacobs Engineering, Inc.
March 2018

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.

Texas Department of Transportation

MEMO

February 14, 2018

TO: Administrative File
From: Carolyn A Nelson

District: Dallas
County: Kaufman/Rockwall
CSJ#: 0451-01-053 & 0451-02-028
Highway: State Highway (SH) 205 South
Let Date: Feb 2023

Project Limits: From US 80 in Terrell to Jct SH 205/John King (S. Goliad St)
Project Description: Stipulation IX, Appendix 6. Widen two to six lanes divided with phased construction. 93.4 acres of new ROW and 1.2 acre of permanent easement. No historic properties present.

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

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

Proposed Project:
TxDOT Dallas district proposes to widen SH 205 from a two-lane rural highway to an urban six-lane divided highway. Phased construction would include interim and ultimate improvements to a four-lane facility before the final six-lane facility is built. Additional construction activities include drainage improvements, utility relocations, and sidewalks.

Existing Conditions:
Currently, SH 205 is a two-lane rural highway with a mix of light commercial and industrial developments along the roadway. The southern and northern ends are single-family residential homes.

Determination of Eligibility:
TxDOT historians reviewed the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL), and TxDOT files and found no historically significant resources previously documented within the area of potential effects (APE). The TxDOT Section 106 Programmatic Agreement APE for this proposed project is 150 feet from where proposed ROW and easements are needed.

A *Historical Resources Survey Report, CSJ 0451-01-053, State Highway (SH) 205 North, Collin County, Dallas District February 2018* evaluated forty-three historic age resources on thirty-eight parcels. TxDOT historians agree with the recommendations of the report and determine all evaluated historic age properties **not eligible**.

Determination of Effects:
Staff determined that the project poses no direct, indirect or reasonably foreseeable cumulative effects because there are no historic properties in the APE.

Therefore, pursuant to Stipulation IX, Appendix 6 "Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)" of the Section 106 PA and the MOU, TxDOT historians determined that there are no effects to historic, non-archeological properties in the APE. In compliance with the Antiquities Code of Texas and the MOU, TxDOT historians determined project activities have no potential for adverse effects. Individual project coordination with SHPO is not required.

Lead Reviewer RMDobrasko for TxDOT 2/16/2018
Rebekah Dobrasko Date

Approved by _____ for TxDOT 2.22.18
Bruce Jensen Date

From:	NEPA
To:	Michelle Lueck
Subject:	RE: EA Review - SH 205 - Kaufman and Rockwall Counties (CSJ 0451-01-053 etc.)
Date:	Thursday, June 28, 2018 10:23:44 AM

Re: Response to Request for TCEQ Environmental Review

The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project: EA Review - SH 205 - Kaufman and Rockwall Counties (CSJ 0451-01-053 etc.).

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

This project is in an area of Texas classified by the United States Environmental Protection Agency as moderate nonattainment for the 2008 ozone National Ambient Air Quality Standard. Air Quality staff has reviewed the document in accordance with transportation and general conformity regulations codified in 40 Code of Federal Regulations Part 93 Subparts A and B. We concur with TxDOT's assessment.

The Office of Water does not anticipate significant long term environmental impacts from this project as long as construction and waste disposal activities associated with it are completed in accordance with applicable local, state, and federal environmental permits, statutes, and regulations. We recommend that the applicant take necessary steps to ensure that best management practices are used to control runoff from construction sites to prevent detrimental impact to surface and ground water.

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

If you have any questions, please feel free to contact the NEPA Coordinator at (512) 239-3500 or NEPA@tceq.texas.gov.

Violet Mendoza
NEPA Coordinator
TCEQ, MC-119
NEPA@tceq.texas.gov

From: Michelle Lueck [mailto:Michelle.Lueck@txdot.gov]
Sent: Thursday, June 21, 2018 1:27 PM
To: NEPA <NEPA@tceq.texas.gov>
Subject: EA Review - SH 205 - Kaufman and Rockwall Counties (CSJ 0451-01-053 etc.)

TxDOT requests the TCEQ review the SH 205 project per 43 TAC 2.305. The proposed project would include reconstruction and widening of existing SH 205 from a two-lane undivided to an ultimate six-lane divided roadway in Kaufman and Rockwall Counties, Texas. We are requesting TCEQ review since the project meets MOU triggers related to **water and air quality**.

An electronic version of the Draft Environmental Assessment will be transmitted to your office using our FTP system. Let me know if you have any questions.

Michelle Lueck
TxDOT-Environmental Affairs Division
Project Delivery Section
512-416-2644

Leslie Mirise

From: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Sent: Thursday, January 18, 2018 12:34 PM
To: Leslie Mirise
Subject: RE: CSJ 0451-01-053, etc. SH 205 South Widening Project - Request for Early Coordination

Leslie,

That addresses my concerns. Thank you for confirming those BMPs.

Thank you for submitting the following project for early coordination: SH 205 South widening project (CSJ 0451-01-053). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment submitted on December 15, 2017 and in subsequent emails. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.
According to §2.204(g) of the 2013 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link: http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txndd/submit.phtml

Thank you,

Sue Reilly
Transportation Assessment Liaison
TPWD Wildlife Division
512-389-8021

From: Leslie Mirise [mailto:Leslie.Mirise@txdot.gov]
Sent: Wednesday, January 17, 2018 5:03 PM
To: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: CSJ 0451-01-053, etc. SH 205 South Widening Project - Request for Early Coordination

Hi Sue,

TxDOT would be willing to implement section 3 of the Amphibian and Aquatic Reptile BMPs for the proposed project area, including areas of existing and new ROW, as directed in section 4 of the BMP.

The proposed project description does not include temporary crossings at any stream crossings.

Please let me know if you have any further questions.

Thanks,

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

From: Sue Reilly [mailto:Sue.Reilly@tpwd.texas.gov]
Sent: Wednesday, January 17, 2018 4:48 PM
To: Leslie Mirise
Subject: RE: CSJ 0451-01-053, etc. SH 205 South Widening Project - Request for Early Coordination

Hi Leslie,

For the crawfish frog BMPs, I would appreciate TxDOT applying the BMPs laid out in section 3 of the Amphibian and Aquatic Reptile BMPs, that is listed as only for projects within existing ROW when work is in the water. Can you commit to those practices?

And I'm assuming there are no temporary crossings planned?

Thanks,
Sue

From: WHAB_TxDOT
Sent: Tuesday, December 19, 2017 11:31 AM
To: Leslie Mirise <Leslie.Mirise@txdot.gov>
Cc: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: CSJ 0451-01-053, etc. SH 205 South Widening Project - Request for Early Coordination

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 39062. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

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

From: Leslie Mirise [mailto:Leslie.Mirise@txdot.gov]
Sent: Friday, December 15, 2017 4:17 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Lani Marshall <Lani.Marshall@txdot.gov>
Subject: CSJ 0451-01-053, etc. SH 205 South Widening Project - Request for Early Coordination

Hello,

TxDOT requests early coordination for the SH 205 South Widening Project in Rockwall and Kaufman counties, Texas. I have attached the following:

1. The Tier 1 Site Assessment Form, including BMPs to be implemented;
2. The Biological Evaluation Form, for the purpose of reviewing the analyses performed on federally listed species that also share state-listing status;
3. Supporting Documents, including but not limited to, project location figure, simplified schematic, species lists from TPWD and USFWS/IPaC, EMST documentation, and site photos;
4. The EMST and observed vegetation Excel spreadsheet; and
5. A separate NDD information file.

These documents, along with other project-related information, are also available in ECOS under the CSJ: 0451-03-013.

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

Thank you,

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