



Environmental Assessment

Loop 375 (Purple Heart Memorial Highway)
From Spur 601 (Liberty Expressway) to US
Highway 62/180 (Montana Avenue)

El Paso County, Texas

CSJs: 2552-02-028, 1046-03-005, and 1046-03-906

December 2018

Texas Department of Transportation, El Paso District

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	Annual Average Daily Traffic
ACS	American Community Survey
AOI	Area of Influence
APE	Area of Potential Effect
ARPA	Archeological Resources Protection Act
ASTM	American Society for Testing and Materials
BMP	Best Management Practice
CAA	Clean Air Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CGP	Construction General Permit
CMP	Congestion Management Process
CSJ	control-section-job
DHHS	Department of Health and Human Services
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMST	Ecological Mapping System of Texas
EO	Executive Order
EPA	Environmental Protection Agency
EPCC	El Paso Community College
EPIA	El Paso International Airport
EPIC	Environmental Permits, Issues, and Commitments
ETC	estimated time of completion
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FR	Federal Register
FTA	Federal Transit Administration
FWCA	Fish and Wildlife Coordination Act
GIS	Geographic Information Systems
GLO	General Land Office
HEI	Health Effects Institute
HOV	high occupancy vehicle
IBWC	International Boundary Water Commission
ICRMP	Integrated Cultural Resources Management Plan
IRIS	Integrated Risk Information System
ISA	Initial Site Assessment
LWCF	Land and Water Conservation Fund
LEP	Limited English Proficiency
LPG	Liquid Petroleum Gas
MBTA	Migratory Bird Treaty Act
MOU	Memorandum of Understanding

MOVES	Motor Vehicle Emissions Simulator
mph	miles per hour
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile Source Air Toxics
MTP	Metropolitan Transportation Plan
NAGPRA	Native American Graves Protection and Repatriation Act
NATA	National Air Toxics Assessment
NEPA	National Environmental Policy Act
NHL	National Historic Landmarks
NHPA	National Historic Preservation Act
NOI	Notice of Intent
NRCS	National Resource Conservation Service
NRHP	National Register of Historic Places
OTHMs	Official Texas Historical Markers
PA	Programmatic Agreement
PCR	Project Coordination Request
PM10	Particulate Matter 10
PS&E	Plans, Specifications, and Estimates
PSLs	Project Specific Locations
PSTs	Petroleum Storage Tanks
PWC	Parks and Wildlife Code
ROW	right-of-way
RRC	Railroad Commission of Texas
SAL	State Antiquities Landmark
SGCN	Species of Greatest Conservation Need
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
STIP	Statewide Transportation Improvement Plan
SW3P	Storm Water Pollution Prevention Plan
TAQA	Traffic Air Quality Analysis
TCEQ	Texas Commission on Environmental Quality
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TPDES	Texas Pollutant Discharge Elimination System
TPP	Transportation Planning and Programming
TPWD	Texas Parks and Wildlife Department
TWDB	Texas Water Development Board
TxDOT	Texas Department of Transportation
US	United States Highway
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
VE	Value Engineering
VMT	vehicle miles travelled
vpd	vehicles per day

1.0 INTRODUCTION

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements to Loop 375 (Purple Heart Memorial Highway) from Spur 601 (Liberty Expressway) to United States Highway (US) 62/180 (Montana Avenue) in El Paso County, Texas. The proposed improvements include, but are not limited to, widening Loop 375, constructing frontage roads and direct connectors with entrance and exit ramps, and the addition of retention ponds. The purpose of this Environmental Assessment (EA) is to study the potential environmental consequences of the proposed project and determine whether such consequences warrant preparation of an Environmental Impact Statement (EIS). The EA has been prepared to comply with TxDOT's environmental review rules and the National Environmental Policy Act (NEPA). This Draft EA will be made available for public review and, following the comment period, TxDOT will consider all comments submitted. If TxDOT determines there are no significant adverse effects, a finding of no significant impact (FONSI) will be issued and made available to the public. Project location maps are provided as **Figures 1 and 2** in **Appendix A**. Representative photographs of the project area are included in **Appendix B**. The current engineering schematic and layout of the proposed project is included in **Appendix C. Figures 3.1 through 3.4** in **Appendix D** provide existing and proposed typical sections. Resource specific maps are provided in **Appendix F**.

2.0 PROJECT DESCRIPTION

2.1 Existing Facility

The existing Spur 601 facility within the project limits consists of two 12-foot-wide travel lanes and a 12-foot-wide auxiliary lane in each direction with 4-foot-wide inside shoulders and 16-foot-wide outside shoulders separated by a raised 2-foot-wide median (**Photo 1** in **Appendix B**). Note - an auxiliary lane is a portion of the roadway used to separate entering, exiting, or turning traffic from the through lanes. There are currently no pedestrian or bicycle facilities within the project limits. Drainage is conveyed through sheet flow. The existing right-of-way (ROW) width varies from 200 to 470 feet. The existing speed limit varies from 50 miles per hour (mph) to 60 mph. The existing typical section is provided on **Figure 3.1** in **Appendix D**.

The existing Loop 375 facility within the project limits consists of two 12-foot-wide travel lanes in each direction with 4-foot-wide inside shoulders and 10-foot-wide outside shoulders separated by a 42-foot-wide median. There are currently no pedestrian or bicycle facilities within the project limits (**Photo 2**). Drainage is conveyed through sheet flow. The existing ROW width varies from 200 to 520 feet. The existing speed limit is 65 mph. The existing typical section is provided on **Figure 3.2** in **Appendix D**.

Currently, the intersection of Loop 375 and Spur 601 is grade-separated with Loop 375 passing over a signalized diverging diamond intersection with Spur 601. Note - A diverging diamond intersection increases traffic flow by temporarily shifting traffic to the left side of the road, allowing through-traffic and left-turning traffic to proceed through the intersection simultaneously (**Photo 3**).

2.2 Proposed Project

The proposed improvements at the Loop 375 and Spur 601 intersections would include the construction of three direct connectors. These include a direct connector from northbound Loop 375 to westbound Spur 601 and a direct connector from eastbound Spur 601 to southbound Loop 375. These direct connectors would consist of two 12-foot lanes with a 4-foot-wide inside shoulder and an

8-foot-wide outside shoulder. A third direct connector from eastbound Spur 601 to northbound Loop 375 would consist of one 14-foot-wide travel lane with a 10-foot-wide inside shoulder and 4-foot-wide outside shoulder.

From Spur 601 to Iron Medics Drive, the proposed project would shift the alignment of Loop 375 northeast and widen the roadway. The main lanes would consist of three 12-foot-wide travel lanes in each direction with 10-foot-wide inside and outside shoulders, separated by a 2-foot-wide raised median. The proposed project would also construct northbound and southbound frontage roads that would consist of three 12-foot-wide travel lanes in each direction with 4-foot-wide inside shoulders and 2-foot-wide outside shoulders. A 12-foot-wide hike and bike trail would be added approximately 13.5 feet from the outside of the southbound frontage road.

Just north of the intersection of Loop 375 and Iron Medics Drive, the alignment transitions back to match the existing centerline. Entrance ramps to the main lanes would be added between Iron Medics Drive and Tank Crossing #5.

At Tank Crossing #5, the alignment would remain along the existing centerline. The main lane bridge over Tank Crossing #5 would be widened to accommodate a third 12-foot-wide travel lane and 12-foot-wide auxiliary lane in each direction with 10-foot-wide inside and outside shoulders. The bridge would also accommodate northbound and southbound frontage roads that would consist of two 12-foot-wide travel lanes with 4-foot-wide inside shoulders and 10-foot-wide outside shoulders. In addition, U-turn lanes would be added on both the north and south sides of Tank Crossing #5. The U-turn lanes would each consist of one 14-foot lane with 4-foot-wide inside shoulders and 5-foot-wide outside shoulders and would pass underneath the main lanes.

From south of Tank Crossing #5 to the curve north of Montana Avenue, the alignment continues along the existing centerline. Exit ramps to the frontage roads would be added south of Tank Crossing #5. The main lanes would consist of three 12-foot-wide travel lanes and a 12-foot-wide auxiliary lane in each direction with 10-foot-wide inside and outside shoulders, separated by a 2-foot-wide raised median. The proposed project would also construct northbound and southbound frontage roads that would consist of three 12-foot-wide travel lanes with 4-foot-wide inside shoulders and 2-foot-wide outside shoulders. A 12-foot-wide hike and bike trail would be added approximately 13.5 feet from the outside of the southbound frontage road. The proposed project would construct seven proposed retention ponds, totaling approximately 7.9 acres, throughout the project area.

The length of the proposed project is approximately 5.3 miles along Loop 375 and approximately 0.1 mile along Spur 601. The project is currently located within approximately 230.3 acres of permanent easement, which is part of Fort Bliss. In order to accommodate the proposed improvements, the project would require approximately 109.9 acres of additional ROW and permanent easement. For reference purposes, the easement is described as ROW throughout this document.

The control-section-job (CSJ) numbers associated with the proposed project are 2552-02-028 for the improvements to Loop 375, which would be constructed in the first phase of the project, and 1046-03-005 and 1046-03-906 for the proposed direct connectors, which would be constructed in a subsequent phase or phases. Although CSJs 1046-03-005 and 1046-03-906 were not listed in

previous environmental documentation, the project elements associated with the CSJs were assessed in all of the technical reports supporting the EA. Federal regulations require that federally funded transportation projects have logical termini [23 Code of Federal Regulations (CFR) §771.111(f)(1)]. Simply stated, this means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts. In accordance with 23 CFR §771.111(f)(1), the logical termini of the project have been defined as the major crossroads of Spur 601 to the north and US 62/180 to the south.

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area [23 CFR §771.111(f)(2)]. This means a project must be able to provide benefit by itself, and that the project 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. Because the proposed project stands alone, it does not irretrievably commit federal funds and provides congestion relief between Spur 601 and US 62/180 by adding a travel lane and frontage roads; therefore, it has been determined that the project has independent utility.

Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements [23 CFR §771.111(f)(3)]. This means that a project must not dictate or restrict any future roadway alternatives. The proposed project would not predetermine or preclude future work on Loop 375 and would not restrict the consideration of future transportation improvements. The proposed project would widen the existing transportation corridor and maintain access to cross streets, while providing improvements to major intersections like Spur 601. The current engineering schematic and layout of the proposed project is included in **Appendix C**, and proposed typical sections are provided as **Figures 3.1** through **3.4** in **Appendix D**.

The proposed project is consistent with the El Paso Metropolitan Planning Organization (MPO)'s Metropolitan Transportation Plan (MTP) *Destino 2045*, approved November 6, 2018, and the 2019-2022 Statewide Transportation Improvement Plan (STIP), amended September 28, 2018 (**Appendix E**). The proposed project would be funded with state and federal funds totaling \$69,918,843 (\$54,711,295 and \$15,207,548) for the widening and construction of frontage roads and \$44,306,294 (\$23,931,284 and \$20,375,010) for the direct connectors, for a grand total estimated project cost of \$114,225,137.

3.0 PURPOSE AND NEED

3.1 Need

The proposed project is needed because the existing Loop 375 lacks sufficient capacity to adequately support the projected increased traffic and population growth within the City of El Paso. This lack of capacity results in congestion and reduced mobility.

3.2 Supporting Facts and/or Data

The Loop 375 roadway is a through traffic route providing motorists access to US 54 as well as access to other parts of the City of El Paso via the remaining parts of the loop. According to projections approved by TxDOT's Transportation Planning and Programming (TPP) Division, travel demand is projected to continue to increase as average daily traffic on Loop 375 between Spur 601 and Iron Medics Drive is anticipated to increase 40 percent between the years 2020 and 2050. Traffic projections also indicate an increase in average daily traffic on Loop 375 between Iron Medics Drive and Match Line C of approximately 40 percent between the years 2020 and 2050. Note – Match Line C is a location break used for data collection purposes in the TxDOT TPP Traffic Memo (**Appendix G**). Traffic projections also indicate an increase in average daily traffic on Loop 375 between Match Line C and US 62/180 of approximately 37 percent between the years 2020 and 2050. Projected average daily traffic volumes between the years 2020, 2040, and 2050 are shown in **Table 1** and **Appendix G**.

Table 1. Loop 375 Average Daily Traffic Projections

Year	Average Daily Traffic Spur 601 to Iron Medics Drive	Average Daily Traffic Iron Medics Drive to Tank Crossing #5	Average Daily Traffic Tank Crossing #5 to Match Line C	Average Daily Traffic Match Line C to US 62/180
2020	82,100	82,400	82,400	88,300
2040	107,000	107,300	107,300	113,200
2050	115,200	115,500	115,500	121,400

Source: TxDOT TPP Traffic Memo (July 31, 2015) (**Appendix G**)

According to population projections taken from the Texas Water Development Board (TWDB), the population of El Paso is projected to increase approximately 23 percent from 734,031 in 2020 to 904,900 in 2040 (TWDB 2018). The U.S. Census Bureau indicated that the City of El Paso had a total population of 840,410 in 2017 (U.S. Census Bureau 2018); therefore, the population of El Paso is exceeding the projected growth.

In October 2012, Fort Bliss received approval to conduct a value-for-value land exchange for one parcel and sell a second parcel of land along Fort Bliss' southern boundary. The parcels are located in the area roughly bounded by Loop 375 to the east, Global Reach Boulevard to the west, Spur 601 to the north, and US 62/180 to the south. The parcel for sale was approved to be sold to a private developer and annexed to the City of El Paso to be developed as a combination of residential, retail, community facilities, and mixed-use building based on the City of El Paso's SmartCode Growth Plan. Proceeds from the land sale would pay for the construction of additional military housing within Fort Bliss (USACE 2012). The other parcel was exchanged for land southeast of Fort Bliss with the Texas General Land Office (GLO). Linda Troncoso, a representative for the GLO, confirmed that they are preparing the land to sell to developers in the next few years for primarily residential development (pers. comm. with Samantha Melito on July 10, 2018). This planned development is anticipated to further increase traffic demands and population growth within the area.

3.3 Purpose

The purpose of the proposed project (the Build Alternative) is to improve mobility and reduce congestion along Loop 375.

4.0 ALTERNATIVES

4.1 Build Alternative

The Build Alternative, as described in **Section 2.2**, would provide added capacity along Loop 375 with the addition of travel lanes and frontage roads, and would improve the Loop 375/Spur 601 interchange with the construction of three direct connectors. The Build Alternative would meet the need and purpose of the project by improving mobility and reducing congestion along Loop 375.

4.2 No-Build Alternative

Under the No-Build Alternative, the existing facilities would operate as they currently do and normal maintenance activities would continue. There would be no substantial adverse environmental impacts associated with this alternative. However, the No-Build Alternative would not reduce congestion or improve mobility; therefore, it would not address the need and purpose of the proposed project. The Build Alternative is the preferred alternative; however, the No-Build Alternative is carried forward in this EA to provide a baseline for comparison to the Build Alternative.

4.3 Preliminary Alternatives Analysis

The alternatives analysis examined multiple alternatives with regard to a number of engineering and environmental factors. Prior to the development of alternatives, options and variations of each potential alignment in the study area were considered. Five build alternatives were developed, along with options for the design of Iron Medics Drive intersection, the curve north of US 62/180, and Tank Crossing #5 intersection. These alternatives, described in detail below, were presented during a Design Concept Conference and then evaluated during a Value Engineering (VE) Study. The VE study ultimately resulted in the identification of a Recommended Preferred Alternative, or the “Build Alternative.”

A Preliminary Alternatives Evaluation Matrix was developed and used to identify the Recommended Preferred Alternative. To ensure that the Recommended Preferred Alternative met the purpose, need, and goals and objectives of the project, various evaluation criteria were defined with the lowest ranking correlating to the lowest impact or effect on that criteria. The results of the preliminary alternatives evaluation revealed that each alternative fared better in different criteria. The results from the Preliminary Alternatives Evaluation can be viewed in **Table 2**.

Table 2. Preliminary Alternatives Evaluation Matrix

Evaluation Criteria	Alternatives					Options						
	1	2	3*	4	5	Iron Medics		Montana Curve		Tank Crossing		
						Base	Option	Base	Option	1	2	3
TRANSPORTATION PERFORMANCE												
Facility Safety	2	2	2	3	4	2	3	2	3	2	2	1
Regional Mobility	1	1	1	1	0	1	1	1	1	1	0	1
Local Access	0	2	0	0	1	1	1	1	1	1	0	1
Pedestrian/Bicycle Access	0	0	0	0	0	1	2	0	0	0	0	0
Level of Service	0	0	0	0	1	0	1	0	1	1	1	1
Transportation Performance	3	5	3	4	6	5	8	4	6	5	3	4
COST RANKING												
Construction Cost	3	3	1	1	2	1	2	1	1	1	3	2
Utility Relocation Cost	1	1	2	2	2	2	2	2	2	1	1	1
Right-of-way Cost	3	3	2	1	2	1	0	2	1	1	1	1
Cost	7	7	5	4	6	4	4	5	4	3	5	4
ENGINEERING DESIGN/CONSTRUCTABILITY												
Roadway Geometry	0	0	0	1	0	1	3	1	3	0	1	0
Compliance with Design Standards	1	1	1	1	1	1	1	1	1	0	0	0
Utility Impacts	1	1	2	2	2	2	2	2	2	0	0	0
Drainage	1	1	1	2	1	1	2	1	1	0	1	1
Construction Complexity	1	1	1	2	2	1	2	1	1	0	2	1
Engineering Design/Constructability	4	4	5	8	6	6	10	6	8	0	4	2
POTENTIAL ENVIRONMENTAL IMPACTS												
Parks	0	0	0	0	0	0	0	0	0	0	0	0
Schools	0	0	0	0	0	0	0	0	0	0	0	0
Cemeteries	0	0	0	0	0	0	0	0	0	0	0	0
Displacements	0	0	0	0	0	0	0	0	0	0	0	0
Hazardous Materials Sites	0	0	0	0	0	0	0	0	0	0	0	0
Oil/Gas Wells	0	0	0	0	0	0	0	0	0	0	0	0
Water Wells	3	3	3	3	3	1	1	1	1	0	0	0
Historic Structures	0	0	0	0	0	0	0	0	0	0	0	0
Archeological Sites - Total	54	54	51	47	51	6	6	4	4	2	2	2
Archeological Sites - NRHP-Eligible	4	4	5	5	5	0	0	0	0	0	0	0
100-Year Floodplains	0	0	0	0	0	0	0	0	0	0	0	0
National Wetland Inventory Features	0	0	0	0	0	0	0	0	0	0	0	0
Threatened/Endangered Species	0	0	0	0	0	0	0	0	0	0	0	0
Evaluation Criteria Ranking	89	93	85	87	95	37	51	35	41	18	26	22

*Note that Build Alternative 3 is the Preferred Alternative

Build Alternative 1 – Shift North (Diamond Ramps)

Build Alternative 1 would construct three main lanes and two-lane northbound and southbound frontage roads with diamond pattern ramps. The existing curve north of US 62/180 would be flattened in order to meet 70 mph design standards. Direct connectors would be constructed to and from the Loop 375/Spur 601 interchange. Bridges would be constructed for main lanes and frontage roads at Tank Crossing #5. Frontage roads would be reconfigured to intersect with the existing Iron Medics Drive intersection. This alternative would require the acquisition of approximately 200 feet of ROW to the north.

Build Alternative 1 would avoid potential conflicts with existing utilities, would acquire less ROW within the curve north of US 62/180 than other alternatives, and would allow the northern half of the roadway to be constructed without conflicting with current traffic. However, this alternative would require reverse curves at the existing Iron Medics Drive bridge, and it is also one of the most expensive alternatives. Note – In a reverse curve the driver has to go through a curve in the one direction and immediately adjust to steer in the other direction.

Build Alternative 2 – Shift North (X Ramps)

Build Alternative 2 is similar to Build Alternative 1, except that Build Alternative 2 would construct X pattern ramps, which is the reversed version of the diamond pattern ramps. This alternative would require the acquisition of approximately 200 feet of ROW to the north.

This alternative would avoid utility conflicts, would require a lower amount of ROW within the curve north of US 62/180, and would allow construction of the north half without conflicting with current traffic. However, this alternative would be the most expensive, as it requires all new pavement. It would require reverse curves at the existing Iron Medics Drive bridge, and it would not include the construction of ramps to/from Iron Medics Drive and the Spur 601 direct connectors.

Build Alternative 3 – Maintain Existing Alignment

Build Alternative 3 would maintain the existing Loop 375 alignment for the most part. The alternative would construct three main lanes in each direction and two-lane northbound and southbound frontage roads with diamond pattern ramps. A diamond interchange is a basic four-ramp interchange between a freeway and a surface street. The four diagonal ramps, one in each quadrant, suggest a diamond shape. The existing curve north of US 62/180 would be flattened to meet 70 mph design standards. Direct connectors would be constructed to and from the Loop 375 and Spur 601 interchange. Bridges would be constructed for main lanes and frontage roads at Tank Crossing #5. Frontage roads would be reconfigured to intersect with the existing Iron Medics Drive intersection (**Photo 4**). This alternative would require approximately 100 feet of ROW along both the north and south sides of the roadway.

Build Alternative 4 – Maintain Existing Alignment (Narrow)

Build Alternative 4 would be similar to Build Alternative 3, except that only 70 feet of ROW would be required on each side of the roadway.

Build Alternative 4 is one of the least expensive alternatives, and it would require the least amount of ROW to be acquired. Frontage roads could be constructed without conflicting with current traffic.

Potential conflict with existing utilities north of Iron Medics Drive would be avoided, but there could be potential conflict with existing utilities south of Iron Medics Drive. In addition, the alignment requires reverse curves north of the existing Iron Medics Drive bridge and would require construction adjacent to existing travel lanes in order to widen the roadway to the inside. In addition, the narrow separation between the frontage roads and main lanes would require the construction of additional retaining walls.

Build Alternative 5 – Maintain Existing Alignment (HOV Lanes)

Build Alternative 5 would construct two main lanes with two-lane reversible high occupancy vehicle (HOV) lanes and two-lane northbound and southbound frontage roads. The improvements would be constructed on the existing Loop 375 roadway alignment, with the acquisition of approximately 100 feet of ROW along both the north and south sides of the roadway. The existing curve north of US 62/180 would be flattened to meet 70 mph design standards. Direct connectors would be constructed to and from Loop 375 and Spur 601. Bridges would be constructed over the existing Tank Crossing #5 for the main lanes and frontage roads. Frontage roads would be reconfigured to intersect with the existing Iron Medics Drive.

Build Alternative 5 would not add general purpose lanes, and would not increase main lane capacity, instead adding reversible HOV lanes. A concrete traffic barrier would be required, as would monitoring, enforcement, signage, and traffic handling related to the HOV lanes. This alternative creates added weaving movements prior to interchange direct connectors at Spur 601 and US 62/180.

Iron Medics Option – Partial Cloverleaf

An option considered for the Loop 375/Iron Medics Drive intersection would construct a partial cloverleaf. Note – a full or classic cloverleaf allows "non-stop" access between two busy roads. Traffic merges and weaves but does not cross at-grade. Unless the interchange is too congested, no stopping is required. A partial cloverleaf is the same as the more technical classic cloverleaf except it has fewer loop ramps. This option would allow main lane entrance and exit ramps to be spaced at a maximum distance from the Spur 601 direct connector ramps. Further, this option would separate frontage road traffic with an underpass at the existing Iron Medics Drive. The proposed cloverleaf would have a design speed of 25 mph, and the exit and exit ramps would be 35 mph. Construction of the partial cloverleaf would be more costly than base alternatives (50 mph curves) and creates added weaving movements between the frontage road and main lane ramps.

Curve North of US 62/180 Option – 70 mph Minimum

An option considered for the curve north of US 62/180 would flatten the existing sub-standard 70 mph curve (1,909-foot radius) to the absolute minimum standard 70 mph curve (2,050-foot radius). This option would result in the acquisition of less ROW than base alternatives.

Tank Crossing #5 Options

Three options were considered for the Tank Crossing #5 overpass.

Tank Crossing #5 Option 1

Tank Crossing #5 Option 1 would reconstruct/widen the existing Loop 375 bridge overpass with the existing Tank Crossing #5 remaining in its current configuration. Additional southbound and northbound frontage road bridge overpasses would be constructed and retaining walls would be constructed along frontage roads. This is the least expensive option and would result in a minimal disruption to Fort Bliss traffic during construction, because it would keep the current design configuration; therefore, detours and delays would be reduced.

Tank Crossing #5 Option 2

Tank Crossing #5 Option 2 would depress the existing Tank Crossing #5 by approximately 20 feet below its current configuration. A new Loop 375 bridge overpass with additional spans would be constructed. New southbound and northbound frontage road bridge overpasses would be constructed at the current grade. U-turn movements would be added under the proposed main lane bridge between frontage roads. Retaining walls would be constructed along Loop 375. This is the most expensive option for Tank Crossing #5. This option could result in a greater disruption to Fort Bliss traffic during construction, because it would change the current design configuration; therefore, detours and delays would be increased. In addition, depressing Tank Crossing #5 would potentially pose a drainage challenge due to intense and heavy rain events associated with monsoons that are common occurrences in the El Paso area.

Tank Crossing #5 Option 3

Tank Crossing #5 Option 3 would depress the existing Tank Crossing #5 by approximately 20 feet below its current configuration, and a new Loop 375 bridge overpass and new southbound and northbound frontage road bridge overpasses would be constructed at current grade. The existing Loop 375 vertical crest over the road would be removed and the new bridge would be constructed at minimum clearance over the reconfigured Tank Crossing #5. No retaining walls would be required. This option could result in greater disruption to Fort Bliss traffic during construction, because it would change the current design configuration; therefore, detours and delays would be increased. In addition, depressing Tank Crossing #5 would potentially pose a drainage challenge due to intense and heavy rain events associated with monsoons that are common occurrences in the El Paso area.

As shown in **Table 2**, Build Alternative 3 has the lowest evaluation criteria ranking, and therefore the least impact or effect on the various criteria. Build Alternative 3 would be the least expensive alternative. It would avoid potential conflicts with existing utilities north of Iron Medics Drive. Frontage roads could be constructed without conflicting with current traffic; however, this alternative poses a potential conflict with existing utilities south of Iron Medics Drive. In addition, the alignment requires reverse curves, or an S-shaped curve made when a curve to the left or right is followed immediately by a curve in the opposite direction, north of the existing Iron Medics Drive bridge. It also would require construction adjacent to existing travel lanes to widen the roadway to the inside.

Build Alternative 3, was selected as the Preferred Alternative for the proposed project. This alternative will be evaluated in the remainder of the document and will be referred to as the proposed “Build Alternative.” The potential impacts to the environment for this alternative are described in the next section.

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

In support of this EA, the following technical reports were prepared:

- Scope Development Tool
- Community Impacts Assessment Form
- Project Coordination Request (PCR) for Archeological Studies Form
- Advisory Council on Historic Preservation Electronic Section 106 Documentation Submittal System (e106) Form
- PCR for Historical Studies Form
- Water Resources Technical Report
- Biological Evaluation Form/Tier 1 Site Assessment Form
- Project of Local Air Quality Concern (POAQC) Decision Form
- Hazardous Materials Technical Report/Initial Site Assessment (ISA)
- Traffic Noise Analysis Technical Report
- Documentation of Public Meeting
- Documentation of Public Hearing

These technical reports, maps showing the project location and design, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT El Paso District Office located at 13301 Gateway Boulevard West, El Paso, TX 79928.

5.1 Right-of-Way/Displacements

The proposed project is currently located within 230.3 acres of permanent easement, which is part of Fort Bliss. The Build Alternative would require approximately 109.9 acres of a combination of new ROW and permanent easement for the proposed improvements. For reference purposes, “proposed permanent easement” is described as “proposed new ROW” throughout this document. See the project schematic in **Appendix C**. No residential or commercial property displacements would occur as a result of the proposed project.

The No-Build Alternative would not require the acquisition of ROW or easements, nor would it result in relocations.

5.2 Land Use

The proposed project includes improvements to an existing transportation corridor that runs through Fort Bliss in eastern El Paso, Texas. Due to army desert-maneuvers and training operations, land use adjacent to the proposed project is predominantly undeveloped land. This land use is not expected to change in the near future for the majority of the project area. There are military buildings north of Spur 601 and dense commercial and residential developments south of US 62/180 just outside of the project area. According to John Kipp, the NEPA Planner and Directorate of Public Works with the Fort Bliss Environmental Division, the William Beaumont Army Medical Center is under construction west of Loop 375 between Spur 601 and Iron Medics Drive and is estimated to be complete in Summer 2019 and open in 2020 (pers. comm. with Samantha Melito on July 10, 2018). As discussed in **Section**

3.2, Fort Bliss, the City of El Paso, and the GLO have discussed the possibility for future development to a small portion of the adjacent area; however, these developments were in the planning stages prior to the proposed project. Therefore, the Build Alternative is not expected to result in direct or indirect changes to land use in the project area. **Figure 4** in **Appendix F** provides an overview of the proposed project and adjacent land use, businesses, and community features.

The No-Build Alternative would not result in changes to land use.

5.3 Farmlands

Coordination with the National Resources Conservation Service (NRCS) for the Farmland Protection Policy Act (FPPA) was not required for the Build Alternative because the project is not located in areas mapped as prime, unique, statewide or locally important farmland identified by the NRCS Web Soil Survey or Census Bureau (U.S. Census 2010a).

The No-Build Alternative would not require coordination with the NRCS.

5.4 Utility/Emergency Services

Several utilities (including gas, water, overhead and underground electrical, and fiber optics) may require relocation adjacent to the project within existing easements or ROW. Adjustment or relocation of these and other utilities would be conducted so that no substantial interruption in service would occur.

The Build Alternative is not expected to result in an increase in response time of emergency services in the project area. Temporary detours and changes in access would occur during construction; however, restricted access to Fort Bliss and public access to adjacent properties would be maintained throughout the construction phase of the project.

The No-Build Alternative would not impact existing utilities. Existing congestion is expected to increase under the No-Build Alternative due to projected traffic and population increases; therefore, emergency response time could increase under this alternative.

5.5 Bicycle and Pedestrian Facilities

The existing Loop 375 facility does not include sidewalks or bicycle lanes. Bicycle and pedestrian accommodations were considered for the proposed project in accordance with TxDOT's March 23, 2011 Memorandum on Guidelines Emphasizing Bicycle and Pedestrian Accommodations. The proposed project would improve pedestrian and bicycle accommodations by construction of a hike and bike trail along the southbound Loop 375 frontage road.

The No-Build Alternative would not result in impacts or benefits to bicycle or pedestrian facilities.

5.6 Community Impacts

The *Community Impacts Assessment Technical Report Form*, dated August 2018 (on file at the TxDOT El Paso District), concluded that the Build Alternative is not expected to result in substantial adverse impacts to community cohesion, access, or travel patterns. Impacts to the character or community

cohesion in the project vicinity are not anticipated because the proposed improvements would be constructed along existing transportation corridors, and access to adjacent properties would be maintained throughout the project area. The proposed project would not result in the division or isolation of any businesses, distinct neighborhoods, ethnic groups, or other specific groups. The project would not result in new or additional barriers between communities, nor would access be denied to existing facilities.

As stated in **Section 3.0**, Loop 375 is a through traffic route providing motorists access to US 54 as well as access to other parts of the City of El Paso via the remaining parts of the loop. Travel demands in the project area are projected to increase as population and average daily traffic volumes continue to increase. The proposed construction of frontage roads and the widening of Loop 375 would improve mobility throughout the project limits, reducing existing and anticipated congestion within the community study area as a result of travel demands. The proposed project would also relieve congestion by adding the direct connectors at the Loop 375/Spur 601 intersection. Although Fort Bliss can be categorized as a community facility, the boundaries of the base are fenced and closed to the general public. Direct access into and out of the base would not change as a result of the proposed project; however, the commute for military personnel traveling out of and living off of the base would improve. Public commuters are also anticipated to experience improved mobility throughout the project area. The proposed improvements would also provide improved access for pedestrians and bicyclists through the area and to the future William Beaumont Medical Center by utilizing the proposed hike and bike trail along the southbound Loop 375 frontage road. The proposed project is anticipated to benefit Fort Bliss and local businesses, regional commuters, and area residents. Fort Bliss restricted access and public access to all adjacent properties would be maintained and no new access points would be added as a result of the proposed project.

The community study area is not considered to be a predominantly minority population; however, Environmental Justice (EJ) populations were identified within the study area. Therefore, access and travel patterns outlined above would occur within EJ areas. The Build Alternative is expected to improve mobility by widening Loop 375 and constructing frontage roads throughout the project limits, as well as helping alleviate traffic congestion issues by adding direct connectors at the Loop 375 and Spur 601 intersections. The proposed project would not result in residential or commercial displacements, and the project is anticipated to benefit Fort Bliss and local businesses, regional commuters, and area residents.

The No-Build Alternative would not result in direct adverse impacts to the adjacent communities; however, the projected traffic growth and increased congestion associated with the No-Build Alternative would be expected to impact adjacent communities and drivers.

5.6.1 Environmental Justice

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

According to EO 12898, a person meeting any of the following criteria is considered a minority: Black: a person having origins in any of the black racial groups of Africa; Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race; Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent; American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America, and Central America, who maintains cultural identification through tribal affiliation or community recognition; Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands. A Minority Population can include any readily identifiable groups of minority persons living in geographic proximity and, if circumstances warrant, geographically dispersed/transient persons, such as migrant workers or Native Americans, similarly affected by a proposed TxDOT project.

The U.S. Census Bureau classifies minority populations as Black; Hispanic or Latino; Asian or Pacific Islander; American Indian, Eskimo, or Aleut; or other non-white persons. Population, race, and ethnicity data from the 2010 U.S. Census were obtained for the state of Texas, El Paso County, census tracts, block groups, and census blocks within the project area (U.S. Census 2010b). The data are provided in the *Community Impacts Assessment Technical Report Form*. Of the 336 census blocks identified within the study area, only 113 are populated, 53 of which include a predominantly minority population. These data indicate that while there are EJ populations present, the community study area is not characterized as a predominantly minority population. However, the census geographies (16 census blocks) located directly adjacent to the proposed project area have the greatest potential for changes in access or overall project related impacts. Of these 16 census blocks, only two are populated, both of which are predominantly minority populations.

The *Community Impacts Assessment Technical Report Form* also includes data from the 2012-2016 U.S. Census American Community Survey (ACS) regarding median household income within the project area. A low-income person is defined as a person whose median household income is at or below the U.S. Department of Health and Human Services (DHHS) poverty guidelines for a family of four for the current year. The poverty level at the time of analysis (2018) in the 48 contiguous states and the District of Columbia is \$25,100 for a household of four (DHHS 2018). Per the ACS, none of the block groups in the project area contain a low-income population.

Although EJ populations are present in the project area, the proposed improvements to Loop 375 would not result in disproportionately high or adverse impacts to these populations and are not anticipated to substantially alter the overall character or cohesion of the adjacent communities. The anticipated improvements associated with the project, such as improved mobility and reduced congestion through the construction of frontage roads, direct connectors, and the hike and bike trail are expected to benefit the entire community, including EJ populations.

5.6.2 Limited English Proficiency

EO 13166, "Improving Access to Service for Persons with Limited English Proficiency," requires federal agencies to examine the services they provide, identify any need for services to those with LEP, and develop and implement a system to provide those services so that LEP persons can have meaningful access to them. The executive order also requires federal agencies to ensure that recipients of federal

financial assistance provide meaningful access to their LEP applicants and beneficiaries. Failure to ensure that LEP persons can effectively participate in or benefit from federally assisted programs and activities may violate the prohibition under Title VI of the Civil Rights Restoration Act of 1987.

To determine if LEP populations may be affected by the proposed project, census data were collected from the 2012-2016 U.S. Census ACS, defined as populations who speak a language other than English and who speak English “less than very well.” The data are provided in the *Community Impacts Assessment Technical Report Form*. Spanish-speaking LEP populations were identified throughout the study area, with the percentage of Spanish-speaking LEP persons ranging from a high of 54.5 percent (in Block Group 1 of Census Tract 101.01) to a low of 0.0 percent (in Block Groups 1 and 2 of Census Tract 101.02). The percentage of other Indo-European and Asian and Pacific Island-speaking LEP populations in the study area block groups accounted for less than 0.1 percent in Block Group 1 of Census Tract 101.03 and Block Group 1 of Census Tract 103.19, respectively. There were no LEP populations speaking any 'other languages' identified within the study area.

A public meeting was held on October 24, 2013, and in order to comply with EO 13166, public involvement announcements were provided in both English and Spanish, and Spanish-speaking staff was present at the meeting in case interpretation was needed. Meeting notices were also published in English in the *El Paso Times* and in Spanish in *El Diario de El Paso*, and materials handed out at the meeting were also provided in English and Spanish. TxDOT will continue to comply with EO 13166 by offering to meet the needs of persons requiring special communication or accommodations in all future public involvement activities and notices.

5.7 Visual/Aesthetic Impacts

Using the Federal Highway Administration’s (FHWA’s) *Visual Impact Assessment for Highway Projects* guidance (FHWA-HI-88-054), an analysis of the potential visual impact of the proposed project was conducted. Visual impacts are defined as a change in the aesthetic value resulting from the introduction of modifications to the landscape. The project vicinity has been evaluated in terms of project impacts on visual character and scenic (visual) quality.

In an effort to determine the visual resource effects of the proposed project, an analysis of the landscape components affected by the proposed project was conducted. The regional landscape in the project area is relatively rural. No substantial changes to the vegetation surrounding the roadway corridor are anticipated as a direct result of the proposed project.

In order to determine the scale and dominance of the proposed project, the schematic was used to evaluate changes in elevation and potential impacts to the current viewshed in the project vicinity. The scale and dominance of the proposed structures were determined to be compatible with the project surroundings due in large part to the fact that a distinct transportation corridor within the project viewshed has already been established by the existing roadways, and that the proposed structures would be constructed at relatively similar elevations as the existing facilities. The existing transportation corridors would not be substantially altered or realigned under the Build Alternative.

Due to the aesthetic compatibility of the proposed improvements to the existing transportation features, the construction of a visual barrier was determined to not be necessary.

The No-Build Alternative would not result in visual impacts.

5.8 Cultural Resources

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

5.8.1 Archeology

Based on the results of a *PCR for Archeological Studies*, dated October 2013, it was recommended that archeological testing or data recovery investigations be performed for three known National Register of Historic Places (NRHP)-eligible sites (41EP2693, 41EP2776, and 41EP2782) based on the assumption that no further testing or data recovery investigations had been carried out by Fort Bliss staff. Additionally, 30 undetermined-eligibility sites within the Area of Potential Effect (APE) were located. In Spring 2015, TxDOT consultants conducted an archeological survey and recommended five sites within the APE (41EP2693, 41EP2756, 41EP2775, 41EP2776/6066, and 41EP2803) for eligibility testing, which was performed in the Winter of 2016. All five of the sites were recommended as ineligible for inclusion on the NRHP or for State Antiquities Landmark (SAL) designation.

However, in the *Advisory Council on Historic Preservation Electronic Section 106 Documentation Submittal System (e106)* Form, dated June 2016 (on file at the TxDOT El Paso District), TxDOT recommended a portion of Site 41EP2693 within the APE as eligible under Criterion D. The Build Alternative construction would adversely affect the site by destroying the recommended eligible portion that falls within the APE. It was determined that no further significant information could be gleaned from additional field investigations, and the remaining deposits were not recommended as eligible for the NRHP or designation as a SAL; no further work was recommended. Mitigation to resolve the adverse effects of the undertaking will be completed through additional laboratory analysis of the feature and reporting the analysis results in the final report on the excavations.

Coordination with Native American tribes with an interest in the area was initiated on May 27, 2016; no responses were received, and coordination was completed on June 27, 2016. The SHPO concurred with TxDOT's finding of adverse effect and the proposed mitigation on June 2, 2016. Copies of this coordination are included in **Appendix G**. If unanticipated archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures.

During construction of the proposed project, if inadvertent discoveries of Native American human remains or cultural items are discovered, activity in the area of discovery would cease and notice would be provided to TxDOT, per the Native American Graves Protection and Repatriation Act (NAGPRA). Under NAGPRA, the activity may resume after 30 days following certification of notice to TxDOT. If after construction with the

appropriate tribes TxDOT determines that the human remains or cultural items must be excavated or otherwise removed, the regulations provide that the excavation or removal be treated as an intentional excavation, and subject to the issuance of an ARPA permit.

The No-Build Alternative would not impact archeological resources.

5.8.2 Historic Properties

The results of the desktop study and overview field assessment in the project area to identify the potential for historic-age properties in the APE are detailed in the *PCR for Historic Studies Form*, dated July 2018 (on file at the TxDOT El Paso District). According to a review of the THC Texas Historic Sites Atlas, there are no previously identified National Historic Landmarks (NHLs), NRHPs, Official Texas Historical Markers (OTHMs), SALs or markers within the 150-foot APE or 1,300-foot study area. **Figure 5 in Appendix F** shows the results of the search for historic resources within the project APE and study area. No previously identified resources were found.

The proposed project area falls within Fort Bliss, which includes historic districts and historic properties. Fort Bliss published the Integrated Cultural Resources Management Plan (ICRMP) 2017-2012, completed in accordance with Section 110 of the National Historic Preservation Act (NHPA) as well as Section 106 for certain projects. The ICRMP outlines that the APE for projects on Fort Bliss is no more than 500 feet from the NRHP-eligible and -listed resources. This ICRMP outlined the NRHP-eligible and NRHP-listed resources on Fort Bliss, all of which are located more than a mile from the APE. The Fort Bliss land within the APE is either undeveloped or includes non-historic-age resources. TxDOT historians determined that no historic resources are present within the APE and that individual project coordination with SHPO is not required.

The No-Build Alternative would not result in impacts to historic resources.

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

There are no Section 4(f) or Section 6(f) properties present in the project area; therefore, coordination regarding Section 4(f), Section 6(f) or Chapter 26 properties is not required for this project.

The No-Build Alternative would not impact 4(f), 6(f), or Chapter 26 resources.

5.10 Water Resources

The *Water Resources Technical Report*, submitted in December 2015 and updated in July 2018 (on file at the TxDOT El Paso District), determined that no waters of the U.S. or special aquatic sites, including wetlands, would be impacted by the proposed project. Based on the *Water Resources Technical Report* and the project scoping analysis, it was determined that neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.10.1 Clean Water Act Section 404

No waters of the U.S. or special aquatic sites, including wetlands, would be impacted by the proposed project. Therefore, a Section 404 permit would not be required.

5.10.2 Clean Water Act Section 401

Because the project would not require a permit under Section 404 of the Clean Water Act, Section 10 of the Rivers and Harbors Act, or the General Bridge Act/Section 9 of the Rivers and Harbors Act, the project does not require compliance with the Texas Commission on Environmental Quality (TCEQ) Water Quality Certification Program established under Section 401 of the Clean Water Act.

5.10.3 Executive Order 11990 Wetlands

No wetlands were identified within the existing or proposed ROW; therefore, EO 11990 on wetlands does not apply.

5.10.4 Rivers and Harbors Act

The project would not require a permit from the U.S. Coast Guard under Section 9 or Section 10 of the Rivers or Harbors Act.

5.10.5 Clean Water Act Section 303(d)

The proposed action is not expected to contribute to a constituent of concern to an impaired water body.

5.10.6 Clean Water Act Section 402

The proposed project would include 5 or more acres of earth disturbance. Since the Texas Pollutant Discharge Elimination System (TPDES) construction general permit (CGP) authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the project. The Project Development Process Manual and Plans, Specifications, and Estimates (PS&E) Preparation Manual require a Storm Water Pollution Prevention Plan (SW3P) be included in the plans of all projects that disturb 1 or more acres. The Construction Contract Administration Manual requires that the CGP authorization documents (notice of intent [NOI] or site notice) be completed, posted, and submitted, when required by the CGP, to TCEQ and the municipal storm sewer system (MS4) operator. It also requires that projects be inspected to ensure compliance with the CGP.

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

5.10.7 Floodplains

The project is not located within a Federal Emergency Management Agency (FEMA)-designated 100-year floodplain, and the proposed project activities would not affect a base floodplain (**Figure 2**).

5.10.8 Wild and Scenic Rivers

This project is not located in a county that contains resources regulated under the Wild and Scenic Rivers Act. This project is not along and does not affect any wild or scenic river; therefore, the Wild and Scenic Rivers Act is not applicable.

5.10.9 Coastal Barrier Resources

The project is not located within a designated Coastal Barrier Resources Act map unit. Coordination with the United States Fish and Wildlife Service (USFWS) is not required.

5.10.10 Coastal Zone Management

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

5.10.11 Edwards Aquifer

The proposed project is not located in a county regulated by the Edwards Aquifer Rules.

5.10.12 International Boundary and Water Commission

The proposed project would not cross or encroach upon the floodway of the International Boundary Water Commission (IBWC) ROW or an IBWC flood control project; therefore, coordination with the IBWC is not required.

5.10.13 Drinking Water Systems

Field investigations and site surveys of the proposed project area did not identify water wells or source water protection areas within the project area.

5.11 Biological Resources

The *Biological Evaluation Form* and *Tier 1 Site Assessment Form* and associated attachments, dated June 2018 (on file at the TxDOT El Paso District), describe the Texas Parks and Wildlife Department (TPWD) Ecological Mapping System of Texas (EMST) (**Figure 6** in **Appendix F**) and observed, or field-verified, vegetation (**Figure 7** in **Appendix F**). The forms also list the federal and state-listed threatened, endangered, and candidate species, as well as those considered species of greatest conservation need (SGCN) by the state and provides an assessment of their habitat requirements and the potential impacts of the proposed project. Provided below is a summary of these findings.

5.11.1 Texas Parks and Wildlife Coordination

According to the Threshold Table Programmatic Agreement (PA) for the Memorandum of Understanding (MOU) between TxDOT and TPWD, the proposed project would exceed the impact coordination threshold for Warm Desert Dunes MOU Vegetation (TxDOT 2017a). The proposed project also provides suitable habitat for two SGCN plant species that do not have specified Best Management Practices (BMPs) in the current BMP PA (revised 2017) (TxDOT 2017b). Therefore, coordination with

TPWD was initiated on June 25, 2018 and concluded on July 26, 2018 with no comments provided by TPWD. Copies of this coordination are included in **Appendix G**.

5.11.2 Impacts on Vegetation

The project area is located within the Chihuahuan Deserts Ecoregion. The project area consists primarily of existing transportation ROW, which includes roadway facility main lanes, access roads, and natural and maintained vegetation. Within the existing ROW, the area is either paved existing transportation facility or urban low intensity vegetation consisting of maintained and bare ground. The areas within the proposed ROW consist of sandy desert shrubland dominated by mesquite (*Prosopis glandulosa*) and creosote bush (*Larrea tridentata*).

The only trees observed within the existing ROW are a few small trees planted as landscaping on the eastern side of the Loop 375/Spur 601 interchange. These trees include desert willow (*Chilopsis linearis*) and pines (*Pinus sp.*).

Table 3 and **Figure 6** provide the field-verified EMST vegetation types identified in the proposed project area and the Ecological System Type according to TPWD’s *Draft Descriptions of Systems, Mapping Subsystems, and Vegetation Types for Phase V*. Based on the Threshold Table PA for the MOU between TxDOT and TPWD (effective September 1, 2013 and revised in 2017 [TxDOT 2017a]), **Table 3** also provides the TxDOT TPWD MOU vegetation type that corresponds with each EMST vegetation type identified in the project area.

Table 3. Observed EMST Vegetation – Acreage of Potential Impacts within the Project Area

EMST Vegetation Type	TxDOT/TPWD MOU Vegetation Type	Acreage of Impacts	Threshold Value (acres)	Threshold Exceeded?
Urban Low Intensity	Urban	106.9	NA	No
Urban MOU Acreage Total		106.9		
Trans-Pecos: Deep Desert Sand and Dune Shrubland	Warm Desert Dunes	97.4	1	Yes
Warm Desert Dunes MOU Acreage Total		97.4		

According to the Threshold PA between TxDOT and TPWD, there is no threshold for Urban vegetation. The coordination threshold for Warm Desert Dunes vegetation is 1.0 acre, and potential permanent acreage impact to this vegetation type is 97.4 acres. Therefore, the project would exceed impact thresholds defined by TPWD/TxDOT. The proposed project is not anticipated to result in indirect impacts to vegetation.

Under the No-Build Alternative, the proposed project would have no effect on existing vegetation habitat in the project area.

5.11.3 Executive Order 13112 on Invasive Species

This project is subject to and will comply with federal EO 13112 on Invasive Species. TxDOT implements this EO on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

An invasive species that is known to occur along the US 62/180 corridor is the invasive, non-native African rue (*Peganum harmala*). To reduce the likelihood for African rue to spread along the corridor and in adjacent undeveloped areas due to construction of the proposed project and the proposed retention ponds, TxDOT has committed to spray herbicides during ROW preparation and as needed throughout construction. After construction of the proposed project, TxDOT would spray herbicides three times a year, as needed, as well as implement mechanical treatments in the early spring. In addition, the proposed retention ponds would be lined with rock walls and would have natural-ground bottoms to prevent African rue seeds from spreading into the pond areas.

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, 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.

5.11.5 Impacts to Wildlife

The Chihuahuan Desert ecoregion supports at least 83 species of mammals, 62 species of reptiles, 14 species of amphibians, and 483 species of birds (Blair 1950 and Peterson and Zimmer 1998). Mammals that are characteristic of the region include American badger (*Taxida taxus*), Mexican ground squirrel (*Citellus mexicanus*), spotted ground squirrel (*Citellus spilosoma*), yellow-faced pocket gopher (*Cratogeomys castanops*), Mexican woodrat (*Neotoma mexicana*), Merriam's pocket mouse (*Perognathus merriami*), black-tailed jackrabbit (*Lepus californicus*), desert cottontail (*Sylvilagus audubonii*), striped skunk (*Mephitis mephitis*), and pronghorn (*Antilocapra americana*). Reptiles in the region include 22 lizard species and 38 snake species, and species that are characteristic of the region include western box turtle (*Terrapene ornata*), Texas tortoise (*Gopherus berlandieri*), spiny lizards (*Sceloperus* sp.), horned lizards (*Phrynosoma* sp.), eastern collared lizard (*Crotaphytus collaris*), Trans-Pecos rat snake (*Elaphe subocularis*), western ground snake (*Sonora semiannulata*), black-necked garter snake (*Thamnophis cyrtopsis*), western coachwhip (*Masticophis flagellum*), black-tailed rattlesnake (*Crotalus molossus*), and western diamondback rattlesnake (*Crotalus atrox*). Amphibians that are characteristic of the region include tiger salamander (*Ambystoma tigrinum*), canyon treefrog (*Hyla arenicolor*), cliff chirping frog (*Syrrophus marnockii*), green toad (*Anaxyrus debilis*), Couch's spadefoot toad (*Scaphiopus couchii*), and western spadefoot toad (*Scaphiopus hammondi*). Birds that are characteristic of the area include cactus wren (*Campylorhynchus brunneicapillus*), scaled quail (*Callipepla squamata*), greater roadrunner (*Geococcyx californianus*), pyrrhuloxia (*Cardinalis sinuatus*), black-throated sparrow (*Amphispiza bilineata*), curve-billed thrasher (*Toxostoma curvirostre*), and golden eagle (*Aquila chrysaetos*). These species may occur within undeveloped portions of the proposed ROW, and therefore may be impacted by the proposed project.

The following sections provide a summary of potential impacts to wildlife associated with the Build Alternative. Under the No-Build Alternative, the proposed project would have no effect on existing wildlife and habitat in the project area.

5.11.6 Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a federal permit issued in accordance within the Act's policies and regulations.

A site survey did not identify migratory birds or active nests within the project action area. While no impact to migratory birds is expected, TxDOT will take all appropriate actions to prevent the take of migratory birds, their active nests, eggs, or young should they be discovered on the project site. Direction to contractors is provided on the standard Environmental Permits, Issues, and Commitments (EPIC) sheet.

5.11.7 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (FWCA) of 1958 requires that federal agencies obtain comments from USFWS and TPWD. This coordination is required whenever a project involves impounding, diverting, or deepening a stream channel or other body of water. The proposed project would have no impact to waters of the U.S. or wetlands and no Section 404 permit is required; therefore, no coordination under FWCA is required.

5.11.8 Bald and Golden Eagle Protection Act of 2007

Within the U.S. or anywhere within its jurisdiction, bald eagles (*Haliaeetus leucocephalus*) and golden eagles (*Aquila chrysaetos*) are protected by the Bald and Golden Eagle Protection Act of 2007. No eagles or potential eagle nests were observed in or adjacent to the project area during field visits. Based on the information available and observations made in the project area, the project does not have the potential to impact bald or golden eagles.

5.11.9 Magnuson-Stevens Fishery Conservation Management Act

The proposed project is not located in a coastal county; therefore, coordination with the National Marine Fisheries Service is not required.

5.11.10 Marine Mammal Protection Act

The project does not contain suitable habitat for marine mammals. Coordination with the National Marine Fisheries Service is not required.

5.11.11 Threatened, Endangered, Candidate Species, and Rare Species

A review of the threatened and endangered species lists for El Paso County, Texas, maintained by the USFWS and the TPWD, identified federal and state-listed threatened, endangered, as well as those considered SGCN by the state.

No suitable habitat for federally listed threatened, endangered, or proposed threatened or endangered species was identified in or adjacent to the project area. Therefore, the project does not have the potential to affect any federally listed species.

Suitable habitat was identified for one state-listed threatened species, the Texas horned lizard (*Phrynosoma cornutum*), and five SGCNs: desert night-blooming cereus (*Peniocereus greggii var greggii*), sand prickly-pear (*Opuntia arenaria*), western burrowing owl (*Athene cunicularia hypugaea*), cave myotis bat (*Myotis velifer*), and western small-footed bat (*Myotis ciliolabrum*).

BMPs will be implemented to avoid impacts, where possible, including TPWD's Terrestrial Reptile, Bird, and Bat BMPs (TxDOT 2017b). Contractors will be advised of the potential occurrence of the Texas horned lizard within the project area and will avoid harvester ant mounds in the selection of Project Specific Locations (PSLs), where feasible. The current BMP PA (revised 2017) does not specify BMPs for the two-plant species, and no BMPs or plant surveys were recommended by TPWD through agency coordination. BMPs and direction to contractors is provided on the standard EPIC sheet.

The No-Build Alternative would not result in impacts to existing vegetation and wildlife habitat in the project area.

5.12 Air Quality

An air quality analysis was conducted for the proposed project in accordance with TxDOT's standard operating procedures for air quality compliance (TxDOT 2017c, 2017d).

5.12.1 Transportation Conformity

This project is located within an area that has been designated by the U.S. Environmental Protection Agency (EPA) as a moderate nonattainment area for Particulate Matter 10 micrometer average diameter (PM10); therefore, transportation conformity rules apply. The proposed action is consistent with the El Paso MPO's financially constrained *Destino 2045* MTP and the 2019-2022 STIP, as amended, which were initially found to conform to the TCEQ State Implementation Plan (SIP) by FHWA and Federal Transit Administration (FTA) on November 6, 2018 and on September 28, 2018, respectively. Copies of the *Destino 2045* MTP and 2019-2022 STIP pages are included in **Appendix E**. All projects in the 2019-2022 STIP that are proposed for federal or state funds were initiated in a manner consistent with federal guidelines in Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR.

5.12.2 Project-level Hot-spot Analysis Requirements

The proposed project is located within a PM10 nonattainment area; therefore, the conformity consultation process was conducted. On July 9, 2018, the conformity Consultation Partners made the determination that this is not a local project of air quality concern as defined in 40 CFR 93.123. Their determination was made in accordance with 40 CFR 93.116(a), and does not fall under any of the project types listed in 40 CFR 93.123(b)(l). Therefore, the proposed project does not require a project-level PM10 hot-spot analysis. Documentation of this coordination is provided in **Appendix G**.

5.12.3 Carbon Monoxide Traffic Air Quality Analysis (TAQA)

Traffic data projections for the estimated time of completion (ETC) year (2040) and design year (2040) are 113,200 vehicles per day (vpd). A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that the carbon monoxide standard would ever be exceeded

as a result of any project with an annual average daily traffic (AADT) below 140,000 vpd. The AADT projections for the proposed project do not exceed 140,000 vpd; therefore, a TAQA is not required.

5.12.4 Mobile Source Air Toxics (MSAT)

Background

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act (CAA) Amendments of 1990, whereby Congress mandated that the EPA regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register [FR], Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS) (<http://www.epa.gov/iris/>). In addition, EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers or contributors and non-cancer hazard contributors from the 2011 National Air Toxics Assessment (NATA) (<https://www.epa.gov/national-air-toxics-assessment>). These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these compounds the priority MSATs, the list is subject to change and may be adjusted in consideration of future EPA rules.

Motor Vehicle Emissions Simulator (MOVES)

According to the EPA, MOVES2014 is a major revision to MOVES2010 and improves upon it in many respects. MOVES2014 includes new data, new emissions standards, and new functional improvements and features. It incorporates substantial new data for emissions, fleet, and activity developed since the release of MOVES2010.

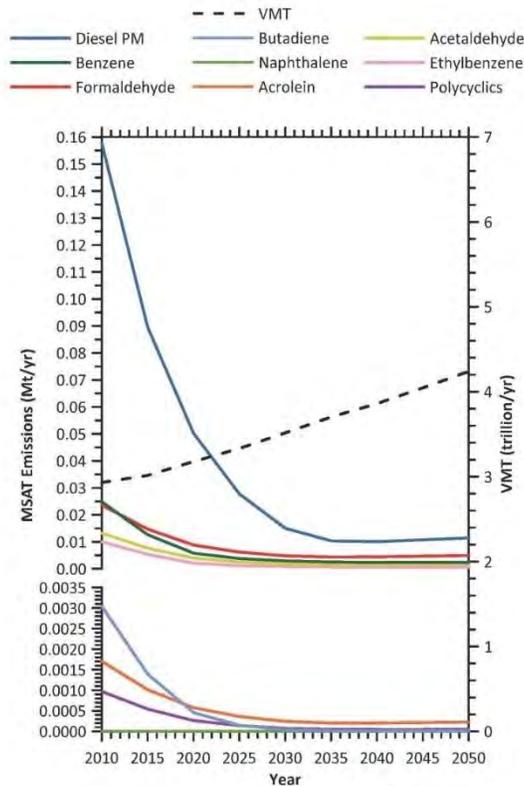
These new emissions data are for light- and heavy-duty vehicles, exhaust and evaporative emissions, and fuel effects. MOVES2014 also adds updated vehicle sales, population, age distribution, and vehicle miles travelled (VMT) data. MOVES2014 incorporates the effects of three new Federal emissions standard rules not included in MOVES2010.

These new standards are all expected to impact MSAT emissions and include Tier 3 emissions and fuel standards starting in 2017 (79 FR 60344), heavy-duty greenhouse gas regulations that phase in during model years 2014-2018 (79 FR 60344), and the second phase of light duty greenhouse gas regulations that phase in during model years 2017-2025 (79 FR 60344).

Since the release of MOVES2014, the EPA has released MOVES2014a. In the November 2015 MOVES2014a Questions and Answers Guide (<http://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P100NNCY.txt>), the EPA states that for on-road emissions, MOVES2014a adds new options requested by users for the input of local VMT, includes minor updates to the default fuel tables, and corrects an error in MOVES2014 brake wear emissions. The change in brake wear emissions results in small decreases in particulate matter emissions, while emissions for other criteria pollutants remain essentially the same as MOVES2014. Using EPA's MOVES2014a model, as shown in **Insert 1**, FHWA estimates that even if VMT increases by 45 percent

from 2010 to 2050 as forecast, a combined reduction of 91 percent in the total annual emissions for the priority MSAT is projected for the same time period.

Insert 1.
PROJECTED NATIONAL MSAT EMISSION TRENDS 2010 – 2050
FOR VEHICLES OPERATING ON ROADWAYS
USING EPA's Moves2014a Model



Source: EPA MOVES2014a model runs conducted by FHWA, September 2016.

Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorological, and other factors.

MSAT Research

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how potential public health risks posed by MSAT exposure should be factored into project-level decision-making within the context of NEPA. The FHWA, the EPA, the Health Effects Institute, and others have funded and conducted research studies to try to more clearly define potential risks from MSAT emissions associated with highway projects. The FHWA will continue to monitor the developing research in this field.

Project Specific MSAT Information

A qualitative MSAT analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by FHWA entitled, *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*, found at:

https://www.fhwa.dot.gov/environment/air_quality/air_toxics/research_and_analysis/mobile_source_air_toxics/msatemissions.cfm .

For the Build Alternative for the proposed project, the amount of MSAT emitted would be proportional to the VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for the Build Alternative is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the preferred action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOVES2014 model, emissions of all of the priority MSAT decrease as speed increases. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 90 percent between 2010 and 2050 (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016 (https://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/)). Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the project will have the effect of moving some traffic closer to a nearby hospital; therefore, under each alternative 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 at the interchange with Iron Medics Drive. 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 will 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.

Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives.

The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The EPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the CAA and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the IRIS, which is “a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects” (EPA, <http://www.epa.gov/iris/>). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). A number of HEI studies are summarized in Appendix D of FHWA’s Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents (http://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/index.cfm) Among the adverse health effects linked to MSAT compounds at high exposures are; cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI Special Report 16, <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects>) or in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (Special Report 16, <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects>) As a result, there is no national consensus on air dose-response values

assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel particulate matter. The EPA states that with respect to diesel engine exhaust, “[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk (EPA IRIS database, Diesel Engine Exhaust, Section II.C. https://cfpub.epa.gov/ncea/iris/iris_documents/documents/subst/0642.htm#quainhal).”

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the CAA to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an “acceptable” level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld the EPA’s approach to addressing risk in its two-step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable ([https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/\\$file/07-1053-1120274.pdf](https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/$file/07-1053-1120274.pdf)).

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

5.12.5 Congestion Management Process (CMP)

This project is within an attainment or unclassifiable area for ozone and carbon monoxide; therefore, a project level CMP analysis is not required.

5.12.6 Construction-related Emissions Reduction Strategies

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

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

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

5.13 Hazardous Materials

In the *Hazardous Materials Technical Report* dated June 2018 (on file at the TxDOT El Paso District), an ISA was conducted to identify potential hazardous materials within the proposed project study area. The components of the ISA included reviewing project design and ROW requirements, existing and previous land use, and federal and state regulatory databases and files. A database search for potential hazardous materials was conducted in March 2018 in general accordance with the American Society of Testing and Materials (ASTM) E1527 standards and TxDOT guidelines. An analysis of the ISA data indicates that most of the potential hazardous material sites are located outside of the project study area. Contaminated soil, groundwater and surface water exceeding health-based benchmarks are not expected to be encountered in the proposed project area. A copy of the GeoSearch Database Radius Report is included as an appendix to the June 2018 *Hazardous Materials Technical Report*.

During preliminary investigations, the Railroad Commission of Texas (RRC) Public Geographic Information System (GIS) viewer identified multiple pipelines adjacent to and crossing the proposed project area, and one liquid petroleum gas (LPG) site at the Loop 375/US 62/180 interchange (**Figure 8** in **Appendix F**). Coordination will be conducted with the pipeline owners to relocate or deepen any affected pipelines, and no work is proposed at the LPG location. No concerns are anticipated.

The 2018 GeoSearch Database Radius Report identified 80 hazardous material databases across 40 different sites, 39 of which are located within Map ID #1 and one site within Map ID #2. Of those 40 sites, 19 sites were locatable through reporting or further investigations, and 18 sites are anticipated to be outside of the applicable database search area based on aerial photography. The *Hazardous Materials Technical Report* provides a detailed discussion of each site. Three of the sites, Map ID #1, Fort Bliss Dump Site; Site 2; and Fort Bliss Site 1 were not able to be located. Due to the locations, databases indicated, and information reported, 38 of the 40 sites are categorized as low-risk, including Map ID #1, Fort Bliss Dump Site. Due to the lack of information reported and the need to verify the locations of Map ID #1, Fort Bliss Site 2 and Site 1, these sites are categorized as medium-risk.

Impacts to active oil/gas wells is not anticipated; however, if oil/gas well-related contamination is encountered during construction, remediation would be conducted, as needed, prior to the continuation of construction activities. Hazardous materials may be encountered on the site during preconstruction and construction activities. Any unanticipated hazardous material and/or petroleum

contamination encountered during construction of the proposed project would be handled according to applicable federal and state regulations per TxDOT Standard Specifications.

The No-Build Alternative would not result in hazardous materials impacts.

5.14 Traffic Noise

A traffic noise analysis was conducted in accordance with TxDOT’s (FHWA-approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011). Traffic Noise Model version 2.5 (TNM 2.5) was utilized in the assessment.

The *Traffic Noise Analysis Technical Report*, dated July 2018 (on file at the TxDOT El Paso District), identified one receiver, the future William Beaumont Army Medical Center. The proposed project would not result in traffic noise impacts to this receiver; therefore, no abatement measures are proposed for this project (**Figures 9.1 through 9.5 in Appendix F**). However, to avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, no new activities are planned or constructed along or within the predicted (2040) noise impact contours (**Table 4**). A copy of the traffic noise analysis will be made available to local officials. On the date of approval of this document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

Table 4. Predicted Noise Impact Contours

Undeveloped Area	Land Use	Impact Contour	Distance from ROW
North of US 62/180 West of Loop 375	NAC category B & C	66 dB(A)	160 feet
	NAC category E	71 dB(A)	50 feet
North of US 62/180 East of Loop 375	NAC category B & C	66 dB(A)	180 feet
	NAC category E	71 dB(A)	10 feet
South of Tank Crossing #5 West of Loop 375	NAC category B & C	66 dB(A)	230 feet
	NAC category E	71 dB(A)	Within the ROW
South of Tank Crossing #5 East of Loop 375	NAC category B & C	66 dB(A)	270 feet
	NAC category E	71 dB(A)	90 feet
Between Spur 601 and Iron Medics Drive	NAC category B & C	66 dB(A)	80 feet
	NAC category E	71 dB(A)	Within the ROW

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. The receiver is not expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

The No-Build Alternative may maintain existing traffic noise levels or noise levels may change as traffic volumes increase with time.

5.15 Induced Growth

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

Induced growth indirect impacts are defined as those effects that are attributable to the induced growth resulting from transportation and accessibility improvement influences on future land use and development. Encroachment alteration impacts are more closely related to direct impacts than induced growth impacts. Encroachment alteration impacts are those that alter the behavior and functioning of the physical environment. These impacts are related to project design features, but are separated from the project by time and/or distance. The encroachment alteration impacts were considered and analyzed concurrently with the direct impacts analysis of this document, in accordance to current TxDOT policy.

Under the CEQ regulations, an indirect effects analysis must identify and eliminate issues which are not significant or which have been covered by prior environmental review, while determining which issues should be analyzed in-depth. The analysis follows the six-step process for identifying induced growth impacts outlined in TxDOT's *Indirect Impacts Analysis Guidance* (TxDOT 2016).

Step 1) Methodology

Due to the undeveloped nature of the project area and the scope of proposed project activities, a combination of the planning judgment method and cartographic method were used to identify indirect impacts. The planning judgement method is a primarily qualitative method which uses input from local planning officials, planning documents, and incorporates the cartographic method in an analysis of growth patterns and trends in the area. Assumptions associated with this combined methodology include the assumption that growth patterns will be consistent with historical trends, and that planning professionals can provide predictions or assessments of the level of influence this project may have on growth and development in the area. Limitations of the methodology include subjective conclusions that are not easily quantified.

Step 2) Study Area and Timeframe

An essential objective is to define the scope of the analysis by considering the potential indirect induced growth impacts and the possible geographic range of those impacts. The indirect impacts study area for this project (referred to as the Area of Influence [AOI]) was developed based on an evaluation of existing land use and in consideration of the components of the proposed project. In addition, the assessment considers the distance from the project construction footprint necessary for those impacts to attenuate to a negligible level.

An essential aspect of scoping the proposed project for potential indirect induced growth impacts is coordination with planners and local experts who are intimately acquainted with the characteristics of the community and plans for addressing socioeconomic issues. Accordingly, to obtain input relevant to defining the AOI, as well as current planning and land use development documents, proposed development projects, and other data relevant to the analysis of the proposed project's indirect and cumulative impacts, the City of El Paso Planning Department and the Fort Bliss Master Planning Division and Fort Bliss Environmental Division were consulted in October 2013 and 2014. Additional data collection and research was conducted in January and July 2018. Information from these interviews, planning documents, and various maps made available by the planners is included in the discussion of indirect induced growth impacts. Information from these planning experts also guided the exercise of planning judgment utilized in the analysis of indirect impacts.

Because the proposed project would not result in new connections or access points to previously inaccessible areas, it was determined that the AOI would reasonably be adjacent properties with existing access to the Loop 375 facility and extending to the point where all impacts are expected to attenuate to a negligible level or where other infrastructure constituted a greater impact on development compared to the proposed project. The AOI is bounded to the east and north by Loop 375, to the west by Railroad Drive to Fred Wilson Road to Airport Road, and to the south by US 62/180 (Montana Avenue). Because Loop 375 and Spur 601 are connected, and the area is predominantly military land, the area north of Spur 601 is included in the AOI (**Figure 10**). Mr. John Kipp confirmed that the land east of Loop 375 is utilized by Fort Bliss for training purposes and would not be available for development, and would therefore not be included in the AOI (pers. comm. with Samantha Melito on July 10, 2018).

The temporal boundaries of the AOI considers indirect impacts that may occur between the proposed letting date of November 2018 and 2040, the project's design year. This temporal boundary captures the planning horizon year for the City of El Paso's Comprehensive Plan - Plan El Paso (City of El Paso 2012) and the El Paso MPO's Horizon 2040 MTP.

Step 3) Study Areas Subject to Induced Growth in the AOI

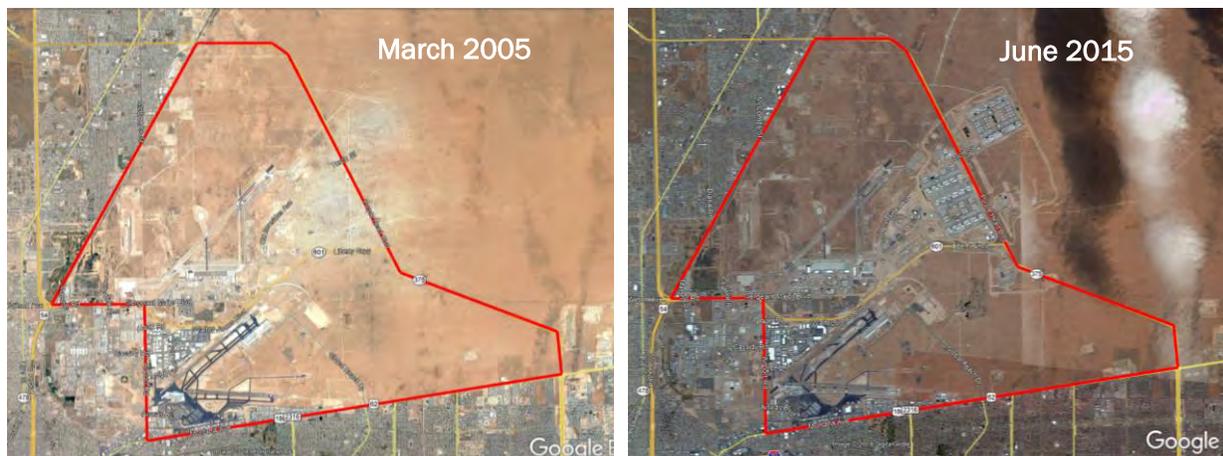
Undeveloped land and potential sites for redevelopment are present within the AOI. The proposed project is anticipated to result in improvements to mobility that, along with forecasted growth, could influence property values and the overall supply and demand for goods and services within the AOI. The general character of the community along Loop 375 is primarily undeveloped land of the Fort Bliss installation. Portions of the AOI are located within the City of El Paso limits (**Figure 11**) or owned by the Texas GLO (Parcel B Land Exchange as shown on **Figure 12** [USACE 2012]).

If development occurs within the City of El Paso's jurisdiction, that development is likely to be consistent with land use and transportation goals outlined in Plan El Paso. The planning documents currently in place that have an effect on the AOI include Plan El Paso, which was updated in 2012 and includes a horizon year of 2040; the City of El Paso Zoning and Title 21 SmartCode; the El Paso International Airport (EPIA) Southern Industrial Park and Master Plans; EPIA Butterfield Trail Title 21 SmartCode Application; and the parcels which were part of a land exchange agreement between Fort Bliss and the General Land Office that was finalized in 2012.

As stated in **Section 3.2**, the population of the City of El Paso is exceeding the projected population growth. According to the Horizon 2040 MTP, El Paso County experienced a compounded annual growth rate of 1.65 percent between 2000 and 2010, with a majority of that growth occurring during the latter part of the decade as a result of Fort Bliss' expansion (El Paso MPO 2013). However, as shown in **Insert 2**, Google Earth aerial imagery of the AOI in March 2005 and June 2015, this growth and expansion is limited within the AOI, with a majority of the area seeing little to no change in development.

Insert 2

Area of Interest in March 2005 and June 2015



The AOI was mapped to indicate existing land use and the approximate locations of the various developments along with the airport and Fort Bliss land uses. Cox McLain Environmental Consulting (CMEC) conducted interviews and utilized GIS to quantify the acreages of these various land uses. Overall, the AOI contains approximately 24,778 acres of land. Within that area, Fort Bliss acreage constitutes 13,549 acres (54.7 percent of total) and EPIA constitutes 5,146.8 acres (20.8 percent). There are several other developments in the AOI including the Airport Southern Industrial Park (318.2 acres, 1.2 percent of AOI), miscellaneous developed lands adjacent to existing roadways (288.3 acres, 1.2 percent), the Desalination Plant (56.4 acres, 0.2 percent), a Border Patrol K9 Facility (153.5 acres, 0.6 percent), Immigration Customs Enforcement (34.9 acres, 0.1 percent), and the Butterfield Trail Industrial Park and Golf Course (1,174.8 acres, 4.7 percent). There are planned developments in that area already underway, including , El Paso Community College (EPCC) (75.3 acres, 0.3 percent), and the William Beaumont Army Medical Center (767.1 acres, 3.1 percent). Undeveloped land that does not fall within one of these other categories constitutes 2,597.6 acres or 10.5 percent of the AOI. See **Figure 13** and **Table 5**.

Table 5. Land Uses Within the AOI

Land Use	Acreage Within the AOI	Percent Total of the AOI
Fort Bliss	13,549	55
Miscellaneous Developed	288.3	1.2
Transportation Infrastructure	424	2
VORTAC	148	1

Table 5. Land Uses Within the AOI

Land Use	Acreeage Within the AOI	Percent Total of the AOI
Site Monitor	44	<1
Desalination Plant	56	<1
Border Patrol K9 Facility	154	1
Southern Industrial Park	318	1
El Paso Community College	75	<1
El Paso International Airport	5,147	21
Immigration Customs Enforcement	35	<1
William Beaumont Army Medical Center	767.1	3.1
Butterfield Trail Industrial Park and Golf Club	1,175	5
Undeveloped Land/Land Available for Development	2,598	11
Total Land in AOI	24,778	100

Source: Planner Interviews, CMEC, 2013-2018

Specific information from the interviews with the Fort Bliss planners, City of El Paso planner, and GLO representative is discussed here to provide additional details about the state of development in the AOI.

EPIA Southern Industrial Park Master Plan, Title 21 SmartCode Rezoning Application: This master plan was approved in 2012 and amended in 2014 and utilizes the city’s adopted SmartCode. The Master Plan area is generally located south of the EPIA, north of Montana Avenue, and east of Airport Road. Land uses in the master planned area are expected to gradually convert to smartCode zoning over time, with currently vacant parcels anticipated to develop first. According to the EPIA’s website, “The airport is continuing to develop the border’s premier integrated air cargo and business center. A new Science and Technology Park has been designed for 150 acres east of Global Reach Drive and south of George Perry Drive. This development will complement existing industrial development and nearby cargo facilities. This new unit provides much needed industrial capacity at the airport complex, as well as commercial and retail opportunities, with the ability to serve the nearby expansion of Fort Bliss.” (EPIA 2018a). According to coordination with David Coronado, AICP, CNU-A City Development Program Manager, this area is likely to redevelop prior to 2035 (pers. comm. with CMEC on October 10, 2013). The Southern Industrial Park Master Plan shows the area zoned as a commercial district and light manufacturing district. However, coordination with Kimberly Forsyth, the Planning Program Manager for the City of El Paso Planning and Inspections Department, and a check of the City of El Paso GIS tool, portions of the area have been re-zoned to SmartCode Zones (pers. comm. with Samantha Melito on July 10, 2018) (City of El Paso 2018a). As of July 2018, the EPIA is still undergoing a federally mandated master plan update for the remainder of the EPIA property north of the Southern Industrial Park (EPIA 2018b).

Butterfield Golf Course: This area does not have a master plan, but it has been zoned according to Title 21 – SmartCode zoning (City of El Paso 2011). The area is well situated off Global Reach drive to the east and will be near two other planned developments within the AOI that will be discussed later (EPCC and William Beaumont Army Medical Center - more generally referred to as the Fort Bliss

Hospital Complex). It encompasses the Butterfield Golf Course, which is privately owned but open to the public for use.

According to Plan El Paso, the area at the northwest corner of the intersection of Loop 375 and US 62/180 is zoned “G-8,” which includes some mixed military and civilian uses (**Figure 14**). However, Fort Bliss and the GLO coordinated an exchange for some of the land in 2012. On July 10, 2018, Linda Troncoso, a Principal at TRE & Associates and representative for the GLO, stated that this land is working through the entitlement process for utilities and that the GLO plans to sell this land to developers in the next few years for development (pers. comm. with Samantha Melito). In 2014, Mr. Coronado indicated that the City of El Paso water utility is concerned about providing sewer service in that area – they did not plan to provide service north of Montana because they did not anticipate that the land would be converted from military ownership and use to civilian (pers. comm with CMEC in 2014). Kimberly Forsyth provided the Resolution document from the City of El Paso consented to the creation of the Butterfield Trail Municipal Utility District (MUD)’s No. 1 and 2 for future development on these parcels (**Appendix G**) (pers. comm. with Samantha Melito on July 10, 2018). The remaining area, Parcel A on **Figure 12**, was approved to be sold to a private developer and later annexed to the City of El Paso for future development (USACE 2012). However, Kimberly Forsyth did not indicate that there were any plans at this time to take over this parcel for development in the future.

Interviews were conducted with Mr. Lee Greene, Fort Bliss Master Planning, and Mr. John Kipp, on October 10, 2013 (pers. comm. with CMEC on October 10, 2013). According to Mr. Kipp, Biggs Army Air Field was constructed in the 1920s. Major growth and development occurred after 2005 when the Base Realignment and Closure plan resulted in extensive development. “East Fort Bliss” constituted a large expansion of residential, office, and training facilities on either side of Loop 375, primarily north of Spur 601. In addition, Mr. Kipp indicated that the Fort Bliss planners leased approximately 75 acres of their property to EPCC; however, this project has been postponed. EPCC plans to consolidate their medical training facilities to this satellite campus, which will be adjacent to the new hospital complex. Access to EPCC is expected to be provided from Spur 601 to the north at Constitution Avenue and also from the south. The project has been postponed until 2022 (pers. comm. with CMEC in January 2018).

According to Mr. Kipp, the William Beaumont Army Medical Center is under construction and is estimated to be complete in Summer 2019 and open in 2020. The medical center would be part of the Fort Bliss property and access to the facility would be restricted (pers. comm. with CMEC on October 10, 2013 and Samantha Melito on July 10, 2018).

According to the previous discussions with Fort Bliss planners, any mobility improvements to Spur 601 or Loop 375 would benefit the nearly 25,000 employees who work at Fort Bliss. During the morning commute, there is major congestion as residents of East El Paso and neighborhoods south of Montana and east of Loop 375 funnel to Fort Bliss with only Loop 375, Global Reach, and Airport Road as transportation arteries. Similar congestion problems occur during the evening commute as well. Planners indicated that the direct connectors between Spur 601 and Loop 375 will provide much-needed congestion relief and less lost work time. In general, the planners indicated that Fort Bliss specifically and El Paso in general would appreciate and benefit from any mobility improvements that also serve future housing and development within the AOI.

Step 4) Likelihood of Growth in Induced Growth Areas

Based on demographic and land use trends, local plans, and interviews, it can be concluded that there is a strong potential for future growth throughout the City of El Paso, including the proposed project's AOI, to a limited degree given the military presence. Overall, development in these areas is likely to occur over the development timeline but would be heavily controlled by Fort Bliss planners. Coordination with the City of El Paso and TxDOT is underway regarding property access.

The tracts of land shown in orange on **Figure 13** are additional areas of potential development that constitute 2,597.6 acres. All of this land is considered developable although much of it is under Fort Bliss control, which limits the potential influence the proposed project could have on development or redevelopment within the AOI. Fort Bliss planning initiatives, as discussed in **Step 3**, have major influence over development patterns within the AOI.

Based on updated research using the City of El Paso GIS data tools, only one "development in process" is shown as of July 10, 2018 (City of El Paso 2018b). Montana Commons is a 120.22-acre area proposed for subdivision into 12 commercial lots, according to the City Plan Commission staff report from November 2, 2017 (**Appendix G**). It is located at the northeast quadrant of Loop 375 and US 62/180 (**Figure 15**).

Step 5) Resources Subject to Induced Growth Impacts

Table 6 includes a description of resources present in the undeveloped areas that could be developed and the potential for indirect impacts from induced development. Resources that exhibit the potential for indirect impacts are identified in the table with a "yes" in the final column. Resources that do not exhibit potential for indirect impacts, and are therefore not analyzed in detail in the remainder of this analysis, are indicated with a "no."

Through planner interviews and cartographic assessment, the analysis thus far has revealed that approximately 2,597.6 acres of land has indirect induced growth potential within the AOI. Increased mobility, especially for commuters to and from Fort Bliss, plus the amenities of nearby developments for potential housing or employment, makes the land more attractive for a variety of uses.

Table 6. Resources Analyzed for Indirect Induced Growth Impacts Within Areas of Future Development

Resource	Could the resource be indirectly impacted by potential induced growth?	Is this resource at risk?	Resource included in detailed indirect growth impacts analysis?
Waters of the U.S./Wetlands	No; no water bodies are located in the areas of the AOI shown as Land Available for Development.	The USACE regulates the discharge of dredged and fill material into wetlands and other waters of the U.S. under Section 404 of the Clean Water Act.	No
Floodplains	No; no 100-year floodplain located in the areas of the AOI shown as Land Available for Development.	No	No
Water Quality	No; required permits to control erosion during construction are expected to result in minimal temporary degradation.	TCEQ monitors the discharge of runoff into impaired bodies of water according to the 303(d) list.	No

Table 6. Resources Analyzed for Indirect Induced Growth Impacts Within Areas of Future Development

Resource	Could the resource be indirectly impacted by potential induced growth?	Is this resource at risk?	Resource included in detailed indirect growth impacts analysis?
Vegetation and Wildlife Habitat	Some wildlife species that inhabit warm desert dunes would be anticipated to occur within undeveloped portions of the proposed ROW and Land Available for Development. Required clearing or other construction-related activities may directly and/or indirectly affect animals that reside on or adjacent to the project ROW.	These vegetation and wildlife habitat types are common in the AOI and throughout the region.	Yes
Federally Listed Threatened/ Endangered Species	Impacts to habitat for federally listed species would not occur. The project would result in no effect to federally listed species. No effects to federally listed species are anticipated in the Land Available for Development.	The Endangered Species Act affords protection for federally listed threatened/endangered species and their habitats; USFWS maintain lists of potential occurrences for each Texas county.	No
State Listed Threatened/ Endangered Species	The project may result in impacts to the state-listed (threatened) Texas horned lizard and some SGCN species or their habitats.	Coordination with TPWD was initiated and BMPs will be implemented to avoid and minimize impacts.	No
Air Quality	Yes; El Paso is designated as a moderate non-attainment area for PM10.	The potential indirect impacts on air quality and MSATs are primarily related to any expected development or redevelopment resulting from project's increased accessibility or capacity to the area. However, any increased air pollutant or MSAT emissions resulting from the potential development or redevelopment of the area must meet regulatory emissions limits established by the TCEQ and EPA, as well as obtain appropriate authorization from the TCEQ. Regulatory emission limits set by TCEQ and EPA are established to attain and maintain the NAAQS by assuring any emissions sources resulting from new development/redevelopment will not cause or contribute to a violation of those standards.	No

Table 6. Resources Analyzed for Indirect Induced Growth Impacts Within Areas of Future Development

Resource	Could the resource be indirectly impacted by potential induced growth?	Is this resource at risk?	Resource included in detailed indirect growth impacts analysis?
Community Resources (includes businesses and residences)	Yes, residential development within the AOI is predominantly for the Fort Bliss military population. No permanent direct adverse impacts would occur to community resources. Property values could be influenced by future development. Limited additional tax revenue would be generated by potential limited induced development. Mobility improvements would benefit commuters and other stakeholders traveling to/from Fort Bliss.	No	No
Section 4(f) and 6(f) Properties	No; none present within the areas of the AOI shown as Land Available for Development.	Parklands are a valuable resource but are not vulnerable because public parklands within the AOI are protected by municipal codes and federal laws (for federally funded transportation projects).	No
EJ/LEP Populations	No. Minority, low-income, and LEP populations are present in the census geographies in the AOI but are not specifically in the areas that represent Land Available for potential induced development.	EJ groups are comprised of vulnerable populations, including minorities and low-income persons. TxDOT follows principles in EO 12898 and 13166, as well as Title VI, to provide protection to vulnerable populations.	No
Public Facilities/ Services/ Utilities	There are public facilities such as a desalination plant, EPCC, and customs enforcement office in the AOI, but in the area, most likely to develop, the land use is not designated for a specific purpose. Utilities, like the recently approved MUD, could be added as a result of potential induced development.	No	No
Historic-Age Properties	No; none present within the area shown as Land Available for Development.	Resources that are 50 years of age are potentially historic. NRHP listed or eligible historic resources are protected by State and Federal regulations for publicly funded projects.	No
Archeological Resources	The AOI has been extensively studied and contains recorded archeological sites. TxDOT has determined all known sites within the APE are ineligible for inclusion in the NRHP and a SAL.	The Antiquities Code of Texas requires notification (to Texas Historical Commission) if public agencies sponsor ground-disturbing activity on public land. NRHP listed or eligible archeological resources are protected by State and Federal regulations for publicly funded projects.	No

Based on the results of **Table 6**, the following resource will be analyzed in more detail for potentially substantial indirect induced growth impacts: Vegetation and wildlife habitat.

Increasing mobility along Loop 375 could contribute to an accelerated pace of development within limited portions of the AOI. If growth trends continue as projected by the TWDB, it is possible that most of the approximate 2,597.6 acres of Land Available for Development could be developed by 2035.

Taking into consideration the resources assessed in **Table 6**, the areas of potentially induced growth have a high likelihood of impacting one of the resources identified – vegetation and wildlife habitat. Vegetation and wildlife habitat could be converted to other land uses as the land within the areas of potential development changes over time, potentially impacting state-listed threatened species and SGCN. The summary of land cover (habitat/vegetation) in the areas of potential induced growth is presented in **Table 7** and **Figure 16**, according to Google Street View and aerial imagery interpretation from ground-truthed aerial signatures of MOU vegetation types (TxDOT 2017a),

Table 7. Summary of Land Cover in Areas of Potential Induced Growth

General Boundaries	Habitat/Cover Descriptions and Acreage	Total Acreage
Area shown as Land Available for Development on Figure 13 and 16 .	Warm Desert Dunes – 2,527.2 acres Urban – 67.7 acres Existing Transportation – 2.7 acres	2,597.6

Sources: Google Street View and Aerial Imagery Interpretation of MOU Vegetation Types (TPWD 2017a)

Although the type, form, and density of future development within these areas is unknown at this time, one can conclude that there is a potential for impacts to vegetation and wildlife habitat among these three general areas of indirect induced growth. As documented in *Biological Evaluation Form*, dated June 2018, the areas of future development do not contain habitat for federally-listed species or critical habitat. It is also important to consider that even though no threatened and endangered habitat is currently known within the AOI, regulation stemming from the Endangered Species Act would apply to all future development. Undeveloped areas may provide suitable habitat for state-listed species, SGCN, or wildlife species (discussed in **Section 5.11.5**). However, impacts to vegetation and wildlife habitat as a result of induced growth are not considered substantial.

Step 6) Applicable Mitigation

In summary, the overall consensus is that the proposed project would not influence future land use within the AOI. Current plans for development in the area are accounted for by the City of El Paso’s future planning documents and corresponding objectives, along with Fort Bliss’ planning documents.

The potential areas of indirect induced growth (approximately 2,597.6 acres) accounts for approximately 10.5 percent of the AOI (24,777.6 acres). Land development activities would generally be private ventures regulated by City of El Paso’s land development ordinances, subsequent the completion of the GLO land swap previously discussed. Land development regulation addresses environmental and social impacts by requiring mitigation as part of site design and construction such that development is in accordance with overall city objectives. In addition, much of the discussion of agencies and programs that would guide any development influenced by a potential project would be

similar to typical mitigation and permitting measures. For example, all development (public or private) must comply with flood control regulations under the FEMA, the Endangered Species Act, the Clean Water Act, Section 401 Water Quality Certification requirements, Section 404 permits for projects affecting waters of the U.S., and other regulations requiring mitigation if there are effects on species habitat.

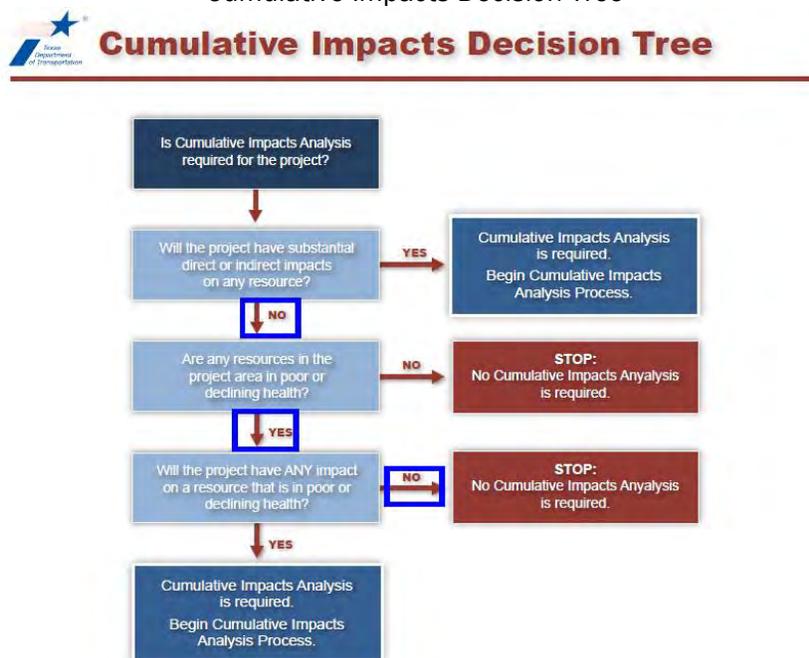
Ultimately, because the proposed project is not anticipated to cause substantial negative indirect induced growth impacts, the requirement for mitigation of environmental impacts would be limited to mitigating only the direct impacts associated with this proposed project. Any mitigation for project-induced land development impacts, which may arise after construction of the proposed project, would be overseen by the City of El Paso in coordination with Fort Bliss where appropriate, and would be the responsibility of the land developer. Therefore, mitigation for indirect induced growth impacts would not be required of the proposed project sponsors based on the foregoing analysis.

5.16 Cumulative Impacts

Cumulative impacts result from individually minor but collectively significant actions taking place over a period of time (40 CFR §1508.7). They are defined as impacts on the environment that result from the incremental impacts of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or non-federal) or person undertakes such other actions. Utilizing TxDOT's Cumulative Impacts Decision Tree (2014), it was determined that cumulative impacts should not be considered because 1) the proposed project would not have substantial direct or indirect impacts on any resource; and although 2) there are resources in the project area in poor or declining health; the project 3) would not have an impact on a resource that is in poor or declining health. (See **Insert 3** for the decision tree.)

Insert 3

Cumulative Impacts Decision Tree



Environmental studies regarding the potential direct impacts of the proposed project on the natural and human environment revealed potential impacts to vegetation. Approximately 2,597.6 acres of potential induced development could potentially occur in the approximately 24,778-acre AOI. The large presence of Fort Bliss within the AOI is indicative that Fort Bliss planning initiatives (e.g. master planning documents) have major influence over development patterns within the AOI compared to potential development spurred by the proposed roadway improvements.

Impacts to vegetation consist of permanent disturbance of Urban and Warm Desert Dunes vegetation types. However, these are not native remnant or critical habitat vegetation types and the impacts are not considered substantial.

Due to the avoidance, minimization, and mitigation measures implemented for these resources, the potential impacts associated with this project were determined to not be substantial. Although resources within the study area do require regulatory consideration, the nature of the potential project impacts and compliance with regulations are not expected to contribute to the poor or declining health of these resources. Therefore, a cumulative impacts analysis is not required.

5.17 Construction Phase Impacts

Construction of the proposed project may require temporary closures and detours; however, these are expected to be of short duration with no major traffic flow disruptions on the existing roadways. TxDOT will work with community members to notify them of closures and limited access. **Section 5.12.6** further discusses the construction related air emissions, and **Section 5.14** further discusses the construction noise impacts.

Under the No-Build Alternative, no construction would occur, therefore, no construction impacts would be required.

6.0 AGENCY COORDINATION

Over the course of project development TxDOT has coordinated with numerous local, state, and federal agencies regarding the proposed project. Copies of agency coordination documents are available in **Appendix G**.

- The TxDOT TPP Traffic Memo was approved on July 31, 2015.
- Coordination with Native American tribes with an interest in the area was initiated on May 27, 2016 and completed on June 27, 2016.
- As part of Section 106 Consultation regarding historic resources, TxDOT coordinated with the SHPO, who concurred with TxDOT's findings June 2, 2016.
- Coordination with TPWD was initiated on June 25, 2018 and concluded on July 26, 2018 with no comments from TPWD.
- TxDOT coordinated with the Air Quality Consultation Partners, who provided concurrence that the project was not of air quality concern.
- The City of El Paso Resolution details the consent to create the Butterfield Trail MUDs No. 1 and 2 within the AOI.
- The City of El Paso – City Plan Commission Staff Report contains a summary and application to zone and develop a tract of vacant land referred to as “Montana Commons.”

7.0 PUBLIC INVOLVEMENT

On Thursday, October 24, 2013, TxDOT held a Public Meeting at the El Dorado High School Library, located at 12401 Edgemere Blvd, El Paso, Texas 79928. Notices of the meeting were published in English in the *El Paso Times* and in Spanish in *El Diario de El Paso* on September 22, 2013 and October 13, 2013. Meeting handouts were available in both English and Spanish, and interpreters were available at the meeting. A total of 15 members of the public signed in at the meeting, along with one elected official, two members of the media, and 22 staff members. Two comments were received at the meeting. One of the comments stated support for the project, and the other questioned the time that the meeting was held. No opposition to the project was stated. No other comments were received during the comment period. The Public Meeting Summary is available for review at the TxDOT El Paso District.

A notice of availability for the Draft EA and the public hearing was mailed to adjacent property owners and elected officials on August 9, 2018. The notice was also published in English in the *El Paso Times* and in Spanish in *El Diario de El Paso* on August 14, 2018, as well as published online at <https://www.txdot.gov/inside-tdot/get-involved/about/hearings-meetings/el-paso/082818.html> on August 14, 2018. On August 28, 2018, TxDOT held a Public Hearing at REL Washington Elementary School located at 3505 Lee Trevino Drive, El Paso, Texas 79936. The purpose of the hearing was to present the planned improvements to Loop 375 and receive comments from the public. Approximately 18 people attended the hearing, including members of the public, representatives of governmental agencies, and media. One comment was received stating that all questions were answered, and no opposition to the project was stated. No other comments were received during the comment period. The Public Hearing Summary is available for review at the TxDOT El Paso District.

8.0 ENVIRONMENTAL PERMITS, ISSUES, AND COMMITMENTS

The Build Alternative would include 5 or more acres of earth disturbance. TxDOT would comply with TCEQ's TPDES Construction General Permit. An SW3P would be prepared and implemented, and a construction site notice would be posted on the construction site. An NOI would be required.

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

In the event that migratory birds are encountered on-site during project construction, every effort would be made to avoid protected birds, active nests, eggs, and/or young. Contractors would not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.

The proposed project contains potential habitat for the Texas horned lizard. Terrestrial Reptile BMPs will be implemented and contractors would be advised of the potential occurrence in the project area, and to avoid harming the species if encountered. This should include avoiding harvester ant mounds in the selection of PSLs, where feasible. BMPs and direction to contractors is provided on the standard EPIC sheet.

The proposed project contains potential habitat for the western burrowing owl; therefore, Bird BMPs will be implemented. BMPs are provided on the standard EPIC sheet.

The proposed project contains potential habitat for the western small-foot bat and cave myotis bat; therefore, bat BMPs will be implemented. BMPs are provided on the standard EPIC sheet.

In accordance with the EO 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping, permanent soil erosion control features would be constructed as soon as feasible during the early stages of construction through proper sodding and/or seeding techniques. Disturbed areas would be restored and stabilized as soon as the construction schedule permits. Therefore, seeding and replanting with TxDOT approved seeding specifications would be performed where possible.

To reduce the likelihood for African rue to spread along the corridor and in adjacent undeveloped areas due to construction of the proposed project and the proposed retention ponds, TxDOT has committed to spray herbicides during ROW preparation and as needed throughout construction. After construction of the proposed project, TxDOT would spray herbicides three times a year, as needed, as well as implement mechanical treatments in the early spring. In addition, the proposed retention ponds would be lined with rock walls and would have natural-ground bottoms to prevent African rue seeds from spreading into the pond areas.

During construction of the proposed project, if inadvertent discoveries of Native American human remains or cultural items are discovered, activity in the area of discovery would cease and notice would be provided to TxDOT, per the Native American Graves Protection and Repatriation Act (NAGPRA). Under NAGPRA, the activity may resume after 30 days following certification of notice to TxDOT. If after construction with the appropriate tribes TxDOT determines that the human remains or cultural items must be excavated or otherwise removed, the regulations provide that the excavation or removal be treated as an intentional excavation, and subject to the issuance of an Archeological Resources Protection Act (ARPA) permit.

The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. TxDOT encourages construction contractors to use TERP and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions.

Construction of the proposed project may require temporary closures and detours. However, these are expected to be of short duration with no major traffic flow disruptions on the existing roadways. TxDOT will work with community members to notify them of closures and limited access.

9.0 CONCLUSION

The analysis of alternatives for the proposed project determined that improvements proposed under the Build Alternative would meet the need and purpose of the project. The engineering, social, economic, and environmental studies conducted on the improvements as proposed by the Build Alternative indicate that the project would result in no significant adverse impacts on the human or natural environment at a level that would warrant an Environmental Impact Statement; therefore, a FONSI is recommended.

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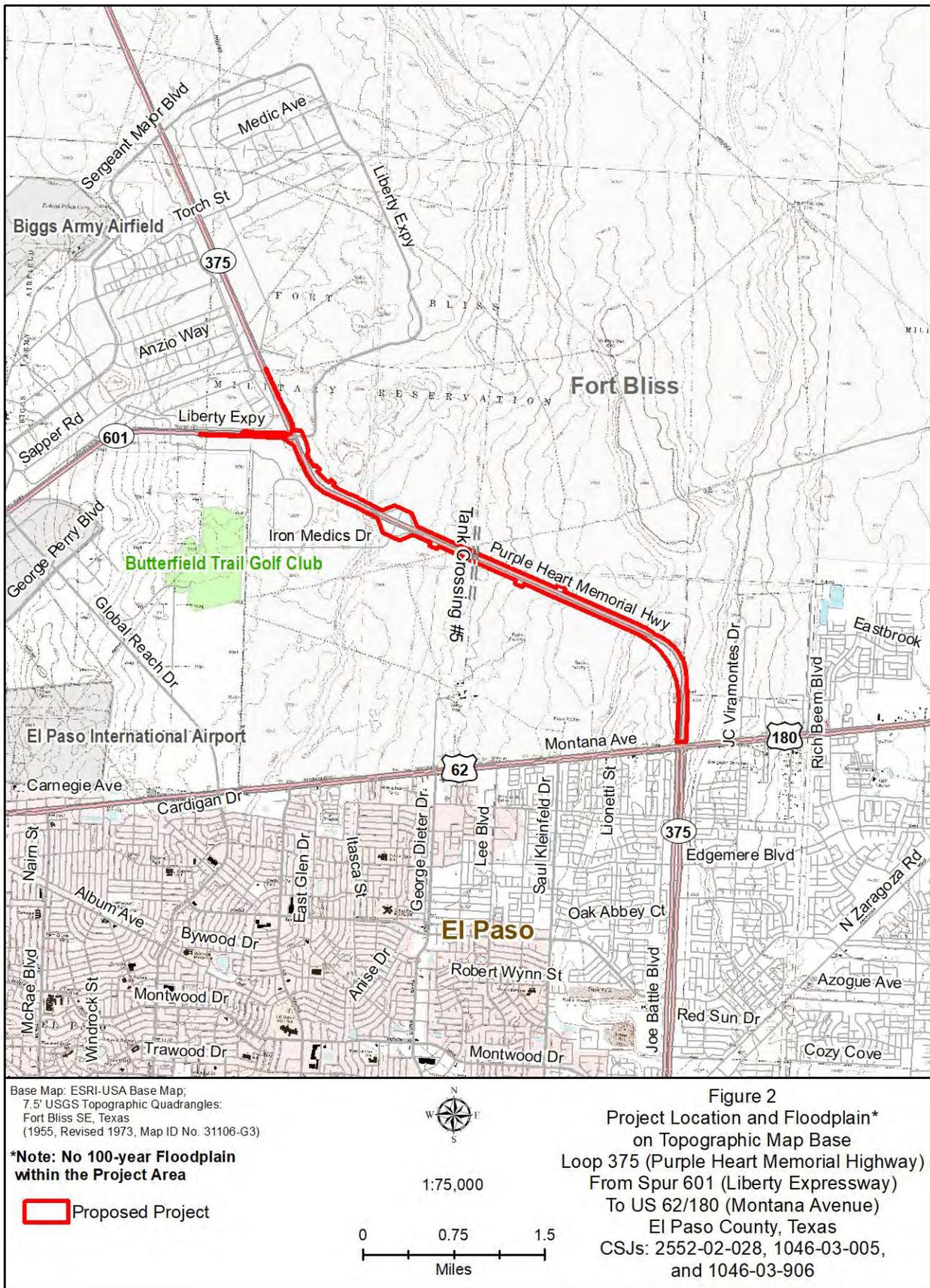
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Appendix A

Project Location Maps





Appendix B
Project Photos



Photo 1. Existing Spur 601 Facility, Facing East Towards Loop 375 (courtesy of Google Maps)



Photo 2. Existing Loop 375 Facility, Facing North from Iron Medics Drive Overpass



Photo 3. Existing Diverging Diamond Intersection at Spur 601 and Loop 375, Facing East
(courtesy of Google Maps)

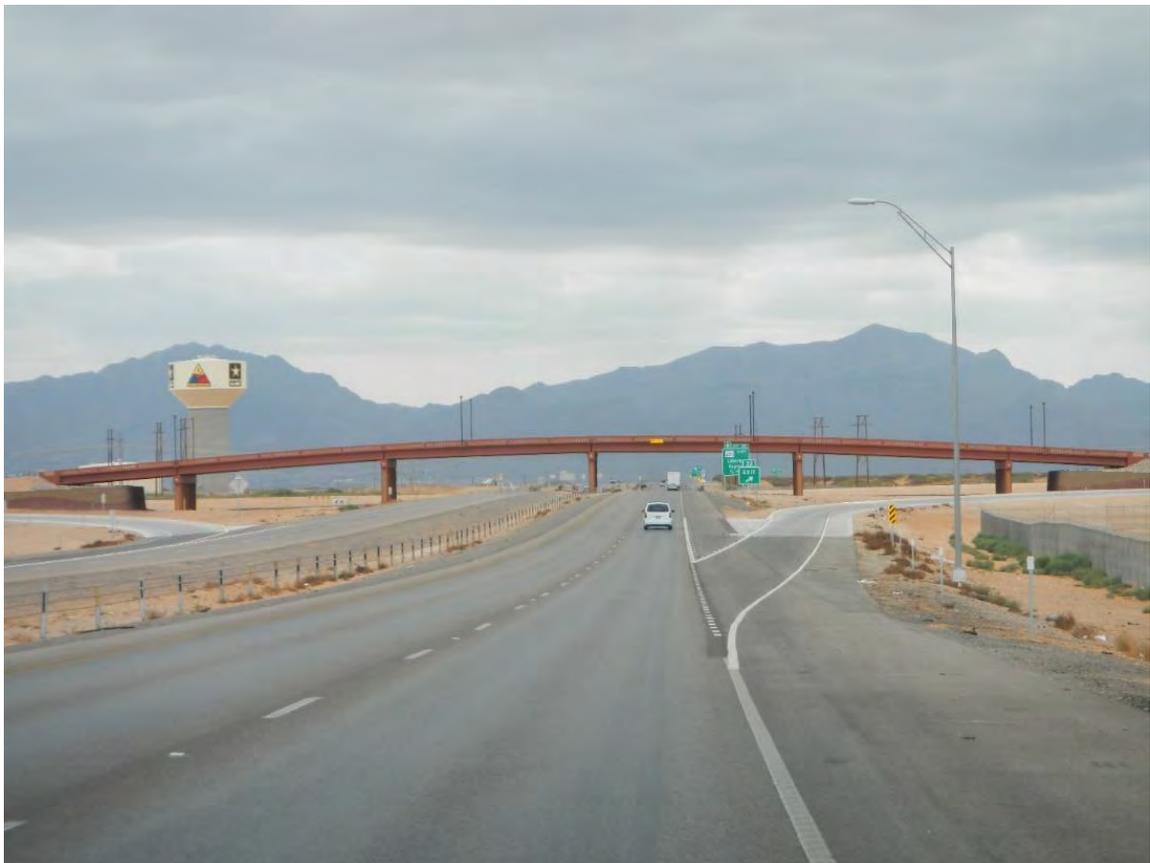


Photo 4. Existing Intersection at Loop 375 and Iron Medics Drive, Facing North

Appendix C

Schematics

GEOMETRIC LAYOUT OF LOOP 375 (PURPLE HEART MEMORIAL HIGHWAY)

EL PASO, TEXAS

LIMITS: FROM SPUR 601 (LIBERTY EXPRESSWAY) TO US 82 / 180 (MONTANA AVENUE)

DATE	STATE	COUNTY	CONTROL	SECTION	SHEET	OF
REV.	DISTRICT	NO.	NO.	NO.	NO.	NO.
07-23-2014	ELP	EL PASO	2552	02	029	029
08-24-2015	ELP	EL PASO	2552	02	029	029

SCALE: 1" = 100' HORIZONTAL
1" = 10' VERTICAL



PROJECT LENGTH: 1.1 MILES (FROM SPUR 601 TO US 82)

DESIGN SPEED: 75 MPH

GENERAL NOTES: SEE SHEET 029 FOR GENERAL NOTES.

CONSTRUCTION AND MAINTENANCE: SEE SHEET 029 FOR CONSTRUCTION AND MAINTENANCE NOTES.

UTILITY CROSSINGS: SEE SHEET 029 FOR UTILITY CROSSING NOTES.

ENVIRONMENTAL: SEE SHEET 029 FOR ENVIRONMENTAL NOTES.

TRAFFIC SIGNALS: SEE SHEET 029 FOR TRAFFIC SIGNAL NOTES.

LANDSCAPE ARCHITECTURE: SEE SHEET 029 FOR LANDSCAPE ARCHITECTURE NOTES.

WATERWAYS: SEE SHEET 029 FOR WATERWAYS NOTES.

SOILS: SEE SHEET 029 FOR SOILS NOTES.

NOISE: SEE SHEET 029 FOR NOISE NOTES.

AVIATION: SEE SHEET 029 FOR AVIATION NOTES.

ARCHITECTURAL: SEE SHEET 029 FOR ARCHITECTURAL NOTES.

ARTISTS: SEE SHEET 029 FOR ARTISTS NOTES.

ASBESTOS: SEE SHEET 029 FOR ASBESTOS NOTES.

CEMENT: SEE SHEET 029 FOR CEMENT NOTES.

CONCRETE: SEE SHEET 029 FOR CONCRETE NOTES.

CORROSION: SEE SHEET 029 FOR CORROSION NOTES.

CURBS: SEE SHEET 029 FOR CURBS NOTES.

DRIVEWAYS: SEE SHEET 029 FOR DRIVEWAYS NOTES.

EMBANKMENTS: SEE SHEET 029 FOR EMBANKMENTS NOTES.

ENCLOSURES: SEE SHEET 029 FOR ENCLOSURES NOTES.

EXPOSED REINFORCEMENT: SEE SHEET 029 FOR EXPOSED REINFORCEMENT NOTES.

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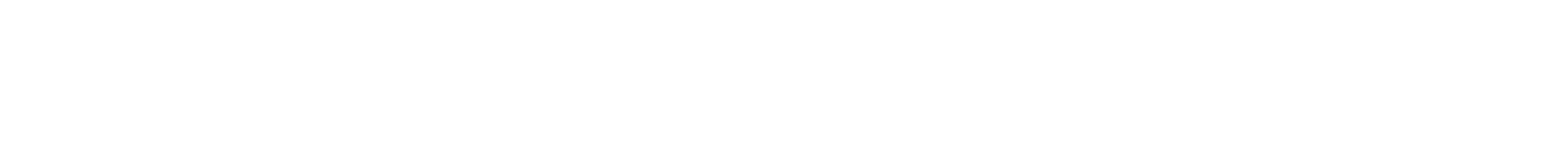
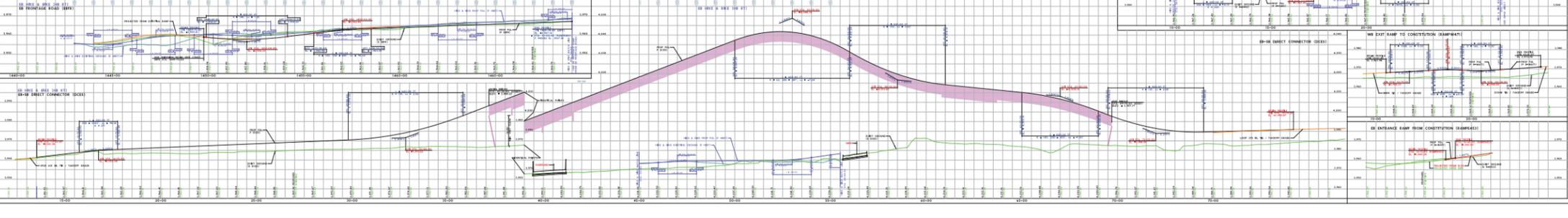
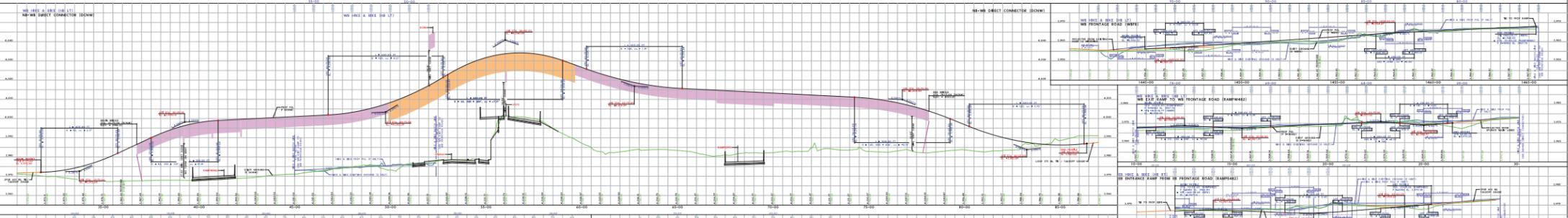
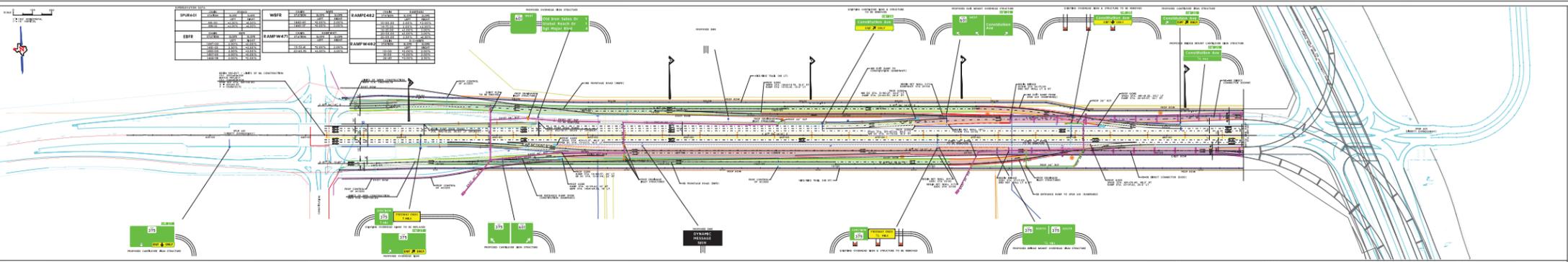
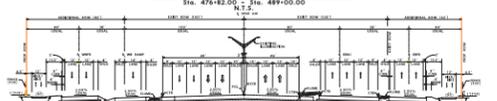
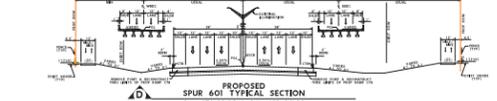
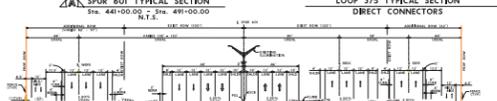
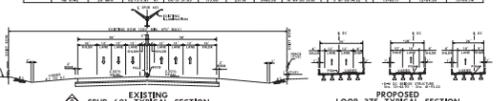
EXPOSED REINFORCEMENT: SEE SHEET 029 FOR EXPOSED REINFORCEMENT NOTES.

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EXPOSED REINFORCEMENT: SEE SHEET 029 FOR EXPOSED REINFORCEMENT NOTES.

EXPOSED REINFORCEMENT: SEE SHEET 029 FOR EXPOSED REINFORCEMENT NOTES.

STATION	DESCRIPTION	DATE	BY	CHECKED
441+00.00	START OF PROJECT	07/23/2014	J. GARCIA	M. GARCIA
442+00.00	SPUR 601 INTERSECTION	07/23/2014	J. GARCIA	M. GARCIA
443+00.00	US 82 INTERSECTION	07/23/2014	J. GARCIA	M. GARCIA
444+00.00	US 180 INTERSECTION	07/23/2014	J. GARCIA	M. GARCIA
445+00.00	END OF PROJECT	07/23/2014	J. GARCIA	M. GARCIA



PRELIMINARY
NOT A BIDDING DOCUMENT

RTG
100% SUBMITTAL



GEOMETRIC LAYOUT OF LOOP 375 (PURPLE HEART MEMORIAL HIGHWAY)
 EL PASO, TEXAS
 LIMITS: FROM SPUR 405 (LIBERTY EXPRESSWAY) TO US 62 / 180 (MONTANA AVENUE)

DATE: 07-31-2014
 REV. DATE: 02-24-2018
 STATE: ELP
 COUNTY: EL PASO
 CONTROL NO.: 2002
 DISTRICT: 02
 SHEET NO.: 028



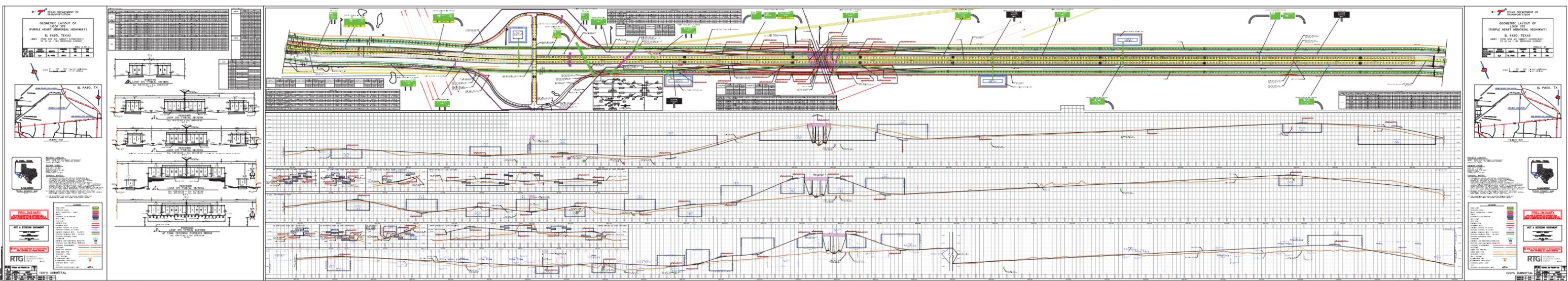
PRELIMINARY
 THIS PLAN IS PRELIMINARY AND SUBJECT TO CHANGE WITHOUT NOTICE. IT IS NOT TO BE USED FOR BIDDING OR CONTRACTING.

NOT A BIDDING DOCUMENT

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 2018-028-000, 001, 002, 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017, 018, 019, 020, 021, 022, 023, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071, 072, 073, 074, 075, 076, 077, 078, 079, 080, 081, 082, 083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 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998, 999, 1000

100% SUBMITTAL

LINE NO.	LINE TYPE	LINE DESCRIPTION	START STA.	END STA.	WIDTH (FT)	DEPTH (IN)	CONCRETE	ASPHALT	GRAVEL	OTHER
1	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
2	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
3	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
4	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
5	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
6	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
7	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
8	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
9	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
10	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
11	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
12	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
13	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
14	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
15	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
16	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
17	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
18	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
19	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
20	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
21	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
22	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
23	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
24	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
25	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
26	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
27	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
28	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
29	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
30	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
31	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
32	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
33	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
34	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
35	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
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37	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
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39	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
40	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
41	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
42	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
43	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
44	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
45	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
46	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
47	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
48	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
49	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
50	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
51	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
52	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
53	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
54	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
55	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
56	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
57	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
58	1	EXISTING CONC. DRIVEWAY	324+00.00	324+00.00	10.00	12.00	1	0	0	0
59	1	EXISTING CONC. DRIVEWAY								



Appendix D

Typical Sections

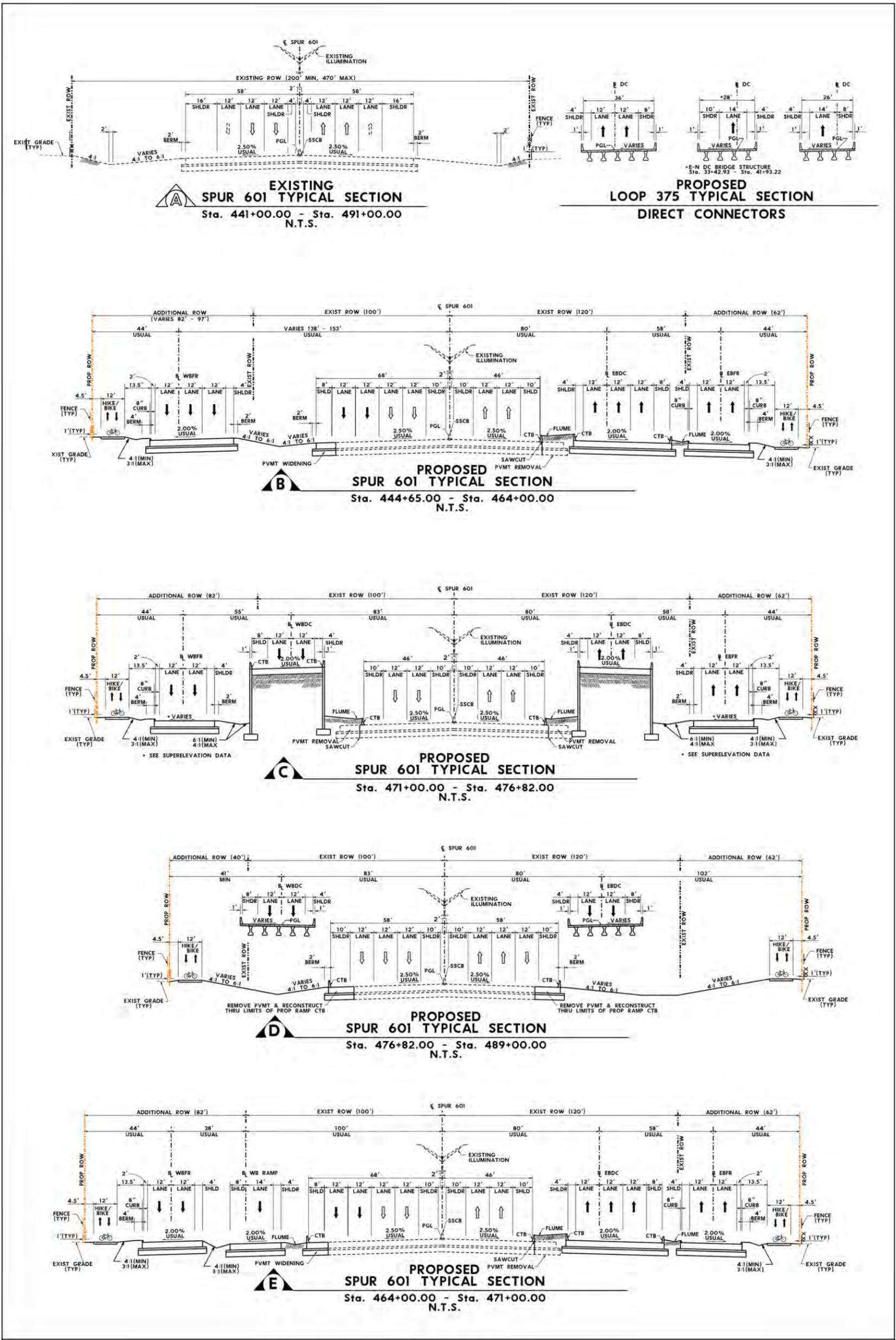


Figure 3.1
Existing and Proposed Typical Sections
Loop 375 (Purple Heart Memorial Highway)
From Spur 601 (Liberty Expressway)
To US 62/180 (Montana Avenue)
El Paso County, Texas
CSJs: 2552-02-028, 1046-03-005, and 1046-03-906

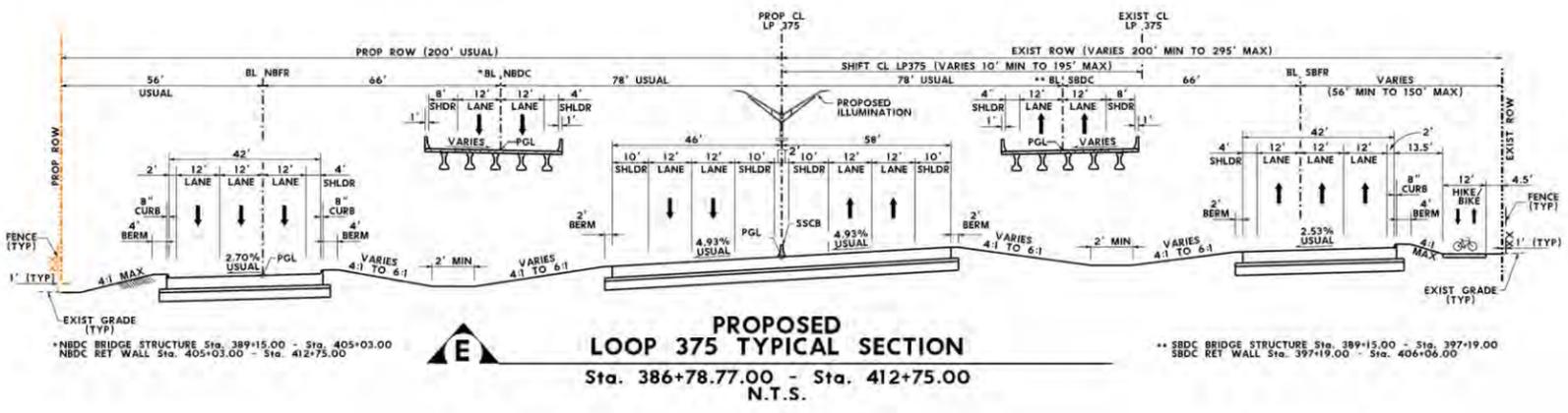
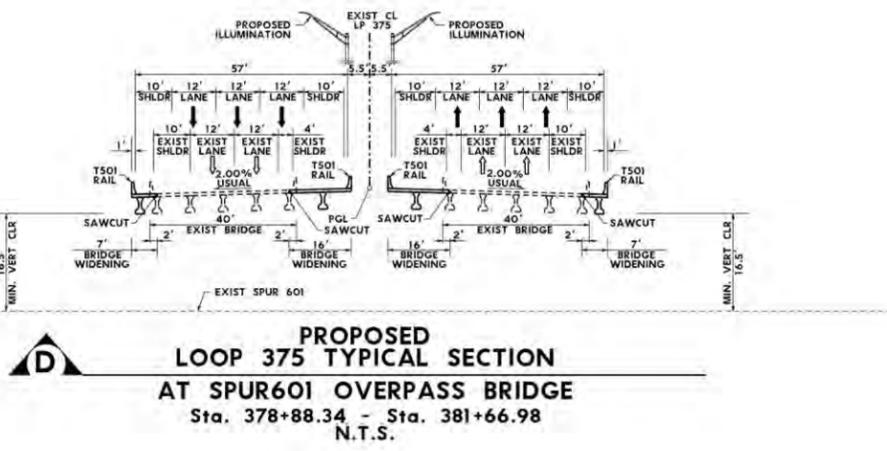
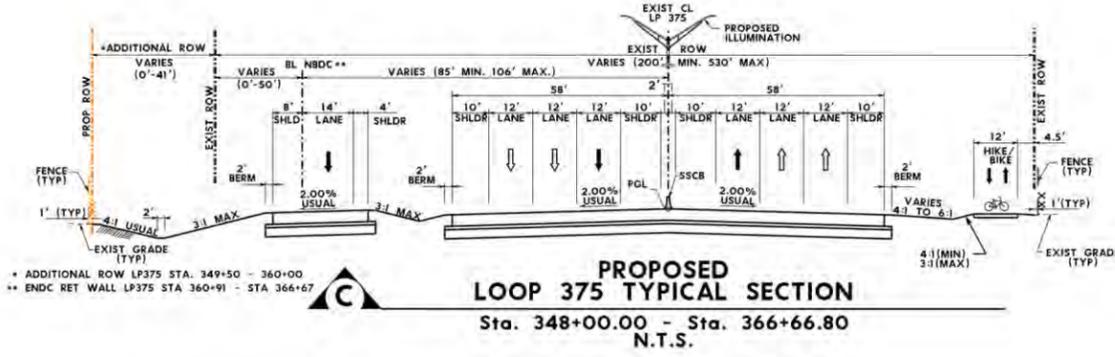
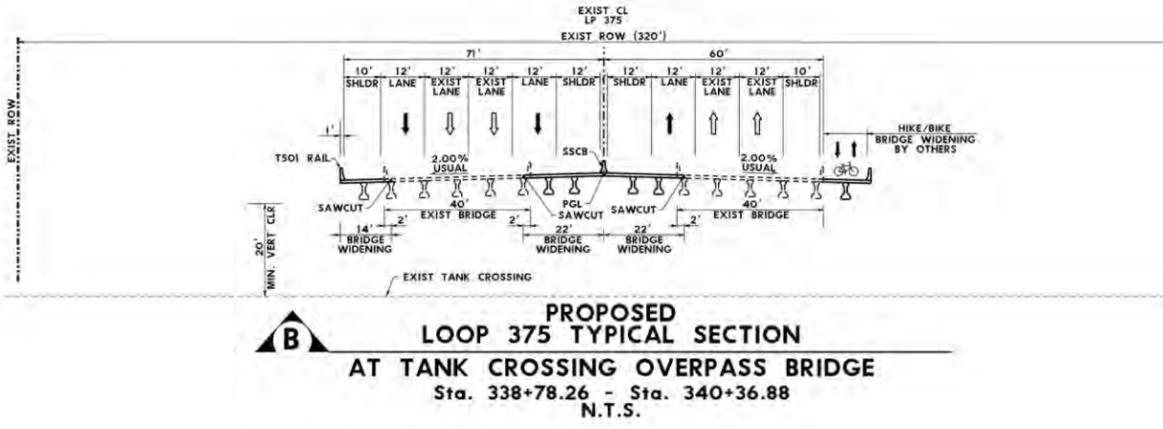
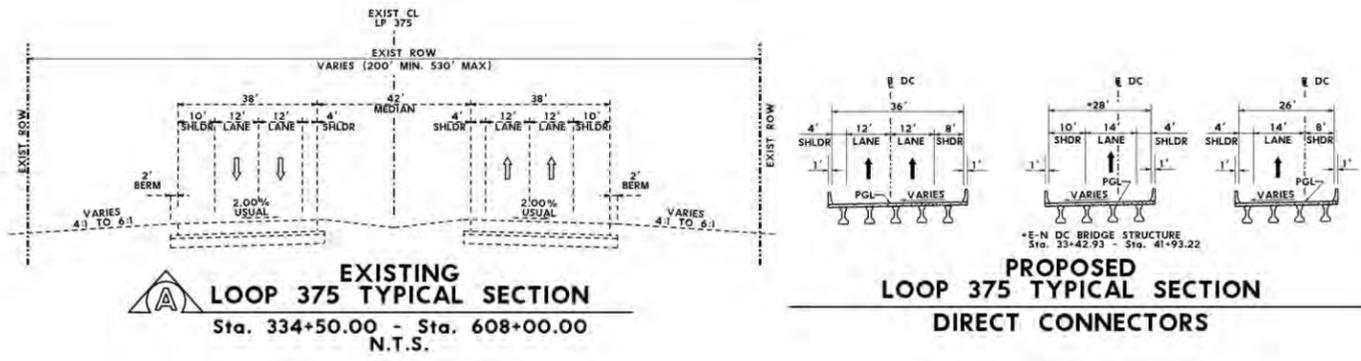
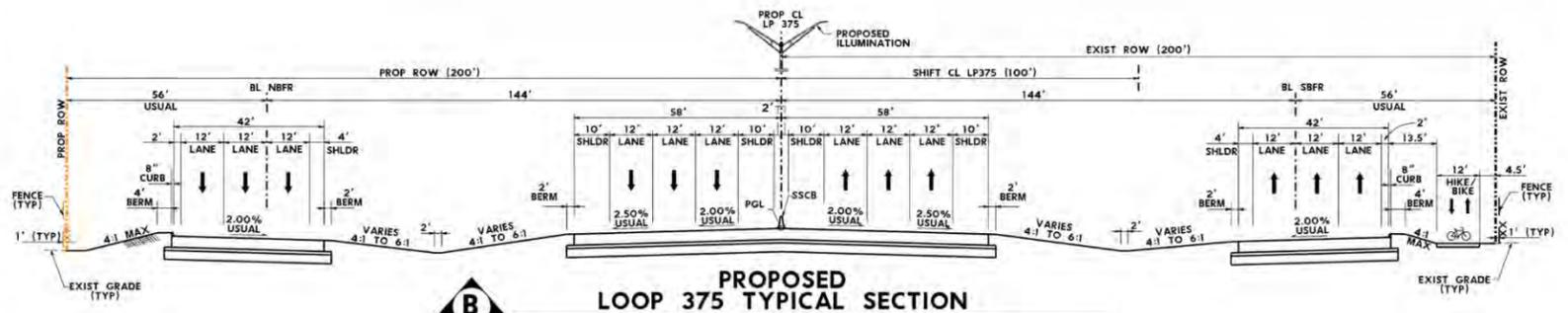
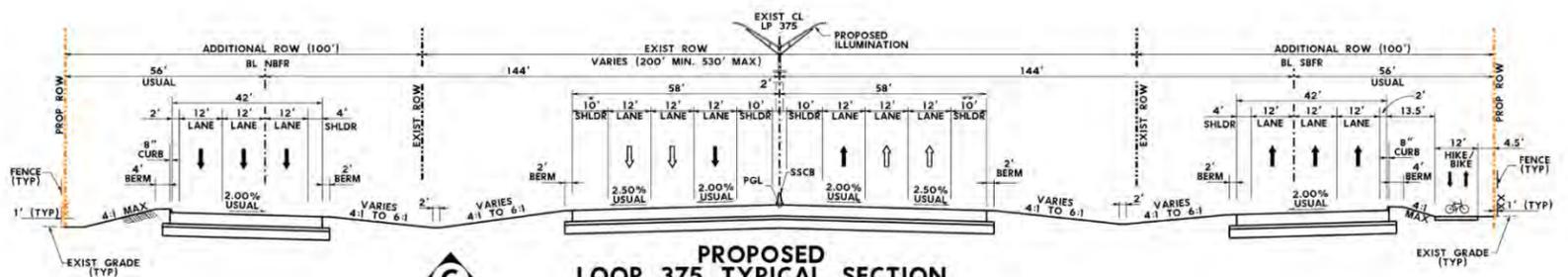


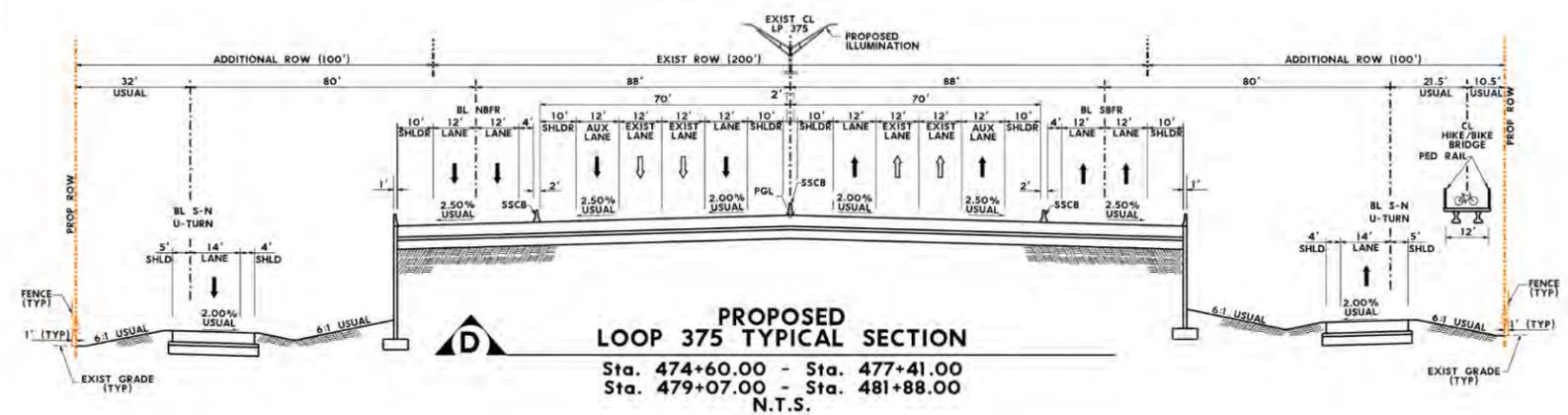
Figure 3.2
Existing and Proposed Typical Sections
Loop 375 (Purple Heart Memorial Highway)
From Spur 601 (Liberty Expressway)
To US 62/180 (Montana Avenue)
El Paso County, Texas
CSJs: 2552-02-028, 1046-03-005, and 1046-03-906



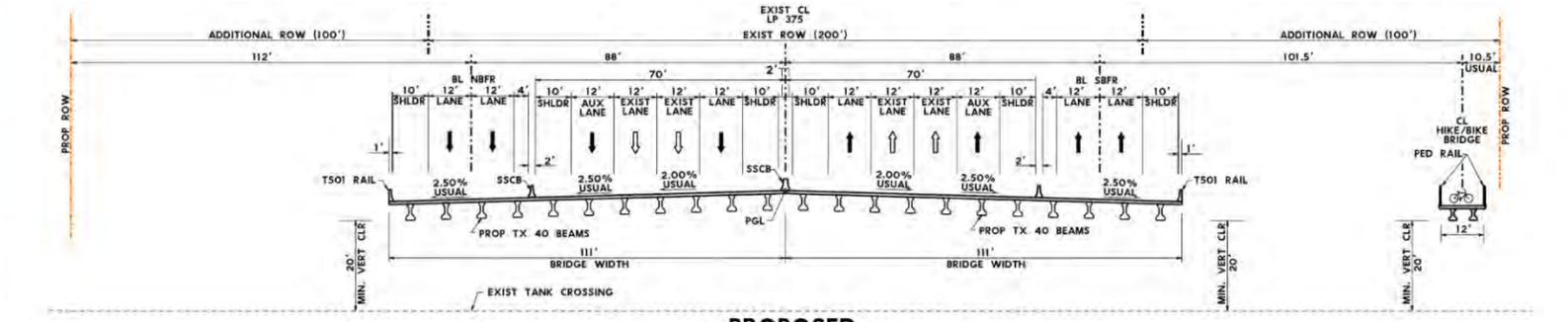
B
PROPOSED LOOP 375 TYPICAL SECTION
 Sta. 412+75.00 - Sta. 440+65.00
 N.T.S.



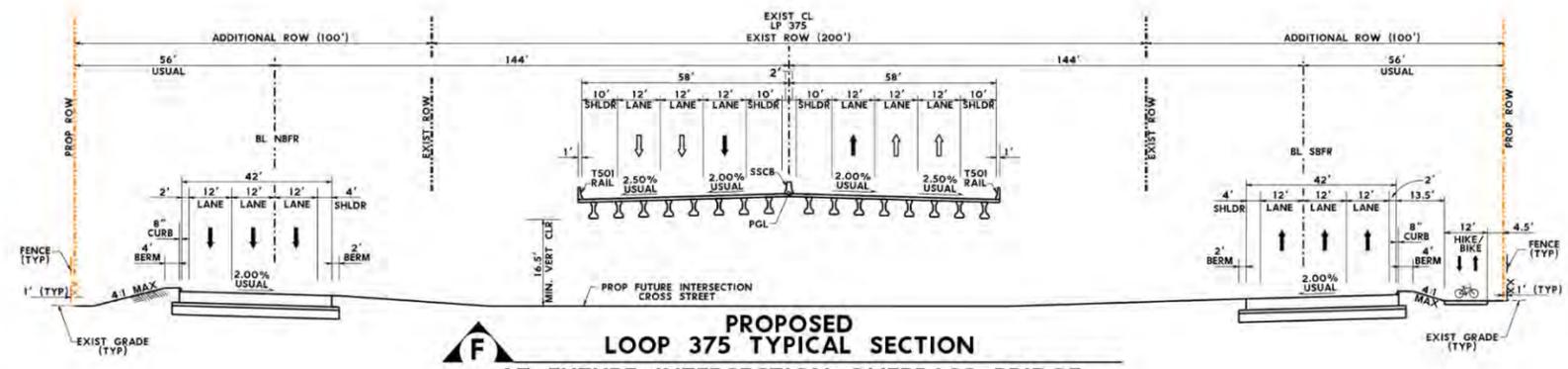
C
PROPOSED LOOP 375 TYPICAL SECTION
 Sta. 440+65.00 - Sta. 555+20.00
 N.T.S.



D
PROPOSED LOOP 375 TYPICAL SECTION
 Sta. 474+60.00 - Sta. 477+41.00
 Sta. 479+07.00 - Sta. 481+88.00
 N.T.S.



E
PROPOSED LOOP 375 TYPICAL SECTION
AT TANK CROSSING OVERPASS BRIDGE
 Sta. 476+73.46
 N.T.S.



F
PROPOSED LOOP 375 TYPICAL SECTION
AT FUTURE INTERSECTION OVERPASS BRIDGE
 Sta. 508+97.85 - Sta. 511+97.85
 N.T.S.

Figure 3.3
 Proposed Typical Sections
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJs: 2552-02-028, 1046-03-005, and 1046-03-906

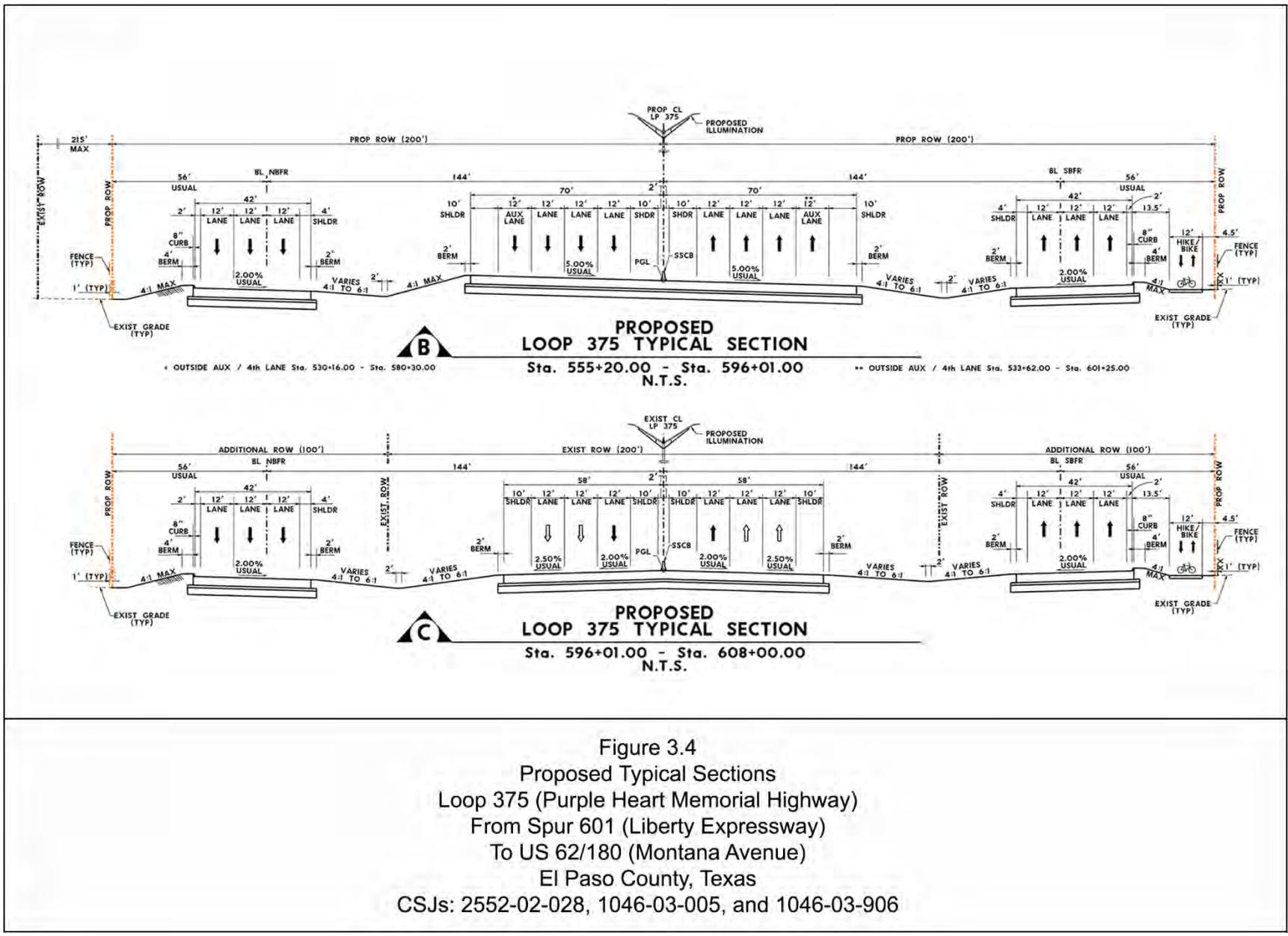


Figure 3.4
 Proposed Typical Sections
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJs: 2552-02-028, 1046-03-005, and 1046-03-906

Appendix E

Plan and Program Excerpts

**Destino 2045 MTP Project List
TX Highway and Roadway (FHWA and Local funds)**

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2019-2045 Cost	Est. Const. Cost	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
2552-02-028	F057X-CAP	Loop 375 (Purple Heart) Widening and Construction of Frontage Roads	Widen 4 to 6 lanes on mainlanes and construct 2 lane frontage roads in each direction	Spur 601	US 62/180 (Montana Ave)	2020	\$44,663,725	\$44,663,725	\$2,421,570	\$7,626,000	\$54,711,295	TXDOT	2019
0167-01-113	I034X-MOD	I-10 Connect	US 54 / IH 10 / IH 110 / Loop 375 Interchange Improvements (for example improvements to existing ramps and adding auxiliary lanes)	Loop 375 (Cesar Chavez Border Highway)	Yandell Drive	2020	\$90,416,143	\$90,416,143	\$4,588,721	\$1,500,000	\$96,504,864	TXDOT	2019
0374-02-107	P333X	Intersection Operational Improvements at Montana Ave./Airport Rd./Mescalero Dr.	Intersection Operational Improvements at Montana Ave./Airport Rd./Mescalero Dr.	Geronimo Drive	Sioux Drive	2020	\$487,319	\$487,319	\$15,595	\$0	\$502,914	TXDOT	2019
0374-02-097	F407A-CAP	US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase I	BuildWB3LN Frontage Road(FR)Global ReachDr(GR)toTierra EsteRd(TE). AncillaryWorkGR to TE to ConvertExisting3LN EB ML to 3LN EB FR.Construct6LN Exwy EB/WB MLsW/AuxiliaryLNs&GradeSeparationsAtIntersectionsLeeTrevinoDr to TE. Incidental work to Zaragoza Dr.	On US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase I at Global Reach Dr.	FM 659 (Zaragoza)	2020	\$121,733,894	\$121,733,894	\$6,366,239	\$38,600,000	\$166,700,133	TXDOT	2019
1046-03-005	P448X-CAP	LP 375 At Spur 601 Direct Connectors NB/WB and EB/SB	Construct Northbound to Westbound and Eastbound to Southbound Direct connectors	Spur 601 Liberty Expy At Loop 375 (Purple Heart)		2020	\$23,931,284	\$23,931,284	\$0	\$0	\$23,931,284	TXDOT	2020
0002-12-026	P334X	Intersection Operational Improvements at Montana Ave./Paisano Dr.	Intersection Operational Improvements at Montana Ave./Paisano Dr.	At Montana Ave		2020	\$576,605	\$576,605	\$18,451	\$0	\$595,056	TXDOT	2020
0167-01-115	F201X	Bluetooth Detectors and Radar Vehicle Sensing Devices (RVSDs) on US 54	Installation of Bluetooth Detectors and Radar Vehicle Sensing Devices (RVSDs) along US 54 for data gathering to display travel time messages on US 54 dynamic message signs (DMS).	Loop 375 (Transmountain)	FM 2529 (McCombs)	2020	\$693,468	\$693,468	\$36,532	\$0	\$730,000	TXDOT	2020
2552-03-049	F056X-CAP	Loop 375 (Americas/Joe Battle) Widening	Widen from 4 To 6 lanes divided from Bob Hope to Zaragoza Rd.	Bob Hope Dr.	Zaragoza Rd.	2030	\$34,500,000	\$34,500,000	\$0	\$0	\$34,500,000	TXDOT	2020
2121-01-094	I405X-CAP	IH 10 WIDENING	WIDEN FROM 4 TO 6 LANES DIVIDED	0.25 MI EAST OF FM 1905 (TX/NM STATELINE)	SH 20 (MESA ST)	2030	\$51,646,346	\$60,418,920	\$2,960,527	\$0	\$63,379,447	TXDOT	2021
2121-02-160	I406X-CAP	IH 10 WIDENING	WIDEN FROM 6 TO 8 LANES DIVIDED	SH 20 (MESA ST)	IH 10/US 85/SUNLAND PARK INTERCHANGE	2030	\$49,759,467	\$60,540,000	\$3,148,554	\$0	\$63,688,554	TXDOT	2022
0167-01-091	F001B-15A	US 54 (PATRIOT FWY) MAINLANES	Build 4 lane divided Hwy and grade separations	KENWORTHY ST	FM 2529 (MCCOMBS ST)	2030	\$33,264,338	\$42,090,000	\$2,585,695	\$0	\$44,675,695	TXDOT	2023
1046-03-004	P402X-05A	SS 601 WIDENING	WIDEN FROM 4 TO 6 LANES	AIRPORT ROAD	SL 375 (PURPLE HEART HIGHWAY)	2030	\$13,055,388	\$17,180,000	\$1,441,570	\$0	\$18,621,570	TXDOT	2024
1046-01-020	P428X-CAP-2	FM 659 (Zaragoza Rd/George Dieter Dr.), Segment 2	Widen from 4 to 6 Lanes including roadway and operational improvements on existing 6 lane segment	IH 10	SL 375 (JOE BATTLE BLVD)	2030	\$29,446,815	\$38,750,000	\$1,887,146	\$0	\$40,637,146	TXDOT	2024
2121-03-146	I006X-15A	IH 10 AT PENDALE RD OVERPASS	CONSTRUCT INTERCHANGE INCLUDING 4 LANE (2 IN EACH DIRECTION) OVERPASS AT IH 10	IH 10 AT PENDALE RD		2030	\$9,301,394	\$12,240,000	\$917,363	\$0	\$13,157,363	TXDOT	2024
1046-01-022	P530X-MOD	FM 659 (ZARAGOZA RD) WIDENING, SEGMENT 3	WIDEN FROM 4 LANE TO 6 LANE INCLUDING OPERATIONAL IMPROVEMENTS	IH 10	FM 76 (NORTH LOOP DR)	2030	\$4,986,961	\$6,825,000	\$277,225	\$0	\$7,102,225	TXDOT	2025
0374-02-102	F407D-CAP	US 62 (MONTANA) EXPWY PH4	WIDEN 4-LANE UNDIVIDED TO 6-LANE DIVIDED AND CONSTRUCT OVERPASS	FM 659 (ZARAGOZA ROAD)	DESERT MEADOWS	2030	\$15,388,336	\$21,060,000	\$3,276,650	\$0	\$24,336,650	TXDOT	2025
2552-02-029	F053B-CAP	SL 375 WIDENING	WIDEN FROM 4 TO 6 LANES DIVIDED	SS 601	BU 54 (DYER ST)	2030	\$26,023,532	\$35,615,000	\$2,385,143	\$0	\$38,000,143	TXDOT	2025
0924-06-532	F405X-CAP	GLOBAL REACH DR RECONSTRUCTION AND ADDITION OF FRONTAGE ROADS	Reconstruction of existing mainlanes (6 lanes, 3 in each direction), construct 4 lane frontage roads (2 in each direction), and single lane direct connectors at SS 601 NB to WB and EB to SB.	(ON GLOBAL REACH DR) US 62/180 MONTANA AVE	SS 601	2030	\$38,171,537	\$54,330,000	\$7,112,345	\$0	\$61,442,345	TXDOT	2026
0374-02-100	F407B-CAP	US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II	Construct 6 lane (expressway) MLs EB/WB with auxiliary lanes and grade separations at intersections from Tierra Este Rd to FM 659 (Zaragoza Rd). Build 2 lane WB/EB FRs in each direction from Tierra Este Rd to FM 659 Zaragoza Rd. Reconstruct 6 lane WB/EB ML from Global Reach Dr. to Lee Trevino Dr. to include auxiliary lanes and grade separation at intersection. Reconstruct existing EB FR from Global Reach Dr. to Tierra Este Rd in concrete (no added capacity). Work includes drainage, advanced signing, striping, transitional and incidental work (operation improvements) up to FM 659 (Zaragoza Rd). Project scope may be further phased depending on funding availability.	Global Reach Dr.	Zaragoza Rd. (FM 659)	2030	\$158,610,000	\$217,068,737	\$7,350,000	\$38,200,000	\$262,618,737	TXDOT	2028
0924-06-917	F059X-CAP-1	BORDER HWY EAST (BHE), PH 1	BUILD 4 LANES DIVIDED HWY INCLUDING single lane Direct connectors at SL 375 (WB-WB and EB-EB direction coming in/out of BHE).	SL 375 (AMERICAS AVE)	OLD HUECO TANKS EXTENSION	2030	\$139,659,900	\$215,000,000	\$0	\$0	\$215,000,000	TXDOT	2028
1046-01-021	P428X-MOD	FM 659 (Zaragoza Road) Widening	Widen 4 Lane To 6 Lanes Divided, to include transitional work from LP 375 to Sunfire	Loop 375	US 62/180 (Montana)	2030	\$14,254,786	\$21,944,589	\$1,075,285	\$1,536,121	\$24,555,995	TXDOT	2029
0924-06-136	P201B-CAP	Borderland Expressway	BUILD 4 LANES AND OVERPASSES	ON SL 375 EAST OF RAILROAD DRIVE OVERPASS	FM 3255 MARTIN L KING JR BLVD. AT THE TX/NM STATE LINE	2030	\$273,317,294	\$437,589,794	\$21,441,900	\$0	\$459,031,694	TXDOT	2029
2121-02-903	I061X-CAP	IH 10 FRONTAGE ROADS	BUILD FRONTAGE ROAD EXTENSION (2 lane in each direction)	SUNLAND PARK DR	MESA PARK ST	2030	\$11,519,702	\$18,443,415	\$903,727	\$0	\$19,347,142	TXDOT	2029
0924-06-916	A136X-CAP	MESA PARK EXTENSION	BUILD 4 LANE UNDIVIDED ROAD EXTENSION	IH-10	SH 20 (DONIPHAN DR.)	2030	\$7,384,425	\$11,822,702	\$579,312	\$0	\$12,402,015	TXDOT	2029
2121-04-905	I062X-CAP	IH 10 WIDENING	WIDEN FROM 4 TO 6 LANES	EASTLAKE BLVD	FM 1281 (HORIZON BLVD)	2030	\$14,967,308	\$24,921,669	\$1,221,162	\$0	\$26,142,831	TXDOT	2030
0924-06-924	B300X	MONTANA AVE. OVERPASS AT RAILROAD	CONSTRUCT OVERPASS AT RAILROAD ON MONTANA AVE.	COTTON RD	PALM ST	2030	\$18,450,265	\$30,721,048	\$1,505,331	\$0	\$32,226,380	TXDOT	2030
0924-06-925	B301X	MISSOURI RAILROAD OVERPASS	CONSTRUCT MISSOURI RAILROAD OVERPASS	(On Missouri) N. Lee St	N. Walnut St	2030	\$25,830,372	\$43,009,468	\$2,107,464	\$0	\$45,116,932	TXDOT	2030
0374-02-903	F407C	US 62/180 (Montana Ave.) Direct Connectors at Global Reach Dr. and LP 375 and Improvements Phase III	Construction of single lane Direct Connector ramps at US 62/180 and Global Reach Dr. (SB-EB and WB-NB) and at US 62/180 and Loop 375 (EB-SB, NB-WB, SB-EB, WB-NB) for operational improvements at the intersections. Work to include advanced signing, striping and incidental work to FM 659 (Zaragoza Rd.)	Global Reach Dr.	Zaragoza Rd. (FM 659)	2040	\$89,879,000	\$138,364,591	\$4,165,000	\$1,000,000	\$143,529,591	TXDOT	2031
0924-06-918	F059X-CAP-2	BORDER HWY EAST (BHE), PH 2	BUILD 4 LANES DIVIDED HWY	OLD HUECO TANKS EXTENSION	FUTURE FM 1110 CLINT EXTENSION	2040	\$65,825,040	\$113,987,672	\$0	\$0	\$113,987,672	TXDOT	2031
1281-01-901	P533X-CAP	FM 1110 CLINT RD BUILD	BUILD 4 LANE DIVIDED	SL 375 BORDER HIGHWAY EAST	SH 20 (ALAMEDA AVE)	2040	\$31,109,422	\$53,871,454	\$2,639,701	\$0	\$56,511,155	TXDOT	2031

**Destino 2045 MTP Project List
TX Highway and Roadway (FHWA and Local funds)**

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2019-2045 Cost	Est. Const. Cost	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
0924-06-921	A527X-CAP	Old Hueco Tanks Extension	Build 4 lane roadway	FM 76 North Loop Dr	SL 375 BORDER HWY EAST - BHE	2040	\$16,959,866	\$29,369,001	\$1,439,081	\$0	\$30,808,082	TXDOT	2031
2121-02-902	I063X-CAP	I-10 WIDENING AT DOWNTOWN	ADD 1 LANE EACH DIRECTION INCLUDING OPERATIONAL IMPROVEMENTS AND NEW FRONTAGE ROADS (2 LANES EACH DIRECTION, EB AND WB FROM EXECUTIVE BLVD. TO ASARCO HAUL BRIDGE AND EB FROM CAMPBELL ST. TO DALLAS ST.)	EXECUTIVE CENTER	DALLAS ST	2040	\$350,000,000	\$606,086,757	\$29,698,251	\$0	\$635,785,008	TXDOT	2031
2552-04-904	F060X	SL 375 EB US 62 PAISANO RAMP IMPROVEMENTS	OPERATIONAL RAMP IMPROVEMENTS (Ramp will provide a connection on the existing EB SL 375 to EB US 62 via US 54 exit)	SL 375 EB (CESAR CHAVEZ BORDER HWY)	US 62 (PAISANO DR)	2040	\$12,503,505	\$21,652,025	\$1,060,949	\$0	\$22,712,974	TXDOT	2031
0665-01-901	P206B-15A	FM 3255 (MARTIN LUTHER KING JR BLVD.) WIDENING	WIDEN FROM 2 LANES TO 4 LANES DIVIDED INCLUDING REHAB ON EXISTING 4 LANE SEGMENT.	TX/NM STATELINE	LOMA REAL AVE	2040	\$15,988,964	\$27,687,712	\$1,356,698	\$0	\$29,044,410	TXDOT	2031
0002-02-902	A528X-CAP	SH 20 ALAMEDA WIDENING	WIDEN FROM 4 TO 6 LANES DIVIDED	SL 375 (AMERICAS AVE)	FM 1110 CLINT RD	2040	\$47,069,119	\$81,508,485	\$3,993,916	\$0	\$85,502,401	TXDOT	2031
3451-01-901	P431X-MOD	FM 1281 (HORIZON BLVD) WIDENING	Widen from 4 to 6 lanes divided	IH 10	ANTWERP	2040	\$18,483,193	\$33,287,187	\$1,631,072	\$0	\$34,918,259	TXDOT	2032
1046-03-904	P464X-CAP	STATE SPUR 601 FRONTAGE ROAD AND OPERATIONAL IMPROVEMENTS	BUILD EB FRONTAGE ROAD FROM GLOBAL REACH TO SL 375, AND OPERATIONAL IMPROVEMENTS FROM AIRPORT RD. TO SL 375.	AIRPORT ROAD	SL 375 (PURPLE HEART)	2040	\$7,144,195	\$13,380,943	\$655,666	\$0	\$14,036,609	TXDOT	2033
1046-03-906	P465X-CAP-1	SS 601 AT SL 375 DIRECT CONNECTOR	SS 601 AT SL 375 EB TO NB DIRECT CONNECTOR	SS 601	SL 375 (PURPLE HEART MEMORIAL HIGHWAY)	2040	\$9,971,387	\$19,423,270	\$951,740	\$0	\$20,375,010	TXDOT	2034
2552-02-904	F058X-CAP	Loop 375 Purple Heart Widening of Frontage Roads	Widen Frontage Roads from 2 lanes to 3 lanes in each direction	Spur 601	US 62/180 (Montana Ave)	2040	\$8,000,000	\$14,407,548	\$800,000	\$0	\$15,207,548	TXDOT	2035
0167-01-901	P218X-CAP	US 54 (PATRIOT FWY) MAINLANES	BUILD 4 LANE DIVIDED HWY AND GRADE SEPARATIONS.	FM 2529 (MCCOMBS ST)	STATE LINE RD	2045	\$103,449,817	\$265,173,347	\$12,993,494	\$0	\$278,166,841	TXDOT	2041
0924-06-915	A522D-CAP	FM 3380 AGUILERA INTL HWY WIDENING, PHASE 3	WIDEN FROM 2 LANE UNDIVIDED TO 4 LANE DIVIDED	SH 20 (ALAMEDA AVE)	IH-10	2045	\$14,588,422	\$42,063,798	\$2,061,126	\$0	\$44,124,924	TXDOT	2044
0924-06-064	E108X-3	University Avenue Pedestrian and Bike Enhancement - Phase III	This project is located on The University of Texas at El Paso(UTEP) campus along University Avenue between Oregon Street and campus. This phase will complete the pedestrian and bike enhancements with reconstructed and widened sidewalks, bike lanes, landscape parkways and street lanes and completes the connection of an improved continuous pedestrian and bicycle enhancement along University Avenue corridor between Stanton Street to the UTEP campus.	Starting at a distance of 1,035 feet in a southwesterly direction on University AVE from the referenced City Monument at Kansas ST and University AVE	To a point southwesterly 450 feet long University AVE	2020	\$1,324,767	\$1,324,767	\$158,147	\$0	\$1,482,914	UTEP	2019
	A307X-B	UTEP Transportation Improvements: Glory Road Segment 1 of 3 Projects	Reconstruction and alignment of Glory Road, a functional classified Major Collector, from Oregon Street to Sun Bowl Drive, both being minor arterials. The project addresses pedestrian safety and provides improved access to Sun Metro's Transit Facility.	Oregon Street	Sun Bowl Drive	2030	\$2,497,241	\$4,158,090	\$203,746	\$0	\$4,361,836	UTEP	2030
	A137X	VALLEY CHILE RD RECONSTRUCTION	RECONSTRUCTION OF ROADWAY TO INCLUDE SIDEWALKS, DRAINAGE, LIGHTING AND ILLUMINATION, LANDSCAPING, AND IRRIGATION	SH 20 (DONIPHAN DR)	IH -10	2030	\$4,534,355	\$7,550,034	\$710,657	\$0	\$8,260,691	Vinton/County EP	2030

Fhwa Funding Transfers To Fta 5307 Funding (Projects Listed Below Are Informational Only, Funding Allocations Are Accounted In Fhwa Highway And Roadway Project List And Financials)

0924-06-550	T064X	Alameda RTS Operating Assistance YR1 - 2019	1st Year of Alameda BRT-RTS operations.	Downtown Terminal - Santa Fe and Fourth	Mission Valley Terminal - Alameda and Zaragoza	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2019
0924-06-537	T065X	Dyer RTS Operating Assistance YR1 - 2019	1st Year of Dyer BRT-RTS operations.	Downtown Terminal - Santa Fe and Fourth	Northgate Terminal - Dyer at Wren	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2019
0924-06-552	T108X-1	El Paso Streetcar System 1st Year Operating Assistance	Operating Assistance for first year of new transit service intended to reduce congestion and CO emissions.	Father Rahm	Glory Road	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2019
0924-06-538	BP006	Procurement of 3 Buses	Sun Metro seeks to procure three buses in anticipation of increased frequency and ridership demand for services around the Montecillo Development and the MCA-TTU-UMC areas.	Santa Fe Downtown terminal (2 buses) MCA-TTU-UMC areas (1 bus)	Sunland Par-Shadow Mountain (2 buses) Flower Streets (1 bus)	2020	\$1,800,000	\$1,800,000	\$0	\$0	\$1,800,000	Sun Metro-Transit	2019
0924-06-553	T108X-2	El Paso Streetcar System 2nd Year Operating Assistance	Operating Assistance for 2nd year of new transit service intended to reduce congestion and CO emissions.	Father Rahm	Glory Road	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2020
0924-06-541	T093X	Montana RTS 1st year service operating assistance	1st year of Montana BRT-RTS operations.	Five Points Terminal - 2830 Montana	Far East Terminal - R.C. Poe - Edgemere	2020	\$1,300,000	\$1,300,000	\$0	\$0	\$1,300,000	Sun Metro-Transit	2020
0924-06-551	T091X-2	Alameda RTS Operating Assistance YR 2 - 2020	2nd Year of Alameda BRT-RTS operations.	Downtown Terminal - Santa Fe and 4th	Mission Valley Terminal - Alameda and Zaragoza	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2020
0924-06-540	T065X-2	Dyer RTS Operating Assistance Year 2 - 2020	2nd Year of Dyer BRT-RTS operations.	Downtown Terminal - Santa Fe and 4th	Northgate Terminal - Dyer at Wren	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2020
0924-06-576	T108X-3	El Paso Streetcar 3rd year Operating Assistance	3rd year of Streetcar operations	Father Rahm - Downtown Terminal	Glory Road	2030	\$1,810,391	\$2,117,901	\$0	\$0	\$2,117,901	Sun Metro	2021
0924-06-574	T092X	Montana RTS 2nd year Operating Assistance	2nd year of Montana RTS operations	Downtown terminal - Santa Fe	Far East Terminal - RC Poe & Edgemere	2030	\$1,956,255	\$2,288,542	\$0	\$0	\$2,288,542	Sun Metro	2021
0924-06-573	T095X	Dyer RTS 3rd year Operating Assistance	3rd year of Dyer RTS operations	Downtown terminal - Santa Fe	Northeast Terminal - Dyer @ Diana	2030	\$1,314,714	\$1,538,029	\$0	\$0	\$1,538,029	Sun Metro	2021
0924-06-572	T096X	Alameda RTS 3rd year Operating Assistance	3rd year of Alameda RTS operations	Downtown terminal - Santa Fe	Mission Valley Terminal - Alameda @ Zaragoza	2030	\$1,956,255	\$2,288,542	\$0	\$0	\$2,288,542	Sun Metro	2021
0924-06-575	T097X	Montana RTS 3rd year Operating Assistance	3rd year of Montana RTS operations	Downtown terminal - Santa Fe	Far East Terminal - RC Poe & Edgemere	2030	\$1,981,899	\$2,411,283	\$0	\$0	\$2,411,283	Sun Metro	2022

Plan-Wide Projects Or "All" Years Projects (Yoe Equals The Approximate Cost Per Year Of Each Project)

	B001X	Bridge Replacement/ Rehabilitation	Replace Or Rehabilitate Bridges	El Paso County- On And Off State System		ALL	\$53,200,000	\$1,900,000	\$93,100	\$0	\$1,993,100	TXDOT	STRUCTS-ALL
	R008X	Preventive Maintenance & Rehabilitation Txdot (On State)	For Major Reconstruction But Also Includes Signs, Striping, Pavement Markings, And Signals	Texas State Highway System		ALL	\$641,600,000	\$22,914,286	\$1,122,800	\$0	\$24,037,086	TXDOT	PM&R-ALL
	M028B	Safety Projects	Safety Lighting, Signals, Intersections, Etc.	Eputs Area		ALL	\$18,762,631	\$670,094	\$32,835	\$0	\$702,929	TXDOT	SAFE-ALL



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Color Key: - Business rule violation - Value changed in current session - Different from DCIS or latest approved copy

[Data](#)

Statewide TIP Revision Phase Construction
 District County
 MPO Highway
 CSJ - - TIP FY

- Construction
- Engineering
- Environmental
- Engineering
- Right-of-Way
- Acquisition
- Utilities
- Transfer

Total Project Cost Information

Prelim Engineering	\$2,421,570
ROW Purchase	\$7,626,000
Construction Cost	\$44,663,725
Const Engineering	\$2,125,051
Contingencies	\$88,955
Indirect Costs	\$0
Bond Financing	\$0
Potential Chg Ord	\$2,327,672
Total Project Cost	\$59,252,973
YOE Cost	
Toll	<input type="checkbox"/>
TCM	<input type="checkbox"/>

Revision Date NOX (Kg /D):
 Project Sponsor VOC (Kg /D):
 MPO Proj Number PM10 (Kg /D):
 MTP Reference PM2.5 (Kg /D):
 City CO (Lbs /D):

Limits From

Limits To

Project Description

P7 Remarks

Project History

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
4	\$13,911,780	\$3,477,945	\$0	\$0	\$0	\$17,389,725
2M	\$21,819,200	\$5,454,800	\$0	\$0	\$0	\$27,274,000
Total	\$35,730,980	\$8,932,745	\$0.00	\$0.00	\$0.00	\$44,663,725

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
EL PASO	EL PASO	EL PASO	2552-02-028	2019	LP 375	C	EL PASO	\$ 44,663,725	
LIMITS FROM: SPUR 601							PROJECT SPONSOR: TXDOT		
LIMITS TO: US 62/180 (MONTANA AVE.)							REVISION DATE: 07/2018		
PROJECT LOOP 375 (PURPLE HEART) WIDENING AND CONSTRUCTION OF FRONTAGE ROADS: WIDEN 4 TO 6 LANES ON MAINLANES AND CONSTRUCT 2 LANE FRONTAGE ROADS IN EACH DIRECTION.							MPO PROJ NUM: F057X-CAP		
DESCR: LANE ON MAINLANES AND CONSTRUCT 2 LANE FRONTAGE ROADS IN EACH DIRECTION.							FUNDING CAT(S): 2M,4		
REMARKS P7: PROGRAM D2045 MTP, D19-22 TIP, 19-22 STIP, IN FY 2019.							PROJECT Amend to program into amended H2040 MTP, H17-20 TIP, 17-20 STIP in FY 2019.		
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG: \$	2,421,570	COST OF APPROVED PHASES \$ 44,663,725	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	7,626,000		2M	\$ 21,819,200	\$ 5,454,800	\$ 0	\$ 0	\$ 0	\$ 27,274,000
CONST COST: \$	44,663,725	4	\$ 13,911,780	\$ 3,477,945	\$ 0	\$ 0	\$ 0	\$ 17,389,725	
CONST ENG: \$	2,125,051	TOTAL	\$ 35,730,980	\$ 8,932,745	\$ 0	\$ 0	\$ 0	\$ 44,663,725	
CONTING: \$	88,955								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	2,327,672								
TOTAL COST: \$	59,252,973								

TIP History

07/2018	Revision: Approved	06/20/2018
---------	--------------------	------------

2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
EL PASO	EL PASO	EL PASO	2552-02-028	2019	LP 375	C	EL PASO	\$ 44,663,725	
LIMITS FROM: SPUR 601		PROJECT SPONSOR: TXDOT							
LIMITS TO: US 62/180 (MONTANA AVE.)		REVISION DATE: 07/2018							
PROJECT LOOP 375 (PURPLE HEART) WIDENING AND CONSTRUCTION OF FRONTAGE ROADS: WIDEN 4 TO 6		MPO PROJ NUM: F057X-CAP							
DESCR: LANES ON MAIN LANES AND CONSTRUCT 2 LANE FRONTAGE ROADS IN EACH DIRECTION.		FUNDING CAT(S): 2M,4							
REMARKS P7: PROGRAM D2045 MTP, D19-22 TIP, 19-22 STIP, IN FY 2019.		PROJECT Amend to program into amended H2040 MTP, H17-20 TIP, 17- HISTORY: 20 STIP in FY 2019.							
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
			CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
PRELIM ENG: \$	2,421,570		4	\$ 13,911,780	\$ 3,477,945	\$ 0	\$ 0	\$ 0	\$ 17,389,725
ROW PURCH: \$	7,626,000	COST OF APPROVED PHASES	2M	\$ 21,819,200	\$ 5,454,800	\$ 0	\$ 0	\$ 0	\$ 27,274,000
CONST COST: \$	44,663,725		TOTAL	\$ 35,730,980	\$ 8,932,745	\$ 0	\$ 0	\$ 0	\$ 44,663,725
CONST ENG: \$	2,125,051								
CONTING: \$	88,955								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	2,327,672								
TOTAL COST: \$	59,252,973								

2017-2020 STIP		05/2017 Revision: Approved 08/22/2017							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
EL PASO	EL PASO	EL PASO	2552-02-028	2019	LP 375	C	EL PASO	\$ 44,663,725	
LIMITS FROM: SPUR 601		PROJECT SPONSOR: TXDOT							
LIMITS TO: US 62/180 (MONTANA AVE.)		REVISION DATE: 05/2017							
PROJECT LOOP 375 (PURPLE HEART) WIDENING AND CONSTRUCTION OF FRONTAGE ROADS: WIDEN 4 TO 6		MPO PROJ NUM: F057X-CAP							
DESCR: LANES ON MAIN LANES AND CONSTRUCT 2 LANE FRONTAGE ROADS IN EACH DIRECTION		FUNDING CAT(S): 2M,4							
REMARKS P7: AMEND TO PROGRAM INTO AMENDED H2040 MTP, H17-20 TIP, 17- 20 STIP IN FY 2019, NONEXEMPT		PROJECT HISTORY:							
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
			CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
PRELIM ENG: \$	2,421,570		4	\$ 13,911,780	\$ 3,477,945	\$ 0	\$ 0	\$ 0	\$ 17,389,725
ROW PURCH: \$	7,626,000	COST OF APPROVED PHASES	2M	\$ 21,819,200	\$ 5,454,800	\$ 0	\$ 0	\$ 0	\$ 27,274,000
CONST COST: \$	44,663,725		TOTAL	\$ 35,730,980	\$ 8,932,745	\$ 0	\$ 0	\$ 0	\$ 44,663,725
CONST ENG: \$	2,125,051								
CONTING: \$	88,955								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	2,327,672								
TOTAL COST: \$	59,252,973								

Comment History

Time	User	Comment	Related Approval
2018/09/27 14:07:06	Genevieve Bales		07/2018: Approved
2017/07/28 14:11:23	Genevieve Bales	Approved based on clarification from TxDOT.	05/2017: Approved



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Color Key: - Business rule violation - Value changed in current session - Different from DCIS or latest approved copy

[Data](#)

Statewide TIP Revision Phase Construction
 District County
 MPO Highway
 CSJ TIP FY

- Engineering
- Environmental
- Engineering
- Right-of-Way
- Acquisition
- Utilities
- Transfer

Total Project Cost Information	
Prelim Engineering	\$0
ROW Purchase	\$0
Construction Cost	\$23,931,284
Const Engineering	\$0
Contingencies	\$0
Indirect Costs	\$0
Bond Financing	\$0
Potential Chg Ord	\$0

Revision Date NOX (Kg /D):
 Project Sponsor VOC (Kg /D):
 MPO Proj Number PM10 (Kg /D):
 MTP Reference PM2.5 (Kg /D):
 City CO (Lbs /D):

Total Project Cost
 YOE Cost
 Toll
 TCM

Limits From

Limits To

Project Description

P7 Remarks

Project History

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	\$2,720,000	\$680,000	\$0	\$0	\$0	\$3,400,000
2M	\$10,117,827	\$2,529,457	\$0	\$0	\$0	\$12,647,284
7	\$6,307,200	\$1,576,800	\$0	\$0	\$0	\$7,884,000
Total	\$19,145,027	\$4,786,257	\$0.00	\$0.00	\$0.00	\$23,931,284

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
EL PASO	EL PASO	EL PASO	1046-03-005	2020	SS 601	C	EL PASO	\$ 23,931,284
LIMITS FROM: SPUR 601 LIBERTY EXPY AT LOOP 375 (PURPLE HEART)							PROJECT SPONSOR: TXDOT	
LIMITS TO:							REVISION DATE: 07/2018	
PROJECT: SPUR 601 AT LP 375 DIRECT CONNECTORS NB/WB AND EB/SB: CONSTRUCT NORTHBOUND TO							MPO PROJ NUM: P448X-CAP	
DESCR: WESTBOUND AND EASTBOUND TO SOUTHBOUND DIRECT CONNECTORS							FUNDING CAT(S): 2M,7,11	
REMARKS P7: PROGRAM D2045 MTP, D19-22 TIP, 19-22 STIP, IN FY 2020.							PROJECT Amend to revise the project name and project description to include EB/SB. Reduce CAT 11 to from \$5,820,000 to \$3,400,000.	
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG: \$	0	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	0	2M	\$ 10,117,827	\$ 2,529,457	\$ 0	\$ 0	\$ 0	\$ 12,647,284
CONST COST: \$	23,931,284	11	\$ 2,720,000	\$ 680,000	\$ 0	\$ 0	\$ 0	\$ 3,400,000
CONST ENG: \$	0	7	\$ 6,307,200	\$ 1,576,800	\$ 0	\$ 0	\$ 0	\$ 7,884,000
CONTING: \$	0	TOTAL	\$ 19,145,027	\$ 4,786,257	\$ 0	\$ 0	\$ 0	\$ 23,931,284
INDIRECT: \$	0							
BOND FIN: \$	0							
POT CHG ORD: \$	0							
TOTAL COST: \$	23,931,284							

TIP History

2019-2022 STIP										07/2018 Revision: Approved 09/28/2018									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST											
EL PASO	EL PASO	EL PASO	1046-03-005	2020	SS 601	C	EL PASO	\$ 23,931,284											
LIMITS FROM: SPUR 601 LIBERTY EXPY AT LOOP 375 (PURPLE HEART)							PROJECT SPONSOR: TXDOT												
LIMITS TO:							REVISION DATE: 07/2018												
PROJECT 'SPUR 601 AT LP 375 DIRECT CONNECTORS NB/WB AND EB/SB: CONSTRUCT NORTHBOUND TO							MPO PROJ NUM: P448X-CAP												
DESCR: WESTBOUND AND EASTBOUND TO SOUTHBOUND DIRECT CONNECTORS							FUNDING CAT(S): 2M,7,11												
REMARKS P7: PROGRAM D2045 MTP, D19-22 TIP, 19-22 STIP, IN FY 2020.							PROJECT Amend to revise the project name and project description to include EB/SB. Reduce CAT 11 to from \$5,820,000 to \$3,400,000.												
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE														
PRELIM ENG:	\$ 0	COST OF APPROVED PHASES \$ 23,931,284	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL										
ROW PURCH:	\$ 0		11	\$ 2,720,000	\$ 680,000	\$ 0	\$ 0	\$ 0	\$ 3,400,000										
CONST COST:	\$ 23,931,284		2M	\$ 10,117,827	\$ 2,529,457	\$ 0	\$ 0	\$ 0	\$ 12,647,284										
CONST ENG:	\$ 0		7	\$ 6,307,200	\$ 1,576,800	\$ 0	\$ 0	\$ 0	\$ 7,884,000										
CONTING:	\$ 0		TOTAL	\$ 19,145,027	\$ 4,786,257	\$ 0	\$ 0	\$ 0	\$ 23,931,284										
INDIRECT:	\$ 0																		
BOND FIN:	\$ 0																		
POT CHG ORD:	\$ 0																		
TOTAL COST:	\$ 23,931,284																		

2017-2020 STIP										02/2018 Revision: Approved 05/25/2018									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST											
EL PASO	EL PASO	EL PASO	1046-03-005	2020	SS 601	C	EL PASO	\$ 23,931,284											
LIMITS FROM: SPUR 601 LIBERTY EXPY AT LOOP 375 (PURPLE HEART)							PROJECT SPONSOR: TXDOT												
LIMITS TO:							REVISION DATE: 02/2018												
PROJECT 'SPUR 601 AT LP 375 DIRECT CONNECTORS NB/WB AND EB/SB: CONSTRUCT NORTHBOUND TO							MPO PROJ NUM: P448X-CAP												
DESCR: WESTBOUND AND EASTBOUND TO SOUTHBOUND DIRECT CONNECTORS							FUNDING CAT(S): 2M,7,11												
REMARKS P7: AMEND TO INCLUDE EB/SB IN THE PROJECT NAME AND PROJECT DESCRIPTION AND REDUCE CAT 11 FROM \$5,820,000 TO \$3,400,000.							PROJECT Amend to move from FY 2019 to FY 2020 and adjust cost to add \$7,884,000 of CAT 7 STP-MM, reduce CAT 2 of \$16,550,000 to \$12,647,284 and add \$5,820,000 of CAT 11 in the H2040 MTP, H17-20 TIP, 17-20 STIP, in FY 2020												
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE														
PRELIM ENG:	\$ 0	COST OF APPROVED PHASES \$ 23,931,284	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL										
ROW PURCH:	\$ 0		7	\$ 6,307,200	\$ 1,576,800	\$ 0	\$ 0	\$ 0	\$ 7,884,000										
CONST COST:	\$ 23,931,283		2M	\$ 10,117,827	\$ 2,529,457	\$ 0	\$ 0	\$ 0	\$ 12,647,284										
CONST ENG:	\$ 0		11	\$ 2,720,000	\$ 680,000	\$ 0	\$ 0	\$ 0	\$ 3,400,000										
CONTING:	\$ 0		TOTAL	\$ 19,145,027	\$ 4,786,257	\$ 0	\$ 0	\$ 0	\$ 23,931,284										
INDIRECT:	\$ 0																		
BOND FIN:	\$ 0																		
POT CHG ORD:	\$ 0																		
TOTAL COST:	\$ 23,931,283																		

2017-2020 STIP										02/2017 Revision: Not Approved 05/18/2017									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST											
EL PASO	EL PASO	EL PASO	1046-03-005	2020	SS 601	C	EL PASO	\$ 26,351,284											
LIMITS FROM: SPUR 601 LIBERTY EXPY AT LOOP 375 (PURPLE HEART)							PROJECT SPONSOR: TXDOT												
LIMITS TO:							REVISION DATE: 02/2017												
PROJECT 'LOOP 375 AT SPUR 601 DIRECT CONNECT DIRECT CONNECT ON SPUR 601 AT LOOP 375							MPO PROJ NUM: P448X-CAP												
DESCR: (NORTHBOUND TO WESTBOUND)							FUNDING CAT(S): 2M,7,11												
REMARKS P7: AMEND ADJ COST TO ADD \$7,884,000, CAT7 STP-MM, REDUCE CAT2 \$16,550,000-\$12,647,284 & ADD \$5,820,000 CAT11 IN FY 2020 NONEXEMPT							PROJECT Amend to program H2040 MTP, H17-20 TIP, 17-20 STIP, in FY HISTORY: 2019												
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE														
PRELIM ENG:	\$ 0	COST OF APPROVED PHASES \$ 26,351,284	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL										
ROW PURCH:	\$ 0		11	\$ 4,656,000	\$ 1,164,000	\$ 0	\$ 0	\$ 0	\$ 5,820,000										
CONST COST:	\$ 26,351,284		7	\$ 6,307,200	\$ 1,576,800	\$ 0	\$ 0	\$ 0	\$ 7,884,000										
CONST ENG:	\$ 0		2M	\$ 10,117,827	\$ 2,529,457	\$ 0	\$ 0	\$ 0	\$ 12,647,284										
CONTING:	\$ 0		TOTAL	\$ 21,081,027	\$ 5,270,257	\$ 0	\$ 0	\$ 0	\$ 26,351,284										
INDIRECT:	\$ 0																		
BOND FIN:	\$ 0																		
POT CHG ORD:	\$ 0																		
TOTAL COST:	\$ 26,351,284																		

2017-2020 STIP										07/2016 Revision: Approved 12/19/2016									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST											
EL PASO	EL PASO	EL PASO	1046-03-005	2019	SS 601	C	EL PASO	\$ 16,500,000											
LIMITS FROM: SPUR 601 LIBERTY EXPY AT LOOP 375 (PURPLE HEART)							PROJECT SPONSOR: TXDOT												
LIMITS TO:							REVISION DATE: 07/2016												
PROJECT 'DIRECT CONNECT ON SPUR 601 AT LOOP 375 (NORTHBOUND TO WESTBOUND)							MPO PROJ NUM: P448X-CAP												
DESCR:							FUNDING CAT(S): 2M												
REMARKS P7: AMEND TO PROGRAM H2040 MTP, H17-20 TIP, 17-20 STIP, IN FY 2019 NOT EXEMPT							PROJECT Amend to deprog from FY 2015 and adjust cost est from \$15M HISTORY: to \$16.5M. 2014 UTP Cat2 funds moved to FY 2019												
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE														
PRELIM ENG:	\$ 0	COST OF APPROVED PHASES \$ 16,500,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL										
ROW PURCH:	\$ 0		2M	\$ 13,200,000	\$ 3,300,000	\$ 0	\$ 0	\$ 0	\$ 16,500,000										
CONST COST:	\$ 16,500,000		TOTAL	\$ 13,200,000	\$ 3,300,000	\$ 0	\$ 0	\$ 0	\$ 16,500,000										
CONST ENG:	\$ 0																		
CONTING:	\$ 0																		
INDIRECT:	\$ 0																		
BOND FIN:	\$ 0																		
POT CHG ORD:	\$ 0																		
TOTAL COST:	\$ 16,500,000																		

2013-2016 STIP										01/2014 Revision: Approved 07/15/2014									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST											
EL PASO	EL PASO	EL PASO	1046-03-005	2015	SS 601	C,E,ENV,ENG	EL PASO	\$ 15,000,000											
LIMITS FROM: SPUR 601 LIBERTY EXPY AT LOOP 375 JOE BATTLE							PROJECT SPONSOR: TXDOT												
LIMITS TO:							REVISION DATE: 01/2014												
PROJECT 'DIRECT CONNECT ON SPUR 601 AT LOOP 375 (NORTHBOUND TO WESTBOUND)							MPO PROJ NUM: P448X-CAP												
DESCR:							FUNDING CAT(S): 2M												
REMARKS P7: NEW PROJECT WITH NEW MTP/TIP (HORIZON 2040 MTP/ HORIZON 2013-2016 TIP)							PROJECT HISTORY:												
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE														
PRELIM ENG:	\$ 1,500,000	COST OF APPROVED PHASES \$ 15,000,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL										
ROW PURCH:	\$ 0		2M	\$ 12,000,000	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 15,000,000										
CONST COST:	\$ 13,500,000		TOTAL	\$ 12,000,000	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 15,000,000										
CONST ENG:	\$ 0																		
CONTING:	\$ 0																		
INDIRECT:	\$ 0																		
BOND FIN:	\$ 0																		

BOND FIN: \$	U	:	:
POT CHG ORD: \$	0	:	:
TOTAL COST: \$	15,000,000	:	:

Comment History

Time	User	Comment	Related Approval
2018/11/07 16:24:46	Genevieve Bales		07/2018: Approved
2018/09/27 15:51:51	Anthony Jones	Not Approved. Project is not consistent with 2040 MTP.	07/2018: Not Approved
2018/05/10 14:04:31	Jose Campos	Approved. The 2040 Horizon MTP and 2017-2020 TIP/STIP project descriptions indicate the construction of two direct connectors. However, project level Hot-Spot analysis documentation provided separately indicates the construction of three direct connectors. Please take steps to ensure all documents are consistent.	02/2018: Approved
2017/03/07 17:00:39	Genevieve Bales	Not Approved. The supporting documentation (MPO Letter) does not appear consistent with the revised TIP/MTP/ESTIP. Please clarify the proposed amendment, back up documentation, and update the total project cost. Additionally, the conformity table included requires additional description and discussion.	02/2017: Not Approved
2016/11/03 11:44:41	Genevieve Bales		07/2016: Approved
2014/07/15 14:11:04	Lori Morel	TPP Approval for FHWA., letter dated 6/20/2014	01/2014: Approved
2014/03/24 10:06:49	Lori Morel	All project information consistent w/ .pdf submittal.	

Appendix F

Resource-specific Maps



Base Map: Bing Aerial Imagery;
ESRI-USA Base Map

- Proposed Project
- Land Use

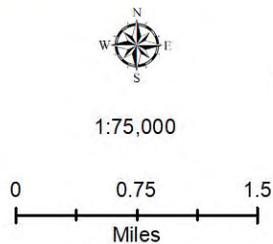
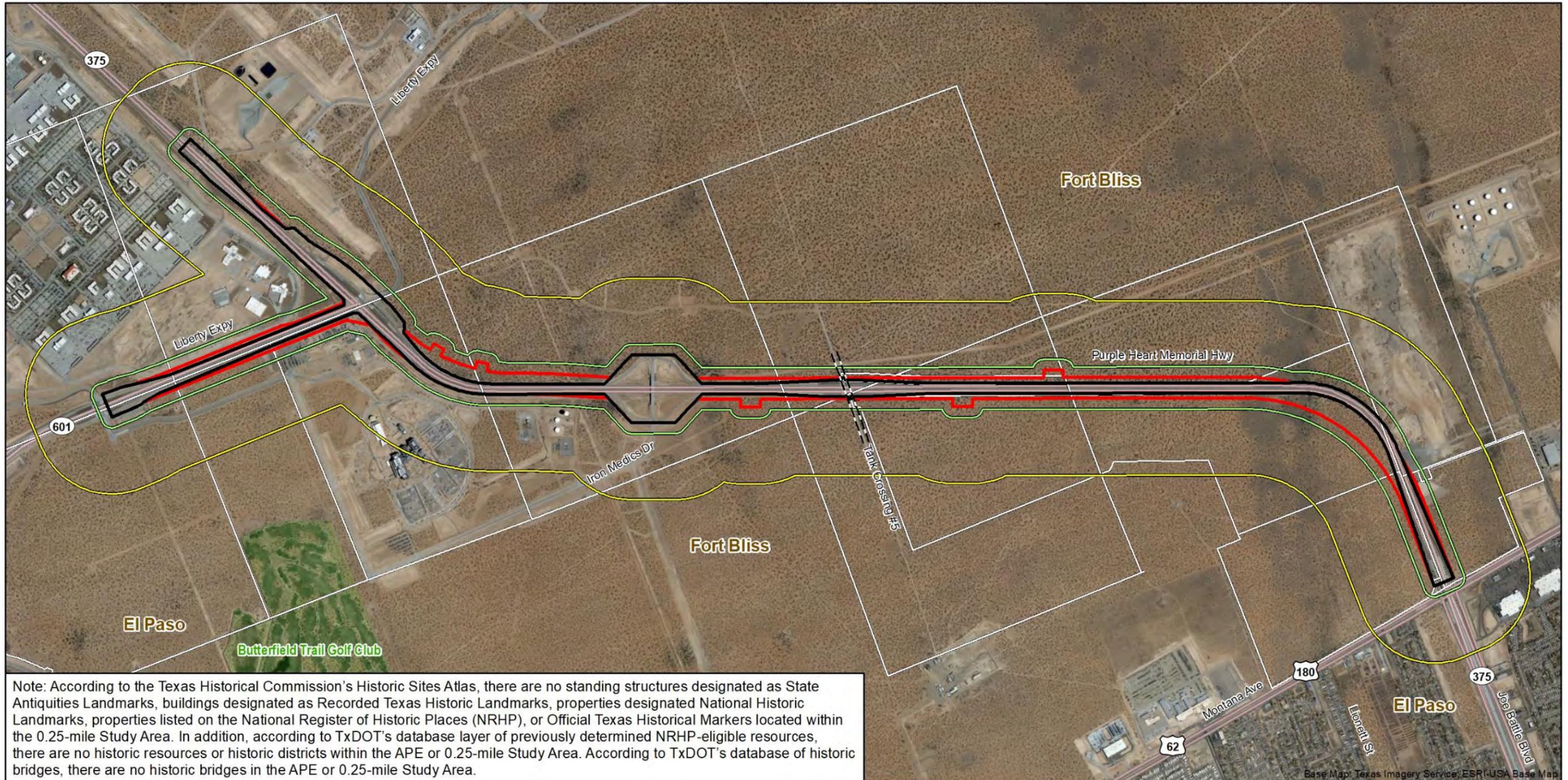


Figure 4
Proposed Project and Land Use
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJs: 2552-02-028, 1046-03-005,
 and 1046-03-906



Note: According to the Texas Historical Commission's Historic Sites Atlas, there are no standing structures designated as State Antiquities Landmarks, buildings designated as Recorded Texas Historic Landmarks, properties designated National Historic Landmarks, properties listed on the National Register of Historic Places (NRHP), or Official Texas Historical Markers located within the 0.25-mile Study Area. In addition, according to TxDOT's database layer of previously determined NRHP-eligible resources, there are no historic resources or historic districts within the APE or 0.25-mile Study Area. According to TxDOT's database of historic bridges, there are no historic bridges in the APE or 0.25-mile Study Area.

-  Existing Right-of-way
-  Proposed Right-of-way
-  Study Area (0.25-mile)
-  Area of Potential Effect (150 feet)
-  Adjacent Parcel



1:24,000

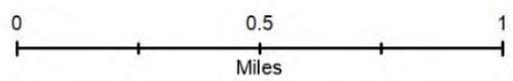


Figure 5
 Project Location on Aerial Base
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJs: 2552-02-028, 1046-03-005, and 1046-03-906

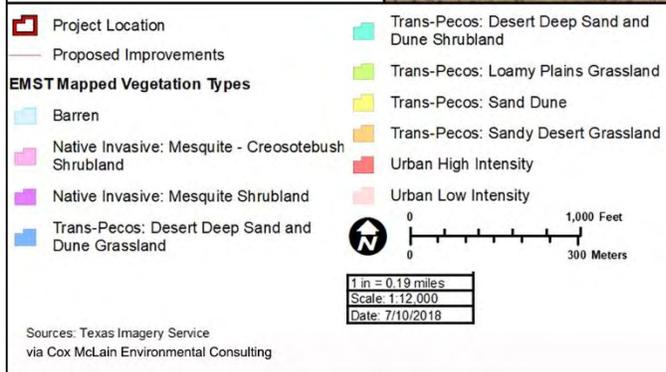
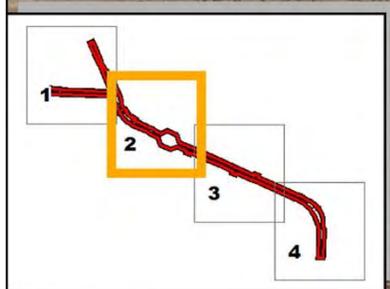
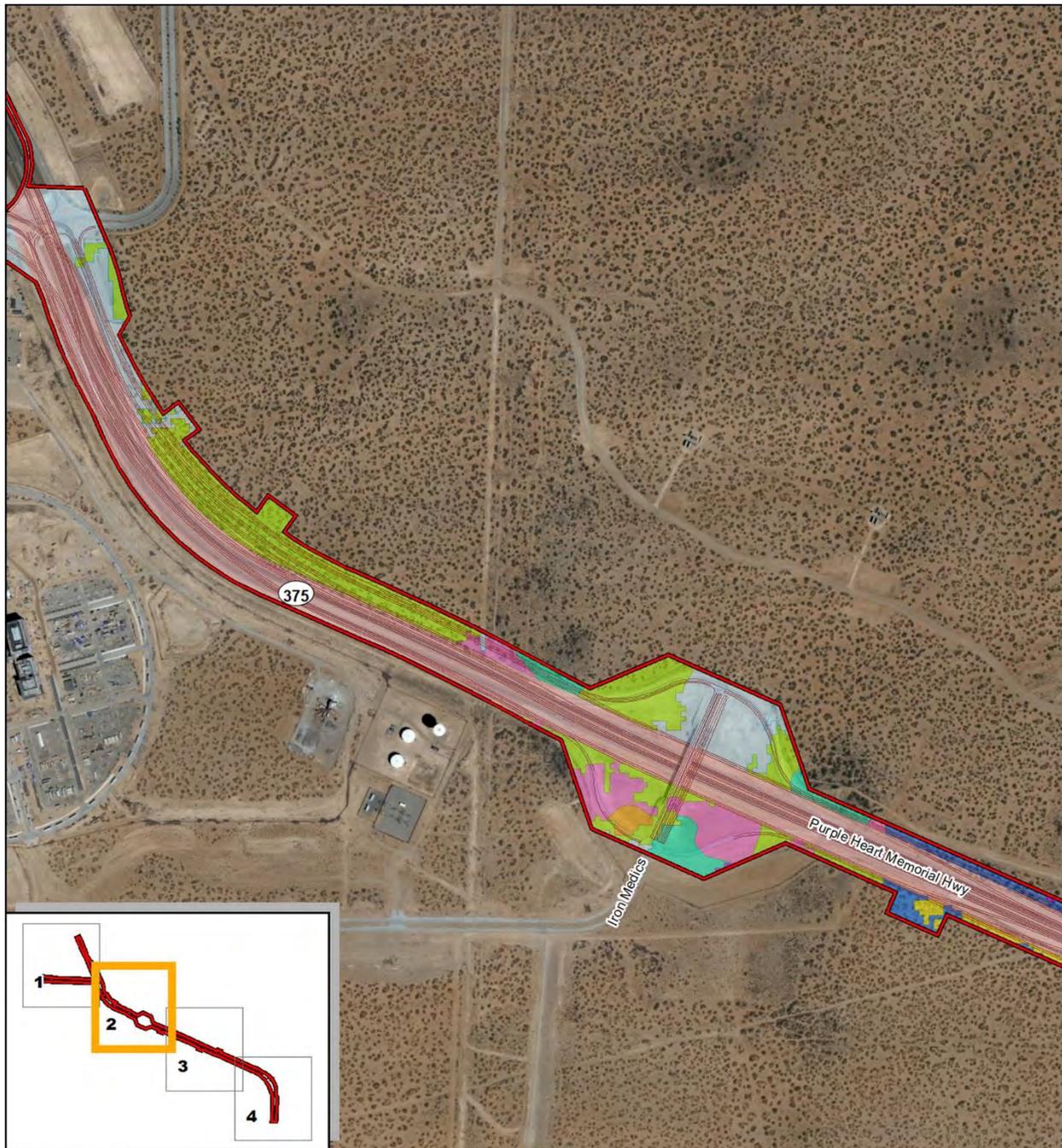
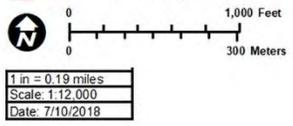


Figure 6.1
EMST Mapped Vegetation Types
Loop 375 (Purple Heart Memorial Highway)
From Spur 601 (Liberty Expressway)
To US 62/180 (Montana Avenue)
El Paso County, Texas
CSJs: 2552-02-028, 1046-03-005,
and 1046-03-906

Sources: Texas Imagery Service
via Cox McLain Environmental Consulting



- Project Location
- Proposed Improvements
- EMST Mapped Vegetation Types**
- Barren
- Native Invasive: Mesquite - Creosotebush Shrubland
- Native Invasive: Mesquite Shrubland
- Trans-Pecos: Desert Deep Sand and Dune Grassland
- Trans-Pecos: Desert Deep Sand and Dune Shrubland
- Trans-Pecos: Loamy Plains Grassland
- Trans-Pecos: Sand Dune
- Trans-Pecos: Sandy Desert Grassland
- Urban High Intensity
- Urban Low Intensity



Sources: Texas Imagery Service
via Cox McLain Environmental Consulting

Figure 6.2
EMST Mapped Vegetation Types
Loop 375 (Purple Heart Memorial Highway)
From Spur 601 (Liberty Expressway)
To US 62/180 (Montana Avenue)
El Paso County, Texas
CSJs: 2552-02-028, 1046-03-005,
and 1046-03-906

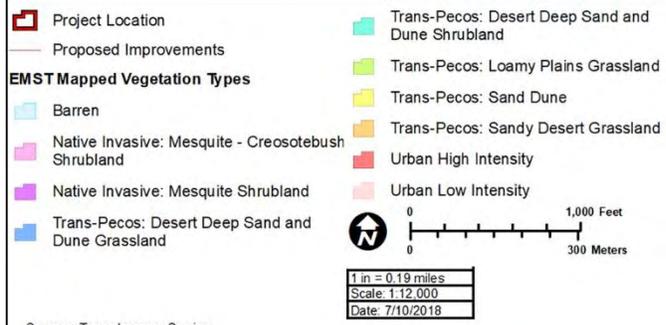
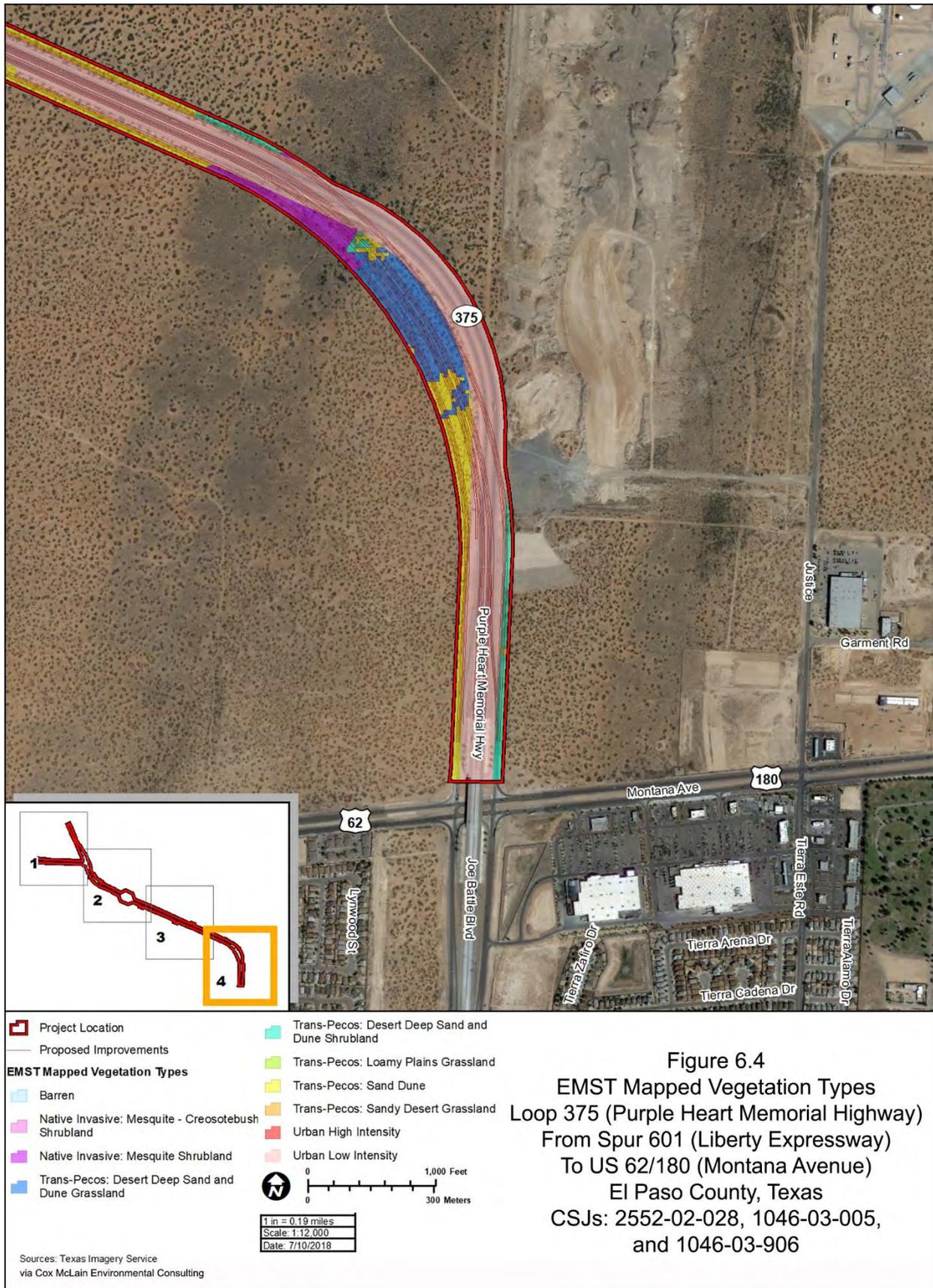
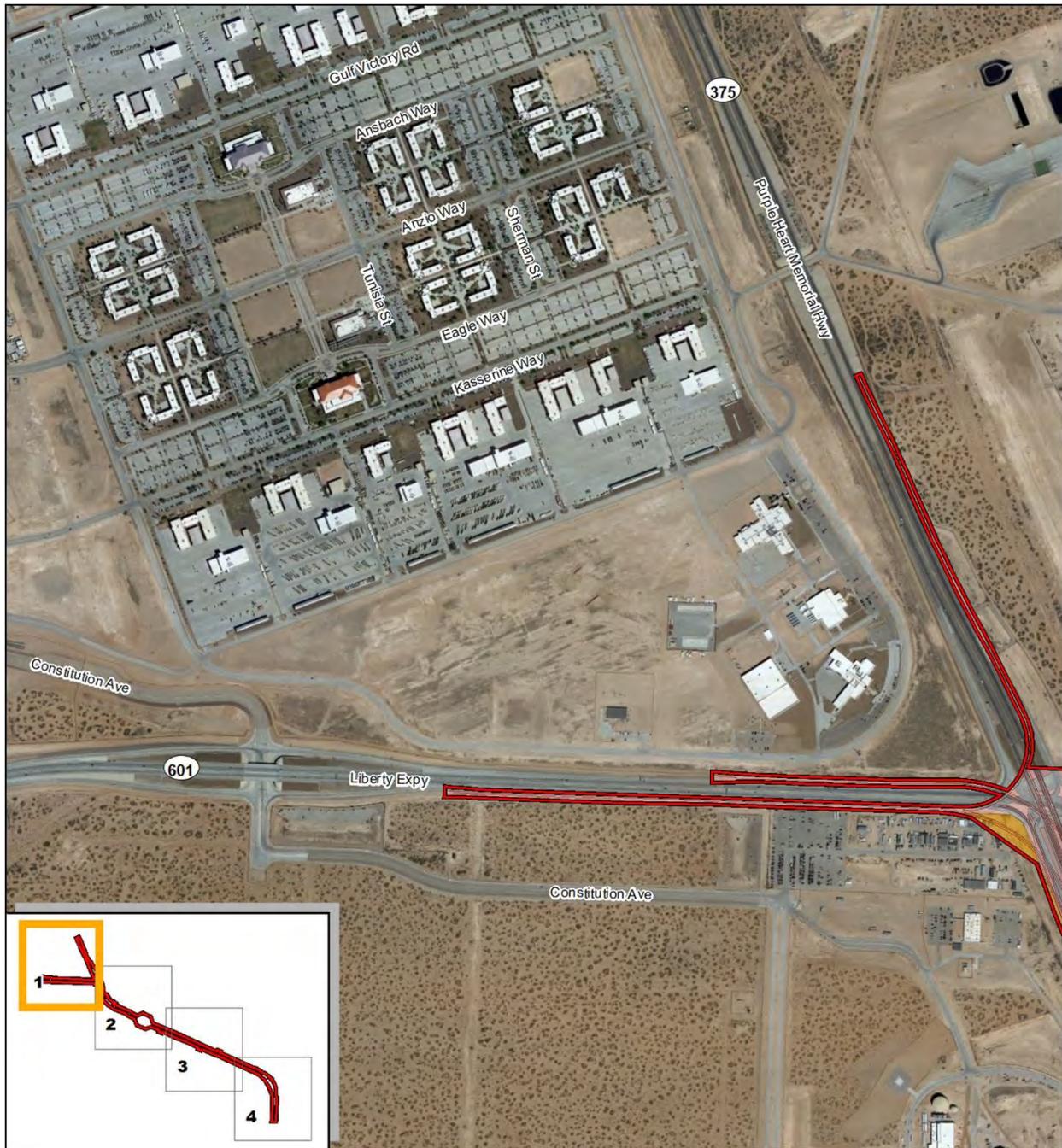


Figure 6.3
EMST Mapped Vegetation Types
Loop 375 (Purple Heart Memorial Highway)
From Spur 601 (Liberty Expressway)
To US 62/180 (Montana Avenue)
El Paso County, Texas
CSJs: 2552-02-028, 1046-03-005,
and 1046-03-906

Sources: Texas Imagery Service
via Cox McLain Environmental Consulting





-  Project Location
 -  Proposed Improvements
- Observed Vegetation Types**
-  Existing Transportation
 -  Urban High Intensity
 -  Urban Low Intensity
 -  Warm Desert Dunes

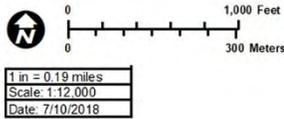
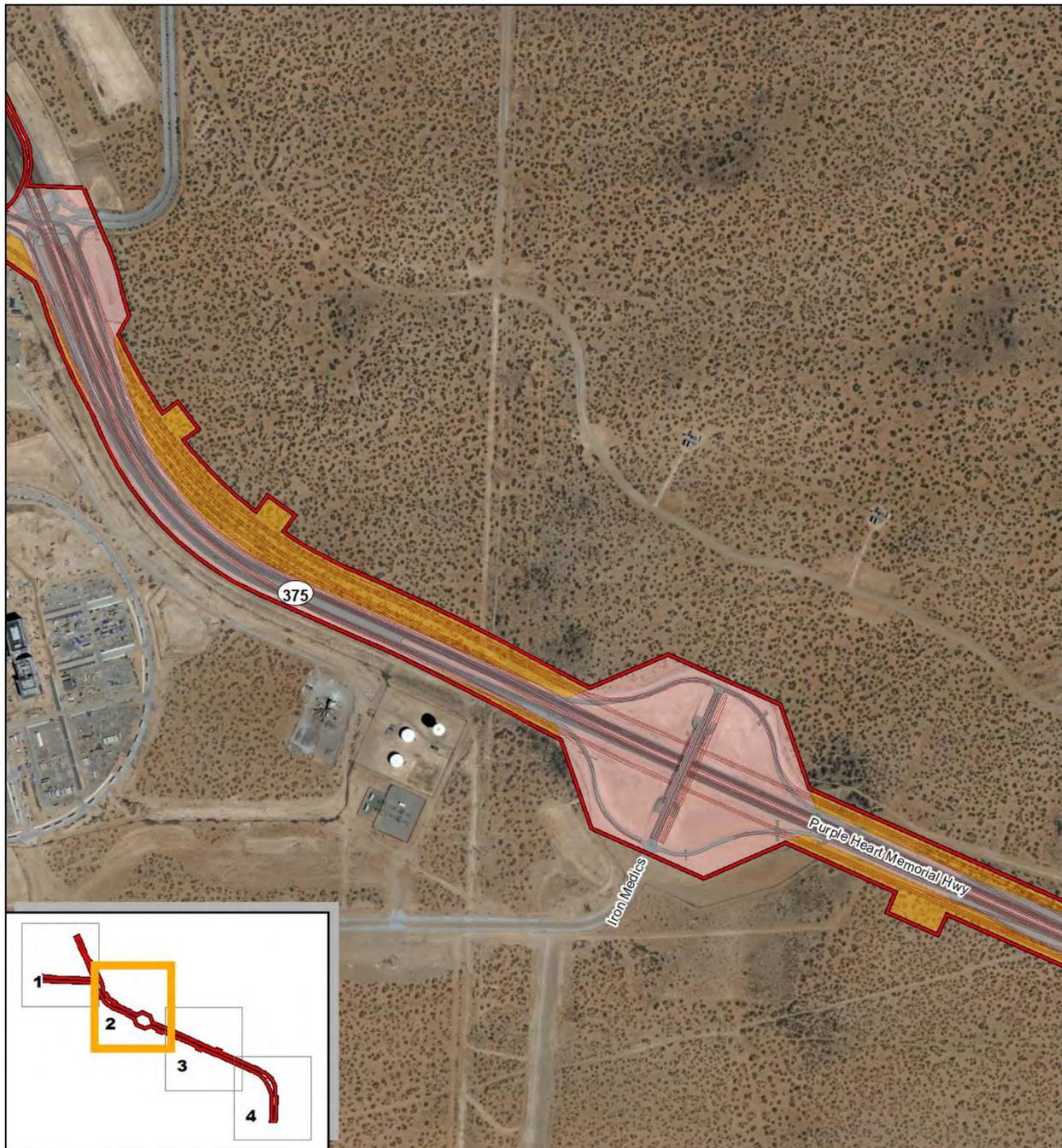


Figure 7.1
Observed Vegetation Types
Loop 375 (Purple Heart Memorial Highway)
From Spur 601 (Liberty Expressway)
To US 62/180 (Montana Avenue)
El Paso County, Texas
CSJs: 2552-02-028, 1046-03-005,
and 1046-03-906

Sources: Texas Imagery Service
via Cox McLain Environmental Consulting

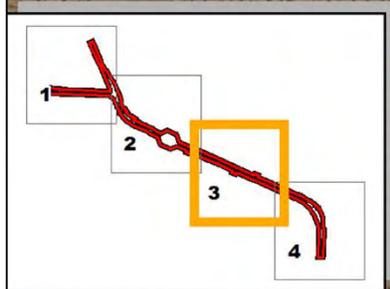


Project Location
 Proposed Improvements
Observed Vegetation Types
 Existing Transportation
 Urban High Intensity
 Urban Low Intensity
 Warm Desert Dunes

0 1,000 Feet
 0 300 Meters
 1 in = 0.19 miles
 Scale: 1:12,000
 Date: 7/10/2018

Figure 7.2
Observed Vegetation Types
Loop 375 (Purple Heart Memorial Highway)
From Spur 601 (Liberty Expressway)
To US 62/180 (Montana Avenue)
El Paso County, Texas
CSJs: 2552-02-028, 1046-03-005,
and 1046-03-906

Sources: Texas Imagery Service
via Cox McLain Environmental Consulting



 Project Location
 Proposed Improvements

Observed Vegetation Types

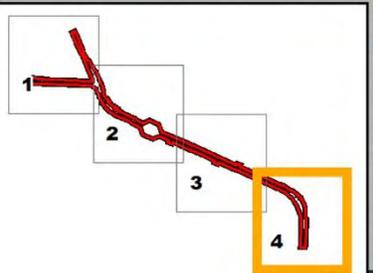
-  Existing Transportation
-  Urban High Intensity
-  Urban Low Intensity
-  Warm Desert Dunes

 0 1,000 Feet
 0 300 Meters

1 in = 0.19 miles
 Scale: 1:12,000
 Date: 7/10/2018

Sources: Texas Imagery Service
via Cox McLain Environmental Consulting

Figure 7.3
 Observed Vegetation Types
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJs: 2552-02-028, 1046-03-005,
 and 1046-03-906



■ Project Location
 Proposed Improvements

Observed Vegetation Types

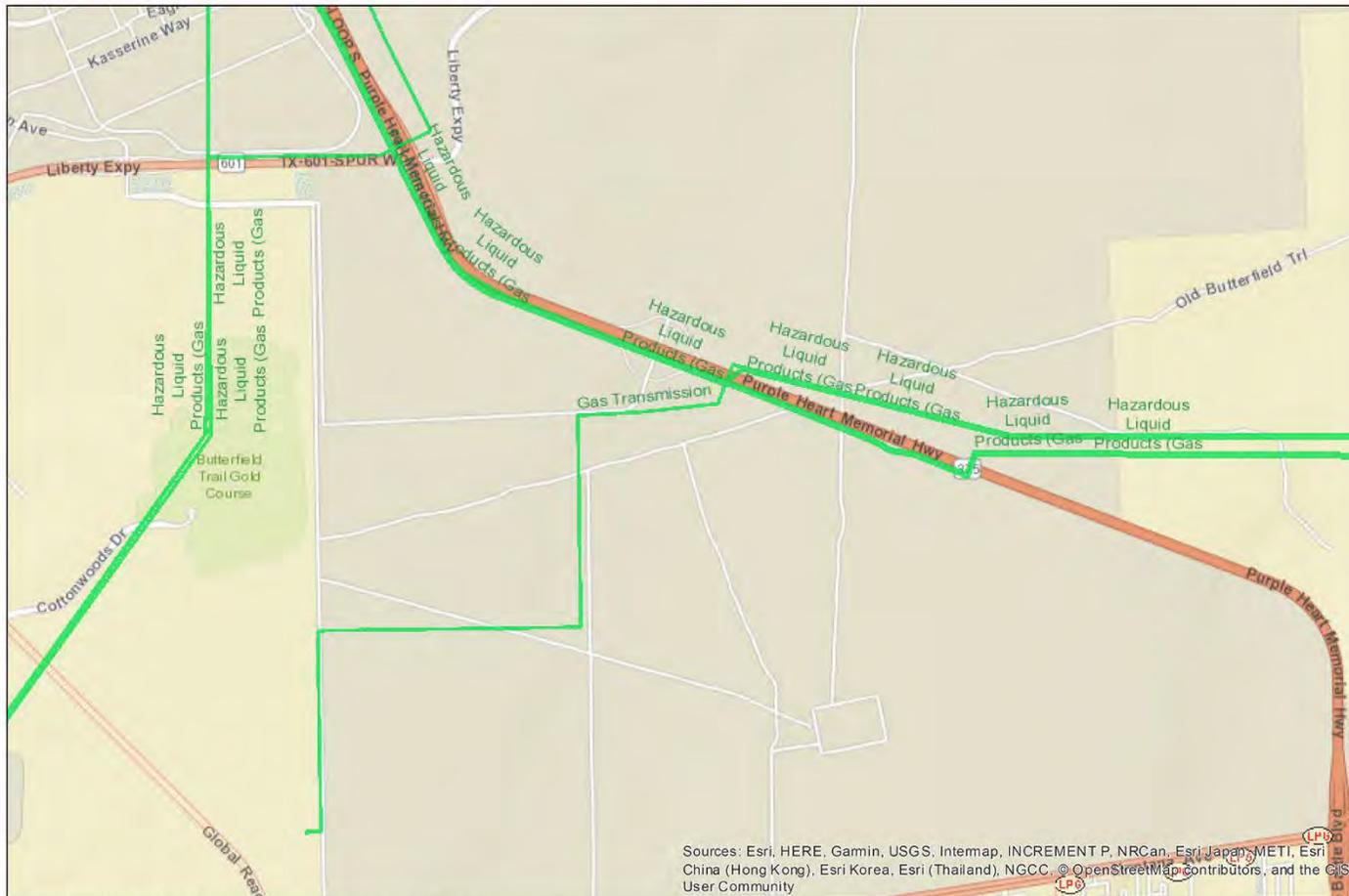
- Existing Transportation
- Urban High Intensity
- Urban Low Intensity
- Warm Desert Dunes

1 in = 0.19 miles
 Scale: 1:12,000
 Date: 7/10/2018

0 1,000 Feet
 0 300 Meters

Figure 7.4
Observed Vegetation Types
Loop 375 (Purple Heart Memorial Highway)
From Spur 601 (Liberty Expressway)
To US 62/180 (Montana Avenue)
El Paso County, Texas
CSJs: 2552-02-028, 1046-03-005,
and 1046-03-906

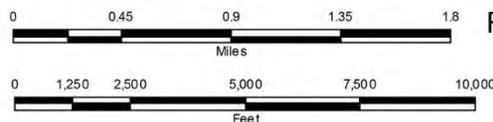
Sources: Texas Imagery Service
via Cox McLain Environmental Consulting



April 19, 2018

1 inch = 3,009 feet

PREPARED BY:
RAILROAD COMMISSION of TEXAS
 P.O. BOX 12967
 AUSTIN, TX 78711-2967



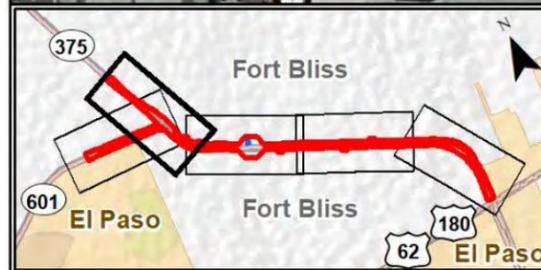
NOTICE/DISCLAIMER: Mapping data sets are provided for informational purposes only. These data sets are continuously being updated and refined. Users are responsible for checking the accuracy, completeness, currency and/or suitability of these data sets themselves. This is not a survey grade product and should not be used to define or establish survey boundaries.

Source: RRC Public GIS Viewer

Figure 8
 Railroad Commission of Texas (RRC) Public GIS Viewer
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJs: 2552-02-028, 1046-03-005, and 1046-03-906



Base Map: Texas Imagery Service, ESRI-US Topo Map



- Existing Right-of-way
- Proposed Right-of-way
- Proposed Retention Pond
- Project Plan
- Non-impacted Receiver (R#)

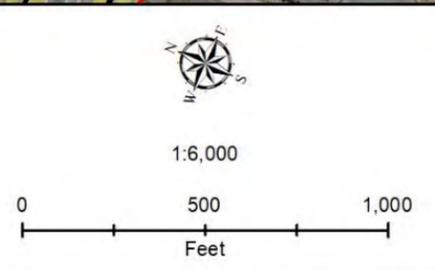
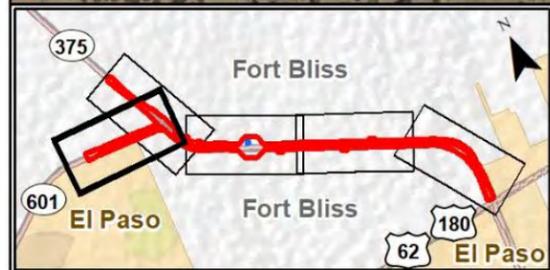


Figure 9.1
 Noise Receiver Locations and Land Use
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJ: 2552-02-028



Base Map: Texas Imagery Service, ESRI-USA Base Map



- Existing Right-of-way
- Proposed Right-of-way
- Proposed Retention Pond
- Project Plan
- Non-impacted Receiver (R#)

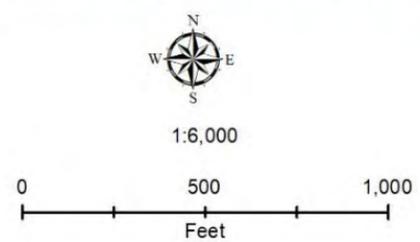
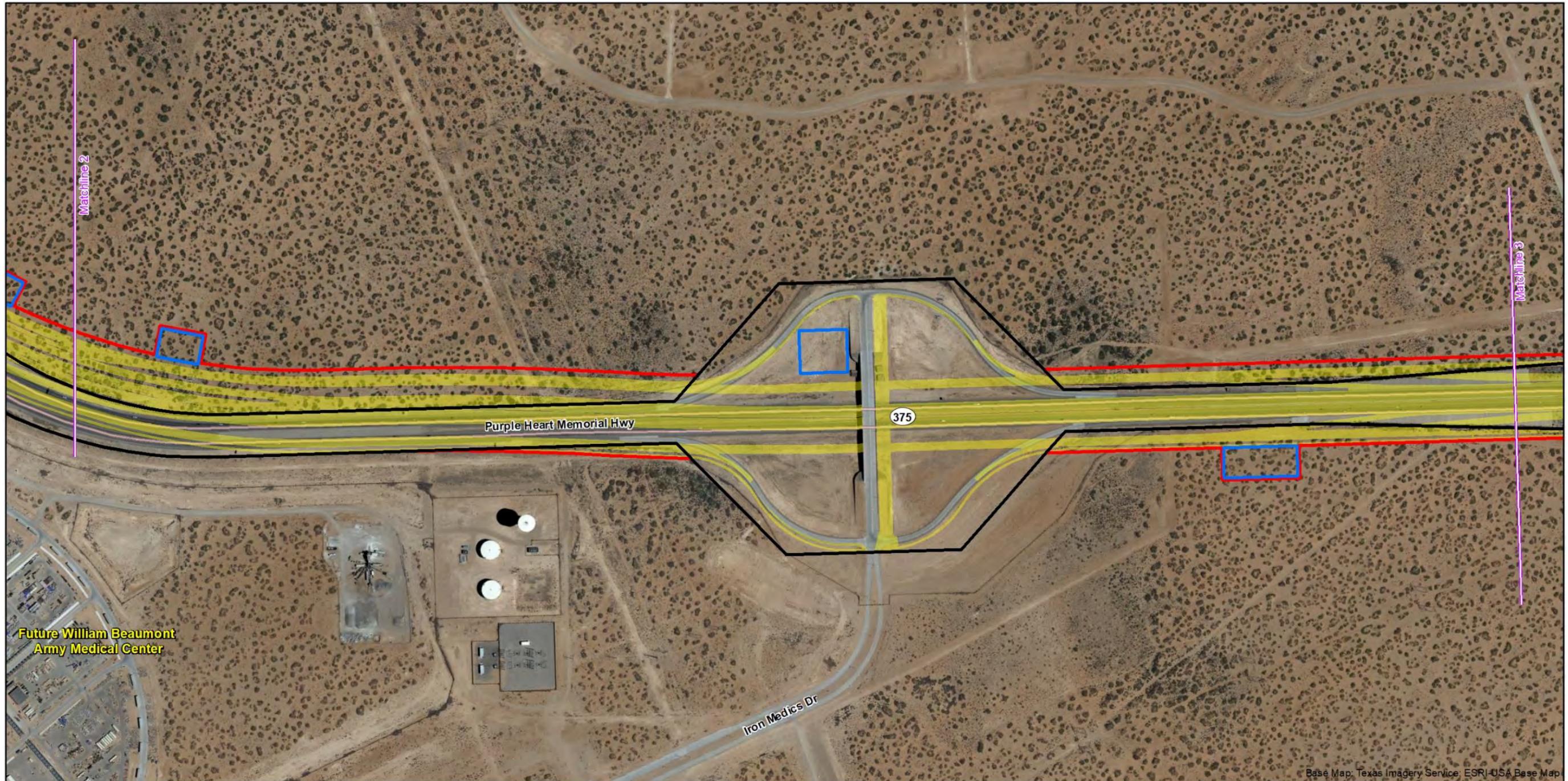
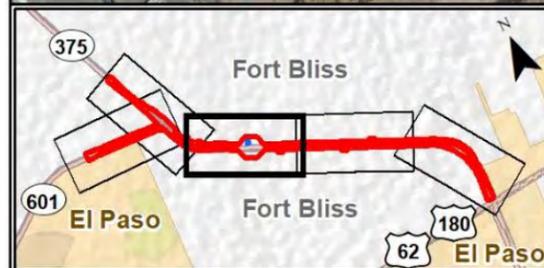


Figure 9.2
 Noise Receiver Locations and Land Use
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJ: 2552-02-028



Base Map: Texas Imagery Service, ESRI-USA Base Map



- Existing Right-of-way
- Proposed Right-of-way
- Proposed Retention Pond
- Project Plan
- Non-impacted Receiver (R#)



1:6,000

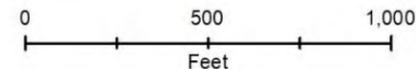
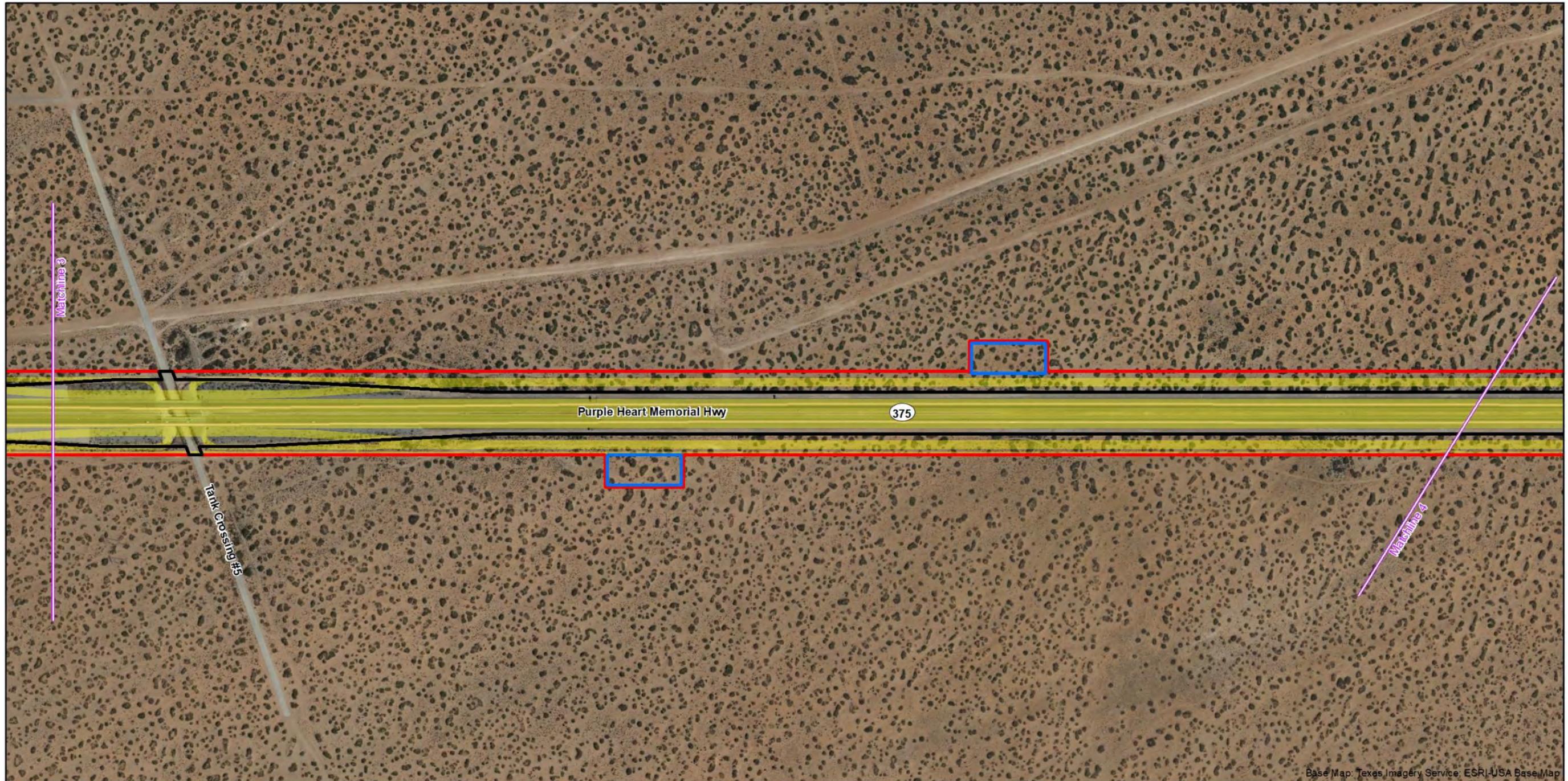
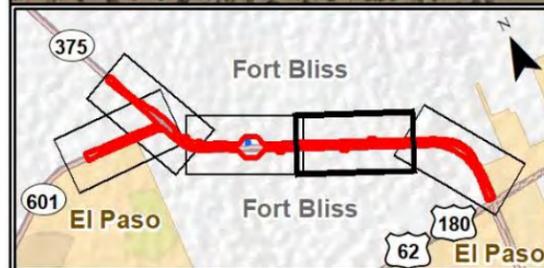


Figure 9.3
 Noise Receiver Locations and Land Use
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJ: 2552-02-028



Base Map: Texas Imagery Service, ESRI-USA Base Map



-  Existing Right-of-way
-  Proposed Right-of-way
-  Proposed Retention Pond
-  Project Plan
-  Non-impacted Receiver (R#)



1:6,000

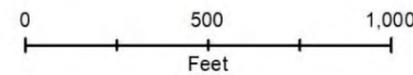
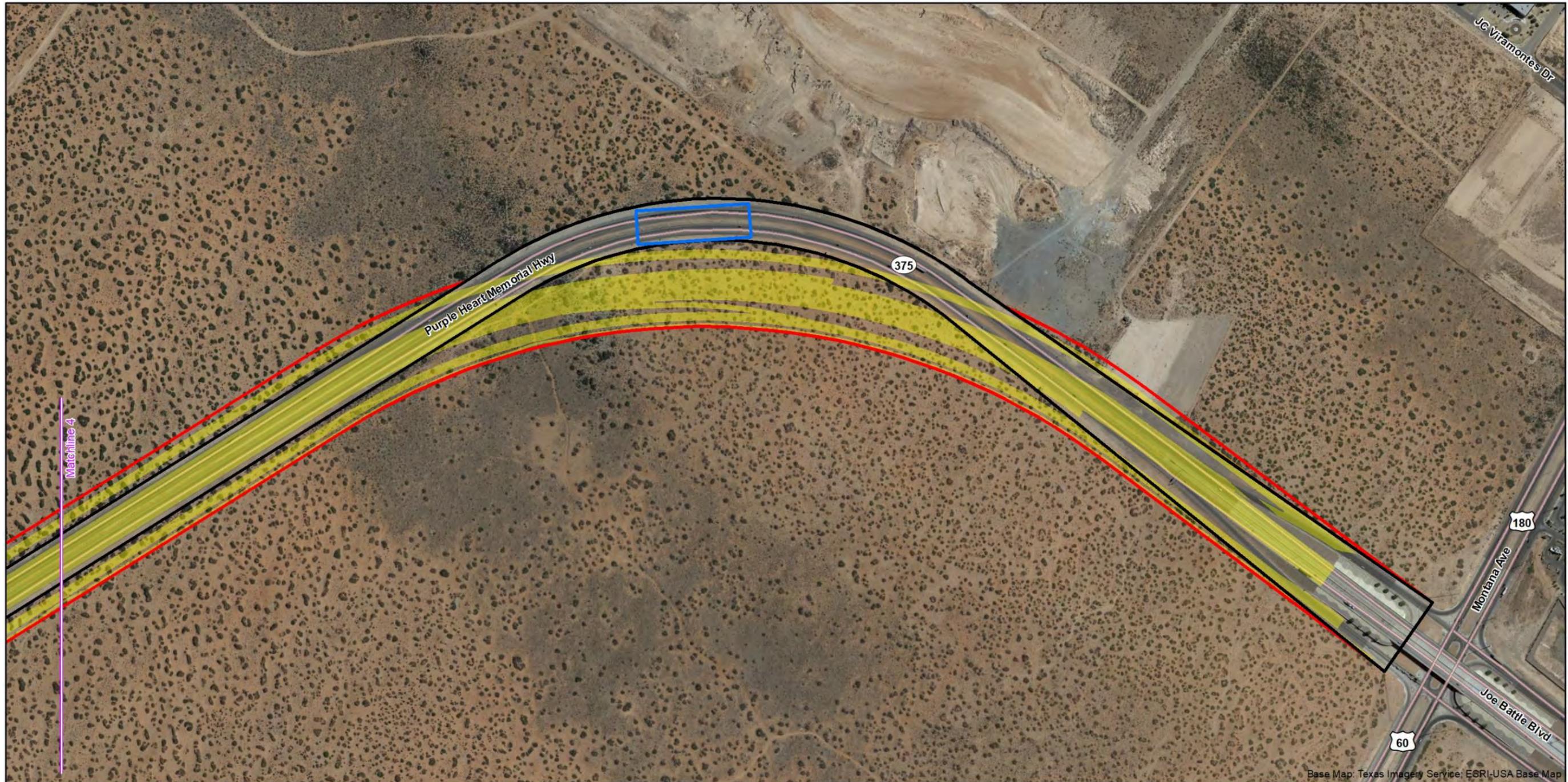
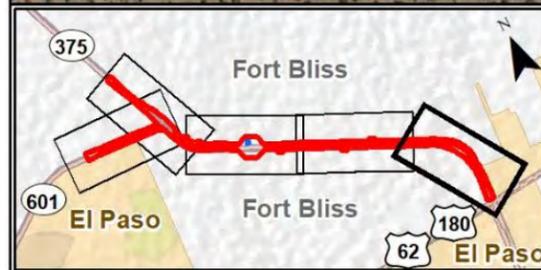


Figure 9.4
 Noise Receiver Locations and Land Use
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJ: 2552-02-028



Base Map: Texas Imagery Service; ESRI-USA Base Map



- Existing Right-of-way
- Proposed Right-of-way
- Proposed Retention Pond
- Project Plan
- Non-impacted Receiver (R#)

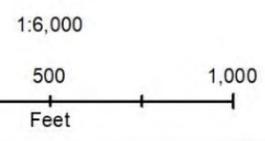
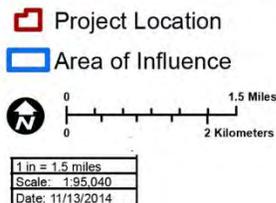
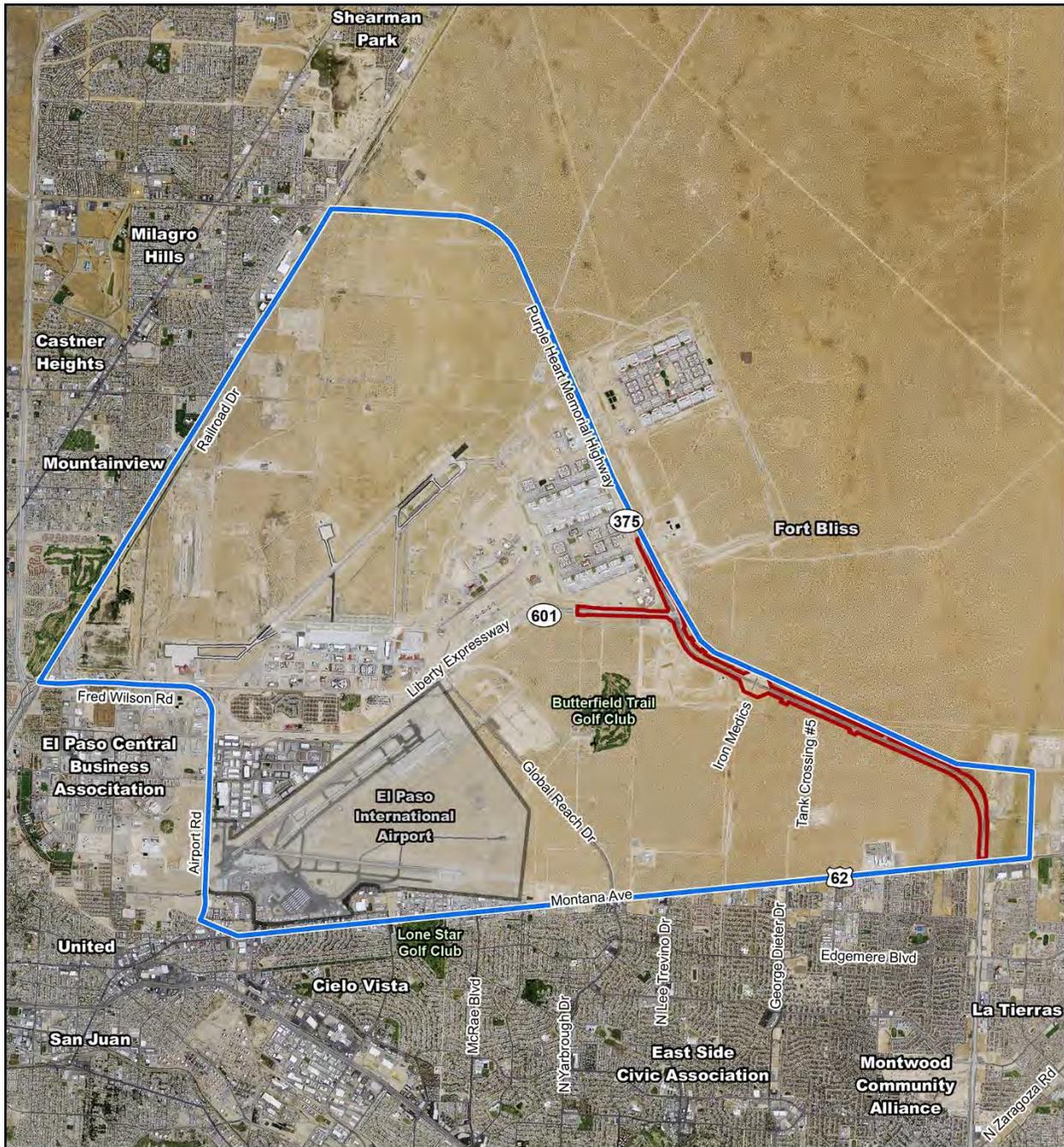


Figure 9.5
 Noise Receiver Locations and Land Use
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJ: 2552-02-028



Sources: ESRI (2013), City of El Paso Neighborhood Services Division (2009), US Census Bureau (2012), USDA-FSA (2012), Cox McLain Environmental Consulting

Figure 10
 Area of Influence for
 Indirect Impact Analysis
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJs: 2552-02-028, 1046-03-005, and 1046-03-906

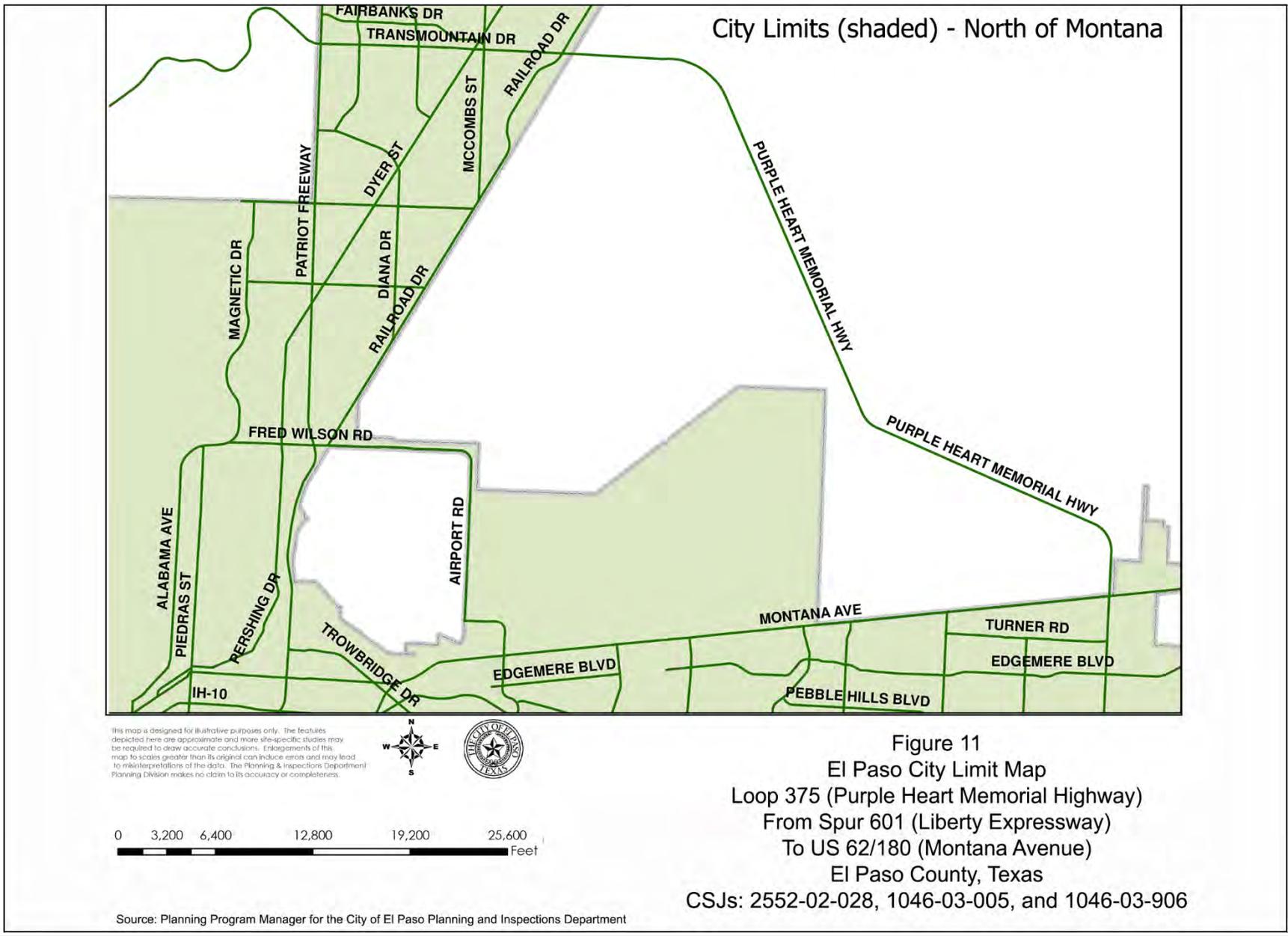
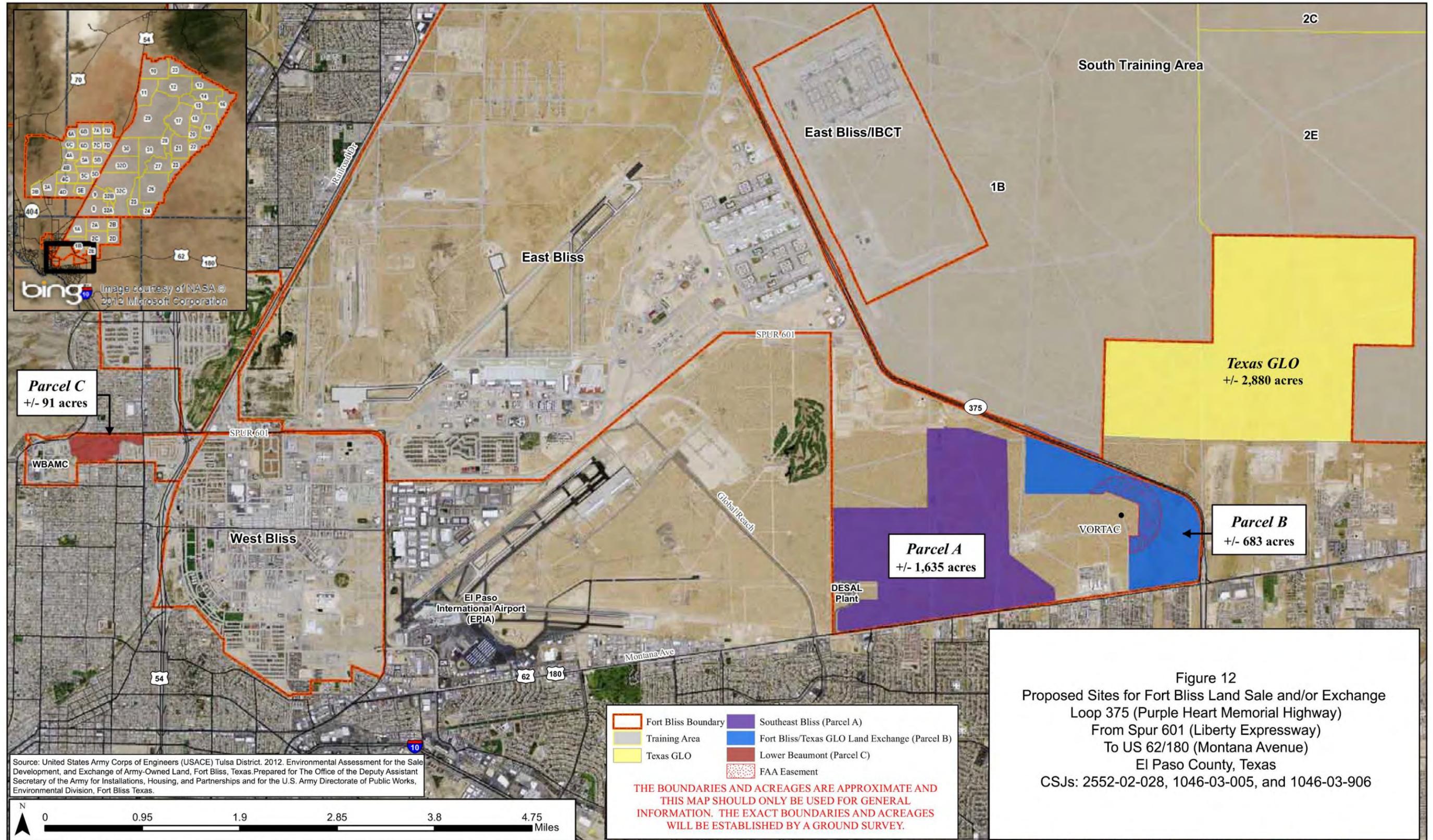
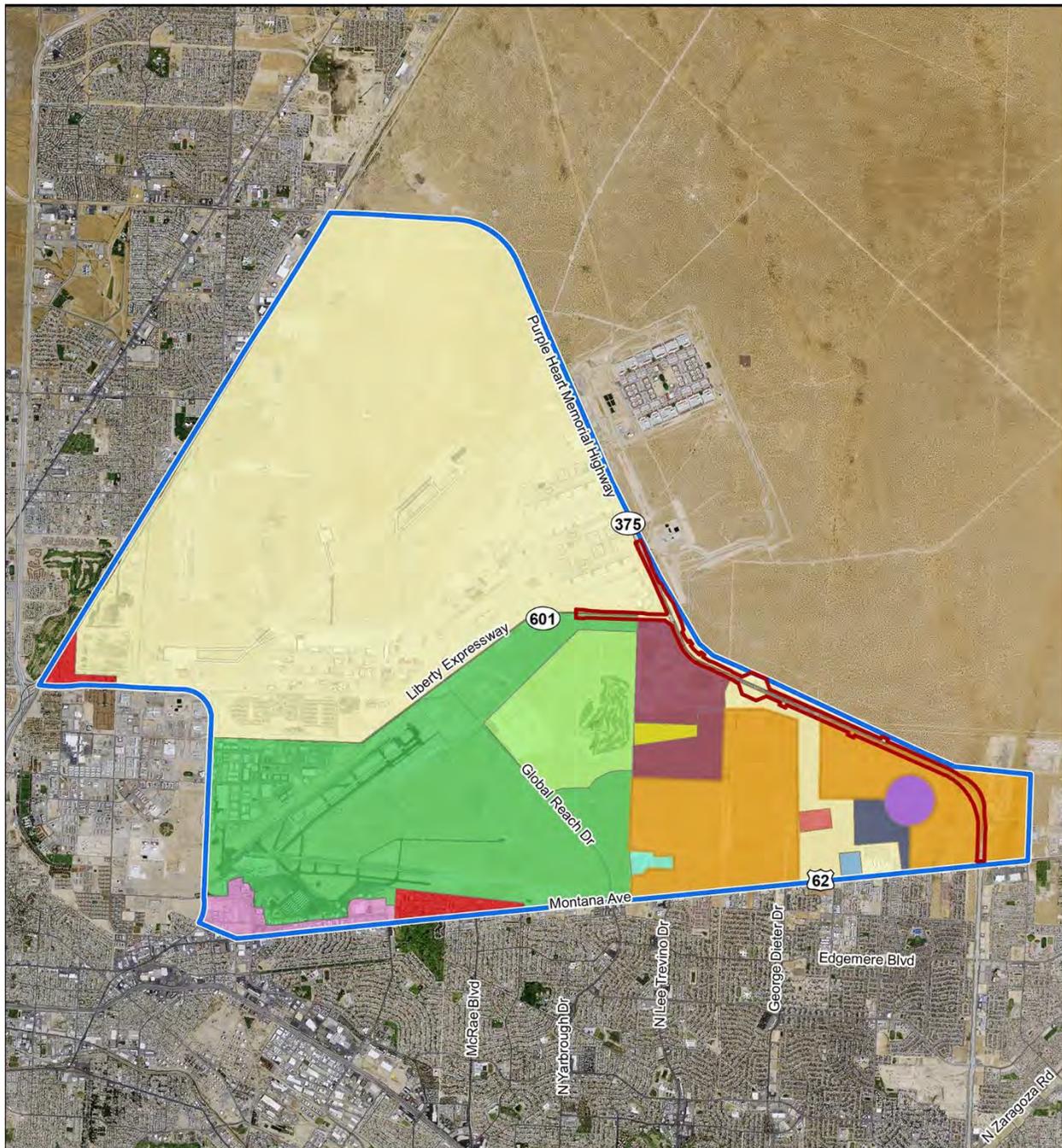


Figure 11
 El Paso City Limit Map
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJs: 2552-02-028, 1046-03-005, and 1046-03-906





- Project Location
- Area of Influence
- Land Available for Development
- Land Use and Planned Development**
- Fort Bliss
- Developed
- VORTAC
- Site Monitor
- Desalination Plant
- Border Patrol K9 Facility
- Southern Industrial Park

- El Paso Community College
- El Paso International Airport
- Immigration Customs Enforcement
- William Beaumont Army Medical Center
- Butterfield Trail Industrial Park and Golf Club

1 in = 1.5 miles
Scale: 1:95,040
Date: 11/13/2014

Sources: ESRI (2013), CMEC (2103)
 US Census Bureau (2012), USDA-FSA (2012)
 Cox McLain Environmental Consulting

Figure 13
Land Use and Land Available
for Development in the
Area of Influence
Loop 375 (Purple Heart Memorial Highway)
From Spur 601 (Liberty Expressway)
To US 62/180 (Montana Avenue)
El Paso County, Texas
CSJs: 2552-02-028, 1046-03-005,
and 1046-03-906

3:\Projects\TXDOT\LP375\Figures\EA\Figure 21 ICI 20141006.mxd

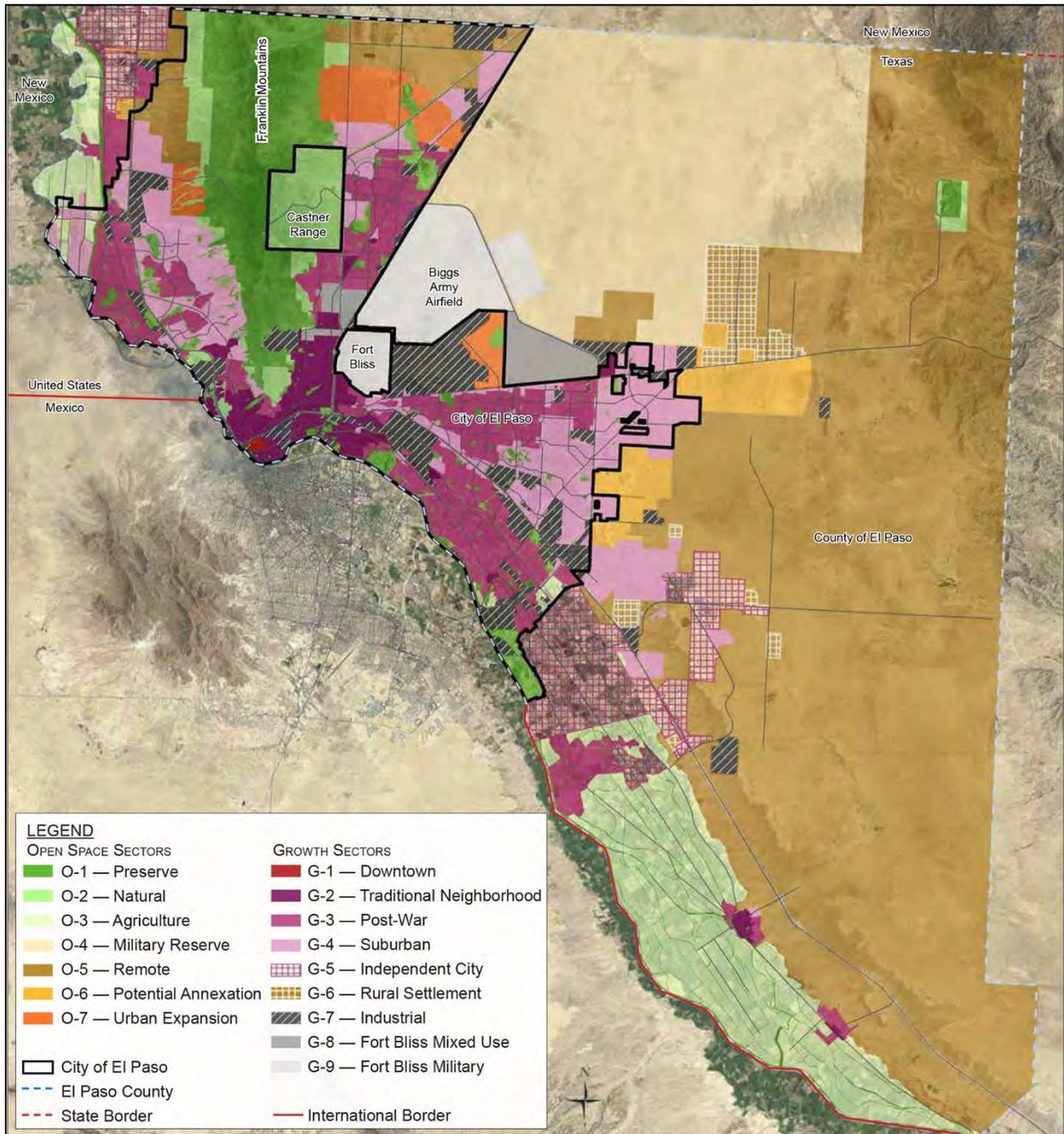


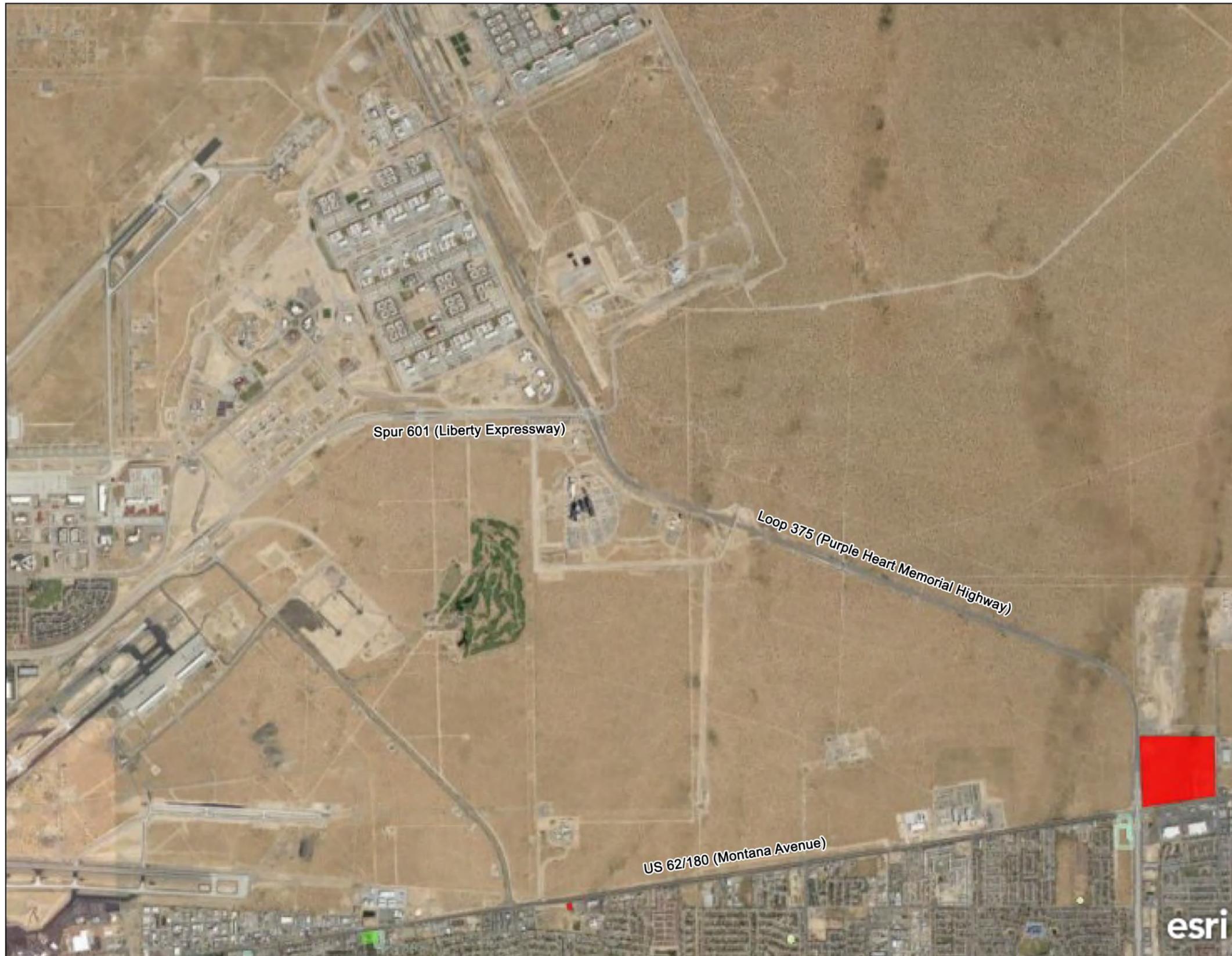
Figure 14
 Future Land Use Map – Base Zoning Sector
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas

CSJs: 2552-02-028, 1046-03-005, and 1046-03-906



Future Land Use Map - Base Sectors
 Note: Under Texas law, a comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

Source: 2012 City of El Paso, Texas Comprehensive Plan – Plan El Paso



Zoning in process

-  SPECIAL PERMIT
-  REZONE
-  SITE PLAN
-  CONDITION RELEASE

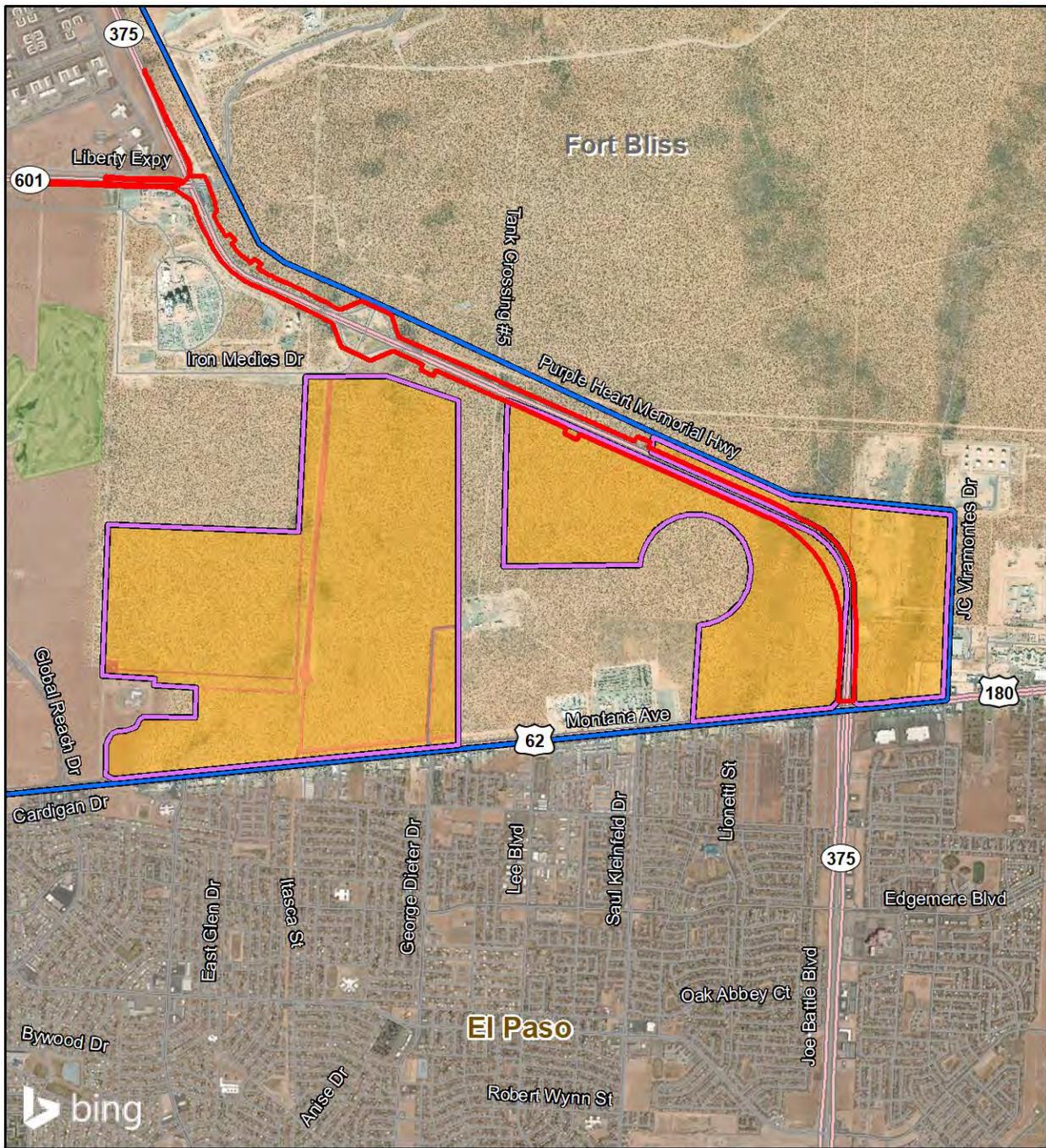
Subdivisions in process

-  RESIDENTIAL
-  COMMERCIAL
-  UTILITY
-  MIXED USE SUBDIVISION
-  CIVIC

 1mi

Source: City of El Paso Planning and Inspections
 Department Interactive Developments in Process Maps
<http://www.arcgis.com/home/webmap/viewer.html?webmap=8875fc5bde2c4b27899e33dbd4b8961e&extent=-106.6816,-106.6816,-106.1745,31.8982>

Figure 15
 City of El Paso Development In Process
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJs: 2552-02-028, 1046-03-005,
 and 1046-03-906



Base Map: Bing Aerial Imagery; ESRI-USA Base Map

- Proposed Project
- Area of Influence
- Land Available for Development

Land Cover Types*

- Existing Transportation
- Urban
- Warm Desert Dunes

*Source: Google Street View and Aerial Imagery
Interpretation of EMST Vegetation Types (TPWD 2017)



1:50,000

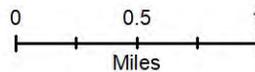


Figure 16
 Land Cover Types Within the
 Land Available for Development in the
 Area of Influence
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJs: 2552-02-028, 1046-03-005,
 and 1046-03-906

Appendix G

Resource Agency Coordination



AUG 07 2015

MEMO

July 31, 2015

To: Robert Bielek, P.E., District Engineer
Attention: Jesus Valtier, P.E., Director of TPD

Through: William E. Knowles, P.E.
Traffic Analysis Section Director, TPP

From: Bruce R. Uphaus
Transportation Analyst, TPP

Subject: Traffic Data
CSJ: 2552-02-028
Traffic Projection
Loop 375 -Purple Heart Memorial Highway (Segment One):
From Spur 601 (Liberty Expressway)
To US 62/180 (Montana Ave.)

El Paso District

Attached are schematics for both the "No Build" and "Build" conditions for the defined limits of the route. TPP has reviewed the anticipated average daily traffic volumes and turning movements for the years 2020, 2040 and 2050 and the volumes appear to be reasonable. Also attached are tabulations showing traffic analysis for highway design for the 2020 to 2040 twenty year, and for the 2020 to 2050 thirty year design periods for the limits of the route, along with tabulations showing data for use in air and noise analysis.

Due to significant differences in traffic the project was divided into sections.

- No Build Section One: From Spur 601 to Iron Medic Drive
- No Build Section Two: From Iron Medic Drive to Montana Avenue
- Build Section One: From Spur 601 to Iron Medic Drive
- Build Section Two: From Iron Medic Drive to Tank Crossing #5
- Build Section Three: From Tank Crossing #5 to Future Intersection
- Build Section Four: From Future Intersection to Montana Avenue

Please refer to your original e-mailed memorandum dated July 27, 2015.

Please direct any questions or requests for further information to Bruce R. Uphaus at (512) 486-5140.

Attachments

CC: Rebecca Pinto, P.E., Transportation Engineer, El Paso District
Design Division

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

An Equal Opportunity Employer

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

El Paso District

July 30, 2015

									Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2020 to 2040)			
Description of Location	Average Daily Traffic		Dir Dist %	K Factor	Base Year Percent Trucks		ATHWLD	Percent Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB
	2020	2040			ADT	DHV						
Loop 375-Segment 1 No Build Condition												
Section 1												
From Spur 601 (Liberty Expressway) To Iron Medic at Match Line A												
El Paso County												
70,200	94,600	67 - 33	8.9	7.5	5.0	12,600	30	16,501,000	3	21,295,000	8"	
Data for Use in Air & Noise Analysis												
Vehicle Class	Base Year											
	% of ADT	% of DHV										
Light Duty	92.5	95.0										
Medium Duty	3.6	2.4										
Heavy Duty	3.9	2.6										
									Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2020 to 2050)			
Description of Location	Average Daily Traffic		Dir Dist %	K Factor	Base Year Percent Trucks		ATHWLD	Percent Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB
	2020	2050			ADT	DHV						

NOTED FOR CONSTRUCTION
 PERMIT PURPOSES
 ERIC KNOWLES, P.E.
 SERIAL NUMBER 84704

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

El Paso District

July 30, 2015

										Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2020 to 2040)			
Description of Location	Average Daily Traffic		Base Year				ATHWLD	Percent Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB	
	2020	2040	Dir Dist %	K Factor	Percent Trucks								
					ADT	DHV							
<u>Loop 375-Segment 1 No Build Condition</u>													
<u>Section 2</u>													
From Iron Medic To Montana Ave (US 62/180) at Match Line B													
El Paso County													
Data for Use in Air & Noise Analysis													
Vehicle Class	Base Year												
	% of ADT		% of DHV										
	Light Duty		92.7		95.2								
Medium Duty		3.5		2.3									
Heavy Duty		3.8		2.5									
										Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2020 to 2050)			
Description of Location	Average Daily Traffic		Base Year				ATHWLD	Percent Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB	
	2020	2050	Dir Dist %	K Factor	Percent Trucks								
					ADT	DHV							
<u>Loop 375-Segment 1 No Build Condition</u>													
<u>Section 2</u>													
From Iron Medic To Montana Ave (US 62/180) at Match Line B													
El Paso County													

NOT INTENDED FOR CONSTRUCTION
 BIDDING OR PERMIT PURPOSES
 William Erick Knowles, P.E.
 Serial Number 84704

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

El Paso District

July 30, 2015

										Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2020 to 2040)			
Description of Location	Average Daily Traffic		Base Year				ATHWLD	Percent Tandem Axles in ATHWLD					
			Dir Dist %	K Factor	Percent Trucks								
	2020	2040			ADT	DHV							Flexible Pavement
Loop 375-Segment 1 Build Condition													
Section 1													
From Spur 601 (Liberty Expressway) To Iron Medic at Match Line A													
El Paso County													
Data for Use in Air & Noise Analysis													
Vehicle Class	Base Year												
	% of ADT	% of DHV											
Light Duty	93.1	95.4											
Medium Duty	3.3	2.2											
Heavy Duty	3.6	2.4											
										Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2020 to 2050)			
Description of Location	Average Daily Traffic		Base Year				ATHWLD	Percent Tandem Axles in ATHWLD					
			Dir Dist %	K Factor	Percent Trucks								
	2020	2050			ADT	DHV							Flexible Pavement
Loop 375-Segment 1 Build Condition													
Section 1													
From Spur 601 (Liberty Expressway) To Iron Medic at Match Line A													
El Paso County													

NOT INTENDED FOR CONSTRUCTION
 RIDDING ON PERMIT PURPOSES
 William Erik Knowles, P.E.
 Serial Number 94701

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

El Paso District

July 30, 2015

										Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2020 to 2040)			
Description of Location	Average Daily Traffic		Dir Dist %	K Factor	Base Year Percent Trucks		ATHWLD	Percent Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB	
	2020	2040			ADT	DHV							
Loop 375-Segment 1 Build Condition													
Section 2													
From Iron Medic Drive To Tank Crossing # 5 at Match Line B													
El Paso County													
	82,400	107,300	67 - 33	8.9	6.9	4.6	12,700	30	17,492,000	3	22,563,000	8"	
Data for Use in Air & Noise Analysis													
Vehicle Class	Base Year												
	% of ADT	% of DHV											
Light Duty	93.1	95.4											
Medium Duty	3.3	2.2											
Heavy Duty	3.6	2.4											
										Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2020 to 2050)			
Description of Location	Average Daily Traffic		Dir Dist %	K Factor	Base Year Percent Trucks		ATHWLD	Percent Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB	
	2020	2050			ADT	DHV							
Loop 375-Segment 1 Build Condition													
Section 2													
From Iron Medic Drive To Tank Crossing # 5 at Match Line B													
El Paso County													
	82,400	115,500	67 - 33	8.9	6.9	4.6	12,700	30	27,372,000	3	35,307,000	8"	

NOT INTENDED FOR CONSTRUCTION
 BIDDING OR PERMIT PURPOSES
 Serial Number 04704

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

El Paso District

July 30, 2015

										Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2020 to 2040)				
Description of Location	Average Daily Traffic		Dir Dist %	K Factor	Base Year Percent Trucks		ATHWLD	Percent Tandem Axles in ATHWLD			Flexible Pavement	S N	Rigid Pavement	SLAB
	2020	2040			ADT	DHV								
Data for Use in Air & Noise Analysis														
Vehicle Class	Base Year													
	% of ADT		% of DHV											
Light Duty	93.1		95.4											
Medium Duty	3.3		2.2											
Heavy Duty	3.6		2.4											
										Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2020 to 2050)				
Description of Location	Average Daily Traffic		Dir Dist %	K Factor	Base Year Percent Trucks		ATHWLD	Percent Tandem Axles in ATHWLD			Flexible Pavement	S N	Rigid Pavement	SLAB
	2020	2050			ADT	DHV								
Loop 375-Segment 1 Build Condition														
Section 3														
From Tank Crossing # 5 To Future Intersection at Match Line C														
El Paso County														
82,400	115,500	67 - 33	8.9	6.9	4.6	12,700	30	27,372,000	3	35,307,000	8"			

NOT INTENDED FOR CONSTRUCTION
 BIDDING OR PERMIT PURPOSES
 William Erich Kromles, P.E.
 Serial Number 94704

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

El Paso District

July 30, 2015

										Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2020 to 2040)			
Description of Location	Average Daily Traffic		Base Year				ATHWLD	Percent Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB	
	2020	2040	Dir Dist %	K Factor	Percent Trucks								
					ADT	DHV							
Loop 375-Segment 1 Build Condition													
Section 4													
From Future Intersection To Montana Ave (US 62/180) at Match Line D													
El Paso County													
Data for Use in Air & Noise Analysis													
Vehicle Class	Base Year												
	% of ADT	% of DHV											
Light Duty	93.4		95.6										
Medium Duty	3.2		2.1										
Heavy Duty	3.4		2.3										
										Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2020 to 2050)			
Description of Location	Average Daily Traffic		Base Year				ATHWLD	Percent Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB	
	2020	2050	Dir Dist %	K Factor	Percent Trucks								
					ADT	DHV							
Loop 375-Segment 1 Build Condition													
Section 4													
From Future Intersection To Montana Ave (US 62/180) at Match Line D													
El Paso County													

NOT INTENDED FOR CONSTRUCTION
 BIDDING OR PERMITTING
 Serial Number 94704

Scott Pletka

From: Scott Pletka
Sent: Friday, May 27, 2016 12:12 PM
To: 'Amie R. Tah-Bone (atahbone@kiowatribe.org)'; 'Donna Prentiss-Meeks (prentissdonna@yahoo.com)'; 'Frank Paiz (fpaiz@ydsp-nsn.gov)'; 'Gary McAdams (Gary.McAdams@wichitatribe.com)'; 'Holly Houghten (holly@mathpo.org)'; 'Javier Loera (jloera@ydsp-nsn.gov)'; 'Jimmy Arterberry (jimmya@comanchenation.com)'; 'Lyman Guy (chairman@apachetribe.org)'; 'Miranda Myer (mallen@tonkawatribe.com)'; 'Terri Parton (Terri.Parton@wichitatribe.com)'
Subject: Section 106 Consultation, Texas Department of Transportation; CSJs 255202028, 037402097, and 104601021
Attachments: 255202028_037402097_104601021_Consultation_Request_27-May-2016.pdf; 255202028 AmaTerra testing interim report.pdf

Good afternoon,

We kindly request your comments regarding three proposed undertakings. Note that these three projects are addressed together because their area of potential effects are very close together and even overlap. Please see the attached letter and report for project details and information.

Thank you in advance for your consideration.

Regards,

Scott Pletka
Supervisor, Archeological Studies Branch
Texas Department of Transportation



Texas Department of Transportation

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

May 27, 2016

RE: CSJ 0374-02-097, US 62/180; CSJ 2552-02-028, LP 375; CSJ 1046-01-021, FM 659; Three Road Widening Projects, Section 106 Consultation; El Paso County, El Paso District

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

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

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

Project 1, CSJ 0374-02-097, US 62/180:

Undertaking Description

TxDOT's El Paso District is proposing improvements to US 62/180, otherwise known as Montana Ave., in El Paso County, Texas (Exhibits A , B, and C).

The proposed project would primarily alter the existing four-lane divided highway to a four-lane raised highway with frontage roads. The work would also include construction of associated facilities including eight retention ponds (Exhibit D). New right of way (ROW) would be required for both roadway construction and the retention ponds. No temporary or permanent easements would be required.

Area of Potential Effects

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

- The project limits extend from Limerick Road east to the intersection with Zaragoza Road (FM 659) along US 62/180 (7.8 miles); the project would also extend about 0.5 mile along the Global Reach Drive connector and about 1.3 miles along the LP 375 direct connector. The total project length is thus about 9.6 miles.

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

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- Width of the existing ROW is about 400 feet to the west of LP 375 and 268 feet to the east of LP 375.
- The latitude and longitude for the end points of the project are:
 - Begin latitude: +31.79700900 Begin longitude: -106.34025600
 - End latitude: +31.8146700 End longitude: -106.20518800
- The existing ROW comprises an area estimated at 273.8 acres.
- About 171.6 acres of new ROW would be required. West of LP 375 this would be only on the north side of existing ROW; east of LP 375 it would be on both sides of existing ROW.
- No temporary or permanent easements would be required.
- Typical depth of impacts would be no more than two feet, but maximum depth of impacts may reach 50 feet in areas of grade separation or drainage improvement.
- For the purposes of this cultural resources review, the APE also includes an additional 50-foot area around the previously-described horizontal dimensions to account for potential alterations to the proposed APE included in the final project design. Consultation would be continued if potential impacts extend beyond this additional area, based on the final design

Project 2, CSJ 2552-02-028, LP 375:

Undertaking Description

TxDOT's El Paso District is proposing to widen LP 375, otherwise known as Joe Battle Blvd., in El Paso County, Texas (Exhibits A , B, and C).

The proposed work would include widening the existing roadway by adding additional lanes, frontage roads, and associated facilities, including overpass structures at a tank crossing and at the Spur 601 intersection (Exhibit E). New ROW would be required for roadway construction; no permanent or temporary easements would be required.

Area of Potential Effects

The project's APE comprises the following area.

- The project limits extend along LP 375 from 0.97 mile north of the intersection with Spur 601 south to the intersection with US 62/180 (Montana Ave.). Additional improvements would occur along 1.08 miles of Spur 601 from its intersection with LP 375. Thus the total project length is about 5.1 miles.
- The existing ROW varies between 200 and 1,300 feet in width.
- The latitude and longitude for the end points of the project are:
 - Begin latitude: +31.84195441 Begin longitude: -106.32475384
 - End latitude: +31.80734611 End longitude: -106.26801456

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- The existing ROW comprises an area estimated at 211 acres.
- Segments of new ROW, amounting to about 114 acres, stretch along either side of the existing ROW.
- No temporary or permanent easements would be required.
- Typical depth of impacts would be no more than two feet, but maximum depth of impacts may reach 50 feet at the Spur 601 intersection and at a tank crossing where bridge structures would be added.
- For the purposes of this cultural resources review, the APE also includes an additional 50-foot area around the previously-described horizontal dimensions to account for potential alterations to the proposed APE included in the final project design. Consultation would be continued if potential impacts extend beyond this additional area, based on the final design

Project 3, CSJ 1046-01-021, FM 659:

Undertaking Description

TxDOT's El Paso District is proposing to widen a portion of FM 659, otherwise known as Zaragoza Road, in El Paso County, Texas (Exhibits A, B, and C).

The proposed project would widen FM 659, creating a divided roadway with a raised median, and adding two travel lanes (one in each direction), sidewalks, and dedicated bike lanes. The planned improvements would include installation of five retention ponds (Exhibit F). New ROW would be required for both roadway construction and the ponds. No permanent or temporary easements would be required.

Area of Potential Effects

The project's APE comprises the following area.

- The project limits extend from US 62/180 south to LP 375 along FM 659 (Zaragoza Road). The total project length is thus about 4.75 miles.
- The existing ROW is 100 feet in width.
- The latitude and longitude for the end points of the project are:
 - Begin latitude: +31.76269500 Begin longitude: -106.26729000
 - End latitude: +31.81356900 End longitude: -106.21292000
- The existing ROW comprises an area estimated at 63.72 acres.
- Segments of new ROW (17.11 acres) for roadway would stretch along either side of the existing ROW. An additional 5.68 acres of new ROW would be required for retention ponds.
- No temporary or permanent easements would be required.

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- Typical depth of impacts would be three to four feet for roadway widening, but maximum depth of impacts would be about 10 to 15 feet for the proposed retention ponds.
- For the purposes of this cultural resources review, the APE also includes an additional 50-foot area around the previously-described horizontal dimensions to account for potential alterations to the proposed APE included in the final project design. Consultation would be continued if potential impacts extend beyond this additional area, based on the final design

Identification Efforts: Survey

On behalf of TxDOT, SWCA Environmental Consultants, Inc. conducted archeological survey of the three project areas.

Project 1. The survey relocated four out of 13 previously recorded sites (41EP1547, 41EP2802, 41EP2803, 41EP6025) mapped within the **Montana Ave. (CSJ 0374-02-097)** APE, as well as one newly recorded site (41EP7124) (Exhibit G). Additionally, a buried 1948 transcontinental communications cable (41EP5490) is expected to be under Loop 375, but it was not encountered. Site 41EP2803 was recommended for further assessment to determine its eligibility for the National Register of Historic Places (NRHP) and for designation as a State Antiquities Landmark (SAL), based on potential for buried, intact archeological deposits (Exhibit D). The other five sites (41EP1547, 41EP2802, 41EP5490, 41EP6025, 41EP7124) were not recommended as eligible within the APE based on the absence of intact, buried cultural deposits. Right of entry (ROE) was denied for the two outer pond locations east of LP 375 on the south side of Montana (the central pond location was ultimately removed from project plans) (Exhibit D). Once ROE is acquired and prior to construction a TxDOT archeologist will complete investigations of these pond locations via backhoe trenching.

Project 2. The survey relocated 20 out of 62 previously recorded sites mapped within or adjacent to the **LP 375 (CSJ 2552-02-028)** APE (Exhibit H). The boundaries of two of these, 41EP2776 and 41EP6066, were found to overlap, so the sites were collapsed into one (41EP2776). Of these ultimately 19 sites, five (41EP2693, 41EP2756, 41EP2775, 41EP2776/6066, 41EP2803) were recommended for further investigation to assess eligibility for inclusion on the NRHP or designation as a SAL (Exhibit E). Note that site 41EP2803 falls within the overlap between the LP 375 and Montana Ave. projects. The other 14 sites were not recommended as eligible within the APE based on limited assemblages, severe disturbance, and/or the absence of intact, buried cultural deposits.

Project 3. The survey relocated two out of nine previously recorded sites mapped within or adjacent to the **FM 659 (CSJ 1046-01-021)** APE (Exhibit I). One of the nine sites, the buried 1948 transcontinental communications cable (41EP5490) is expected to be under the APE, but it was not encountered. A buried stain was encountered on site 41EP5521, so it was recommended for further investigation to assess eligibility for inclusion on the NRHP or designation as a SAL based on potential for intact cultural deposits (Exhibit F). The other site (41EP5519) was not recommended as eligible within the APE because the remains are surficial and it lacks intact, buried cultural deposits.

Identification Efforts: Eligibility Testing

On behalf of TxDOT, AmaTerra Environmental, Inc. performed eligibility testing on the six sites recommended for further investigation. An interim report of these investigations is attached, and analysis of recovered materials is ongoing.

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41EP2693 (FB 9754). Site 41EP2693 is documented as a Late Archaic/early Formative campsite located within the Project 2, **CSJ 2552-02-028** APE (Exhibit D). A surficial burned caliche scatter, a relatively intact roasting feature, and 58 lithic artifacts, including a projectile point fragment, were documented in the APE. Both features were excavated and all artifacts collected. The APE has been heavily impacted by erosional processes, installation of a chain link fence delineating the Fort Bliss boundary, a two-track road, and highway construction and maintenance.

AmaTerra recommended the site as ineligible for inclusion in the NRHP under all criteria of 36 CFR 60.4 and as a SAL. However, the afore-mentioned roasting feature is largely intact; half the feature fill (23 liters) was collected and will very likely yield chronometric and macrobotanical and/or faunal subsistence data. Therefore, TxDOT recommends that the portion of the site within the APE is **eligible** under criterion (d) (potential to yield information important in history or prehistory). Significance testing, however, has removed those deposits considered important, and no further significant cultural materials in good context remain within the APE. Therefore, no further significant information can be gleaned from additional field investigations, and the remaining cultural deposits within the APE are not recommended as eligible for listing in the NRHP or designation as a SAL. Further laboratory analysis of the feature will be conducted and presented in the final report for the excavations.

41EP2756 (FB 9821). Site 41EP2756 is an ephemeral campsite of unknown prehistoric age located within the Project 2, **CSJ 2552-02-028** APE (Exhibit D). It was recommended for testing based on a surface thermal feature and another buried one noted during survey. Neither feature was relocated during testing, and no artifacts or subsurface cultural deposits were encountered. The APE at site 41EP2756 is thus recommended **ineligible** for inclusion in the NRHP and for listing as a SAL. No further work is warranted.

41EP2775 (FB 9841). Site 41EP2775 is a campsite dated to the El Paso phase of the Formative period via obsidian hydration during a previous investigation. It is located within the Project 2, **CSJ 2552-02-028** APE (Exhibit D). Three hearth remnants and three artifacts, including a Late Archaic-style dart point (likely curated by El Paso phase occupants rather than representative of an earlier occupation), were documented in the APE. Most of the APE on this site has minimal integrity, and trenches in the more intact areas lacked cultural deposits. Based on very low potential for contributing information the site is recommended as **ineligible** for inclusion in the NRHP or listing as a SAL.

41EP2776/41EP6066 (FB 9842). Once recorded as two separate sites, during the survey phase of this project these were found to overlap and were thus collapsed into one. It is located within the Project 2, **CSJ 2552-02-028** APE (Exhibit D). Site 41EP2776 is a small campsite dated to the Formative period by almost 30 El Paso brownware sherds representing two vessels. The site also included two hearth remnants, a one-hand mano fragment, and a light scatter of lithic artifacts. Based on low integrity, the lack of buried deposits, and the removal of the known cultural remains during testing site 41EP2776 is recommended **ineligible** for inclusion in the NRHP and as a SAL.

41EP2803 (FB 9893). Site 41EP2803 is located within the overlap between the Projects 1 and 2, **CSJs 2552-02-028 and 0374-02-097** APEs (Exhibits D and E). It is a Formative period campsite with three hearth remnants, three surficial burned-caliche scatters and one El Paso brownware sherd. The site is heavily deflated, the features are in poor condition, and no subsurface cultural deposits or artifacts were encountered during testing. In addition, a piece of plastic was exposed at 70 cm in one trench, demonstrating significant post-depositional disturbance. For these reasons the site is recommended **ineligible** for inclusion in the NRHP and as a SAL.

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41EP5521. Site 41EP5521 was originally documented as an isolated hearth feature of unknown cultural or temporal affiliation within the Project 3, **CSJ 1046-01-021** APE (Exhibit F). However, the present investigation failed to relocate this feature or any other cultural remains. Based on the minimal integrity of the site and lack of cultural materials 41EP5521 is recommended **ineligible** for inclusion in the NRHP and as a SAL.

In summary:

- Survey found that much of the existing ROW in the project APE has been extensively disturbed by prior construction. Such activities would have destroyed any fragile archeological materials and moved more durable archeological materials from their original location. Any sites that may occur within the existing ROW lack sufficient integrity of location, association, and materials to be able to address important questions of history and prehistory (36 CFR 60.4).
- Two retention pond locations south of Montana Ave. and east of LP 375 have not yet been surveyed due to denial of right of entry (Exhibit D); these locations will be investigated once right of entry is required.
- Out of 83 previously recorded sites that overlap with the APEs, 58 were not relocated and are believed to have been destroyed during roadway construction.
- Of 26 sites encountered within the APEs during survey, 20 were recommended as ineligible and not requiring additional investigation, based on severe disturbance, limited assemblages, and/or the absence of buried, intact cultural deposits; additional investigation was recommended on the remaining six sites.
- In proposed ROW, testing was carried out on six previously recorded sites of undetermined eligibility that overlap with the project APEs.
 - Testing revealed that five of these sites (41EP2756, 41EP2775, 41EP2776, 41EP2803, 41EP5521) lack integrity and potential to contribute information important to history or prehistory, and are thus recommended as **ineligible** for inclusion in the NRHP and as a SAL.
 - One site (41EP2693) contained a relatively intact roasting feature that was thoroughly investigated during testing. The feature fill has high potential to yield chronological and subsistence information that will ultimately contribute to knowledge of the prehistoric occupation of the site; therefore TxDOT recommends the portion of the site that falls within the APE as **eligible**. However, testing activities have exhausted this information potential, and no further fieldwork is warranted. Further laboratory analysis of the feature will be conducted and presented in the final report for the excavations.

Findings and Recommendations

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

- For the three projects, investigations found the following.

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- In Project 1, **Montana Ave. (CSJ 0374-02-097)**, investigations of the APE have found no archeological historic properties (36 CFR 800.16(l)), Based on available data at present, the project would have no effect on such properties. Investigations will continue, once access to the two aforementioned pond locations has been obtained.
 - In Project 2, **LP 375 (CSJ 2552-02-028)**, investigations of the APE found one archeological historic property, and the project would have an adverse effect on that historic property. The field investigations that identified the historic property, however, were sufficient to recover the important information from that historic property. The adverse effect of the undertaking on this historic property shall be resolved through additional laboratory analysis of the feature and reporting the analysis results in the final report on the excavations.
 - In Project 3, **FM 659 (CSJ 1046-01-021)**, investigations of the APE have found no archeological historic properties (36 CFR 800.16(l)), and the project would have no effect on such properties.
- The proposed projects may proceed to construction, except at the location of the two pond locations within the Project 1, **CSJ 0374-02-097** APE where access is still required. Construction at these two locations will not proceed until all required investigations and consultation have been completed.
 - A zone of 50 feet beyond the horizontal project limits shall be considered as part of the cultural resources evaluations.
 - If any future changes to the project APEs extend beyond the additional 50-foot zone or if archeological deposits are discovered, your Tribe would then be contacted for further consultation.

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

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

Sincerely,

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Scott Pletka, Deputy Section Director
Environmental Affairs Division

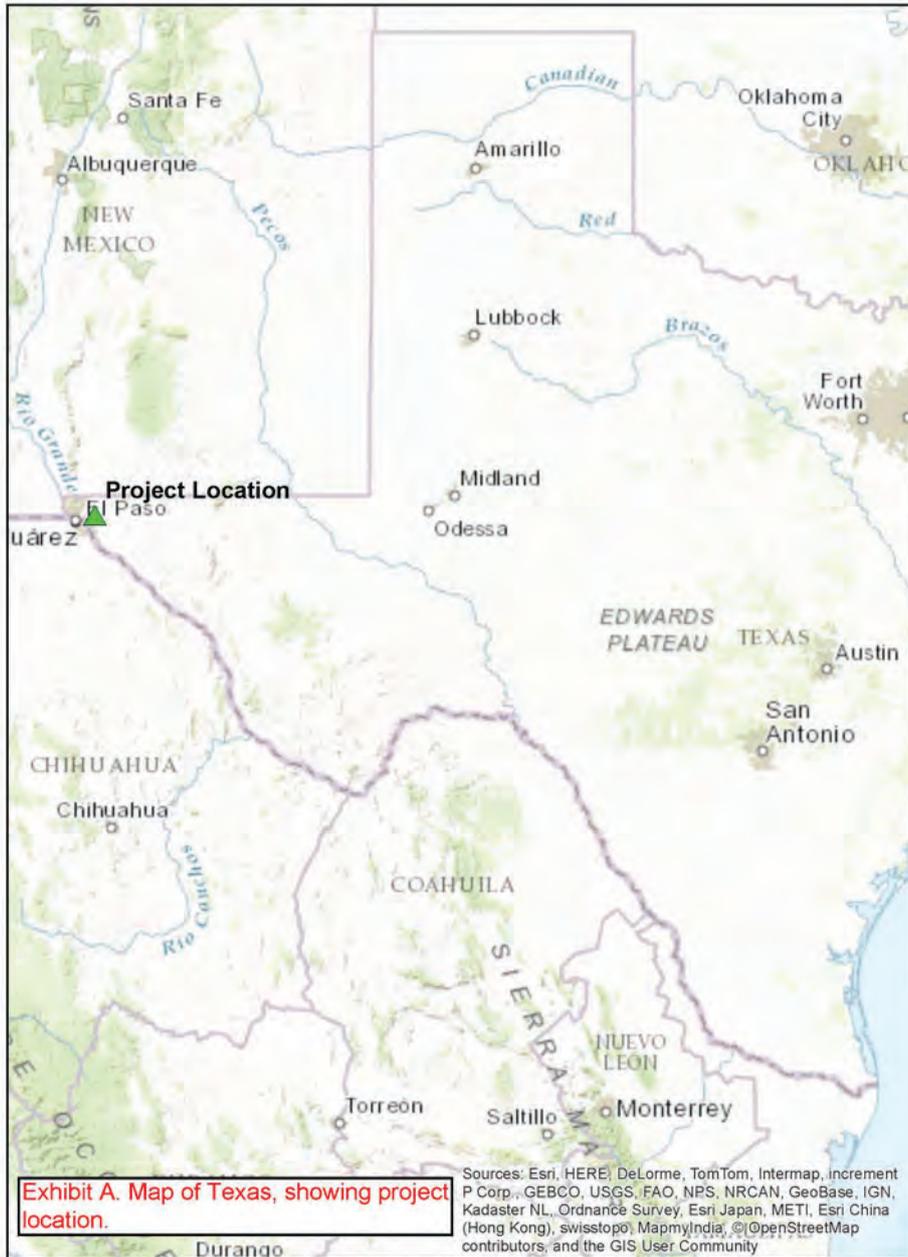
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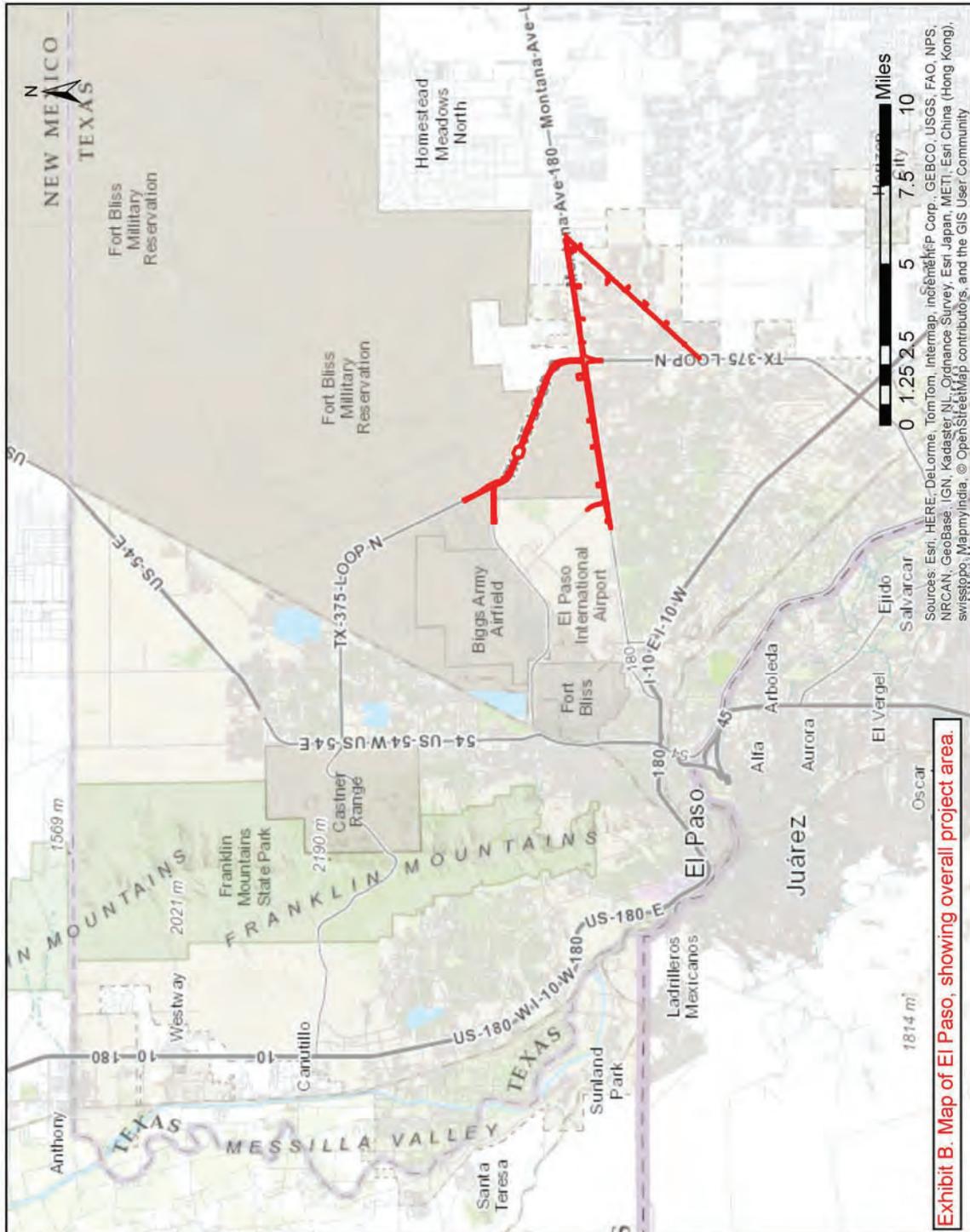
Date:

Enclosure

cc w/ enclosure: ENV-ARCH ECOS

Exhibits





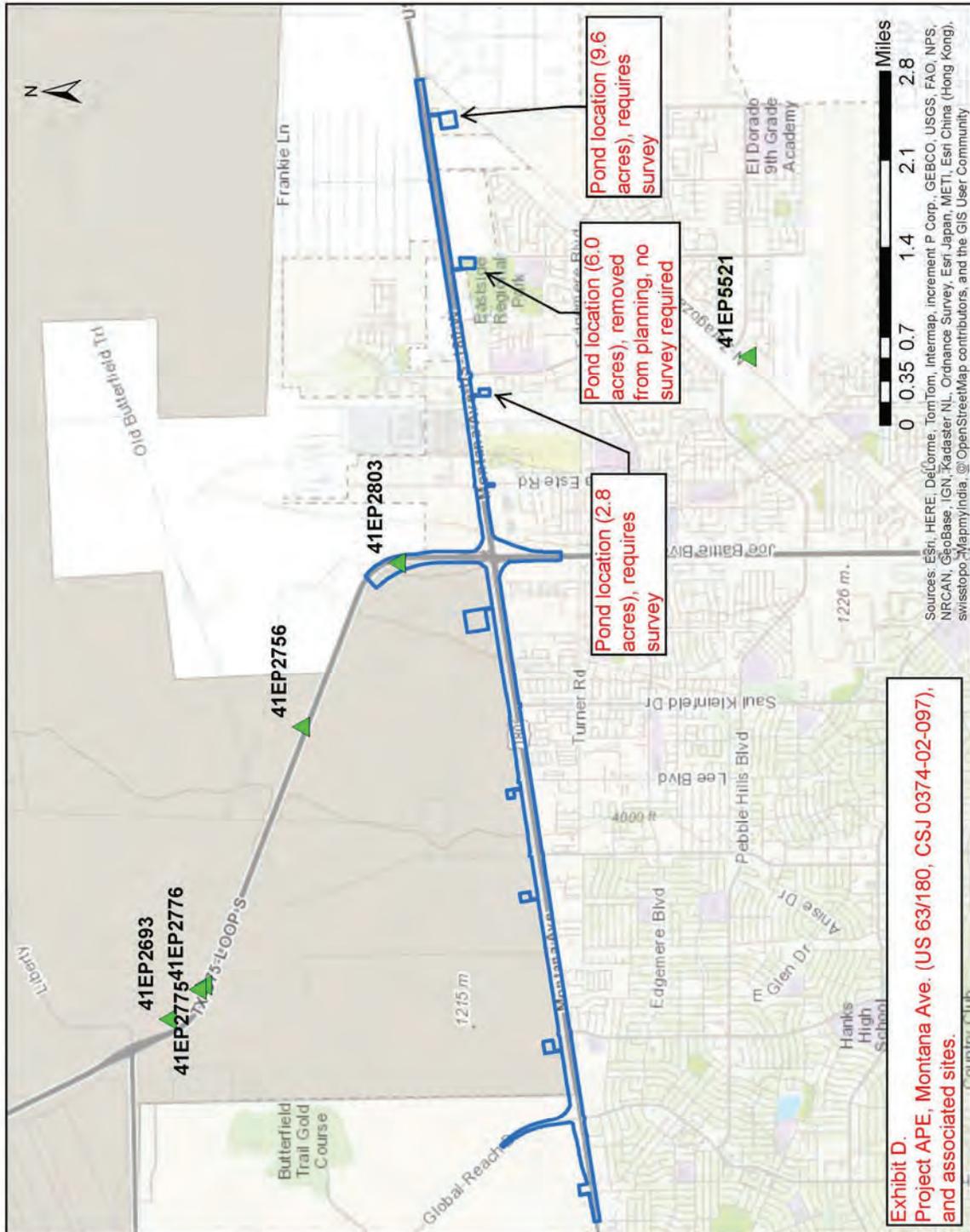




Exhibit G. Sites mapped in and adjacent to the US62/180 (CSJ 0374-02-097) APE; tested sites are in bold.

Trinomial	Plotted Location Relative to APE	Previous Eligibility Determination	Extant	Condition	Recommendation
41EP1231	Inside	Undetermined	No	Site not present in ROW. No cultural material observed.	Ineligible
41EP1547	Inside	Undetermined	Yes	Prehistoric campsite including one surficial thermal feature (FO1). No artifacts observed in association.	Ineligible within APE. No further work recommended.
41EP1548	Inside	Ineligible	No	Within new ROW or intact existing ROW. Destroyed by construction activities, removed by investigations, or otherwise not found	Ineligible
41EP1551	Inside	Ineligible	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP2794	Inside	Undetermined	No	Site not present in ROW. No cultural material observed.	Ineligible
41EP2802	Inside	Ineligible	Yes	Prehistoric campsite composed of a sparse quantity of burned caliche scattered on the ground surface. No buried material observed.	Ineligible within APE. No further work recommended.
41EP2803	Inside	Ineligible	Yes	Prehistoric campsite including three (FO1-03) thermal features, one of which (FO2) contains a discrete charcoal stain with limited subsurface deposits.	Ineligible

Trinomial	Plotted Location Relative to APE	Previous Eligibility Determination	Extant	Condition	Recommendation
41EP2804	Inside	Ineligible	No	Site not present in ROW. No cultural material observed.	Ineligible
41EP2805	Inside	Eligible	No	Site not present in ROW. No cultural material observed.	Site mitigated within existing ROW; Component within new ROW does not contribute new or important information
41EP2806	Inside	Undetermined	No	Site not present in ROW. No cultural material observed.	Ineligible
41EP2807	Inside	Undetermined	No	Site not present in ROW. No cultural material observed.	Ineligible
41EP4786	Inside	Undetermined	No	Site not present in ROW. No cultural material observed.	Ineligible
41EP5490	Inside	Undetermined	Unknown	1948 communication cable; not investigated	Project would have no effect or no adverse effect
41EP6025	Inside	Ineligible	Yes	Small historic and prehistoric artifact scatter with one fire-cracked rock thermal feature	Ineligible
41EP7124	Not previously recorded; inside APE	n/a	Yes	Cluster of four burned caliche features without associated artifacts	Ineligible

Exhibit H. Sites mapped in and adjacent to the LP 375 (CSJ 2552-02-028) APE; tested sites are in bold.

Trinomial	Plotted Location Relative to APE	Previous Eligibility Determination	Extant	Condition	Recommendation
41EP1138	Adjacent	Ineligible	No	Site not present in ROW. No cultural material observed.	Ineligible*
41EP1140	Inside	Undetermined	Yes	Prehistoric campsite with one surficial thermal feature (F01) and an associated artifact scatter including El Paso Brownware ceramic sherds and lithic debitage.	Ineligible
41EP1143	Inside	Eligible	Yes	Multi-component site with early to middle twentieth century historic and prehistoric component of unknown age. Includes five cultural features (F01-05) including surface and subsurface charcoal stains.	Site mitigated within existing ROW; Component within new ROW does not contribute new or important information
41EP1144	Inside	Ineligible	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP1415	Inside	Undetermined	Yes	Prehistoric campsite with one groundstone fragment and two surficial thermal features (F01-02). No ceramics or lithic debitage observed in association.	Ineligible within APE. No further work recommended**
41EP1416	Inside	Undetermined	No	Within new ROW or intact existing ROW. Destroyed by construction activities or otherwise not found	Ineligible

Trinomial	Plotted Location Relative to APE	Previous Eligibility Determination	Extant	Condition	Recommendation
41EP1417	Inside	Undetermined	Yes	Surficial lithic scatter consisting of two dark gray quartzite flakes.	Ineligible within APE. No further work recommended.
41EP1424	Inside	Undetermined (Eligible?)	No	Existing ROW - mitigated, destroyed, or beneath roadway	Site mitigated within existing ROW; Component within new ROW does not contribute to eligibility
41EP1425	Inside	Undetermined	No	Within new ROW or intact existing ROW. Destroyed by construction activities, removed by investigations, or otherwise not found	Ineligible
41EP1427	Inside	Undetermined	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP1469	Inside	Undetermined	No	Within new ROW or intact existing ROW. Destroyed by construction activities, removed by investigations, or otherwise not found	Ineligible
41EP1471	Inside	Ineligible	Yes	Prehistoric campsite including one surficial thermal feature (F01) with one associated quartzite flake.	Ineligible within APE. No further work recommended.
41EP1547	Inside	Undetermined	Yes	Prehistoric campsite including one surficial thermal feature (F01). No artifacts observed in association.	Ineligible within APE. No further work recommended.

Trinomial	Plotted Location Relative to APE	Previous Eligibility Determination	Extant	Condition	Recommendation
41EP1548	Inside	Ineligible	No	Within new ROW or intact existing ROW. Destroyed by construction activities, removed by investigations, or otherwise not found	Ineligible
41EP1551	Inside	Ineligible	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP2658	Inside	Ineligible	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP2670	Adjacent	Undetermined	No	Site not present in ROW. No cultural material observed.	Ineligible
41EP2673	Inside	Undetermined	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP2677	Inside	Undetermined	Yes	Surficial lithic scatter consisting of two dark gray quartzite flakes.	Ineligible within APE. No further work recommended.
41EP2678	Inside	Ineligible	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP2688	Inside	Ineligible	Yes	Prehistoric campsite containing a buried stain. No artifacts were observed in association.	Ineligible

Trinomial	Plotted Location Relative to APE	Previous Eligibility Determination	Extant	Condition	Recommendation
41EP2689	Inside	Undetermined	No	Within new ROW or intact existing ROW. Destroyed by construction activities, removed by investigations, or otherwise not found	Ineligible
41EP2690	Inside	Undetermined	No	Within new ROW or intact existing ROW. Destroyed by construction activities, removed by investigations, or otherwise not found	Ineligible
41EP2691	Adjacent	Ineligible	Yes	Prehistoric campsite consisting of a limited amount of burned caliche scattered across the site. No features or associated artifacts observed.	Ineligible within APE. No further work recommended.
41EP2692	Inside	Ineligible within ROW	No	Within new ROW or intact existing ROW. Destroyed by construction activities, removed by investigations, or otherwise not found	Ineligible
41EP2693	Inside	Eligible	Yes	Large prehistoric campsite composed of a moderately dense lithic scatter and two thermal features (F01-02). No buried deposits observed.	Eligible within APE; testing has exhausted data potential of the site within the APE, no further work is recommended.
41EP2695	Inside	Undetermined	No	Existing ROW - mitigated, destroyed, or beneath road	Ineligible

Trinomial	Plotted Location Relative to APE	Previous Eligibility Determination	Extant	Condition	Recommendation
41EP2697	Inside	Ineligible	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP2698	Inside	Ineligible	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP2699	Inside	Ineligible	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP2701	Inside	Undetermined	No	Within new ROW or intact existing ROW. Destroyed by construction activities, removed by investigations, or otherwise not found	Ineligible
41EP2710	Inside	Undetermined	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP2747	Inside	Undetermined	Yes	Prehistoric campsite composed of one faint soil stain (F01) at 20 cmbs. No surficial features or artifacts were observed.	Ineligible
41EP2748	Inside	Undetermined	No	Within new ROW or intact existing ROW. Destroyed by construction activities, removed by investigations, or otherwise not found	Ineligible

Trinomial	Plotted Location Relative to APE	Previous Eligibility Determination	Extant	Condition	Recommendation
41EP2749	Inside	Undetermined	No	Within new ROW or intact existing ROW. Destroyed by construction activities, removed by investigations, or otherwise not found	Ineligible
41EP2756	Inside	Undetermined	Yes	Prehistoric campsite composed of one surficial thermal feature (F01) and two burned rock fragments (F02) observed at 50 cmbs. No artifacts were observed in association with either feature.	Ineligible
41EP2757	Inside	Undetermined	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP2760	Inside	Ineligible	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP2761	Inside	Ineligible	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP2762	Inside	Undetermined	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible

Trinomial	Plotted Location Relative to APE	Previous Eligibility Determination	Extant	Condition	Recommendation
41EP2763	Inside	Ineligible	No	Within new ROW or intact existing ROW. Destroyed by construction activities, removed by investigations, or otherwise not found	Ineligible
41EP2764	Adjacent	Undetermined	No	Site not present in ROW. No cultural material observed.	Ineligible
41EP2765	Inside	Undetermined	No	Within new ROW or intact existing ROW. Destroyed by construction activities, removed by investigations, or otherwise not found	Ineligible
41EP2774	Adjacent	Ineligible	Yes	Prehistoric campsite with only one quartzite tertiary flake observed in the ROW. No buried material encountered.	Ineligible within APE. No further work recommended.
41EP2775	Inside	Undetermined	Yes	Prehistoric campsite composed of two thermal features (F01-02), one of which (F02) was observed at 20 cmbs. No artifacts were observed in association.	Ineligible

Trinomial	Plotted Location Relative to APE	Previous Eligibility Determination	Extant	Condition	Recommendation
41EP2776/41EP6066	Inside	Eligible	Yes	Prehistoric campsite consisting of one thermal feature (FO1) and 12 El Paso Brownware ceramic sherds. Site 41EP6066 plotted adjacent to 41EP2776; likely the same site.	Ineligible
41EP2777	Inside	Undetermined	No	Within new ROW or intact existing ROW. Destroyed by construction activities, removed by investigations, or otherwise not found	Ineligible
41EP2779	Inside	Undetermined	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP2780	Inside	Undetermined	No	Within new ROW or intact existing ROW. Destroyed by construction activities, removed by investigations, or otherwise not found	Ineligible
41EP2781	Inside	Undetermined	Yes	Prehistoric campsite including a sparse quantity of burned caliche scattered on the surface. No buried material encountered.	Ineligible within APE. No further work recommended.

Trinomial	Plotted Location Relative to APE	Previous Eligibility Determination	Extant	Condition	Recommendation
41EP2782	Inside	Eligible	No	Existing ROW - mitigated, destroyed, or beneath roadway	Destroyed, no contributing elements of site observed within the APE. No further work is recommended.
41EP2786	Adjacent	Undetermined	No	Site not present in ROW. No cultural material observed.	Ineligible
41EP2790	Inside	Undetermined	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP2791	Adjacent	Ineligible	Yes	Prehistoric component includes one concentration (F01) of El Paso Brownware ceramic sherds. Historic component consists of three brown and white glazed crockery fragments, likely of the same vessel. No buried material encountered.	Ineligible within APE. No further work recommended.
41EP2795	Inside	Undetermined	No	Within new ROW or intact existing ROW. Destroyed by construction activities, removed by investigations, or otherwise not found	Ineligible
41EP2802	Inside	Ineligible	Yes	Prehistoric campsite composed of a sparse quantity of burned caliche scattered on the ground surface. No buried material observed.	Ineligible within APE. No further work recommended.

Trinomial	Plotted Location Relative to APE	Previous Eligibility Determination	Extant	Condition	Recommendation
41EP2803	Inside	Ineligible	Yes	Prehistoric campsite including three (F01-03) thermal features, one of which (F02) contains a discrete charcoal stain with limited subsurface deposits.	Ineligible
41EP2804	Inside	Ineligible	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP2814	Inside	Undetermined	No	Within new ROW or intact existing ROW. Destroyed by construction activities, removed by investigations, or otherwise not found	Ineligible
41EP2815	Inside	Ineligible	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible
41EP6040	Inside	Ineligible	No	Existing ROW - mitigated, destroyed, or beneath roadway	Ineligible

Exhibit I. Sites mapped in and adjacent to the FM 659 (CSJ 1046-01-021) APE; tested sites are in bold.

Trinomial	Plotted Location Relative to APE	Previous Eligibility Determination	Extant	Condition	Recommendation
41EP5295	Inside	Eligible	No	Site not present in ROW. No cultural material observed.	Ineligible
41EP5322	Inside	Undetermined	No	Site not present in ROW. No cultural material observed.	Ineligible
41EP5323	Adjacent	Undetermined	No	Site not present in ROW. No cultural material observed.	Ineligible
41EP5490	Inside	Eligible	Unknown	1948 communication cable; not investigated	Project would have no effect or no adverse effect
41EP5512	Adjacent	Eligible	No	Site not present in ROW. No cultural material observed.	Ineligible
41EP5518	Adjacent	Ineligible	No	Site not present in ROW. No cultural material observed.	Ineligible
41EP5519	Adjacent	Ineligible within ROW	Yes	Prehistoric campsite, light surficial artifact scatter (burned caliche, ceramics, groundstone) in and out of APE.	Ineligible within ROW
41EP5521	Adjacent	Undetermined	Yes	Documented as prehistoric campsite with burned caliche and several buried charcoal stains, but no cultural materials were encountered during testing.	Ineligible
41EP5522	Adjacent	Undetermined	No	Site not present in ROW. No cultural material observed.	Ineligible



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June 2, 2016

Section 106 Consultation/ Antiquities Code of Texas
Transmittal of AmaTerra Interim Testing Report; *Interim Report for NRHP-Eligibility Archeological Report: Sites 41EP2693, 41EP2775, 41EP2776, 41EP2803, and 41EP5521, El Paso County, Texas*; El Paso District, CSJ: 0374-02-097, 1046-01-021, 2552-02-028
THC Antiquities Permit No. 7362

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

Dear Ms. Mercado-Allinger:

The above proposed projects will be undertaken with state and federal funds. As required by the First Amended Programmatic Agreement (PA, 2005) and the Memorandum of Understanding with your agency, we are continuing consultation with your office on these projects and are enclosing for your review an interim report of archeological site eligibility testing recently conducted by AmaTerra for the undertaking. Section 106 consultation for these projects was initiated November 19, 2015 for CSJ 2552-02-028 (LP 375), on December 1, 2015 for CSJ 0374-02-097 (US 62/180), and on February 22, 2016 for CSJ 1046-01-021 (FM 659). This letter represents continuing consultation for these projects in consideration of testing on six sites within the APE by AmaTerra Environmental, Inc., and the resulting interim report.

Project 1, CSJ 0374-02-097, US 62/180:

TxDOT's El Paso District is proposing improvements to US 62/180, otherwise known as Montana Ave., in El Paso County, Texas (Exhibits B, C, D). The proposed project would primarily alter the existing four-lane divided highway to a four-lane raised highway with frontage roads. The work would also include construction of associated facilities including eight retention ponds. New right of way (ROW) would be required for both roadway construction and the retention ponds. No temporary or permanent easements would be required. The project's area of potential effects (APE) extends from Limerick Road east to the intersection with Zaragoza Road (FM 659) along US 62/180 (7.8 miles); the project would also extend about 0.5 mile along the Global Reach Drive connector and about 1.3 miles along the LP 375 direct connector. The total project length is about 9.6 miles. Width of the existing right of way (ROW) is about 400 feet to the west of LP 375 and 268 feet to the east of LP 375; the existing ROW spans an estimated 273.8 acres. About 171.6 acres of new ROW would be required. West of LP 375 this would be only on the north side of existing ROW, but east of LP 375 it would be on both sides.

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No temporary or permanent easements would be required. Typical depth of impacts would be no more than two feet, but maximum depth of impacts may reach 50 feet in areas of grade separation or drainage improvement.

Project 2, CSJ 1046-01-021, FM 659:

TxDOT's El Paso District is proposing to widen a portion of FM 659, otherwise known as Zaragoza Road, in El Paso County, Texas (Exhibits B, C, E). The proposed project would widen FM 659, creating a divided roadway with a raised median, and adding two travel lanes (one in each direction), sidewalks, and dedicated bike lanes. The planned improvements would include installation of five retention ponds. The project's APE extends from US 62/180 south to LP 375 along FM 659 (Zaragoza Road). The total project length is thus about 4.75 miles. Existing ROW is 100 feet in width, and spans about 63.72 acres. Segments of new roadway ROW (17.11 acres) would stretch along either side of the existing ROW, and retention ponds would require additional new ROW (5.68 acres). No temporary or permanent easements would be required. Typical depth of impacts would be three to four feet for roadway widening, but maximum depth of impacts would be about 10 to 15 feet for the proposed retention ponds.

Project 3, CSJ 2552-02-028, LP 375:

TxDOT's El Paso District is proposing to widen LP 375, otherwise known as Joe Battle Blvd., in El Paso County, Texas (Exhibits B, C, F). The proposed work would widen the existing roadway by adding additional lanes, frontage roads, and associated facilities, including overpass structures at a tank crossing and at the Spur 601 intersection. The project's APE extends along LP 375 from 0.97 mile north of the intersection with Spur 601 south to the intersection with US 62/180 (Montana Ave.). Additional improvements would occur along 1.08 miles of Spur 601 from its intersection with LP 375. Thus the total project length is about 5.1 miles. The existing ROW varies between 200 and 1,300 feet in width, and comprises an area estimated at 211 acres. Segments of new ROW, amounting to about 114 acres, stretch along either side of the existing ROW. No temporary or permanent easements would be required. Typical depth of impacts would be no more than two feet, but maximum depth of impacts may reach 50 feet at the Spur 601 intersection and at a tank crossing where bridge structures would be added.

On behalf of TxDOT, SWCA Environmental Consultants, Inc. conducted archeological survey of the three project areas in March and April 2015. This fieldwork was performed under three separate THC Antiquities Permits: TAC #7211 (US 62/180, TAC #7212 (FM 659), and TAC 7210 (LP 375). SWCA recommended six sites within the contiguous APEs for eligibility testing based on the presence or potential for intact archeological historic properties (36 CFR 800.16(1)). Five sites (41EP2693, 41EP2756, 41EP2775, 41EP2776/6066, and 41EP2803) intersect with the LP 375 APE; 41EP2803 is within the overlap between the LP 375 and US 62/180 APES; and 41EP5519 extends into the FM 659 APE (Exhibits D, E, F).

Under THC Antiquities Permit #7362, AmaTerra Environmental, Inc. performed eligibility testing on these sites in February and March 2016. All are prehistoric campsites of unknown, Archaic, and/or Formative age, based on diagnostic artifacts or lack thereof. An interim report for the testing fieldwork was recently submitted (*Interim Report for NRHP-Eligibility*

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Archeological Report: Sites 41EP2693, 41EP2775, 41EP2776, 41EP2803, and 41EP5521, El Paso County, Texas by Moira Ernst and Rachel Feit (AmaTerra Principle Investigator), and a copy of the interim report is enclosed for your review. The following paragraphs summarize the results of testing activities on these sites and recommendations by AmaTerra.

41EP2693 (FB 9754). Site 41EP2693 is documented as a Late Archaic/early Formative campsite located within the CSJ 2552-02-028 APE (Exhibit F). A surficial burned caliche scatter, a relatively intact roasting feature, and 58 lithic artifacts, including a projectile point fragment, were documented in the APE. Both features were excavated and all artifacts collected. The APE has been heavily impacted by erosional processes, installation of a chain link fence delineating the Fort Bliss boundary, a two-track road, and highway construction and maintenance.

AmaTerra recommended the site as ineligible for inclusion in the National Register of Historic Places (NRHP) under all criteria of 36 CFR 60.4 and for designation as a State Archeological Landmark (SAL) under all criteria of 13 TAC 26.8. **TxDOT does not concur with this recommendation.** The afore-mentioned roasting feature is largely intact; half the feature fill (23 liters) was collected and will very likely yield chronometric and macrobotanical and/or faunal subsistence data. Therefore, TxDOT recommends that the portion of the site within the APE is **eligible** under criterion (d) (potential to yield information important in history or prehistory). Significance testing, however, has removed those deposits considered important, and no further significant cultural materials in good context remain within the APE. Therefore, no further significant information can be gleaned from additional field investigations, and the remaining cultural deposits within the APE are not recommended as eligible for listing in the NRHP or designation as a SAL. Further laboratory analysis of the feature will be conducted and presented in the final report.

41EP2756 (FB 9821). Site 41EP2756 is an ephemeral campsite of unknown prehistoric age located within the CSJ 2552-02-028 APE (Exhibit F). It was recommended for testing based on a surface thermal feature and another buried one noted during survey. Neither of these features was relocated during testing, and no artifacts or subsurface cultural deposits were encountered. Presently the mapped site boundaries are entirely within the APE, though undiscovered remains may yet exist outside the APE. Thus portions of site 41EP2756 that overlap with the APE are recommended **ineligible** for inclusion in the NRHP and for listing as a SAL. No further work is warranted within the project APE.

41EP2775 (FB 9841). Site 41EP2775 is a campsite dated to the El Paso phase of the Formative period via obsidian hydration during a previous investigation. It is located within the CSJ 2552-02-028 APE (Exhibit F). Three hearth remnants and three artifacts, including a Late Archaic-style dart point (likely curated by El Paso phase occupants rather than representative of an earlier occupation), were documented in the APE. The entire site boundary is well within the APE and most likely does not extend beyond it; four trenches between the site boundary and the edge of the APE were devoid of cultural materials. Most of the APE on this site has minimal integrity, and trenches in the more intact areas lacked cultural deposits. Based on very low potential for

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contributing information the site is recommended as **ineligible** for inclusion in the NRHP or listing as a SAL.

41EP2776/41EP6066 (FB 9842). Once recorded as two separate sites, during the survey phase of this project these were found to overlap and were thus collapsed into one. It is located within the CSJ 2552-02-028 APE (Exhibit F). Site 41EP2776 is a small campsite dated to the Formative period by almost 30 El Paso brownware sherds representing two vessels. The site also included two hearth remnants, a one-hand mano fragment, and a light scatter of lithic artifacts. The entire site boundary is within the APE and most likely does not extend beyond it; a trench extending between the site boundary and the edge of the APE was devoid of cultural deposits. Based on low integrity, the lack of buried deposits, and the removal of the known cultural remains during testing site 41EP2776 is recommended **ineligible** for inclusion in the NRHP and as a SAL.

41EP2803 (FB 9893). Site 41EP2803 is located within the overlap between the CSJ 2552-02-028 and 0374-02-097 APEs (Exhibits D, F). It is a Formative period campsite with three hearth remnants, three surficial burned-caliche scatters and one El Paso brownware sherd. Presently the mapped site boundaries are entirely within the APE, though undiscovered remains may yet exist outside the APE. The site is heavily deflated, the features are in poor condition, and no subsurface cultural deposits or artifacts were encountered during testing. In addition, a piece of plastic was exposed at 70 cm in one trench, demonstrating significant post-depositional disturbance. For these reasons portions of site 41EP2803 that overlap with the APE are recommended **ineligible** for inclusion in the NRHP and as a SAL.

41EP5521. Site 41EP5521 was originally documented as an isolated hearth feature of unknown cultural or temporal affiliation (Exhibit E). However, the present investigation failed to relocate this feature or any other cultural remains. Based on the minimal integrity of the site and lack of cultural materials, portions of 41EP5521 that fall within the APE are recommended **ineligible** for inclusion in the NRHP and as a SAL.

To summarize, AmaTerra performed eligibility testing on six previously recorded sites of undetermined eligibility within the proposed ROW of these three contiguous TxDOT projects.

- Five of these sites (41EP2756, 41EP2775, 41EP2776, 41EP2803, 41EP5521) lack integrity and potential to contribute information important to history or prehistory within the APE; thus portions of these sites that overlap with the APE are recommended as **ineligible** for inclusion in the NRHP and as a SAL.
- One site (41EP2693) contained a relatively intact roasting feature that was thoroughly investigated during testing. The feature fill has high potential to yield chronological and subsistence information that will ultimately contribute to knowledge of the prehistoric occupation of the site; therefore TxDOT does not concur with AmaTerra's recommendation as ineligible, and instead recommends the portion of the site that falls within the APE as **eligible**. Testing activities have exhausted this information potential,

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however, and no further fieldwork is warranted. Further laboratory analysis of the feature will be conducted and presented in the final report for the excavations.

A TxDOT archeologist has reviewed the interim report by AmaTerra and finds it acceptable. As a result of the testing and review of the interim report, and consideration of the previous survey performed by SWCA, TxDOT proposes the following findings and recommendations regarding the investigations of these archeological sites:

- Survey found that much of the existing ROW in the project APE has been extensively disturbed by prior construction. Such activities would have destroyed any fragile archeological materials and moved more durable archeological materials from their original location. Any sites that may occur within the existing ROW lack sufficient integrity of location, association, and materials to be able to address important questions of history and prehistory (36 CFR 60.4).
- Out of 83 previously recorded sites that overlap with the APE, 58 were not relocated and are believed to have been destroyed during roadway construction.
- Of 26 sites encountered within the APE during survey, 20 were recommended as ineligible and not requiring additional investigation, based on severe disturbance, limited assemblages, and/or the absence of buried, intact cultural deposits; additional investigation was recommended on the remaining six sites.
- In Project 1, **US 62/180 (CSJ 0374-02-097)**, investigations of the APE have found no archeological historic properties (36 CFR 800.16(l)), and the project would have no effect on such properties. One tested site (41EP2803) does not meet the criteria for inclusion in the NRHP (36 CFR 60.4) or for designation as a SAL (13 TAC 26.8), and no further work is warranted for the site.

In addition, two proposed retention pond locations south of US 62/180 and east of LP 375 have not yet been surveyed due to denial of right of entry (Exhibit D); these locations will be investigated once right of entry is acquired.

- In Project 2, **FM 659 (CSJ 1046-01-021)**, investigations of the APE have found no archeological historic properties (36 CFR 800.16(l)), and the project would have no effect on such properties. One tested site (41EP5521) does not meet the criteria for inclusion in the NRHP (36 CFR 60.4) or for designation as a SAL (13 TAC 26.8), and no further work is warranted for the site.
- In Project 3, **LP 375 (CSJ 2552-02-028)**, four sites (41EP2756, 41EP2775, 41EP2776, 41EP2803) in this APE do not meet the criteria for inclusion in the NRHP (36 CFR 60.4) or for designation as a SAL (13 TAC 26.8), and require no further work. On the other hand, investigations of the APE found one archeological historic property (41EP2693), and the project would have an adverse effect on that historic property. The testing investigations, however, were sufficient to recover the important information from that historic property. The adverse effect of the undertaking on this historic property shall be

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resolved through additional laboratory analysis of the feature and reporting the analysis results in the final report on the excavations.

- As the Texas State Historic Preservation Officer is the designated official with jurisdiction over Section 4(f) resources protected under the provisions of 23 CFR 774, your comments on our Section 106 findings will be integrated into decision-making regarding prudent and feasible alternatives for purposes of Section 4(f) evaluations. Final determinations for purposes of the Section 4(f) process will be rendered by TxDOT pursuant to 23 USC 327 and the MOU between TxDOT and FHWA dated December 16, 2014. This project would have an adverse effect on archeological historic property 41EP2693. This site is eligible for inclusion in the National Register of Historic Places under Criterion D, for the data it contains, and does not otherwise merit preservation in place. We therefore seek your concurrence on our determination of an exception under Section 4(f) regulations.
- With the exception of one site, no other archeological historic properties (36 CFR Part 800.16(1) or State Archeological Landmarks (13 TAC 26.12) are present within the project APEs.
- The proposed projects may proceed to construction. In the event that unanticipated archeological deposits are encountered during construction, work will cease in the immediate area and professional archeologists will be contacted to initiate post-review discovery procedures under the provisions of 36 CFR 800.13 and the MOU between TxDOT and THC (43 TAC 2.24).

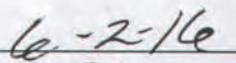
If you have any questions regarding the testing interim report, please contact Rachel Feit (AmaTerra) at (512) 329-0031. If you have any other questions or have need of further information, please contact me at (512) 416-2639. Please sign below to indicate your concurrence. Thank you for your consideration of these projects.

Sincerely,



J. Kevin Hanselka, Archeological Studies Program
Environmental Affairs Division

cc w/ attachment: Rachel Feit (AmaTerra); ECOS

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

FOR OFFICIAL USE ONLY

Date received:
Date approved

United States Army-Fort Bliss Garrison Command
Application for a Federal Permit under
THE ARCHAEOLOGICAL RESOURCES PROTECTION ACT
Approved October 31, 1979
Public Law 9696 (93 Stat. 721; 16 USC 470aa470MM; 32 CFR 229)
or
THE ANTIQUITIES ACT
Approved June 8, 1906
Public Law 59-209 (34 Stat 225; USC 431-433; 43 CFR 3)

Instructions: Complete form and submit two copies to the Fort Bliss Directorate of Environment. All information requested must be completed before the application can be processed. Use additional sheets of paper if more space is needed to complete the form.

1. Name of Institution or company:	2. Address:
Texas Department of Transportation (TxDOT) Environmental Affairs Division	125 E. 11 th Street Austin, TX 78701

3. Permit type: (check appropriate box)

a. Surveys and limited testing or limited collections on Fort Bliss lands (Army Fee-Owned)

b. Excavation, intensive testing, major collections of specific sites on Fort Bliss lands (Army Fee-Owned)

4. Specific areas and/or sites for which the permit is requested: (include state and Fort Bliss site numbers, specific training areas, USGS quad names and legal descriptions for the study area. Maps may be attached)

Training Area 1B, USGS quad: Ft. Bliss SE (o3116g3) (map attached)

5. Nature and extent of proposed work, including purpose and methodology:

In compliance with Section 106 of the National Historic Preservation Act (NHPA; 54 USC 306108) and the Antiquities Code of Texas (ACT; 9 NRC 191) archeological survey is necessary in advance of two TxDOT highway improvement projects. First (CSJ 2552-02-028), TxDOT proposes to improve 4.1 miles of Loop 375 (Purple Heart Memorial Highway) from just north of Spur 601 to US 62/180, including main lane and frontage road additions, widening and addition of bridge structures, and the realignment of curves. Work will impact about 325 acres, 114 of which is new ROW that TxDOT will acquire from Fort Bliss. Second (CSJ 0374-02-097), TxDOT proposes to widen 9.6 miles of US 62/180 (Montana Ave.), about 4.2 miles (138 acres) of which from just east of Global Reach Dr. to LP 375 are presently on Fort Bliss land (see attached map).

Backhoe scrapes were systematically excavated across these Areas of Potential Effect (APE) and within previously recorded archeological sites. Additional backhoe scrapes were excavated near

previously recorded archeological sites located adjacent to the APE, to assess their potential to extend into the APE.

6. Include name, address, and institutional affiliation for persons in "a" and "b" below. Applicants must attach evidence of qualifications (vitae or resume) and meet the qualifications outlined in the Uniform Regulations:

a. Individual(s) proposed to be directly responsible for conducting the work in the field:

Steve Carpenter
SWCA Environmental Consultants
4407 Monterey Oaks Blvd., Bldg. 1, Suite 110
Austin, TX 78749

b. Individual(s) proposed to be responsible for carrying out the terms and conditions of this permit (in "general charge" of the project if different from "a" above):

Kevin Hanselka
Texas Department of Transportation, Environmental Affairs Division
125 E. 11th Street
Austin, TX 78701

7. Proposed date field work will begin: March 15, 2015

8. Proposed date for end of field work: April 15, 2015

9. Curation: All applicants for ARPA permits on Fort Bliss must agree to curate all materials at the Fort Bliss Curatorial Facility, following the specifications outlined in the current Fort Bliss Curation SOP. All archaeological and paleontological materials removed from Fort Bliss lands are the property of the US government.

n/a – no materials collected

10. Proposed outlet and or method of public written dissemination of the results (Note: applicant must agree to provide final copies of all results, reports, articles, etc. to the Fort Bliss Directorate of Environment. Fort Bliss DOE must have an opportunity to review and comment on all drafts before publication)

Results and recommendations will be presented in unpublished bound and digital reports prepared by SWCA and filed at the Texas Department of Transportation, Environmental Affairs Division. Copies will be provided to Fort Bliss DOE for their records, and available for download on the Texas Historical Commission Archeological Sites Atlas.

11. Evidence of applicant's ability to initiate, conduct and complete the proposed activity including evidence of logistical support, equipment and laboratory facilities:

Crew will have logistical support from the TxDOT El Paso District office in El Paso, which will also provide a backhoe for trenching during the archaeological survey; all other survey equipment will be provided by SWCA. SWCA maintains laboratory facilities at their office in Austin should they prove necessary. Crew will be in constant contact with TxDOT Principle Investigator Kevin Hanselka regarding progress of the fieldwork and should any issues arise.

12. Signature of individual in general charge (item 6b above)

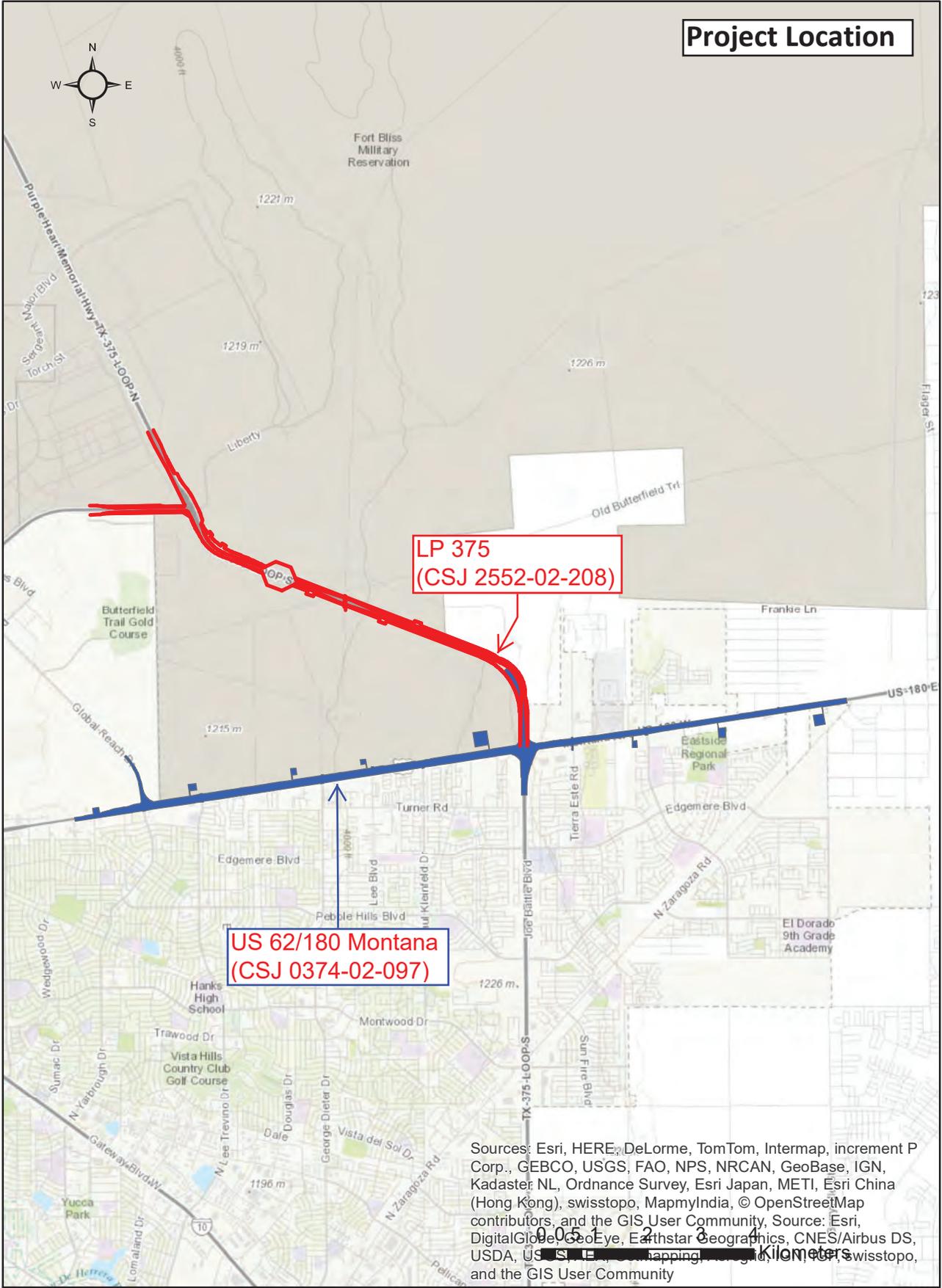
Kevin Hanselka

13. Date of application: October 28, 2015

14. Signature of Garrison Commander or designated CRM: 

15. Date of approval: 10/28/2015

Project Location



**LP 375
(CSJ 2552-02-208)**

**US 62/180 Montana
(CSJ 0374-02-097)**

Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community. Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, SIA, Airphoto, Swisstopo, and the GIS User Community

Kim Johnson

From: WHAB_TxDOT [mailto:WHAB_TxDOT@tpwd.texas.gov]
Sent: Tuesday, June 26, 2018 1:51 PM
To: Claudia Ortega <Claudia.Ortega@txdot.gov>; Mimi Horn <Mimi.Horn@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Kim Johnson <kjohnson@blantonassociates.com>
Cc: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: Loop 375 CSJ: 2552-02-028

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 40230. 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: Claudia Ortega [mailto:Claudia.Ortega@txdot.gov]
Sent: Monday, June 25, 2018 3:38 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Mimi Horn <Mimi.Horn@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Kim Jenkins <kjohnson@blantonassociates.com>
Subject: Loop 375 CSJ: 2552-02-028

Good afternoon,

I am requesting coordination for Loop 375 (Purple Heart Memorial Highway) from Spur 601 (Liberty Expressway) to Montana Avenue (US 62/180) in El Paso, Texas, CSJ:2552-02-028. The proposed project would widen Loop 375 to a six-lane facility (three in each direction), with three-lane frontage roads on either side of Loop 375 and a hike and bike trail.

The proposed project would construct approximately 7.85 acres of retention ponds throughout the project area. Please see attached Tier 1 form and let me know if you have any questions.

Regards,

Claudia Ortega

Environmental Specialist/ Bicycle Coordinator

Texas Department of Transportation

13301 Gateway West, El Paso, TX 79928

Claudia.Ortega@txdot.gov

915.790.4307



November 8, 2018

Transmitted Via E-mail

Mrs. Barbara C. Maley, AICP
Env/Tranp Plan Coord & Air Quality Specialist
Barbara.Maley@dot.gov

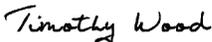
Re: Request for Project-Level Conformity Determination
El Paso County
CSJ 2552-02-028, 1046-03-005, 2552-02-904 and 1046-03-906
LP 375: From SPUR 601 to US 62/180 (MONTANA AVE.)

Dear Mrs. Maley:

Attached is the copy of the Transportation Conformity Report Form for your review and concurrence.

A project-level conformity determination is requested from you. Please note that TxDOT is respectfully requesting an expedited turnaround on or before COB 11/09/18, if at all possible. If you have any questions regarding this project, please contact me at (512) 416-2659.

Sincerely,

DocuSigned by:

C9CB724D35CE4BD...

Tim Wood
Air Specialist
Environmental Affairs Division

Attachment(s)



Transportation Conformity Report Form

Project Facility Name: LP 375

MPO Project IDs: F057X-CAP, P448X-CAP, F058X-CAP, P465X-CAP-1

Project CSJ Numbers: 2552-02-028, 1046-03-005, 2552-02-904 and 1046-03-906

Project Limits

From: SPUR 601

To: US 62/180 (MONTANA AVE.)

Project Sponsor: TXDOT

Project Description¹: The proposed project would widen Loop 375 to a six-lane facility (three lanes in each direction), with three-lane frontage roads on either side of Loop 375 and a hike and bike trail on the southbound side. The proposed project would also provide improvements to the Loop 375 and Spur 601 intersection by constructing three direct connectors. The proposed project would be constructed in two phases, and would open to traffic in 2040.

Date of anticipated environmental decision/re-evaluation: November 2018

Let Year: 2019

ETC² Year: 2040

Conformity Year³: 2040

Total Project Cost: 46,500,000

Adding Capacity? Yes No

Counties: El Paso

Project Classification: CE EA EIS Re-evaluation

Important Information

A determination of project-level conformity is not permanent. It is recommended that conformity be checked early and often in the project development process, but that this specific form be coordinated within 60 days of the anticipated environmental decision to avoid coordinating the form more than once. The following events would require a project's conformity determination to be reevaluated.

1. Changes to the project's design concept, scope, limit, funding, or estimated time of completion (ETC) year
2. Changes to the project's listing in the MTP, TIP, or STIP related to design concept, scope and limits; funding or ETC year
3. New conformity determinations on the applicable MTP, TIP, or STIP (even if it occurs after the

¹ Project description, project details, and other project information should include enough detail in order to make a determination of project consistency with the MTP, TIP, STIP, and corresponding transportation conformity determination.

² The ETC or estimated time of completion year is the date the entire project as described in the environmental review document will be open to traffic.

³ If this project is NOT considered regionally significant by the MPO, enter "N/A – non-regionally significant". In addition, note that the conformity year is sometimes referred to as the network year. When a MTP identifies a specific timeframe during which a project will be operational, the last year of that timeframe is the conformity year.



Transportation Conformity Report Form

FHWA/FTA project-level conformity determination has been made)

In particular, if there is a planned MTP update/amendment and associated transportation conformity determination expected to be completed on or near the time of project approval, it is recommended that the project sponsor prepare this conformity determination after the plan update/amendment and associated transportation conformity determination is completed, if the update/amendment will affect the project as specified in item 1 above. Consult with ENV air specialist if further assistance is needed.

Instructions

Check the appropriate box for each question, using the most current information available, and be aware that the answers will dictate which questions must be answered for each specific project. Start with Step One, and follow the instructions included in each step, if any additional instructions are provided.

The information displayed between carets, <like this> represents a field that should be customized with project specific information. In the electronic file, these fields are highlighted in grey. Content prompts, like **Choose an item**, represent dropdown menus, which also must be customized with project specific information.

If the form requires the preparer to “STOP” because something is lacking, then it is recommended that the time it would take to make the necessary changes to the MTP, TIP, or project should be re-evaluated against the project’s proposed letting date (i.e., letting date may need to be adjusted).

Step 1: Is this a federal project with a federal lead other than FHWA/FTA?

- Yes – STOP. Transportation conformity does not apply to the project, however, general conformity may apply.**

Consult the ENV air specialist regarding this project and potential general conformity requirements.

- No – Continue to Step 2.

Step 2: Is this a FHWA/FTA project⁴?

- Yes – Proceed to Step 4.
 No – Continue to Step 3.

Step 3: Is this project considered regionally significant⁵ in accordance with [40 CFR 93.101](#) or [30 TAC 114.260\(d\)\(2\)\(iv\)](#)?

- Yes – Continue to Step 4.
 No – **STOP. In accordance with 40 CFR 93.102(a)(2), a project level transportation conformity determination is not required for non-regionally significant, non-FHWA/FTA projects.**

⁴ Note that this includes projects which may not have federal funding but would otherwise require federal approval.

⁵ If a project is on the MPO’s NON-regionally significant project list, it is not regionally significant. Each MPO may have different criteria for designating a project as regionally significant.



Transportation Conformity Report Form

- Step 4:** Is the project located in a nonattainment or maintenance area⁶ for ozone⁷, nitrogen dioxide (NO₂), carbon monoxide (CO), particulate matter (PM_{2.5} or PM₁₀)?
- Yes – **Transportation conformity rules apply.** The project is located in the EPA designated El Paso moderate nonattainment⁸ area for PM-10. Continue to Step 5.
- No – **STOP. Transportation conformity does not apply to the project.**
- Step 5:** Is the project exempt⁹ from conformity in accordance with [40 CFR 93.126](#)¹⁰ or [40 CFR 93.128](#)¹¹?
- Yes – **STOP. Transportation conformity does not apply to the project.** This project falls under the following exemption: *Choose an item.*
- No – Continue to Step 6.
- Step 6:** Is the project exempt from the regional conformity analysis in accordance with [40 CFR 93.127](#)?
- Yes – **The project is exempt from regional conformity requirements.** This project falls under the following exemption: *Choose an item.* Proceed to Step 16.
- No – Continue to Step 7.
- Step 7:** Does the project fall within the boundaries¹² of an MPO?
- Yes – Proceed to Step 9.
- No – Continue to Step 8.

⁶ If unsure about the nonattainment or maintenance status, it can be checked in multiple locations, including: the [EPA Greenbook](#), the [TCEQ website](#), or the applicable table in the [Air Quality toolkit](#).

⁷ Note the 1997 ozone standard was revoked by EPA.

⁸ Area classifications can be either maintenance, marginal nonattainment, moderate nonattainment, serious nonattainment, severe nonattainment, or extreme nonattainment

⁹ Most added capacity projects will not be exempt, whereas most non-added capacity projects will be exempt.

¹⁰ Ultimately, the interpretation of what projects types meet these exemption criteria is under the purview of the federal lead agency. For example, although it could be interpreted to meet some of the exemption project types, a project changing from general purpose to managed lanes is NOT considered to be exempt from conformity.

¹¹ Grouped CSJ projects, by rule, must be exempt under these criteria.

¹² i.e., within a Metropolitan Planning Area (MPA)



Transportation Conformity Report Form

Step 8: Is the project design concept, scope and limits, conformity analysis year, and funding consistent with an approved¹³ regional conformity analysis for an isolated rural area that meets the requirements of [40 CFR 93.109](#)?

- Yes – **The project is consistent with an approved regional conformity determination that meets the requirements of 40 CFR 93.109 for isolated rural areas.** Proceed to Step 16.
- No – **STOP. The project is not consistent with a regional conformity determination for an isolated rural area. TxDOT will not take final action until the project is consistent with an approved regional conformity determination that meets the requirements of 40 CFR 93.109 for isolated rural areas.**

Do not sign this form. Please ensure that the project is included in and consistent with an approved regional conformity determination then reevaluate the project using this form.

Step 9: Are all of the project phases¹⁴ for the entire project described in the environmental document included in the fiscally constrained portion of the MTP?

- Yes – Continue to Step 10.
- No – **STOP. The project was not included in the area's regional conformity determination, and, therefore, is not consistent with it.** The MTP needs to be amended to include this project and a new conformity determination needs to be made on the MTP before consistency can be determined for the project, or the project needs to be revised to be consistent with the existing MTP.

Consult with the district TP&D and MPO on how to proceed.

Step 10: Is at least one phase of the project beyond the NEPA study (corridor study) included in either the appropriate year of the conforming TIP¹⁵ or in Appendix D (if will not be let within the timeframe of the TIP)?

- Yes – Continue to Step 11.
- No – **STOP. The project is not included in the conforming TIP and is therefore not consistent with it.** At least one phase of the project must be added to the conforming TIP before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

¹³ The consultation partners are responsible for approving regional conformity analyses.

¹⁴ A project phase is a separate portion of a project such as: NEPA study, ROW acquisition, final design, construction, and/or partial construction.

¹⁵ In Texas, a conforming TIP is one that has been included into the STIP, so projects must be in the STIP in order to show that they come from a conforming TIP.



Step 11: Are the current project limits the same¹⁶ or do they fall within the project limits listed in the MTP and STIP?

- Yes – Continue to Step 12.
- No – **STOP. The project is not consistent with the conforming MTP and TIP.** Either the MTP and TIP, or the project needs to be revised before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

Step 12: Is the activity being proposed the same as that in the MTP and STIP project description in both type¹⁷ of facility and number¹⁸ of lanes?

- Yes – Continue to Step 13.
- No – **STOP. The project is not consistent with the conforming MTP and TIP.** Either the MTP and TIP, or the project needs to be revised before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

Step 13: Does the project's ETC year fall between its identified conformity year¹⁹ in the MTP and the previous conformity year identified in the MTP?

- Yes – Continue to Step 14.
- No – **STOP. The project is not consistent with the conforming MTP and TIP.** Either the MTP and TIP or the project needs to be revised before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

- N/A – This project is non-regionally significant. Continue to Step 14.

Step 14: Is the estimated total project cost or the cost identified in the MTP greater than \$1,500,000?

- Yes – Proceed to Step 15.
- No – Fiscal constraint requirements do not apply. This project is consistent with the currently conforming MTP and TIP. Proceed to Step 16.

¹⁶ The limits are considered the same if the logical termini noted in the environmental document fall within the limits of the project noted in the MTP or the logical termini noted in the environmental document are not significantly greater (~1mile) than the limits noted in the MTP due to transition areas for safety or other factors required to be considered when establishing logical termini for environmental document purposes.

¹⁷ The type of activity refers to the type of enhancement, such as: main lanes, frontage roads, HOV lanes, direct connectors, bridge replacement, etc...

¹⁸ The number refers to the amount of each activity type, such as: number of main lanes or number of frontage lanes.

¹⁹ For the purposes of this determination, the term conformity year is synonymous with the network analysis year for the MTP.



Step 15: Does the estimated project cost exceed what is contained in the MTP by more than 50%²⁰?

- Yes – **STOP. The project is not consistent with the MTP and TIP because it is not fiscally constrained.** Either the MTP and TIP, or the project needs to be revised before consistency can be determined or a case-by-case decision will need to be made by FHWA.

Consult with the district TP&D and MPO on how to proceed.

- No – **This project is consistent with the currently conforming MTP and TIP.**
Continue to Step 16.

Step 16: Is the project located in either a CO, PM_{2.5}, or PM₁₀ nonattainment or maintenance area?²¹

- Yes – Continue to Step 17.

- No – **Hot-spot conformity requirements do not apply.** Proceed to Step 21.

Step 17: Is this a state or local project with NO federal funding and NO federal decision required?

- Yes – **Hot-spot conformity requirements do not apply.** Proceed to Step 21.

- No – **Hot-spot conformity requirements apply.** Request the local MPO to initiate a consultation call with the Consultation Partners.

Fill out the Hot-Spot Analysis Data for a Consultation Partner Decision Form to present the project data to the Consultation Partners for review prior to the consultation call.

Continue to Step 18.

Step 18: Did the consultation partners determine that this is a project of air quality concern (POAQC)?

- Yes – **A hot-spot analysis is required and must be approved by the consultation partners.**

Conduct a hot-spot analysis in accordance with the methodology approved by the consultation partners, and use the applicable [EPA hot-spot guidance](#).

Continue to Step 19.

- No – **A hot-spot analysis is not required because the project is not a POAQC. The consultation partners made this determination on June 29, 2018.**

Proceed to Step 21.

²⁰ Multiply the MTP cost by 1.5. The current estimated total project cost should not exceed this amount.

²¹ Note that this currently only applies to projects in El Paso.



Transportation Conformity Report Form

Step 19: Does the approved hot-spot analysis verify that the project will not cause, contribute to, or worsen a violation of applicable CO, PM_{2.5}, or PM₁₀ NAAQS or that the project will at least improve conditions from that of the no-build alternative?

- Yes – **The project is not anticipated to cause, contribute to, or worsen a violation of the applicable NAAQS.** Continue to Step 20.
- No – **STOP. The project, as it is currently presented, does not comply with conformity requirements because it is anticipated to cause, contribute to, or worsen a violation of the applicable NAAQS.**

Identify and get consultation partner agreement upon mitigation measures to offset project impacts to air quality. Reevaluate this project using this form once these mitigation measures have been identified and committed to.

Step 20: Have all the agreed upon mitigation measures as well as any applicable SIP control measures received a written commitment?

- Yes – Continue to Step 21.
- No – **STOP.**

Do not proceed until there are written commitments to implement all the agreed upon mitigation measures and any applicable SIP control measures. Reevaluate this project using this form once these commitments have been made in writing.

- N/A because no mitigation is required and there are no applicable SIP control measures which affect this project, Continue to Step 21.

Step 21: The transportation conformity evaluation is complete.

Attach applicable pages of the MTP and TIP, or the STIP, project schematics, typical sections, hot-spot analyses and determinations, and any conformity related public comment and response. Implement the following processing instructions as applicable.

- This is a regionally significant State-only project with no FHWA/FTA action required (the answer to Steps 3 is yes); therefore:
- Submit this form to the ENV air specialist. If ENV concurs that all project level conformity requirements have been met, ENV shall sign the form below. Coordination with FHWA/FTA is not required.*

Retain this form in the project file.

- This is a FHWA/FTA non-exempt project (the answer to Steps 2 and 4 is yes, and the answer to Steps 5 and 6 is no); therefore:

Submit this form to the ENV air specialist. After ENV air specialist review, ENV will coordinate this form with FHWA/FTA for a project level conformity determination. If FHWA/FTA agrees that all project level conformity requirements have been met, they shall sign the project level conformity determination line below. A project level conformity determination is not complete and project clearance cannot be given until FHWA/FTA signs this form.

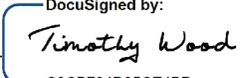
Retain this form and any coordination with FHWA/FTA in the project file.



Transportation Conformity Report Form

TxDOT ENV Transportation Conformity Validation Complete:

Project CSJ Numbers: 2552-02-028, 1046-03-005, 2552-02-904 and 1046-03-906

Signature  _____
C9CB724D35CE4BD...

Name: Timothy Wood
Title: Environmental Specialist
Date: 11/8/2018

FHWA/FTA Determination of the Project-level Conformity:

Signature _____

Name: _____
Title: Air Quality Specialist and Transportation Planner
Date: _____

NOTE: FHWA project-level conformity determination is based upon clarification provided by TxDOT (attached).

**Destino 2045 MTP Project List
TX Highway and Roadway (FHWA and Local funds)**

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2019-2045 Cost	Est. Const. Cost	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
0924-06-91	A327X-CAP	Old Huaco Trunk Extension	Build 4 lane roadway ADD 1 LANE EACH DIRECTION INCLUDING OPERATIONAL TURN LANE ON EACH DIRECTION. EB AND WB FROM EXECUTIVE BLVD. TO ASARCO HALL BRIDGE AND EB FROM CAMPBELL ST. TO DALLAS ST.)	FM 76 North Loop Dr	SL 375 BORDER HWY EAST - BHE	2040	\$16,959,866	\$29,369,001	\$1,439,081	\$0	\$30,808,082	TXDOT	2031
2121-02-902	083X-CAP	H-10 WIDENING AT DOWNTOWN	Widen from 4 to 6 lanes divided	EXECUTIVE CENTER	DALLAS ST	2040	\$35,000,000	\$6,06,086,757	\$29,698,251	\$0	\$635,785,008	TXDOT	2031
2552-04-904	F08X	SL 375 EB US 62 PAISANO RAMP IMPROVEMENTS	OPERATIONAL RAMP IMPROVEMENTS (Ramp will provide a connection on the existing EB SL 375 to EB US 62 via US 54 exit)	SL 375 EB (CESAR CHAVEZ BORDER HWY)	US 62 (PAISANO DR)	2040	\$12,503,505	\$21,652,025	\$1,060,949	\$0	\$2,712,974	TXDOT	2031
0665-01-901	P206B-15A	FM 3255 (MARTIN LUTHER KING JR BLVD) WIDENING EXISTING 4 LANE SEGMENT	WIDEN FROM 2 LANES TO 4 LANES DIVIDED INCLUDING REHAB ON EXISTING 4 LANE SEGMENT	TX/MA STATELINE	LOMA REAL AVE	2040	\$15,988,964	\$27,687,712	\$1,356,698	\$0	\$29,044,410	TXDOT	2031
0005-02-902	A528X-CAP	SH 20 ALAMEDA WIDENING	Widen from 4 to 6 lanes divided	SL 375 (AMERICA AVE)	FM 1110 CLINT DR	2040	\$47,069,119	\$81,508,485	\$3,993,916	\$0	\$85,507,401	TXDOT	2031
3451-01-901	R413X-MOD	FM 1381 (HOBSON BLVD) WIDENING	Widen from 4 to 6 lanes divided	H-10	ANTWERP	2040	\$18,483,193	\$33,287,187	\$1,631,072	\$0	\$34,918,259	TXDOT	2032
1046-03-904	P464X-CAP	STATE SPUR 601 FRONTAGE ROAD AND OPERATIONAL IMPROVEMENTS	BUILD FRONTAGE ROAD FROM GLOBAL REACH TO SL 375, AND OPERATIONAL IMPROVEMENTS FROM AIRPORT RD. TO SL 375.	AIRPORT ROAD	SL 375 (PURPLE HEART)	2040	\$7,144,195	\$13,380,943	\$65,666	\$0	\$14,036,609	TXDOT	2033
1046-03-906	P465X-CAP-1	SL 601 AT SL 375 DIRECT CONNECTOR	SL 601 AT SL 375 EB TO NB DIRECT CONNECTOR	SS 601	SL 375 (PURPLE HEART MEMORIAL HIGHWAY)	2040	\$9,971,387	\$19,423,270	\$95,174	\$0	\$20,375,010	TXDOT	2034
2552-02-904	R038X-CAP	Loop 375 Purple Heart Widening of Frontage Roads	Widen Frontage Roads from 2 lanes to 3 lanes in each direction	Spur 601	US 62/180 Montana Ave)	2040	\$8,000,000	\$14,407,548	\$800,000	\$0	\$15,207,548	TXDOT	2035
0167-01-901	P218X-CAP	US 54 (PATRIOT FWY) MAINLANES	BUILD 4 LANE DIVIDED HWY AND GRADE SEPARATIONS.	FM 2529 (MCCOMB ST)	STATE LINE RD	2045	\$10,349,817	\$265,173,347	\$12,993,494	\$0	\$278,166,841	TXDOT	2041
0924-06-915	A522D-CAP	FM 3380 AGUILERA INTL HWY WIDENING, PHASE 3	WIDEN FROM 2 LANE UNDIVIDED TO 4 LANE DIVIDED	SH 20 (ALAMEDA AVE)	IH-10	2045	\$14,588,472	\$42,063,798	\$7,061,126	\$0	\$44,124,624	TXDOT	2044
0924-06-664	E108X-3	University Avenue Pedestrian and Bike Enhancement - Phase III	This project is located in The University of Texas at El Paso (UTEP) campus along University Avenue between Oregon Street and Campus. This phase will complete the pedestrian and bike enhancements with reconstructed and widened sidewalks, bike lanes, landscape parkways and street lanes and completes the connection of an improved continuous pedestrian and bicycle enhancement along University Avenue corridor between Stanton Street to the UTEP campus.	Oregon Street	To a point southwesterly 450 feet long University Ave Monument at Kansas St and University Ave	2030	\$1,324,767	\$158,147	\$0	\$0	\$1,482,914	UTEP	2019
	A307X-B	UTEP Transportation Improvements: Glory Road Segment 1 of 3 Projects	Reconstruction and alignment of Glory Road, a functional classified Major Collector, from Oregon Street to Sun Bowl Drive, both being minor arterials. The project addresses pedestrian safety and provides improved access to Sun Metro's Transit Facility.	Glory Road	Sun Bowl Drive	2030	\$2,497,241	\$4,158,090	\$203,746	\$0	\$4,361,036	UTEP	2030
	A137X	VALLEY CHILE RD RECONSTRUCTION	RECONSTRUCTION OF ROADWAY TO INCLUDE SIDEWALKS, DRAINAGE, LIGHTING AND ILLUMINATION, LANDSCAPING, AND IRRIGATION.	SH 20 (DOWNTOWN DR)	IH-10	2030	\$4,534,355	\$7,550,034	\$710,657	\$0	\$8,365,046	Valton/County EP	2030

FHWA Funding Transfers To FH507 Funding (Projects Listed Below Are Informational Only, Funding Allocations Are Accounted In FHwa Highway And Roadway Project List And Financials)

0924-06-550	T064X	Alameda RTIS Operating Assistance FY1.1 - 2019	1st Year of Alameda BRT RTIS operations.	Downtown Terminal - Santa Fe and Fourth	Mission Valley Terminal - Alameda and Zaragoza	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2019
0924-06-537	T065X	Dyer RTIS Operating Assistance FY1.1 - 2019	1st Year of Dyer BRT RTIS operations.	Downtown Terminal - Santa Fe and Fourth	Norhtgate Terminal - Dyer at Wren	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2019
0924-06-552	T108X-1	El Paso Streetcar System 1st Year Operating Assistance	Operating Assistance for 1st year of new transit service intended to reduce congestion and CO emissions.	Father Rahm	Glory Road	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2019
0924-06-538	BP06	Procurement of 3 Buses	Santa Fe Downtown Terminal (2 buses) MCA-TUDJMC areas (1 bus)	Santa Fe Downtown Terminal (2 buses) MCA-TUDJMC areas (1 bus)	Sunland Park-Shadow Mountain (2 buses) Power Streets (1 bus)	2020	\$1,800,000	\$1,800,000	\$0	\$0	\$1,800,000	Sun Metro-Transit	2019
0924-06-553	T108X-2	El Paso Streetcar System 2nd Year Operating Assistance	Operating Assistance for 2nd year of new transit service intended to reduce congestion and CO emissions.	Father Rahm	Glory Road	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2020
0924-06-541	T093X	Montana RTIS 1st year operating assistance	1st year of Montana BRT RTIS operations.	Five Points Terminal - 28th Montana	Far East Terminal - R.C. Pove - Edgemere	2020	\$1,300,000	\$1,300,000	\$0	\$0	\$1,300,000	Sun Metro-Transit	2020
0924-06-551	T091X-2	Alameda RTIS Operating Assistance FY 2 - 2020	2nd Year of Alameda BRT RTIS operations.	Downtown Terminal - Santa Fe and 4th	Mission Valley Terminal - Alameda and Zaragoza	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2020
0924-06-540	T065X-2	Dyer RTIS Operating Assistance Year 2 - 2020	2nd Year of Dyer BRT RTIS operations.	Downtown Terminal - Santa Fe and 4th	Norhtgate Terminal - Dyer at Wren	2020	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	Sun Metro-Transit	2020
0924-06-576	T108X-3	El Paso Streetcar 3rd Year Operating Assistance	3rd year of Streetcar operations	Father Rahm - Downtown Terminal	Glory Road	2030	\$1,810,391	\$2,117,901	\$0	\$0	\$2,117,901	Sun Metro	2021
0924-06-574	T092X	Montana RTIS 2nd year Operating Assistance	2nd year of Montana RTIS operations	Downtown terminal - Santa Fe	Far East Terminal - RC Pove & Edgemere	2030	\$1,956,255	\$2,288,542	\$0	\$0	\$2,288,542	Sun Metro	2021
0924-06-573	T095X	Dyer RTIS 3rd Year Operating Assistance	3rd year of Dyer RTIS operations	Downtown terminal - Santa Fe	Northeast Terminal - Dyer @ Diana	2030	\$1,314,714	\$1,538,029	\$0	\$0	\$1,538,029	Sun Metro	2021
0924-06-572	T096X	Alameda RTIS 3rd Year Operating Assistance	3rd year of Alameda RTIS operations	Downtown terminal - Santa Fe	Mission Valley Terminal - Alameda @ Zaragoza	2030	\$1,956,255	\$2,288,542	\$0	\$0	\$2,288,542	Sun Metro	2021
0924-06-575	T097X	Montana RTIS 3rd year Operating Assistance	3rd year of Montana RTIS operations	Downtown terminal - Santa Fe	Far East Terminal - RC Pove & Edgemere	2030	\$1,961,899	\$2,411,283	\$0	\$0	\$2,411,283	Sun Metro	2022

Plan View Projects Or AIF Years Projects (Do Not Equal The Approximate Cost Per Year Of Each Project)

1800X	R000X	Bridge Replacement/Rehabilitation	Rehab Or Rehabilitate Bridges	El Paso County, On And Off State System	ALL	ALL	\$53,200,000	\$1,900,000	\$93,100	\$0	\$1,993,100	TXDOT	STRICTS-ALL
	R008X	Preventive Maintenance & Rehabilitation Innd (On State) Safety Projects	For Major Reconstruction but Also Includes Signs, Striping, Pavement Markings, And Signals	Texas State Highway System	ALL	ALL	\$64,600,000	\$2,914,286	\$1,122,800	\$0	\$24,037,086	TXDOT	PM&R-ALL
	M028B	Safety Projects	Safety Lighting, Signals, Intersections, Etc.	Emts Area	ALL	ALL	\$19,762,631	\$6,700,094	\$32,835	\$0	\$702,929	TXDOT	SAFE-ALL



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Project Management > [Area List](#) > [STIPs \(M-EL PASO\)](#) > [Revisions \(\)](#) > [TIP Instances \(Unassigned\)](#) > [Highway Projects \(Unassigned\)](#) > Project Details

Color Key: - Business rule violation - Value changed in current session - Different from DCIS or latest approved copy

[Data](#)

Statewide TIP Revision Phase Construction
 District County
 MPO Highway
 CSJ - - TIP FY

- Construction
- Engineering
- Environmental
- Engineering
- Right-of-Way
- Acquisition
- Utilities
- Transfer

Total Project Cost Information

Prelim Engineering	\$2,421,570
ROW Purchase	\$7,626,000
Construction Cost	\$44,663,725
Const Engineering	\$2,125,051
Contingencies	\$88,955
Indirect Costs	\$0
Bond Financing	\$0
Potential Chg Ord	\$2,327,672
Total Project Cost	\$59,252,973
YOE Cost	
Toll	<input type="checkbox"/>
TCM	<input type="checkbox"/>

Revision Date NOX (Kg /D):
 Project Sponsor VOC (Kg /D):
 MPO Proj Number PM10 (Kg /D):
 MTP Reference PM2.5 (Kg /D):
 City CO (Lbs /D):

Limits From

Limits To

Project Description

P7 Remarks

Project History

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
4	\$13,911,780	\$3,477,945	\$0	\$0	\$0	\$17,389,725
2M	\$21,819,200	\$5,454,800	\$0	\$0	\$0	\$27,274,000
Total	\$35,730,980	\$8,932,745	\$0.00	\$0.00	\$0.00	\$44,663,725

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
EL PASO	EL PASO	EL PASO	2552-02-028	2019	LP 375	C	EL PASO	\$ 44,663,725	
LIMITS FROM: SPUR 601							PROJECT SPONSOR: TXDOT		
LIMITS TO: US 62/180 (MONTANA AVE.)							REVISION DATE: 07/2018		
PROJECT LOOP 375 (PURPLE HEART) WIDENING AND CONSTRUCTION OF FRONTAGE ROADS: WIDEN 4 TO 6 LANES ON MAINLANES AND CONSTRUCT 2 LANE FRONTAGE ROADS IN EACH DIRECTION.							MPO PROJ NUM: F057X-CAP		
DESCR: LANES ON MAINLANES AND CONSTRUCT 2 LANE FRONTAGE ROADS IN EACH DIRECTION.							FUNDING CAT(S): 2M,4		
REMARKS P7: PROGRAM D2045 MTP, D19-22 TIP, 19-22 STIP, IN FY 2019.							PROJECT Amend to program into amended H2040 MTP, H17-20 TIP, 17-20 STIP in FY 2019.		
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG: \$	2,421,570	COST OF APPROVED PHASES \$ 44,663,725	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	7,626,000		2M	\$ 21,819,200	\$ 5,454,800	\$ 0	\$ 0	\$ 0	\$ 27,274,000
CONST COST: \$	44,663,725	4	\$ 13,911,780	\$ 3,477,945	\$ 0	\$ 0	\$ 0	\$ 17,389,725	
CONST ENG: \$	2,125,051	TOTAL	\$ 35,730,980	\$ 8,932,745	\$ 0	\$ 0	\$ 0	\$ 44,663,725	
CONTING: \$	88,955								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	2,327,672								
TOTAL COST: \$	59,252,973								

TIP History

07/2018	Revision: Approved	08/02/2018
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2019-2022 STIP		07/2018 Revision: Approved 09/28/2018						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
EL PASO	EL PASO	EL PASO	2552-02-028	2019	LP 375	C	EL PASO	\$ 44,663,725
LIMITS FROM: SPUR 601		PROJECT SPONSOR: TXDOT						
LIMITS TO: US 62/180 (MONTANA AVE.)		REVISION DATE: 07/2018						
PROJECT LOOP 375 (PURPLE HEART) WIDENING AND CONSTRUCTION OF FRONTAGE ROADS: WIDEN 4 TO 6		MPO PROJ NUM: F057X-CAP						
DESCR: LANES ON MAIN LANES AND CONSTRUCT 2 LANE FRONTAGE ROADS IN EACH DIRECTION.		FUNDING CAT(S): 2M,4						
REMARKS P7: PROGRAM D2045 MTP, D19-22 TIP, 19-22 STIP, IN FY 2019.		PROJECT Amend to program into amended H2040 MTP, H17-20 TIP, 17-20 STIP in FY 2019.						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG: \$	2,421,570	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	7,626,000	4	\$ 13,911,780	\$ 3,477,945	\$ 0	\$ 0	\$ 0	\$ 17,389,725
CONST COST: \$	44,663,725	2M	\$ 21,819,200	\$ 5,454,800	\$ 0	\$ 0	\$ 0	\$ 27,274,000
CONST ENG: \$	2,125,051	TOTAL	\$ 35,730,980	\$ 8,932,745	\$ 0	\$ 0	\$ 0	\$ 44,663,725
CONTING: \$	88,955	COST OF APPROVED PHASES \$ 44,663,725						
INDIRECT: \$	0							
BOND FIN: \$	0							
POT CHG ORD: \$	2,327,672							
TOTAL COST: \$	59,252,973							

2017-2020 STIP		05/2017 Revision: Approved 08/22/2017						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
EL PASO	EL PASO	EL PASO	2552-02-028	2019	LP 375	C	EL PASO	\$ 44,663,725
LIMITS FROM: SPUR 601		PROJECT SPONSOR: TXDOT						
LIMITS TO: US 62/180 (MONTANA AVE.)		REVISION DATE: 05/2017						
PROJECT LOOP 375 (PURPLE HEART) WIDENING AND CONSTRUCTION OF FRONTAGE ROADS: WIDEN 4 TO 6		MPO PROJ NUM: F057X-CAP						
DESCR: LANES ON MAIN LANES AND CONSTRUCT 2 LANE FRONTAGE ROADS IN EACH DIRECTION		FUNDING CAT(S): 2M,4						
REMARKS P7: AMEND TO PROGRAM INTO AMENDED H2040 MTP, H17-20 TIP, 17-20 STIP IN FY 2019, NONEXEMPT		PROJECT HISTORY:						
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG: \$	2,421,570	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	7,626,000	4	\$ 13,911,780	\$ 3,477,945	\$ 0	\$ 0	\$ 0	\$ 17,389,725
CONST COST: \$	44,663,725	2M	\$ 21,819,200	\$ 5,454,800	\$ 0	\$ 0	\$ 0	\$ 27,274,000
CONST ENG: \$	2,125,051	TOTAL	\$ 35,730,980	\$ 8,932,745	\$ 0	\$ 0	\$ 0	\$ 44,663,725
CONTING: \$	88,955	COST OF APPROVED PHASES \$ 44,663,725						
INDIRECT: \$	0							
BOND FIN: \$	0							
POT CHG ORD: \$	2,327,672							
TOTAL COST: \$	59,252,973							

Comment History

Time	User	Comment	Related Approval
2018/09/27 14:07:06	Genevieve Bales		07/2018: Approved
2017/07/28 14:11:23	Genevieve Bales	Approved based on clarification from TxDOT.	05/2017: Approved



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Project Management

Reports

Support

Project Management > Area List > STIPs (M-EL PASO) > Revisions () > TIP Instances (Unassigned) > Highway Projects (Unassigned) > Project Details

Color Key: - Business rule violation - Value changed in current session - Different from DCIS or latest approved copy

Data

Statewide TIP Revision Phase Construction
 District County
 MPO Highway
 CSJ TIP FY

- Engineering
- Environmental
- Engineering
- Right-of-Way
- Acquisition
- Utilities
- Transfer

Total Project Cost Information	
Prelim Engineering	\$0
ROW Purchase	\$0
Construction Cost	\$23,931,284
Const Engineering	\$0
Contingencies	\$0
Indirect Costs	\$0
Bond Financing	\$0
Potential Chg Ord	\$0

Revision Date NOX (Kg /D):
 Project Sponsor VOC (Kg /D):
 MPO Proj Number PM10 (Kg /D):
 MTP Reference PM2.5 (Kg /D):
 City CO (Lbs /D):

Total Project Cost
 YOE Cost
 Toll
 TCM

Limits From

Limits To

Project Description

P7 Remarks

Project History

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	\$2,720,000	\$680,000	\$0	\$0	\$0	\$3,400,000
2M	\$10,117,827	\$2,529,457	\$0	\$0	\$0	\$12,647,284
7	\$6,307,200	\$1,576,800	\$0	\$0	\$0	\$7,884,000
Total	\$19,145,027	\$4,786,257	\$0.00	\$0.00	\$0.00	\$23,931,284

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
EL PASO	EL PASO	EL PASO	1046-03-005	2020	SS 601	C	EL PASO	\$23,931,284
LIMITS FROM: SPUR 601 LIBERTY EXPY AT LOOP 375 (PURPLE HEART)							PROJECT SPONSOR: TXDOT	
LIMITS TO:							REVISION DATE: 07/2018	
PROJECT: SPUR 601 AT LP 375 DIRECT CONNECTORS NB/WB AND EB/SB: CONSTRUCT NORTHBOUND TO							MPO PROJ NUM: P448X-CAP	
DESCR: WESTBOUND AND EASTBOUND TO SOUTHBOUND DIRECT CONNECTORS							FUNDING CAT(S): 2M,7,11	
REMARKS P7: PROGRAM D2045 MTP, D19-22 TIP, 19-22 STIP, IN FY 2020.							PROJECT HISTORY: Amend to revise the project name and project description to include EB/SB. Reduce CAT 11 to from \$5,820,000 to \$3,400,000.	
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG: \$	0	COST OF APPROVED PHASES	2M	\$10,117,827	\$2,529,457	\$0	\$0	\$12,647,284
ROW PURCH: \$	0		11	\$2,720,000	\$680,000	\$0	\$0	\$3,400,000
CONST COST: \$	23,931,284	\$23,931,284	7	\$6,307,200	\$1,576,800	\$0	\$0	\$7,884,000
CONST ENG: \$	0		TOTAL	\$19,145,027	\$4,786,257	\$0	\$0	\$23,931,284
CONTING: \$	0							
INDIRECT: \$	0							
BOND FIN: \$	0							
POT CHG ORD: \$	0							
TOTAL COST: \$	23,931,284							

TIP History

2019-2022 STIP										07/2018 Revision: Approved 09/28/2018									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST											
EL PASO	EL PASO	EL PASO	1046-03-005	2020	SS 601	C	EL PASO	\$ 23,931,284											
LIMITS FROM: SPUR 601 LIBERTY EXPY AT LOOP 375 (PURPLE HEART)							PROJECT SPONSOR: TXDOT												
LIMITS TO:							REVISION DATE: 07/2018												
PROJECT 'SPUR 601 AT LP 375 DIRECT CONNECTORS NB/WB AND EB/SB: CONSTRUCT NORTHBOUND TO							MPO PROJ NUM: P448X-CAP												
DESCR: WESTBOUND AND EASTBOUND TO SOUTHBOUND DIRECT CONNECTORS							FUNDING CAT(S): 2M,7,11												
REMARKS P7: PROGRAM D2045 MTP, D19-22 TIP, 19-22 STIP, IN FY 2020.							PROJECT Amend to revise the project name and project description to include EB/SB. Reduce CAT 11 to from \$5,820,000 to \$3,400,000.												
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE														
PRELIM ENG:	\$ 0	COST OF APPROVED PHASES \$ 23,931,284	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL										
ROW PURCH:	\$ 0		11	\$ 2,720,000	\$ 680,000	\$ 0	\$ 0	\$ 0	\$ 3,400,000										
CONST COST:	\$ 23,931,284		2M	\$ 10,117,827	\$ 2,529,457	\$ 0	\$ 0	\$ 0	\$ 12,647,284										
CONST ENG:	\$ 0		7	\$ 6,307,200	\$ 1,576,800	\$ 0	\$ 0	\$ 0	\$ 7,884,000										
CONTING:	\$ 0		TOTAL	\$ 19,145,027	\$ 4,786,257	\$ 0	\$ 0	\$ 0	\$ 23,931,284										
INDIRECT:	\$ 0																		
BOND FIN:	\$ 0																		
POT CHG ORD:	\$ 0																		
TOTAL COST:	\$ 23,931,284																		

2017-2020 STIP										02/2018 Revision: Approved 05/25/2018									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST											
EL PASO	EL PASO	EL PASO	1046-03-005	2020	SS 601	C	EL PASO	\$ 23,931,284											
LIMITS FROM: SPUR 601 LIBERTY EXPY AT LOOP 375 (PURPLE HEART)							PROJECT SPONSOR: TXDOT												
LIMITS TO:							REVISION DATE: 02/2018												
PROJECT 'SPUR 601 AT LP 375 DIRECT CONNECTORS NB/WB AND EB/SB: CONSTRUCT NORTHBOUND TO							MPO PROJ NUM: P448X-CAP												
DESCR: WESTBOUND AND EASTBOUND TO SOUTHBOUND DIRECT CONNECTORS							FUNDING CAT(S): 2M,7,11												
REMARKS P7: AMEND TO INCLUDE EB/SB IN THE PROJECT NAME AND PROJECT DESCRIPTION AND REDUCE CAT 11 FROM \$5,820,000 TO \$3,400,000.							PROJECT Amend to move from FY 2019 to FY 2020 and adjust cost to add \$7,884,000 of CAT 7 STP-MM, reduce CAT 2 of \$16,550,000 to \$12,647,284 and add \$5,820,000 of CAT 11 in the H2040 MTP, H17-20 TIP, 17-20 STIP, in FY 2020												
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE														
PRELIM ENG:	\$ 0	COST OF APPROVED PHASES \$ 23,931,284	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL										
ROW PURCH:	\$ 0		7	\$ 6,307,200	\$ 1,576,800	\$ 0	\$ 0	\$ 0	\$ 7,884,000										
CONST COST:	\$ 23,931,283		2M	\$ 10,117,827	\$ 2,529,457	\$ 0	\$ 0	\$ 0	\$ 12,647,284										
CONST ENG:	\$ 0		11	\$ 2,720,000	\$ 680,000	\$ 0	\$ 0	\$ 0	\$ 3,400,000										
CONTING:	\$ 0		TOTAL	\$ 19,145,027	\$ 4,786,257	\$ 0	\$ 0	\$ 0	\$ 23,931,284										
INDIRECT:	\$ 0																		
BOND FIN:	\$ 0																		
POT CHG ORD:	\$ 0																		
TOTAL COST:	\$ 23,931,283																		

2017-2020 STIP										02/2017 Revision: Not Approved 05/18/2017									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST											
EL PASO	EL PASO	EL PASO	1046-03-005	2020	SS 601	C	EL PASO	\$ 26,351,284											
LIMITS FROM: SPUR 601 LIBERTY EXPY AT LOOP 375 (PURPLE HEART)							PROJECT SPONSOR: TXDOT												
LIMITS TO:							REVISION DATE: 02/2017												
PROJECT 'LOOP 375 AT SPUR 601 DIRECT CONNECT DIRECT CONNECT ON SPUR 601 AT LOOP 375							MPO PROJ NUM: P448X-CAP												
DESCR: (NORTHBOUND TO WESTBOUND)							FUNDING CAT(S): 2M,7,11												
REMARKS P7: AMEND ADJ COST TO ADD \$7,884,000, CAT7 STP-MM, REDUCE CAT2 \$16,550,000-\$12,647,284 & ADD \$5,820,000 CAT11 IN FY 2020 NONEXEMPT							PROJECT Amend to program H2040 MTP, H17-20 TIP, 17-20 STIP, in FY HISTORY: 2019												
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE														
PRELIM ENG:	\$ 0	COST OF APPROVED PHASES \$ 26,351,284	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL										
ROW PURCH:	\$ 0		11	\$ 4,656,000	\$ 1,164,000	\$ 0	\$ 0	\$ 0	\$ 5,820,000										
CONST COST:	\$ 26,351,284		7	\$ 6,307,200	\$ 1,576,800	\$ 0	\$ 0	\$ 0	\$ 7,884,000										
CONST ENG:	\$ 0		2M	\$ 10,117,827	\$ 2,529,457	\$ 0	\$ 0	\$ 0	\$ 12,647,284										
CONTING:	\$ 0		TOTAL	\$ 21,081,027	\$ 5,270,257	\$ 0	\$ 0	\$ 0	\$ 26,351,284										
INDIRECT:	\$ 0																		
BOND FIN:	\$ 0																		
POT CHG ORD:	\$ 0																		
TOTAL COST:	\$ 26,351,284																		

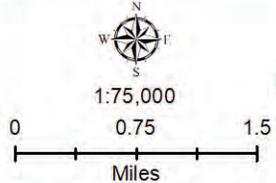
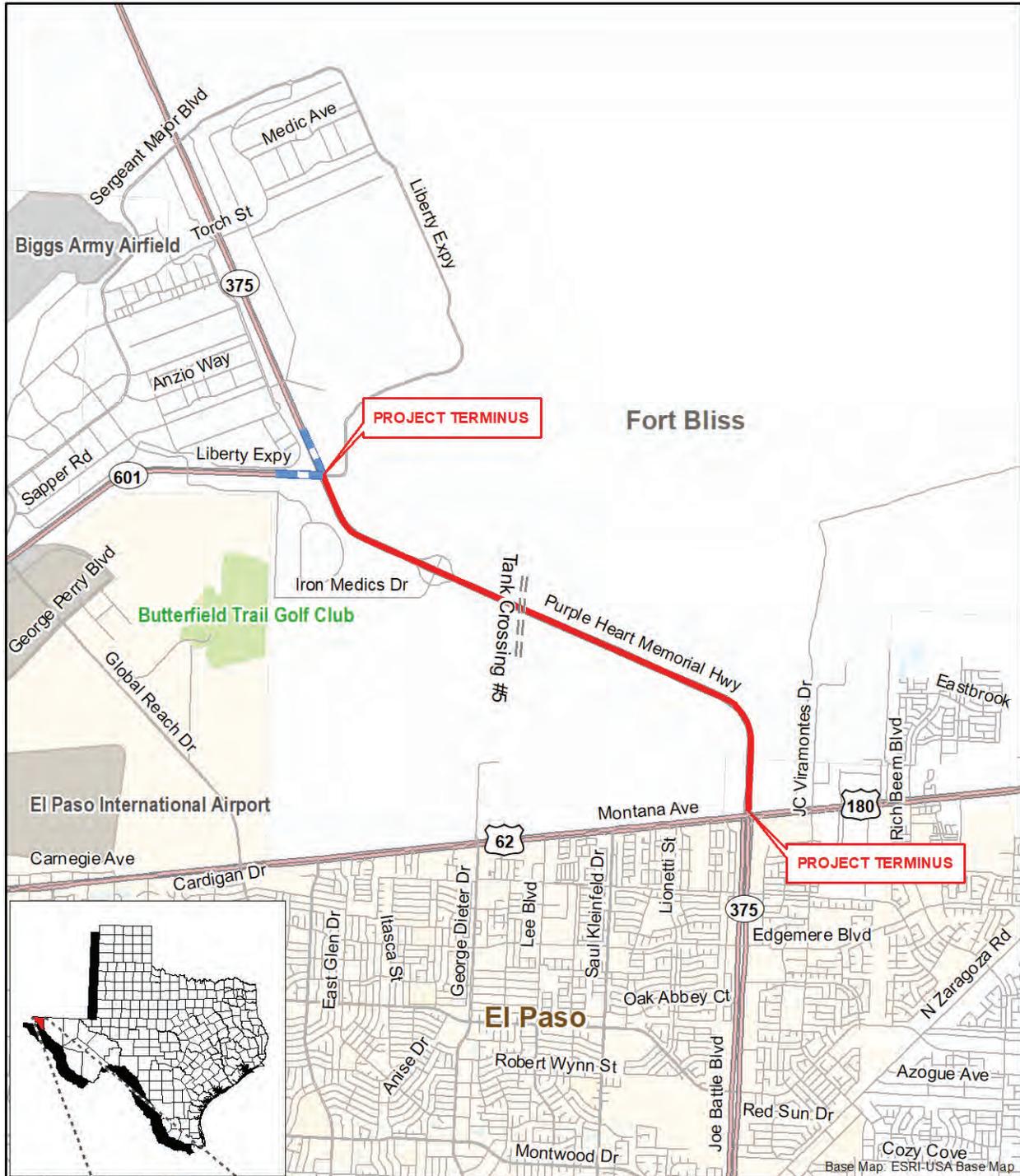
2017-2020 STIP										07/2016 Revision: Approved 12/19/2016									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST											
EL PASO	EL PASO	EL PASO	1046-03-005	2019	SS 601	C	EL PASO	\$ 16,500,000											
LIMITS FROM: SPUR 601 LIBERTY EXPY AT LOOP 375 (PURPLE HEART)							PROJECT SPONSOR: TXDOT												
LIMITS TO:							REVISION DATE: 07/2016												
PROJECT 'DIRECT CONNECT ON SPUR 601 AT LOOP 375 (NORTHBOUND TO WESTBOUND)							MPO PROJ NUM: P448X-CAP												
DESCR:							FUNDING CAT(S): 2M												
REMARKS P7: AMEND TO PROGRAM H2040 MTP, H17-20 TIP, 17-20 STIP, IN FY 2019 NOT EXEMPT							PROJECT Amend to deprog from FY 2015 and adjust cost est from \$15M HISTORY: to \$16.5M. 2014 UTP Cat2 funds moved to FY 2019												
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE														
PRELIM ENG:	\$ 0	COST OF APPROVED PHASES \$ 16,500,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL										
ROW PURCH:	\$ 0		2M	\$ 13,200,000	\$ 3,300,000	\$ 0	\$ 0	\$ 0	\$ 16,500,000										
CONST COST:	\$ 16,500,000		TOTAL	\$ 13,200,000	\$ 3,300,000	\$ 0	\$ 0	\$ 0	\$ 16,500,000										
CONST ENG:	\$ 0																		
CONTING:	\$ 0																		
INDIRECT:	\$ 0																		
BOND FIN:	\$ 0																		
POT CHG ORD:	\$ 0																		
TOTAL COST:	\$ 16,500,000																		

2013-2016 STIP										01/2014 Revision: Approved 07/15/2014									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST											
EL PASO	EL PASO	EL PASO	1046-03-005	2015	SS 601	C,E,ENV,ENG	EL PASO	\$ 15,000,000											
LIMITS FROM: SPUR 601 LIBERTY EXPY AT LOOP 375 JOE BATTLE							PROJECT SPONSOR: TXDOT												
LIMITS TO:							REVISION DATE: 01/2014												
PROJECT 'DIRECT CONNECT ON SPUR 601 AT LOOP 375 (NORTHBOUND TO WESTBOUND)							MPO PROJ NUM: P448X-CAP												
DESCR:							FUNDING CAT(S): 2M												
REMARKS P7: NEW PROJECT WITH NEW MTP/TIP (HORIZON 2040 MTP/ HORIZON 2013-2016 TIP)							PROJECT HISTORY:												
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE														
PRELIM ENG:	\$ 1,500,000	COST OF APPROVED PHASES \$ 15,000,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL										
ROW PURCH:	\$ 0		2M	\$ 12,000,000	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 15,000,000										
CONST COST:	\$ 13,500,000		TOTAL	\$ 12,000,000	\$ 3,000,000	\$ 0	\$ 0	\$ 0	\$ 15,000,000										
CONST ENG:	\$ 0																		
CONTING:	\$ 0																		
INDIRECT:	\$ 0																		
BOND FIN:	\$ 0																		

BOND FIN: \$	0
POT CHG ORD: \$	0
TOTAL COST: \$	15,000,000

Comment History

Time	User	Comment	Related Approval
2018/11/07 16:24:46	Genevieve Bales		07/2018: Approved
2018/09/27 15:51:51	Anthony Jones	Not Approved. Project is not consistent with 2040 MTP.	07/2018: Not Approved
2018/05/10 14:04:31	Jose Campos	Approved. The 2040 Horizon MTP and 2017-2020 TIP/STIP project descriptions indicate the construction of two direct connectors. However, project level Hot-Spot analysis documentation provided separately indicates the construction of three direct connectors. Please take steps to ensure all documents are consistent.	02/2018: Approved
2017/03/07 17:00:39	Genevieve Bales	Not Approved. The supporting documentation (MPO Letter) does not appear consistent with the revised TIP/MTP/ESTIP. Please clarify the proposed amendment back up documentation, and update the total project cost. Additionally, the conformity table included requires additional description and discussion.	02/2017: Not Approved
2016/11/03 11:44:41	Genevieve Bales		07/2016: Approved
2014/07/15 14:11:04	Lori Morel	TPP Approval for FHWA., letter dated 6/20/2014	01/2014: Approved
2014/03/24 10:06:49	Lori Morel	All project information consistent w/ .pdf submittal.	



- Proposed Project Limits
- Direct Connector

Figure 1
 Project Location on County Map Base
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJs: 2552-02-028, 1046-03-005,
 and 1046-03-906

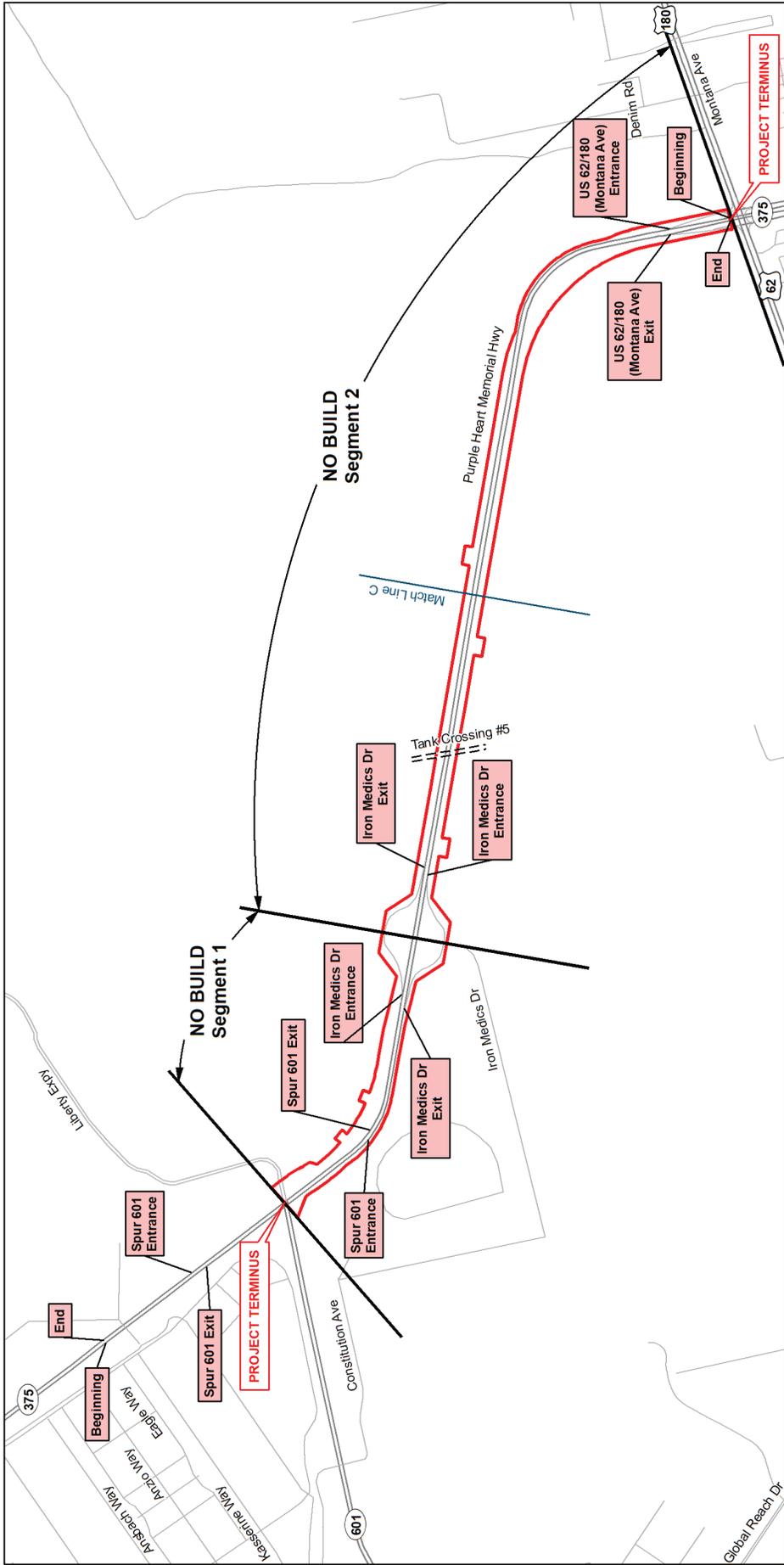
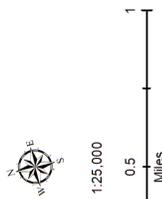


Figure 2
 Project Layout – No Build Scenario
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJs: 2552-02-028, 1046-03-005, and 1046-03-906



- Existing and Proposed Right-of-way
- TxDOT Tpp Road Segment (#)
[Source: Attachment 4b]
- ### Traffic Analysis Road Segment Boundaries (2020 & 2040)
[Source: Attachment 4a]

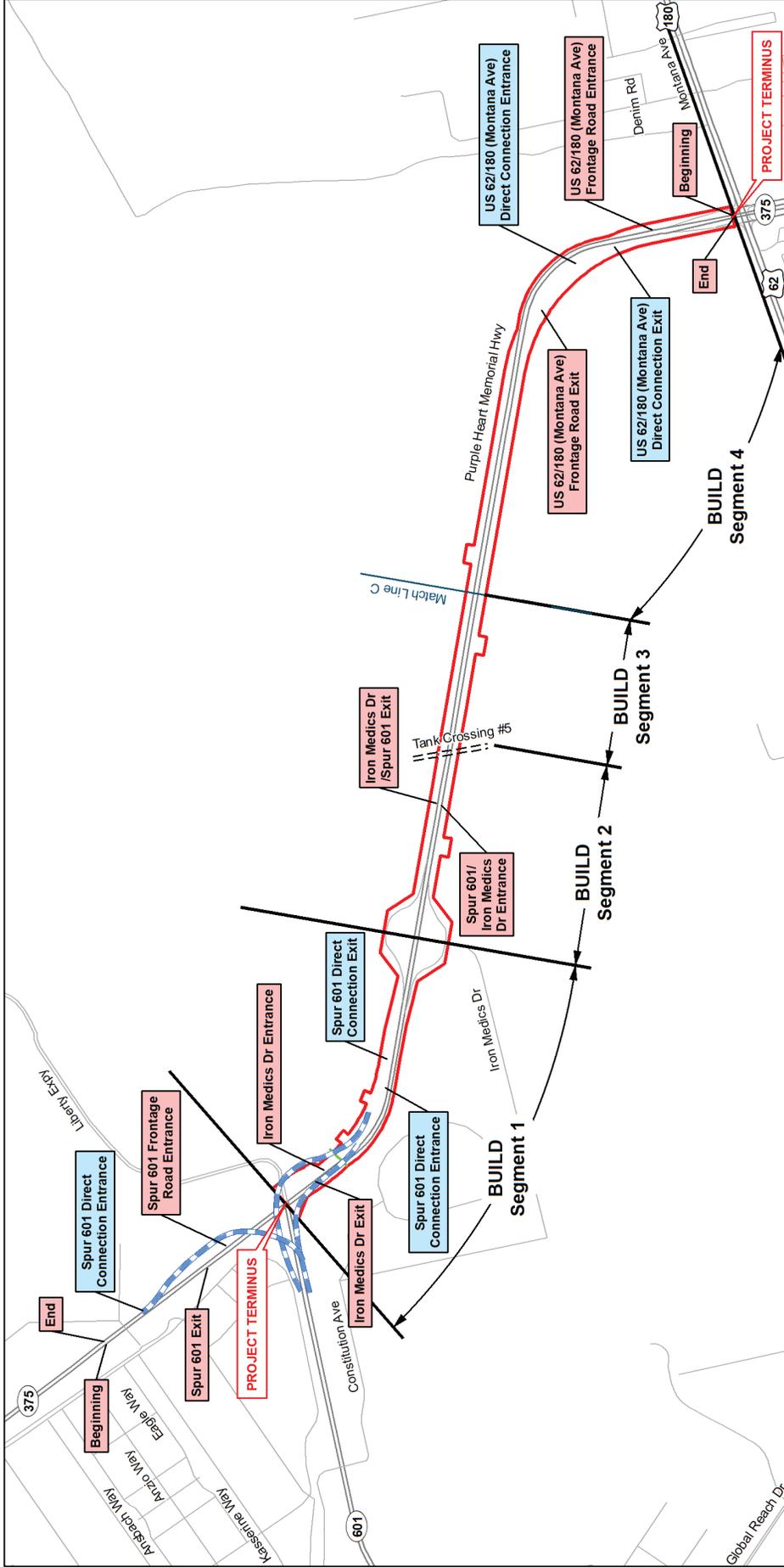
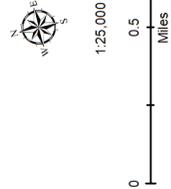


Figure 3
 Project Layout – Build Scenario
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSUs: 2552-02-028, 1046-03-005, and 1046-03-906



- Traffic Analysis Road Segment Boundaries [Source: Attachment 4a]
- Existing and Proposed Right-of-way
 - Direct Connector (not shown to scale)
 - 2020 & 2040
 - 2040
- TxDOT TPP Road Segment (#)
 [Source: Attachment 4b]

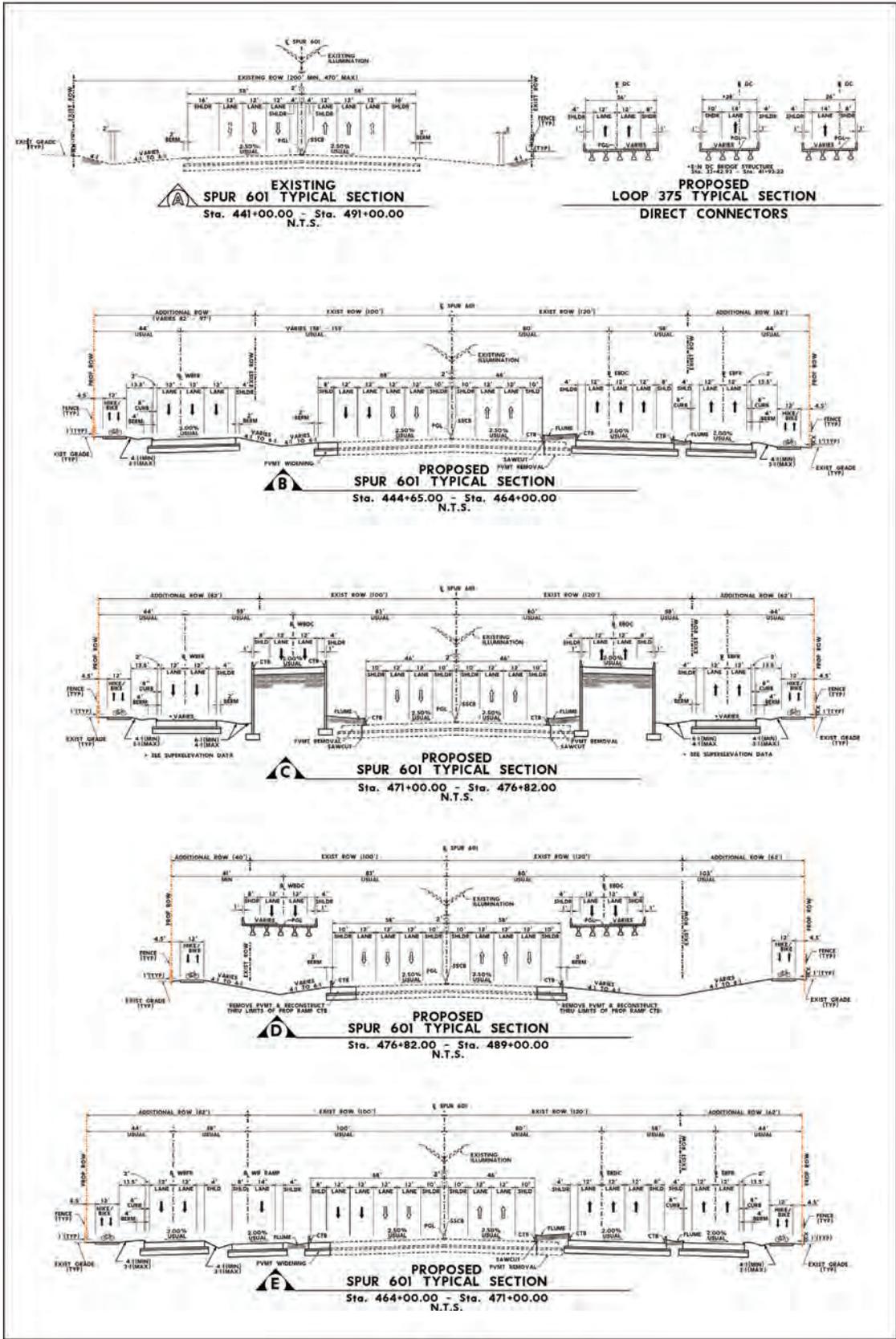


Figure 4.1
Existing and Proposed Typical Sections
Loop 375 (Purple Heart Memorial Highway)
From Spur 601 (Liberty Expressway)
To US 62/180 (Montana Avenue)
El Paso County, Texas
CSJs: 2552-02-028, 1046-03-005, and 1046-03-906

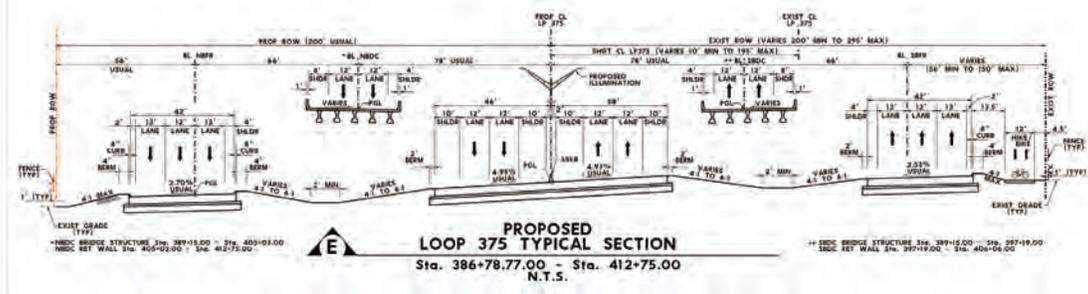
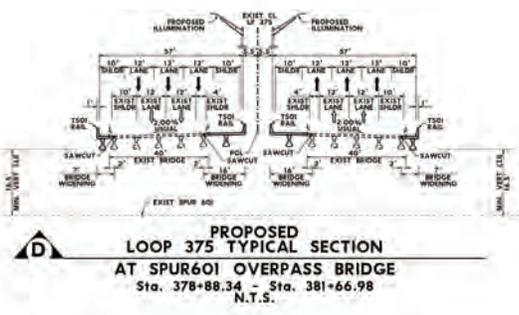
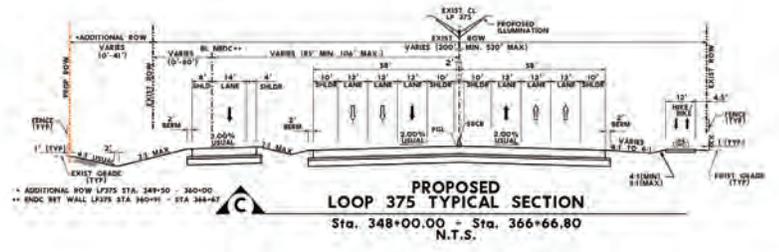
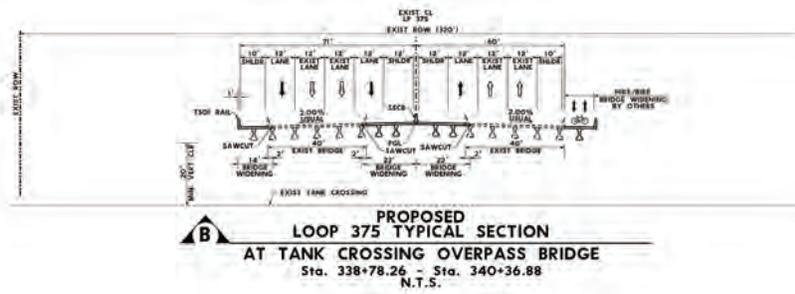
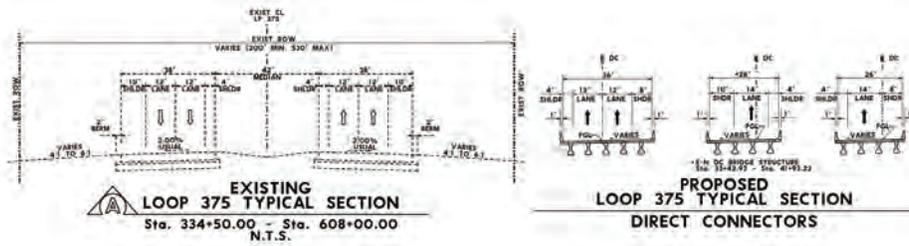


Figure 4.2
Existing and Proposed Typical Sections
Loop 375 (Purple Heart Memorial Highway)
From Spur 601 (Liberty Expressway)
To US 62/180 (Montana Avenue)
El Paso County, Texas
CSJs: 2552-02-028, 1046-03-005, and 1046-03-906

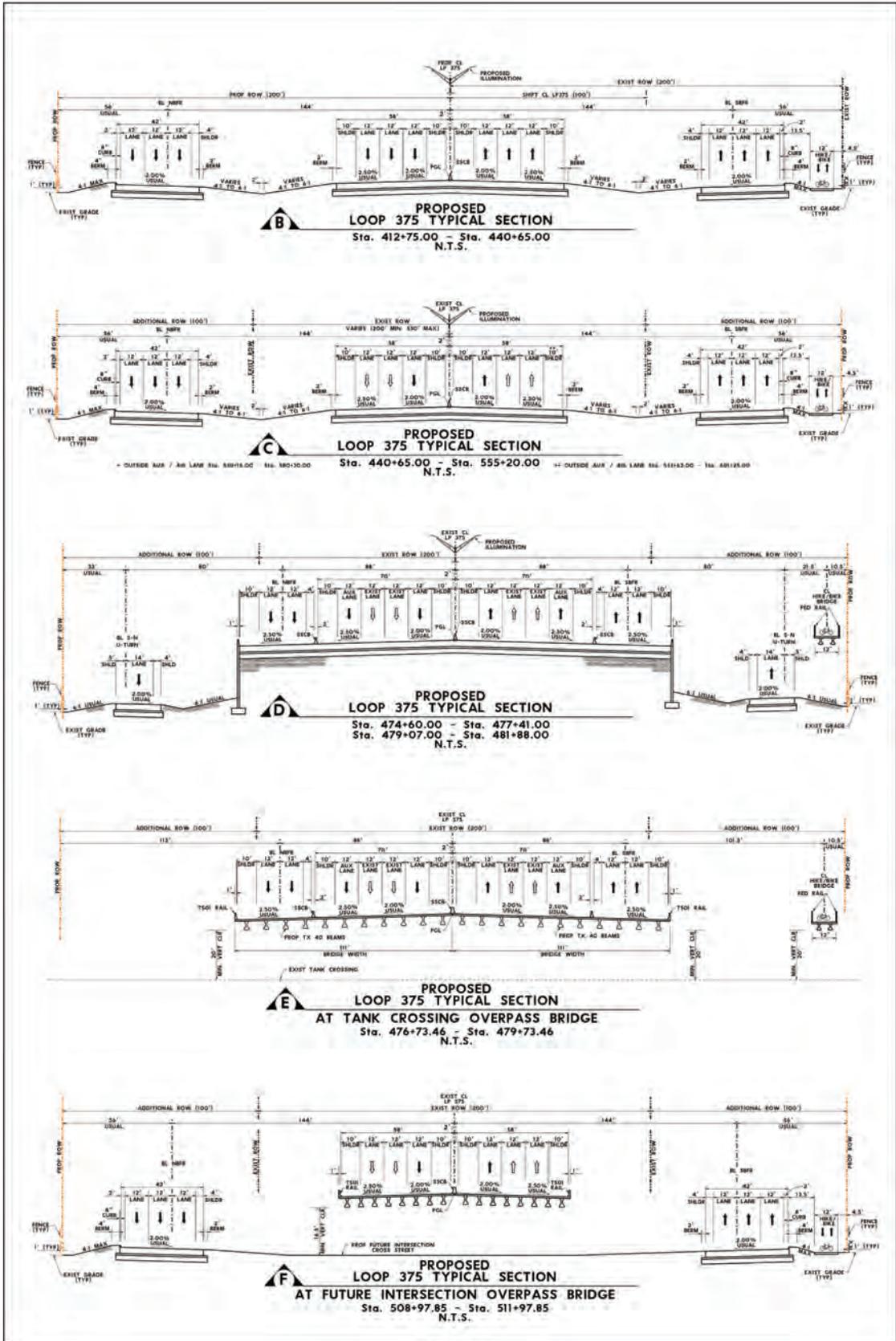


Figure 4.3
 Proposed Typical Sections
 Loop 375 (Purple Heart Memorial Highway)
 From Spur 601 (Liberty Expressway)
 To US 62/180 (Montana Avenue)
 El Paso County, Texas
 CSJs: 2552-02-028, 1046-03-005, and 1046-03-906

Kim Johnson

Subject: FW: Revised Montana and Loop 375 (Purple Heart Memorial Highway) POAQC forms

From: Riley, Jeffrey [<mailto:Riley.Jeffrey@epa.gov>]

Sent: Monday, July 09, 2018 9:34 AM

To: Jackie Ploch; Barbara Maley; Jamie Zech; Campos, Jose (FHWA); Clay Churchill; Eddie Valtier; Mimi Horn; Claudia Ortega; Raymond Sanchez Jr; Janie Temple; Tim Wood; Anita Bradley

Subject: RE: Revised Montana and Loop 375 (Purple Heart Memorial Highway) POAQC forms

Good Morning Consultative Partners and Project Representatives,

EPA Region 6 has reviewed the revised PM10 hot-spot analysis data for the following proposed projects:

- US 62/180 (Montana Avenue) project (CSJs 0374-02-097 and 0374-02-100)
- Loop 375 (Purple Heart Memorial Highway) project (CSJs 2552-02-028 and 1046-03-005)

Based upon review of the information provided, we concur that a hot-spot analysis is not required for these projects. They are not projects of local air quality concern as per 40 CFR 93.116(a), and these projects do not fall under any of the project types listed in 40 CFR 93.123(b)(1).

Thank you for the opportunity to review, and please let me know if there are any questions.

Jeff Riley

US EPA - Region 6

State Implementation Section 6MM-AB

Multimedia Division

(214)665-8542

riley.jeffrey@epa.gov

From: Jackie Ploch [<mailto:Jackie.Ploch@txdot.gov>]

Sent: Tuesday, June 19, 2018 4:10 PM

To: Barbara Maley <barbara.maley@dot.gov>; Jamie Zech <Jamie.Zech@tceq.texas.gov>; Campos, Jose (FHWA) <Jose.Campos@dot.gov>; Clay Churchill <Clay.Churchill@txdot.gov>; Eddie Valtier <Eddie.Valtier@txdot.gov>; Mimi Horn <Mimi.Horn@txdot.gov>; Claudia Ortega <Claudia.Ortega@txdot.gov>; Riley, Jeffrey <Riley.Jeffrey@epa.gov>; Raymond Sanchez Jr <Raymond.Sanchez@txdot.gov>; Janie Temple <Janie.Temple@txdot.gov>; Tim Wood <Tim.Wood@txdot.gov>; Anita Bradley <Anita.Bradley@txdot.gov>

Subject: Re: Revised Montana and Loop 375 (Purple Heart Memorial Highway) POAQC forms

Greetings Consultation Partners:

Please see attached revised Montana and Loop 375 (Purple Heart Memorial Highway) POAQC forms. Partners had no comments on the I-10 Connect project so that was not revised.

Today, TxDOT ENV requested updated CO SIP information from TCEQ and EPA and will share that when received. The outcome of this request may result in slight updates to the I10 Connect POAQC. If it does, an update will be distributed and changes clearly disclosed.

The District has requested decisions on all three projects on or before COB 6/29. Please advise if you have any questions.

Best regards and appreciate your assistance,

Jackie

Jackie Ploch

Human Environment Program Manager

Environmental Resources Management | Environmental Affairs Division

Texas Department of Transportation | Mailing: 125 E. 11th St., Austin, TX 78701-2483

Work: 512.416.2621 | Mobile: 512.483.1969 | jackie.ploch@txdot.gov



Kim Johnson

Subject: FW: Loop 375 (Purple Heart Memorial Highway) Project of Air Quality Concern Review
Attachments: Loop 375 Revised POAQC AL 18.06.15.pdf

From: Marty Boyd
Sent: Friday, June 29, 2018 1:36 PM
To: Bob Bielek; Mimi Horn; Claudia Ortega; Tony Uribe Jr; Godwin Ubanyionwu
Subject: Fwd: Loop 375 (Purple Heart Memorial Highway) Project of Air Quality Concern Review

FYI

Get [Outlook for iOS](#)

From: Maley, Barbara (FHWA) <Barbara.Maley@dot.gov>
Sent: Friday, June 29, 2018 12:27:40 PM
To: Marty Boyd; Eddie Valtier
Cc: Michael Medina (mmedina@ELPASOMPO.ORG); Roger Williams (rwilliams@ELPASOMPO.ORG); Mayela Granados (mgranados@ELPASOMPO.ORG); 'jamie.zech@tceq.texas.gov'; riley.jeffrey@epa.gov; Raymond Sanchez Jr; Tim Wood; Jackie Ploch; Janie Temple; Monge-Oviedo, Rodolfo (FHWA); Heitmann, Greg (FHWA); jolenem.herrera@state.nm.us; Highsmith, Carl (FHWA); Beeman, Thomas (FHWA); Leary, Michael (FHWA); Bales, Genevieve (FHWA); Rebecca Pinto; Campos, Jose (FHWA)
Subject: Loop 375 (Purple Heart Memorial Highway) Project of Air Quality Concern Review

Marty and Eddie,

Based upon our review of the revised PM₁₀ hot-spot analysis data for the Loop 375 (Purple Heart Memorial Highway) proposed project in El Paso (attached), we concur that in accordance with 40 CFR 93.116(a), the Loop 375 (Purple Heart Memorial Highway) proposed project (CSJs 2552-02-028 and 1046-03-005) is not a project of local air quality concern and therefore a PM₁₀ hot-spot analysis is not required.

Should you have questions and/or comments on the above, please do not hesitate to contact us.

cc: FHWA-TX/Mike, Carl, Jose, Genevieve, Thomas
FHWA-NM/Rodolfo, Greg H
EPA-6/Jeff
TCEQ/Jamie
TPP/Janie, Raymond
ENV/Jackie, Tim
NM/Jolene
ELP/Rebecca
EPMPO/Michael, Roger, Mayela

Signed,
Barbara Maley
214.224.2175



Kim Johnson

From: Claudia Ortega <Claudia.Ortega@txdot.gov>
Sent: Thursday, June 28, 2018 5:54 PM
To: Tim Wood; Kim Johnson
Subject: FW: Loop 375 POAQC (CSJs 2552-02-028 and 1046-03-005)
Attachments: Loop 375 Revised POAQC AL 18.06.15.pdf

FYI

From: Eddie Valtier
Sent: Thursday, June 28, 2018 4:34 PM
To: Mimi Horn; Claudia Ortega
Subject: FW: Loop 375 POAQC (CSJs 2552-02-028 and 1046-03-005)

From: Jamie Zech [mailto:jamie.zech@tceq.texas.gov]
Sent: Thursday, June 28, 2018 3:13 PM
To: Jackie Ploch; Barbara Maley; Campos, Jose (FHWA); Clay Churchill; Eddie Valtier; Mimi Horn; Claudia Ortega; Riley, Jeffrey; Raymond Sanchez Jr; Janie Temple; Tim Wood; Anita Bradley
Cc: Morris Brown; Michael Regan; Jamie Zech
Subject: Loop 375 POAQC (CSJs 2552-02-028 and 1046-03-005)

Dear Consultative Partners and Project Representatives:

TCEQ staff reviewed the revised document (attached) submitted as evidence that the proposed Loop 375 project is not of local air quality concern and therefore does not require a PM10 hot-spot analysis. Based on our review of the information provided, this project does not appear to fall into any of the categories listed in 40 CFR §93.123(b)(1) that would trigger a hot-spot analysis.

Please let me know if you wish to discuss.

Best, Jamie

Jamie Zech
Air Quality Planning
512-239-3935

-
Texas Commission on Environmental Quality
PO Box 13087, MC206
Austin, Texas 78711



From: [Maley, Barbara \(FHWA\)](#)
To: [Marty Boyd](#); [Eddie Valtier](#)
Cc: [Michael Medina \(mmedina@ELPASOMPO.ORG\)](#); [Roger Williams \(rwilliams@ELPASOMPO.ORG\)](#); [Mayela Granados \(mgranados@ELPASOMPO.ORG\)](#); ["jamie.zech@tceq.texas.gov"](#); [riley.jeffrey@epa.gov](#); [Raymond Sanchez Jr](#); [Tim Wood](#); [Jackie Ploch](#); [Janie Temple](#); [Monge-Oviedo, Rodolfo \(FHWA\)](#); [Heitmann, Greg \(FHWA\)](#); [jolenem.herrera@state.nm.us](#); [Highsmith, Carl \(FHWA\)](#); [Beeman, Thomas \(FHWA\)](#); [Leary, Michael \(FHWA\)](#); [Bales, Genevieve \(FHWA\)](#); [Rebecca Pinto](#); [Campos, Jose \(FHWA\)](#)
Subject: Loop 375 (Purple Heart Memorial Highway) Project of Air Quality Concern Review
Date: Friday, June 29, 2018 1:31:19 PM
Attachments: [Loop 375 Revised POAOC AL 18.06.15.pdf](#)

Marty and Eddie,

Based upon our review of the revised PM₁₀ hot-spot analysis data for the Loop 375 (Purple Heart Memorial Highway) proposed project in El Paso (attached), we concur that in accordance with 40 CFR 93.116(a), the Loop 375 (Purple Heart Memorial Highway) proposed project (CSJs 2552-02-028 and 1046-03-005) is not a project of local air quality concern and therefore a PM₁₀ hot-spot analysis is not required.

Should you have questions and/or comments on the above, please do not hesitate to contact us.

cc: FHWA-TX/Mike, Carl, Jose, Genevieve, Thomas
FHWA-NM/Rodolfo, Greg H
EPA-6/Jeff
TCEQ/Jamie
TPP/Janie, Raymond
ENV/Jackie, Tim
NM/Jolene
ELP/Rebecca
EPMPO/Michael, Roger, Mayela

Signed,
Barbara Maley
214.224.2175

CLARIFICATION

Maley, Barbara (FHWA)

From: Tim Wood <Tim.Wood@txdot.gov>
Sent: Friday, November 9, 2018 12:58 PM
To: Maley, Barbara (FHWA)
Cc: Campos, Jose (FHWA)
Subject: RE: Expedited CRF for LP 375 (CSJ 2552-02-028, 1046-03-005, 2552-02-904 and 1046-03-906)
Attachments: revised pages.pdf

Please see the attached revised pages that do the following:

- Include a statement in the project description that the future tank and future intersection crossings are not adding capacity.
- Check the applicable box for Step 12.
- Update the “not a POAQC” date to July 9 to be consistent with EPA’s email.

Thanks.

Tim Wood
TxDOT Air Specialist
512-416-2659

From: Tim Wood
Sent: Thursday, November 08, 2018 1:12 PM
To: 'Maley, Barbara (FHWA)'
Cc: Jose.Campos@dot.gov
Subject: Expedited CRF for LP 375 (CSJ 2552-02-028, 1046-03-005, 2552-02-904 and 1046-03-906)
Importance: High

Please review and respond to the attached conformity report form for Loop 375 from SPUR 601 to US 62/180 (MONTANA AVE.) (CSJs 2552-02-028, 1046-03-005, 2552-02-904 and 1046-03-906). Please note that TxDOT is respectfully requesting an expedited turnaround prior to COB on 11/9/18, if at all possible.

Thank you.

Tim Wood
TxDOT Air Specialist
512-416-2659

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX



Transportation Conformity Report Form

Project Facility Name: LP 375

MPO Project IDs: F057X-CAP, P448X-CAP, F058X-CAP, P465X-CAP-1

Project CSJ Numbers: 2552-02-028, 1046-03-005, 2552-02-904 and 1046-03-906

Project Limits

From: SPUR 601

To: US 62/180 (MONTANA AVE.)

Project Sponsor: TXDOT

Project Description¹: The proposed project would widen Loop 375 to a six-lane facility (three lanes in each direction), with three-lane frontage roads on either side of Loop 375 and a hike and bike trail on the southbound side. The proposed project would also provide improvements to the Loop 375 and Spur 601 intersection by constructing three direct connectors. The proposed project would be constructed in two phases, and would open to traffic in 2040. No added capacity is provided at either the future tank crossing or future intersection overpass bridge.

Date of anticipated environmental decision/re-evaluation: November 2018

Let Year: 2019

ETC² Year: 2040

Conformity Year³: 2040

Total Project Cost: 46,500,000

Adding Capacity? Yes No

Counties: El Paso

Project Classification: CE EA EIS Re-evaluation

Important Information

A determination of project-level conformity is not permanent. It is recommended that conformity be checked early and often in the project development process, but that this specific form be coordinated within 60 days of the anticipated environmental decision to avoid coordinating the form more than once. The following events would require a project's conformity determination to be reevaluated.

1. Changes to the project's design concept, scope, limit, funding, or estimated time of completion (ETC) year
2. Changes to the project's listing in the MTP, TIP, or STIP related to design concept, scope and

¹ Project description, project details, and other project information should include enough detail in order to make a determination of project consistency with the MTP, TIP, STIP, and corresponding transportation conformity determination.

² The ETC or estimated time of completion year is the date the entire project as described in the environmental review document will be open to traffic.

³ If this project is NOT considered regionally significant by the MPO, enter "N/A – non-regionally significant". In addition, note that the conformity year is sometimes referred to as the network year. When a MTP identifies a specific timeframe during which a project will be operational, the last year of that timeframe is the conformity year.



Step 11: Are the current project limits the same¹⁶ or do they fall within the project limits listed in the MTP and STIP?

- Yes – Continue to Step 12.
- No – **STOP. The project is not consistent with the conforming MTP and TIP.** Either the MTP and TIP, or the project needs to be revised before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

Step 12: Is the activity being proposed the same as that in the MTP and STIP project description in both type¹⁷ of facility and number¹⁸ of lanes?

- Yes – Continue to Step 13.
- No – **STOP. The project is not consistent with the conforming MTP and TIP.** Either the MTP and TIP, or the project needs to be revised before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

Step 13: Does the project's ETC year fall between its identified conformity year¹⁹ in the MTP and the previous conformity year identified in the MTP?

- Yes – Continue to Step 14.
- No – **STOP. The project is not consistent with the conforming MTP and TIP.** Either the MTP and TIP or the project needs to be revised before consistency can be determined.

Consult with the district TP&D and MPO on how to proceed.

- N/A – This project is non-regionally significant. Continue to Step 14.

Step 14: Is the estimated total project cost or the cost identified in the MTP greater than \$1,500,000?

- Yes – Proceed to Step 15.
- No – Fiscal constraint requirements do not apply. This project is consistent with the currently conforming MTP and TIP. Proceed to Step 16.

¹⁶ The limits are considered the same if the logical termini noted in the environmental document fall within the limits of the project noted in the MTP or the logical termini noted in the environmental document are not significantly greater (~1 mile) than the limits noted in the MTP due to transition areas for safety or other factors required to be considered when establishing logical termini for environmental document purposes.

¹⁷ The type of activity refers to the type of enhancement, such as: main lanes, frontage roads, HOV lanes, direct connectors, bridge replacement, etc...

¹⁸ The number refers to the amount of each activity type, such as: number of main lanes or number of frontage lanes.

¹⁹ For the purposes of this determination, the term conformity year is synonymous with the network analysis year for the MTP.



Step 15: Does the estimated project cost exceed what is contained in the MTP by more than 50%²⁰?

- Yes – **STOP. The project is not consistent with the MTP and TIP because it is not fiscally constrained.** Either the MTP and TIP, or the project needs to be revised before consistency can be determined or a case-by-case decision will need to be made by FHWA.

Consult with the district TP&D and MPO on how to proceed.

- No – **This project is consistent with the currently conforming MTP and TIP.**
Continue to Step 16.

Step 16: Is the project located in either a CO, PM_{2.5}, or PM₁₀ nonattainment or maintenance area?²¹

- Yes – Continue to Step 17.

- No – **Hot-spot conformity requirements do not apply.** Proceed to Step 21.

Step 17: Is this a state or local project with NO federal funding and NO federal decision required?

- Yes – **Hot-spot conformity requirements do not apply.** Proceed to Step 21.

- No – **Hot-spot conformity requirements apply.** Request the local MPO to initiate a consultation call with the Consultation Partners.

Fill out the Hot-Spot Analysis Data for a Consultation Partner Decision Form to present the project data to the Consultation Partners for review prior to the consultation call.

Continue to Step 18.

Step 18: Did the consultation partners determine that this is a project of air quality concern (POAQC)?

- Yes – **A hot-spot analysis is required and must be approved by the consultation partners.**

Conduct a hot-spot analysis in accordance with the methodology approved by the consultation partners, and use the applicable [EPA hot-spot guidance](#).

Continue to Step 19.

- No – **A hot-spot analysis is not required because the project is not a POAQC. The consultation partners made this determination on July 9, 2018.**

Proceed to Step 21.

²⁰ Multiply the MTP cost by 1.5. The current estimated total project cost should not exceed this amount.

²¹ Note that this currently only applies to projects in El Paso.

23.1

RESOLUTION

A RESOLUTION OF THE CITY OF EL PASO CONSENTING TO THE CREATION OF THE BUTTERFIELD TRAIL MUNICIPAL UTILITY DISTRICTS NOS. 1 AND 2 FOR CERTAIN PROPERTY LOCATED WITHIN THE EXTRATERRITORIAL JURISDICTION OF THE CITY OF EL PASO, TEXAS.

WHEREAS, on March 1, 2018, the State of Texas acting through the Texas General Land Office (“Landowner”) submitted to the City of El Paso (the “City”) two requests (the “Requests”) for the City’s written consent to the inclusion of land in, and the creation of, two municipal utility districts proposed in the Requests to be known as Butterfield Municipal Utility District No. 1 and Butterfield Municipal Utility District No. 2 (the “Districts”) pursuant to Article 16, Section 59 and Article 3, Section 52 of the Texas Constitution, Chapters 49 and 54 of the Texas Water Code, and Section 42.042 of the Texas Local Government Code attached hereto as Exhibit A; and

WHEREAS, the proposed Districts shall be hereafter referred to in this Resolution as “Butterfield Trail Municipal Utility District No. 1” for an area of approximately 668 acres of land, described in Part 2 of Exhibit B attached hereto; and “Butterfield Trail Municipal Utility District No. 2” for an area of approximately 591 acres of land, described in Part 1 of Exhibit B attached hereto (collectively, the “Property”) as proposed in the Requests to be included in the Districts; and

WHEREAS, the Property is located in the Extraterritorial Jurisdiction of the City of El Paso, Texas;

WHEREAS, the Districts are being created to finance the construction, acquisition, maintenance, and operation of waterworks and sanitary sewer system, roads, drainage, solid waste, firefighting, park infrastructure and services; and

WHEREAS, the Landowner’s request was distributed to various City of El Paso Departments and other local governmental agencies, including El Paso Water, Texas Department of Transportation, El Paso County and various other entities, who have provided comments to the City, some of which may be reflected in the conditions to the consent for the creation of the District in this Resolution; and

WHEREAS, pursuant to Chapter 54 of the Texas Water Code and Section 42.042 of the Texas Local Government Code, a resolution authorizing such inclusion of the Property in, and the creation of, the Districts must be passed by the City Council prior to inclusion of such land in, or creation of, the Districts; and

WHEREAS, the District’s Requests were presented to the City Plan Commission for its review and the City Plan Commission made a unanimous recommendation in favor of the Requests; and

WHEREAS, Council is of the determination that it is in the best interests of the citizenry for the City to consent to the Requests for creation of the Districts.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EL PASO, TEXAS:

Pursuant to the provisions of Chapter 54 of the Texas Water Code and Chapter 42 of the Texas Local Government Code, the City of El Paso, Texas hereby consents to the creation of, the Butterfield Trail Municipal Utility District Nos. 1 and 2 (the “Districts”) and the inclusion of the Property in the Districts as described hereinabove, with the following conditions (the “Conditions”):

Landowner/developer shall comply with all City Codes applicable to development within the City’s Extraterritorial Jurisdiction (“ETJ”) in effect on the date the request for consent was delivered to the City.

- A land study shall be submitted prior to development if required in accordance with Title 19.
- Landowner/developer shall dedicate and improve land for public infrastructure in accordance with Title 19 requirements in the ETJ, including proportionate share of rights-of-way for arterial roads within the Districts as determined by the traffic impact analysis. Such dedication shall not impair the obligation of the Districts to reimburse developers in the Districts for such land or improvements thereon as otherwise permitted by applicable law or TCEQ regulation.
- Landowner shall require that the developer of the Property dedicate up to 5 acres of land within the Districts for public purposes to the City (or other public entity) during the subdivision process (“Public Land”).The Landowner shall be compensated for the market value of the Public Land, on a net present value basis (“Full Compensation”)., The reimbursement will come from the Sales Tax (as defined below).
- All subdivision improvements shall be constructed in accordance with the applicable requirements of Title 19 and City-approved subdivision plans and specifications. City shall have the right to inspect such subdivision improvements.

The Districts may issue bonds for the purchase, construction, acquisition, repair, extension and improvement of land, easements, works, improvements, facilities, plants, equipment and appliances for the following:

- To provide a water supply for municipal uses, domestic uses and commercial purposes.
- To collect, transport, process, dispose of and control all domestic, industrial or communal wastes whether in fluid, solid or composite state.
- To gather, conduct, divert and control local storm water or other local harmful excesses of water in the Districts and the payment of organization expenses, operation expenses during construction and interest during construction.
- To construct and maintain roadways, parks, and public safety facilities.

City shall review the Districts’ bonds and notes prior to issuance and may place restrictions on the terms and provisions of each of the Districts’ bonds and notes issued to construct or acquire facilities to provide services to the land so long as the restrictions do not render the Districts’ bonds or notes unmarketable.

Landowners shall negotiate in good faith to reach an agreement with the City through El Paso Water (EPW) for wholesale water and wastewater service to the Districts based on cost of service rates. If such an agreement is reached, service shall be provided only to the land in the Districts unless otherwise consented to by the City.

No additional land (other than the right-of-way relocation tract as requested in the petition for City consent) shall be added or annexed to the Districts without it being submitted to the City for its consent and acted upon in accordance with Chapter 54 of the Texas Water Code.

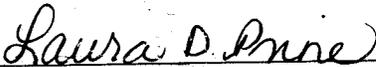
If the Districts are created, the City and Districts shall enter into negotiations for a strategic partnership agreement to allow a Limited Purpose Annexation of the proposed commercial property within the Districts, for the sole and exclusive purpose of imposing and collecting sales and use taxes within the Property ("Sales Tax"). The Sales Tax will be distributed sixty-five percent (65%) to City to be used for public facilities within the Districts and thirty-five (35%) proportionately to the respective District where the commercial property is located; provided however, that initially and until receipt of Full Compensation for the market value of the Public Land, one-hundred percent (100%) of the City's portion of the Sales Tax shall be paid to Landowner.

ADOPTED this 29 day of May, 2018.

THE CITY OF EL PASO

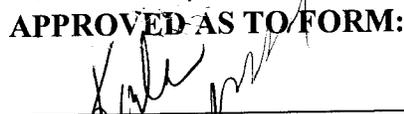

Dee Margo, Mayor

ATTEST:



Laura D. Prine
Interim City Clerk

APPROVED AS TO FORM:


Karla M. Nicman
Senior Assistant City Attorney

APPROVED AS TO CONTENT:

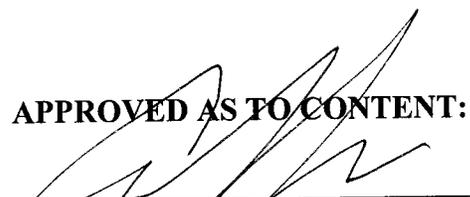

FOR: Victor Morrison-Vega, Interim Director
Planning & Inspections Department

EXHIBIT A



TEXAS GENERAL LAND OFFICE
GEORGE P. BUSH, COMMISSIONER

**APPROXIMATELY 1259.20 ACRE
POLITICAL SUBDIVISION DESCRIPTION
EL PASO COUNTY, TEXAS**

A DESCRIPTION OF APPROXIMATELY 1259.20 ACRES OF LAND IN SURVEY NO. 10, ABSTRACT NO. 2131, SURVEY NO. 28, FILED IN GLO SCHOOL FILE NO. 104403 (SURVEYED UNSOLD SCHOOL LAND), SURVEY NO. 29, ABSTRACT NO. 2136, SURVEY NO. 30, ABSTRACT NO. 3755, AND SURVEY NO. 32, ABSTRACT 2131, ALL IN BLOCK 79, TOWNSHIP 2, TEXAS AND PACIFIC RAILWAY CO., EL PASO COUNTY, TEXAS. CONSISTING OF:

PART 1 - 590.74 ACRES:

ALL OF THE 14.54 ACRE TRACT (PARCEL 2) CONVEYED TO THE STATE OF TEXAS FOR THE USE AND BENEFIT OF THE PERMANENT SCHOOL FUND, IN A DEED WITHOUT WARRANTY, DATE EXECUTED APRIL 19, 2014, RECORDED IN DOCUMENT NUMBER 20140032137, OFFICIAL PUBLIC RECORDS OF REAL PROPERTY, EL PASO COUNTY, TEXAS;

ALL OF THE REMAINDER OF SURVEY NO: 28, BLOCK 79, TOWNSHIP 2, TEXAS AND PACIFIC RAILWAY CO., EL PASO COUNTY, TEXAS, FILED IN GLO SCHOOL FILE NO. 104403 (SURVEYED UNSOLD SCHOOL LAND); AND

ALL OF THE 299.584 ACRE TRACT, NORTH PART OF SURVEY NO. 29, BLOCK 79, TOWNSHIP 2, TEXAS AND PACIFIC RAILWAY CO., CONVEYED TO THE STATE OF TEXAS FOR THE USE AND BENEFIT OF THE PERMANENT SCHOOL FUND, IN A DEED FROM THE UNITED STATES OF AMERICA, DATE EXECUTED FEBRUARY 7, 1997, RECORDED IN VOLUME 3180, PAGE 1046 (DOCUMENT NUMBER 97016082), DEED RECORDS OF EL PASO COUNTY, TEXAS;

PART 2 - 668.46 ACRES:

ALL OF THE 668.46 ACRE TRACT (PARCEL 1) CONVEYED TO THE STATE OF TEXAS FOR THE USE AND BENEFIT OF THE PERMANENT SCHOOL FUND, IN A DEED WITHOUT WARRANTY, DATE EXECUTED APRIL 19, 2014, RECORDED IN DOCUMENT NUMBER 20140032137, OFFICIAL PUBLIC RECORDS OF REAL PROPERTY, EL PASO COUNTY, TEXAS.

SAID 1259.20 ACRES BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PART 1:

BEGINNING at a calculated point having coordinates of X=448628.99 feet and Y=10676605.26 feet Texas Coordinate System 1983, Central Zone (4203) for the southeast corner of the said 14.54 acre tract, being also in a northeast right-of-way line of Highway Loop 375 (Purple Heart Memorial Highway) according to the State of Texas Department of Highways and Public Transportation map or plat thereof entitled Plans of Proposed Right-of-Way Project El Paso County – City of El Paso, Highway Loop 375 (Control No. 2552-2-02) (right-of-way width varies) on file at the Texas Department of Transportation, El Paso District office and in a northeast line of a 276.943 acre tract described in an Assignment and Assumption Agreement of an Easement for Public Road and Water Utility Pipeline, date executed March 26, 1997 from the City of El Paso, Texas, to the State of Texas acting on behalf of its Texas Department of Transportation, recorded in Volume 3209, Page 927, Deed Records of El Paso County, Texas;

THENCE crossing Surveys 30 and 19 in a northwesterly direction along the southwest line of the said 14.54 acre tract, the northeast right-of-way line of Highway Loop 375 and the northeast line of the said 276.943 acre tract to the southwest corner of the herein described tract;

THENCE leaving the northeast right-of-way line of Highway Loop 375 and the northeast line of the said 276.943 acre tract in a northerly direction crossing Survey 19, along the westerly line of the said 14.54 acre tract to the northwest corner of the said 14.54 acre tract, and being the northwest corner of the herein described tract;

THENCE continuing over and across Surveys 19 and 30 in a southeasterly direction along the northeast line of the said 14.54 acre tract to the northeast corner of the said 14.54 acre tract, in the common line of Surveys 29 and 30, and being an interior ell corner of the herein described tract;

THENCE northerly along the common line of Surveys 29 and 30 to a common corner of Surveys 19, 29 and 30, the southwest corner of Survey 20, Block 79, Township 2, Texas and Pacific Railway Co., and the southwest corner of a 2205.26 acre tract of land conveyed to the United States of America, in a Deed from the State of Texas, date recorded May 21, 2014, recorded in Document Number 20140032136, Official Public Records Of Real Property, El Paso County, Texas and being a northwest corner of the herein described tract;

THENCE leaving the common corner of Surveys 19, 20, 29 and 30 along the north line of Surveys 28 and 29, the south line of Survey 20, the south line of Survey 21 Block 79, Township 2, Texas and Pacific Railway Co., and the south line of the 2205.26 acre tract to the common corner of Surveys 21 and 28, the southwest corner of Survey 22, the northwest corner of Survey 27, both in Block 79, Township 2, Texas and Pacific Railway Co., the southwest corner of a 0.46 acre tract conveyed to El Paso Electric Company in Special Warranty Deed, date effective May 14, 1980, recorded in Volume 1085, Page 104, Deed Records of El Paso County, Texas, the northwest corner of a 46.60 acre tract conveyed to El Paso Electric Company in Special Warranty Deed, date effective

May 14, 1980, recorded in Volume 1085, Page 104, Deed Records of El Paso County, Texas, and being the northeast corner of the herein described tract;

THENCE leaving the common corner of Surveys 21, 22, 27 and 28, and the south line of the said 2205.26 acre tract along the common line of Surveys 27 and 28 and the west line of the said 46.60 acre tract to the northeast corner of a 117.37 acre tract conveyed to Valero Partners EP, LLC in a Special Warranty Deed, date effective December 1, 2013, recorded in Documents Number 20130090337, Official Public Records Of Real Property, El Paso County, Texas and being the most northeasterly southeast corner of the herein described tract;

THENCE leaving the west line of the said 46.60 acre tract in a northwest direction along a south line of the remainder of Survey 28, the north line of the said 117.37 acre tract and the north line of a 49.170 acre tract (Tract 3) conveyed to J.C. Viramontes, in a Land Award and Receipt, date witnessed, March 18, 1997, recorded in Volume 3215, Page 1820 (Document No. 97037511), Official Public Records Of Real Property, El Paso County, Texas to the northwest corner of the said 49.170 acre tract and being an interior ell corner of the herein described tract;

THENCE in a southerly direction along the common line of the remainder of Survey 28 and the said 49.170 acre tract to a point in the north line of Survey 33, Block 79, Township 2, Texas and Pacific Railway Co., and in the north line of a 100.411 acre tract conveyed to Justice Road Exchange, LLC in a Special Warranty Deed with Vendor's Lien, date executed December 15, 2013, recorded in Document Number 20130091911, Official Public Records of Real Property, El Paso County, Texas and being the southwest corner of the said 49.170 acre tract and the most southerly southeast corner of the herein described tract;

THENCE in a northwesterly direction along the common line of the remainder of Survey 28 and 33 and the said 100.411 acre tract to a point in the east right-of-way line of said Highway Loop 375 (Purple Heart Memorial Highway) and in the east line of the said 276.943 acre tract for the most southerly southwest corner of the herein described tract;

THENCE crossing Surveys 28 and 29 in a northerly and northwesterly direction with the common line of the east and northeast right-of-way line of Highway Loop 375 and the east and northeast line of the said 276.943 acre tract to the **POINT OF BEGINNING**, containing approximately 690.74 acres of land, more or less.

PART 2:

BEGINNING at a brass disk found stamped "Texas State Department of Highways and Public Transportation" having coordinates of X=453352.99 feet and Y=10869997.96 feet Texas Coordinate System 1983, Central Zone (4203) in the north right-of-way line of U. S. Highway 62 and 180 (Montana Avenue) (200' right-of-way width) according to the map or plat dated 1955 and entitled Texas Highway Dept., El Paso County Right of Way Map, U.S. Highway 62 & 180, from El Paso City Limits, Sta. 246+79.39 to Hueco Mts. Sta. 1106+20.00 (Control No. 374-2-12) on file in the Texas Department of

Transportation, El Paso District, and being in the north line of a 12.5 acre tract conveyed to El Paso County, Texas, in a Deed, date recorded September 18, 1928, recorded in Volume 501, Page 146, Deed Records of El Paso County, Texas, and the southernmost southeast corner of the said 668.46 acre tract and the herein described tract,

THENCE in a southwesterly direction with the north right-of-way line of said U. S. Highway 62 and 180, the north line of said 12.5 acre tract, and the south line of said 668.46 acre tract to the southwest corner of the said 668.46 acre tract and the herein described tract,

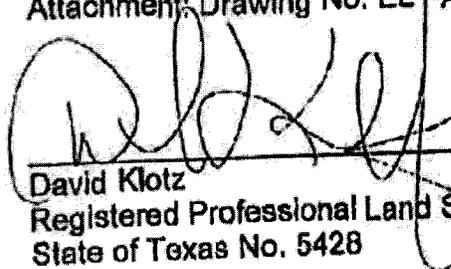
THENCE leaving the north right-of-way line of U. S. Highway 62 and 180 and the north line of said 12.5 acre tract, crossing Surveys 32, 29 and 30 in a northerly, northwesterly and westerly direction along the southerly and westerly line of the said 668.46 acre tract to a point in the southwest right-of-way line of Highway Loop 375 (Purple Heart Memorial Highway) and being in a southwest line of the said 276.943 acre tract, and being the northwest corner of the said 668.46 acre tract and the northwest corner of the herein described tract;

THENCE crossing Surveys 30, 29 and 32 in a southeasterly and southerly direction with the common line of the southwest and west right-of-way line of Highway Loop 375, in part the southwest and west line of the said 276.943 acre tract, and the northeast and east line of the said 668.46 acre tract to the **POINT OF BEGINNING**, containing approximately 668.46 acres of land, more or less.

This Document was prepared under 22 TAC §663.21, does not reflect the results of an on-the-ground survey, and is not to be used to convey or establish interests in real property except those rights and interests implied or established by the creation or reconfiguration of the boundary of the political subdivision for which it was prepared.

Note: Acreages were based solely on the acreages called for in the recorded instruments recited herein.

Attachment: Drawing No. EL PASO CO. MUD-POL.DWG (five sheets)


David Klotz
Registered Professional Land Surveyor
State of Texas No. 5428

10/11/20

Date



SKETCH TO ACCOMPANY A DESCRIPTION OF APPROXIMATELY 1259.20 ACRES OF LAND IN SURVEY NO. 19, ABSTRACT NO. 2131, SURVEY NO. 28, FILED IN GLO SCHOOL FILE NO. 104403 (SURVEYED UNSOLD SCHOOL LAND), SURVEY NO. 29, ABSTRACT NO. 2136, SURVEY NO. 30, ABSTRACT NO. 3755, AND SURVEY NO. 32, ABSTRACT 2131, ALL IN BLOCK 79, TOWNSHIP 2, TEXAS AND PACIFIC RAILWAY CO., EL PASO COUNTY, TEXAS.

CONSISTING OF:

PART 1 - 590.74 ACRES:

ALL OF THE 14.54 ACRE TRACT (PARCEL 2) CONVEYED TO THE STATE OF TEXAS FOR THE USE AND BENEFIT OF THE PERMANENT SCHOOL FUND, IN A DEED WITHOUT WARRANTY, DATE EXECUTED APRIL 19, 2014, RECORDED IN DOCUMENT NUMBER 20140032137, OFFICIAL PUBLIC RECORDS OF REAL PROPERTY, EL PASO COUNTY, TEXAS;

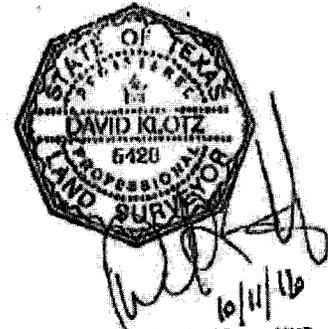
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ALL OF THE 299.584 ACRE TRACT, NORTH PART OF SURVEY NO. 29, BLOCK 79, TOWNSHIP 2, TEXAS AND PACIFIC RAILWAY CO., CONVEYED TO THE STATE OF TEXAS FOR THE USE AND BENEFIT OF THE PERMANENT SCHOOL FUND, IN A DEED FROM THE UNITED STATES OF AMERICA, DATE EXECUTED FEBRUARY 7, 1997, RECORDED IN, VOLUME 3180, PAGE 1046 (DOCUMENT NUMBER 97018082), DEED RECORDS OF EL PASO COUNTY, TEXAS;

PART 2 - 668.46 ACRES:

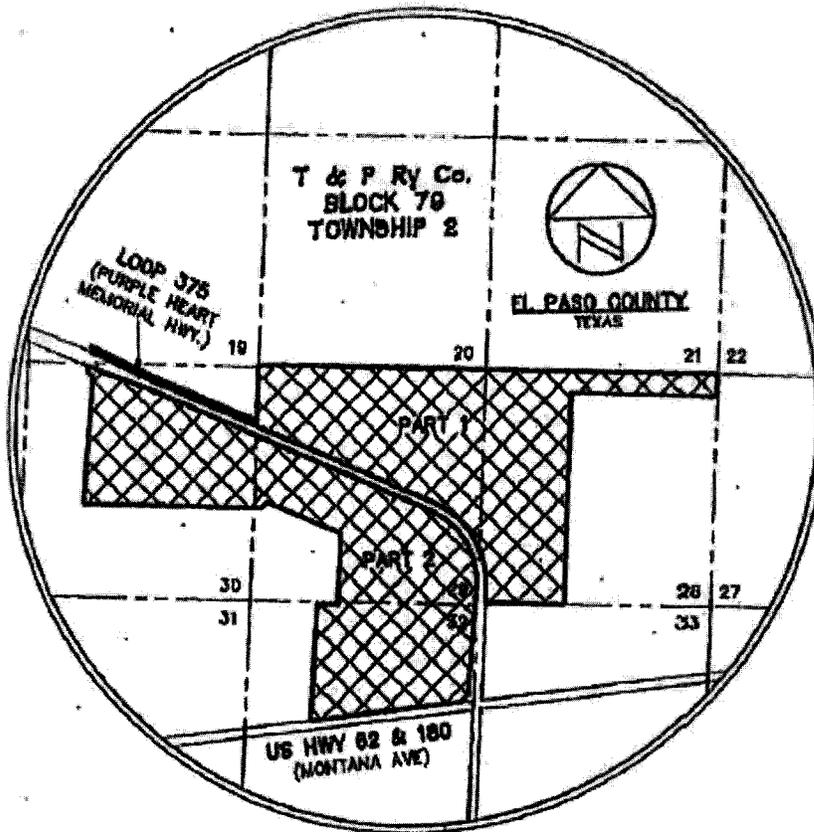
ALL OF THE 668.46 ACRE TRACT (PARCEL 1) CONVEYED TO THE STATE OF TEXAS FOR THE USE AND BENEFIT OF THE PERMANENT SCHOOL FUND, IN A DEED WITHOUT WARRANTY, DATE EXECUTED APRIL 19, 2014, RECORDED IN DOCUMENT NUMBER 20140032137, OFFICIAL PUBLIC RECORDS OF REAL PROPERTY, EL PASO COUNTY, TEXAS.

LEGEND	
P.O.B.	POINT OF BEGINNING
D.R.E.P.C.Tx	DEED RECORDS EL PASO COUNTY, TEXAS
O.P.R.R.P.E.P.C.Tx	OFFICIAL PUBLIC RECORDS OF REAL PROPERTY, EL PASO COUNTY, TEXAS
	SUBJECT TRACT



ATTACHMENTS: METES AND BOUNDS DESCRIPTION EL PASO CO. MUD-POL.DOCX

PROJECT NAME: EL PASO CO. - MUD
DRAWING NO.: EL PASO CO. MUD-POL
PLOT DATE: 1/14/2018
SHEET: 1 OF 5



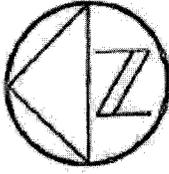
VICINITY MAP
NOT TO SCALE

SKETCH
SCALE IN FEET



1" = 1000 FEET

PROJECT NAME: EL PASO CO. - MUD
DRAWING NO.: EL PASO CO. MUD-POL
PLOT DATE: 1/14/2016
SHEET: 2 OF 5



SCALE:
1" = 1000'

UNITED STATES OF AMERICA
2265.26 ACRES
(PARCEL 18)
(VOL. 400, PG. 198)
CAPR.P.P.C.T.

T & P Ry Co.
BLOCK 19
TOWNSHIP 2

19

20

UNITED STATES OF AMERICA
540 ACRES
(PARCEL 7)
(VOL. 387, PG. 90)
DUREP.C.T.

STATE OF TEXAS
14.54 ACRES
(PARCEL 2)
(201-0032137)
CAPR.P.P.C.T.

STATE OF TEXAS
M. MARK OF SUTTING 20
APPROXIMATELY
590.74 ACRES
(25,732,691 S.F.)

STATE OF TEXAS
APPROXIMATELY
668.46 ACRES
(29,119,186 S.F.)

STATE OF TEXAS
APPROXIMATELY
668.46 ACRES
(29,119,186 S.F.)

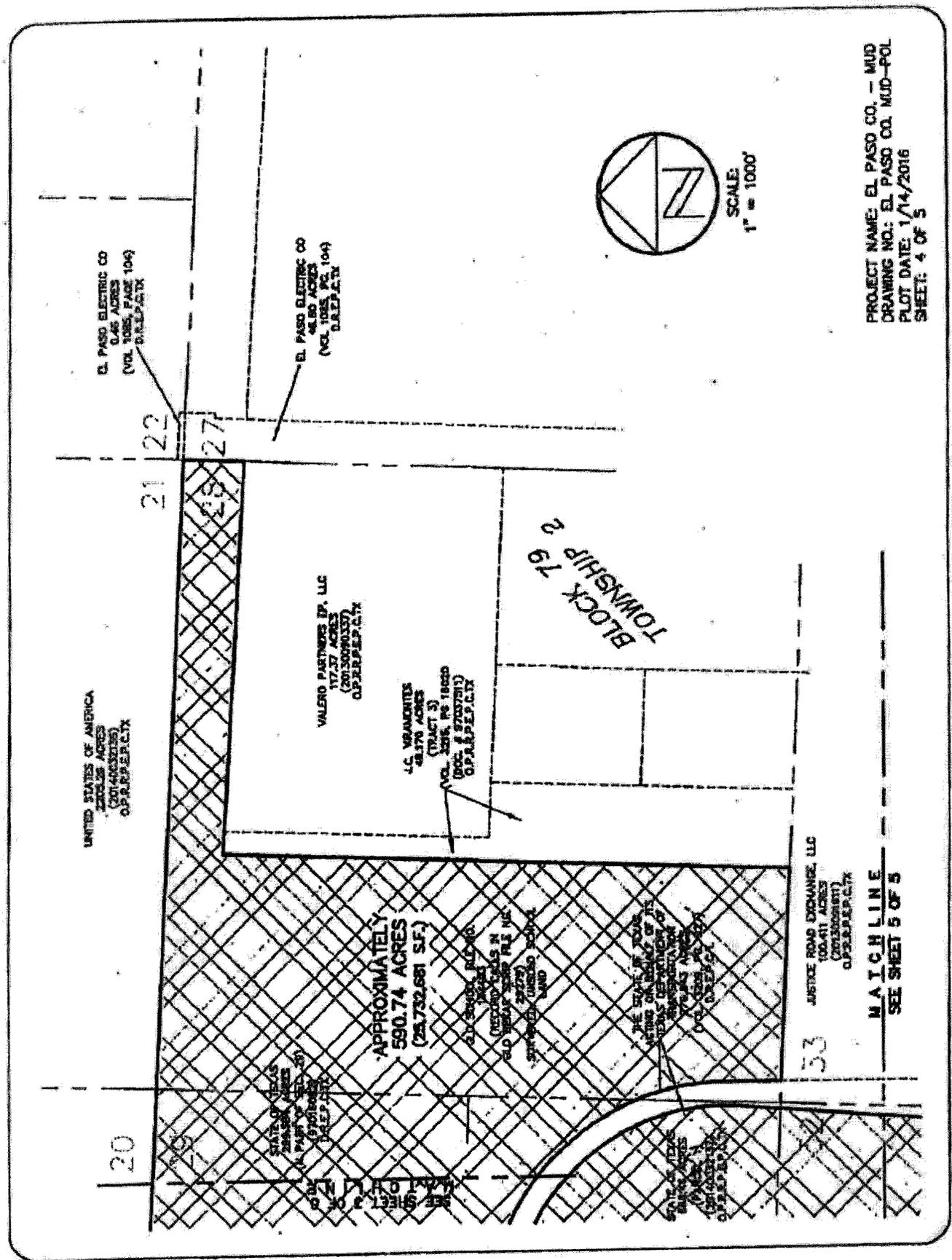
UNITED STATES OF AMERICA
540 ACRES
(PARCEL 7)
(PARCEL 37)
(VOL. 387, PG. 90)
DUREP.C.T.

PROJECT NAME: EL PASO CO. - MUD
DRAWING NO.: EL PASO CO. MUD-POL
PLOT DATE: 1/14/2016
SHEET: 3 OF 5

STATE OF TEXAS
APPROXIMATELY
668.46 ACRES
(29,119,186 S.F.)

UNITED STATES OF AMERICA
540 ACRES
(PARCEL 7)
(PARCEL 18)
(VOL. 387, PG. 90)
DUREP.C.T.

STATE OF TEXAS
APPROXIMATELY
668.46 ACRES
(29,119,186 S.F.)



(090.1/1011/000010/1.3)

18-1007-2121 | 786554_2

City's Consent Horizon MUD Annexation-Butterfield Trail
KMN



City of El Paso – City Plan Commission Staff Report

Case No: SUSU17-00082 Montana Commons
Application Type: Resubdivision Combination
CPC Hearing Date: November 2, 2017
Staff Planner: Rocio Alvarado, (915) 212-1612, alvaradorp@elpasotexas.gov
Location: North of Montana & East of Purple Heart

Acreage: 120.022
Rep District: 5
Existing Use: Vacant
Existing Zoning: C-4 (Commercial)
Proposed Zoning: C-4 (Commercial)

Nearest Park: Volcano Fire Park (.30 miles)
Nearest School: El Dorado (.96 miles)
Park Fees Required: N/A
Impact Fee Area: N/A

Property Owners: Justice Road Exchange LLC
J Cesar Viramontes
Applicant: Justice Road Exchange LLC
J Cesar Viramontes
Representative: SLI Engineering Inc

SURROUNDING ZONING AND LAND USE

North: ETJ (Extraterritorial Jurisdiction) & R-MU (Residential Mixed Used District)/ Vacant
South: C-4 (Commercial)/ Commercial development
East: C-4 (Commercial) & R-F (Ranch Farm)/ Residential development & El Paso County Sheriff's Department
West: ETJ (Extraterritorial Jurisdiction)/ Vacant

PLAN EL PASO DESIGNATION: G2, Traditional Neighborhood (Walkable)

APPLICATION DESCRIPTION

The applicant proposes to subdivide 120.22 acres of vacant land into 12 commercial lots. Access to the subdivision is proposed from Joe Battle, Montana Avenue and Justice Road. This subdivision is being reviewed under the current subdivision code.

EXCEPTIONS/MODIFICATIONS REQUESTED

The applicant is requesting the following exceptions pursuant to Section 19.10.050.A:

- To waive the required 10' hike and bike along Montana Avenue.
- To waive the required 10' hike and bike along Joe Battle.

There is an existing bicycle lane within a ¼ mile of the subject property but no hike/bike paths.

DEVELOPMENT COORDINATING COMMITTEE

The Development Coordinating Committee recommends **denial**. The applicant is required to submit improvement plans and TIA in accordance with Section 19.08.010 and Chapter 19.18 of the City Code.

Planning & Inspections Department- Planning Division

Staff recommends **denial**. The applicant is required to submit improvement plans and TIA in accordance with Section 19.08.010 and Chapter 19.18 of the City Code.

Planning and Inspections Department - Land Development

We have reviewed subject plats and recommend Approval.

The Developer/Engineer shall address the following comments.

1. No objections to proposed subdivision plat.

Capital Improvement Department- Parks and Recreation

No comments received.

El Paso Water

No comments received.

Street and Maintenance Department

No comments received.

Central Appraisal District

Change Block 64 to Block 2.

Change Block 58, Lot 6 to Block 3, Lot 1.

Sun Metro

Sun Metro does not oppose this request.

Montana Brio will be providing inbound and outbound service along Montana beginning early 2020.

An inbound Brio station is proposed on Justice, south of Montana. An outbound Brio station is proposed on Montana, east of Justice.

Sun Metro will have intermittent lane closures along Montana for the duration of the Montana Brio construction project.

El Paso Electric Company

No comments received.

El Paso County 911 District

No comments received.

Fire Department

No comments received.

Additional Requirements and General Comments:

1. Submit to the Planning and Inspections Department – Planning Division the following prior to recording of the subdivision.
 - a. Current certified tax certificate(s)
 - b. Current proof of ownership
 - c. Release of access document, if applicable
 - d. Set of restrictive covenants, if applicable

2. Every subdivision shall provide for postal delivery service. The subdivider shall coordinate the installation and construction with the United States Postal Service in determining the type of delivery service for the proposed subdivision. In all cases, the type and location of delivery service shall be subject to the approval of the United States Postal Service.

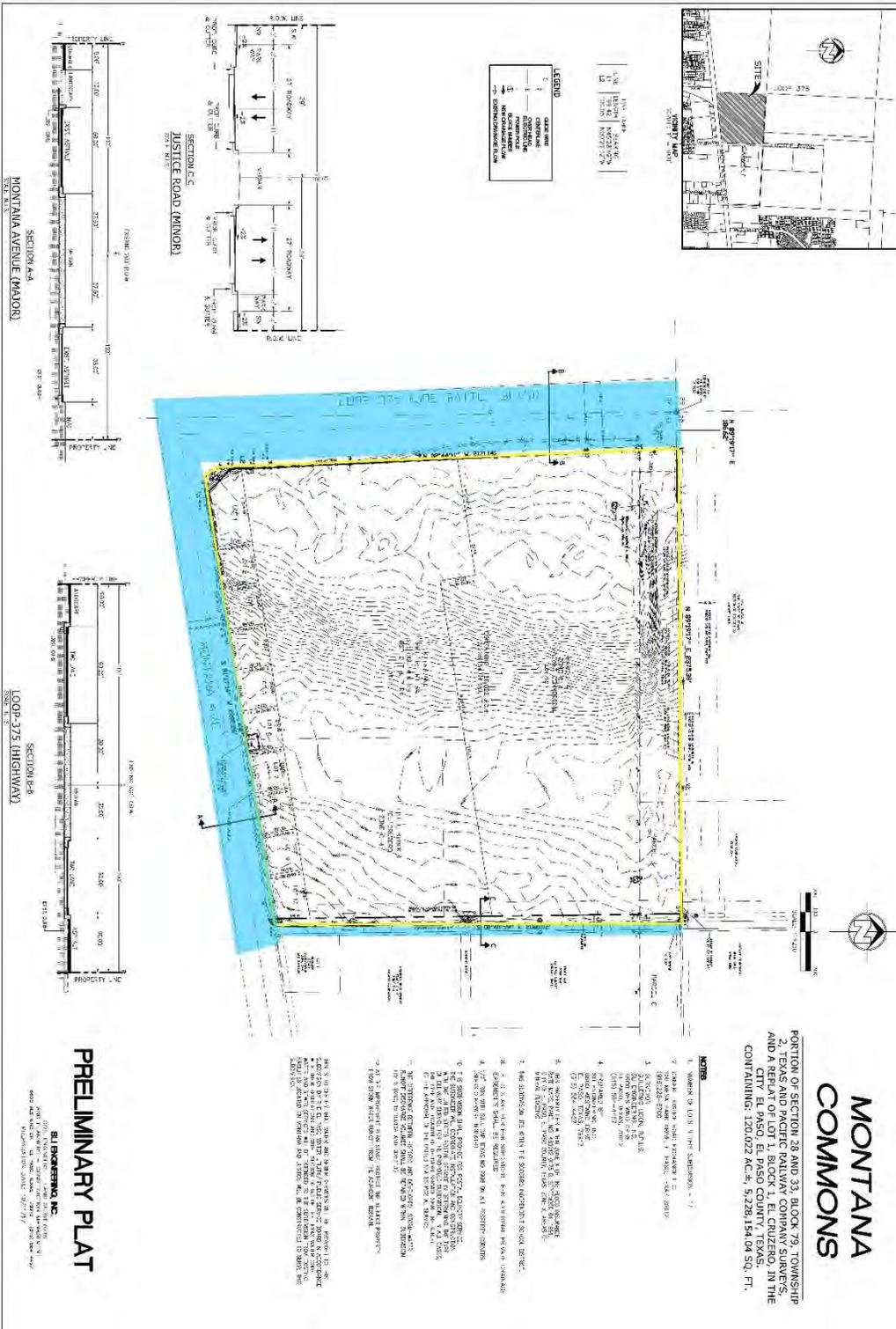
Attachments

1. Location map
2. Aerial map
3. Preliminary plat
4. Final plat
5. Exception request
6. Bicycle buffer
7. Application

ATTACHMENT 2



ATTACHMENT 3



ATTACHMENT 4



ATTACHMENT 5



Guillermo Licón, P.E.
President

September 8, 2017

Nelson Ortiz
Planning Division
City of El Paso
711 Texas Street
El Paso Texas

Dear Mr. Ortiz

Subject: Montana Commons waiver request.

Justice Exchange LLC. cordially requests a waiver for **Code No. 19.10.050 - Roadway participation policies—Improvement of roads and utilities within and or abutting the subdivision of the Municipal Code**, a waiver for **Code No. 19.18 – Traffic Impact Analysis of the Municipal Code**, to grant us a waiver for the requirement of a Traffic Impact Analysis.

The purpose of these waivers is as follows:

- **Code No. 19.10.050 -Improvement of roads and utilities within and or abutting the subdivision** to eliminate the following conditions:

The construction of any improvements on Montana and on Loop 375 This condition was requested by your office as a comment on the subdivision listed above. TXDOT will be reconstructing Montana as well as Loop 375 beginning 2018. The new configuration will include sidewalks, ramps and other improvement that are completely different than the requirements stated in the "5 day review" comments. Building these improvements will be a wasted effort since TXDOT will have to demolish and rebuild again. Therefore, we cordially request a waiver to keep allow the developer to leave the configuration of the street as it exists today.

This configuration will not be detrimental to the public health, safety and welfare and will be in character with the neighborhood.

Civil Engineers
Land Surveyors & Planners
Construction Management

Licensed Registered Engineers
Texas - New Mexico
Arizona - Colorado

6600 Westwind Drive
El Paso, TX 79912
Phone (915) 584-4457
Fax (915) 581-7756



➤ **Code No. 19.18 – Traffic Impact Analysis**

According to The City of El Paso Ordinance No. 19.18.010: Purpose and Applicability a traffic Impact analysis (TIA), in adherence to standards contained within the Purpose and Applicability title and City of El Paso approved guidelines, shall be required by the city manager, or designee for the following unless the city manager or designee determines that a TIA is not needed due to studies already completed or improvements already constructed.

On behalf of Justice Exchange LLC, LP., we hereby respectfully request that the City Manager waive the requirement for a Traffic Impact Analysis for this subdivision. As provided in the Section 19.18.101(B)(3) of the City Code, the TIA is not needed since the Texas Department of Transportation has studied the area and has programmed an expansion of US 62/180 Montana CSJ 0374-02-097, 0374-02-100) that will involve extensive improvements to this area. Additionally, the TIA for Justice Road was previously completed as part of the El Cruzero Subdivision which the City approved.

Thank you in advance for your consideration. Please let me know if you have any questions.

Thank you for your assistance.

Sincerely:



Georges Falloul
SLI Engineering, Inc.

ATTACHMENT 6



ATTACHMENT 7

SUSU17-00082



CITY PLAN COMMISSION APPLICATION FOR
RESUBDIVISION COMBINATION SUBDIVISION APPROVAL

DATE: 10-10-2017 FILE NO. _____

SUBDIVISION NAME: Montana Commons

1. Legal description for the area included on this plat (Tract, Block, Grant, etc.)
Portion of section 28 and 33, Block 79, Township 2, Texas and Pacific Railway Company Surveys and a replat of Lots 1, 2, 3 and 4, Block 1, El Cruzero, El Paso El Paso County Texas

2. Property Land Uses:

	<u>ACRES</u>	<u>SITES</u>		<u>ACRES</u>	<u>SITES</u>
Single-family	_____	_____	Office	_____	_____
Duplex	_____	_____	Street & Alley	_____	_____
Apartment	_____	_____	Ponding & Drainage	_____	_____
Mobile Home	_____	_____	Institutional	_____	_____
P.U.D.	_____	_____	Other (specify below)	_____	_____
Park	_____	_____	_____	_____	_____
School	_____	_____	_____	_____	_____
Commercial	<u>120.022</u>	<u>1</u>	Total No. Sites	_____	<u>1</u>
Industrial	_____	_____	Total (Gross) Acreage	<u>120.022</u>	_____

3. What is existing zoning of the above described property? C-4 Proposed zoning? same

4. Will the residential sites, as proposed, permit development in full compliance with all zoning requirements of the existing residential zone(s)? Yes _____ No _____ N/A

5. What type of utility easements are proposed: Underground _____ Overhead _____ Combination of Both X

6. What type of drainage is proposed? (If applicable, list more than one)
On Site Ponding

7. Are special public improvements proposed in connection with development? Yes _____ No X

8. Is a modification or exception of any portion of the Subdivision Ordinance proposed? Yes X No _____
If answer is "Yes", please explain the nature of the modification or exception
Waiver to submit improvement plans and a TIA

9. Remarks and/or explanation of special circumstances:
TXDOT Plans to modify the cross section of Montana and Loop 375

10. Improvement Plans submitted? Yes _____ No X

11. Will the proposed subdivision require the city to review and decide whether this application is subject to the standards in effect prior to the effective date of the current applicable standards? Yes _____ No X

If yes, please submit a vested rights petition in accordance with Title I (General Provisions) Chapter 1.04 - Vested Rights

City Development Department
811 Texas | P.O. Box 1890 | El Paso, Texas 79950-1890 | (915) 212-0085

12. Owner of record Justice Road Exchange LLC. 106 Mesa Park Drive 79912 915 225 5700
(Name & Address) (Zip) (Phone)
13. Developer Same
(Name & Address) (Zip) (Phone)
14. Engineer SLI Engineering, Inc. 6600 Westwind Dr. 79912 915 584 4457
(Name & Address) (Zip) (Phone)

**Effective September 1, 2014, a 3% technology fee has been added to all Planning application fees.*

1,182.44

OWNER SIGNATURE *Donald Coker*
 REPRESENTATIVE *[Signature]*

NOTE: SUBMITTAL OF AN APPLICATION DOES NOT CONSTITUTE ACCEPTANCE FOR PROCESSING UNTIL THE PLANNING DEPARTMENT REVIEWS THE APPLICATION FOR ACCURACY AND COMPLETENESS.

City Development Department
 811 Texas | P.O. Box 1890 | El Paso, Texas 79950-1890 (915) 212-0085