# Final Environmental Assessment

## US 62/180 (Montana Avenue), El Paso District

From Global Reach Drive to FM 659 (N. Zaragoza Road)

CSJ Number 0374-02-097

El Paso County, Texas

August 2018

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

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## Acronyms and Abbreviations

| | |
|---|---|
| AADT | Average Annual Daily Traffic |
| ACM | Asbestos-Containing Materials |
| ADT | Average Daily Traffic |
| AOI | Area of Influence |
| APE | Area of Potential Effects |
| ATN | Affected Transportation Network |
| BGEPA | Bald and Golden Eagle Protection Act |
| BMPs | Best Management Practices |
| CAA | Clean Air Act |
| CAAA | Clean Air Act Amendments |
| CEQ | Council on Environmental Quality |
| CFR | Code of Federal Regulations |
| CGP | Construction General Permit |
| CMP | Congestion Management Process |
| CO | Carbon Monoxide |
| CWA | Clean Water Act |
| EA | Environmental Assessment |
| EIS | Environmental Impact Statement |
| ENV | Environmental Affairs Division |
| EO | Executive Order |
| EPA | U.S. Environmental Protection Agency |
| EPIA | El Paso International Airport |
| EPICs | Environmental Permits, Issues, and Commitments |
| ETC | Estimated Time of Completion |
| FEMA | Federal Emergency Management Administration |
| FM | Farm-to-Market |
| FONSI | Finding of No Significant Impact |
| FPPA | Farmland Protection Policy Act of 1981 |
| Ft | Foot |
| FTA | Federal Transit Administration |
| FWCA | Fish and Wildlife Coordination Act |
| GCD | Groundwater Conservation District |
| GLO | General Land Office |
| HEI | Health Effects Institute |
| HHS | U.S. Department of Health and Human Services |
| IBWC | International Boundary and Water Commission |
| ICRMP | Integrated Cultural Resources Management Plan |

| | |
|---|---|
| IP | Individual Permit |
| IRIS | Integrated Risk Information System |
| ISA | Initial Site Assessment |
| ISTEA | Intermodal Surface Transportation Act |
| LEP | Limited-English Proficiency |
| LOS | Level-of-Service |
| LPST | Leaking Petroleum Storage Tank |
| MBTA | Migratory Bird Treaty Act |
| MOU | Memorandum of Understanding |
| MPO | Metropolitan Planning Organization |
| MS4 | Municipal Separate Storm Sewer System |
| MSAT | Mobile Source Air Toxics |
| MTP | Metropolitan Transportation Plan |
| NAAQS | National Ambient Air Quality Standards |
| NAGPRA | Native American Graves Protection and Repatriation Act |
| NATA | National Air Toxics Assessment |
| NEPA | National Environmental Policy Act |
| NHL | National Historic Landmark |
| NHPA | National Historic Preservation Act |
| NMFS | National Marine Fisheries Service |
| NRCS | Natural Resources Conservation Service |
| NRHP | National Register of Historic Places |
| NWI | National Wetlands Inventory |
| OTHM | Official Texas Historical Marker |
| PA | Programmatic Agreement |
| PGMA | Priority Groundwater Management Area |
| PM | Particulate Matter |
| POAQC | Project of Local Air Quality Concern |
| PS&E | Plans, Specifications, and Estimate |
| PSLs | Project Specific Locations |
| PST | Petroleum Storage Tank |
| PWS | Public Water Supply |
| ROE | Right-of-Entry |
| ROW | Right-of-Way |
| RTHL | Recorded Texas Historic Landmark |
| RTS | Rapid Transit System |
| SAL | State Antiquities Landmark |
| SGCN | Species of Greatest Conservation Need |
| SHPO | State Historic Preservation Officer |
| SIP | State Implementation Plan |

| | |
|---|---|
| SL | State Loop |
| 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 |
| TIP | Transportation Improvement Program |
| TPDES | Texas Pollutant Discharge Elimination System |
| TPWD | Texas Parks and Wildlife Department |
| TWDB | Texas Water Development Board |
| TxDOT | Texas Department of Transportation |
| Uniform Act | Uniform Relocation Assistance and Real Properties Acquisition Act of 1970 |
| US | U.S. Highway |
| USACE | U.S. Army Corps of Engineers |
| USC | U.S. Code |
| USDOT | U.S. Department of Transportation |
| USFWS | U.S. Fish and Wildlife Service |
| USGS | U.S. Geological Survey |
| VMT | Vehicles Miles Travelled |
| vpd | Vehicles per Day |

# 1. Introduction

The Texas Department of Transportation (TxDOT) El Paso District proposes improvements to U.S. Highway (US) 62/180 (Montana Avenue) from Global Reach Drive to Farm-to-Market (FM) 659 (N. Zaragoza Road) in the City of El Paso, El Paso County, Texas. **Appendix A, Exhibit 1** provides a project location map, which shows the proposed project limits (i.e. logical termini), as well as the proposed project construction limits. The length of the project construction limits is approximately 7.8 miles. As referenced in this document, the "project area" includes areas of existing and proposed right-of-way (ROW), existing easements, and tie-in areas at existing roadways and driveways (**Appendix A, Exhibit 2**).

This Environmental Assessment (EA) has been developed to analyze the potential environmental consequences that could result from construction, operation, and maintenance of the proposed project, and to determine whether such consequences warrant preparation of an Environmental Impact Statement (EIS). The EA was made available for public review 15 days before, during, and 15 days after the Public Hearing for the project (from July 18, 2018 to August 17, 2018). Following the prescribed public comment period, TxDOT considered all comments submitted and revised the EA, as appropriate. If TxDOT determines the proposed project would not have any significant adverse environmental impacts, a Finding of No Significant Impact (FONSI) would be issued, which would be made available for public review.

This EA was written in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended; the President's Council on Environmental Quality (CEQ) Regulations 40 Code of Federal Regulations (CFR) Parts 1500 to 1508, *Regulations for Implementing NEPA*, 1978; Federal Highway Administration (FHWA) Technical Advisory T6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents*; and TxDOT guidance documents.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 United States Code (USC) 327 and a Memorandum of Understanding (MOU) dated December 16, 2014, and executed by FHWA and TxDOT.

# 2. Project Description

## 2.1 Existing Facility

US 62/180 (Montana Avenue) exists within the project limits as a partially-controlled access, multi-lane, divided roadway within a ROW width of 200 feet (usual). Between the US 62/180 (Montana Avenue) main lanes is a sparsely vegetated, gravelly median that is 52 to 62 feet in width, with a cable barrier and center ditch with intermittent openings to provide access. Each direction of travel has 40 to 45 feet of existing pavement, configured with two to three 12-foot (ft) lanes, a 4- to 6-ft inside shoulder, and a 5- to 10-ft outside shoulder (TxDOT 2018f).

Within the project limits, US 62/180 (Montana Avenue) intersects with State Loop (SL) 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) and FM 659 (N. Zaragoza Road) at existing grade separations. Signalized at-grade intersections exist at Global Reach Drive, N. Lee Trevino Drive, George Dieter Drive, Lee Boulevard, Saul Kleinfeld Drive, Justice/Tierra Este Road, Turf Road, and Rich Beem Boulevard. Several minor, non-signalized "T" intersections and driveways also exist throughout the project limits (TxDOT 2018f).

From Global Reach Drive to SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard), existing bicycle and pedestrian accommodations include a 5-ft bicycle lane in both directions and 5-ft sidewalks on the east side of the roadway. There are no existing pedestrian accommodations from SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) to FM 659 (N. Zaragoza Road), except for intermittent sidewalks in front of some of the adjacent businesses (e.g. Walmart, Lowes, and Cinemark Theaters). Although not specifically set aside for bicycles, the existing outside shoulders from SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) to FM 659 (N. Zaragoza Road) are 10 feet wide and could be used by bicyclists (TxDOT 2018f).

A detailed description of the existing facility is provided in the *Project Description Technical Report* that was prepared for the proposed project (TxDOT 2018f).

**Appendix B** provides photographs of the existing facility, while **Appendix D, Exhibit 1** provides the existing typical section of the facility.

## 2.2 Proposed Facility

The proposed project would construct three controlled-access main lanes and frontage roads in each direction along US 62/180 (Montana Avenue) from Global Reach Drive to FM 659 (N. Zaragoza Road). The main lanes would be elevated to pass over Global Reach Drive, N. Lee Trevino Drive, Wooster Lane, George Dieter Drive, Tierra Este Road, Rich Beem

Boulevard, and Square Dance Road, and depressed to pass under Saul Kleinfeld Road and SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard). The typical main lane section would include 116 feet of pavement, with 58 feet in each direction, separated by a 2-ft flush median with a continuous longitudinal barrier. Each direction would be configured with three 12-ft main lanes, an 11-ft inside shoulder, and a 10-ft outside shoulder (TxDOT 2018f).

Three frontage road lanes would be constructed in each direction between Global Reach Drive and SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard), and two frontage road lanes would be constructed in each direction between SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) and FM 659 (N. Zaragoza Road). The three existing eastbound lanes of US 62/180 (Montana Avenue) from N. Lee Trevino Drive to SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) would serve as the eastbound frontage road in the final configuration (TxDOT 2018f).

At the western project terminus, two direct connector ramps would be constructed at US 62/180 (Montana Avenue) and Global Reach Drive. At the eastern project terminus, the main lanes and parallel frontage roads would tie into the existing section of US 62/180 (Montana Avenue), west of the existing FM 659 (N. Zaragoza Road) overpass. A four-level interchange would be constructed at the intersection of US 62/180 (Montana Avenue) and SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard). Four direct connector structures would facilitate the major directional movements between the main lanes of US 62/180 (Montana Avenue) and the main lanes of SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) (TxDOT 2018f).

The proposed project would install a storm drain system to convey stormwater through the system and into the proposed retention basins. Nine retention basins would be constructed under implementation of the proposed project (TxDOT 2018f).

From Global Reach Drive to SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard), the proposed project would include a 12-ft shared-use path on the outside of the westbound frontage road; the eastbound direction would include a 5-ft bike lane on the outside of the frontage road, as well as a 5-ft sidewalk separated from the frontage road by a 23-ft buffer area. From SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) to FM 659 (N. Zaragoza Road), bicycle and pedestrian accommodations would include 5-ft bicycle lanes and 5-ft sidewalks along the outside frontage road lanes in both directions (TxDOT 2018f).

Approximately 141 acres of additional ROW would be required for the proposed project. The ROW is needed for additional travel lanes, interchange improvements, and retention basins. The existing ROW would be expanded by approximately 200 feet from Global Reach Drive to

SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard), and by approximately 50 feet from SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) to FM 659 (N. Zaragoza Road). Approximately 98 acres of the proposed ROW would be obtained from Fort Bliss, while the remaining 43 acres would be acquired from the City of El Paso or purchased from private citizens (TxDOT 2018f).

### 2.2.1 Logical Termini and Independent Utility

Federal regulations require that federally-funded transportation projects have logical termini (23 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. The proposed project's limits are on US 62/180 (Montana Avenue) from Global Reach Drive to FM 659 (N. Zaragoza Road), which were chosen as end points for the proposed project because they are major traffic generation points, as shown in the *Montana Avenue Traffic Study Update* report (C&M Associates, 2018).

Federal regulations also 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 the project must not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need independent of the construction status of any other projects identified within the regional long-range plan. The proposed project demonstrates viability without the implementation of other traffic improvements, as the project provides congestion relief and improves mobility between two major traffic generation points, which satisfies the project's need. Therefore, the proposed project's independent utility and demonstrated benefits do not irretrievably commit federal funds.

Lastly, 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 construction of the proposed project does not prevent future options for the development of other reasonably foreseeable transportation improvements. Since the proposed project has independent utility and would not force a future expenditure of funds, no future alternatives would be dictated or restricted by the proposed project.

### 2.2.2 Project Phasing and Funding

Project Phasing

The proposed project is anticipated to be constructed in three phases, with the first phase (CSJ 0374-02-097) scheduled to begin construction in mid-2019. The first phase would include the construction of: (1) three main lanes in each direction from Lee Trevino Drive to Tierra Este Road, (2) three westbound frontage road lanes from Global Reach Drive to Tierra Este Road, (3) three eastbound frontage road lanes from Global Reach Drive to SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard), and (4) two eastbound frontage road lanes from SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) to Tierra Este Road. In addition, this phase would include interchange improvements at Lee Trevino Drive, Wooster Lane, George Dieter Drive, Saul Kleinfeld Drive, SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard), and Global Reach Drive, as well as miscellaneous improvements from Tierra Este Road to FM 659 (N. Zaragoza Road).

The second and third phases are not yet fiscally constrained and have unknown anticipated construction dates. The second phase would include the construction of: (1) three main lanes in each direction from Global Reach Drive to Lee Trevino Drive, and from Tierra Este Road to FM 659 (N. Zaragoza Road), (2) three eastbound frontage road lanes from Lorne Road to SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard), and (3) two westbound and eastbound frontage road lanes from Tierra Este Road to FM 659 (N. Zaragoza Road). The second phase would also include intersection improvements at Tierra Este Road, Rich Beem Boulevard, and Square Dance Road, as well as construction of an overpass at Global Reach Drive.

The third and final phase of the project would include the construction of the direct connector ramps at Global Reach Drive and SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard).

This EA analyzes the direct and indirect impacts of the "ultimate configuration" of US 62/180 (Montana Avenue), including all three phases of construction.

Funding

Phase 1 (CSJ: 0374-02-097) of the proposed project would be funded by approximately $24.3 million of state funding and $97.4 million of federal funding, for a total project cost of $121.7 million (El Paso MPO 2017a). This phase of the project is consistent with the El Paso Metropolitan Planning Organization's (MPO) Metropolitan Transportation Plan (MTP), *Horizon 2040*, and the statewide 2017-2020 Transportation Improvement Program (TIP) (**Appendix E**).

A detailed description of the proposed facility is provided in the *Project Description Technical Report* that was prepared for the project (TxDOT 2018f). **Appendix A, Exhibit 1** provides a project location map, **Appendix C** provides the project schematics, and **Appendix D, Exhibit 2** provides the proposed typical sections.

# 3. Purpose and Need

## 3.1 Need

The proposed project is needed because the capacity and operational efficiency of US 62/180 (Montana Avenue) between the intersections with Global Reach Drive and FM 659 (N. Zaragoza Road) is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on this stretch of the highway (TxDOT 2018h).

## 3.2 Supporting Facts and/or Data

A detailed discussion, including supporting facts and/or data, for the project's purpose and need is included in the *Purpose and Need Technical Report* that was prepared for the project (TxDOT 2018h).

## 3.3 Purpose

The purpose of the proposed project is to reduce congestion and improve mobility on US 62/180 (Montana Avenue) between the intersections with Global Reach Drive and FM 659 (N. Zaragoza Road) (TxDOT 2018h).

# 4. Alternatives

## 4.1 Build Alternative

The proposed project described in **Section 2.2** is the Build Alternative. The Build Alternative would meet the purpose and need of the proposed action and is consistent with the El Paso MPO's MTP. As such, the Build Alternative is the preferred alternative. Compared to the No-Build Alternative, the Build Alternative would improve mobility within the project limits as shown by the level-of-service (LOS) findings summarized in the *Purpose and Need Technical Report* that was prepared for the project (TxDOT 2018f).

## 4.2 No Build Alternative

Under the No Build Alternative, no additional lanes would be added to US 62/180 (Montana Avenue) between Global Reach Drive and FM 659 (N. Zaragoza Road). The existing partial-controlled access facility consisting of two to three general-purpose main lanes in each direction would be maintained.

The LOS of US 62/180 (Montana Avenue) would decline based on future traffic projections. This is discussed in more detail in the *Purpose and Need Technical Report* that was prepared for the project (TxDOT 2018h). By 2040, US 62/180 (Montana Avenue) is projected to operate at a LOS "E" to "F" at the majority of intersections within the project limits, which is considered undesirable conditions (C&M Associates, 2018). Much like a student's report card, LOS is represented by the letters "A" through "F", with "A" generally representing the most favorable driving conditions and "F" representing the least favorable or most congested conditions. Therefore, the No-Build Alternative would not meet the project's purpose and need. The No-Build Alternative is evaluated throughout the EA for comparison purposes.

## 4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

Preliminary alternatives that were considered, but eliminated, from further consideration are described below.

### 4.3.1 "Preliminary Alternative 3" (Managed Lanes)

TxDOT considered constructing managed lanes on US 62/180 (Montana Avenue), as well as non-managed parallel one-way access roads (i.e. frontage roads) in both directions. This alternative was similar in appearance to the Build Alternative but included tolling on the main lanes.

The tolling aspect of this alternative would have required modification to the project's logical termini and potential modification of the main lane cross-section. Due to the short distance of the proposed project and lack of continuity into downtown El Paso, managed lanes along US 62/180 (Montana Avenue) were not considered a viable option. Therefore, this alternative was eliminated from further analysis.

### 4.3.2 "Preliminary Alternative 4" (Boulevard)

TxDOT also considered constructing additional lanes along US 62/180 (Montana Avenue) that would generally match the existing grade. Pedestrian and transit improvements and potential operational improvements were considered at intersections and in the median of US 62/180 (Montana Avenue) for access management. For traffic analysis purposes, the expected vehicle operation (both private and transit) of this alternative was very similar to the No-Build Alternative, although additional lanes would have been constructed.

The number of lanes required to accommodate the projected traffic volumes for this alternative was estimated using capacity charts for an urban arterial roadway with full access by major and minor cross streets and driveways. The resulting typical roadway

section for this type of configuration (aka “boulevard configuration”) would have required as many as 12 lanes. Therefore, due to the excessive number of lanes required, this alternative was determined infeasible and was eliminated from further analysis.

## 5. Affected Environment and Environmental Consequences

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

- Biological Evaluation Form (July 2018)
- CO TAQA Technical Report (July 2018)
- Community Impacts Assessment Technical Report Form (September 2017)
- Hazardous Materials Initial Site Assessment (July 2017)
- Hazardous Materials Project Impact Evaluation Report (July 2017)
- Historic Project Coordination Request (March 2014)
- Induced Growth Impacts Analysis Technical Report (July 2018)
- MSAT Technical Report (July 2018)
- Project Coordination Request for Archaeological Studies (March 2014)
- Project Description Technical Report (May 2018)
- Project of Local Air Quality Concern (POAQC), Draft Decision Form (June 2018)
- Purpose and Need Technical Report (May 2018)
- Risk Assessment for Cumulative Impacts (June 2018)
- Tier I Site Assessment (July 2018)
- Traffic Noise Analysis Tech Report (June 2018)
- Transportation Conformity Report Form (June 11, 2018)
- Water Resources Technical Report (August 2017)

These technical reports are available for public review and may be inspected and copied upon request at the TxDOT El Paso District Office located at 13301 Gateway Boulevard West, El Paso, Texas 79928.

The following sections address potential environmental impacts associated with the Build Alternative and No-Build Alternative for comparison.

## 5.1 Right-of-Way/Displacements

The Build Alternative would require approximately 141 acres of additional ROW located within 113 parcels, which would result in 4 potential residential displacements and 23 potential commercial displacements (TxDOT 2017b). **Appendix C** provides project schematics that show the existing and proposed ROW.

A detailed description of the ROW requirements, including potential relocations and displacements, is included in the *ROW Acquisition, Relocations, and Displacements Technical Report.* This technical report was prepared as part of the *Community Impacts Assessment Technical Report Form*. Maps showing the locations of the potential displacements are included in **Appendix F, Exhibit 1**.

Acquisition and relocation assistance would be in accordance with the TxDOT *Right-of-Way Acquisition and Relocation Assistance Program.* Consistent with the U.S. Department of Transportation (USDOT) policy, as mandated by the Uniform Relocation Assistance and Real Properties Acquisitions Policies Act of 1970 ("Uniform Act"), TxDOT would provide relocation resources (including any applicable special provisions or programs) to all displaced persons without discrimination (TxDOT 2017b). Compliance procedures for federal projects under the Uniform Act include:

- Provide uniform, fair, and equitable treatment of persons whose real property is acquired or who are displaced in connection with federally funded projects;
- Ensure relocation assistance is provided to displaced persons to lessen the emotional and financial impact of displacement;
- Ensure that no individual or family is displaced unless decent, safe, and sanitary housing is available within the displaced person's financial means;
- Help improve the housing conditions of displaced persons living in substandard housing; and
- Encourage and expedite acquisition by agreement and without coercion.

TxDOT is considering acquiring ROW for the first phase of the project in advance of completion of the environmental analysis, as allowed under Transportation Code §202.112. The advanced acquisition will be conducted in accordance with the Uniform Act and will not influence the environmental review or selection of alternatives for the proposed project.

There would be no need for additional ROW, easements, or displacements if the No-Build Alternative was selected.

### 5.1.1 Residential Displacements

Four single-family housing units (mobile homes) may be displaced under implementation of the Build Alternative. These mobile homes are located at the Desert Oasis RV Park. There is the potential for displaced mobile homes to relocate to a different portion of the Desert Oasis RV Park located at 12705 Montana Ave. Alternatively, there are several other mobile home parks located along the US 62/180 (Montana Avenue) corridor where the displaced mobile homes could potentially relocate, including the Regency Village Mobile Home Park and Palm Desert Mobile Home Park. Based on current available market data, it appears that comparable housing would be available to accommodate the four potential residential displacements (TxDOT 2017b).

### 5.1.2 Commercial Displacements

Up to 23 commercial properties could be displaced by the Build Alternative, as summarized in **Table 1**.

*Table 1: Potential Commercial Displacements*

| Map ID #* | Address | Property Owner | EPCAD Appraised Value | Occupied/ Vacant | DBA | Services Provided | Potential Structures Acquired |
|---|---|---|---|---|---|---|---|
| C-1 | 12301 Montana | Herrera Legacy Developments LLC | $1,819,416 | Occupied | Chevron El Paso | Gas station | 1 gas station, 1 service canopy |
| C-2 | 12500 Montana | Janie Conyers | $156,051 | Occupied | Mobile Home Supply | Mobile home supply store | 2 storage warehouses, 1 mobile home |
| C-3 | 12510 Montana | George & Janie Conyers | $38,696 | Occupied | Affordable Mobile Homes | Mobile home supply store | 1 mobile home, 1 outbuilding |
| C-4 | 12520 Montana | MCMJ LLC | $58,023 | Vacant | - | - | 1 building |
| C-5 | 12525 Montana | Roberto Barron | $65,651 | Vacant | - | - | 1 building |
| C-6 | 12680 Montana | Circle K Stores | $943,093 | Occupied | Circle K | Gas station | 1 service canopy |
| C-7 | 12801 Montana | MAB Real Estate LP | $864,380 | Occupied | Number 1 Auto Salvage | Salvage dealer | 1 light commercial building |
| C-8 | 12900 Montana | Ramon A & Grace Vasquez | $584,020 | Occupied | Pronto Auto Repair | Auto repair shop | 2 storage warehouses |
| C-9 | 12901 Montana | Lou & Alyce Martinez Jr | $238,448 | Occupied | Red Barn Antiques | Retail store | 1 storage warehouse |
| C-10 | 12945 Montana | Paul E Varnell Testamentary Trust | $212,788 | Occupied | Sun City Equipment | Material handling equipment supplier | 1 light commercial building |

| Map ID #* | Address | Property Owner | EPCAD Appraised Value | Occupied/ Vacant | DBA | Services Provided | Potential Structures Acquired |
|---|---|---|---|---|---|---|---|
| C-11 | 12951 Montana | Russo Construction | $297,734 | Occupied | Quinones Auto Detail and Body | Auto repair shop | 1 service garage |
| C-12 | 12955 Montana | Robert M & Joann R Harris | $80,456 | Occupied | A&L Boarding Kennels | Kennel | 1 building |
| C-13 | 12956 Montana | RG Investment Group LLC | $515,123 | Occupied | Eros Video | Movie rental | 1 retail store |
| C-14 | 13221 Montana | Abdoklarim Saadatkhah | $110,379 | Vacant | - | - | 1 retail store |
| C-15 | 13303 Montana | Adam & Laura I Gonzalez | $127,765 | Occupied | RM Automotive Garage | Auto repair shop | 1 service garage |
| C-16 | 13307 Montana | Heritage Propane of New Mexico | $193,205 | Occupied | Servi Gas-Ikard & Newson | Gas station | 1 light commercial building, 1 ancillary building, 1 canopy/carport |
| C-17 | 13313 Montana | Sherry Sander | $100,424 | Occupied | Far East Automotive | Auto repair shop | 1 service garage |
| C-18 | 13301 Montana | Assadollah Shahabi | $90,456 | Occupied | Felher Transportation Inc. | Trucking company | 1 light commercial building |
| C-19 | 13321 Montana | Antonio Amaro | $111,666 | Occupied | Structural Steel Services | Steel fabricator | 1 storage warehouse |
| C-20 | 13340 Montana | Gloria T Asadi | $502,888 | Occupied | Pull & Save A&B | Salvage yard | 1 light commercial building |
| C-21 | 13381 Montana | Virginia M Federico | $166,130 | Occupied | Mitchell's Auto Sales | Auto repair shop | 1 shed/office building |
| C-22 | 13421 Montana | Jose S Ornelas | $66,215 | Vacant | - | - | 1 light commercial building |
| C-23 | 13431 Montana | Jose S Ornelas | $357,287 | Occupied | Dona Lupita Tamales | Mexican restaurant and vacant bar | 1 bar/lounge, 1 restaurant |

Source: TxDOT 2017b

*The Map ID #s refer to the numbers shown in **Appendix F, Exhibit 1.**

Approximately 113 to 193 total employees could be impacted by the potential displacement of commercial establishments. If the businesses were able to relocate within the immediate vicinity or community and remain viable, potential employment effects would be temporary. A higher degree of impact could occur if the businesses could not relocate or must do so outside of the general vicinity of their current location. It is possible that some commercial entities would not be able to relocate within the immediate vicinity of their present location or current service areas due to availability of commercial real estate, undeveloped parcels,

or required zoning. However, the available commercial real estate within the project zip code (79938) indicates relocation of the potential operating commercial displacements should be achievable within the immediate community (TxDOT 2017b).

### 5.1.3 Other Displacements

The Build Alternative would also result in numerous other potential displacements, including outbuildings, sheds, parking areas, signs, etc. A pedestrian canopy and small outbuilding may be displaced from the property located at 12496 Montana Ave. In addition, large amounts of parking (the entire front two parking lots and approximately 20 percent of the easternmost parking lot) would be acquired from the Texas Army National Guard facility located at 11701 Montana Ave. Dozens of billboards and smaller signs and minimal amounts of parking from other adjacent properties may also be displaced with implementation of the proposed project (TxDOT 2017b).

## 5.2 Land Use

Existing land use adjacent to the project corridor is mixed use, with commercial and residential properties south of US 62/180 (Montana Avenue) and large tracts of undeveloped land and commercial and industrial properties north of US 62/180 (Montana Avenue) (TxDOT 2017b).

All land uses that would be directly impacted by the proposed project would be permanently converted to transportation use or easements. West of SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard), ROW would be acquired largely from properties located north of US 62/180 (Montana Avenue), which primarily consist of undeveloped land that is owned by Fort Bliss. East of SL 375 (Purple Heart Memorial Highway), ROW would be acquired from both sides of US 62/180 (Montana Avenue), including from commercial and industrial properties. These properties would be converted, either partially or in whole, from their existing land use to highway ROW under the Build Alternative.

The No-Build Alternative would not require any additional ROW or easements that would convert current land uses to transportation uses or maintained ROW. Therefore, there would be no direct or indirect impacts to land use from selection of the No-Build Alternative.

## 5.3 Farmlands

The project area does not cross prime farmland or unique farmland soils as identified by the Natural Resources Conservation Service (NRCS) (**Appendix F, Exhibit 2**). Therefore, the Farmland Protection Policy Act of 1981 (FPPA) does not apply. Furthermore, the project is in a developing, urbanized setting, as designated by the U.S. Census Bureau. Thus, the Build

and No-Build Alternatives would be exempt from the requirements of the FPPA. Coordination with the NRCS was not required (TxDOT 2017a).

## 5.4 Utilities/Emergency Services

### 5.4.1 Utilities

Numerous public and private utilities cross the proposed project. Implementation of the Build Alternative would require utility adjustments and/or relocations using standard TxDOT procedures. The existing facilities consist of subsurface, aerial, surface, and subterranean utilities (TxDOT 2017b). The locations of relocated utilities would be determined at the detailed design phase; coordination with utility owners would take place at that time. No utility conflicts would result from the No-Build Alternative.

### 5.4.2 Emergency Services

Under the Build Alternative, it is anticipated that US 62/180 (Montana Avenue) would become less congested as compared to the No-Build Alternative. Therefore, emergency and law enforcement services are anticipated to experience improved response times. In the short-term, there may be an increase in traffic congestion and potential changes in traffic patterns during construction, which could cause temporary delays for emergency responders. Emergency service providers (i.e. police, fire, and EMS) would receive notification to roadway construction and closures so that they could plan their detours in advance of an emergency (TxDOT 2017b).

Under the No-Build Alternative, emergency services may be impacted by the decline in mobility on US 62/180 (Montana Avenue).

## 5.5 Bicycle and Pedestrian Facilities

Existing bicycle and pedestrian accommodations within the project limits include a 5-ft bicycle lane in both directions and 5-ft sidewalks on the east side of US 62/180 (Montana Avenue) from Global Reach Drive to SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard). Under implementation of the Build Alternative, bicycle and pedestrian accommodations would include a 12-ft shared use path, 5-ft bike lane, and 5-ft sidewalks from Global Reach Drive to SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard), and 5-ft bike lanes and 5-ft sidewalks from SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) to FM 659 (N. Zaragoza Road) (TxDOT 2018f). Therefore, the proposed project would comply with USDOT's *Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations* (March 11, 2010), along with TxDOT's policy for bicycle and pedestrian accommodation. An indirect, beneficial impact of

accommodating bicyclists and pedestrians along the project corridor could increase the use of the US 62/180 (Montana Avenue) facility for other modes of transportation.

The No-Build Alternative would not impact bicycle or pedestrian facilities.

## 5.6 Community Impacts

Access and Travel Patterns

The Build Alternative would require changes in access and travel patterns, particularly from converting US 62/180 (Montana Avenue) from a partial-controlled access facility to a controlled-access facility, and by constructing direct connectors at Global Reach Drive and SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard). Converting US 62/180 (Montana Avenue) to a controlled-access facility would separate through-traffic from local traffic via grade separations and frontage roads. This would improve operational efficiency by allowing unimpeded traffic flow for through-traffic, while improving access for local traffic. Construction of direct connectors at the Global Reach Drive and SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) interchanges would improve access and traffic flow by keeping traffic moving between these major connections (TxDOT 2017b).

The proposed added capacity of the Build Alternative is intended to improve traffic mobility and reduce congestion for existing and future conditions. The project would improve traffic flow, especially during peak commute hours to and from Fort Bliss, the El Paso International Airport (EPIA), and nearby commercial, residential, and industrial land uses. Adverse impacts to access and travel patterns are not anticipated. Community facilities would experience a beneficial impact from the improved mobility and operational efficiency on the US 62/180 (Montana Avenue) corridor. The project would improve congestion along the corridor, which would decrease delay and benefit area businesses and community facilities (TxDOT 2017b).

Permanent beneficial impacts to bicyclists and pedestrians would occur with selection of the Build Alternative due to construction of bike lanes, sidewalks, and a shared-use path. Bus stops would be reconfigured and Rapid Transit System (RTS) bus stations would be constructed, which would improve speed and reliability for Sun Metro users (TxDOT 2017b).

The No-Build Alternative is not anticipated to have any impacts on access or travel patterns.

Community Cohesion

The existing US 62/180 (Montana Avenue) corridor already serves as a boundary between communities and provides a means to move between areas of residence, work, and recreation. Implementation of the Build Alternative would not separate distinct

neighborhoods, ethnic groups, or other specific groups. Although the Build Alternative would result in four potential residential displacements, it would not fragment neighborhoods within the community study area (TxDOT 2017b).

The purpose of the proposed project is to improve congestion and mobility on US 62/180 (Montana Avenue). The Build Alternative would result in an overall beneficial effect to local communities as compared to the No-Build Alternative. The proposed improvements to US 62/180 (Montana Avenue) would enhance mobility and enable residents to travel between neighborhoods more efficiently (TxDOT 2017b). Under the No-Build Alternative, negative effects to communities may result as mobility declines.

A detailed description of community impacts as a result of the proposed project is included in the *Community Impacts Assessment Technical Report Form* that was prepared for the project (TxDOT 2017b).

### 5.6.1 Environmental Justice

According to U.S. Census Bureau data, the study area has a minority population of approximately 90 percent, which is predominantly Hispanic or Latino (84 percent). The study area is not considered a low-income population, as none of the census geographies within the study area show a median income below the 2017 U.S. Department of Health and Human Services (HHS) poverty level (TxDOT 2017b).

The Build Alternative would result in up to 4 potential residential and 23 potential commercial displacements, impacts to travel patterns and access, and potential noise impacts. These impacts would occur within a minority population. However, since nearly all the census geographies in the study area consist of a minority population, the proposed project is not anticipated to result in disproportionate adverse effects to minority or low-income populations (TxDOT 2017b). Therefore, the project impacts would not be disproportionately high and adverse. Therefore, the Build Alternative would comply with the FHWA's Title VI Program and Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*.

The No-Build Alternative would not involve the acquisition of ROW and would not displace or relocate any minority or low-income individuals within the study area. Therefore, environmental justice populations are not anticipated to be adversely or disproportionately impacted because of the No-Build Alternative.

A detailed description of minority populations in the community study area is included in the *Community Impacts Assessment Technical Report Form* that was prepared for the project (TxDOT 2017b).

### 5.6.2 Limited English Proficiency

In compliance with EO 13166 regarding Limited-English Proficiency (LEP) communities, the study area was assessed to determine if an LEP community exists. According to this analysis, there are persons (approximately 24.5 percent of the population over the age of five) that speak English "less than very well" in the study area. Overall, the majority of LEP speakers speak Spanish (approximately 97 percent of the LEP population) (TxDOT 2017b).

At the public meetings held on November 14, 2013 and May 4, 2017, and for all future public involvement, bilingual materials about the project were available upon request to Spanish language speakers (or speakers of other languages). Therefore, the proposed project satisfied the requirements of EO 13166 and no LEP populations would be discriminated against (TxDOT 2017b). For both the Build and No-Build Alternatives, TxDOT would accommodate any communication needs so that everyone may have meaningful access to the programs, services, and information that TxDOT provides.

A detailed description of LEP populations and accommodations made during public involvement activities is included in the *Community Impacts Assessment Technical Report Form* that was prepared for the project (TxDOT 2017b).

## 5.7 Visual/Aesthetics Impacts

The proposed project area exhibits a low to medium degree of aesthetic quality, with few unique views. From Global Reach Drive to SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard), the study area north of US 62/180 (Montana Avenue) consists of undeveloped land that is owned by Fort Bliss. The remainder of the study area is primarily comprised of commercial, industrial, and residential uses that are typically encountered near highway corridors. Vegetation communities in the undeveloped areas are primarily composed of desert and mesquite-creosotebush shrubland. Existing views of the US 62/180 (Montana Avenue) corridor are shown in the project photographs in **Appendix B**.

Permanent and temporary visual impacts due to roadway improvements, construction activities, and potential displacements of residences and commercial businesses are expected. Construction of the project would remove some existing vegetation within the project ROW. Where practical, mitigation measures would establish vegetation in order to blend into the existing landscape. The project would include landscaping elements to create a visually and aesthetically pleasing experience for the traveller and adjacent landowners.

The proposed project would construct six new overpasses and one new underpass, as well as six elevated direct connector ramps, at major intersections. Although the proposed grade separations would be new structures in the viewshed, nearby areas are primarily undeveloped, vacant, commercial, industrial, and residential areas. Although there are many viewers of the proposed project, their sensitivity is most likely low because the viewer groups have likely become accustomed to the view of the existing highway.

The No-Build Alternative would not change the existing visual and aesthetic qualities in the area.

## 5.8 Cultural Resources

The evaluation of impacts to cultural resources was conducted in accordance with the Programmatic Agreement (PA) among FHWA, TxDOT, the Texas State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings.

### 5.8.1 Archaeology

The project's Area of Potential Effects (APE) consisted of the existing and proposed ROW, totaling 445.4 acres (TxDOT Undated). As described in the *US 62/180 (Montana Avenue) (CSJ: 0374-02-097), Area of Potential Effects (APE) for Cultural Resources* (July 12, 2018) *Memo* (**Appendix G**), the APE for archaeological resources differed from the "project area" analyzed for other environmental resources for this project in that the APE did not include the: (1) existing easement areas outside of the existing or proposed ROW, or (2) tie-in areas at SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) and FM 659 (N. Zaragoza Road). As described in the above-mentioned memo, the existing utility easement areas outside of the proposed ROW and tie-in areas for existing roadways and driveways were not included in the APE since no work or ground-disturbing activities would be conducted in these areas for the proposed project. In addition, tie-in areas along SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) and FM 659 (N. Zaragoza Road) overlap with separate highway projects with concurrent archaeological studies (SL 375: CSJ 2552-02-038; FM 659 (N. Zaragoza Road): CSJ 1046-01-021). Based on survey and subsequent testing efforts on these projects, no archaeological historic properties or SALs are present within the tie-in areas that overlap with the US 62/180 (Montana Avenue) project area. Pursuant to 36 CFR §800.3(a)(1), these areas (existing easements and tie-in areas) are included in the *List of FHWA Undertakings that Have No Potential to Cause Effects to Archaeological Sites*; therefore, per the PA among FHWA, TxDOT, SHPO, and the Advisory Council on Historic Preservation, additional review or consultation were not needed for these areas.

An intensive cultural resources survey with systematic mechanical scraping and shovel testing along US 62/180 (Montana Avenue) within the project limits was conducted in compliance with Section 106 of the National Historic Preservation Act (NHPA) (54 USC §306108) and the Antiquities Code of Texas. Based on a background review, the central and eastern portions of the project area were previously intensively surveyed for cultural resources, with subsequent testing and mitigation efforts conducted on several sites as part of TxDOT's Loop 375 Project, which intersected the US 62/180 (Montana Avenue) project area. Previous investigations documented 14 archaeological sites that overlap the project APE. Additionally, one cemetery is located along the APE (TxDOT Undated).

In 2015, archaeologists conducted an intensive archaeological survey of the APE. As a result of the survey, 4 of the 14 previously recorded sites (41EP1547, 41EP2802, 41EP2803, and 41EP6025) and one newly recorded site (41EP7124) were identified. Additionally, Site 41EP5490 is a buried 1948 transcontinental communications cable that is expected to be buried beneath the US 62/180 (Montana Avenue) roadway. Therefore, a total of six sites were documented in the APE; most others were destroyed by previous road construction and adjacent modern developments (TxDOT Undated).

Sites 41EP1547, 41EP2802, and 41EP2803 are prehistoric campsites that consisted of thermal features and associated artifacts. Of these three sites, 41EP1547 and 41EP2802 were not recommended as eligible for the National Register of Historic Places (NRHP) or for designation as a State Antiquities Landmark (SAL). However, Site 41EP2803 contained potentially intact buried features, and further work is recommended to determine the site's NRHP and SAL eligibility. Site 41EP5490 is not recommended as eligible for the NRHP or as a SAL. Site 41EP6025, a mixed component historic and prehistoric artifact scatter, was previously determined ineligible for the NRHP and for designation as a SAL; the current investigation concurs with the previous evaluation. The newly recorded Site 41EP7124 is a prehistoric open camp that consisted of four burned caliche features; no artifacts were identified, and subsurface investigators identified no buried cultural materials. Based on the sparse material content and lack of integrity, this site was recommended as not eligible for the NRHP or as a SAL. The Evergreen Cemetery is set back from the roadway, and no new ROW would be obtained near the graveyard. Previously provided recommendations suggested a very low potential for disturbance to unmarked burials. Therefore, no further work near the cemetery was recommended (TxDOT Undated).

In summary, of the six sites documented within the APE, one site (41EP2803) was recommended for further work to determine eligibility for inclusion to the NRHP. At the time of survey, right-of-entry (ROE) was not granted for significant portions of the APE. Additional survey work is recommended for areas of the proposed detention pond that were

inaccessible due to lack of ROE. No additional survey is recommended for urban areas that were denied ROE (TxDOT Undated).

On December 1, 2015, a TxDOT archaeologist concurred with the above-mentioned eligibility determinations and coordinated with the Texas Historical Commission (THC). TxDOT requested THC concurrence that:

1. With the possible exception of Site 41EP2803, no other archaeological historic properties or SALs are present within the 360 acres intensively surveyed in the APE.
2. Further investigation is not warranted for developed, paved-over portions of the APE for which ROE was denied. However, additional intensive survey is recommended once access is obtained to three proposed pond locations (total 18.4 acres) for which ROE was denied. Further work is also required on Site 41EP2803 in order to determine the NRHP and SAL eligibility on the components that overlap the APE. The level of investigation should be sufficient to make a determination regarding eligibility of the portion of this site that occurs within the proposed APE.

On December 4, 2015, the THC provided concurrence on the draft intensive survey report and the above recommendations (**Appendix G**).

In March and April 2016 eligibility testing was performed at Site 41EP2803. As a result of this testing, the portions of Site 41EP2803 that overlap with the project's APE were recommended ineligible for inclusion in the NRHP and as a SAL. On June 2, 2016, the THC concurred with this eligibility determination (**Appendix G**). Therefore, no further work is needed within this site.

On May 16, 2016 and in accordance with Stipulation IX.B.3 of the PA, TxDOT determined that the proposed undertaking may proceed with further project development, including completion of the environmental process and ROW acquisition without the concurrence of the SHPO. After obtaining access to the proposed ROW, TxDOT will complete the inventory on unsurveyed properties and conclude any additional work that may be required under the terms of the PA and MOU (**Appendix G**).

In accordance with procedures and agreements currently in place regarding consultation under Section 106 of the NHPA, TxDOT coordinated with federally-recognized tribes with an interest in the project area on August 6, 2014 and May 27, 2016. Copies of the coordination letter, as well as tribal responses, are included in **Appendix G**.

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 consultation 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 have no impact to archaeological sites.

### 5.8.2 Historic Properties

A search of the Texas Historic Sites Atlas maintained by the THC was conducted in order to identify NRHP sites, National Historic Landmarks (NHLs), Recorded Texas Historic Landmarks (RTHLs), Official Texas Historical Markers (OTHMs), SALs, cemeteries, or other cultural resources that may have been previously recorded within the project APE (TxDOT 2014).

One historic-age cemetery, Evergreen Cemetery, was identified within the project APE, but it does not appear to have any official designations or NRHP determinations. THC records indicate that the cemetery likely does not present any historic-resource issues. Further, no proposed ROW is anticipated to be taken from the cemetery (TxDOT 2014).

No other previously identified resources were found within the APE. However, portions of the proposed project area fall within the Fort Bliss military installation and there are likely historic resources within the property. Fort Bliss completed its most recent Integrated Cultural Resources Management Plan (ICRMP) and has met its Section 106 requirements. Based on the above information, no additional research or survey work was recommended for the proposed project (TxDOT 2014).

As there are no properties listed on or eligible for the NRHP, on May 7, 2014, TxDOT determined that the proposed project would have "no direct, indirect, or cumulative effects pursuant to Stipulation VI, Appendix 4 *Undertakings Not Requiring SHPO Review* of the First Amended Statewide Programmatic Agreement for Cultural Resources (PA-TU) between the Federal Highway Administration (FHWA), the Texas State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation, and the Texas Department of Transportation (TxDOT) and the Memorandum of Understanding (MOU)" (**Appendix G**). Individual project coordination with the SHPO was not required.

As there are no historic properties within the APE, the No-Build Alternative would have no impact to these resources.

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

There are no Section 4(f), Section 6(f), or Chapter 26 properties present in the project area. Therefore, neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

## 5.10 Water Resources

There are no surface water resources, including wetlands, within or outside the project limits that have the potential to be affected by the proposed project. The major aquifer underlying the project area is the Hueco-Mesilla Bolsons aquifer, specifically the Hueco Bolson (TxDOT 2017g) (**Appendix F, Exhibit 3**). Neither the Build nor the No-Build Alternative are anticipated to have any impacts on water resources. A detailed analysis of potential impacts to water resources is provided in the *Water Resources Technical Report* that was prepared for the proposed project (TxDOT 2017g).

### 5.10.1 Clean Water Act Section 404

An analysis of U.S. Geological Survey (USGS) topographic maps, Federal Emergency Management Agency (FEMA) floodplain maps, USGS National Hydrography Datasets, National Wetlands Inventory (NWI) maps, soil surveys, and field reconnaissance revealed no potential jurisdictional waters of the U.S. within the proposed project area. The proposed project would not result in the placement of temporary or permanent dredge or fill material into potentially jurisdictional waters of the U.S., including wetlands, or other special aquatic sites. Therefore, a Clean Water Act (CWA) Section 404 permit would not be required.

### 5.10.2 Clean Water Act Section 401

The proposed project would not require a U.S. Army Corps of Engineers (USACE) Section 404 permit. Therefore, Section 401 Certification would not be required.

### 5.10.3 Executive Order 11990 Wetlands

No sites within the project area satisfied the criteria to be considered a wetland pursuant to the USACE's regulations and guidelines. Therefore, EO 11990 on wetlands does not apply because no wetlands would be impacted.

### 5.10.4 Rivers and Harbors Act

The proposed project does not involve work in or over a navigable water of the U.S. Therefore, Sections 9 and 10 of the Rivers and Harbors Act do not apply.

### 5.10.5 Clean Water Act Section 303(d)

The proposed project does not drain into an impaired assessment unit within five linear miles of the project corridor (**Appendix F, Exhibit 4**). Therefore, further evaluation under this resource category was not required.

### 5.10.6 Clean Water Act Section 402

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 the Plans, Specifications, and Estimate (PS&E) Preparation Manual require a Storm Water Pollution Prevention Plan (SW3P) be included in the plans of all projects that disturb one or more acres. The Construction Contract Administration Manual requires that the appropriate CGP authorization documents (notice of intent or site notice) be completed, posted, and submitted, when required by the CGP, to the Texas Commission on Environmental Quality (TCEQ) and the Municipal Separate 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 Specification 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 SWP3, and to complete the appropriate authorization documents.

### 5.10.7 Floodplains

According to FEMA's most current Flood Insurance Rate Maps (FIRMs) for the project area (Map ID #s 4802140036B, 4802140037B, 4802120150B, and 4902120175B; effective October 15, 1982 and September 4, 1991), the proposed project is not located within a FEMA-designated 100-year floodplain (**Appendix F, Exhibit 5**). Therefore, coordination with the local Floodplain Administrator would not be required; the proposed project complies with EO 11988, *Floodplain Management.*

### 5.10.8 Wild and Scenic Rivers

The proposed project would not involve work within the designated segment of the Rio Grande that would harm the river's free-flowing condition, water quality, or outstanding resource values.

### 5.10.9 Coastal Barrier Resources

Based on a 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.

### 5.10.10 Coastal Zone Management

Based on a 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.

### 5.10.11 Edwards Aquifer

Based on a 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.

### 5.10.12 International Boundary and Water Commission

The proposed project is not located within the floodplain of the Rio Grande. Therefore, coordination with the International Boundary and Water Commission (IBWC) would not be required.

### 5.10.14 Drinking Water Systems

According to the Texas Water Development Board's (TWDB) Groundwater Data Viewer and TCEQ's Public Water Supply (PWS) data, there are 38 water wells located within a quarter-mile of the project area. Two of these wells are located within the existing ROW, and one well is located within the proposed ROW. Three of the wells are located within an existing easement, while the remaining wells are located outside of the existing and proposed ROW (**Appendix F, Exhibit 6**) (TxDOT 2017d).

The water wells located outside of the existing and proposed ROW would not be impacted by the proposed project. In accordance with TxDOT's *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges (Item 103, Disposal of Wells)*, the six wells in the proposed ROW and easements may need to be properly removed, sealed, and plugged during construction of the proposed project (TxDOT 2017d).

The project area is located within one of seven Priority Groundwater Management Areas (PGMAs) in the State of Texas. However, El Paso County has successfully implemented solutions that have reversed its groundwater depletion problem. Designated as a PGMA in December 1998, the El Paso County PGMA (**Appendix F, Exhibit 7**) has not been incorporated into a Groundwater Conservation District (GCD).

As mentioned in **Section 5.10.6**, the proposed project would comply with the requirements of the TCEQ's TPDES CGP and a SW3P would be prepared. The SW3P would utilize temporary control measures, as outlined in TxDOT's manual, *Standard Specifications for the Construction and Maintenance of Highways, Streets, and Bridges*. No permanent water quality impacts are expected as a result of the proposed project. Every effort would be made for proper soil conservation and preservation during the planning, development, and construction of the proposed project. It is anticipated that implementation of the SW3P would reduce erosion and sedimentation from the construction site to a negligible level, such that migration of substantial amounts of sediment away from the project footprint would be unlikely.

## 5.11 Biological Resources

A *Biological Evaluation Form* and *Tier 1 Site Assessment Form* were completed for the proposed project (TxDOT 2018a; TxDOT 2018i). The below sections summarize potential impacts to biological resources.

### 5.11.1 Texas Parks and Wildlife Department Coordination

It was determined that coordination with the Texas Parks and Wildlife Department (TPWD) was required for the proposed project per the 2013 TPWD-TxDOT MOU because:

1. The project is within range and in suitable habitat for two state threatened species and two Species of Greatest Conservation Need (SGCN) as discussed in **Section 5.11.11**. The TPWD Best Management Practices (BMP) PA 2017 Revision does not eliminate the requirement to coordinate for all species.
2. The project is anticipated to disturb a habitat type in an area equal to, or greater than, the area of disturbance indicated in the TPWD MOU Threshold Table PA 2017 Revision, as discussed in **Section 5.11.2**.

Early coordination was initiated with the TPWD on May 29, 2018. On June 29, 2018, the TPWD requested plant identification surveys within the project area for Wheeler's spurge (*Chamaesyce geyeri*) and sand prickly-pear (*Opuntia arenaria*) (**Appendix G**). TxDOT will conduct these surveys prior to construction of the project and will coordinate the results with the TPWD. If these plant species are found during surveys, TxDOT will implement TPW recommendations if practicable.

### 5.11.2 Impacts on Vegetation

Based on site investigations, vegetation within the existing US 62/180 (Montana Avenue) ROW is predominantly grasses (e.g. King Ranch bluestem, bermudagrass, and silver bluestem), with little canopy cover. Few to no trees were observed within the existing ROW. Trees (e.g. Mexican pine) are present within the proposed ROW. Much of the adjacent native vegetation has been cleared outside of the existing and proposed ROW. Re-growth in previously-cleared areas consists mainly of sparsely vegetated shrubland within the northern section of US 62/180 (Montana Avenue). In general, the southern portion of the project area consists of commercial and residential development interspersed with areas of unmaintained vegetation. Most of the vegetation in these areas has been converted into manicured lawns (TxDOT 2017a).

An analysis of project impacts to vegetation was conducted and is summarized in **Table 2**. This analysis assumed all vegetation from the existing edge of pavement to the proposed improvements, including the footprint of the proposed roadway and retention basins, would be cleared under implementation of the proposed project (TxDOT 2017a).

Approximately 181 acres of sparsely vegetated scrubland would be directly impacted by the proposed project. Vegetation communities within the proposed project ROW would be directly impacted by heavy machinery, such as bulldozers, grazers, and dump trucks. Clearing would be minimized to the extent practical within the proposed ROW, and only those areas that need to be cleared for construction would be disturbed (TxDOT 2017a).

*Table 2: Field-Verified MOU Vegetation Impacts within the Project Area*

| EMST Vegetation Type | Ecological System Type | MOU Vegetation Type | MOU Threshold (acres) | Total Impacts (acres) | Exceeds Threshold? |
|---|---|---|---|---|---|
| Trans-Pecos: Desert Deep Sand and Dune Shrubland | North American Warm Desert Active and Stabilized Dune | Warm Desert Dunes | 1 | 108.7 | Yes |
| Trans-Pecos: Sandy Desert Grassland | Chihuahuan Sandy Plains Semi-Desert Grassland | Mixed, Arid, Sand Grassland | 2 | 17.9 | Yes |
| Native Invasive: Mesquite- Creosotebush Shrubland | Chihuahuan Creosotebush Desert Scrub | Scrub, Thornscrub, Shrubland | 3 | 50.9 | Yes |
| Barren | Barren | Agriculture | 10 | 3.0 | No |
| Urban High Intensity | Urban | Urban | None | 306.4 | No |
| Urban Low Intensity | Urban | Urban | None | 28.9 | No |
| **Total (Excluding Urban)** | - | - | - | **180.5** | **Yes** |

*Source:* TxDOT 2017a

In addition to the direct impacts associated with machinery and construction activities, dust, erosion, and sediment could affect adjacent vegetation communities. Impacts to off-site vegetation would be minimized through the implementation of an efficient construction schedule and through the use of effective BMPs throughout the duration of the ground disturbance. BMPs would be detailed in contract specifications, where applicable. BMPs included in construction specifications would include both temporary and permanent planting, seeding, sodding, and compost manufactured top soil to enhance re-vegetation. If the No-Build Alternative were implemented, the proposed project would not be constructed. No effects to vegetation related to the construction of the proposed project would occur. Existing land use and activities, including routine mowing, would continue to periodically affect vegetation communities.

### 5.11.3 Executive Order 13112 on Invasive Species

The proposed project is subject to, and will comply with, 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 (Montana Avenue) corridor is the invasive, non-native African rue (*Peganum harmala*) (**Appendix F, Exhibit 8**). This species is an aggressive, toxic, and highly invasive nonnative plant that outcompetes native vegetation. Its seeds and root fragments are readily transported by running water and motor vehicles. The 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 to prevent African rue seeds from spreading into the pond areas.

### 5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

The proposed project is subject to, and will comply with, the *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

Wildlife inhabiting the project area and surrounding areas could be impacted during construction by direct impacts, loss of habitat, further fragmentation of existing habitat, noise and dust during construction, and stormwater pollution. The potential exists for wildlife impacts regardless of the alternative chosen for the proposed project. Development would continue to occur along the project area even if the No-Build Alternative is chosen, and wildlife impacts could include mortality, feeding and nesting disruption, displacement, and habitat loss (TxDOT 2017a).

No new barriers to wildlife movement would be introduced by the proposed project. Fragmentation of wildlife habitat has already occurred in the area due to past roadway and land development (TxDOT 2017a).

### 5.11.6 Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-712, as amended) 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 with the MBTA's policies and regulations. According to U.S. Fish and Wildlife (USFWS) data, 24 migratory bird species have the potential to occur in the project area (TxDOT 2017a).

Although comprehensive surveys were not conducted in the project area, it is assumed that migratory birds could occur within and adjacent to the project area. No active migratory bird nests were observed during site investigations (TxDOT 2017a).

In accordance with the 2013 TxDOT-TPWD MOU 2017 Revision and in compliance with the MBTA, the following bird BMPs would be in place to avoid or minimize impacts to these species:

1. Prior to construction, daytime surveys would be performed for active nests, including under bridges and in culverts to determine if they are active before removal. Nests that are active would not be disturbed.
2. The contractor would not disturb, destroy, or remove active nests, including ground-nesting birds during the nesting season.
3. The contractor would avoid the removal of unoccupied, inactive nests, as practicable.

4. The contractor would prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair.
5. The contractor would not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.

If active migratory bird nests are discovered on a project site, the contractor would:

- Immediately stop work within 50 feet of the nest(s) or bird(s) and notify the TxDOT El Paso District's Environmental Coordinator; and
- The TxDOT El Paso District Coordinator, with assistance from the TxDOT Environmental Affairs Division's (ENV) Natural Resource Management (NRM) staff, if needed, would determine how long the nest(s) would need to be avoided, or if a permit to remove or relocate the nest is an option.

### 5.11.7 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (FWCA) applies to projects that would result in the control or modification of a natural stream or body of water and would require a CWA Section 404 Individual Permit (IP). The proposed project would not require a Section 404 IP. Therefore, coordination with the USFWS or National Marine Fisheries Service (NMFS) was not required.

### 5.11.8 Bald and Golden Eagle Protection Act of 2007

The Bald and Golden Eagle Protection Act (BGEPA) was enacted in 1940 to provide for the protection of the Bald Eagle (*Haliaeetus leucocephalus*) and the Golden Eagle (*Aquila chrysaetos*) by prohibiting, except under certain specified conditions, the taking, possession, and sale of such birds. Although the proposed project is located within the range for golden eagles, they are unlikely to occur within the proposed project area, as they avoid developed areas. Suitable habitat for the golden eagle is not located within the project area. Therefore, impacts to the golden eagle are determined unlikely from the proposed project (TxDOT 2017a).

### 5.11.9 Magnuson-Stevens Fishery Conservation and Management Act

Based on a 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.

### 5.11.10 Marine Mammal Protection Act

Based on a 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.

### 5.11.11 Threatened, Endangered, Candidate, and Rare Species

The project area was analyzed for suitable habitat for federally- and state-listed threatened, endangered, or candidate species, as well as SGCN or other species of concern listed by the TPWD as potentially occurring in El Paso County. Based on this analysis there would be no effect on federally-listed species due to implementation of the proposed project. Consultation with the USFWS was not required.
The proposed project may impact two state threatened species, the mountain short-horned lizard (*Phrynosoma hernandesi*) and the Texas horned lizard (*Phrynosoma cornutum*). Furthermore, the project area contains potential habitat for two SGCN, the western burrowing owl (*Athene cunicularia hypugaea*) and Wheeler's spurge (*Chamaesyce geyeri var. wheeleriana*). BMPs that would be implemented to avoid or minimize impacts to these species, include:

- **Texas Horned Lizard:**
    1. Avoid harvester ant mounds in the selection of Project Specific Locations (PSLs) where feasible.
    2. Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or hydroseeding are not feasible due to site conditions, utilize erosion control blankets or mats that contain no netting or contain loosely woven, natural fiber netting (natural fiber is preferred). Plastic netting should be avoided to the extent practicable.
    3. For open trenches and excavated pits, install escape ramps at an angle of less than 45 degrees (1:1) in areas left uncovered. Visually inspect excavation areas for trapped wildlife prior to backfilling.
    4. Inform contractors that if reptiles are found on the project site, allow species to safely leave the project area.
    5. Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter where feasible.
    6. Contractors will be advised of potential occurrence in the project area and will avoid harming the species if encountered.
- **Western Burrowing Owl:** Implement the bird BMPs discussed in **Section 5.11.6**.

BMPs are not currently in place for avoidance of impacts to the mountain short-horned lizard or Wheeler's spurge. Therefore, as mentioned in **Section 5.11.1,** early coordination was initiated with the TPWD on May 29, 2018. On June 29, 2018, the TPWD requested plant identification surveys within the project area for Wheeler's spurge (*Chamaesyce geyeri*) and sand prickly-pear (*Opuntia arenaria*) (**Appendix G**). TxDOT will conduct these surveys prior to construction of the project and will coordinate the results with the TPWD. If these plant species are found during surveys, TxDOT will implement TPWD recommendations if practicable.

Under the No-Build Alternative the proposed project would not be constructed and there would be no effects to federally- or state-listed threatened, endangered, or candidate species.

## 5.12 Air Quality

### 5.12.1 Transportation Conformity

The proposed 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 ($PM_{10}$); therefore, transportation conformity rules apply.

The proposed action is consistent with the El Paso MPO's financially-constrained MTP, *Amended Horizon 2040*, and the 2017-2020 TIP, as amended, which were initially found to conform to the TCEQ's State Implementation Plan (SIP) by FHWA and the Federal Transit Administration (FTA) on June 5, 2014 and December 19, 2016, respectively. Copies of the MTP and TIP pages are included in **Appendix E**. All projects in the El Paso MPO's TIP 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.

On June 11, 2018, the proposed project's *Transportation Conformity Report* was coordinated with the FHWA for review and concurrence. On July 30, 2018, the FHWA issued a project-level conformity determination for the proposed project and concurred that all project-level conformity requirements have been met (**Appendix G**).

### 5.12.2 Hot-Spot Analysis

The proposed project is located within a $PM_{10}$ nonattainment area and the conformity consultation process was initiated. On June 28, 2018, the conformity Consultation Partners made the determination that this is not a project of air quality concern as defined in 40 CFR 93.123 because the proposed project would not cause or contribute to any new localized $PM_{10}$ violations, increase the frequency or severity of any existing $PM_{10}$ violations, or delay

timely attainment of any National Ambient Air Quality Standards (NAAQS) or any required interim emissions reductions or other milestones in $PM_{10}$ nonattainment and maintenance areas (40 CFR 93.116(a)). Therefore, this project does not require a project level hot-spot analysis. Documentation of the Consultation Partners' decision can be found in **Appendix G**.

### 5.12.3 Carbon Monoxide Traffic Air Quality Analysis

A carbon monoxide (CO) Traffic Air Quality Analysis (TAQA) was conducted for the proposed project (TxDOT 2018b). The paragraphs below summarize the analysis and identify the potential impacts to the CO NAAQS from the proposed project.

CO TAQA Rationale

A prior TxDOT modeling study and previous analyses of projects similar to the proposed project demonstrated that it is unlikely that the CO NAAQS would ever be exceeded as a result of any project with an average annual daily traffic (AADT) below 140,000 vehicles per day (vpd). The TxDOT-approved traffic analysis of the proposed project indicates that total corridor traffic on Section 1 (Global Reach Drive to SL 375 [Purple Heart Memorial Highway/Joe Battle Boulevard]) would exceed 140,000 vpd in the design year (2040) (**Table 3**). Because the proposed project would add capacity, and the corridor's traffic volume would exceed 140,000 vpd, a CO TAQA of the corridor roadway was required. In addition, because the proposed project includes major intersections in the corridor, those intersections most affected by the proposed project are also subject to a CO TAQA.

*Table 3: Project Corridor Traffic Volumes*

| US 62/180 (Montana Avenue) Section | ETC 2030 | | | Design Year 2040 | | | Percent Change in Corridor AADT from ETC to Design Year |
|---|---|---|---|---|---|---|---|
| | Mainlanes | Frontage | Corridor | Mainlanes | Frontage | Corridor | |
| 1 | 82,200 | 48,600 | 130,800 | 102,700 | 61,600 | 164,300 | 26 |
| 2 | 43,100 | 37,500 | 80,600 | 52,500 | 45,500 | 98,000 | 22 |
| 3 | 41,300 | 14,700 | 56,000 | 49,600 | 17,400 | 67,000 | 20 |

Source: TxDOT 2018b

CO TAQA Methods and Results

CO concentrations were modeled under worst-case meteorological conditions for morning peak hour traffic for the estimated time of completion (ETC) year (2030) and the design year (2040). TxDOT providing composite CO emission factors for the morning peak hour traffic in El Paso using the MOVES2014 emissions model.

For the roadway analysis, estimated CO emission concentrations on the mainlanes and frontage roads in Section 1 (the highest volume section) were calculated using the CALINE3 dispersion model. Analysis of the roadway showed that maximum CO concentrations at the ROW would reach 18 and 17 percent of the 1-hour average CO NAAQS in 2030 and 2040, respectively, and 38 and 37 percent of the 8-hour average CO NAAQS, respectively (**Table 4**).

*Table 4: Maximum Roadway CO Concentrations*

| Year | Averaging Period | | | | | |
|---|---|---|---|---|---|---|
| | 1-hour | | | 8-hour | | |
| | Concentration (ppm) | | % of NAAQS | Concentration (ppm) | | % of NAAQS |
| | Primary NAAQS | Maximum CALINE3 Result | | Primary NAAQS | Maximum CALINE3 Result | |
| 2030 | 35 | 6.3 | 18 | 9 | 3.4 | 38 |
| 2040 | 35 | 6.1 | 17 | 9 | 3.3 | 37 |

Source: TxDOT 2018b

For the intersection analysis, estimated CO emission concentrations were calculated for four intersections (representing the three highest volumes and the three worst LOS ratings) using the CAL3QHC dispersion model. These four intersections are:

- Westbound US 62/180 (Montana Avenue) frontage road at George Dieter Drive
- Eastbound US 62/180 (Montana Avenue) frontage road at George Dieter Drive
- Westbound US 62/180 (Montana Avenue) frontage road at Lee Trevino Drive
- Eastbound US 62/180 (Montana Avenue) frontage road at Lee Trevino Drive

Analysis of the intersections showed that maximum CO concentrations on the sidewalk at the intersections would reach 19 and 18 percent of the 1-hour average CO NAAQS in 2030 and 2040, respectively, and 41 and 38 percent of the 8-hour average CO NAAQS, respectively (**Table 5**).

*Table 5: Maximum Intersection CO Concentrations*

| Year | Averaging Period | | | | | |
|---|---|---|---|---|---|---|
| | 1-hour | | | 8-hour | | |
| | Concentration (ppm) | | % of NAAQS | Concentration (ppm) | | % of NAAQS |
| | Primary NAAQS | Maximum CALINE3 Result | | Primary NAAQS | Maximum CALINE3 Result | |
| 2030 | 35 | 6.7 | 19 | 9 | 3.7 | 41 |
| 2040 | 35 | 6.3 | 18 | 9 | 3.4 | 38 |

Source: TxDOT 2018b

CO TAQA Conclusions

The CO TAQA determined that maximum local concentrations of CO resulting from the Build Alt for both the 1-hour and the 8-hour averaging periods would not cause or contribute to an exceedance of the NAAQS for CO in the ETC or design year either for the proposed project's roadway or for its intersections.

### 5.12.4 Mobile Source Air Toxics

Qualitative MSAT Analysis

A qualitative analysis of Mobile Source Air Toxics (MSAT) emissions was conducted for the proposed project in the *MSAT Technical Report.* According to this analysis, the amount of MSAT emitted for both the Build and No-Build Alternative would be proportional to the vehicle miles traveled (VMT), assuming other variables such as fleet mix are the same for each alternative (TxDOT 2018e).

Quantitative MSAT Analysis

A quantitative MSAT analysis was also conducted for the proposed project in the *MSAT Technical Report*. For the MSAT analysis, the proposed project's base and design years were determined to be 2015 and 2040, respectively. An interim analysis year was determined to be unnecessary. The MSAT analysis estimated emissions from three scenarios and their respective affected transportation networks (ATNs): (1) Base Year 2015, (2) Design Year 2040 No-Build Alternative, and (3) Design Year 2040 Build Alternative. Each link in an ATN was assigned specific emission factors for each of the nine priority MSAT for the El Paso District based on the link's MOVES2014 facility type, average AM peak hour speed, and analysis year. The ADT per link was determined by applying a directional split (58 percent westbound, 42 percent eastbound) to corridor ADT. Priority MSAT emissions produced by each link were calculated as the product of the link-specific VMT and the corresponding nine emission factors. Total ATN emissions for each of the nine priority

MSATs were calculated as the sum of the corresponding emissions from each of the ATNs links (TxDOT 2018e).

From the base year (2015) to the design year (2040), annual VMT in the ATN was estimated to increase by 86 percent in the No-Build Alternative and by 155 percent in the Build Alternative (**Table 6, Figure 1, red bars**). Conversely, total annual priority MSAT emissions in 2040 were estimated to decrease by 51 percent in the No-Build Alternative, and by 77 percent in the Build Alternative, as compared to base year levels (2015) (**Table 6, Figure 1, blue bars**).

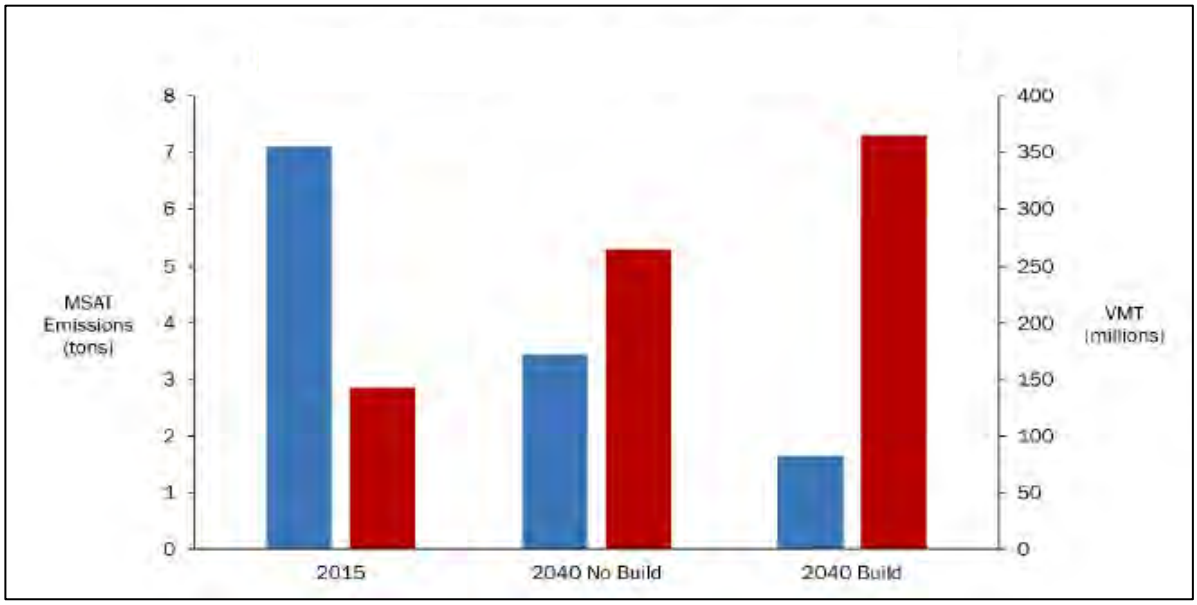
Conclusion

A qualitative and quantitative assessment for MSAT emissions was conducted relative to the proposed project's Build and No-Build Alternatives. The qualitative assessment acknowledged that the Build Alternative may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain and, because of this uncertainty, the health effects from these emissions cannot be estimated. Regardless of whether the No-Build Alternative or the Build Alternative is selected for the proposed project, the quantitative assessment indicates that total MSAT emissions are expected to be lower in 2040 versus 2015.

*Table 6: Annual Priority MSAT Emissions and VMT*

| Scenario/ Alternative | 2015 | 2040 No-Build | 2040 Build | Percent Change from 2015 versus: | |
|---|---|---|---|---|---|
| | | | | 2040 No Build | 2040 Build |
| Priority MSAT | Emissions (tons) | | | Percent Change | |
| Acetaldehyde | 0.389 | 0.348 | 0.148 | -11 | -62 |
| Acrolein | 0.050 | 0.049 | 0.020 | -3 | -59 |
| Benzene | 0.633 | 0.309 | 0.160 | -51 | -75 |
| Butadiene | 0.083 | 0.004 | 0.001 | -96 | -98 |
| Diesel PM | 4.771 | 1.169 | 0.680 | -76- | 86 |
| Ethylbenzene | 0.312 | 0.412 | 0.153 | 32 | -51 |
| Formaldehyde | 0.734 | 1.061 | 0.444 | 45 | -40 |
| Naphthalene | 0.086 | 0.083 | 0.035 | -4 | -59 |
| Polycyclics | 0.037 | 0.014 | 0.008 | -62 | -79 |
| **Total** | **7.1** | **3.4** | **1.6** | **-51** | **-77** |
| VMT (millions) | 142.8 | 265.4 | 364.7 | 86 | 155 |

Source: TxDOT 2018e




Source: TxDOT 2018e

*Figure 1: Total Annual Priority MSAT Emissions and VMT*

### 5.12.5 Congestion Management Process

The proposed project is within an attainment or unclassifiable area for ozone and CO; therefore, a project-level Congestion Management Process (CMP) analysis was not required.

### 5.12.6 Construction Air Emissions

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

The potential impacts of PM emissions would 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: http://www.tceq.texas.gov/airquality/terp.

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 the proposed project would have any significant impact on air quality in the area.

## 5.13 Hazardous Materials

A *Hazardous Materials Initial Site Assessment (ISA),* including a visual survey of the project limits and surrounding area, research of existing and previous land use, and limited review of federal and state regulatory databases/lists was conducted for the proposed project (TxDOT 2017d). As part of the ISA, a review of selected environmental regulatory databases published by federal and state agencies was conducted to determine the potential for hazardous material issues within the project study area. A review of the regulatory databases was performed in general accordance with ASTM Standard E 1527 and TxDOT guidelines, which define the environmental record sources to be reviewed and their minimum search distances from the project study area. **Appendix F, Exhibit 9** identifies the potential hazardous materials concerns on an aerial base map.

Based on the ISA analysis, multiple unresolved hazardous materials concerns were identified; these concerns were studied in detail in a *Hazardous Materials Project Impact Evaluation Report* that was prepared for the project (TxDOT 2017e) and are summarized in **Table 7** below.

*Table 7: Summary of Unresolved Hazardous Materials Sites*

| Map ID | Site Name | Address | Potential ROW Requirements | Description of Site and Hazmat Concerns | Potential Project Impacts | Proposed Next Step |
|---|---|---|---|---|---|---|
| B2 | Herrera Chevron | 12301 Montana Ave | Partial– 0.84 acre | Gas station with 3 in-use USTs that were installed in 2012 | Acquisition of ROW from registered PST facility. | TxDOT will follow its established ROW acquisition protocol for PST facilities. |
| B8 | Circle K 2706015 | 12680 Montana Ave | Partial- 0.37 acre | Gas station with 3 in-use USTs that were installed in 2008 | | |
| S7 | Pronto Auto Repair | 12900 Montana Ave | Partial- 0.47 acre | Facilities (i.e. salvage yards, auto repair shops, used car dealers, etc.) that are assumed to handle hazardous materials | Due to the highly industrial nature, the congregated number of these potential hazardous materials sites, and the ROW requirements in the eastern portion of the project area, contamination may exist within the project area. | Targeted investigations (i.e. soil or groundwater testing) may be necessary to determine if contamination exists within the project area. Based on the final project design, additional investigation may be |
| S8 | Super Vette Body Shops | | | | | |
| S9 | El Paso Motors Center | 12913 Montana Ave | Partial- 0.31 acre | | | |
| S10 | Andres Auto Sales | 12906 Montana Ave | Partial- 0.13 acre | | | |
| S11 | MLC Auto Sales | 12920 Montana Ave | Partial- 0.10 acre | | | |

| Map ID | Site Name | Address | Potential ROW Requirements | Description of Site and Hazmat Concerns | Potential Project Impacts | Proposed Next Step |
|---|---|---|---|---|---|---|
| S12 | Garcia Welding Inc. | 12936 Montana Ave | Partial- 0.10 acre | | | recommended at select locations on both sides of US 62/180 (Montana Avenue) from Hueco Club Road to FM 659 (N. Zaragoza Road). |
| S13 | All Imports Auto Salvage | 13126 Montana Ave | Partial- 0.27 acre | | | |
| S14 | A Plus Auto Salvage | 13150 Montana Ave | Partial- 0.27 acre | | | |
| S15 | LFK Pick Your Part- El Paso | 13200 Montana Ave | Partial- 0.65 acre | | | |
| S16 | RM Automotive Garage | 13303 Montana Ave | Partial- 0.20 acre | | | |
| S17 | Far East Automotive | 13313 Montana Ave | Partial- 0.10 acre | | | |
| S18 | Auto Caminoes Delta | 13301 Montana Ave | Partial- 0.17 acre | | | |
| S19 | A&S Auto Salvage | 13320 Montana Ave | Partial- 0.20 acre | | | |
| S20 | Used Engine | 13471 Montana Ave | Partial- 0.28 acre | | | |
| S21 | Montana Truck Sales | 13481 Montana Ave | Partial- 0.32 acre | | | |

As mentioned in the table above, there are two petroleum storage tank (PST) facilities in which acquisition is required as part of the ROW requirements for the proposed project. Neither of these facilities are listed as Leaking Petroleum Storage Tank (LPST) sites. TxDOT will follow its established ROW acquisition protocol for PST facilities (TxDOT 20187el).

There is a large congregation of potential hazardous materials sites (e.g. salvage yards, auto repair shops, used car dealers, etc.) along the project corridor where ROW acquisition is required. Additional investigations (i.e. soil or groundwater testing) may be needed at targeted areas on both sides of US 62/180 (Montana Avenue) from Hueco Club Road to FM 659 (N. Zaragoza Road) to identify potential contamination (TxDOT 2017e). Once ROE is obtained from these properties, additional hazardous materials assessments will be evaluated by TxDOT.

Bridges at US 62/180 (Montana Avenue) and SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) would be demolished and/or renovated under implementation of the proposed project. Furthermore, approximately 4 potential residential and 23 potential commercial displacements could occur, which may require the demolition of multiple residential and commercial structures. Bridges and structures would be surveyed for asbestos-containing material (ACM) by a licensed asbestos inspector prior to demolition activities.

In the event that the construction contractor encounters contaminated materials, these materials would be properly reported to the TCEQ, managed, and disposed of. If hazardous substances/wastes are encountered unexpectedly during construction, appropriate measures for proper management of the contamination would be initiated in accordance with all applicable federal, state, and local regulations.

Under the No-Build Alternative, the proposed project would not be constructed, and project-related hazardous materials impacts would not occur.

## 5.14 Traffic Noise

A traffic noise analysis was conducted for the proposed project in accordance with TxDOT's (FHWA-approved) *Guidelines for Analysis and Abatement of Roadway Traffic Noise* (2011) (TxDOT, 2018k). Existing and predicted traffic noise levels were modeled at receiver locations (**Table 8** and **Appendix F, Exhibit 10**) that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement (TxDOT 2018k).

This analysis indicates that the Build Alternative would result in traffic noise impacts at eight representative receiver locations; construction of noise barriers was considered (TxDOT 2018k).

Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50 percent of impacted, first row receivers by at least five dB(A); and to be "reasonable", it must not exceed the cost-effectiveness criterion of $25,000 for each receiver that would benefit by a reduction of at least five dB(A) and the abatement measure must be able to reduce the noise level to at least one impacted, first row receiver by at least seven dB(A). No noise abatement measures were determined to be both feasible and reasonable; therefore, no abatement measures are proposed for this project (TxDOT 2018k).

Table 8: Traffic Noise Levels dB(A) Leq

| Representative Receiver | NAC Category | NAC Level | Existing 2020 | Predicted 2040 | Change (+/-) | Noise Impact? |
|---|---|---|---|---|---|---|
| R1 Medical (interior) | D | 52 | 44 | 49 | +5 | No |
| R2 Apartments | B | 67 | 59 | 65 | +6 | No |
| R3 Church (interior) | D | 52 | 44 | 42 | -2 | No |
| R4 Residence | B | 67 | 66 | 66 | 0 | **Yes** |
| R5 Residence | B | 67 | 68 | 67 | -1 | **Yes** |
| R6 Residence | B | 67 | 64 | 65 | +1 | No |
| R7 Mobile Home Park | B | 67 | 66 | 64 | -2 | No |
| R8 RV Park | B | 67 | 68 | 69 | +1 | **Yes** |
| R9 Church (interior) | D | 52 | 38 | 42 | +4 | No |
| R10 Bar | E | 72 | 66 | 68 | +2 | No |
| R11 Mobile Home Park | B | 67 | 63 | 65 | +2 | No |
| R12 Residence | B | 67 | 63 | 63 | 0 | No |
| R13 Residence | B | 67 | 63 | 62 | -1 | No |
| R14 Mobile Home Park | B | 67 | 67 | 61 | -6 | No |
| R15 Mobile Home Park | B | 67 | 67 | 61 | -6 | No |
| R16 Medical (interior) | D | 52 | 44 | 39 | -5 | No |
| R17 Residence | B | 67 | 65 | 62 | -3 | No |
| R18 Community Pool | C | 67 | 62 | 61 | -1 | No |
| R19 Residence | B | 67 | 66 | 63 | -3 | No |
| R20 Mobile Home Park | B | 67 | 68 | 70 | +2 | **Yes** |
| R21 Mobile Home Park | B | 67 | 67 | 70 | +3 | **Yes** |
| R22 Playground | C | 67 | 64 | 65 | +1 | No |
| R23 Restaurant | E | 72 | 67 | 65 | -2 | No |
| R24 Restaurant | E | 72 | 64 | 66 | +2 | No |
| R25 Cemetery | C | 67 | 63 | 69 | +6 | **Yes** |
| R26 Funeral Home (interior) | D | 52 | 39 | 43 | +4 | No |
| R27 Mobile Home Park | B | 67 | 65 | 68 | +3 | **Yes** |
| R28 Mobile Home Park | B | 67 | 61 | 65 | +4 | No |
| R29 Playground | C | 67 | 50 | 57 | +7 | No |
| R30 Mobile Home Park | B | 67 | 65 | 67 | +2 | **Yes** |
| R31 Residence | B | 67 | 56 | 61 | +5 | No |

*Source: TxDOT 2018k*

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. 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 (TxDOT 2018k).

The No-Build Alternative may maintain existing noise levels, or noise levels may change as traffic volumes increase with time (TxDOT 2018k).

## 5.15 Induced Growth

An indirect impacts analysis for induced growth was conducted for the Build Alternative (TxDOT 2018d). Current traffic patterns based on origin-destination data, commutesheds, and travel-time savings due to proposed project improvements were evaluated to determine the appropriate study area for induced growth impacts. This study area, also called the "Area of Influence" (AOI), is displayed in **Appendix F, Exhibit 11**. Approximately 12,243 acres of 66,573 acres comprising the AOI were identified as areas subject to induced growth (**Appendix F, Exhibit 12**) (TxDOT 2018d).

Currently, the City of El Paso is experiencing growth in transportation and land development, especially in the eastside (where the proposed project is located) and northeast portions of the city. Both public and private development, including multiple transportation improvement and residential, mixed-use, and commercial land development projects are currently anticipated for the eastside. Due to the current and planned development, growth is very likely in the induced growth areas identified within the AOI, independent of whether the proposed project is implemented (TxDOT 2018d).

Multiple transportation development plans and mobility projects in the project vicinity are proposed to simultaneously meet growth demand, continue current development growth, and spur additional growth in the area. Each of the transportation project plans and proposals, along with the continued incentivization by the city, will increase the likelihood of development of the areas identified within the AOI as subject to induced growth independent of the proposed project. Collectively, the transportation projects listed in the indirect impacts analysis are likely to cause induced growth in areas of increased mobility, decreased commute times, and increased retail centers. However, the proposed project is an incremental step to solving traffic congestion in the area and provides significant time-savings benefits to isolated areas adjacent to US 62/180 (Montana Avenue) (TxDOT 2018d).

Due to development trends and anticipation of development by city planners, public and private development within the AOI is expected to continue at its current pace. Congestion along US 62/180 (Montana Avenue) has not prevented or slowed development, probably due to the proximity to SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) that increases access to all parts of the city. However, city planners believe future congestion could slow residential development on the eastside and increase development on the northeast side due to commuter preference. Therefore, the proposed project may have the effect of helping to keep development trends at current levels, along with other congestion-relieving transportation projects. City planners agree that the proposed project would not be likely to induce growth in the already-growing region, but it may accelerate growth in areas most benefitted by time savings as a result of the proposed project. In particular, it may make land planned for development and land anticipated to be made available for development more attractive to developers. However, some areas identified within the AOI as subject to induced growth receiving benefit from reduced travel times may develop dependent on the proposed project. For instance, decreased congestion and travel times from SL 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) to Global Reach Drive along US 62/180 (Montana Avenue) may incentivize retail development along the project corridor because it will allow easier and quicker access from these adjacent travel corridors (TxDOT 2018d).

Due to these growth trends, the following conclusions can be reasonably drawn (TxDOT 2018d):

- Within the AOI, development is occurring at a faster rate than other areas of the city, with the possible exception of the northeast side;
- Due to the development trend, many areas identified within the AOI as subject to induced growth will likely be developed in the foreseeable future;
- Traffic congestion for commuters could slow or cause future residential development to move to the northeast side;
- The proposed project is an incremental step to solving traffic congestion in the area and provides time-savings benefits to isolated areas adjacent to US 62/180 (Montana Avenue);
- Due to the limited effect of the project for mobility, the proposed project in isolation from other planned transportation improvement projects is not likely to cause induced growth in *most areas* identified within the AOI as subject to induced growth;
- *Some areas* identified within the AOI as subject to induced growth receiving benefit from reduced travel times may develop dependent on the proposed project;

- The proposed project may accelerate the rate of development in areas identified within the AOI as subject to induced growth adjacent to US 62/180 (Montana Avenue); and
- The proposed project may help development trends on the eastside continue at current rates by preventing an increased rate of traffic congestion for commuters.

Resources present or potentially present in induced growth areas include palustrine wetlands, environmental justice populations, and threatened and endangered species habitat. Impacts to wetlands and environmental justice populations are not substantial. Potential suitable habitat for threatened and endangered species is either not present in the areas subject to induced growth, or present and abundant in the region. Therefore, no substantial impacts to sensitive biological resources are anticipated (TxDOT 2018d).

Because no substantial impacts are anticipated, no resources have been identified that require mitigation. It is recommended that developments undergo resource investigation prior to development (TxDOT 2018d).

The No-Build Alternative is anticipated to induce or accelerate growth in the project area. The proposed project would not be likely to induce growth in most areas of the already-growing region, but it may accelerate growth in those areas most benefitted by time savings as a result of the proposed project. However, some areas identified within the AOI as subject to induced growth receiving benefit from reduced travel times may develop dependent on the proposed project.

## 5.16 Cumulative Impacts

Based on a *Risk Assessment for Cumulative Impacts* (TxDOT 2018i) that was prepared for the proposed project, the project would not have substantial direct or indirect impacts on any resource. Further, the project is not anticipated to have any impact on a resource that is in poor or declining health. Therefore, a cumulative impacts analysis was not required for the proposed project.

## 5.17 Construction Phase Impacts

The Build Alternative would have short-term impacts during the construction phase. Potential construction impacts include:

- Impacts to adjacent residences and businesses due to movement of workers and materials through the area;

- Impacts to adjacent residences and businesses due to construction noise and temporary disruption of traffic;
- Construction-related air emissions (refer to **Section 5.12**); and
- Beneficial impact due to new job opportunities and income potential from construction activities.

Contractors would be required to follow TxDOT standard specifications and applicable federal, state, and local regulations and ordinances that may minimize construction-phase impacts. The No-Build Alternative would not result in construction-phase impacts.

## 6. Agency Coordination

As part of the project development process, coordination with federal, state, tribal, regional, and local government agencies with regulatory involvement in the proposed project was undertaken (**Appendix G**). Agencies that required coordination for the project include the following:

- **Federal Highway Administration** – The proposed project's *Transportation Conformity Report* was coordinated with the FHWA for review and concurrence. The FHWA issued a project-level conformity determination for the project on July 30, 2018, which is included in **Appendix G**.

- **Texas Historical Commission** – In accordance with the PA among FHWA, TxDOT, the Texas SHPO, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings, TxDOT coordinated the proposed project with the THC regarding archaeological eligibility determinations (**Appendix G**). On December 4, 2015, the THC provided concurrence on the archaeological intensive survey report and recommendations provided therein. Individual project coordination with the SHPO was not required for historic resources.

- **Federally-Recognized Tribes** – The proposed project required tribal coordination in compliance with Section 106 of the NHPA. Coordination was initiated on August 6, 2014 (**Appendix G**).

    - **Apache Tribe of Oklahoma** – The Apache Tribe of Oklahoma did not respond to the coordination request.

- **Kiowa Indian Tribe of Oklahoma** – The Kiowa Indian Tribe of Oklahoma did not respond to the coordination request.
- **Tonkawa Tribe of Indians of Oklahoma** – The Tonkawa Tribe of Indians of Oklahoma did not respond to the coordination request.
- **Ysleta del Sur Pueblo** – The Ysleta del Sur Pueblo provided concurrence on the proposed project on August 19, 2014. The tribe requested additional consultation should any human remains or artifacts become unearthed during construction of the project that are determined to fall under NAGPRA guidelines.
- **Comanche Nation of Oklahoma** – The Comanche Nation of Oklahoma provided concurrence on the proposed project on August 7, 2014.
- **Mescalero Apache Tribe** – The Mescalero Apache Tribe did not respond to the coordination request.
- **Wichita and Affiliated Tribes** – The Wichita and Affiliated Tribes provided concurrence on the proposed project on August 22, 2014.

- **Texas Parks and Wildlife Department** – In accordance with §2.206 of the 2013 MOU, coordination with the TPWD was required for the proposed project (**Appendix G**). Based on a review of the project description and the avoidance and minimization efforts described in the *Biological Evaluation Form* (TxDOT 2018a) and *Tier I Site Assessment Form* (TxDOT 2018j) that were prepared for the proposed project, the TPWD requested plant identification surveys within the project area for Wheeler's spurge (*Chamaesyce geyeri*) and sand prickly-pear (*Opuntia arenaria*) (**Appendix G**).

- **Conformity Consultation Partners Coordination** – Under 30 TAC 114.260, TxDOT requested that the El Paso MPO initiate Consultation Partners coordination for the proposed project. The coordination was required to determine if the proposed project was subject to a hot-spot analysis. The Consultation Partners included the El Paso MPO, TxDOT El Paso District, TxDOT Environmental Affairs Division, TCEQ, FHWA, and EPA. The Consultation Partners coordination call was conducted on May 9, 2018. As a result of the coordination, it was determined that the proposed project is not a project of local air quality concern and a hot-spot analysis was not required (**Appendix G**).

# 7. Public Involvement

The CEQ regulation on implementing NEPA requires that agencies make a diligent effort to involve the public in preparing and implementing its NEPA procedures per 40 CFR Part 1506. In 1991 the Intermodal Surface Transportation Efficiency Act (ISTEA) extended the opportunity for public involvement into the transportation planning process.

Prior to the onset of construction, a notice of impending construction will be provided to owners of adjoining property, affected local governments, and public officials. The notice may be provided via a sign(s) posted in the ROW, mailed notice, printed notice distributed by hand, or notice via website, as appropriate.

## 7.1 Public Meeting #1

On November 14, 2013, a Public Meeting was held at R.E.L. Washington Elementary School located at 3505 N. Lee Trevino Drive, El Paso, Texas 79936 from 5:00 p.m. until 7:00 p.m. The public meeting allowed the public and stakeholders to review the proposed improvements and project exhibits and ask questions to project staff regarding the proposed improvements, alternatives considered, and project timeline. A total of 60 individuals (excluding project team members) attended the meeting. The Public Meeting was advertised using the following methods:

- English notice published in The El Paso Times on October 13, 2013 and November 3, 2013;
- Spanish notice published in El Diario de El Paso on November 5, 2013 and November 10, 2013; and
- Bilingual notices mailed to 218 adjacent property owners and 49 elected/public officials.

A total of 24 comments were received during the public comment period. Public input primarily centered on the following issues:

- General support for the proposed project;
- Requests for landscaping to be included in the project;
- Comments regarding the locations of proposed entrance/exit ramps;
- Concerns regarding traffic utilizing local streets during the construction phase;
- Concerns regarding noise impacts;
- Concerns regarding access during construction; and

- Concerns regarding ROW acquisition.

All comments received were addressed in a *Public Meeting Summary Report* (TxDOT 2013), which may be inspected and copied upon request at the TxDOT El Paso District Office located at 13301 Gateway Boulevard West, El Paso, Texas 79928.

### 7.2 Public Meeting #2

On May 4, 2017, a second Public Meeting was held at R.E.L. Washington Elementary School located at 3505 N. Lee Trevino Drive, El Paso, Texas 79936 from 5:00 p.m. until 7:00 p.m. A total of 41 individuals (excluding project team members) attended the meeting. The Public Meeting was advertised using the following methods:

- English notice published in The El Paso Times on April 19, 2017;
- Spanish notice published in El Diario de El Paso on April 19, 2017;
- Bilingual notices mailed to 215 adjacent property owners;
- Letters and emails sent to 89 elected/public officials; and
- Notice posted on txdot.gov.

A total of eight comments were received during the public comment period. Public input primarily centered on the following issues:

- General support for the proposed project;
- Concerns regarding impacts during the construction phase;
- Concerns regarding noise impacts; and
- Concerns regarding drainage issues in the project area.

All comments received were addressed in a *Documentation of Public Meeting report* (TxDOT 2017c), which may be inspected and copied upon request at the TxDOT El Paso District Office.

### 7.3 Public Hearing

On August 2, 2018, a Public Hearing was held at R.E.L. Washington Elementary School located at 3505 N. Lee Trevino Drive, El Paso, Texas 79936. An Open House was held from 5:00 p.m. until 6:00 p.m. where the public and stakeholders could review the proposed improvements and project exhibits and ask questions of project staff regarding the proposed improvements, alternatives considered, and project timeline.

At 6:00 p.m., the formal presentation began. Bob Bielek, P.E., District Engineer with the TxDOT El Paso District, was the Public Hearing Officer. Other presenters included Jose Reyes, P.E., Project Manager with Dannenbaum Engineering; Manny Hernandez, ROW Agent with TxDOT El Paso District; and Lena Camarillo, Environmental Task Lead with Poznecki-Camarillo, Inc.

A total of 71 individuals (excluding project team members) attended the hearing. The Public Hearing was advertised using the following methods:

- English notice published in The El Paso Times on July 18, 2018;
- Spanish notice published in El Diario de El Paso on July 18, 2018;
- Letters and bilingual notices mailed to 65 elected and public officials; and
- Bilingual notices mailed to 217 adjacent property owners.

A total of 13 comments were received during the public comment period, including three persons who gave verbal testimony at the hearing. Public input primarily centered on the following issues:

- General support for the proposed project;
- Concerns regarding noise impacts;
- Concerns regarding ROW acquisition and potential displacements;
- Concerns regarding traffic disruptions during construction;
- Concerns regarding the spread of the invasive, non-native African rue; and
- Concerns regarding protection of the western burrowing owl.

All comments received were addressed in a *Documentation of Public Hearing* (TxDOT 2018c), which may be inspected and copied upon request at the TxDOT El Paso District Office located at 13301 Gateway Boulevard West, El Paso, Texas 79928.

## 8. Environmental Permits, Issues, and Commitments

The following EPICs are required for the proposed project. These must be fulfilled prior to, during, or post-construction.

1. Consistent with the Uniform Act, TxDOT would provide relocation resources (including any special provisions or programs) to all displaced persons without discrimination.

2. TxDOT would provide uniform, fair, and equitable treatment of persons whose real property would be acquired or who would be displaced.
3. TxDOT would ensure that no individual or family would be displaced unless decent, safe, and sanitary housing were available within the displaced person's financial means.
4. TxDOT would help improve the housing conditions of displaced persons living in substandard housing.
5. TxDOT would encourage and expedite acquisition by agreement and without coercion.
6. Locations of relocated utilities would be determined at the detailed design phase; coordination with utility owners would occur.
7. Emergency service providers (i.e. police, fire, and EMS) would receive notification to roadway construction and closures so that they could plan their detours in advance of an emergency.
8. TxDOT would continue to accommodate LEP individuals with communication needs throughout project development.
9. Where practical, mitigation measures would establish vegetation in order to blend into the existing landscape.
10. No work or ground-disturbing activities would take place outside of the archaeological APE, including the existing easement areas along the corridor outside of the existing and proposed ROW, as well as tie-in areas at existing roadways and driveways.
11. An additional intensive survey is required once access is obtained to the three proposed pond locations (18.4 acres) for which ROE was denied.
12. 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 NAGPRA. Under NAGPRA, the activity may resume after 30 days following certification of notice to TxDOT. If after consultation 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.
13. An SW3P would be prepared and included in the detailed design plans.

14. The appropriate CGP authorization documents (notice of intent or site notice) would be completed, posted, and submitted, as applicable, to the TCEQ and MS4 operator.

15. The six water wells in the proposed ROW and easements would be properly removed, sealed, and plugged, as appropriate.

16. TxDOT would complete plant identification surveys for the Wheeler's spurge and sand prickly-pear within the project area prior to construction of the project. Results of these surveys would be coordinated with the TPWD. If these plant species are found during surveys, TxDOT would implement TPWD recommendations if practicable.

17. Every effort would be made for proper soil conservation and preservation during the planning, development, and construction of the proposed project.

18. Clearing of vegetation would be minimized to the extent practical, and only those areas that need to be cleared for construction would be disturbed.

19. Temporary and permanent planting, seeding, sodding and compost manufactured top soil to enhance revegetation would be included in the construction specifications.

20. The 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.

21. After construction of the proposed project, TxDOT will spray herbicides three times a year, as needed, as well as implement mechanical treatments in the early spring.

22. The proposed retention ponds will be lined with rock walls to prevent African rue seeds from spreading into the pond areas.

23. Regarding migratory birds (including the western burrowing owl):

    a. Prior to construction, daytime surveys would be performed for active nests, including under bridges and in culverts to determine if they are active before removal. Nests that are active would not be disturbed.

    b. The contractor would not disturb, destroy, or remove active nests, including ground-nesting birds during the nesting season.

    c. The contractor would avoid the removal of unoccupied, inactive nests, as practicable.

d. The contractor would prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair.

e. The contractor would not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.

24. If active migratory bird nests are discovered on a project site, the contractor would:

a. Immediately stop work within 50 feet of the nest(s) or bird(s) and notify the TxDOT El Paso District's Environmental Coordinator; and

b. The TxDOT El Paso District Coordinator, with assistance from the TxDOT ENV's NRM staff, if needed, would determine how long the nest(s) would need to be avoided, or if a permit to remove or relocate the nest is an option.

25. Regarding the Texas horned lizard:

a. The contractor would avoid harvester ant mounds in the selection of PSLs where feasible.

b. The contract would apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or hydroseeding are not feasible due to site conditions, the contractor would utilize erosion control blankets or mats that contain no netting or contain loosely woven, natural fiber netting (natural fiber is preferred). Plastic netting should be avoided to the extent practicable.

c. For open trenches and excavated pits, the contractor would install escape ramps at an angle of less than 45 degrees (1:1) in areas left uncovered. The contractor would visually inspect excavation areas for trapped wildlife prior to backfilling.

d. The contractor would allow reptile species to safely leave the project area if encountered.

e. The contractor would avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter where feasible.

f. The contractor would be advised of potential occurrence in the project area, and would avoid harming the species if encountered.

26. Fugitive dust control measures would be included in standard specifications, as appropriate, to minimize potential impacts of PM emissions.

27. Construction contractors would be encouraged to use the TERP and other local and federal incentive programs to minimize diesel emissions.

28. TxDOT would follow its established ROW acquisition protocol for PST facilities.

29. Additional investigations (i.e. soil or groundwater testing) may be needed at targeted areas on both sides of US 62/180 (Montana Avenue) from Hueco Club Road to FM 659 (N. Zaragoza Road) to identify potential hazardous materials contamination.

30. Bridges and structures would be surveyed for ACM by a licensed asbestos inspector prior to demolition activities.

31. In the event that the construction contractor encounters contaminated materials, these materials would be properly reported to the TCEQ, managed, and disposed of.

32. If hazardous substances/wastes are encountered unexpectedly during construction, appropriate measures for proper management of the contamination would be initiated in accordance with all applicable federal, state, and local regulations.

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

34. Contractors would be required to follow TxDOT standard specifications and applicable federal, state, and local regulations and ordinances that may minimize construction-phase impacts.

35. Prior to the onset of construction, a notice of impending construction would be provided to owners of adjoining property, affected local governments, and public officials.

## 9. Conclusion

Based on the evaluation of anticipated project impacts presented in the EA, the proposed project would not have a significant impact on the human or natural environment and an EIS is not required. A Finding of No Significant Impact (FONSI) is recommended.

## 10. References

C&M Associates, Inc. 2018. *Montana Avenue Traffic Study Update, (CSJs: 0374-02-097 and 0374-02-100).* March 2018.

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Poznecki-Camarillo, Inc. 2018. *Memo, US 62/180 (Montana Avenue) (CSJ: 0374-02-097), Area of Potential Effects (APE) for Cultural Resources.* July 12, 2018.

Texas Department of Transportation. 2013. *Public Meeting Summary Report.*

_____. 2014. *Historical Studies Project Coordination Request.* March 14, 2014.

_____. 2017b. *Community Impacts Assessment Technical Report Form, US 62/180 (Montana Avenue), El Paso District.* September 2017.

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_____. 2017d. *Hazardous Materials Initial Site Assessment (ISA).* July 2017.

_____. 2017e. *Hazardous Materials Project Impact Evaluation Report, US 62/180 (Montana Avenue), El Paso District.* July 2017.

_____. 2017g. *Water Resources Technical Report, US 62/180 (Montana Avenue), El Paso District.* August 2017.

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_____. 2018c. *Documentation of Public Hearing, El Paso County, US 62/180 (Montana Avenue), CSJ 0374-02-097.* August 2018.

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_____. 2018f. *Project Description Technical Report, US 62/180 (Montana Avenue), El Paso District.* May 2018.

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_____. 2018h. *Purpose and Need Technical Report, US 62/180 (Montana Avenue), El Paso District.* May 2018.

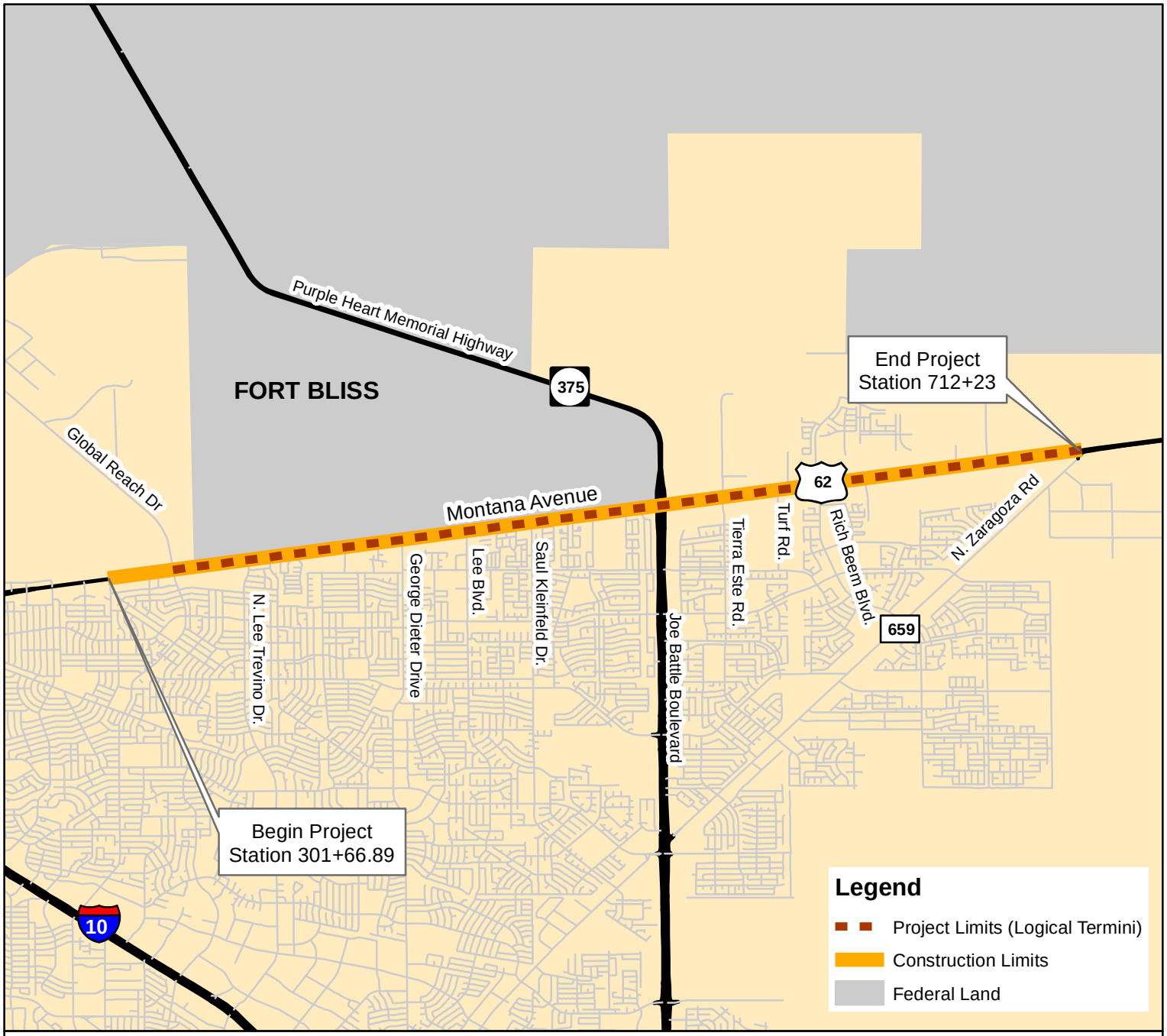
_____. 2018i. *Risk Assessment for Cumulative Impacts, US 62/180 (Montana Avenue), El Paso District.* June 2018.

_____. 2018j. *Tier I Site Assessment, US 62/180 (Montana Avenue), El Paso District.* August 2017.

_____. 2018k. *Traffic Noise Analysis Tech Report, US 62/180 (Montana Avenue) From Global Reach Drive to FM 659 (N. Zaragoza Road).* (June 2018).

_____. 2018l. *Transportation Conformity Report Form.* June 11, 2018.

_____. Undated. *Report for Archeological Survey, US 62/180 (Montana Avenue) from Global Reach to FM 659 (N. Zaragoza Road), El Paso County, Texas.*

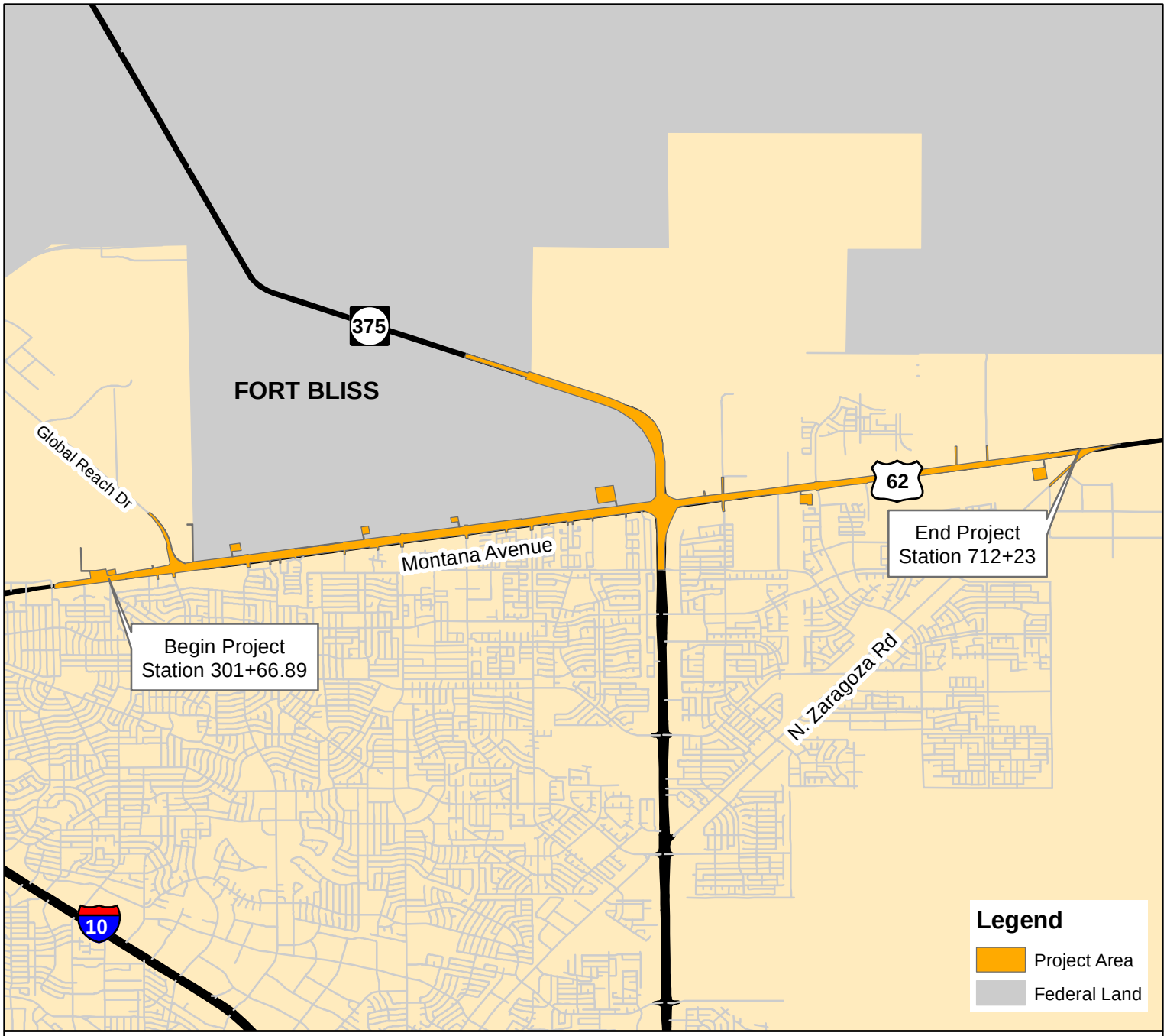


0 0.5 1 2 3 4 Miles

**Exhibit 1**
**Project Location**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJs: 0374-02-097, etc.



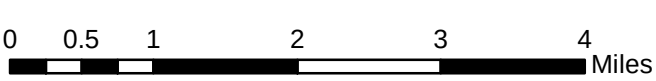


**Exhibit 2**
**Project Area**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJs: 0374-02-097, etc.

POZNECKI INC CAMARILLO

# PHOTOGRAPHIC LOG

| Client Name: TxDOT El Paso District | Site Location: US 62/180 (Montana Avenue) from Global Reach Drive to FM 659 (N. Zaragoza Road) | Project No.: 09-013-22 |
|---|---|---|

Photo No.: 1

Date: 11/28/2016

Direction: east

Description: View of Project Begin, Station 301+66.89.

Location:

Photo No.: 2

Date: 11/28/2016

Direction: east

Description: View of US 62/180 (Montana Avenue) at Global Reach Drive. Note the marked bicycle lane.

Location:

| POZNECKI INC CAMARILLO | PHOTOGRAPHIC LOG | |
|---|---|---|
| Client Name:<br>TxDOT El Paso District | Site Location: US 62/180 (Montana Avenue) from Global Reach Drive to FM 659 (N. Zaragoza Road) | Project No.: 09-013-22 |

Photo No.: 3

Date: 11/28/2016

Direction: southeast

Description: View of urban vegetation located to the south of the roadway.

Location:

Photo No.: 4

Date: 11/28/2016

Direction: southeast

Description: View of bus stop located along the south side of US 62/180 (Montana Avenue) east of Global Reach Dr.

Location:

POZNECKI INC CAMARILLO

PHOTOGRAPHIC LOG

| | | |
|---|---|---|
| Client Name:<br>TxDOT El Paso District | Site Location: US 62/180 (Montana Avenue) from Global Reach Drive to FM 659 (N. Zaragoza Road) | Project No.: 09-013-22 |

Photo No.: 5

Date: 11/28/2016

Direction: southeast

Description: Adjacent mobile home park, Carlsbad Commons, located on the south side of US 62/180 (Montana Avenue).

Location:

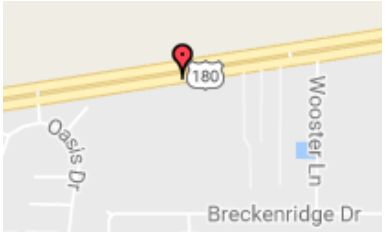


Photo No.: 6

Date: 11/28/2016

Direction: southeast

Description: Adjacent church, Heart World Church, located at 11140 Montana Ave on the south side of the roadway.

Location:

POZNECKI INC CAMARILLO

PHOTOGRAPHIC LOG

| | | |
|---|---|---|
| Client Name:<br>TxDOT El Paso District | Site Location: US 62/180 (Montana Avenue) from Global Reach Drive to FM 659 (N. Zaragoza Road) | Project No.: 09-013-22 |

Photo No.: 7

Date: 11/28/2016

Direction: south

Description: Adjacent church, Restoration Community Church, located at 11236 Montana Ave on the south side of the roadway.

Location:

Photo No.: 8

Date: 11/28/2016

Direction: east

Description: View of US 62/180 (Montana Avenue) at George Dieter Dr.

Location:

| POZNECKI INC CAMARILLO | PHOTOGRAPHIC LOG | |
|---|---|---|
| Client Name:<br>TxDOT El Paso District | Site Location: US 62/180 (Montana Avenue) from Global Reach Drive to FM 659 (N. Zaragoza Road) | Project No.: 09-013-22 |

Photo No.: 9

Date: 11/28/2016

Direction: east

Description: View of US 62/180 (Montana Avenue) at the approximate midpoint of the proposed project.

Location:

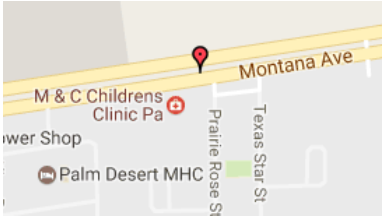


Photo No.: 10

Date: 11/28/2016

Direction: east

Description: View of US 62/180 (Montana Avenue) at LP 375 (Joe Battle Blvd).

Location:

| POZNECKI INC CAMARILLO | PHOTOGRAPHIC LOG | |
|---|---|---|
| Client Name:<br>TxDOT El Paso District | Site Location: US 62/180 (Montana Avenue) from Global Reach Drive to FM 659 (N. Zaragoza Road) | Project No.: 09-013-22 |

Photo No.: 11

Date: 11/28/2016

Direction: south

Description: Adjacent cemetery, Evergreen Cemetery, located to the south of US 62/180 (Montana Avenue).

Location:

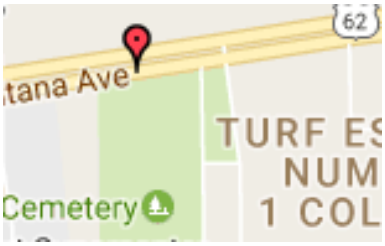


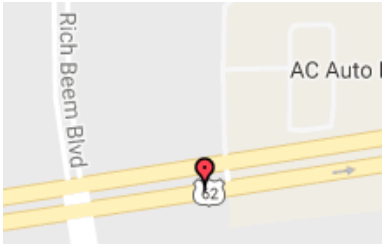
Photo No.: 12

Date: 11/28/2016

Direction: east

Description: View of US 62/180 (Montana Avenue) east of Rich Beem Blvd.

Location:



| POZNECKI INC CAMARILLO | PHOTOGRAPHIC LOG | |
|---|---|---|
| Client Name:<br>TxDOT El Paso District | Site Location: US 62/180 (Montana Avenue) from Global Reach Drive to FM 659 (N. Zaragoza Road) | Project No.: 09-013-22 |

Photo No.: 13

Date: 11/28/2016

Direction: south

Description: View of shrubland vegetation located to the south of the roadway.

Location:

Photo No.: 14

Date: 11/28/2016

Direction: east

Description: View of US 62/180 (Montana Avenue) at FM 659 (N. Zaragoza Road).

Location:

POZNECKI INC CAMARILLO

PHOTOGRAPHIC LOG

| Client Name: TxDOT El Paso District | Site Location: US 62/180 (Montana Avenue) from Global Reach Drive to FM 659 (N. Zaragoza Road) | Project No.: 09-013-22 |
|---|---|---|

Photo No.: 15

Date: 11/28/2016

Direction: north

Description: View of shrubland vegetation located to the north of the roadway.

Location:

Photo No.: 16

Date: 11/28/2016

Direction: north

Description: View of sandy desert grassland vegetation located to the north of the roadway.

Location:

| POZNECKI INC CAMARILLO | PHOTOGRAPHIC LOG | |
|---|---|---|
| Client Name:<br>TxDOT El Paso District | Site Location: US 62/180 (Montana Avenue) from Global Reach Drive to FM 659 (N. Zaragoza Road) | Project No.: 09-013-22 |

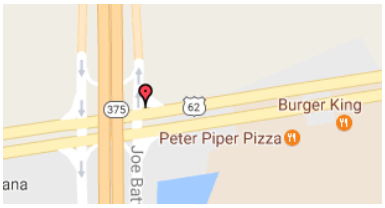
Photo No.: 17

Date: 11/28/2016

Direction: west

Description: View of US 62/180 (Montana Avenue) at LP 375 (Joe Battle Blvd).

Location:



Texas Department of Transportation

GEOMETRIC LAYOUT OF
US 62 AT LEE TREVINO
MONTANA AVENUE
EL PASO, TEXAS

| DATE | LEVEL | COUNTY | CONTROL | SECT | JOB |
|---|---|---|---|---|---|
| REVISION: | 0.0 | EL PASO | 0914 | 00 | 001.000 |

INTERIM REVIEW ONLY
DESIGNED: CHANGHONG - TBD CHECKED: TBD
DRAWN: CHANGHONG - TBD REVIEWED: TBD
SUPERVISOR: JOHN D. MEYER
PM: JOHN D. MEYER
DATE: 10-15-2021

DANNENBAUM
ENGINEERING CORPORATION
TBPE FIRM F-1046 TBPLS FIRM 10194400
9800 MONTWOOD DRIVE, SUITE 200 EL PASO, TEXAS 79907 (915) 584-0293

DATE: 10-15-2021 CAD Model No. TBD
SCALE: HORIZ. 1" = 40' VERT. 1" = 4'
DESIGN: CHANGHONG - TBD
DRAWN: CHANGHONG - TBD
REVIEW: TBD
CHECK: TBD
SHEET 1 OF 4




LEGEND

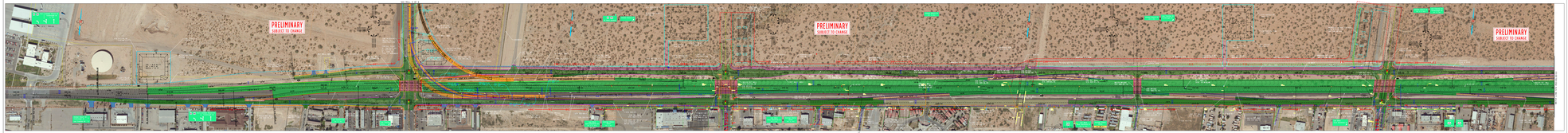
- ALIGNMENTS
- EXISTING PAVEMENT
- EXISTING PAVEMENT TO REMAIN
- CURB
- DETACHED 8' WIDE SIDEWALK
- DETACHED 12' WIDE SIDEWALK
- DETACHED 10' WIDE SIDEWALK
- CURB RAMPS
- BICYCLE LANES
- BICYCLE LANE
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- CENTERLINE OF ROADWAY
- ELEVATION TOP
- ELEVATION BOTTOM
- CONCRETE
- DIRT
- GRAVEL
- LANDSCAPE
- LANDSCAPE WOOD SCRIBLE FENCE
- LANDSCAPE WOOD SCRIBLE FENCE
- LANDSCAPE WOOD SCRIBLE FENCE
- EXISTING WOOD WALL SIGNS
- EXISTING WOOD WALL SIGNS TO RETAIN
- EXISTING STREET SIGNS
- PROPOSED LANE DIRECTIONAL CONSTRUCTION
- PROPOSED LANE DIRECTIONAL CONSTRUCTION
- PROPOSED TRAFFIC SIGNAL
- EXISTING TRAFFIC SIGNAL

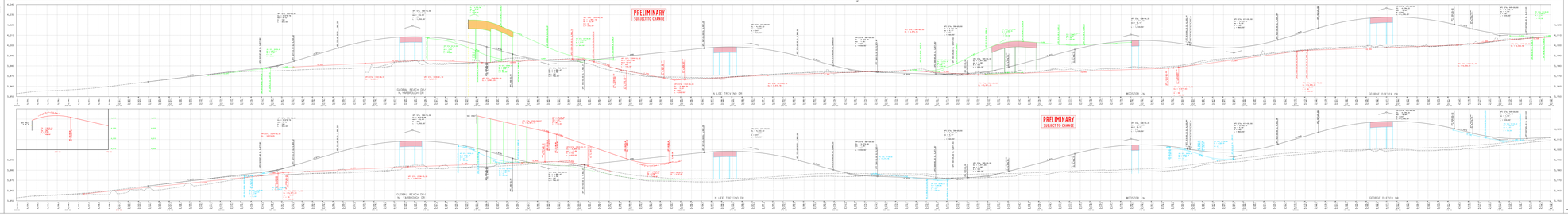
ABBREVIATIONS: NO PRE FIXED NOUN TRAFFIC SIGNALS

PROJECT LENGTH
0.5 MILES
LEE TREVINO DRIVE FROM 0.5 MILES WEST OF GLOBAL REACH DRIVE TO 0.5 MILES EAST OF GEORGE DIETER DRIVE
MONTANA AVENUE FROM 0.5 MILES WEST OF LEE TREVINO DRIVE TO 0.5 MILES EAST OF GEORGE DIETER DRIVE
LEE TREVINO DRIVE IS THE MAIN CONTROLLING PROJECT

DESIGN SPEEDS
LEE TREVINO DRIVE: 70 MPH
MONTANA AVENUE: 40 MPH
RAMPS: 40 MPH
CURVE CONNECTIONS: 30 MPH

PRELIMINARY
THIS PLAN IS PRELIMINARY AND INCOMPLETE AND IS SUBJECT TO CHANGE. THIS PLAN MAY NOT BE USED FOR CONSTRUCTION PURPOSES.




Texas Department of Transportation

GEOMETRIC LAYOUT OF
US 62 AT LEE TREVINO
MONTANA AVENUE
EL PASO, TEXAS

| DATE | LEVEL | COUNTY | CONTROL | SECT | JOB |
|---|---|---|---|---|---|
| REVISION: | 0.0 | EL PASO | 0914 | 00 | 001.000 |

INTERIM REVIEW ONLY
DESIGNED: CHANGHONG - TBD CHECKED: TBD
DRAWN: CHANGHONG - TBD REVIEWED: TBD
SUPERVISOR: JOHN D. MEYER
PM: JOHN D. MEYER
DATE: 10-15-2021

DANNENBAUM
ENGINEERING CORPORATION
TBPE FIRM F-1046 TBPLS FIRM 10194400
9800 MONTWOOD DRIVE, SUITE 200 EL PASO, TEXAS 79907 (915) 584-0293

DATE: 10-15-2021 CAD Model No. TBD
SCALE: HORIZ. 1" = 40' VERT. 1" = 4'
DESIGN: CHANGHONG - TBD
DRAWN: CHANGHONG - TBD
REVIEW: TBD
CHECK: TBD
SHEET 1 OF 4

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Texas Department of Transportation

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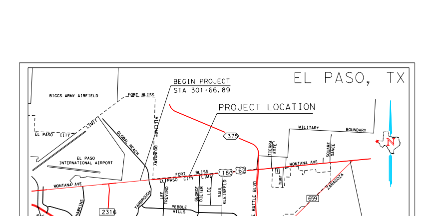
GEOMETRIC LAYOUT OF
US 62 / US 180
MONTANA AVENUE
EL PASO, TEXAS

ROLL 2 OF 6

| DATE: 2014 | STATE DISTRICT | COUNTY | CONTROL NO. | SEC. NO. | JOB NO. |
|---|---|---|---|---|---|
| REVISION DATE: | ELP | EL PASO | 0374 | 02 | 097,100 |




VICINITY MAP
N.T.S.




TEXAS COUNTY MAP
N.T.S.

INTERIM REVIEW ONLY
Document incomplete. Not intended for permit, bidding or construction.
Engineer: JOSE L. REYES
P.E. Serial No: 91965
Date: 4/13/2018

| FED. RD. DIV. NO. | STATE AID PROJECT NO. | | | SHEET NO. |
|---|---|---|---|---|
| 6 | | | | |
| STATE | STATE DISTRICT | COUNTY | | |
| TEXAS | ELP | EL PASO | | |
| CONT. | SECT. | JOB | HIGHWAY NO. | |
| 0374 | 02 | 097/100 | US 62/180 | |

4/13/2018

DANNENBAUM
ENGINEERING CORPORATION
T.B.P.E. FIRM REGISTRATION #14531
10737 GATEWAY BLVD. WEST, SUITE 112 EL PASO, TX 79935 (915) 629-0401

G:\1540\4505-21-Montana & Loop 375 PS&E\Updated Schematic-DEC\schematic_100_PP02_REV 12_17.dgn

0 25 50 100
SCALE IN FEET

## LEGEND

- MAINLANES
- FRONTAGE ROADS
- EXISTING ROADWAY TO REMAIN
- RAMPS
- MAINLANE & RAMP BRIDGES
- DIRECT CONNECTOR BRIDGES
- FUTURE CONNECTOR BRIDGES
- SIDEWALKS
- BIKE LANES
- DRIVEWAYS
- RTS BUS STATIONS
- RETAINING WALLS (MSE)
- RETAINING WALLS (SOIL NAIL)
- CONTROL OF ACCESS
- EXISTING ROW
- PROPOSED ROW
- EASEMENT
- CCTV
- DMS & CABINET
- HAR
- LUMINAIRE 40KW SINGLE POLE
- LUMINAIRE 40KW DOUBLE POLE
- LUMINAIRE 40KW UNDERPASS
- FIXED ROUTE BUS STOPS
- POTENTIAL ARCHEOLOGICAL SITE
- PETROLEUM STORAGE TANKS
- PROPOSED LANE DIRECTIONAL INDICATORS
- EXISTING LANE DIRECTIONAL INDICATORS
- PROPOSED TRAFFIC SIGNAL
- XXX(XXX) AM (PM) PEAK HOUR TRAFFIC VOLUMES

## PROJECT LIMITS:

CSJ: 0374-02-097
FROM APPROXIMATELY 0.5 MILES WEST OF GLOBAL REACH
TO 0.5 MILES WEST OF LOOP 375 (JOE BATTLE BLVD)

CSJ: 0374-02-100
FROM APPROXIMATELY 0.5 MILES WEST OF LOOP 375
(JOE BATTLE BLVD)
TO 0.5 MILES EAST OF FM 659 (ZARAGOZA ROAD)

## DESIGN SPEED:

| | |
|---|---|
| MAINLANES | 70 MPH |
| FRONTAGE ROADS | 40 MPH |
| RAMPS | 40 MPH |
| DIRECT CONNECTORS | 40 MPH |

PRELIMINARY
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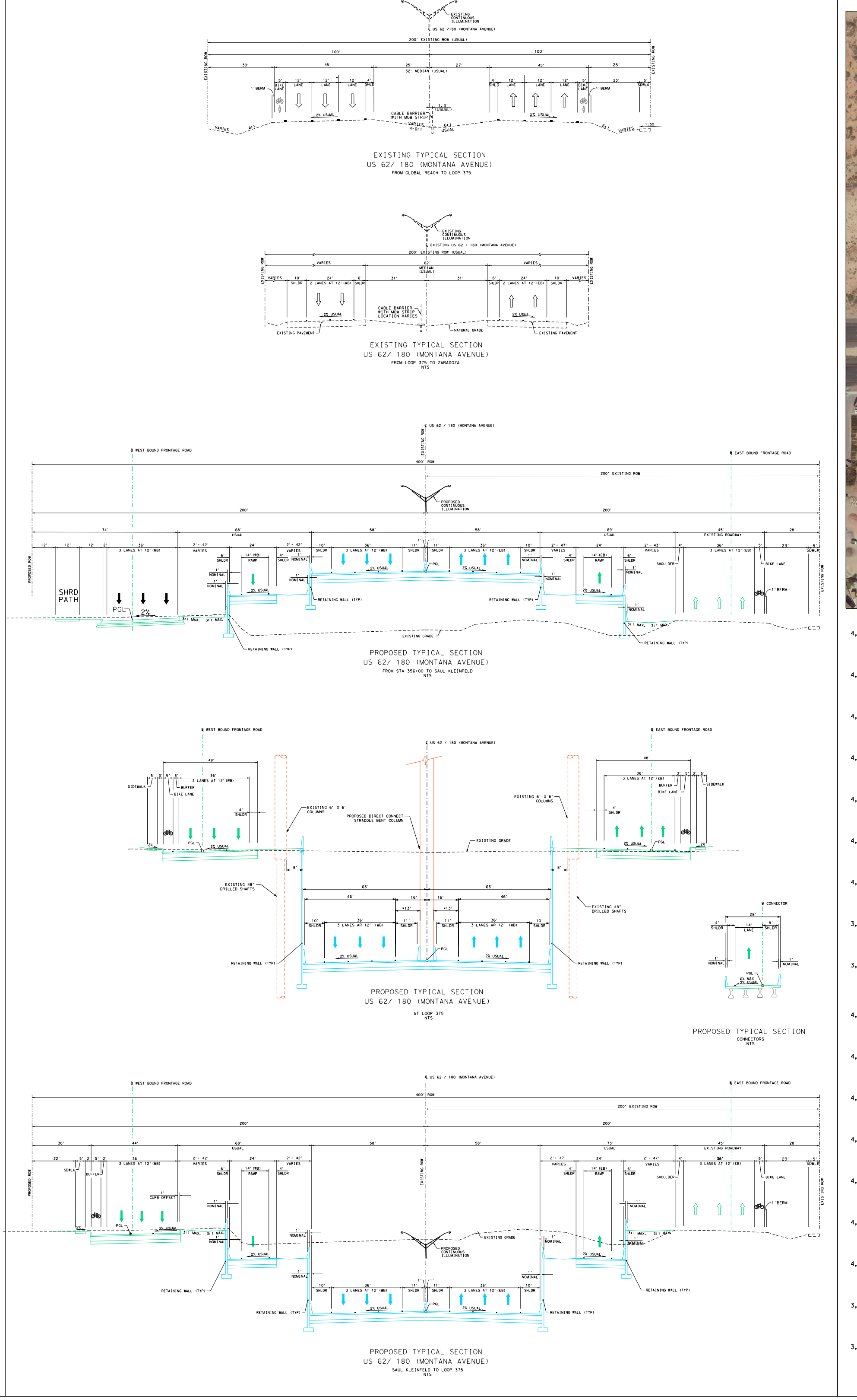


Texas Department of Transportation
GEOMETRIC LAYOUT OF
US 62 / US 180
MONTANA AVENUE
EL PASO, TEXAS
VICINITY MAP
TEXAS COUNTY MAP
INTERIM REVIEW ONLY
DANNENBAUM

Texas Department of Transportation

GEOMETRIC LAYOUT OF
ROCK BEM BLVD.
AT
MONTANA AVENUE
EL PASO, TEXAS

| DATE | LEVEL | COUNTY | DISTRICT | CONTROL | SECTION | JOB | HIGHWAY NO. |
|---|---|---|---|---|---|---|---|
| REVISION | 0.4 | EL PASO | ELPA | 00 | 00 | 001 | VAR |
| REVISION | | | | | | | |

VICINITY MAP

EL PASO, TEXAS

EL PASO COUNTY
TEXAS, USA

INTERIM REVIEW ONLY
Geometric Layout only - Not intended for
Right of Way Acquisition
Engineer: JOHN D. MEYER
Date: 4-1-2014
Date: 4-1-2014

DANNENBAUM
ENGINEERING CORPORATION
5847 SAN FELIPE, SUITE 3300
HOUSTON, TEXAS 77057 (713) 789-1017
FIRM REGISTRATION NO. F-2112

DGN: ELPA_ROCK BEM BLVD_GEO.DGN
DATE: 4/1/2014 TIME: 12:00:00 AM
CELL: ELPA_ROCK BEM BLVD_GEO
DESIGNED: JDM CHECKED: JDM
DRAWN: JDM REVIEWED: JDM
SHEET: 1 OF 1 SHEET

C:\Bentley\Workspace\Projects\TxDOT\ELPA\ROCK BEM BLVD\DGN\ELPA_ROCK BEM BLVD_GEO.DGN

SCALE: NA FEET

LEGEND

- BR-RAIL
- CONCRETE PAVEMENT
- CONCRETE PAVEMENT TO REMOVE
- CURB
- EXISTING 4 LANE DIVIDED
- EXISTING CONNECTING DRIVEWAY
- EXISTING 2 LANE DIVIDED
- FENCE
- FLOW LINES
- GRAVEL
- GRAVEL TO REMOVE
- HOT MIX PAVEMENT
- RETAINING WALL BASE ABOVE
- RETAINING WALL BASE BELOW
- CENTER OF BASIN
- EXISTING TOP
- FLOW LINE
- GUTTER
- HOT
- LOW POINT
- LANDSCAPE BORE STRUCTURE
- LANDSCAPE BORE CONDUIT
- LANDSCAPE BORE GRAPHICS
- FIBER BORE BORE STRUCTURE
- FIBER BORE BORE CONDUIT
- PETROLEUM STORAGE TANK
- PROPOSED LANE DIRECTIONAL CONDITIONS
- PROPOSED LANE DIRECTIONAL CONDITIONS
- PROPOSED TRAFFIC FLOWS

ABBREVIATIONS: SEE PROJECT NOTES SHEET

PROJECT LIMITS
BEGIN PROJECT: ROCK BEM BLVD
STA 10+00.00 (BL) = 0+00.00 (BR) = 0+00.00 (BRL)
BEGIN BRIDGE: ROCK BEM BLVD
STA 10+00.00 (BL) = 0+00.00 (BR) = 0+00.00 (BRL)
END BRIDGE: ROCK BEM BLVD
STA 12+00.00 (BL) = 2+00.00 (BR) = 2+00.00 (BRL)
END PROJECT: ROCK BEM BLVD
STA 12+00.00 (BL) = 2+00.00 (BR) = 2+00.00 (BRL)

DESIGN SPEED
ROCK BEM BLVD: 70 MPH
MONTANA AVENUE: 60 MPH
RAMP: 40 MPH
CONNECT CONNECTIONS: 30 MPH

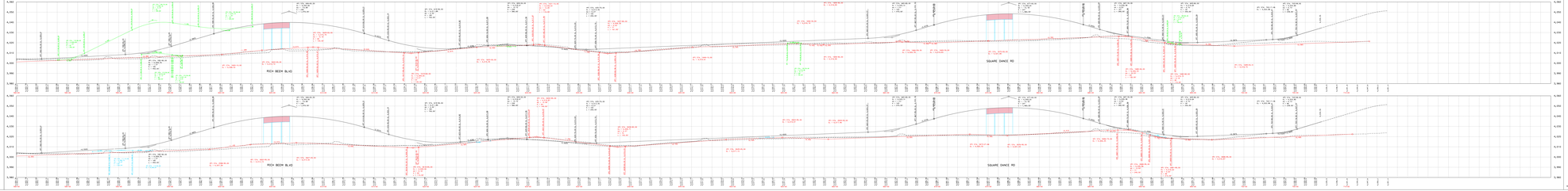
POSTED LIMITS
70 MPH ON MONTANA AVENUE BETWEEN ROCK BEM BLVD AND SQUARE DANCE RD
60 MPH ON ROCK BEM BLVD BETWEEN MONTANA AVENUE AND SQUARE DANCE RD

TEXAS DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN MANUAL
FIGURE 1-1 (SHEET 1 OF 2)

PROPOSED TYPICAL SECTION
(0+00.00 - 10+00.00 BRIDGE BEGIN)
SCALE: NA FEET

PROPOSED TYPICAL SECTION
(10+00.00 - 12+00.00 BRIDGE END)
SCALE: NA FEET

PROPOSED TYPICAL SECTION
(12+00.00 - 20+00.00 BRIDGE END)
SCALE: NA FEET




Texas Department of Transportation

GEOMETRIC LAYOUT OF
ROCK BEM BLVD.
AT
MONTANA AVENUE
EL PASO, TEXAS

| DATE | LEVEL | COUNTY | DISTRICT | CONTROL | SECTION | JOB | HIGHWAY NO. |
|---|---|---|---|---|---|---|---|
| REVISION | 0.4 | EL PASO | ELPA | 00 | 00 | 001 | VAR |
| REVISION | | | | | | | |

VICINITY MAP

EL PASO, TEXAS

EL PASO COUNTY
TEXAS, USA

INTERIM REVIEW ONLY
Geometric Layout only - Not intended for
Right of Way Acquisition
Engineer: JOHN D. MEYER
Date: 4-1-2014
Date: 4-1-2014

DANNENBAUM
ENGINEERING CORPORATION
5847 SAN FELIPE, SUITE 3300
HOUSTON, TEXAS 77057 (713) 789-1017
FIRM REGISTRATION NO. F-2112

DGN: ELPA_ROCK BEM BLVD_GEO.DGN
DATE: 4/1/2014 TIME: 12:00:00 AM
CELL: ELPA_ROCK BEM BLVD_GEO
DESIGNED: JDM CHECKED: JDM
DRAWN: JDM REVIEWED: JDM
SHEET: 1 OF 1 SHEET

Texas Department of Transportation
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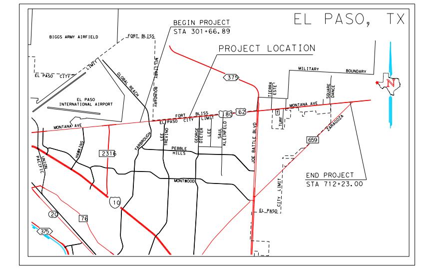
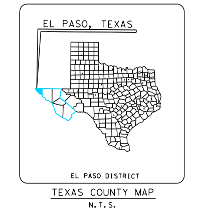
GEOMETRIC LAYOUT OF
US 62 / US 180
MONTANA AVENUE
EL PASO, TEXAS

ROLL 4 OF 6

| DATE: 2014 | STATE DISTRICT | COUNTY | CONTROL NO. | SEC. NO. | JOB NO. |
|---|---|---|---|---|---|
| REVISION DATE: | ELP | EL PASO | 0374 | 02 | 097, 100 |




VICINITY MAP
N.T.S.




TEXAS COUNTY MAP
N.T.S.

SCALE IN FEET

## LEGEND

- MAINLANES
- FRONTAGE ROADS
- EXISTING ROADWAY TO REMAIN
- RAMPS
- MAINLANE & RAMP BRIDGES
- DIRECT CONNECTOR BRIDGES
- FUTURE CONNECTOR BRIDGES
- SIDEWALKS
- BIKE LANES
- DRIVEWAYS
- RTS BUS STATIONS
- RETAINING WALLS (MSE)
- RETAINING WALLS (SOIL NAIL)
- CONTROL OF ACCESS
- EXISTING ROW
- PROPOSED ROW
- EASEMENT
- CCTV
- DMS & CABINET
- HAR
- LUMINAIRE 40KW SINGLE POLE
- LUMINAIRE 40KW DOUBLE POLE
- LUMINAIRE 40KW UNDERPASS
- FIXED ROUTE BUS STOPS
- POTENTIAL ARCHEOLOGICAL SITE
- PETROLEUM STORAGE TANKS
- PROPOSED LANE DIRECTIONAL INDICATORS
- EXISTING LANE DIRECTIONAL INDICATORS
- PROPOSED TRAFFIC SIGNAL
- XXX(XXX) AM (PM) PEAK HOUR TRAFFIC VOLUMES

## PROJECT LIMITS:

CSJ: 0374-02-097
FROM APPROXIMATELY 0.5 MILES WEST OF GLOBAL REACH
TO 0.5 MILES WEST OF LOOP 375 (JOE BATTLE BLVD)

CSJ: 0374-02-100
FROM APPROXIMATELY 0.5 MILES WEST OF LOOP 375
(JOE BATTLE BLVD)
TO 0.5 MILES EAST OF FM 659 (ZARAGOZA ROAD)

## DESIGN SPEED:

| | |
|---|---|
| MAINLANES | 70 MPH |
| FRONTAGE ROADS | 40 MPH |
| RAMPS | 40 MPH |
| DIRECT CONNECTORS | 40 MPH |

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Engineer: JOSE L. REYES
P.E. Serial No: 91965
Date: 4/13/2018

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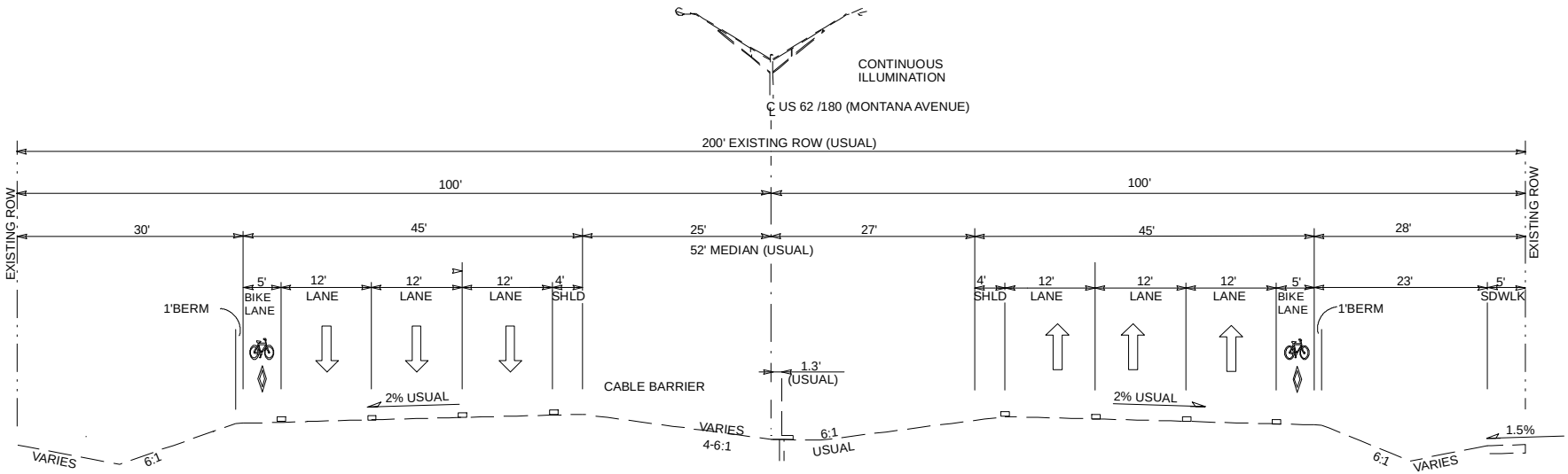
| FED. RD. DIV. NO. | STATE AID PROJECT NO. | | SHEET NO. |
|---|---|---|---|
| 6 | | | |
| STATE | STATE DISTRICT | COUNTY | |
| TEXAS | ELP | EL PASO | |
| CONT. | SECT. | JOB | HIGHWAY NO. |
| 0374 | 02 | 097/100 | US 62/180 |

4/13/2018

DANNENBAUM
ENGINEERING CORPORATION
T.B.P.E. FIRM REGISTRATION #14531
10737 GATEWAY BLVD. WEST, SUITE 112 EL PASO, TX 79935 (915) 629-0401

G:\1540\4505-21-Montana & Loop 375 PS&E\Updated Schematic-DEC\schematic_100_PP04_REV 12_17.dgn

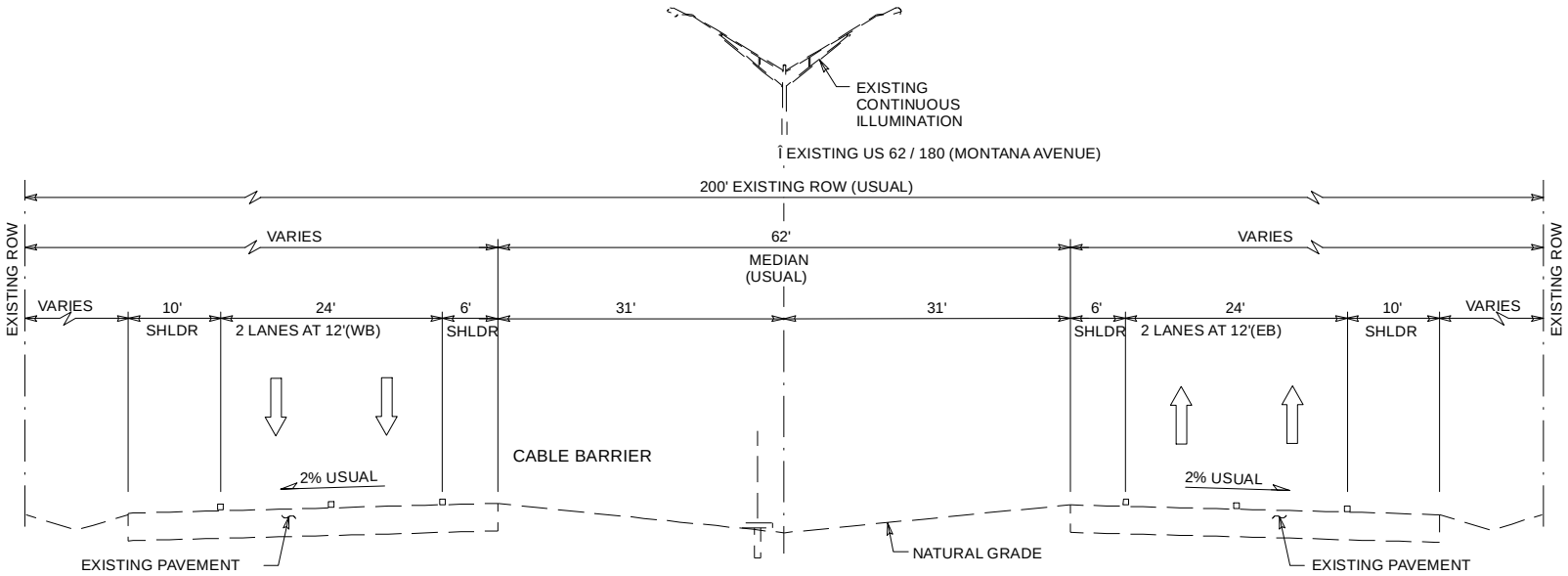
Texas Department of Transportation
GEOMETRIC LAYOUT OF
US 62 / US 180
MONTANA AVENUE
EL PASO, TEXAS
VICINITY MAP
INTERIM REVIEW ONLY
DANNENBAUM
ENGINEERING CORPORATION




EXISTING TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
FROM GLOBAL REACH TO LOOP 375

**EXHIBIT 1a:**
**Existing Typical Sections**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso County, Texas
CSJ: 0374-02-097




EXISTING TYPICAL SECTION

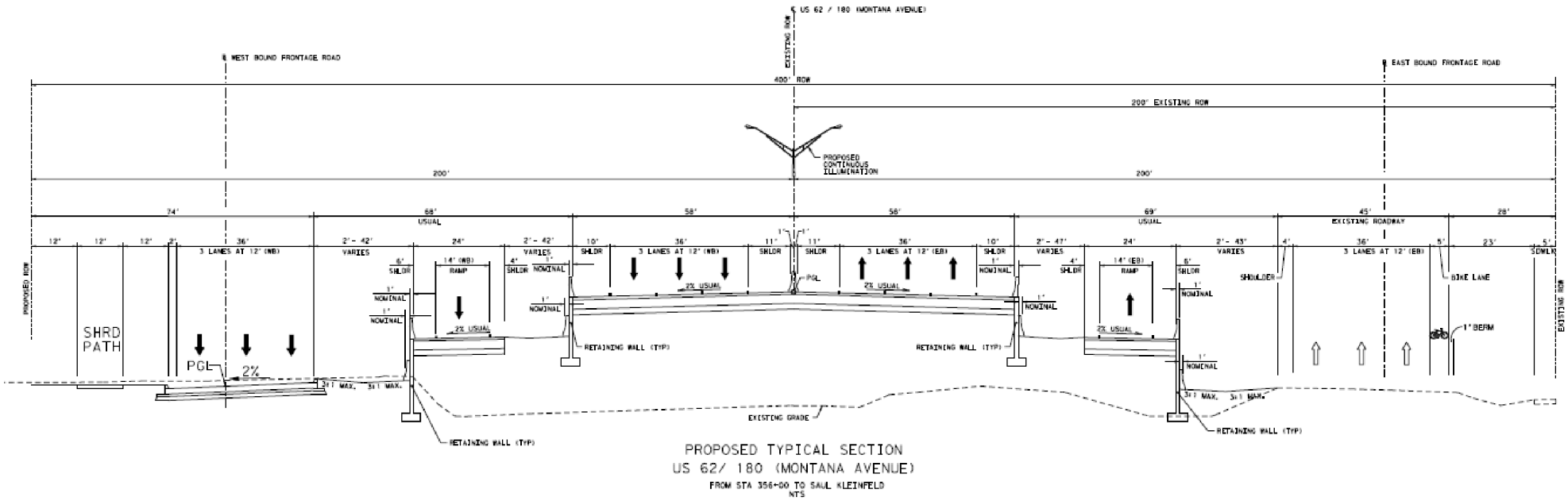
US 62/ 180 (MONTANA AVENUE)

FROM LOOP 375 TO ZARAGOZA

NTS

**EXHIBIT 1b:**
**Existing Typical Sections**

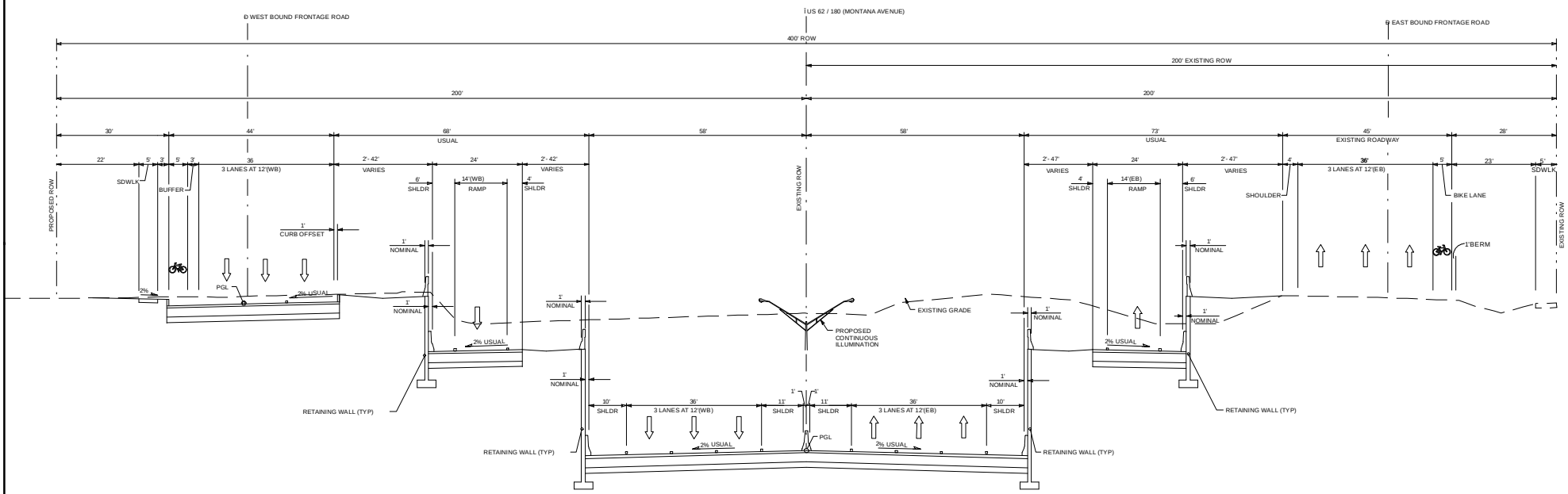
US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso County, Texas
CSJ: 0374-02-097




PROPOSED TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
FROM STA 356+00 TO SAUL KLEINFELD
NTS

**EXHIBIT 2a:**
**Proposed Typical Sections**

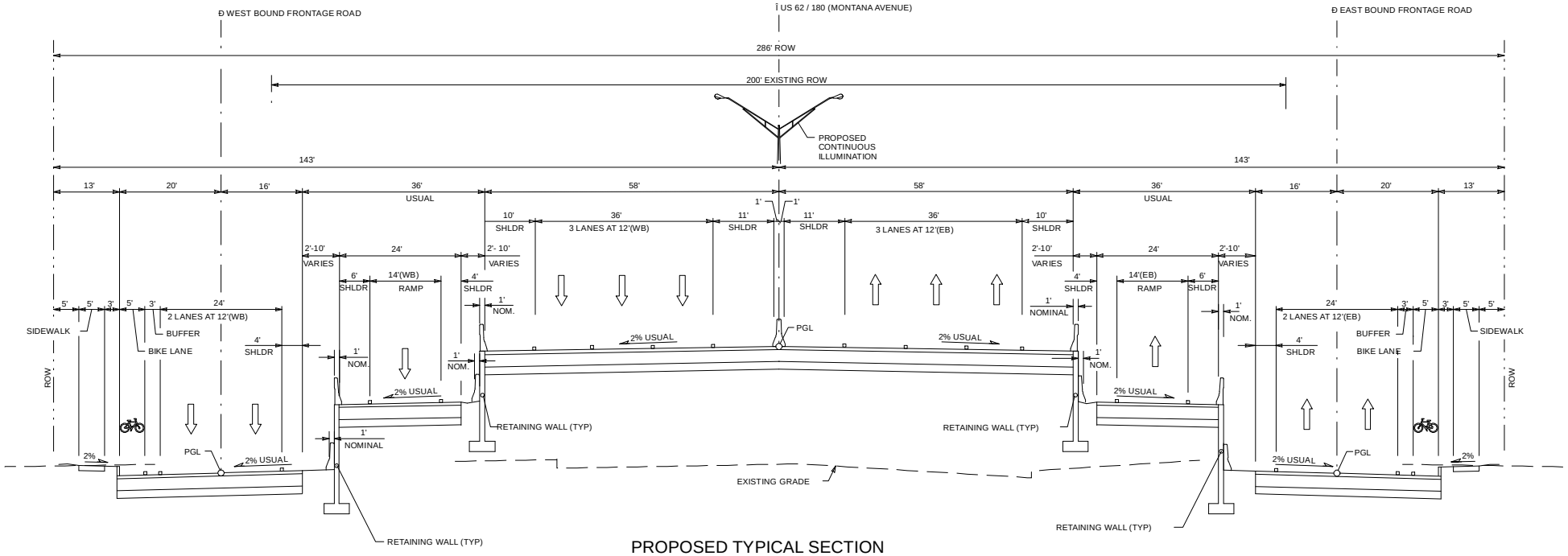
US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso County, Texas
CSJs: 0374-02-097, 0374-02-100, etc.




PROPOSED TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
SAUL KLEINFELD TO LOOP 375
NTS

**EXHIBIT 2b:**
**Proposed Typical Sections**

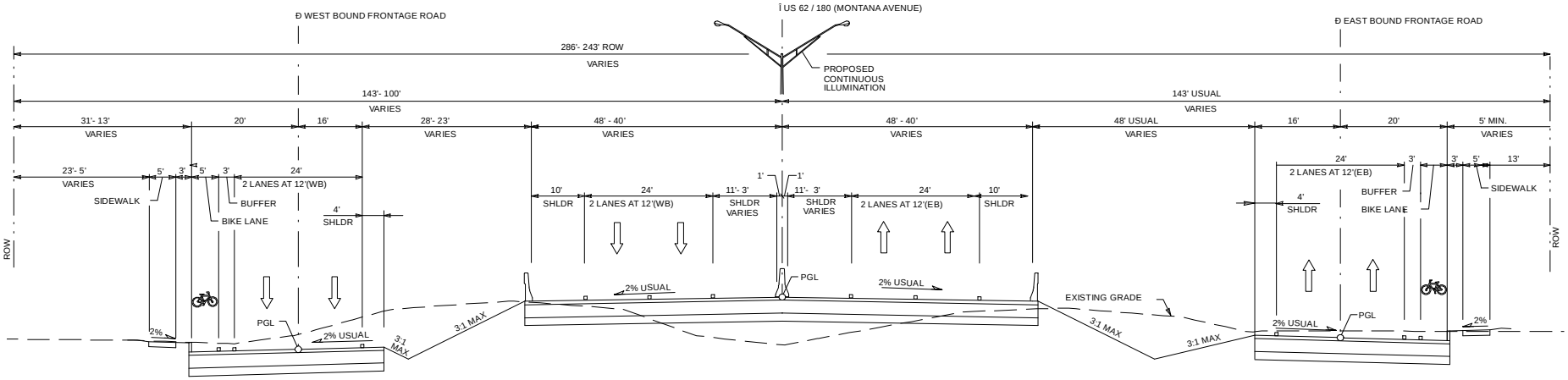
US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso County, Texas
CSJ: 0374-02-097




PROPOSED TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
FROM LOOP 375 TO FM 469 (ZARAGOZA RD)
NTS

**EXHIBIT 2c:**
**Proposed Typical Sections**

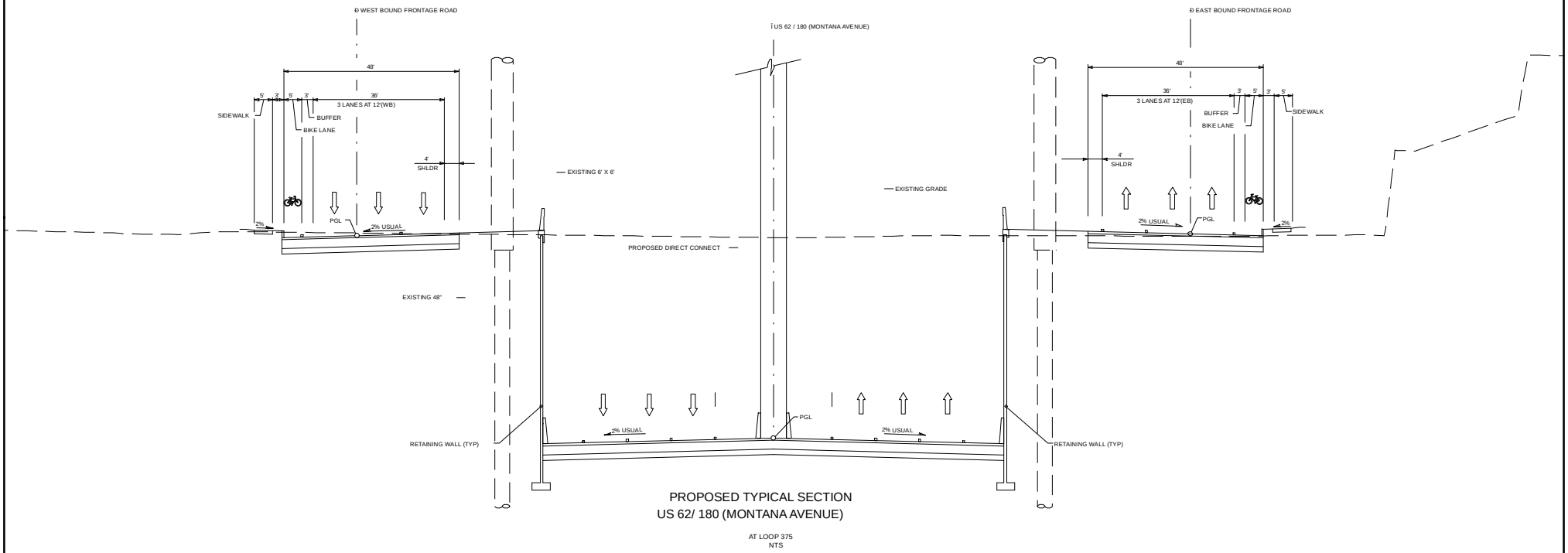
US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso County, Texas
CSJ: 0374-02-097




PROPOSED TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
TRANSITION AT ZARAGOZA
NTS

**EXHIBIT 2d:**
**Proposed Typical Sections**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso County, Texas
CSJ: 0374-02-097

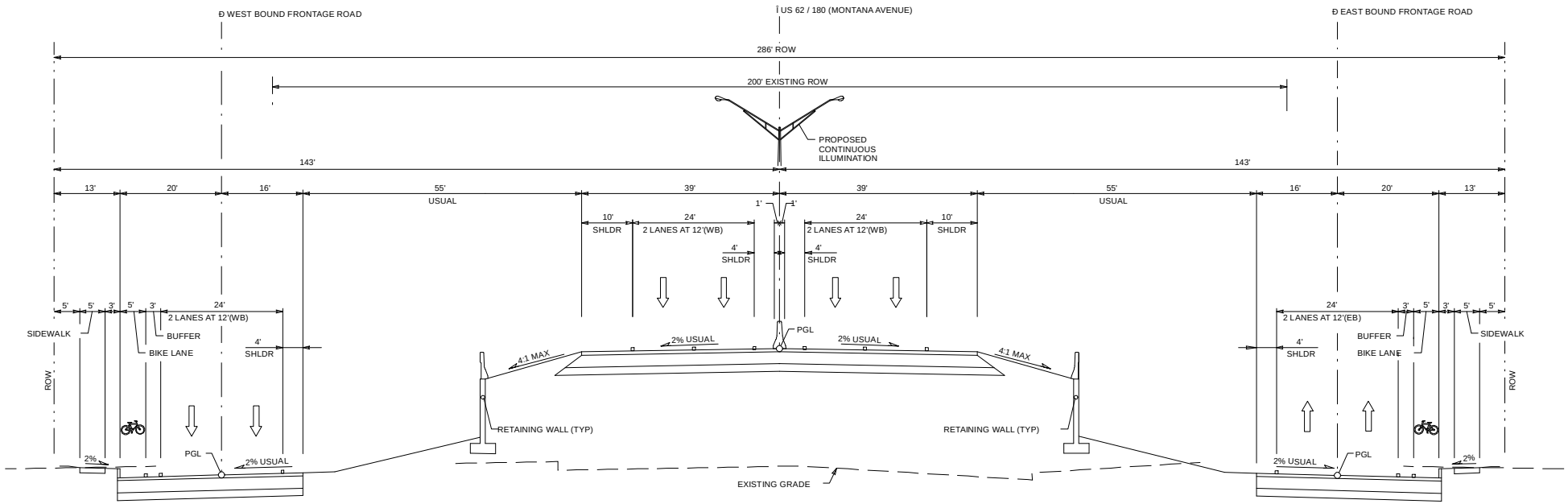



PROPOSED TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)

AT LOOP 375
NTS

**EXHIBIT 2e:**
**Proposed Typical Sections**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso County, Texas
CSJ: 0374-02-097




PROPOSED TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
RICH BEEM OVERPASS OPTION
NTS

**EXHIBIT 2f:**
**Proposed Typical Sections**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso County, Texas
CSJ: 0374-02-097

# Key Chart of Amended Horizon 2040 MTP Amendments

| CSJ | Project ID | Project Name | Project Description | From | To | Network | Current Const. Cost / 2013-2040 Cost | Est. Const. Cost/YOE Cost (Includes Inflation) | Est. PE Cost (Includes Inflation) | Est. ROW Cost (Includes Inflation) | Total Project Cost/YOE (Includes Inflation) | Sponsor | YOE (FY) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0924-06-436 | P439X-MOD | Eastlake Blvd Phase 1 | Widen from 4 To 6 lanes divided, construction to include the intersection of Darrington and Eastlake | IH-10 | Darrington | 2020 | $29,800,000 | $29,800,000 | $2,200,000 | $0 | $32,000,000 | County EP | 2017 |
| 0924-06-436 | AMEND P439X-MOD | Eastlake Blvd Phase 1 | ~~Widen From 4 To 6 Lanes Divided~~ | I-10 | ~~.25 West of Darrington~~ | 2020 | ~~$31,129,409~~ | ~~$31,129,409~~ | ~~$870,591~~ | $0 | $32,000,000 | County EP | 2017 |
| 0924-06-500 | NEW P463X-MOD | Eastlake Blvd. Phase 2 | Widen/Restripe from 4 to 6 lane divided roadway | Darrington Rd. | Horizon Blvd. | 2020 | $60,000 | $60,000 | $0 | $0 | $60,000 | Horizon | 2019 |
| 1281-02-007 | P520B-1-15A | FM 1110 Clint Connection Rd. - Phase I | Widen from 2 to 4-lane divided roadway | FM 76 (North Loop Dr) | I-10 | 2020 | $5,500,000 | $5,500,000 | $600,000 | $0 | $6,100,000 | CountyEP | 2018 |
| | DEPROGRAM ~~'P520B-15A~~ | ~~FM 1110 - Clint Connection Rd.~~ | ~~Build 2-Lanes From Alameda Ave. (SH 20) To North Loop Dr. (FM 76). And Upgrade/Rehabilitate The Existing Clint Cutoff Rd. From Northloop Dr. (FM 76) To Ih-10~~ | ~~Alameda Ave (SH 20)~~ | ~~Ih-10~~ | ~~2030~~ | ~~$12,406,498~~ | ~~$16,326,105~~ | ~~$799,979~~ | ~~$1,142,827~~ | ~~$18,268,911~~ | ~~Clint~~ | ~~2025~~ |
| 1281-01-017 | P520B-2-15A | FM 1110 Clint Connection Rd. - Phase 2 | Construct a new 4 lane divided roadway with intersection improvements (reconstruction of intersections and additional turn lanes) at FM 76 (North Loop Dr.) and SH 20 (Alameda Ave) | SH 20 (Alameda Ave) | FM 76 (North Loop Dr.) | 2020 | $29,500,000 | $29,500,000 | $1,000,000 | $0 | $30,500,000 | CountyEP | 2019 |
| | DEPROGRAM ~~'P520B-15A~~ | ~~FM 1110 - Clint Connection Rd.~~ | ~~Build 2-Lanes From Alameda Ave. (SH 20) To North Loop Dr. (FM 76). And Upgrade/Rehabilitate The Existing Clint Cutoff Rd. From Northloop Dr. (FM 76) To Ih-10~~ | ~~Alameda Ave (SH 20)~~ | ~~Ih-10~~ | ~~2030~~ | ~~$12,406,498~~ | ~~$16,326,105~~ | ~~$799,979~~ | ~~$1,142,827~~ | ~~$18,268,911~~ | ~~Clint~~ | ~~2025~~ |
| 2552-03-049 | F056X-CAP | Loop 375 (Americas/Joe Battle) Widening /Managed Lanes | Widen from 4 To 6 lanes divided from Bob Hope to Zaragoza Rd.. Additional lanes from North Loop Dr to Zaragoza Rd to function as managed /toll lanes | Bob Hope Dr. | Zaragoza Rd. | 2020 | $34,500,000 | $34,500,000 | $0 | $0 | $34,500,000 | TXDOT | 2018 |
| ~~2552-03-049~~ | DEPROGRAM ~~F403X-CAP~~ | ~~Loop 375 (Americas/Joe Battle)~~ | ~~Widen From 4 To 6 Lanes Divided~~ | ~~FM 76 North Loop Dr.~~ | ~~Bob Hope~~ | ~~2020~~ | ~~$3,000,000~~ | ~~$3,000,000~~ | ~~$0~~ | ~~$0~~ | ~~$3,000,000~~ | ~~TXDOT~~ | ~~2018~~ |
| ~~2552-03-049~~ | DEPROGRAM ~~F040X-MOD~~ | ~~Loop 375 (Americas Ave.) Toll Lanes~~ | ~~Widen To 6 Lanes Divided (Additional Lanes - Tolled)~~ | ~~FM 659 Zaragoza Rd~~ | ~~FM 76 North Loop Dr.~~ | ~~2020~~ | ~~$31,500,000~~ | ~~$31,500,000~~ | ~~$0~~ | ~~$0~~ | ~~$31,500,000~~ | ~~TXDOT~~ | ~~2018~~ |
| 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 |
| ~~2552-02-028~~ | DEPROGRAM ~~F053A-CAP~~ | ~~Loop 375 Purple Heart Widening~~ | ~~Widening 4 To 6 Lanes~~ | ~~US 62/180 Montana~~ | ~~Spur 601~~ | ~~2020~~ | ~~$25,000,000~~ | ~~$26,000,000~~ | ~~$1,274,000~~ | ~~$0~~ | ~~$27,274,000~~ | ~~TXDOT~~ | ~~2019~~ |
| ~~N/A~~ | DEPROGRAM ~~F 401X-CAP~~ | ~~Loop 375 (Purple Heart) Frontage Roads~~ | ~~Build 2-Lane Frontage Rds~~ | ~~Montana~~ | ~~Spur 601~~ | ~~2020~~ | ~~$10,000,000~~ | ~~$11,698,586~~ | ~~$573,231~~ | ~~$818,901~~ | ~~$13,090,717~~ | ~~Developer~~ | ~~2017~~ |
| | NEW 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 | $12,315,632 | $800,000 | $0 | $13,115,632 | TXDOT | 2031 |
| 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 auxilary lanes) | Loop 375 (Cesar Chavez Border Highway) | Yandell Drive | 2020 | $84,634,919 | $84,634,919 | $4,588,721 | $1,500,000 | $90,723,640 | TXDOT | 2019 |
| 0167-01-113 | AMEND 'I034X-MOD | ~~I10 Connect (Former US 54 / IH 10 / IH 110 / Loop 375 Interchange Improvements)~~ | ~~US 54 / IH 10 / IH 110 / Loop 375 Interchange Improvements~~ | ~~Loop 375 Cesar Chavez~~ | ~~Yandell Dr.~~ | ~~2020~~ | ~~$20,695,874~~ | ~~$20,695,874~~ | ~~$200,000~~ | ~~$0~~ | ~~$20,895,874~~ | ~~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 | Global Reach Dr. | FM 659 (Zaragoza) | 2020 | $121,733,894 | $121,733,894 | $6,366,239 | $38,600,000 | $166,700,133 | TXDOT | 2019 |
| ~~0374-02-097~~ | ~~DEPROGRAM F 457X-CAP~~ | ~~US 62/180 (Montana Ave) Frontage Roads~~ | ~~Build 2 Lane Frontage Roads~~ | ~~Global Reach Dr.~~ | ~~Loop 375 (Joe Battle)~~ | ~~2020~~ | ~~$15,000,000~~ | ~~$15,600,000~~ | ~~$764,400~~ | ~~$1,092,000~~ | ~~$17,456,400~~ | ~~TXDOT~~ | ~~2019~~ |
| | DEPROGRAM ~~F404A-CAP~~ | ~~US 62/180 (Montana Ave) Expressway~~ | ~~Upgrade To Expressway And Widen From 6 To 8 Lanes~~ | ~~Global Reach Dr.~~ | ~~Loop 375 (Joe Battle)~~ | ~~2030~~ | ~~$30,000,000~~ | ~~$33,745,920~~ | ~~$1,653,550~~ | ~~$2,362,214~~ | ~~$37,761,684~~ | ~~TXDOT~~ | ~~2021~~ |
| | DEPROGRAM ~~p 445X-CAP~~ | ~~US 62/180 (Montana Ave)~~ | ~~Upgrade To 6-Lane Expressway W/ Underpass @ Loop 375~~ | ~~1.55 Miles East Of Loop 375~~ | ~~1.4 Miles West Of Loop 375~~ | ~~2030~~ | ~~$36,000,000~~ | ~~$43,799,504~~ | ~~$2,146,176~~ | ~~$0~~ | ~~$45,945,680~~ | ~~TXDOT~~ | ~~2023~~ |
| | 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. | FM 659 (Zaragoza Rd.) | 2030 | $158,610,000 | $217,068,737 | $7,350,000 | $38,200,000 | $262,618,737 | TXDOT | 2028 |
| | DEPROGRAM ~~p 446X~~ | ~~US 62/180 (Montana Ave)~~ | ~~Improvements Including Grade Separation~~ | ~~At Global Reach/Yarbrough~~ | | ~~2030~~ | ~~$20,000,000~~ | ~~$23,397,171~~ | ~~$1,146,461~~ | ~~$0~~ | ~~$24,543,633~~ | ~~TXDOT~~ | ~~2022~~ |
| | DEPROGRAM ~~'F404B-CAP~~ | ~~US 62/180 (Montana Ave) Expressway~~ | ~~Upgrade To Expressway And Widen From 4 To 8 Lanes And Build 2 Lane Frontage Roads~~ | ~~Loop 375 (Joe Battle)~~ | ~~FM 659 Zaragoza Rd.~~ | ~~2040~~ | ~~$20,000,000~~ | ~~$33,301,470~~ | ~~$1,631,772~~ | ~~$2,331,103~~ | ~~$37,264,345~~ | ~~TXDOT~~ | ~~2031~~ |
| | NEW F407C | US 62/180 (Montana Ave.) Direct Connectors at Global Reach Dr. and LP 375 | Construction of Direct Connector ramps at US 62/180 at Global Reach Dr. and at US 62/180 at Loop 375 for operational improvements at the intersections. Work to include advanced signing, striping and incidental work to FM 659 (Zaragoza Rd.). Project scope may be further phased depending on funding availability. | Global Reach Dr. | Zaragoza Rd. (FM 659) | 2030 | $89,879,000 | $123,005,618 | $4,165,000 | $1,000,000 | $128,170,618 | TXDOT | 2028 |

TPC-Total Project Cost (Const. Cost+PE Cost+ROW Cost) YOE-Year of Expenditure, FY-Fiscal Year, FC-Functional Classification, CSJ-Control Section Number, ROW-Right-Of-Way, NE-Northeast

| DISTRICT | COUNTY | CSJ | HWY | PHASE | CITY | PROJECT SPONSOR | YOE COST |
|---|---|---|---|---|---|---|---|
| TX DIST. 24 | EP | **2552-02-028** | LP 375 | C | El Paso | TXDOT | **$44,663,725** |

**TIP PROJECT NAME: Loop 375 (Purple Heart) Widening and Construction of Frontage Roads**

REVISION DATE: 05/2017
**MPO PROJECT ID: F057X-CAP**
MTP REFERENCE: F057X-CAP
FUNDING CATEGORY: Cat 2, CAT 4(3c)

LIMITS FROM: Spur 601
LIMITS TO: US 62/180 (Montana Ave.)
TIP DESCRIPTION: Loop 375 (Purple Heart) Widening and Construction of Frontage Roads: Widen 4 to 6 lanes on main lanes and construct 2 lane frontage roads in each direction
REMARKS: Amend to program into amended H2040 MTP, H17-20 TIP, 17-20 STIP in FY 2019. NONEXEMPT

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

**Total Project Cost Information:**

| | |
|---|---|
| Preliminary Engineering: | $2,421,570 |
| Right Of Way: | $7,626,000 |
| Construction: | $44,663,725 |
| Construction Engineering: | $2,125,051 |
| Contingencies: | $88,955 |
| Indirects: | $0 |
| Bond Financing: | $0 |
| Potential Change Order: | $2,327,672 |
| **Total Project Cost:** | **$59,252,973** |

**Cost of Approved Phases:** **$44,663,725**

**Authorized Funding by Category/Share**

| | Federal Share | State Share | Regional Share | Local Share | Lcl Contribution | Total Share |
|---|---|---|---|---|---|---|
| **Cat** 2M | $21,819,200 | $5,454,800 | $0 | $0 | $0 | $27,274,000 |
| **Cat** 4 4(3c) | $13,911,780 | $3,477,945 | $0 | $0 | $0 | $17,389,725 |
| **Fund by Share** | **$35,730,980** | **$8,932,745** | **$0** | **$0** | **$0** | **$44,663,725** |

**PROJECT AMENDMENT HISTORY**

| STIP Rev Date(s) | FY(s) | Note/Amend Date | Note/Amendment |
|---|---|---|---|
| 05/2017 | 2019 | 04/2017 | Amend to program into amended H2040 MTP, H17-20 TIP, 17-20 STIP in FY 2019. NONEXEMPT |

'STIP Rev Date(s)' also refers to TIP Administrative Amendment (Local Revision) Date

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| TX DIST. 24 | EP | **0374-02-097** | US 62/180 | C | El Paso | TXDOT | **$121,733,894** |

**TIP PROJECT NAME: US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase 1**

REVISION DATE: 05/2017
**MPO PROJECT ID: F407A-CAP**
MTP REFERENCE: F407A-CAP
FUNDING CATEGORY: CAT 2M, CAT 4(3c), CAT 12

LIMITS FROM: On US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase I at Global Reach Dr.
LIMITS TO: FM 659 (Zaragoza Rd.)
TIP DESCRIPTION: 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.
REMARKS: Amend to program into amended H2040 MTP, H17-20 TIP, 17-20 STIP in FY 2019 NONEXEMPT

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

**Total Project Cost Information:**

| | |
|---|---|
| Preliminary Engineering: | $6,366,239 |
| Right Of Way: | $38,600,000 |
| Construction: | $121,733,894 |
| Construction Engineering: | $0 |
| Contingencies: | $2,585,472 |
| Indirects: | $0 |
| Bond Financing: | $0 |
| Potential Change Order: | $4,859,129 |
| **Total Project Cost:** | **$174,144,734** |

**Cost of Approved Phases:** **$121,733,894**

**Authorized Funding by Category/Share**

| | Federal Share | State Share | Regional Share | Local Share | Lcl Contribution | Total Share |
|---|---|---|---|---|---|---|
| **Cat** 2M | $12,669,827 | $3,167,457 | $0 | $0 | $0 | $15,837,284 |
| **Cat** 4 4(3c) | $52,717,288 | $13,179,322 | $0 | $0 | $0 | $65,896,610 |
| **Cat** 12 | $32,000,000 | $8,000,000 | $0 | $0 | $0 | $40,000,000 |
| **Fund by Share** | **$97,387,115** | **$24,346,779** | **$0** | **$0** | **$0** | **$121,733,894** |

**PROJECT AMENDMENT HISTORY**

| STIP Rev Date(s) | FY(s) | Note/Amend Date | Note/Amendment |
|---|---|---|---|
| 05/2017 | 2019 | 04/2017 | Amend to program into amended H2040 MTP, H17-20 TIP, 17-20 STIP in FY 2019. Former project P457X-CAP NONEXEMPT |

'STIP Rev Date(s)' also refers to TIP Administrative Amendment (Local Revision) Date

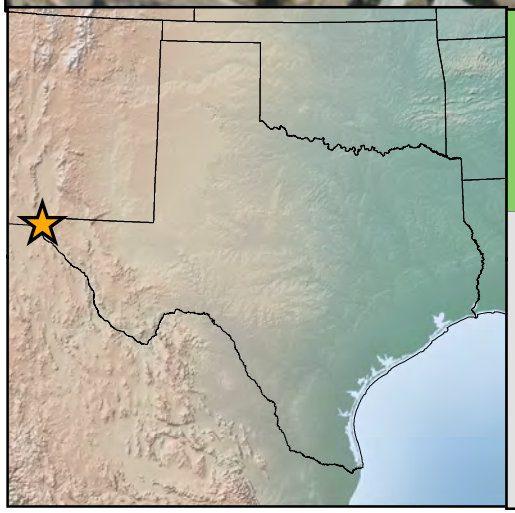


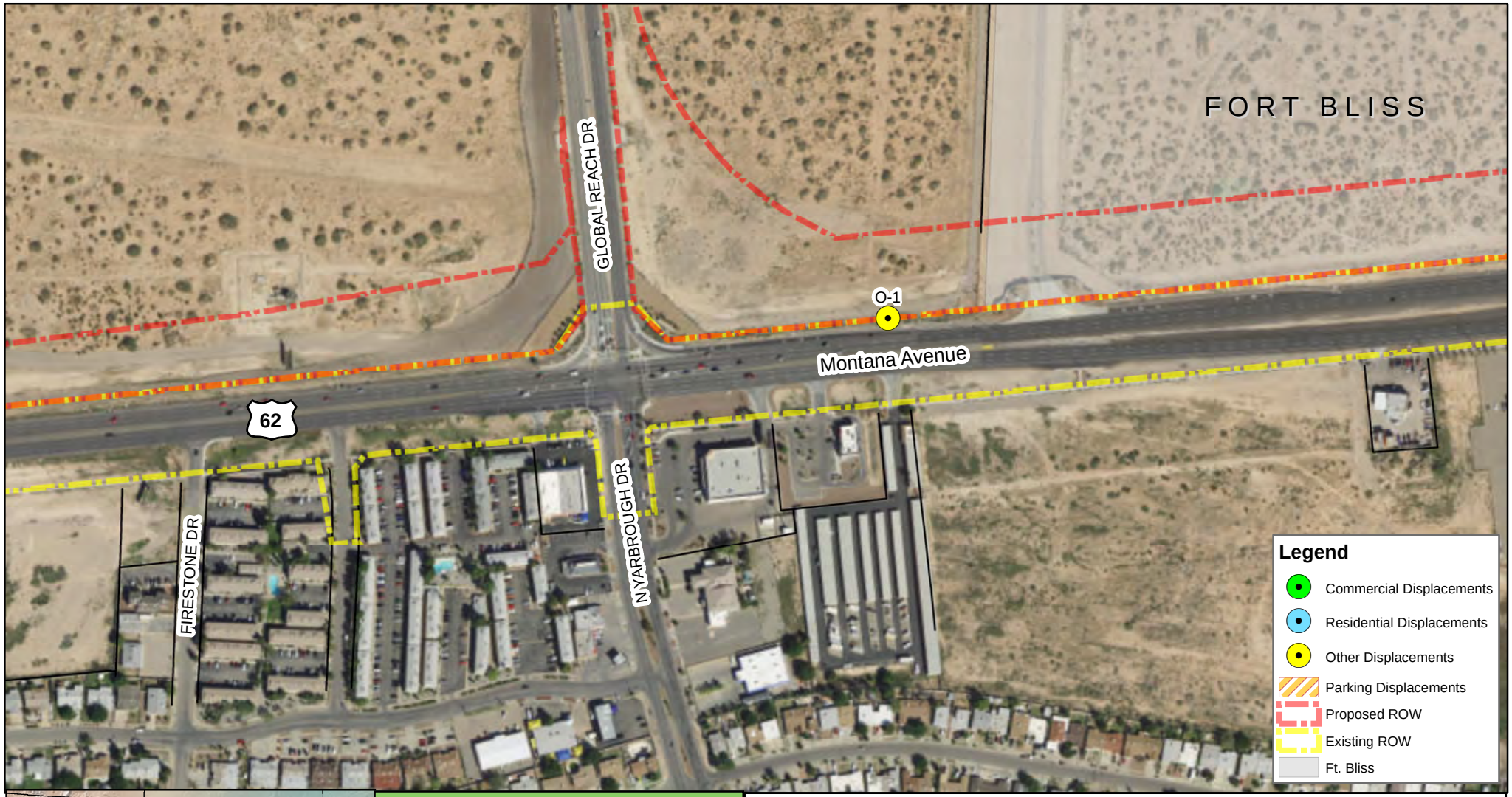
**EXHIBIT 1**
**ROW Acquisitions and Displacements**
**Sheet 1 of 13**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJ: 0374-02-097

0 125 250 500 750 1,000 Feet

N W E S



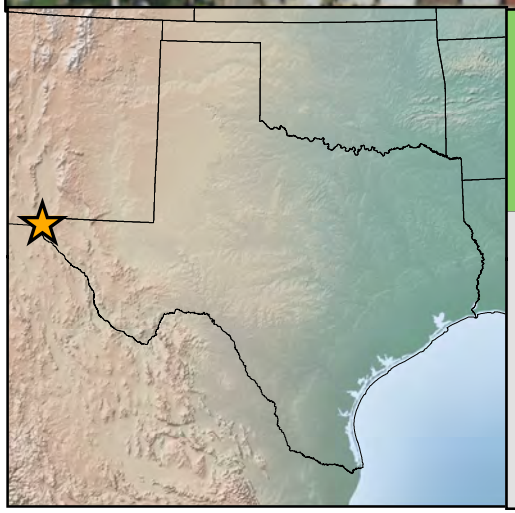



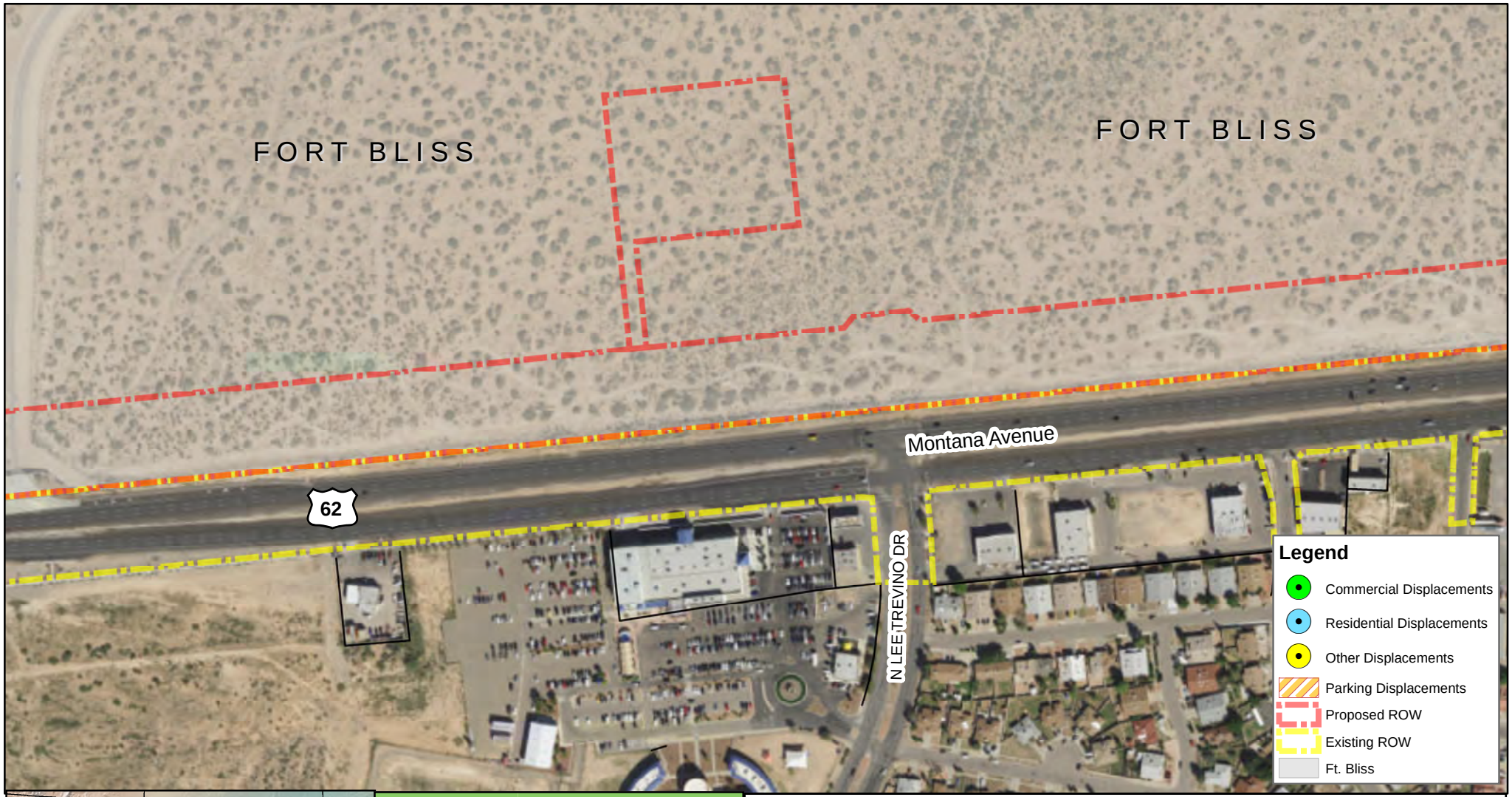
**EXHIBIT 1**
**ROW Acquisitions and Displacements**
**Sheet 2 of 13**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJ: 0374-02-097

0 125 250 500 750 1,000 Feet

N W E S



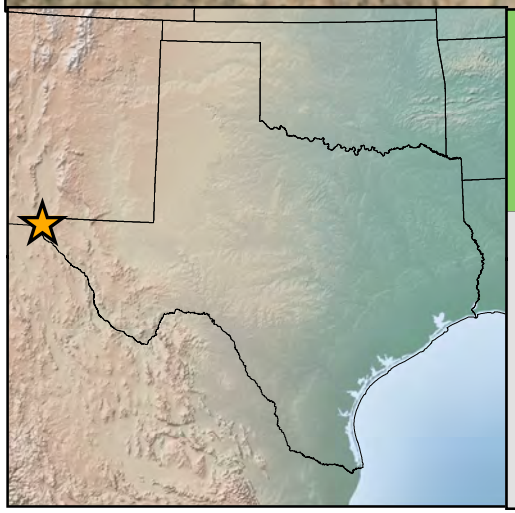



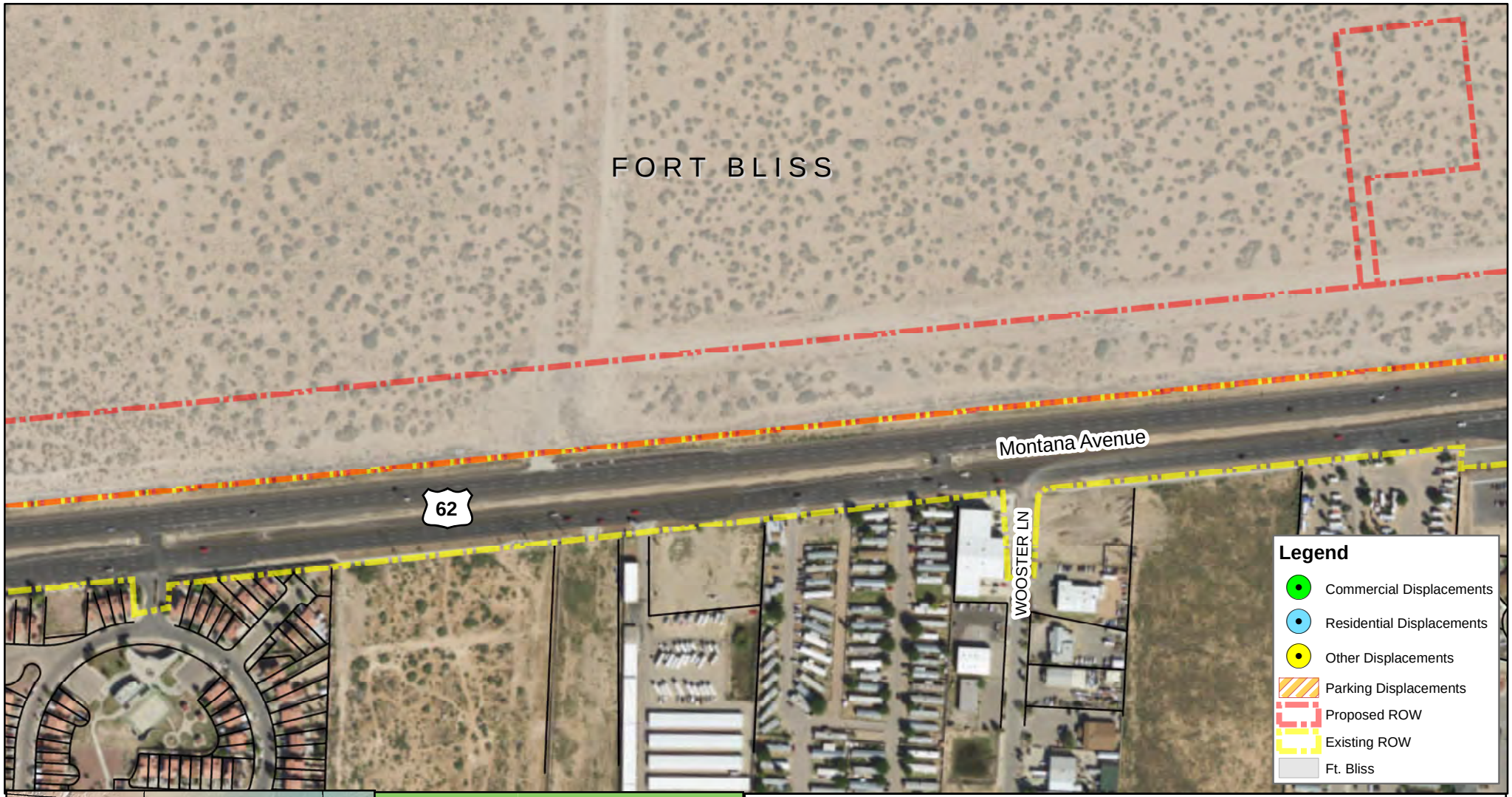
**EXHIBIT 1**
**ROW Acquisitions and Displacements**
**Sheet 3 of 13**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJ: 0374-02-097

0 125 250 500 750 1,000 Feet

N W E S



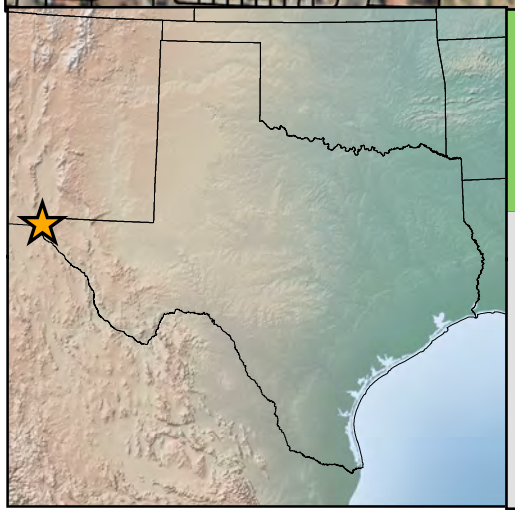



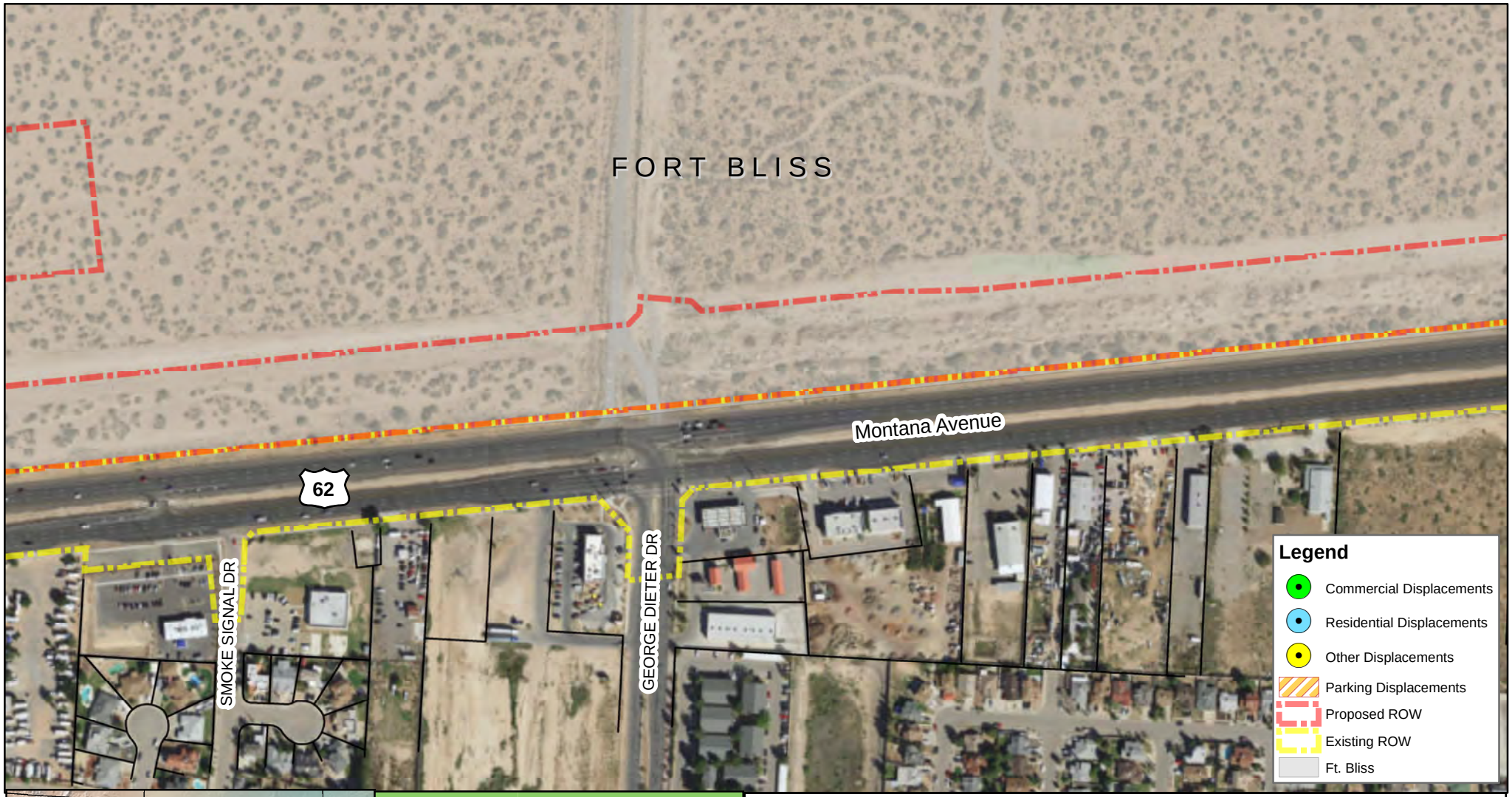
**EXHIBIT 1**
**ROW Acquisitions and Displacements**
**Sheet 4 of 13**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJ: 0374-02-097

0 125 250 500 750 1,000 Feet

N W E S



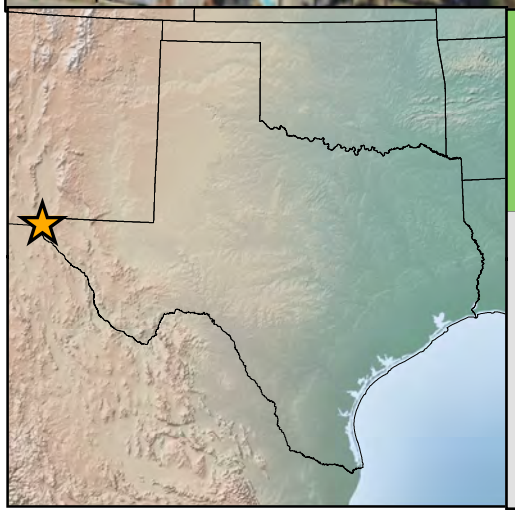



**EXHIBIT 1**
**ROW Acquisitions and Displacements**
**Sheet 5 of 13**

US 62/180 (Montana Avenue)
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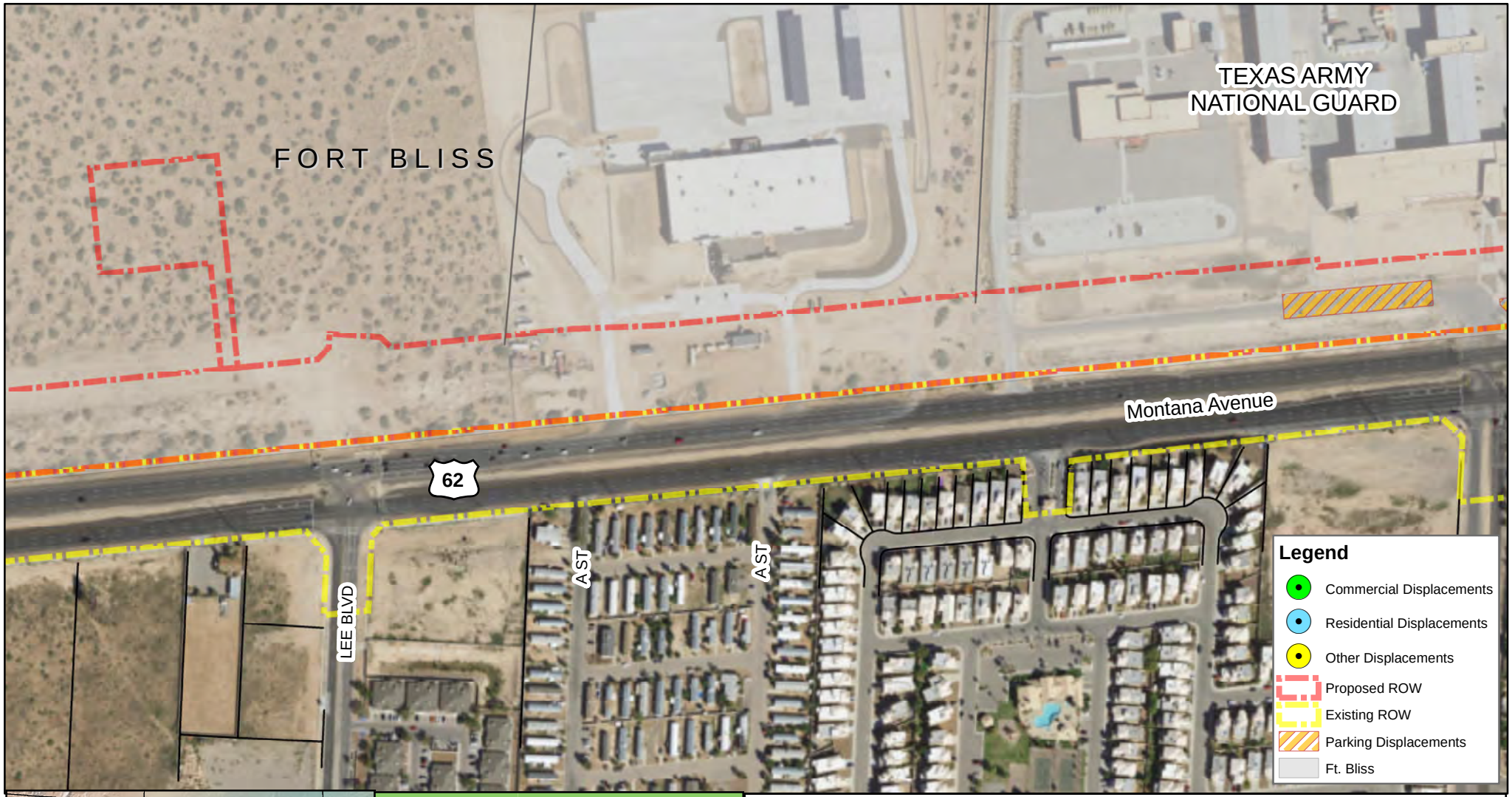
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJ: 0374-02-097

0 125 250 500 750 1,000 Feet

N W E S



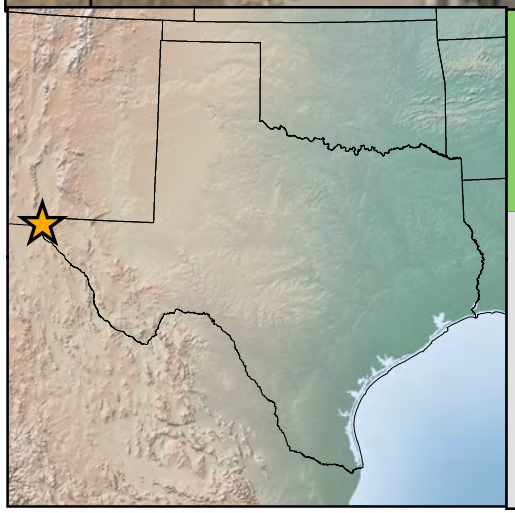



**EXHIBIT 1**
**ROW Acquisitions and Displacements**
**Sheet 6 of 13**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJ: 0374-02-097

0 125 250 500 750 1,000 Feet

N W E S

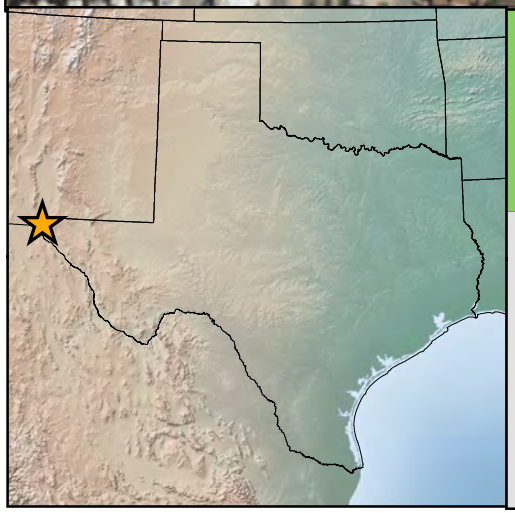


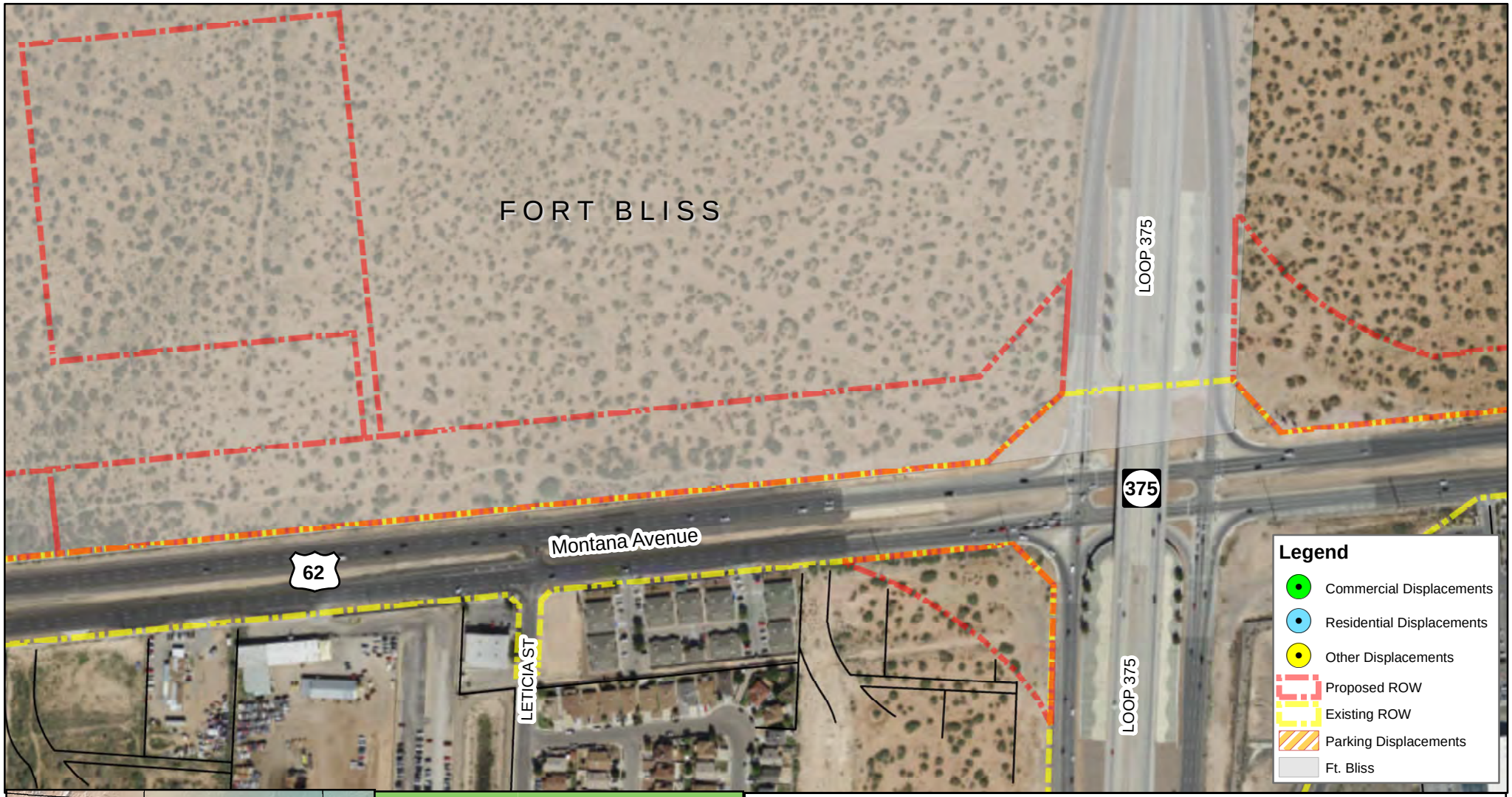
**EXHIBIT 1**
**ROW Acquisitions and Displacements**
**Sheet 7 of 13**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJ: 0374-02-097

0 125 250 500 750 1,000 Feet

N W E S



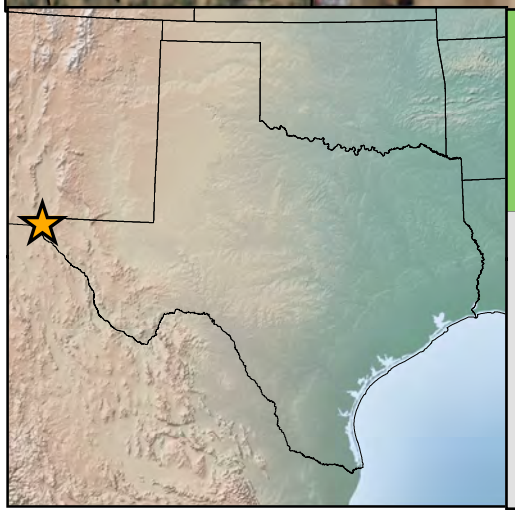



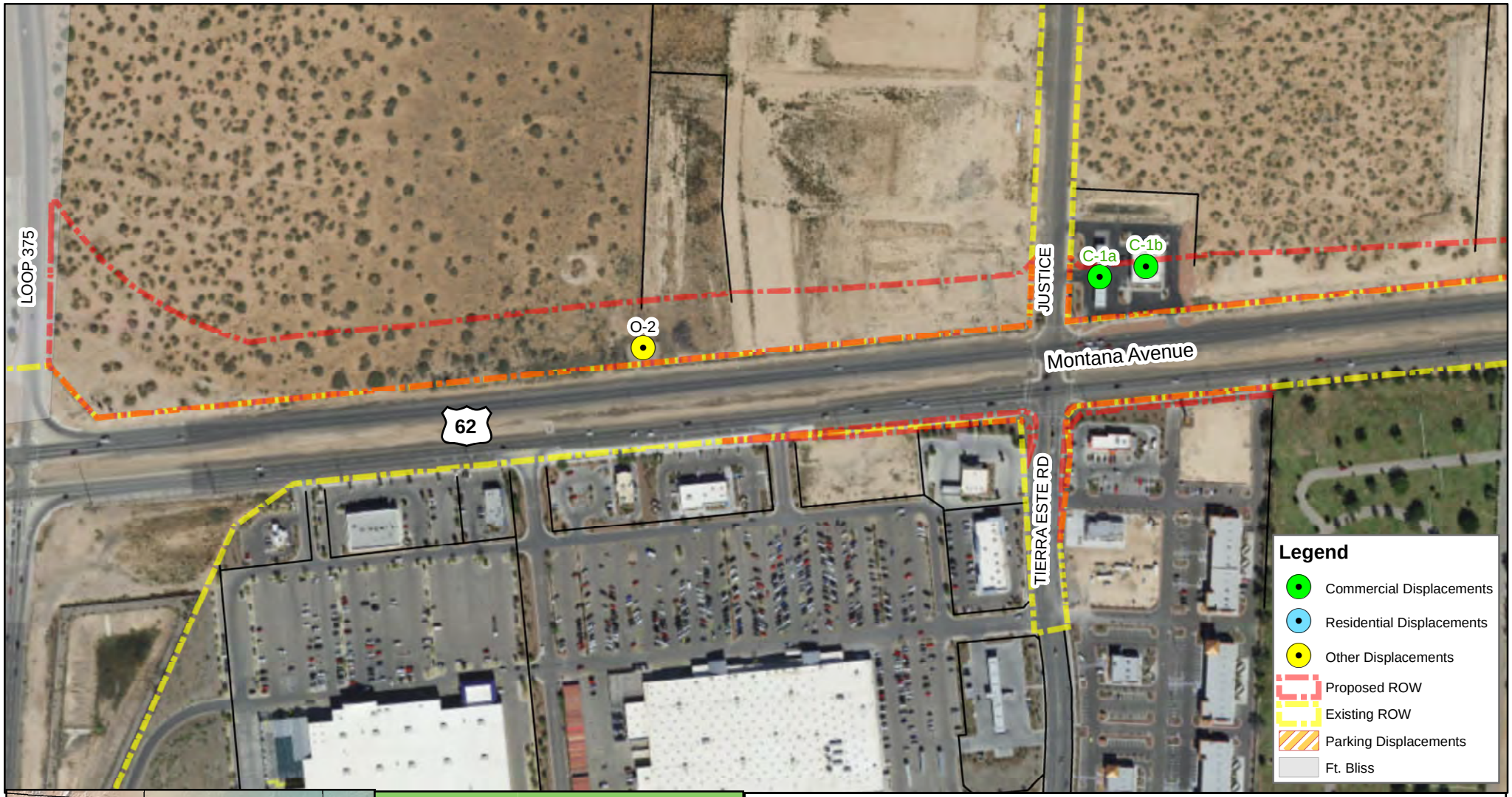
**EXHIBIT 1**
**ROW Acquisitions and Displacements**
**Sheet 8 of 13**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJ: 0374-02-097

0 125 250 500 750 1,000 Feet

N W E S



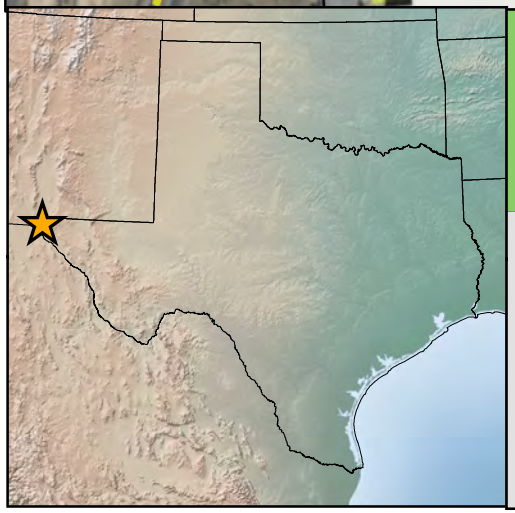



**EXHIBIT 1**
**ROW Acquisitions and Displacements**
**Sheet 9 of 13**

US 62/180 (Montana Avenue)
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to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJ: 0374-02-097

0 125 250 500 750 1,000 Feet

N W E S

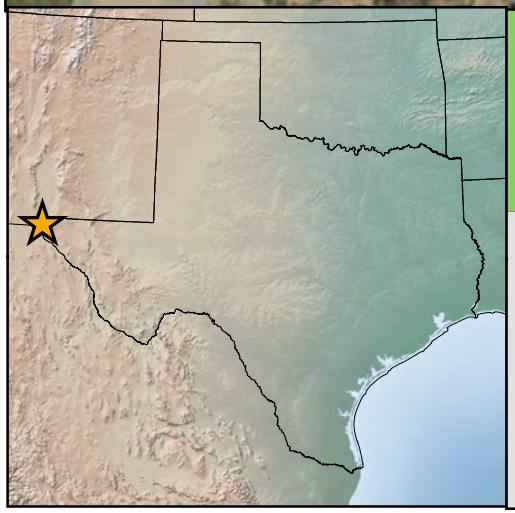


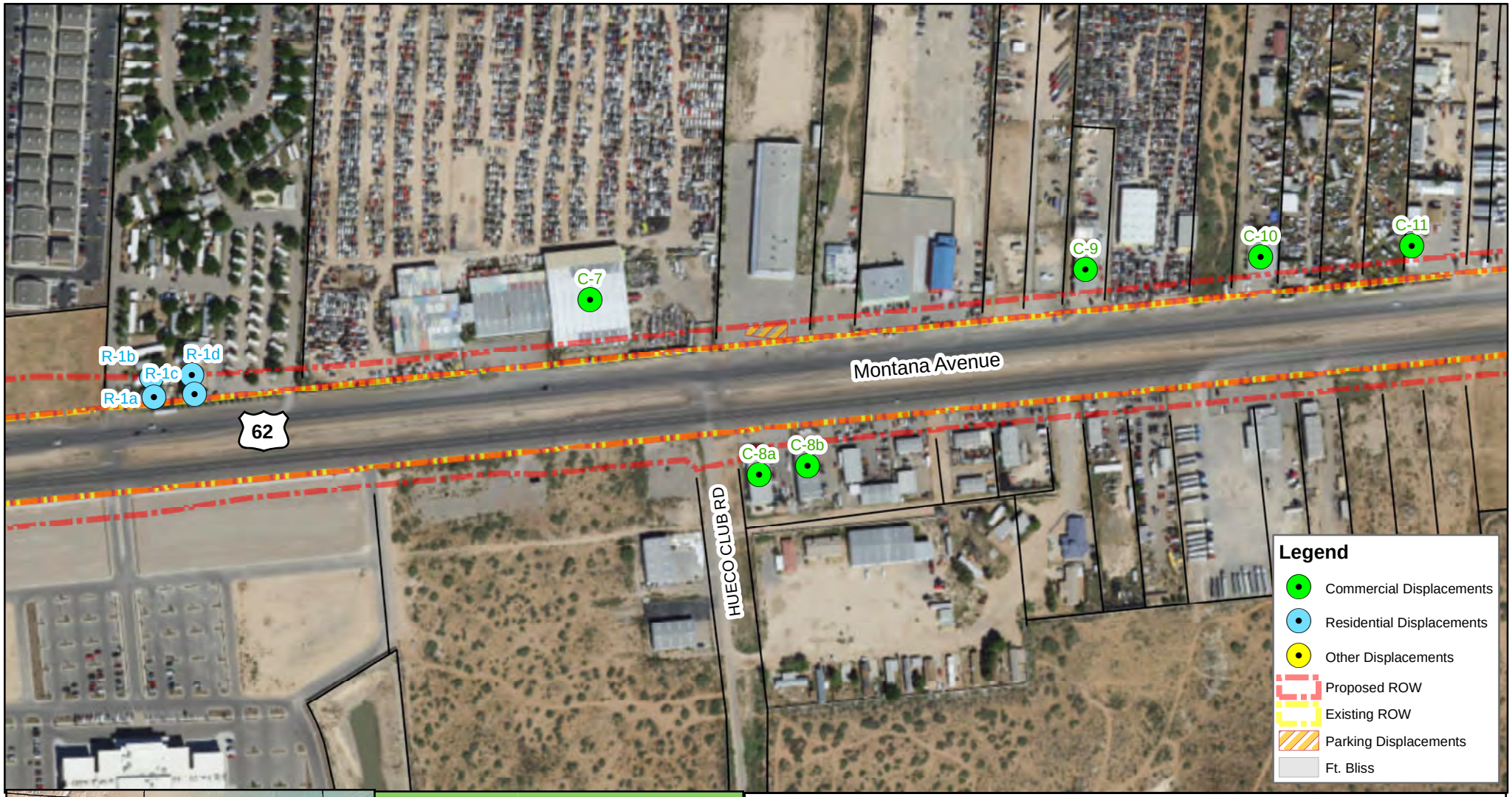
**EXHIBIT 1**
**ROW Acquisitions and Displacements**
**Sheet 10 of 13**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJ: 0374-02-097

0 125 250 500 750 1,000 Feet

N W E S



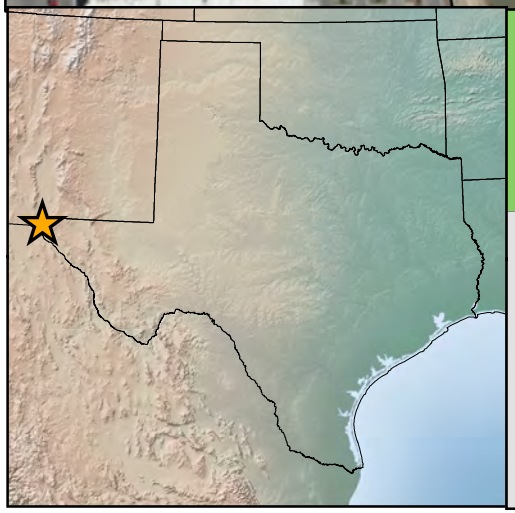



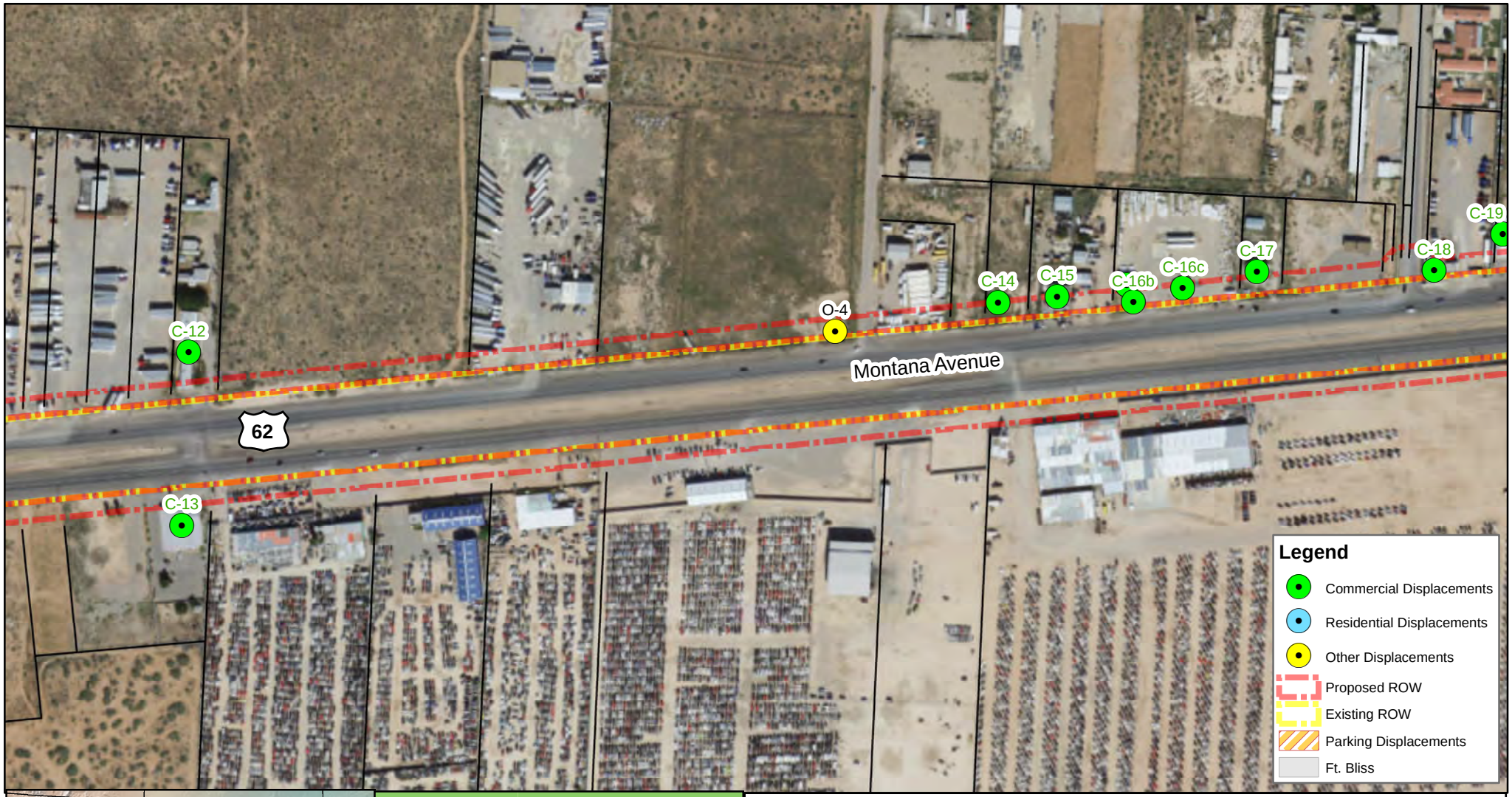
**EXHIBIT 1**
**ROW Acquisitions and Displacements**
**Sheet 11 of 13**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJ: 0374-02-097

0 125 250 500 750 1,000 Feet

N W E S



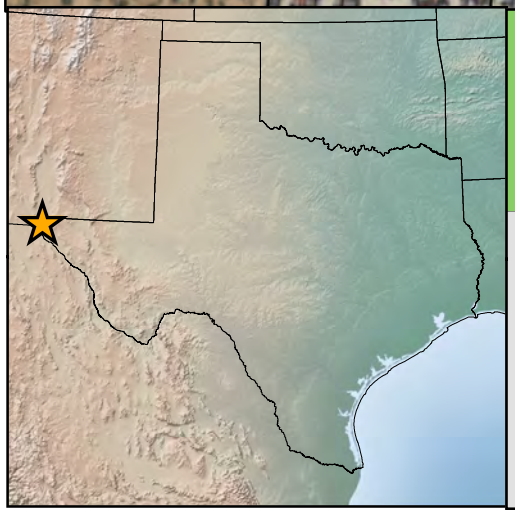



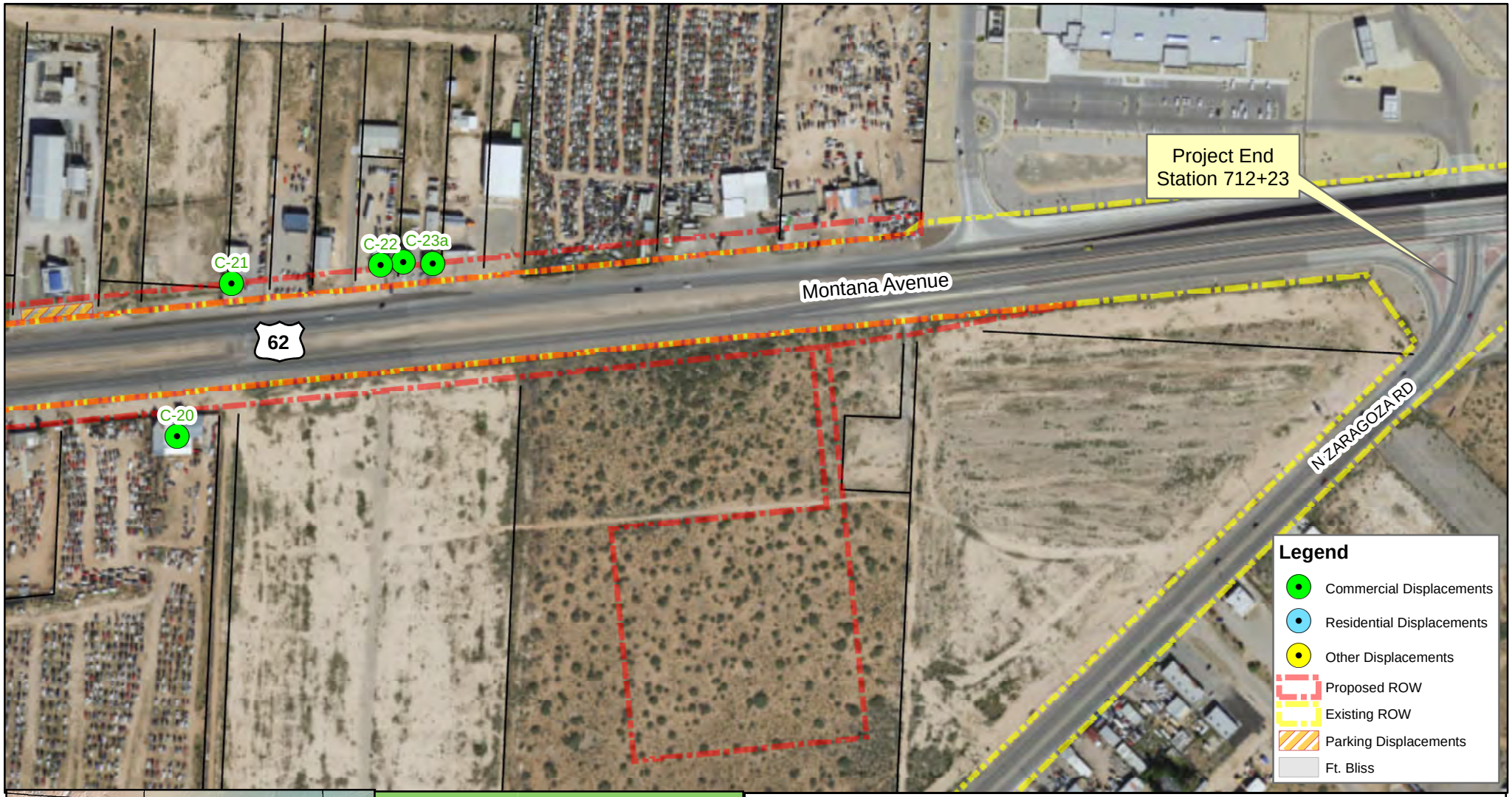
**EXHIBIT 1**
**ROW Acquisitions and Displacements**
**Sheet 12 of 13**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJ: 0374-02-097

0 125 250 500 750 1,000 Feet

N W E S



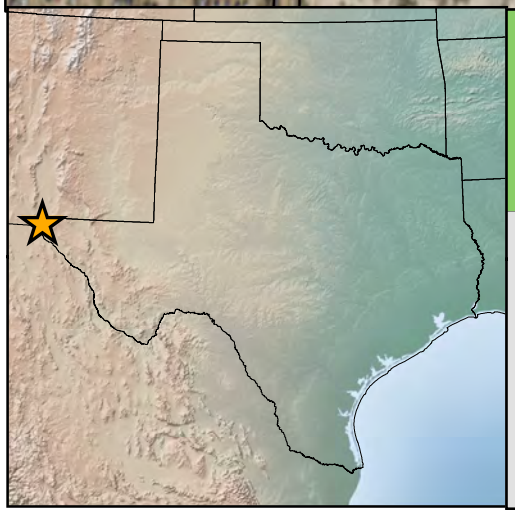



**EXHIBIT 1**
**ROW Acquisitions and Displacements**
**Sheet 13 of 13**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

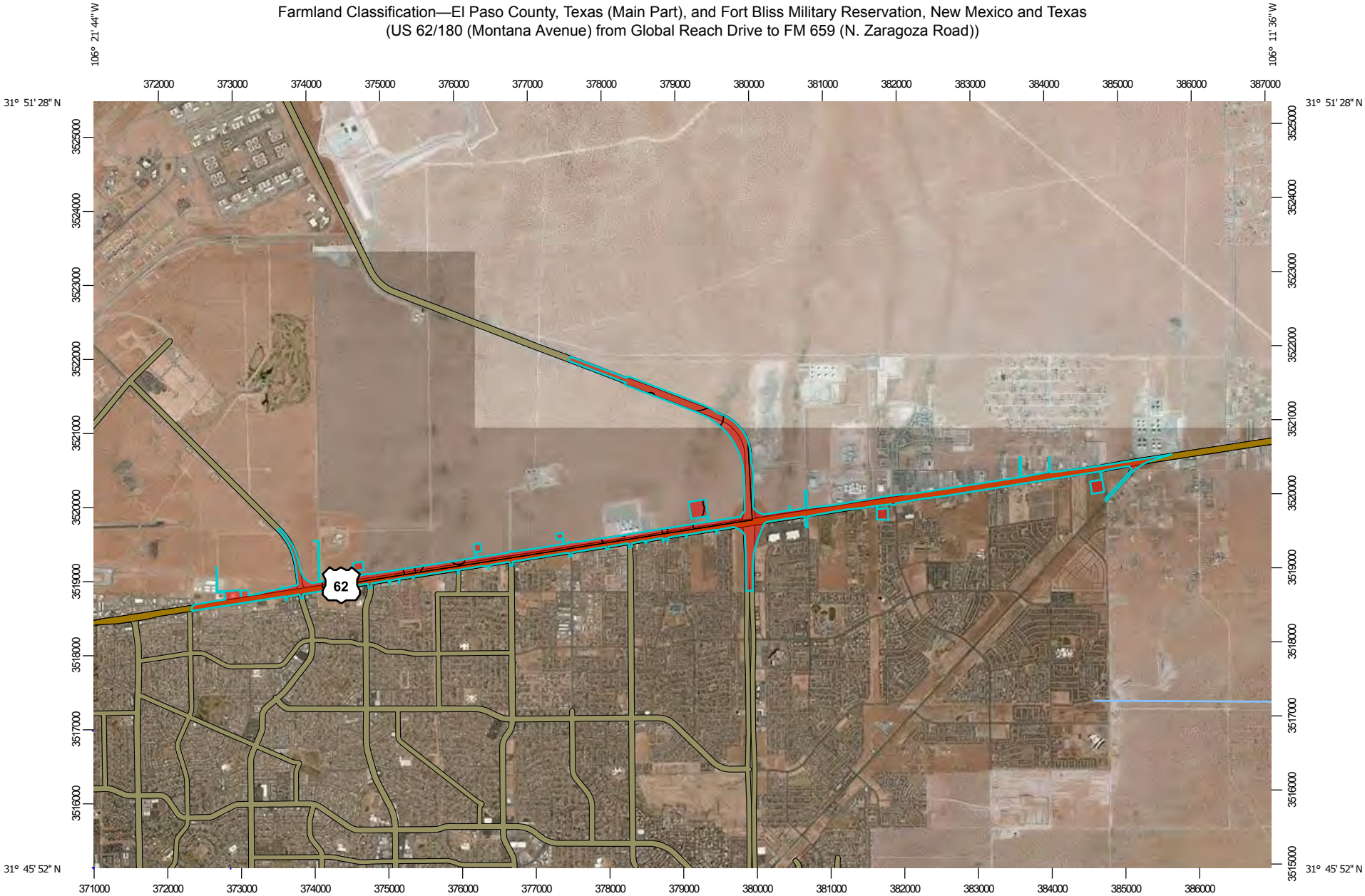
El Paso County, Texas
CSJ: 0374-02-097

0 125 250 500 750 1,000 Feet

N W E S

# EXHIBIT 2

Farmland Classification—El Paso County, Texas (Main Part), and Fort Bliss Military Reservation, New Mexico and Texas
(US 62/180 (Montana Avenue) from Global Reach Drive to FM 659 (N. Zaragoza Road))




Map Scale: 1:73,100 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 1000 2000 4000 6000

Feet: 0 3500 7000 14000 21000

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 13N WGS84

# MAP LEGEND

**Area of Interest (AOI)**

- Area of Interest (AOI)

**Soils**

**Soil Rating Polygons**

- Not prime farmland
- All areas are prime farmland
- Prime farmland if drained
- Prime farmland if protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if subsoiled, completely removing the root inhibiting soil layer
- Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Prime farmland if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance
- Farmland of local importance
- Farmland of unique importance
- Not rated or not available

**Soil Rating Lines**

- Not prime farmland
- All areas are prime farmland
- Prime farmland if drained
- Prime farmland if protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if subsoiled, completely removing the root inhibiting soil layer
- Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Prime farmland if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance
- Farmland of local importance
- Farmland of unique importance
- Not rated or not available

**Soil Rating Points**

- Not prime farmland
- All areas are prime farmland
- Prime farmland if drained
- Prime farmland if protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if subsoiled, completely removing the root inhibiting soil layer
- Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Prime farmland if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance
- Farmland of local importance
- Farmland of unique importance
- Not rated or not available

**Water Features**

## MAP INFORMATION

Streams and Canals

**Transportation**

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

**Background**

Aerial Photography

The soil surveys that comprise your AOI were mapped at scales ranging from 1:24,000 to 1:31,700.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: El Paso County, Texas (Main Part)
Survey Area Data: Version 12, Sep 20, 2016

Soil Survey Area: Fort Bliss Military Reservation, New Mexico and Texas
Survey Area Data: Version 11, Sep 26, 2014

Your area of interest (AOI) includes more than one soil survey area. These survey areas may have been mapped at different scales, with a different land use in mind, at different times, or at different levels of detail. This may result in map unit symbols, soil properties, and interpretations that do not completely agree across soil survey area boundaries.

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jan 13, 2011—Mar 29, 2014

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

# Farmland Classification

| Farmland Classification— Summary by Map Unit — El Paso County, Texas (Main Part) (TX624) | | | | |
|---|---|---|---|---|
| **Map unit symbol** | **Map unit name** | **Rating** | **Acres in AOI** | **Percent of AOI** |
| HW | Hueco-Wink association, hummocky | Not prime farmland | 330.7 | 59.2% |
| **Subtotals for Soil Survey Area** | | | **330.7** | **59.2%** |
| **Totals for Area of Interest** | | | **558.9** | **100.0%** |

| Farmland Classification— Summary by Map Unit — Fort Bliss Military Reservation, New Mexico and Texas (NM719) | | | | |
|---|---|---|---|---|
| **Map unit symbol** | **Map unit name** | **Rating** | **Acres in AOI** | **Percent of AOI** |
| 6 | Pendero fine sand, 2 to 5 percent slopes | Not prime farmland | 9.8 | 1.8% |
| 21 | Hueco loamy fine sand, 1 to 3 percent slopes | Not prime farmland | 14.0 | 2.5% |
| 22 | Copia-Nations complex, 1 to 3 percent slopes | Not prime farmland | 154.2 | 27.6% |
| 31 | Pendero-Copia-Nations complex, 2 to 5 percent slopes | Not prime farmland | 0.1 | 0.0% |
| 39 | Copia-Mcnew-Pendero complex, 1 to 5 percent slopes | Not prime farmland | 17.1 | 3.1% |
| 40 | Mcnew-Copia-Foxtrot complex, 1 to 5 percent slopes | Not prime farmland | 7.1 | 1.3% |
| 41 | Elizario-Copia complex, 2 to 5 percent slopes | Not prime farmland | 25.7 | 4.6% |
| 92 | Pits | Not prime farmland | 0.2 | 0.0% |
| **Subtotals for Soil Survey Area** | | | **228.2** | **40.8%** |
| **Totals for Area of Interest** | | | **558.9** | **100.0%** |

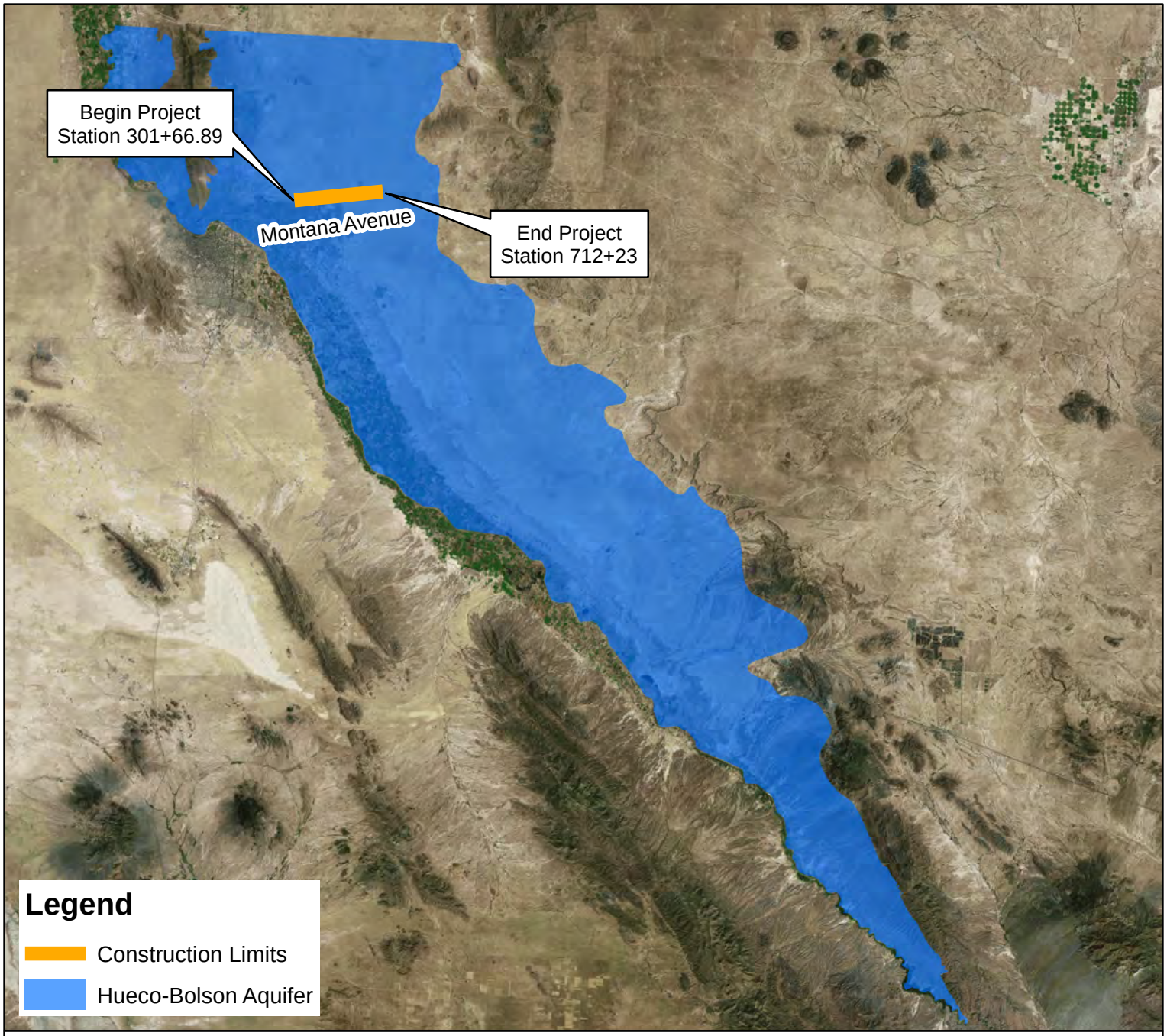
## Description

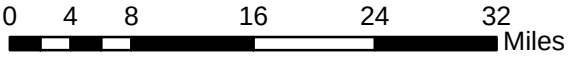
Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

## Rating Options

*Aggregation Method:* No Aggregation Necessary

*Tie-break Rule:* Lower





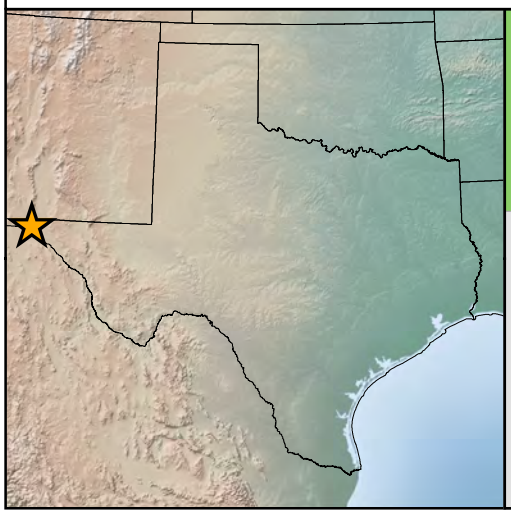
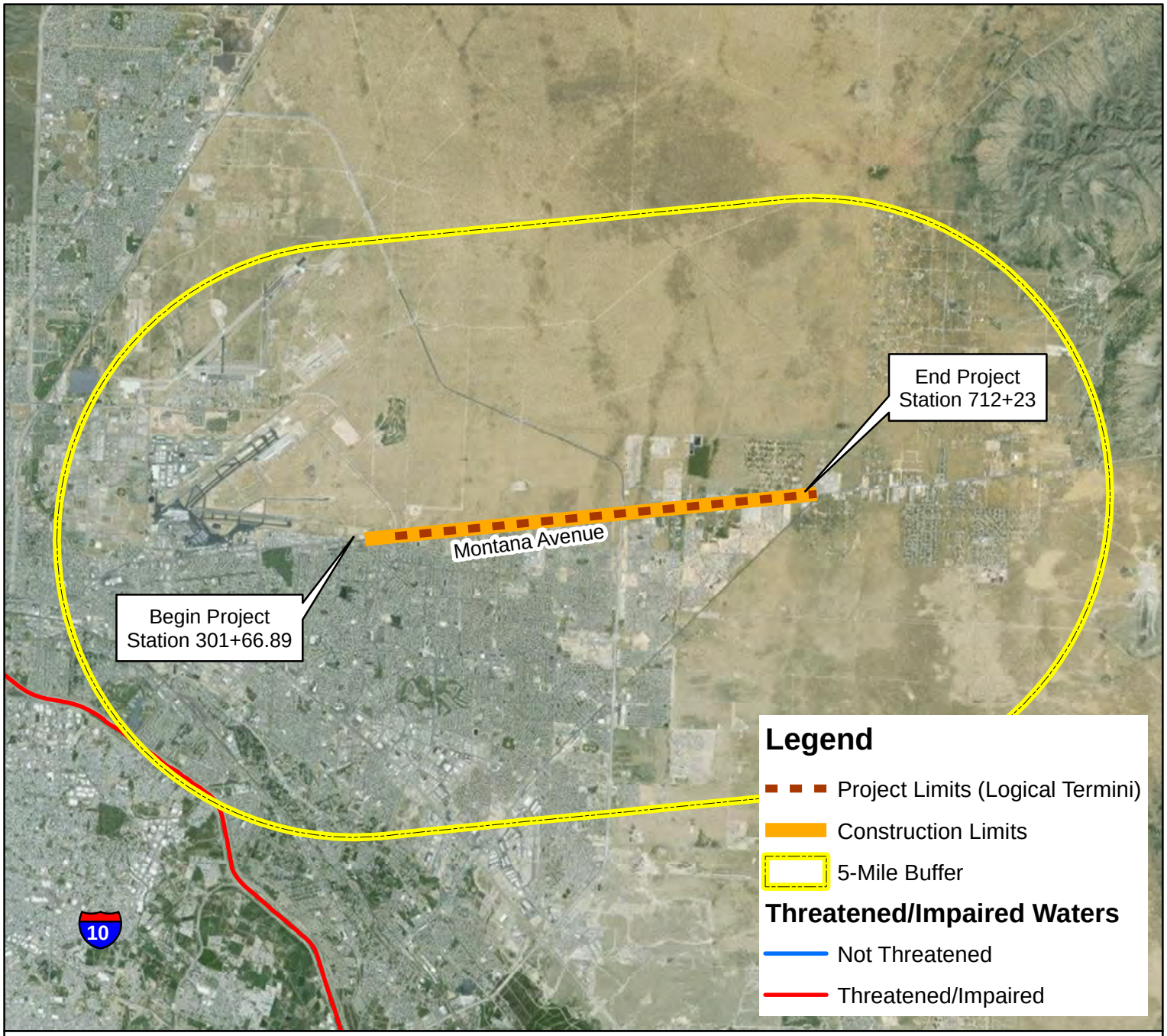



**Exhibit 3**
**Major Aquifers**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJ: 0374-02-097



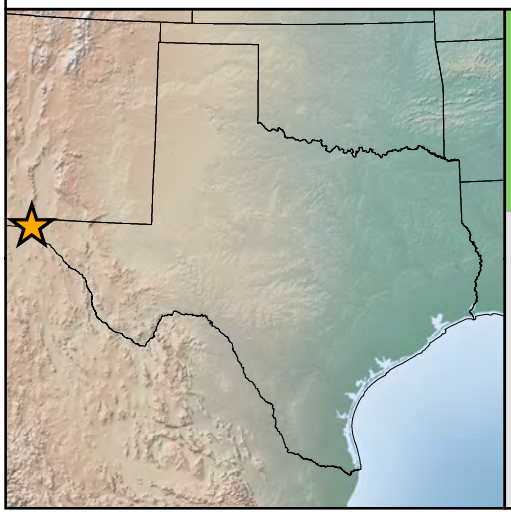
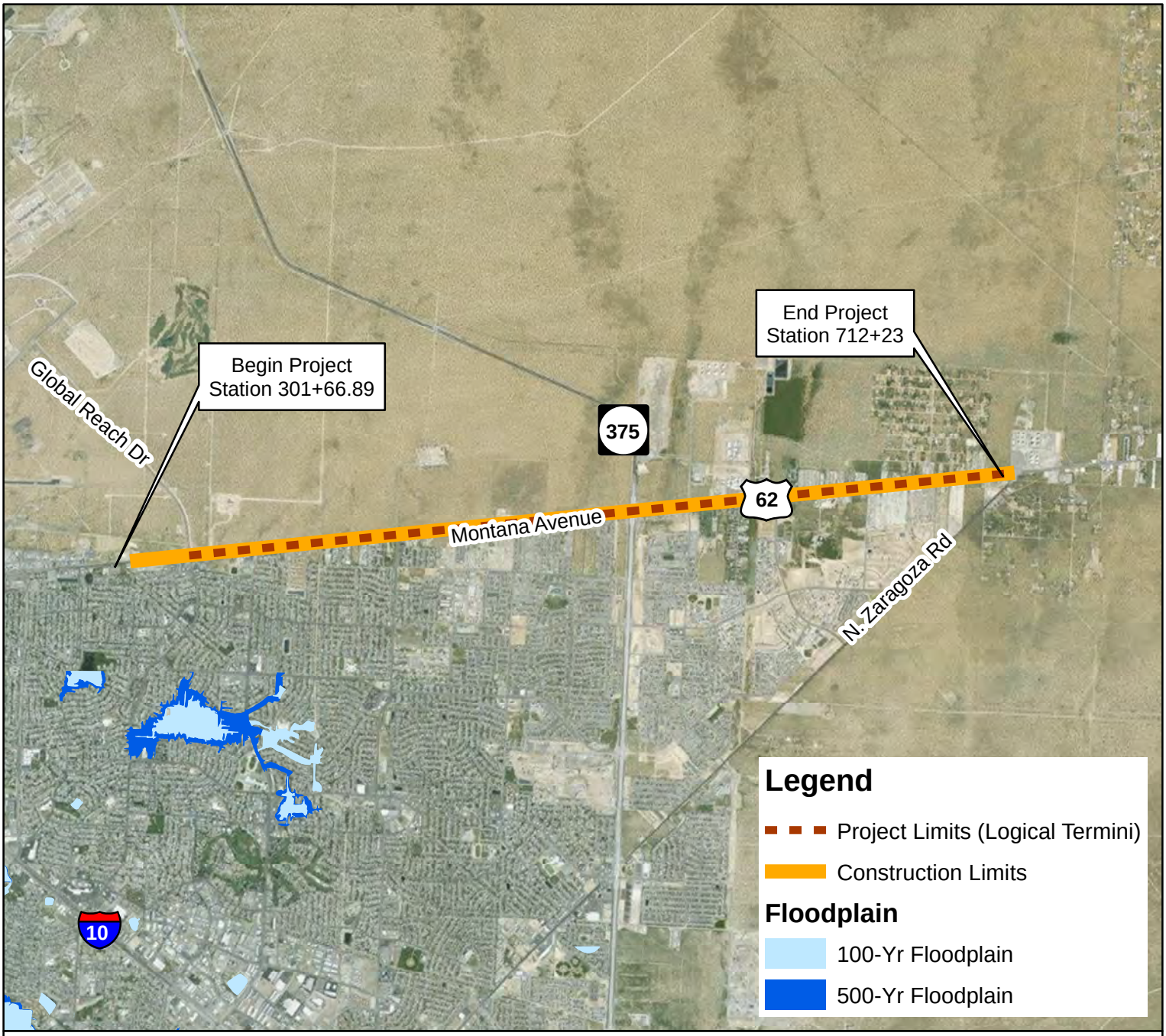


**Exhibit 4**
**Threatened or Impaired Waters**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJ: 0374-02-097



0 0.4 0.8 1.6 2.4 3.2 Miles

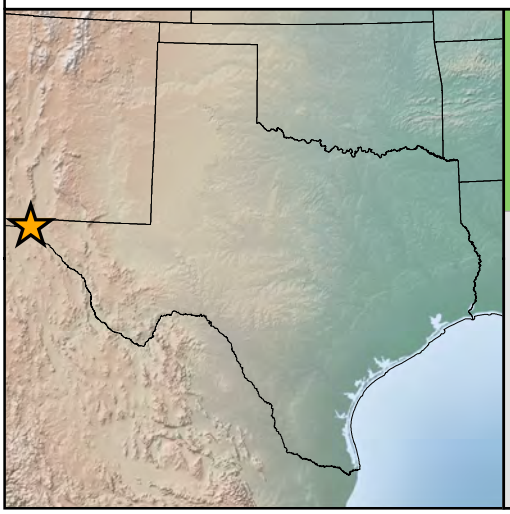


**Exhibit 5**
**Floodplain**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJ: 0374-02-097

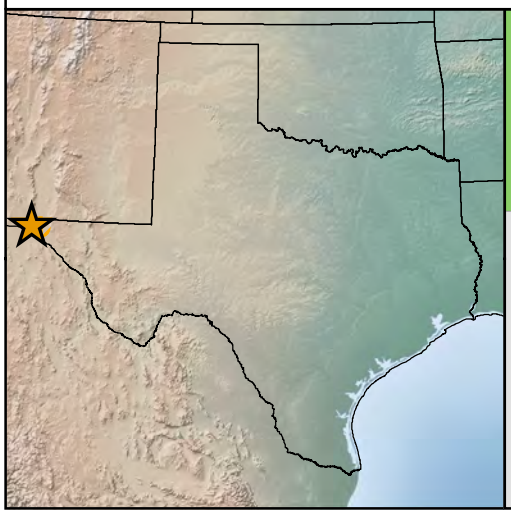
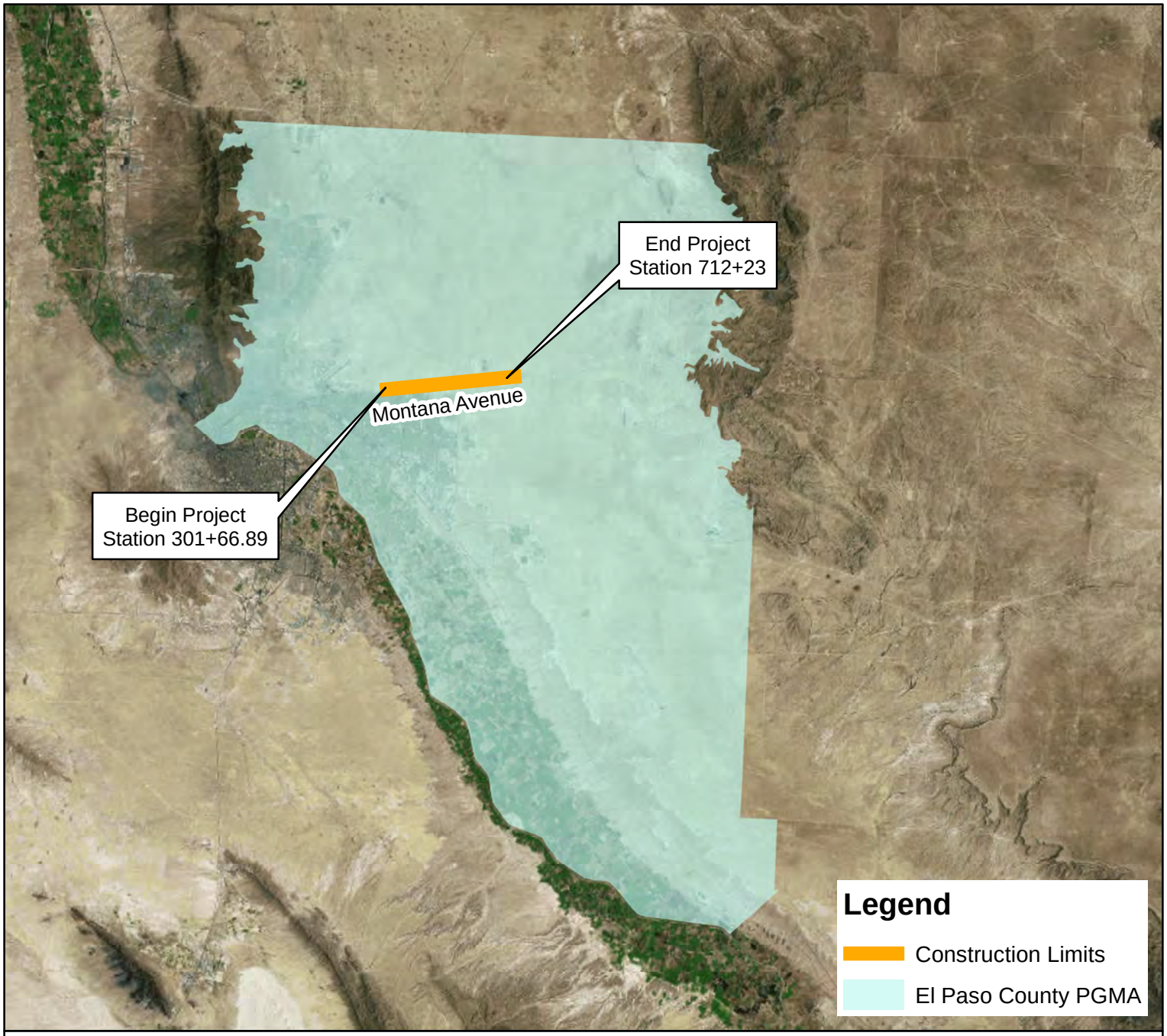
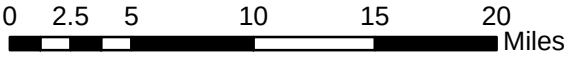


**EXHIBIT 6**
**Water Wells**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJs: 0374-02-097, etc.





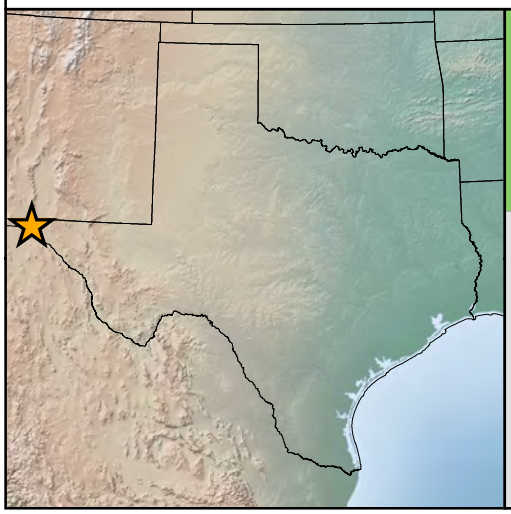
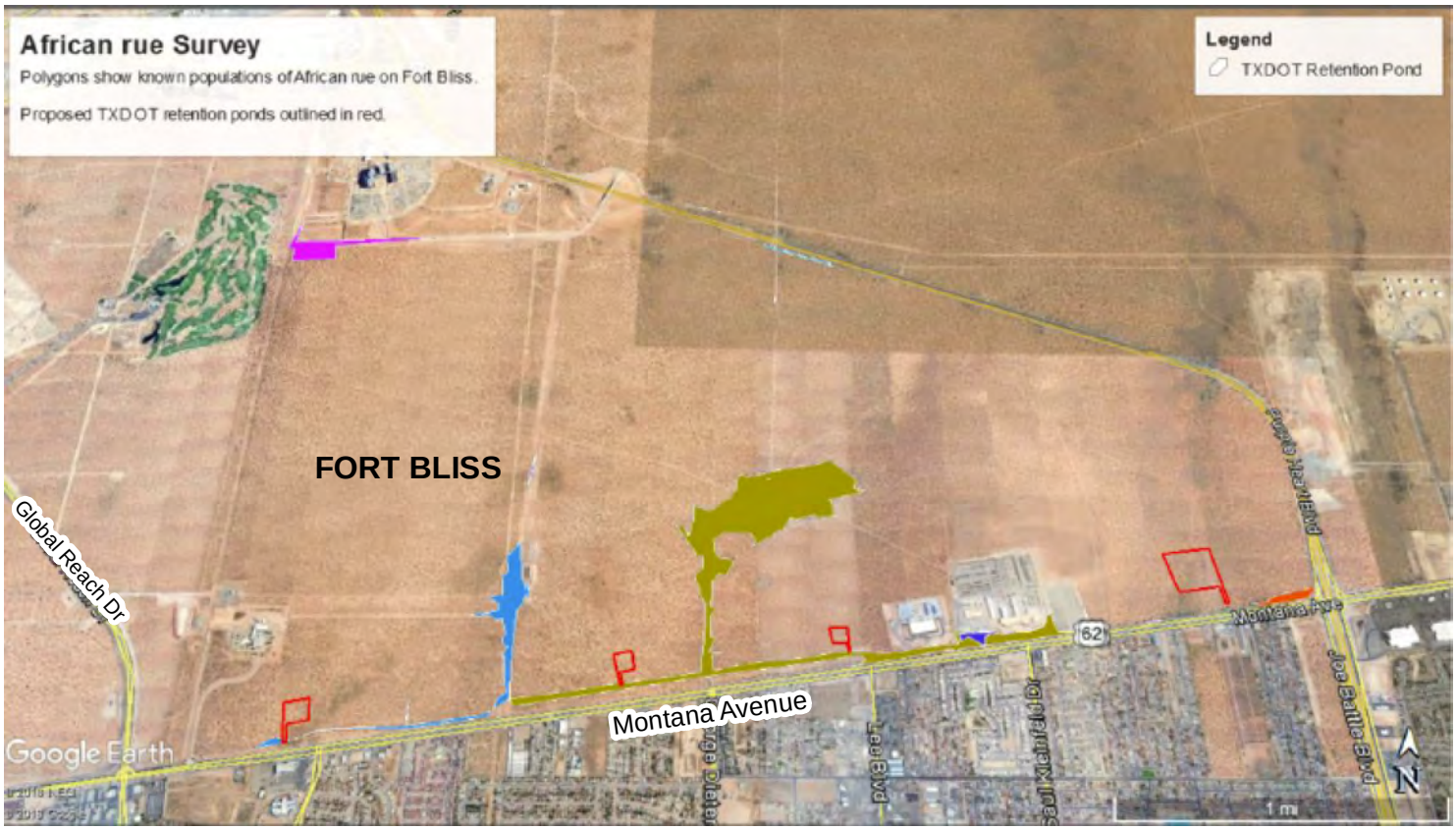



**Exhibit 7**
**Priority Groundwater Management Areas**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJ: 0374-02-097



0 0.5 1 2 3 4 Miles

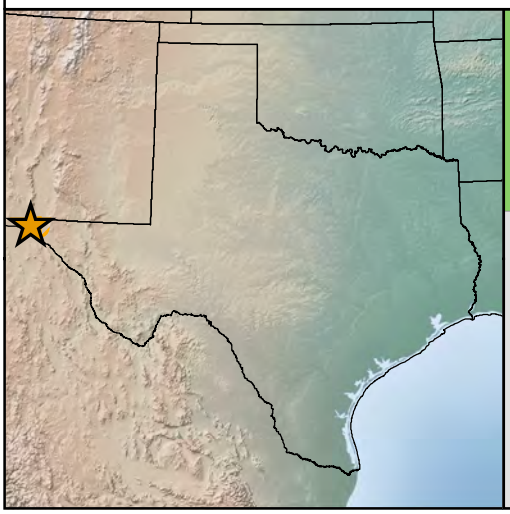


**EXHIBIT 8**
**African Rue Populations**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJs: 0374-02-097, etc.

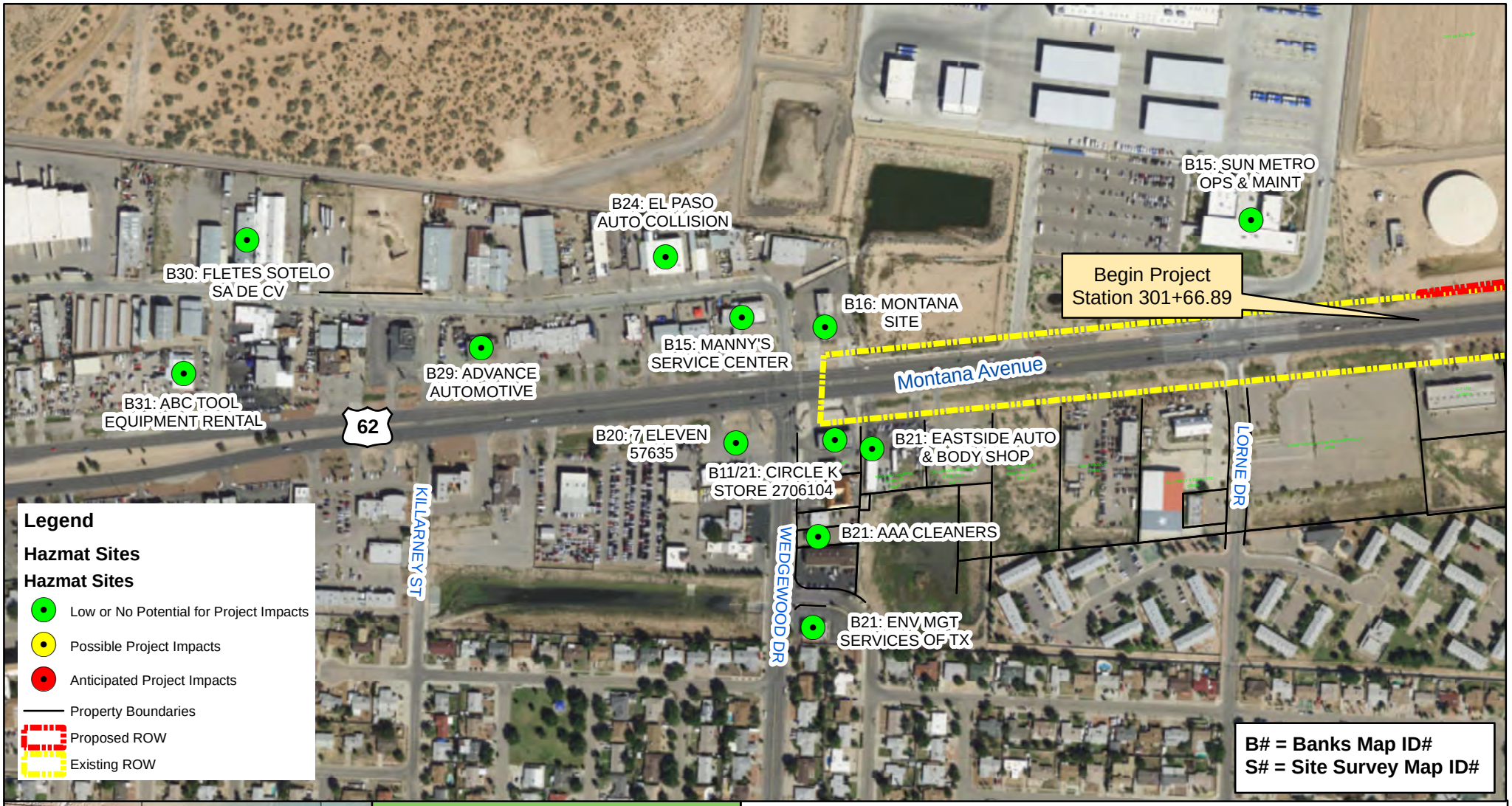


**Exhibit 9a**
**Potential Hazardous Materials Concerns**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJs: 0374-02-097, 0374-02-100, etc.

0 200 400 800 1,200 1,600 Feet

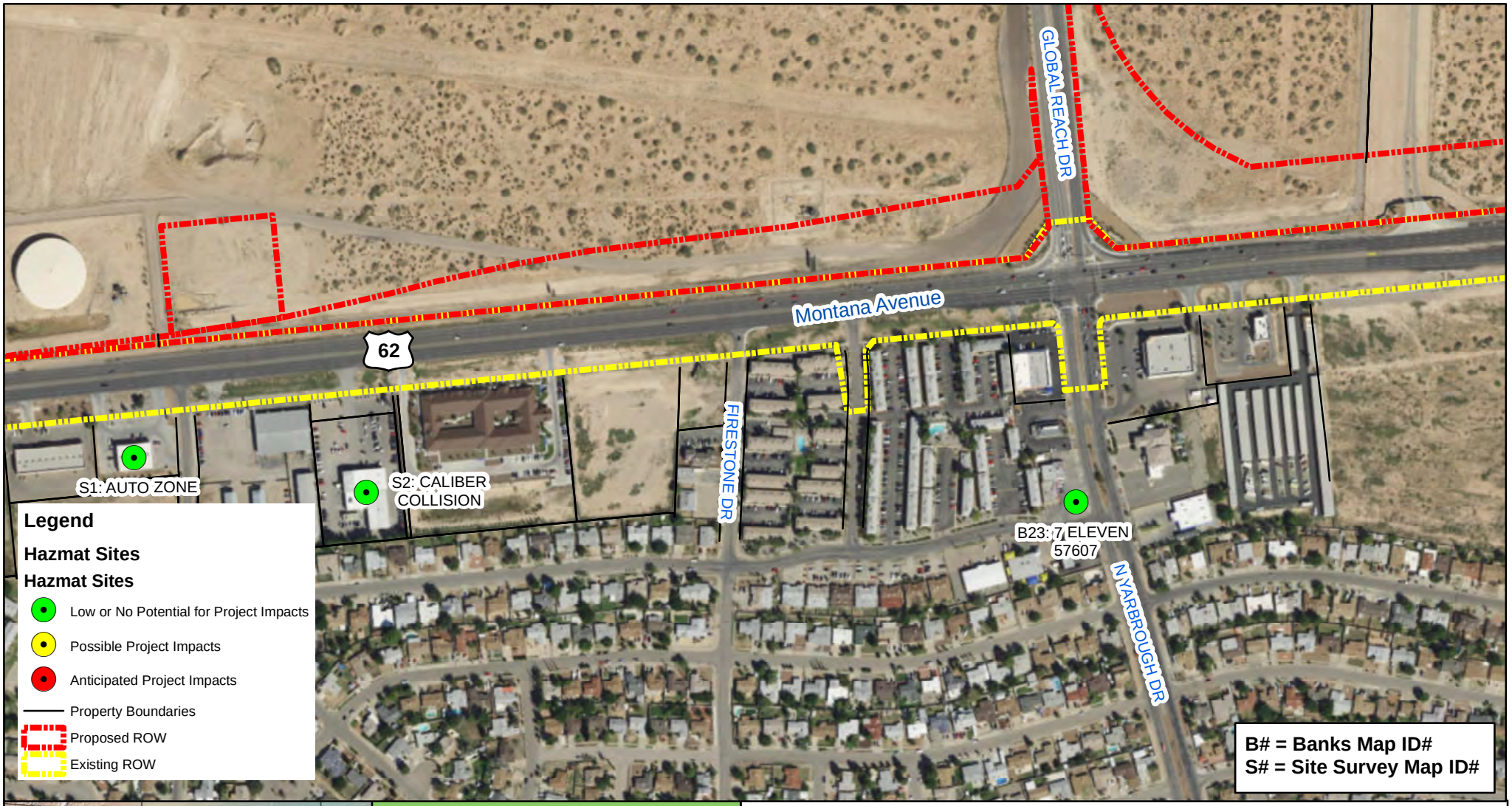


**Exhibit 9b**
**Potential Hazardous Materials Concerns**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJs: 0374-02-097, 0374-02-100, etc.

0 200 400 800 1,200 1,600 Feet

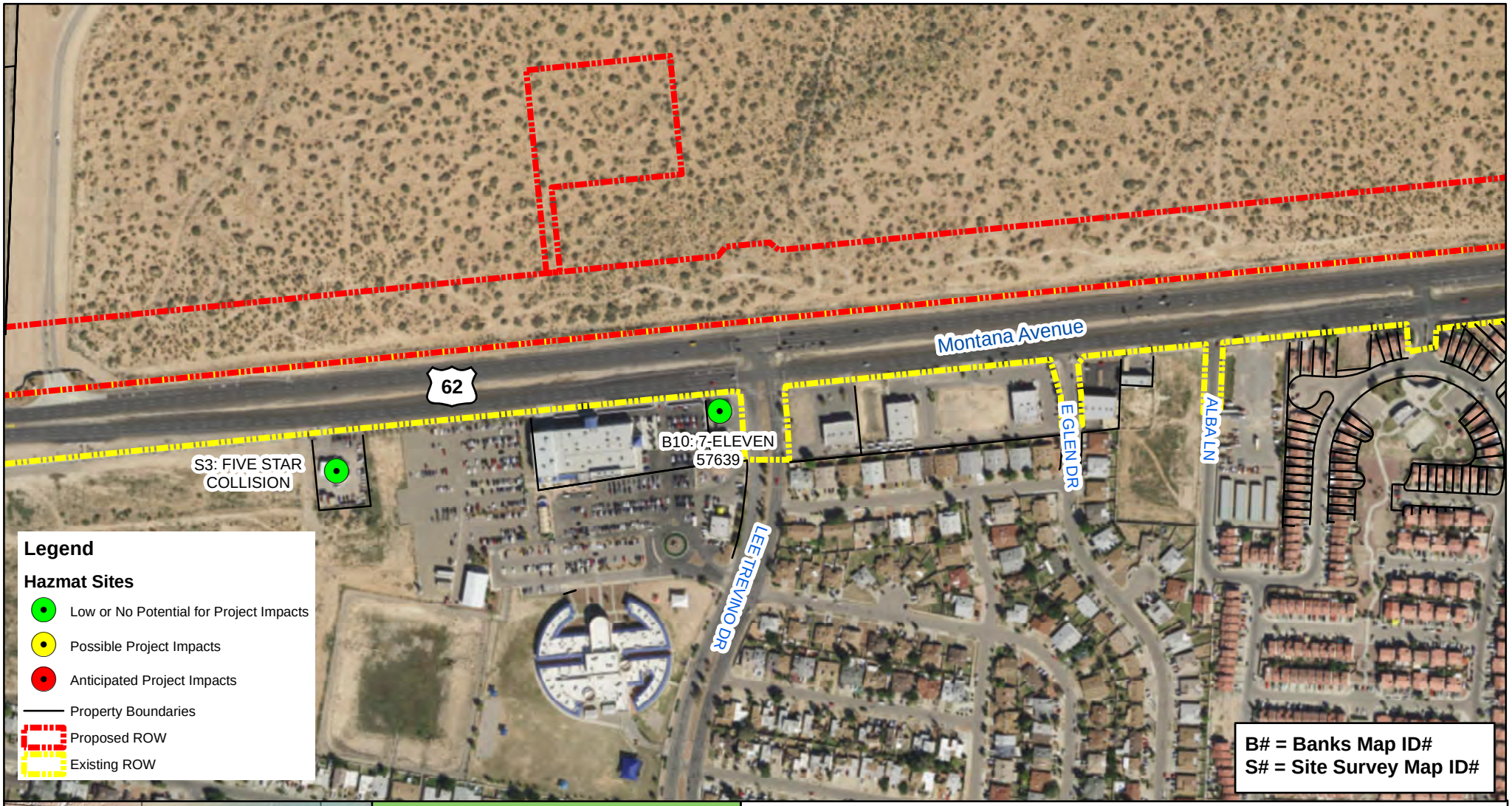


**Exhibit 9c**
**Potential Hazardous Materials Concerns**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJs: 0374-02-097, 0374-02-100, etc.

0 200 400 800 1,200 1,600 Feet

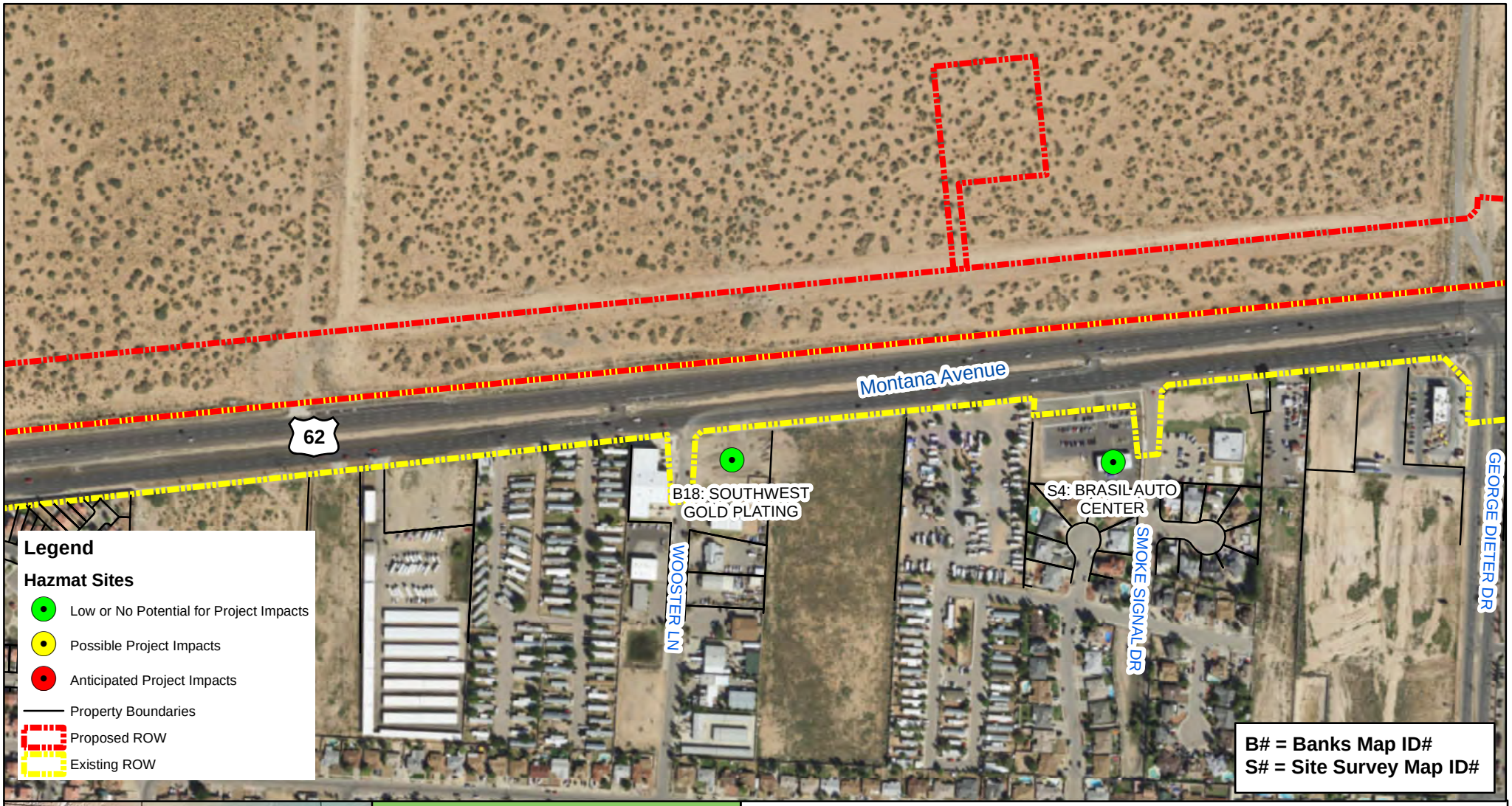


**Exhibit 9d**
**Potential Hazardous Materials Concerns**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJs: 0374-02-097, 0374-02-100, etc.

0 200 400 800 1,200 1,600 Feet

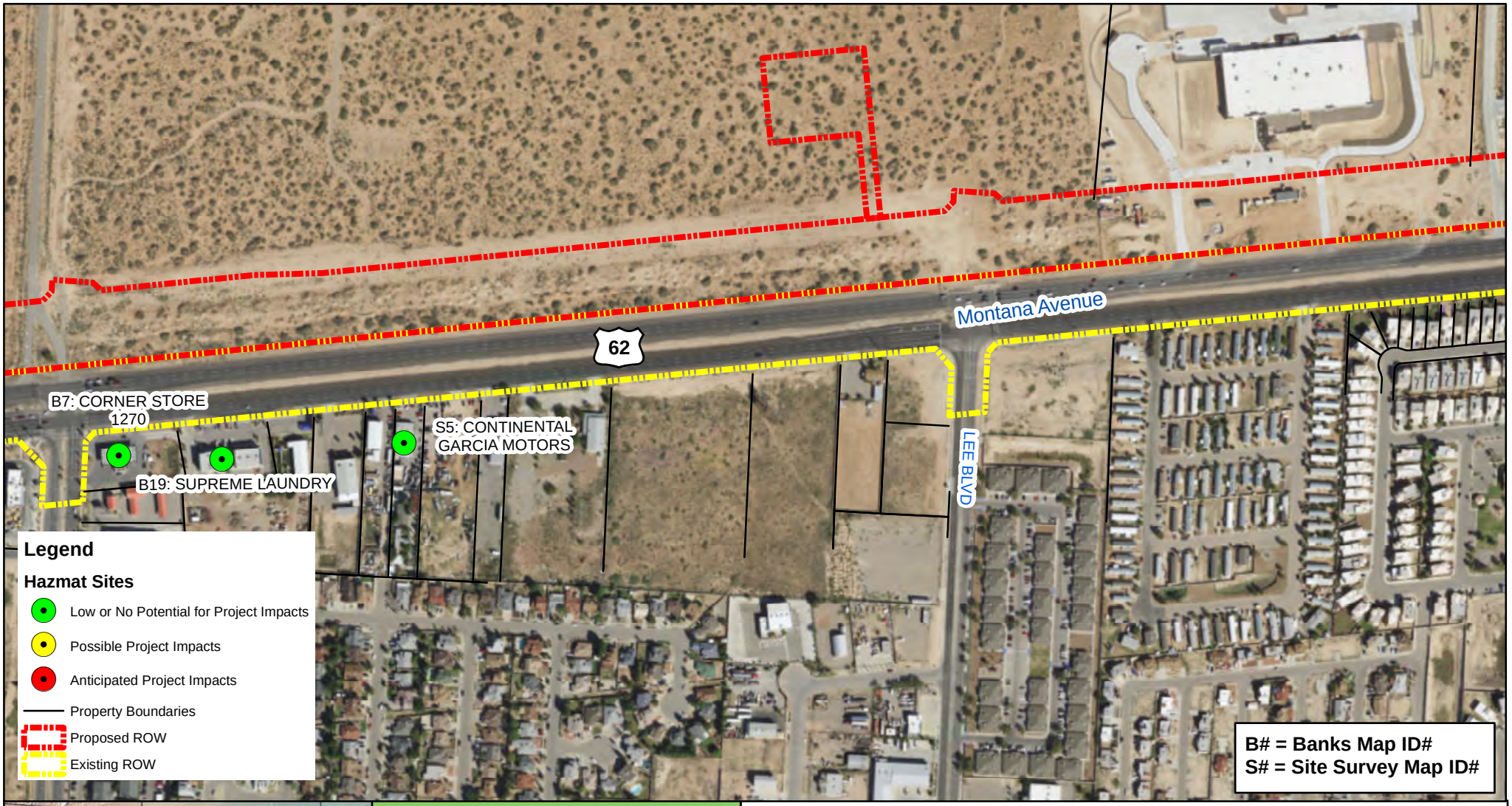


**Exhibit 9e**
**Potential Hazardous Materials Concerns**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJs: 0374-02-097, 0374-02-100, etc.

0 200 400 800 1,200 1,600 Feet

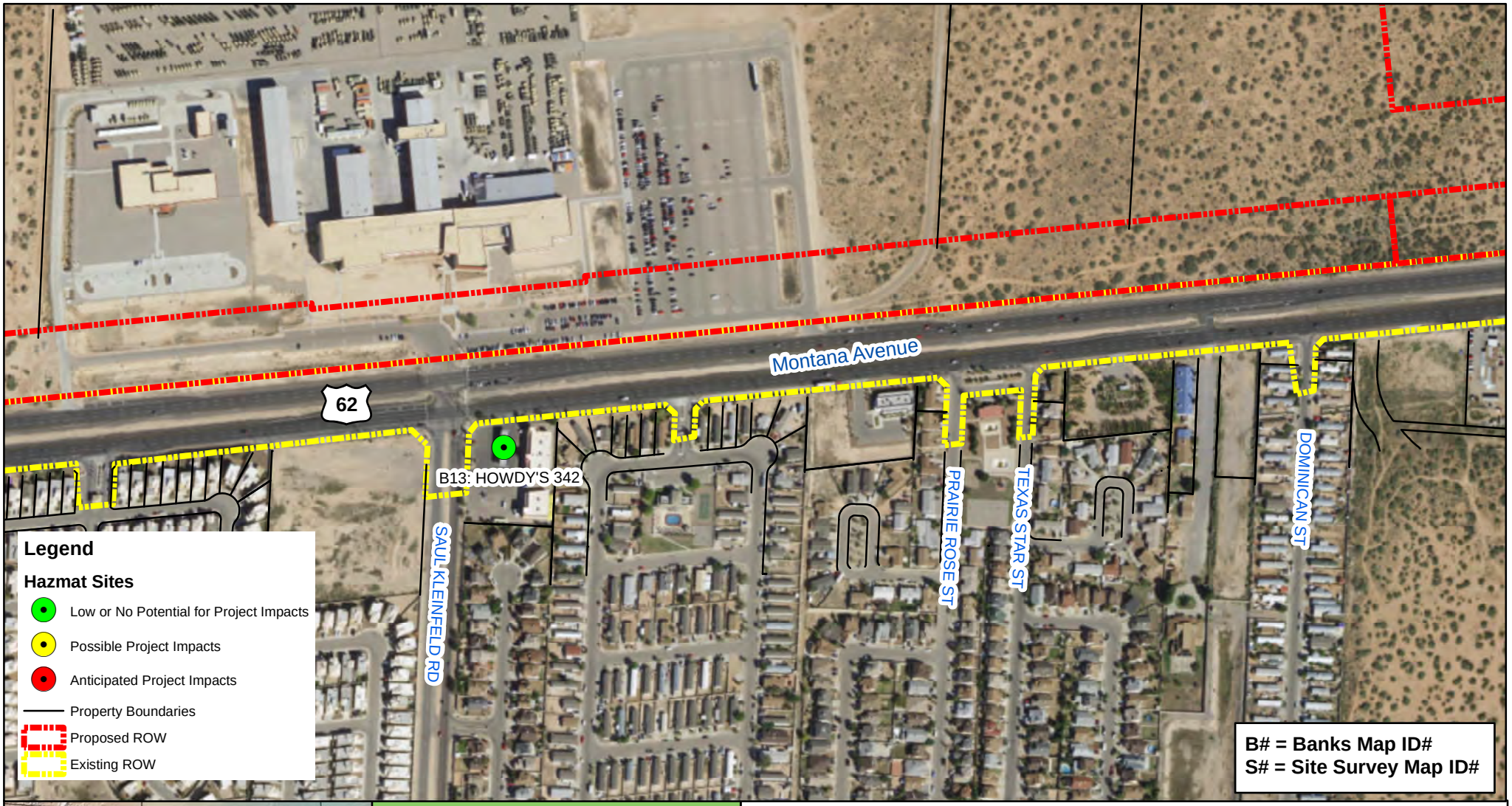


**Exhibit 9f**
**Potential Hazardous Materials Concerns**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJs: 0374-02-097, 0374-02-100, etc.

0 200 400 800 1,200 1,600 Feet

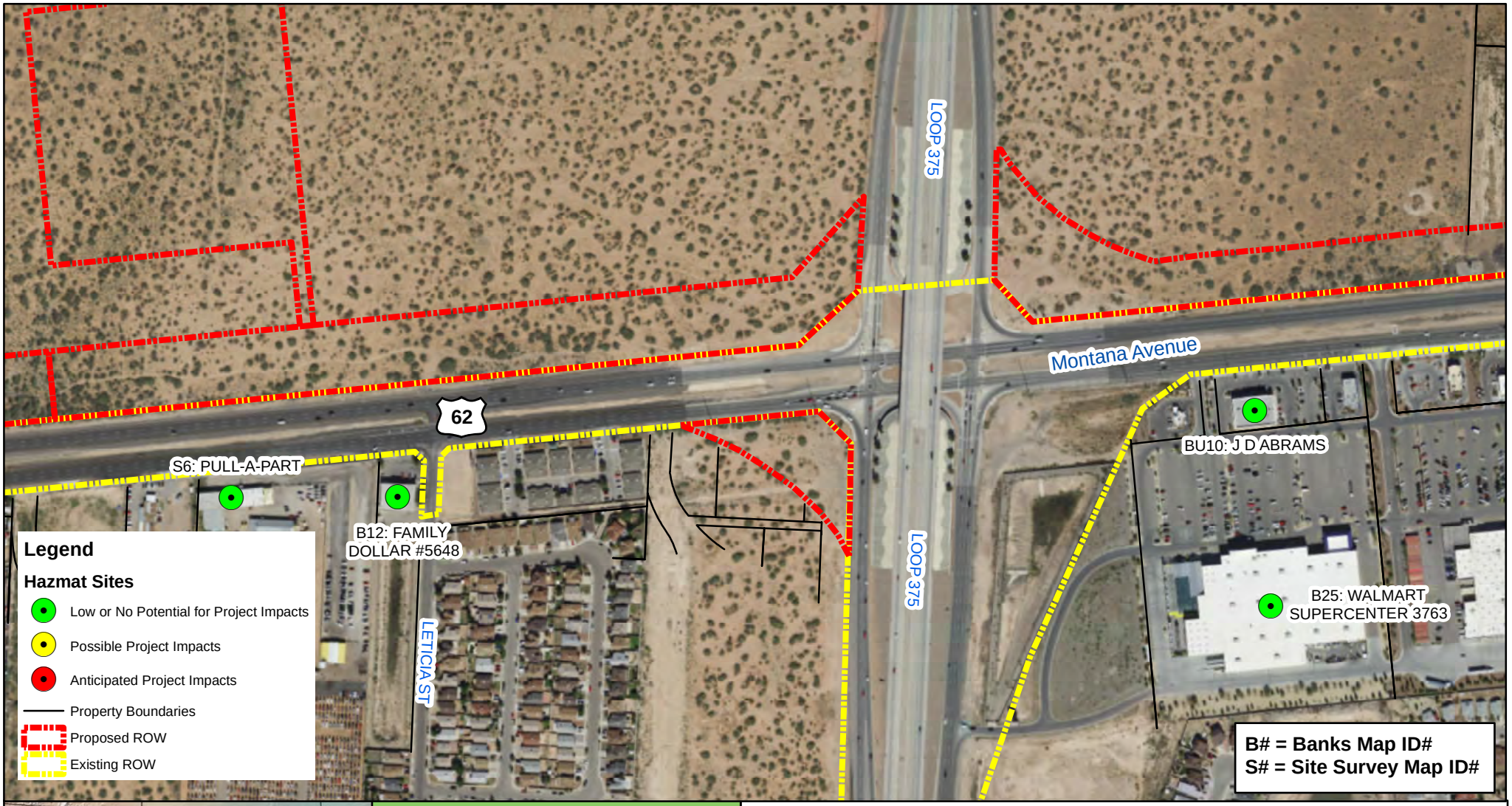


**Exhibit 9g**
**Potential Hazardous Materials Concerns**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJs: 0374-02-097, 0374-02-100, etc.

0 200 400 800 1,200 1,600 Feet

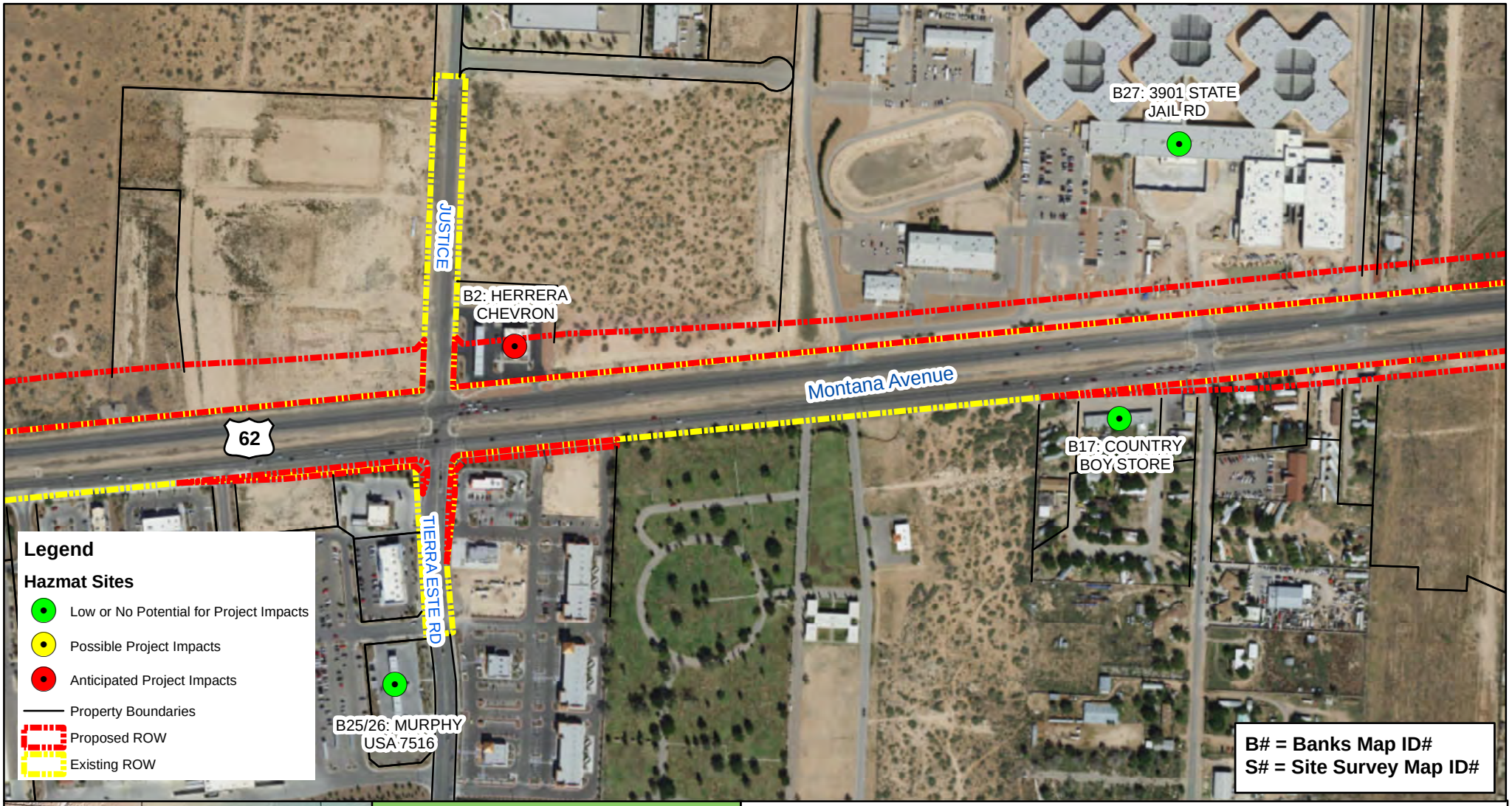


**Exhibit 9h**
**Potential Hazardous Materials Concerns**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJs: 0374-02-097, 0374-02-100, etc.

0 200 400 800 1,200 1,600 Feet

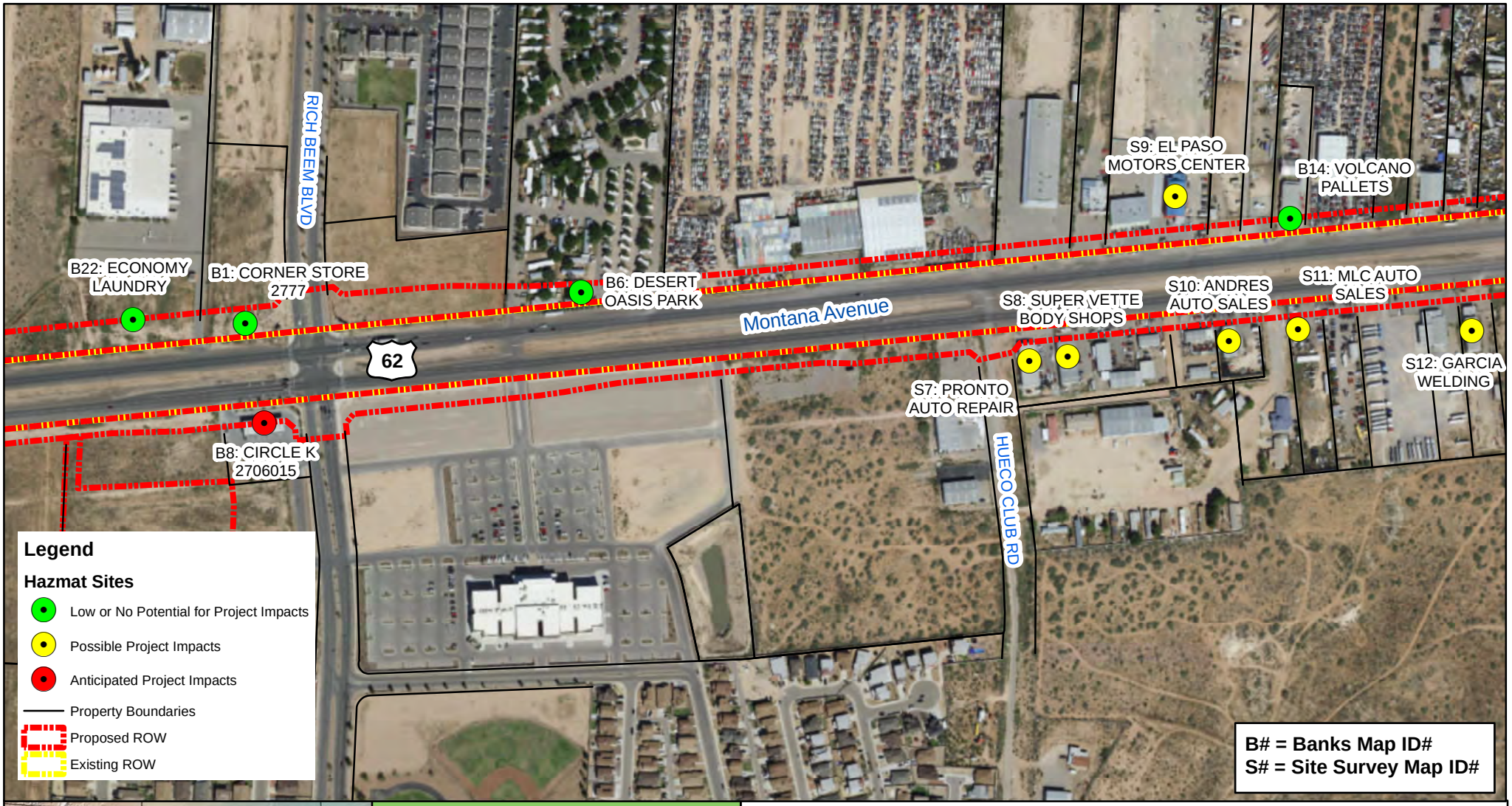


**Exhibit 9i**
**Potential Hazardous Materials Concerns**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJs: 0374-02-097, 0374-02-100, etc.

0 200 400 800 1,200 1,600 Feet

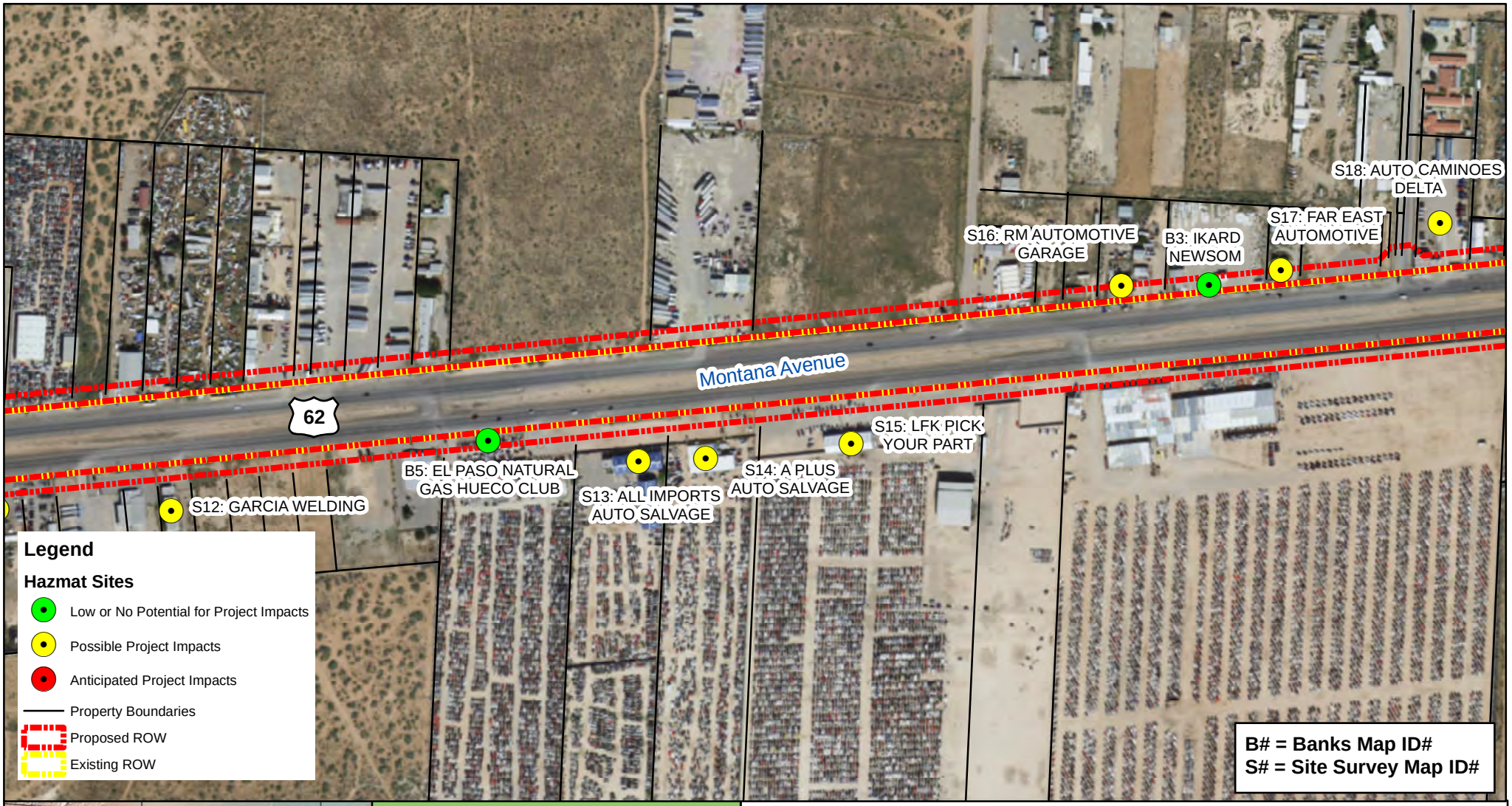


**Exhibit 9j**
**Potential Hazardous Materials Concerns**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJs: 0374-02-097, 0374-02-100, etc.

0 200 400 800 1,200 1,600 Feet

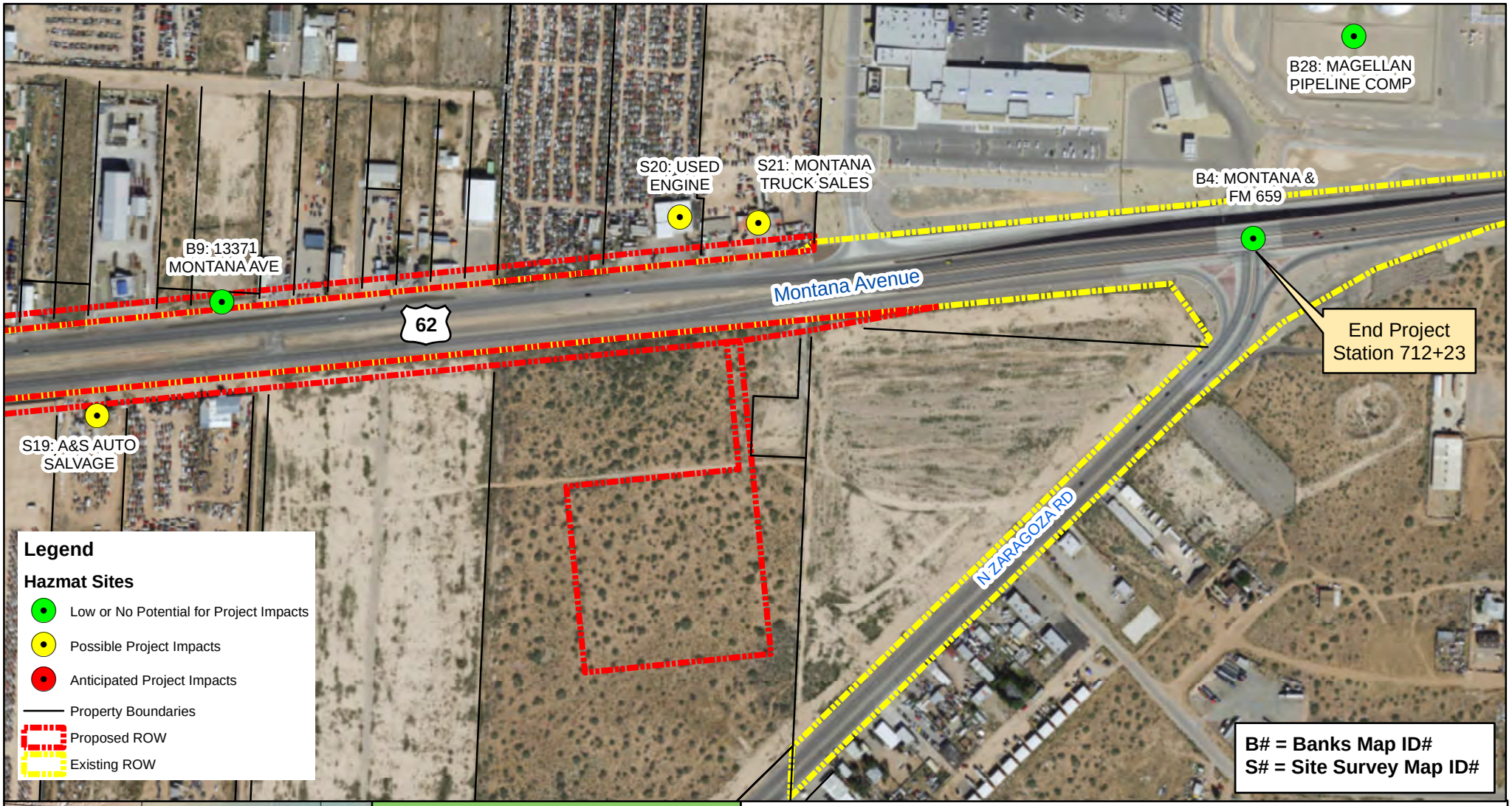
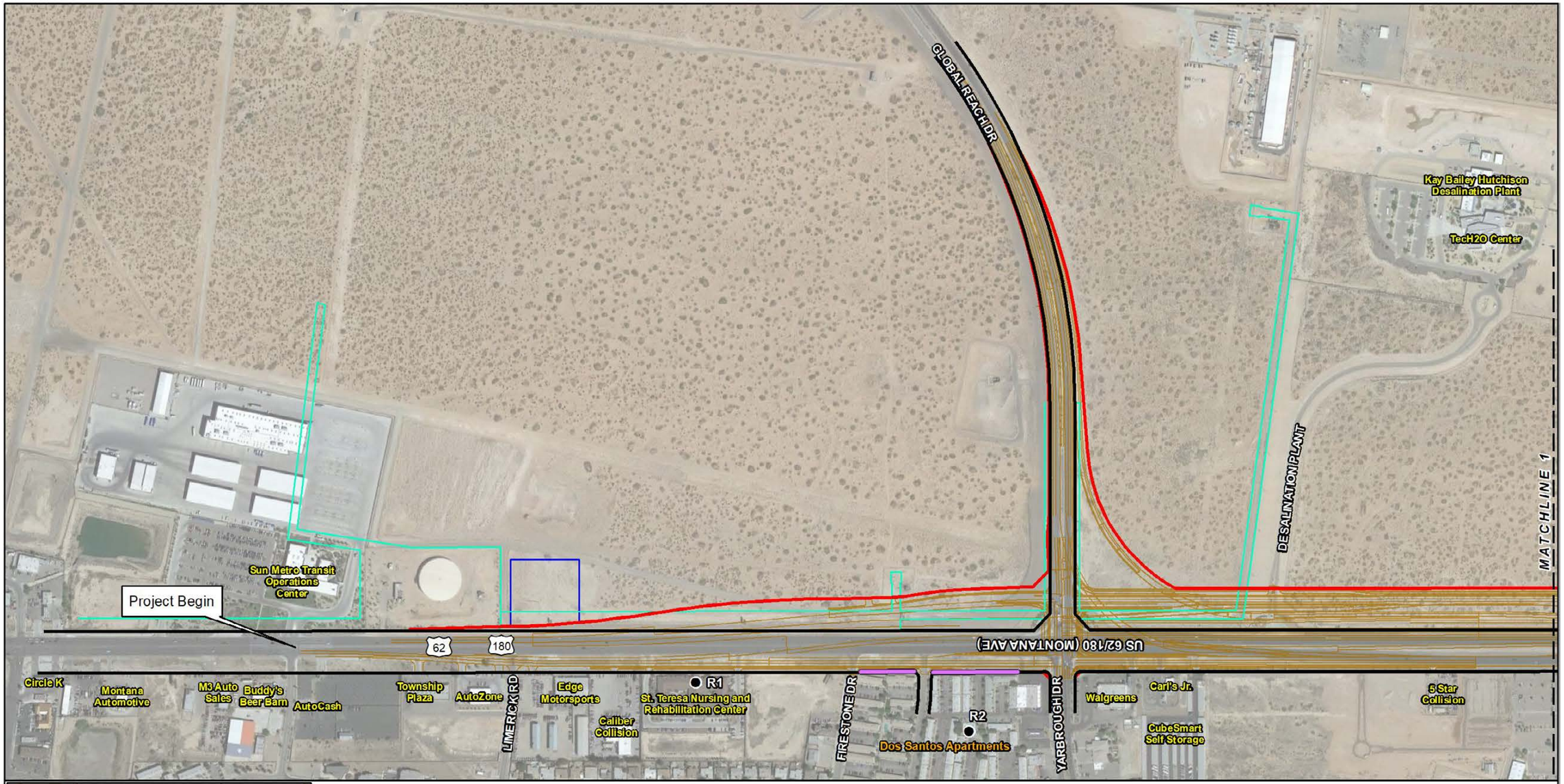


**Exhibit 9k**
**Potential Hazardous Materials Concerns**

US 62/180 (Montana Avenue)
from Global Reach Drive
to FM 659 (N. Zaragoza Road)

El Paso County, Texas
CSJs: 0374-02-097, 0374-02-100, etc.

0 200 400 800 1,200 1,600 Feet



Base Map: TX Google 6" Aerial Imagery, TNRIS WMS; ESRI-USA Base Map

- Existing Right-of-way
- Proposed Right-of-way
- Proposed Easement
- Proposed Retention Pond
- Proposed Improvements
- Non-impacted Receiver (R#)
- Impacted Receiver (R#)
- Existing Noise Barrier
- Existing Rock Wall Fence

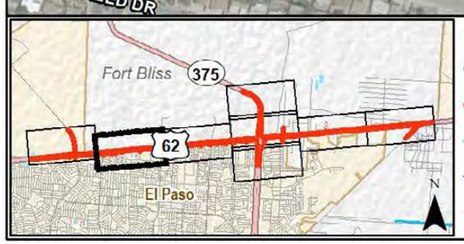
N W E S

1:6,000

0 500 1,000
Feet

EXHIBIT 10a

Noise Receiver Locations and Land Use
US 62/180 (Montana Avenue)
From Global Reach Drive
To FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097




Base Map: TX Google 6" Aerial Imagery, TNRIS WMS; ESRI-USA Base Map

- Existing Right-of-way
- Proposed Right-of-way
- Proposed Easement
- Proposed Retention Pond
- Proposed Improvements
- Non-impacted Receiver (R#)
- Impacted Receiver (R#)
- Existing Noise Barrier
- Existing Rock Wall Fence

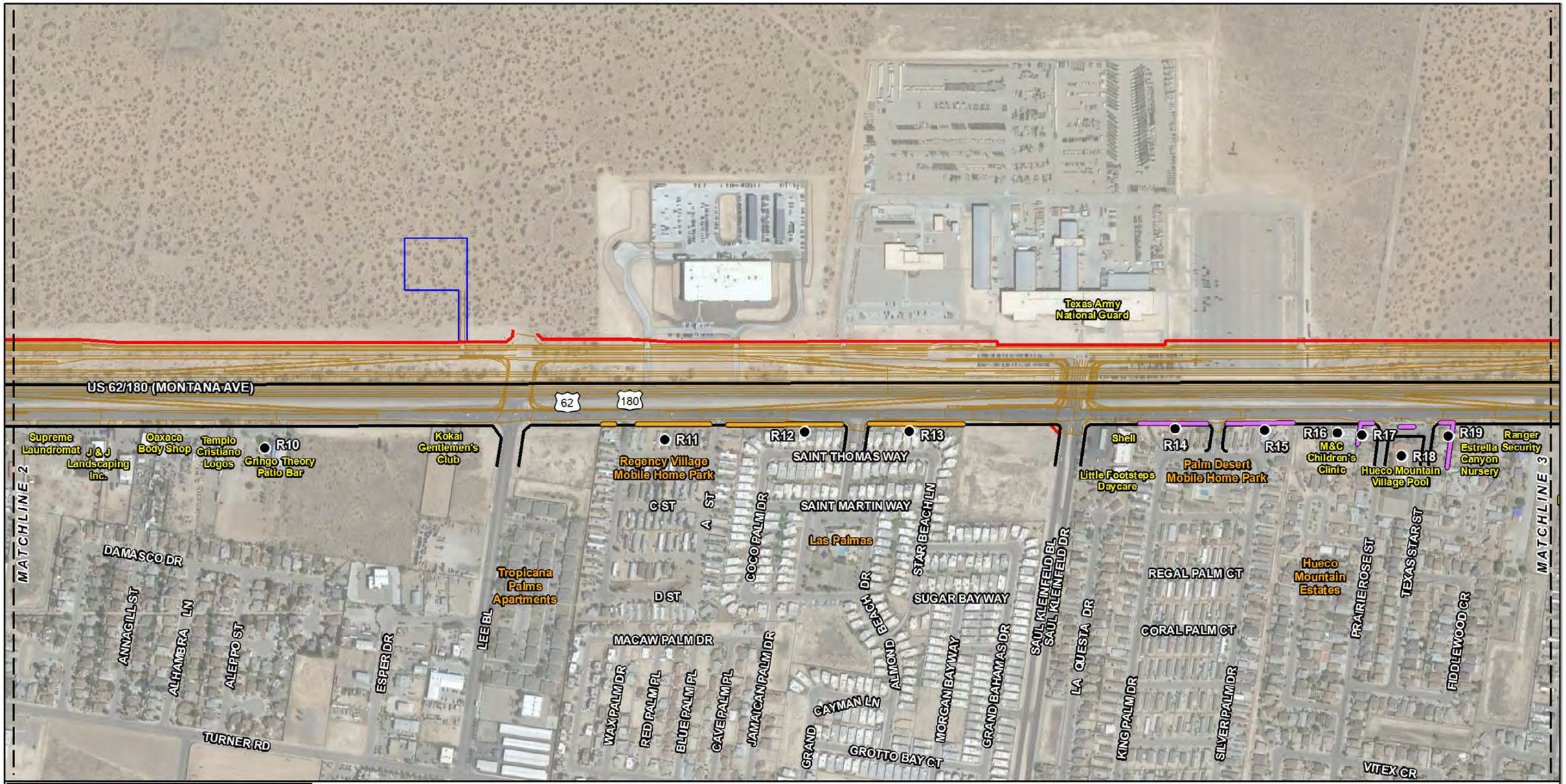
N W E S

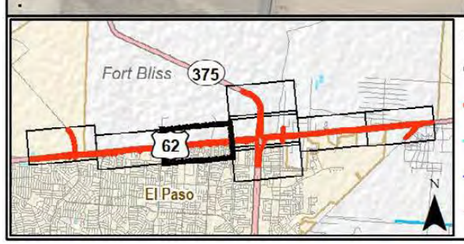
1:6,000

0 500 1,000
Feet

EXHIBIT 10b

Noise Receiver Locations and Land Use
US 62/180 (Montana Avenue)
From Global Reach Drive
To FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097




Base Map: TX Google 6" Aerial Imagery, TNRIS WMS; ESRI-USA Base Map

- Existing Right-of-way
- Proposed Right-of-way
- Proposed Easement
- Proposed Retention Pond
- Proposed Improvements
- Non-impacted Receiver (R#)
- Impacted Receiver (R#)
- Existing Noise Barrier
- Existing Rock Wall Fence

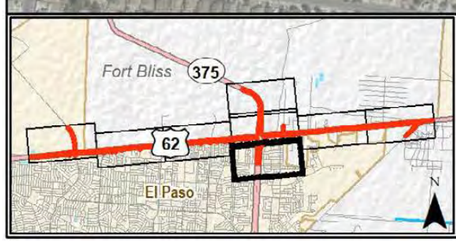
N W E S

1:6,000

0 500 1,000
Feet

EXHIBIT 10c

Noise Receiver Locations and Land Use
US 62/180 (Montana Avenue)
From Global Reach Drive
To FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097




Base Map: TX Google 6" Aerial Imagery, TNRIS WMS; ESRI-USA Base Map

- Existing Right-of-way
- Proposed Right-of-way
- Proposed Easement
- Proposed Retention Pond
- Proposed Improvements
- Non-impacted Receiver (R#)
- Impacted Receiver (R#)
- Existing Noise Barrier
- Existing Rock Wall Fence

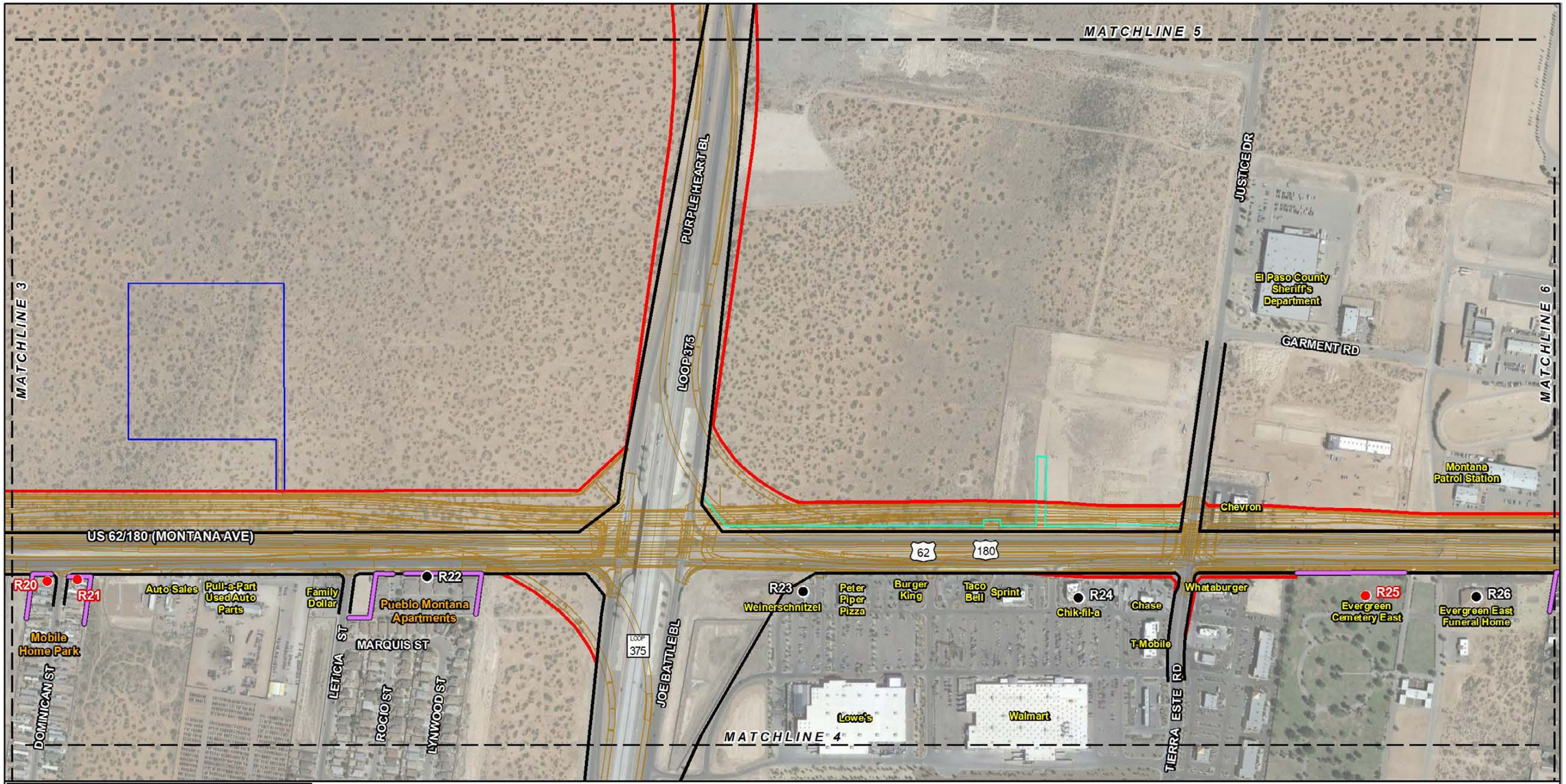
N W E S

1:6,000

0 500 1,000
Feet

EXHIBIT 10d

Noise Receiver Locations and Land Use
US 62/180 (Montana Avenue)
From Global Reach Drive
To FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097




Base Map: TX Google 6" Aerial Imagery, TNRIS WMS; ESRI-USA Base Map

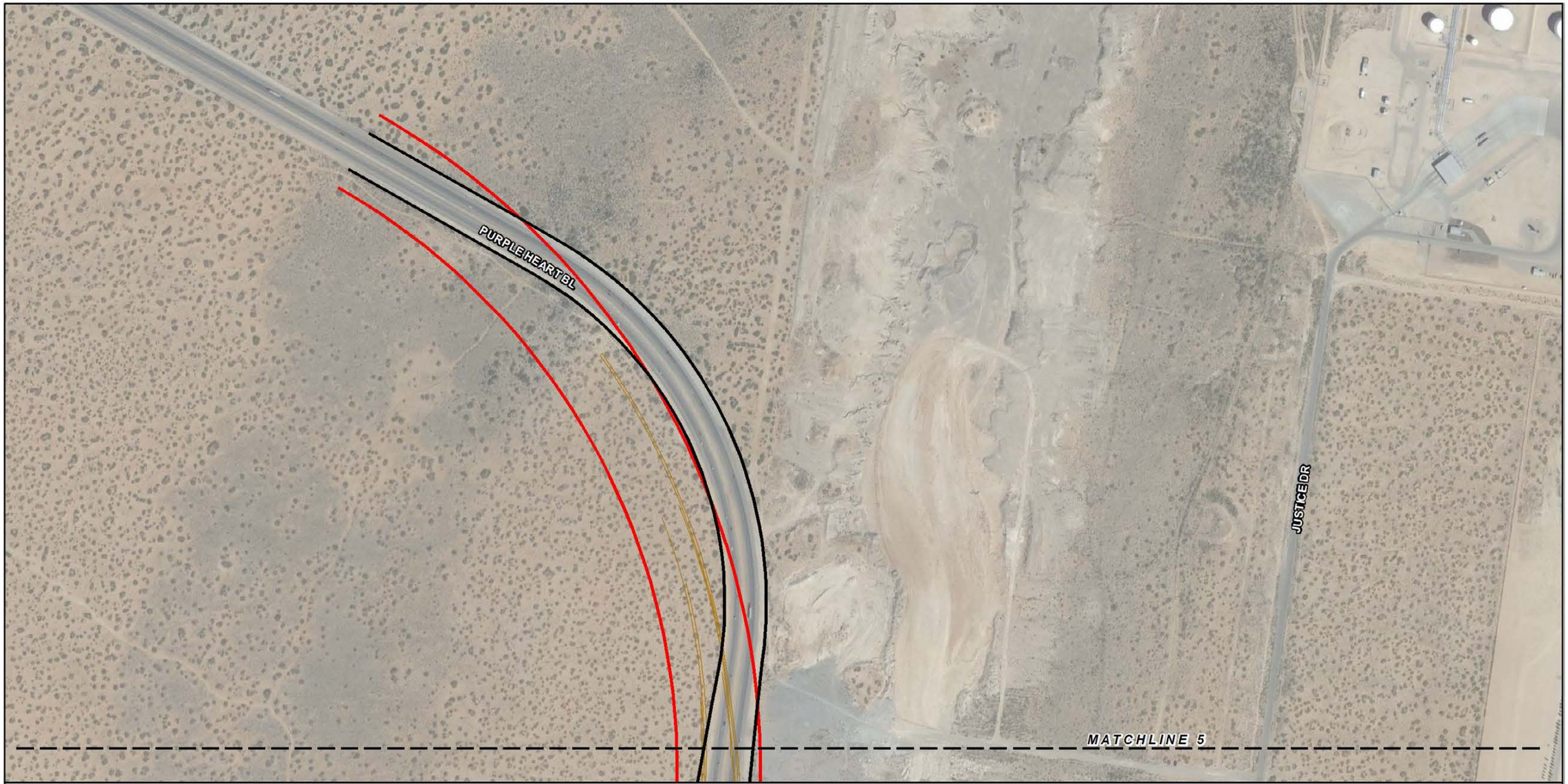
- Existing Right-of-way
- Proposed Right-of-way
- Proposed Easement
- Proposed Retention Pond
- Proposed Improvements
- Non-impacted Receiver (R#)
- Impacted Receiver (R#)
- Existing Noise Barrier
- Existing Rock Wall Fence

1:6,000

0 500 1,000
Feet

EXHIBIT 10e

Noise Receiver Locations and Land Use
US 62/180 (Montana Avenue)
From Global Reach Drive
To FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097



Base Map: TX Google 6" Aerial Imagery, TNRIS WMS; ESRI-USA Base Map

- Existing Right-of-way
- Proposed Right-of-way
- Proposed Easement
- Proposed Retention Pond
- Proposed Improvements
- Non-impacted Receiver (R#)
- Impacted Receiver (R#)
- Existing Noise Barrier
- Existing Rock Wall Fence

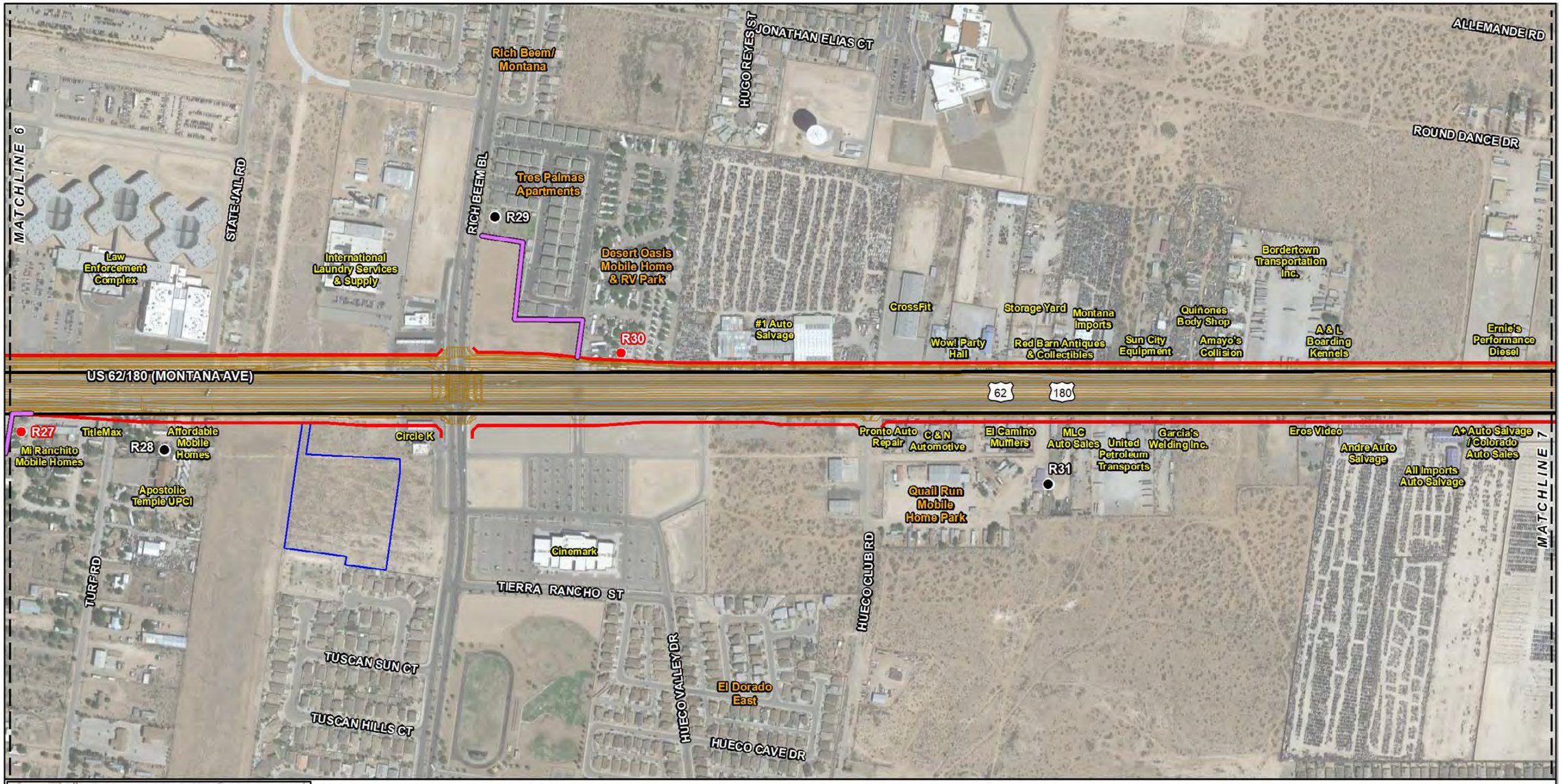
N W E S

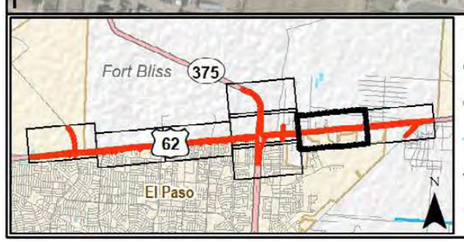
1:6,000

0 500 1,000
Feet

EXHIBIT 10f

Noise Receiver Locations and Land Use
US 62/180 (Montana Avenue)
From Global Reach Drive
To FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097




Base Map: TX Google 6" Aerial Imagery, TNRIS WMS; ESRI-USA Base Map

- Existing Right-of-way
- Proposed Right-of-way
- Proposed Easement
- Proposed Retention Pond
- Proposed Improvements
- Non-impacted Receiver (R#)
- Impacted Receiver (R#)
- Existing Noise Barrier
- Existing Rock Wall Fence

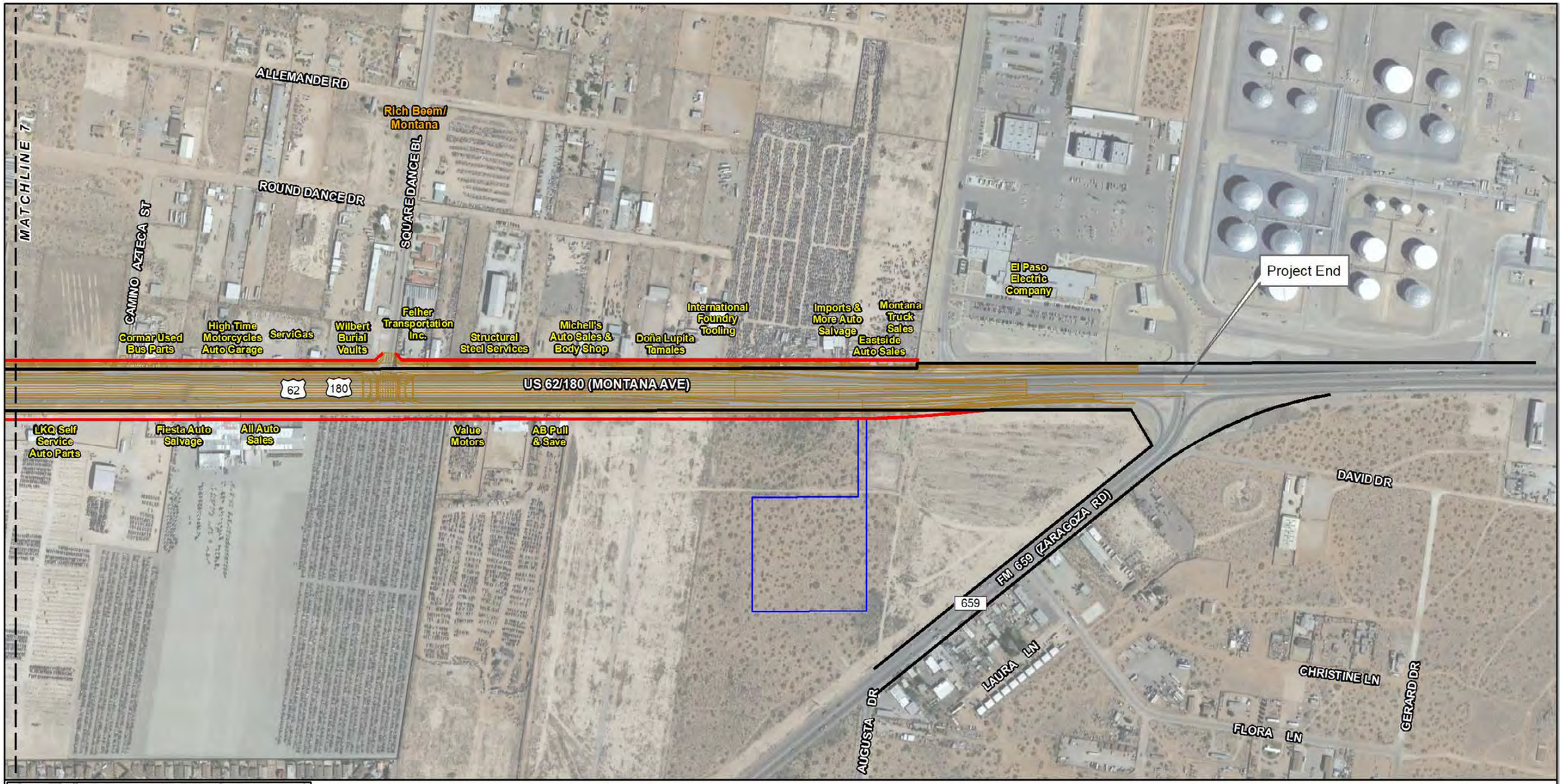
N W E S

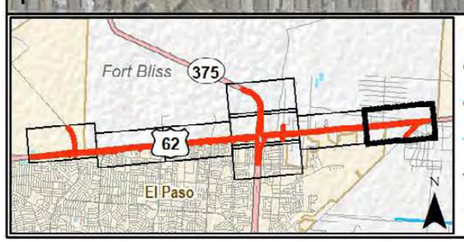
1:6,000

0 500 1,000
Feet

EXHIBIT 10g

Noise Receiver Locations and Land Use
US 62/180 (Montana Avenue)
From Global Reach Drive
To FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097




Base Map: TX Google 6" Aerial Imagery, TNRIS WMS; ESRI-USA Base Map

- Existing Right-of-way
- Proposed Right-of-way
- Proposed Easement
- Proposed Retention Pond
- Proposed Improvements
- Non-impacted Receiver (R#)
- Impacted Receiver (R#)
- Existing Noise Barrier
- Existing Rock Wall Fence

N W E S

1:6,000

0 500 1,000
Feet

EXHIBIT 10h

Noise Receiver Locations and Land Use
US 62/180 (Montana Avenue)
From Global Reach Drive
To FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097

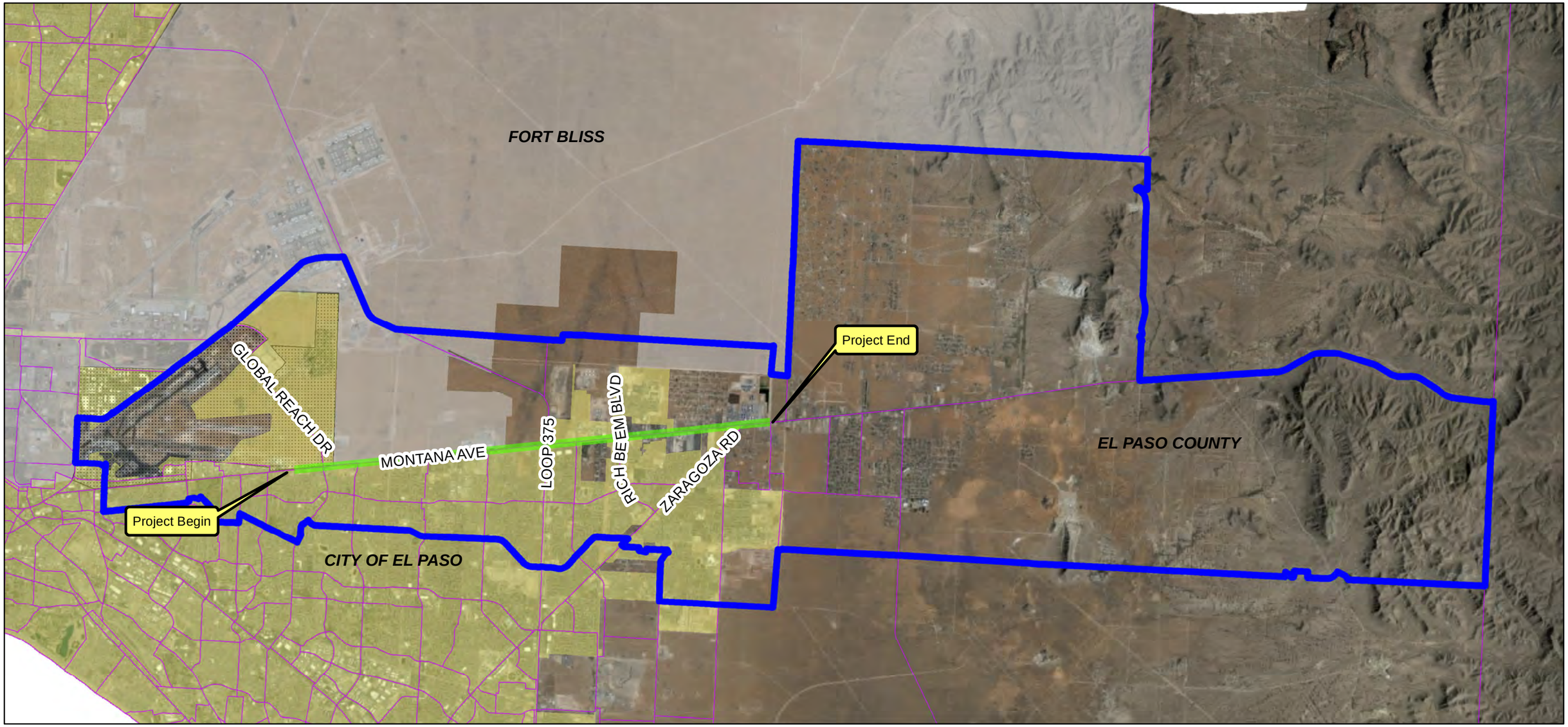



**Exhibit 11**
**AREA OF INFLUENCE**

US 62/180 (Montana Avenue)
from 0.5 mile West of Global Reach
to 0.5 mile East of FM 659 (Zaragoza Road)

City of El Paso, El Paso County, Texas

CSJ: 0374-02-097

0 1 2 3 4 Miles

- Montana Ave Proposed Project Corridor
- Induced Growth AOI
- U.S. Census Traffic Analysis Zones (TAZ)
- El Paso ETJ
- El Paso City Limits
- El Paso International Airport

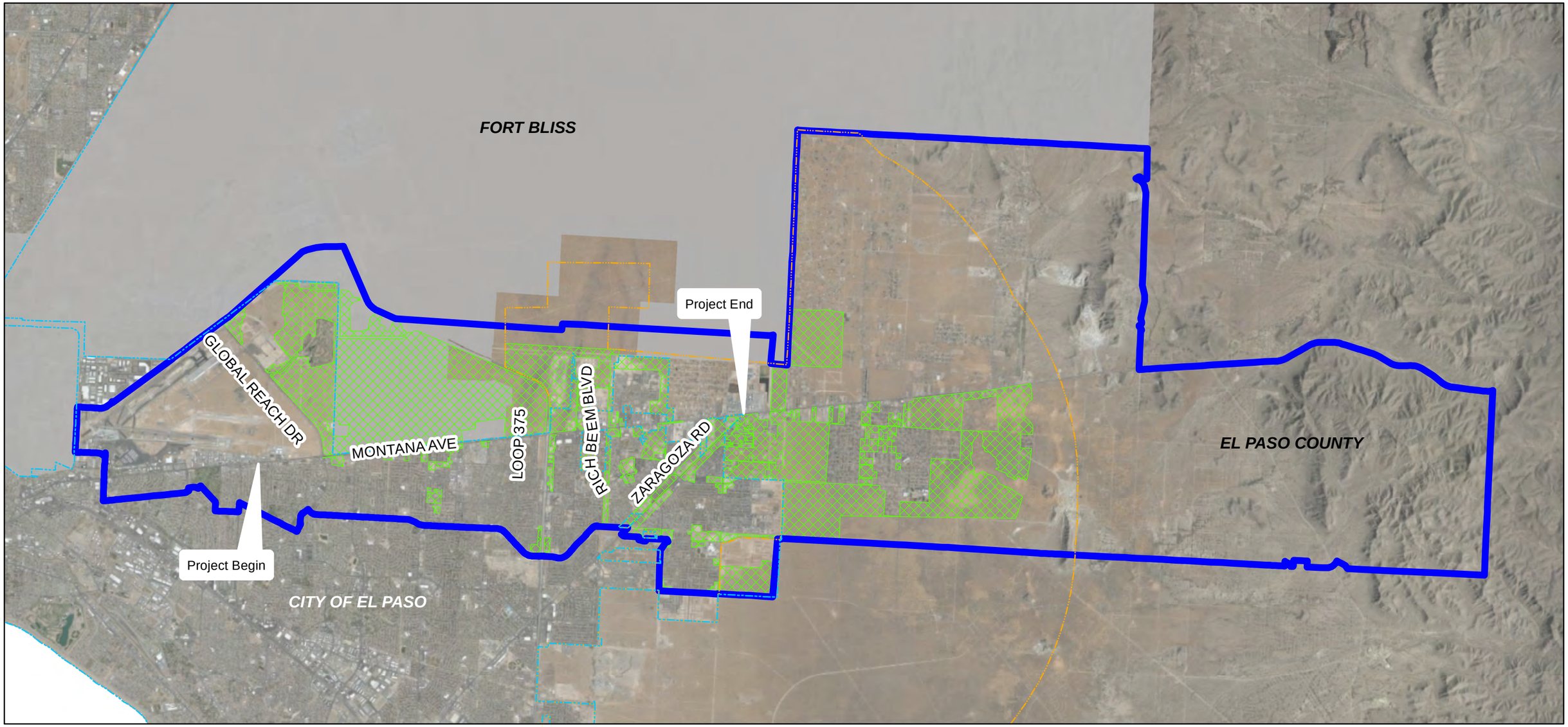



**Exhibit 12**
**Areas Subject to Induced Growth within AOI**

US 62/180 (Montana Avenue) from 0.5 mile West of Global Reach to 0.5 mile East of FM 659 (Zaragoza Road)

City of El Paso, El Paso County, Texas

CSJ: 0374-02-097

0 1 2 3 4 Miles

N

- Induced Growth AOI
- Areas Subject to Induced Growth
- El Paso City Limits
- El Paso ETJ

# Memo

To: Mimi Horn, TxDOT El Paso District

From: Maria Elena Camarillo, Poznecki-Camarillo, Inc.

CC: Project File

Date: 7/12/2018

Re: US 62/180 (Montana Avenue) (CSJ: 0374-02-097), Area of Potential Effects (APE) for Cultural Resources

---

This memo was prepared to confirm the Area of Potential Effects (APE) for cultural resources for the US 62/180 (Montana Avenue) Project. A *Project Coordination Request for Archeological Studies* (PCR) was prepared and submitted to TxDOT on March 14, 2014. As included and approved in the PCR, the project's APE included all areas within the existing and proposed right-of-way (ROW), including areas of existing utility easements within the existing and proposed ROW (see attached exhibit). The remaining portions of the existing easements adjacent to the proposed US 62/180 (Montana Avenue) corridor that were not located within the existing or proposed ROW were not identified within the cultural resources APE since there is no potential to impact these areas and no work would be conducted outside of the existing and proposed ROW (see attached confirmation from Jose L., Reyes, P.E., Dannenbaum Engineers, Project Engineer). The project's preliminary schematic layout was included in the PCR as an attachment, which showed the existing and proposed ROW and easements. No additional areas of existing or proposed ROW or easements have been added or proposed since submission of the PCR in 2014.

It should be noted that the environmental study area analyzed in the project's Environmental Assessment (EA) and other technical reports was slightly different than that of the cultural resources APE, as summarized in the below table (see attached exhibit).

**US 62/180 (Montana Avenue) Cultural Resources APE versus EA Study Area**

| Area | Included in EA Study Area? | Included in Cultural Resources APE | Reason for Exclusion from APE |
|---|---|---|---|
| Existing ROW | ✓ | ✓ | N/A |
| Proposed ROW | ✓ | ✓ | N/A |
| Existing Easements | ✓ | No | No work would be conducted within the easement remainders, outside of the existing and proposed ROW |
| Tie-In Areas at SL 375 and FM 659 (N. Zaragoza Road) | ✓ | No | No work under the proposed project would be conducted in these areas and/or were cleared under a separate environmental document. These areas were included in the EA study area to include areas that overlap with projects with concurrent projects/studies. |

As described above, existing easement areas outside of the existing and proposed US 62/180 (Montana Avenue) ROW were not included in the cultural resources APE since no work would be conducted in these areas and there is no potential to impact these areas.

Regarding areas adjacent to State Loop 375 (Purple Heart Memorial Highway/Joe Battle Boulevard) and FM 659 (N. Zaragoza Road), the EA study area was extended to overlap with projects that have concurrent projects/studies. <u>However, no work is proposed within these areas for the US 62/180 (Montana Avenue) Project.</u> Based on an archaeological background review conducted for the US 62/180 (Montana Avenue) Project, the central and eastern portions of the project area were previously intensively surveyed for cultural resources, with subsequent testing and mitigation efforts conducted on several sites as part of TxDOT's Loop 375 Project, which intersected the US 62/180 (Montana Avenue) project area.

Therefore, it is our recommendation that the APE for cultural resources that was previously approved and surveyed, as documented in the *Report for Archaeological Survey, US 62/180 (Montana Avenue) from Global Reach to FM 659 (N. Zaragoza Road), El Paso County, Texas* (August 14, 2015), remains valid for the US 62/180 (Montana Avenue) Project, and no additional work or coordination is warranted.

**Attachments**

1. APE for Cultural Resources
2. Environmental Study Area for EA and Other Technical Reports
3. Email Communication with Jose L. Reyes, P.E. Dannenbaum Engineering

**Cultural Resources APE**

**Environmental Study Area for the EA and Other Technical Reports**

## Jackie Lopez

**From:** Jose Reyes <Jose.Reyes@dannenbaum.com>
**Sent:** Thursday, July 12, 2018 1:51 PM
**To:** Jackie Lopez
**Cc:** Lena Camarillo
**Subject:** RE: Montana- Easements

Jackie, no work is planned within existing easements outside of existing and proposed right of way.

*Regards,*

***Jose L. Reyes, P.E.***
***Office Manager***
**DANNENBAUM**
Engineering Co.
**10737 Gateway Blvd. West , Suite 112**
**El Paso, Texas 79935**
**(915)225-5074 Office * (915)629-0402 Fax * (915)490-1566 Cellular**
**Jose.Reyes@dannenbaum.com * www.dannenbaum.com**

---

**From:** Jackie Lopez <jlopez@pozcam.com>
**Sent:** Thursday, July 12, 2018 12:45 PM
**To:** Jose Reyes <Jose.Reyes@dannenbaum.com>
**Cc:** Lena Camarillo <lcamarillo@pozcam.com>
**Subject:** Montana- Easements

Jose,

Please confirm that no work will be conducted within the existing easement areas, outside of existing and proposed ROW (see attached map; the areas we are interested in are highlighted in pink and called out with arrows).

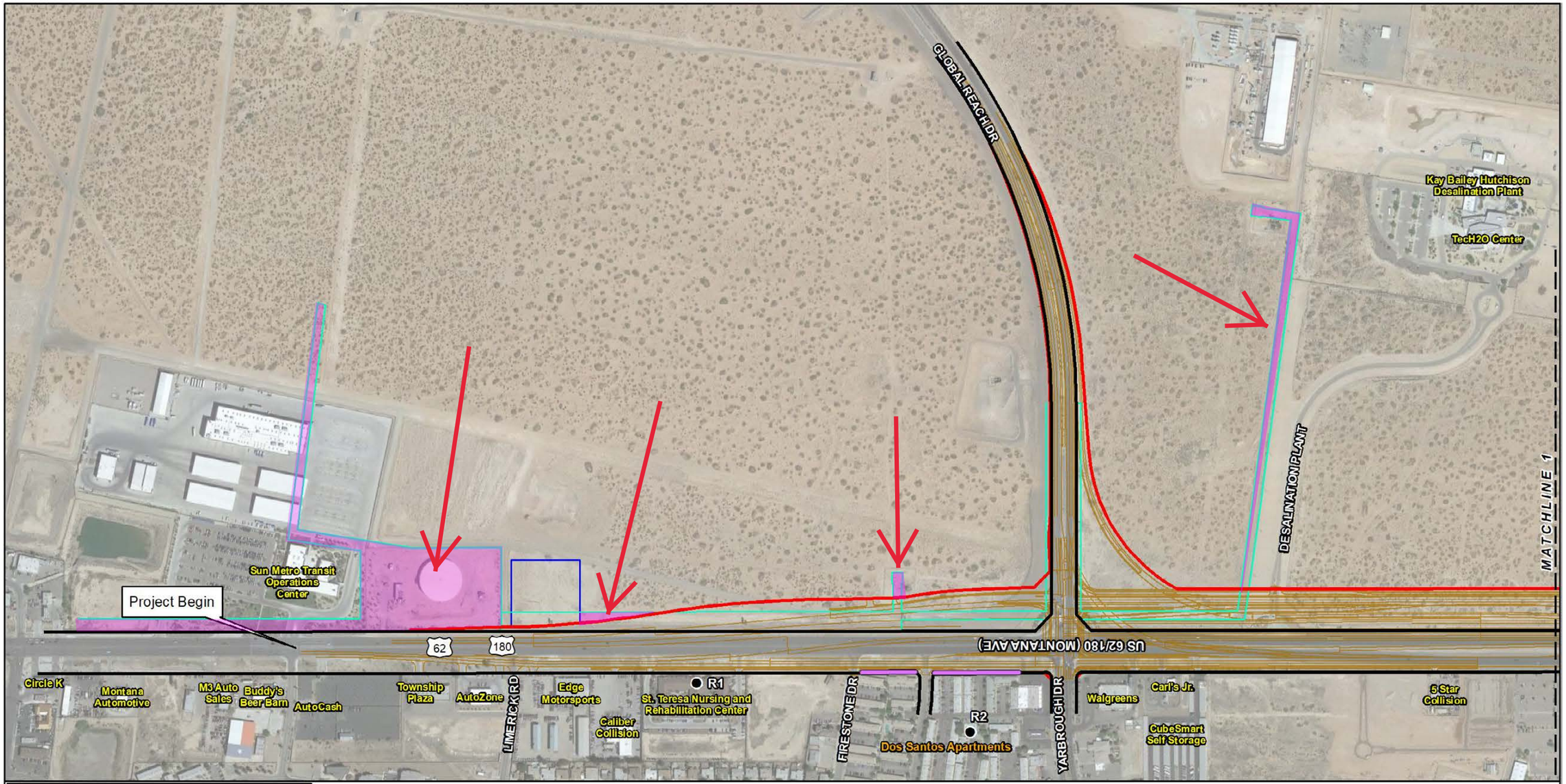
Thanks,

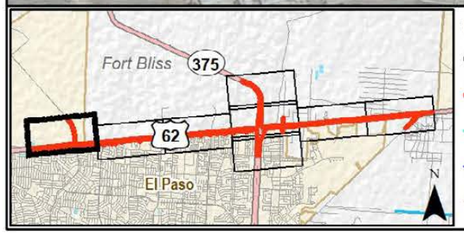
**Jackie Lopez**
Environmental Specialist

**Poznecki-Camarillo, Inc.**
5835 Callaghan Road, Ste. 200
San Antonio, TX 78228

210.349.3273 (office)
JLopez@PozCam.com

**PozCam.com | LinkedIn**
**PCI | Improving Communities, One Project at a Time**




Base Map: TX Google 6" Aerial Imagery, TNRIS WMS; ESRI-USA Base Map

- Existing Right-of-way
- Proposed Right-of-way
- Proposed Easement
- Proposed Retention Pond
- Proposed Improvements
- Non-impacted Receiver (R#)
- Impacted Receiver (R#)
- Existing Noise Barrier
- Existing Rock Wall Fence

N W E S

1:6,000

0 500 1,000
Feet

EXHIBIT 9a

Noise Receiver Locations and Land Use
US 62/180 (Montana Avenue)
From Global Reach Drive
To FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097

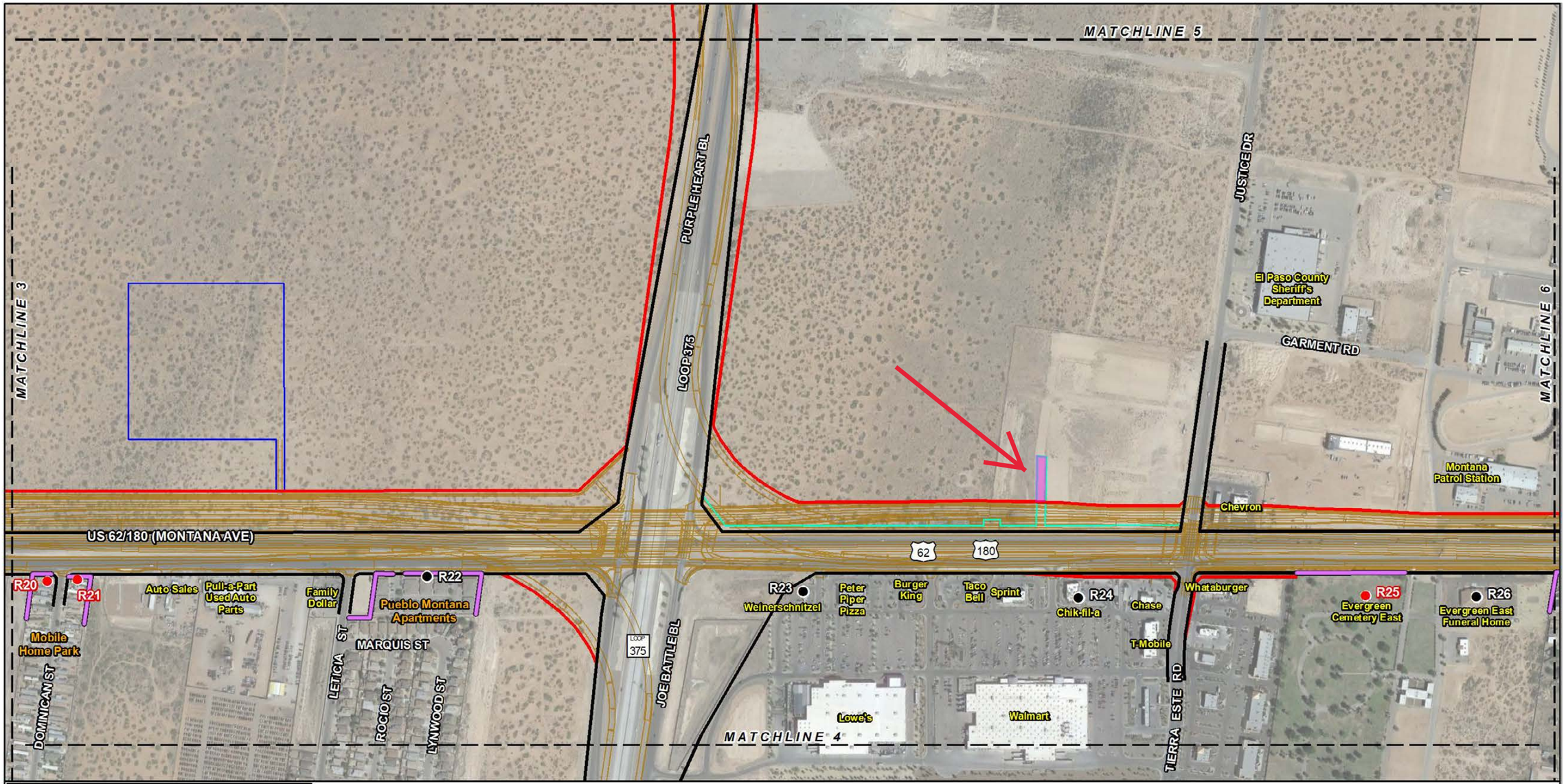



EXHIBIT 9e

Noise Receiver Locations and Land Use
US 62/180 (Montana Avenue)
From Global Reach Drive
To FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097

Texas Department of Transportation®
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

December 1, 2015

Section 106 Consultation/ Antiquities Code of Texas
Transmittal of SWCA Survey Report; *Archeological Survey Report: US 62/180 (Montana Avenue) from 0.7 Mile West of Global Reach Drive to FM 659, El Paso County, Texas;* El Paso District, CSJ: 0374-02-097
THC Antiquities Permit No. 7211

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

Dear Ms. Mercado-Allinger:

The above proposed project will be undertaken with 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 this project and are enclosing for your review and processing a draft report of an archeological survey recently conducted by SWCA for the undertaking.

SWCA conducted the Intensive Archeological Survey on behalf of the TxDOT Environmental Affairs Division and examined both existing and proposed new right-of-way (ROW) in a cumulative Area of Potential Effect (APE) of 445.5 acres. Approximately 171.6 acres is existing ROW and has been heavily impacted by road construction. Right-of-entry (ROE) was not granted for about 85 acres of new ROW. Most of the properties for which ROE was denied are on heavily developed, paved-over land that could be assessed from accessible portions of the APE as having no potential for intact archeological sites. No further work is warranted in these areas. Accessible parts of the APE were subject to pedestrian survey supplemented with backhoe scrapes and shovel tests. SWCA located four previously identified sites (41EP1547, 41EP2802, 41EP2803, and 41EP6025) and one newly recorded site (41EP7124). Additionally, site 41EP5490 is a buried 1948 transcontinental communications cable expected to be buried beneath existing roadway, although the investigations did not uncover the cable. Of the six sites identified, five are recommended as ineligible within the ROW and one (41EP2803) is recommended as of undetermined eligibility for the NRHP and as a SAL (see the attached table). Further work is recommended on 41EP2803 to determine the eligibility of components that intersect the APE. A report of investigation is enclosed.

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

1. With the possible 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 360 acres intensively surveyed by SWCA (see attached report).

2. Further investigation is not warranted for developed, paved-over portions of the APE for which ROE is presently denied. However, additional intensive survey is recommended once access is obtained to three pond locations (total 18.4 acres) for which ROE is presently denied. Further work is also required on site 41EP2803 in order to determine the NRHP and SAL eligibility of those components that overlap the APE. The level of investigation should be sufficient to make a determination regarding eligibility of the portion of this site that occurs within the proposed APE. These two remaining tasks will be performed under separate Texas Antiquities Permits.

3. Since the survey was conducted under an individual THC Antiquities Permit, we are forwarding the draft report for your review and processing in partial fulfillment of THC Antiquities Permit No. 7211. TxDOT finds the report acceptable as a draft and pending any final report review comments from your office, we request your concurrence that the report may proceed toward production.

Thank you for your consideration of this matter. If you have any questions regarding the survey report, please contact Steve Carpenter (SWCA) at (512) 476-0891. If you have any other questions or have need of further information, please contact me at 416-2639. Thank you for your consideration in this matter.

Sincerely,

J Kevin Hanselka

J. Kevin Hanselka, Archeological Studies Program
Environmental Affairs Division

Cc w/attachment: Mimi Horn, TxDOT El Paso District Environmental Coordinator; Jenise Walton, ENV-PD; J. Kevin Hanselka, ENV-Arch TxDOT; ENV Arch Project File

cc w/o attachments: ETS Scan

Concurrence By:

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

12-4-15
Date

# Report for Archeological Survey

## US 62/180 (Montana Avenue) from 0.7 mile west of Global Reach Drive to FM 659, El Paso County, Texas

## El Paso District

Principal Investigator Kevin Hanselka, Texas Antiquities Permit No. 7211

CSJ: 0374-02-097

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

## Abstract

On behalf of Texas Department of Transportation (TxDOT), from April 12–15, 2015, and August 4–5 2015, SWCA Environmental Consultants (SWCA) conducted an intensive cultural resources survey with systematic mechanical scraping and shovel testing along U.S. Highway (US) 62/180 (Montana Avenue) from 0.7 mile west of Global Reach Drive to Farm-to-Market Road (FM) 659 (CSJ: 0374-02-097) on the eastern edge of El Paso, Texas. The work was conducted in compliance with Section 106 of the National Historic Preservation Act [54 U.S.C. § 306108] and the Antiquities Code of Texas [9 N.R.C. 191]. Kevin Hanselka served as Principal Investigator under Texas Antiquities Code Permit No. 7211. The area of potential effects (APE) consists of existing and new right-of-way (ROW) for a total of 445.4 acres.

Based on the background review, the central and eastern portions of the project area have previously been intensively surveyed for cultural resources, with subsequent testing and mitigation efforts conducted on several sites as part of TxDOT's Loop 375 Project, which intersect the US 62/180 project area. Previous investigations have documented 14 sites that overlap the project APE. Additionally, one cemetery is located along the APE.

In June and August 2015, archeologists conducted an intensive archeological survey of the APE, using mechanical trenching, shovel testing, and pedestrian survey using abundant surface visibility to assess the area for surficial and buried deposits. At the time of survey, right-of-entry (ROE) was not granted for significant portions of the APE, but these were mainly in heavily developed urban lands with a negligible potential for intact deposits.

SWCA identified four of the 14 previously recorded sites (41EP1547, 41EP2802, 41EP2803, and 41EP6025), and one newly recorded site (41EP7124). Additionally, site 41EP5490 is a buried 1948 transcontinental communications cable expected to be buried beneath existing roadway, although the investigations did not uncover the cable. Therefore, a total of six sites were documented in the APE; most others have been destroyed by previous road construction and adjacent modern developments.

Sites 41EP1547, 41EP2802, and 41EP2803 are prehistoric campsites consisting of thermal features and associated artifacts. Of these three sites, 41EP1547 and 41EP2802 are not recommended as eligible for the National Register of Historic Places (NRHP) and for designation as a State Antiquities Landmark (SAL). However, site 41EP2803 contains potentially intact buried features, and further work is recommended to determine the site's NRHP and SAL eligibility. Site 41EP5490, a segment of the 3000-mile long communications cable, is not recommended as eligible for the NRHP or as an SAL. Site 41EP6025, a mixed component historic and prehistoric artifact scatter, has previously been determined ineligible for the NRHP and for designation as an SAL. SWCA concurs with this evaluation that the site is ineligible. The newly recorded site 41EP7124 is a prehistoric open camp consisting of four burned caliche features; no artifacts were identified and subsurface investigations identified no buried cultural materials. Based on the

sparse material content and lack of integrity, the site is not recommended as NRHP or SAL eligible. The Evergreen Cemetery is set back from the roadway, and no new ROW will be obtained in the vicinity of the graveyard. Previously provided recommendations by Cox/McClain Environmental Consulting's (2014) independent background review suggested a very low potential for disturbance to unmarked burials. SWCA recommends no further work in the vicinity of the cemetery.

In summary, of the six sites documented in the APE, one site (41EP2803) is recommended for further work to determine eligibility for inclusion to the NRHP (36 Code of Federal Register 60) or SAL designation (13 Texas Administrative Code [26.10]). The other five sites are not recommended as eligible. No evidence of the remaining ten previously recorded sites (41EP1231, 41EP1548, 41EP1551, 41EP2794, 41EP2804, 41EP2805, 41EP2806, 41EP2807, 41EP4786, and 41EP5490) was encountered within the APE. These sites have been destroyed by construction of the existing roads or modern development. With the exception of 41EP2803, portions of these sites documented in the APE are recommended as ineligible for NRHP or SAL designation within the APE, and no further work is recommended. Regarding areas for which ROE has not been acquired, additional work is recommended in the inaccessible pond areas; otherwise, the inaccessible areas along the roadway are almost exclusively urban land, and no survey is recommended in these areas.

## Project Identification

- Date: 08/14/2015
- Date(s) of Survey: 04/10-14/2015; 8/3-4/2015
- Archeological Survey Type: Reconnaissance ☐ Intensive ☒
- Report Version: Draft ☐ Final ☒
- Jurisdiction: Federal ☒ State ☒
- Texas Antiquities Permit Number: 7211
- District: El Paso
- County or Counties: El Paso
- USGS Quadrangle(s): Fort Bliss SE (3106-431) and Nations South Well (3106-442)
- Highway: US 62/180 (Montana Ave.) from 0.7 miles west of Global Reach Drive to Farm-to-Market (FM) 659
- CSJ: 0374-02-097
- Report Author(s): Alamea Young and Steve Carpenter
- Principal Investigator: Kevin Hanselka

## Texas Historical Commission Approval

DRAFT REPORT ACCEPTABLE
by _____
for Mark Wolfe
Executive Director, THC
Date 12-4-15
Track# _____

Signature _____ Date 12-4-15

Texas Department of Transportation

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

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.

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(l)). 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*

*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

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,

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

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

J. Kevin Hanselka, Archeological Studies Program
Environmental Affairs Division

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

Concurrence By:

Mark H Wolfe 6-2-16

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

Date

# MEMORANDUM

Texas Department of Transportation

**TO:** 850 File, US 62/180 from Limerick Rd. to FM 659, El Paso County, Texas
El Paso District, CSJ: 0374-02-097, 0374-02-100

**RE:** Denial of Right of Entry

**FROM:** Kevin Hanselka – Staff Archeologist ENV **DATE:** 5/11/2016

**SUBJECT:** Internal review under 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), as well as the Memorandum of Understanding (MOU) between the Texas Historical Commission and TxDOT.

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**Project Description**:

The Texas Department of Transportation (TxDOT) is proposing to widen US 62/180 (also known as Montana Avenue) for about 7.7 miles from Limerick Road to FM 659 (Zaragoza Road) in east El Paso, El Paso County, Texas. Associated improvements would also extend from Montana about 0.5 mile along the Global Reach Drive connector, and about 1.3 miles along the Loop 375 direct connector (see attached Map 1).

**APE Definition**:

The cumulative area of potential effects (APE) measures about 9.6 miles long with a right-of-way ROW width of approximately 400 feet to the west and 258 feet to the east of Loop 375. The total project APE would be approximately 445.4 acres, including about 145.6 acres for new roadway ROW and 20 acres of new ROW for retention ponds. Originally eight retention ponds were planned: five west of Loop 375 on the north side of Montana, and three east of Loop 375 on the south side of Montana. Recent alterations to project plans have removed the center pond east of the loop in Eastside Regional Park. Typical depth of impacts would be no more than 2.0 feet; but based on typical plans for this type of work, maximum depth of impact may reach 50 feet in areas of grade separation or drainage improvement.

**Previous Investigations**:

The project APE has been surveyed by SWCA Environmental Consultants under Antiquities Code Permit 7211. This work included pedestrian survey, shovel testing, and backhoe trenching along the 9.6-mile length of the APE and within the five retention pond locations west of Loop 375. SWCA identified four previously recorded sites (41EP1547, 41EP2802, 41EP2803, 41EP6025) mapped within the APE, as well as one newly recorded site (41EP7124). Additionally, a buried 1948 transcontinental communications cable (41EP5490) is expected to be

under Loop 375, but it was not encountered. Only site 41EP2803 was recommended further assessment to determine its eligibility for the National Register of Historic Places (NRHP) and for designation as a State Antiquities Landmark (SAL). AmaTerra Environmental Consultants tested 41EP2803 in March 2016 and recommended it ineligible (Antiquities Code Permit 7362).

Right-of-entry (ROE) for survey was not granted for about 86 acres of new ROW east of Loop 375, including the three planned pond locations. Most of these areas are heavily developed urban land, and no further work is recommended in the new ROW along the roadway. However, SWCA recommended further assessment via backhoe trenching in the three pond locales for which ROE was denied, once access is obtained. Subsequent to this recommendation, one of the planned retention ponds was removed from project planning and no longer requires investigation.

**Justification for Further Work:**

Despite ROE constraints, SWCA conducted a good faith effort within the 445.4 acres of the APE assessed under permit 7211. No archeological historic properties (36 CFR Part 800.16(1) or State Antiquities Landmarks (13 TAC 26.12) are present within the 359.4 acres thoroughly examined by SWCA and none will be affected by the proposed undertaking. There is little likelihood of significant or intact prehistoric or historical archeological sites within the 359.4 acres of the APE thoroughly surveyed and no further archeological investigations are warranted in those areas. Likewise, no further investigation is necessary in the new roadway ROW for which ROE has been denied, as these areas are heavily developed. However, additional archeological investigations will be required within the remaining two pond locations for which ROE was denied (see attached Map 2). TxDOT will complete the survey and Section 106 / Antiquities Code of Texas consultation of the remaining 12.4 acres once this access is acquired and prior to construction.

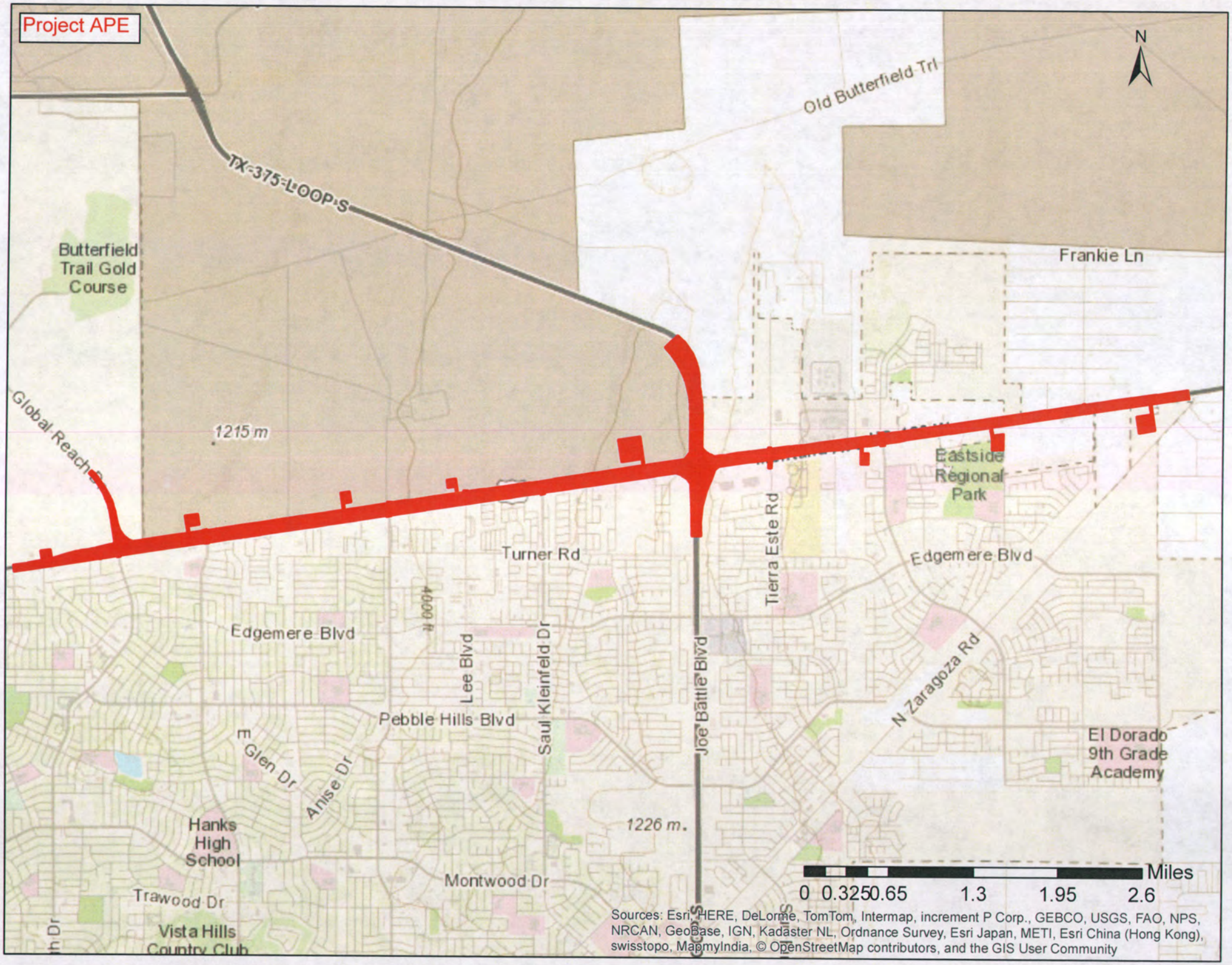
As detailed above, permission to conduct archeological investigations was denied by at least one landowner. Thus, as provided under Stipulation IX.B.3 of the PA, this undertaking may proceed with further project development, including completion of the environmental process and right of way acquisition without the concurrence of the SHPO. After obtaining access to the proposed right of way, TxDOT will complete the inventory on unsurveyed properties and conclude any additional work that may be required under the terms of the PA and MOU.

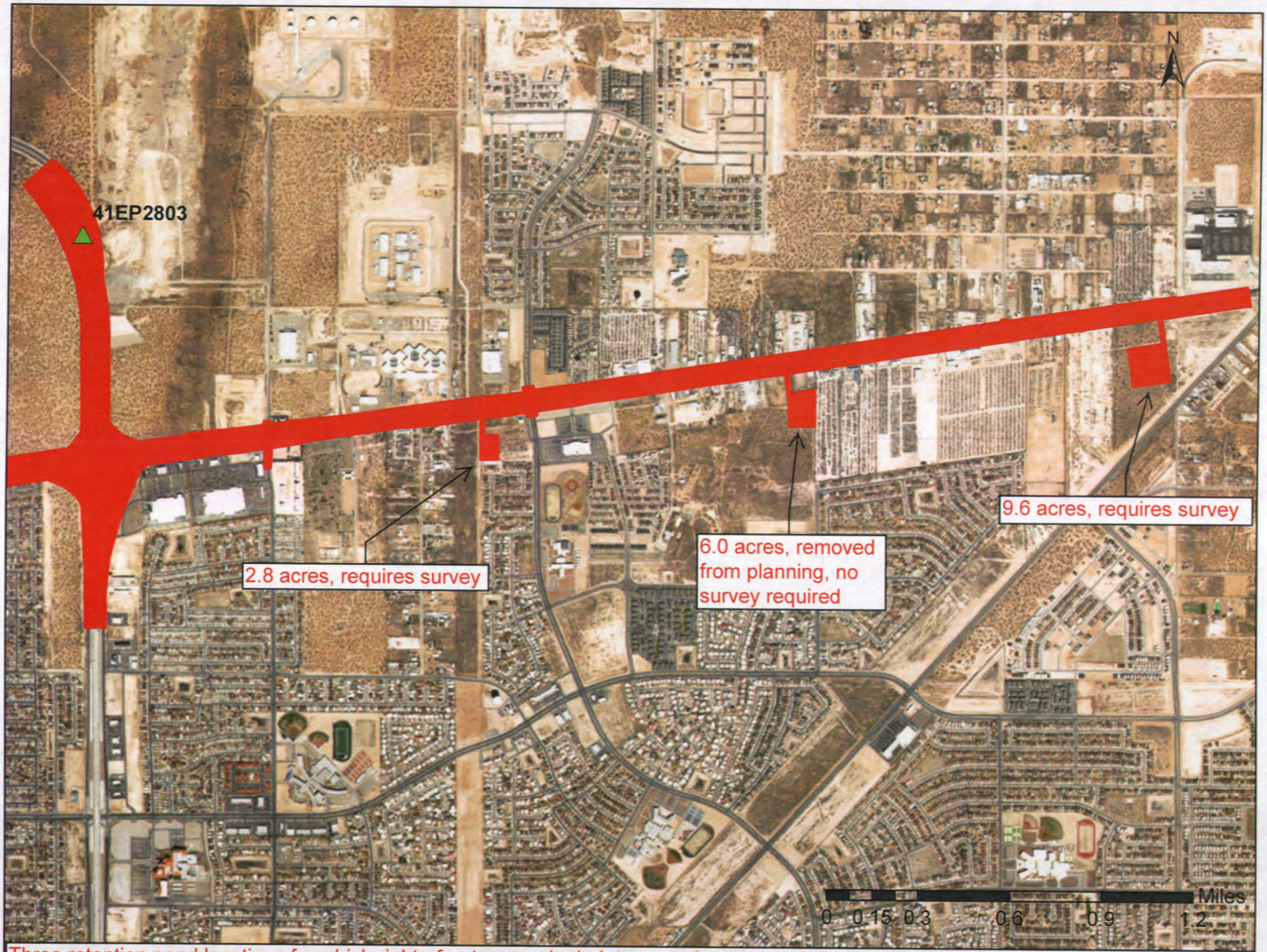
Approved by Scott Pletka for TxDOT May 12, 2016
Scott Pletka, Ph.D. Date

Attachments

Cc w/ attachment: Kevin Hanselka, ENV-Arch TxDOT; ECOS Scan

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 12-16-14, and executed by FHWA and TxDOT.


Project APE
N
Old Butterfield Trl
TX-375-LOOP-S
Butterfield Trail Gold Course
Frankie Ln
Global Reach
1215 m
Eastside Regional Park
Tierra Este Rd
Turner Rd
Edgemere Blvd
Edgemere Blvd
4000 ft
Lee Blvd
Saul Kleinfeld Dr
Joe Battle Blvd
N Zaragoza Rd
Pebble Hills Blvd
Glen Dr
Anise Dr
El Dorado 9th Grade Academy
Hanks High School
1226 m.
Montwood Dr
Trawood Dr
Vista Hills Country Club
Miles
0 0.3250.65 1.3 1.95 2.6
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




Three retention pond locations for which right-of-entry was denied; two require survey, the third has been removed from project planning.

The attached letter was sent by Email to the following tribes on _____August 6, 2014_____:

Mr. Donnie Cabaniss, Chairman
Apache Tribe of Oklahoma
P.O. Box 1220
Anadarko, OK 73005

[copy to Lindsey Savage]

Mr. Jimmy Arterberry, THPO
Comanche Nation of Oklahoma
Comanche Nation Office of Historic Preservation
P.O. Box 908
Lawton, OK 73502

Ms. Amie Tah-Bone
Museum Director and NAGPRA Representative
Kiowa Indian Tribe of Oklahoma
P.O. Box 369
Carnegie, OK 73015

Mr. Danny Breuninger, Sr., President
c/o Holly Houghten
Mescalero Apache Tribe
P.O. Box 227
Mescalero, NM 88340

Mr. Don Patterson, President
Tonkawa Tribe of Indians of Oklahoma
1 Rush Buffalo Rd
Tonkawa, OK 74653

[emailed to Miranda Myer]

Ms. Terri Parton, President
Wichita and Affiliated Tribes
P.O. Box 729
Anadarko, OK 73005

[copy to Gary McAdams]

Mr. Frank K. Paiz, Tribal Governor
Ysleta del Sur Pueblo
P.O. Box 17579 - Ysleta Station
El Paso, TX 79917

[copy to Javier Loera]

Texas Department of Transportation®
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

August 6, 2014

Mr. Donnie Cabaniss, Chairman
Apache Tribe of Oklahoma
P.O. Box 1330
Anadarko, OK 73005

RE: Texas Department of Transportation Proposed Roadway Widening and Facilities Improvement Projects in El Paso County, El Paso District:
CSJ: 1046-03-004; Spur 601
CSJ: 2552-02-028; Loop 375
CSJ: 0374-02-097; US 62/180

Dear Mr. Cabaniss:

The above referenced transportation project is being considered for construction by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT). Environmental studies are in the process of being conducted for this project. The purpose of this letter is to contact you in order to initiate Section 106 consultation with your Tribe pursuant to stipulations of the First Amended Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU). The project is located in an area that is of interest to your Tribe.

***The proposed projects would widen roadways and improve associated facilities along a series of three contiguous highways, in northeast El Paso, El Paso County, Texas. Each of these highways constitutes a separate project area with a cumulative length of about 20 miles, and will be discussed here in order from northwest to southeast.*** Maps depicting the proposed project areas within El Paso County and the location of the county in the state of Texas are enclosed (see Attachments 1 thru 3).

### *Geology and Soils for Project Areas*

The proposed areas of potential effects (APEs) for these projects are located within the Basin and Range physiographic region of Texas, which is characterized by north-south-oriented mountain ranges between broad, flat basins. No major drainages intersect with any of the project APEs. According to the Bureau of Economic Geology, Van Horn-El Paso Sheet (1982),

the proposed APEs of all three projects are underlain by Late Quaternary Holocene-age windblown sand, with some scattered areas of Early Quaternary deposits. Soils in the the APEs are characteristic of an arid desert environment with little to no pedogenic activity but considerable aeolian deposition and erosion. These deposits hold relatively high potential for both surficial and buried archaeological sites.

## PROJECT DESCRIPTIONS AND ARCHEOLOGY INFORMATION

### CSJ: 1046-03-004; Spur 601

***The proposed project along Spur 601, from Airport Road east to approximately 1.0 mile west of Loop 375, would include widening the existing roadway by adding additional lanes and associated facilities.***

***The area of potential effects (APE) would be the project length of approximately 5.26 miles and the right of way (ROW) would vary in width from 200-480 feet, for a total of approximately 248 acres. Approximately 11.7 acres would be new ROW and 4.5 acres would be easements to accommodate the extension of 2 retention ponds. Typical depth of impact would be no more than 2.0 feet below surface; but based on typical plans for this type of work, maximum depth of impact may reach 10 to 15 feet below surface at the Loop 375, Global Reach Road, and Airport Road intersections to accommodate the retention ponds.***

***Review of the Texas Archeological Sites Atlas (Atlas) shows 2 previously recorded archeological sites (41EP5577 and 41EP5743) that intersect with the project APE (see Attachment 1). Site 41EP5577 is documented as a prehistoric campsite with a hearth, and was determined as not eligible for listing in the National Register of Historic Places (NRHP). Site 41EP5743 is a prehistoric campsite with a hearth and an associated ceramic scatter, and was also determined as not eligible for listing in the NRHP. An additional 107 sites have been documented within a 1.0 kilometer (0.62 mile) radius of the APE. Of the additional 107 sites, 19 are determined as eligible, 42 are determined not eligible, 41 have undetermined eligibility, and 4 have no further information available in the Atlas.***

The Atlas shows that the project area has been subject to extensive archeological surveys and subsequent archeological testing and mitigation efforts. The first surveys with available information relevant to the current APE are archeological surveys and site assessments performed by the University of Texas at El Paso in 1978 and 1988, focusing primarily on the area surrounding the intersection of Loop 375 with Spur 601. Additional surveys performed in the vicinity of the proposed project include efforts by TRC Solutions (2005), Blanton and Associates (2005, 2007), Geo-Marine, Inc. (2008), Statistical Research, Inc. (2008), TxDOT (2008), and various additional studies conducted by Fort Bliss Directorate of the Environment and TxDOT.

***The project area, including the 16.2 acres of proposed new ROW and retention pond easements, has been studied many times over the past three decades. Only 2 sites are documented within the project APE, and both sites are determined as not eligible for listing in the NRHP. Regarding the proposed project along Spur 601, pursuant to Stipulation VI of the PA-TU and based on the results of the archeological investigation, TxDOT find that no archeological historic properties (36 CFR 800(I)) would be affected by this project and no further investigation is warranted at this time.***

**CSJ: 2552-02-028; Loop 375**

***The proposed project would be along Loop 375, from approximately 0.5 mile north of the intersection with Spur 601 south to the intersection of Loop 375 with US 62/180 (Montana Avenue), and from Loop 375 approximately 1.0 mile along Spur 601 (overlapping with the project CSJ: 1046-03-004 outlined above). The work would include widening the existing roadway by adding additional lanes, frontage roads, and associated facilities.***

***The cumulative project APE would be approximately 5.1 miles long, with ROW that varies between 200 to 1,300 feet wide, for total project area of approximately 325 acres. Approximately 114 acres would be new ROW. Typical depth of impact would be no more than 2.0 feet below surface; but based on typical plans for this type of work, maximum depth of impact may reach 50 feet below surface at the Spur 601 intersection and near a tank crossing where bridge structures would be added.***

***Review of the Texas Archeological Sites Atlas (Atlas) shows 48 previously recorded archeological sites that intersect with the project APE (see Attachment 2, Table 1). Of these 48 sites, 3 are determined eligible (41EP2693, 41EP2776, and 41EP2782), 15 are determined as not eligible, and 30 have undetermined eligibility. Site 41EP2693 is described as a prehistoric Formative Period open campsite and artifact scatter. Site 41EP2776 is described as a prehistoric Formative Period open campsite with two hearths. Site 41EP2782 is described as a prehistoric large open residential campsite of unknown age. In addition to the 48 sites within the APE, another 369 sites are documented within 1.0 kilometer (0.62 mile) of the APE. Of these additional 369 sites, 25 are determined eligible, 118 determined as not eligible, two not eligible within the project ROW, 1 site not ineligible because it could not be relocated, and 223 sites have undetermined eligibility.***

The project area has been subject to extensive archeological survey and subsequent testing and mitigation efforts. The first projects with available information relevant to the current APE are a 1978 study and numerous 1980s to 1990s archeological surveys and site assessments conducted by the University of Texas at El Paso. More recent investigations partly or wholly within the APE or immediately adjacent to it include surveys, testing projects, and mitigations by TRC Solutions (2005), Blanton and Associates (2005), Geo-Marine, Inc. (2006), Lone Mountain Archeological Services (2006), Statistical Research, Inc. (2008), URS (2008), and various

additional surveys that have been conducted along and near Loop 375 by Fort Bliss Directorate of the Environment and TxDOT.

***Based on the status of known sites within the APE, additional work will be required, which would include assessing the NRHP eligibility of the 30 sites with undetermined eligibility, as well as evaluating potential impacts to the 3 sites determined as eligible.***

**CSJ: 0374-02-097; US 62/180**

***The proposed project would be along United States Highway (US) 62, from Limerick Road east to the intersection with FM 659, about 0.5 mile along the Global Reach Drive direct connector, and 1.3 miles along the Loop 375 direct connector. The proposed improvements primarily would be related to altering 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 8 retention ponds.***

***The cumulative APE measures about 9.6 miles long and ROW width of approximately 400 feet to the west of Loop 375 and 268 feet to the east of Loop 375. The total project APE would be approximately 445.4 acres. The 445.4 acres would include approximately 145.6 acres for new roadway ROW and 26 acres for retention ponds.***
***Typical depth of impact would be no more than 2.0 feet below surface; but based on typical plans for this type of work, maximum depth of impact may reach 50 feet below surface in areas of grade separation or drainage improvement.***

***Review of the Texas Archeological Sites Atlas (Atlas) shows 14 previously recorded archeological sites that intersect with the project APE (see Attachment 3, Table 2). Of these 14 sites, 3 have been determined as not eligible and 11 have undetermined eligibility. In addition to these sites within the APE, an additional 168 recorded sites are located within a 1 kilometer (0.62 mile) search radius. The additional sites include 2 sites determined eligible, 44 sites determined as not eligible, and 122 sites with undetermined eligibility.***

The Atlas review indicates that the central and eastern portions of the project area have been subjected to extensive archeological survey and subsequent testing and mitigation efforts. The first projects with available information relevant to the current APE are a 1978 study and numerous 1970s to 1990s archeological surveys and site assessments conducted by the University of Texas at El Paso, primarily in the area around the intersection of Loop 375 and US 62. More recent investigations, partly or wholly within the APE or immediately adjacent to it, include surveys, testing projects, and mitigations. Specific project locations within the current project area include a linear survey south of US 62 conducted by the Bureau of Land Management in 2001, and linear surveys by Fort Bliss personnel from Loop 375 west to east of Global Reach Drive and north of US 62.

***Based on the status of known sites within the project APE, additional work will be required, which would include assessing the NRHP eligibility of the 11 sites with undetermined eligibility.***

SUMMARY OF FINDINGS AND RECOMMENDATIONS

***Based on the evaluations completed to date for the three project areas discussed above, TxDOT provides the following findings and recommendations:***

- ***Spur 601 (CSJ: 1046-03-004); no archeological historic properties (36 CFR 800(I)) would be affected and no further archeological investigation is warranted at this time;***
- ***Loop 375 (CSJ: 2552-02-028); recommend completion of NRHP eligibility testing for the 30 sites with undetermined eligibility and, including the 3 NRHP eligible sites, make determinations regarding potential adverse effects and mitigation;***
- ***US 62/180 (CSJ: 0374-02-097); recommend completion of NRHP eligibility testing for the 11 sites with undetermined eligibility and make determinations regarding potential adverse effects and mitigation.***

In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT archeological staff will be contacted to initiate post-review discovery procedures under the provisions of the PA-TU and the Memorandum of Understanding (MOU) between TxDOT and the Texas Historical Commission.

According to our Programmatic Agreement 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 recommendation 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 with the findings and recommendations as provided, please sign below to indicate your concurrence. In the event that further investigations by our office disclose 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 512/416-2739 (email: Kevin.Hanselka@txdot.gov) or me at 512/416-2638 (email: Sharon.Dornheim@txdot.gov). When replying to this correspondence by

Re: Section 106 Consultation, National Historic Preservation Act;
Texas Department of Transportation Proposed Roadway Widening and
Facilities Improvement Projects in El Paso County, El Paso District:
CSJ: 1046-03-004; Spur 601; CSJ: 2552-02-028; Loop 375; CSJ: 0374-02-097; US 62/180

US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Sincerely,

Sharon Dornheim

Sharon Dornheim
Staff Archeologist / Consultation Coordinator
Environmental Affairs Division

Concurrence by: _____ Date: _____

Attachments

cc w/attachments:
ENV-ARCH Project File / ENV-ARCH ECOS

Note: This page has been redacted due to restricted and sensitive site information.

Attachment 1

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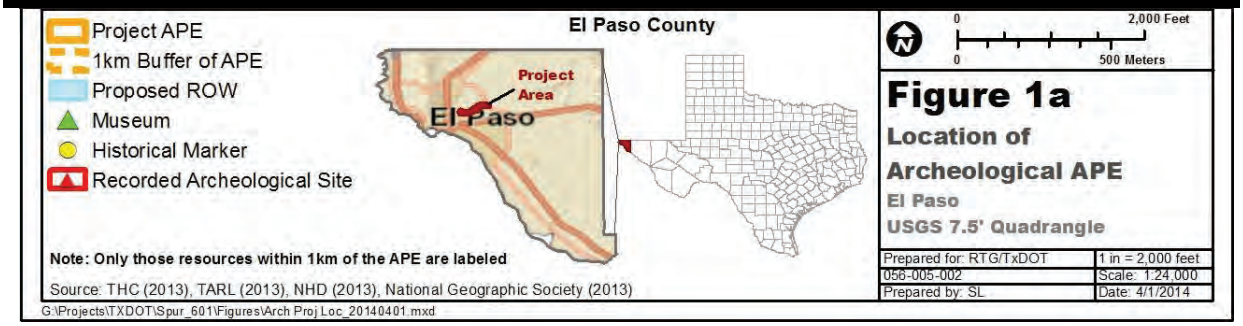

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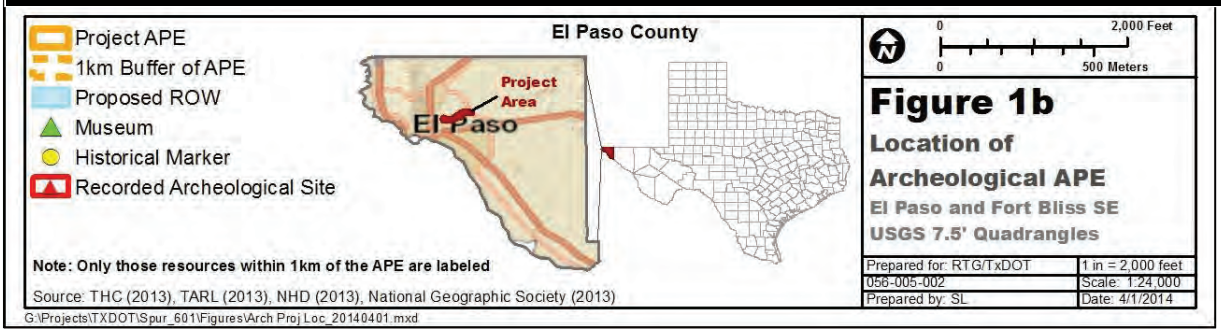

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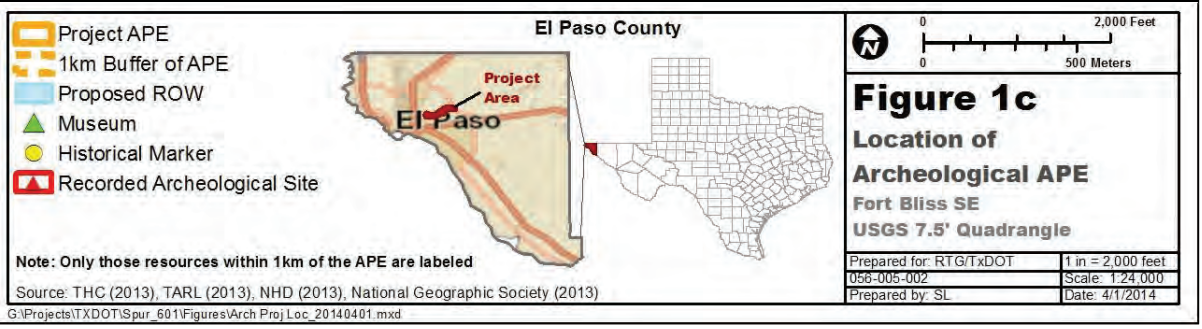

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Attachment 2

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Loop 375 APE
1km Buffer of APE
Proposed ROW
Cemetery
Recorded Archeological Site

El Paso County

0 2,000 Feet
0 500 Meters

**Figure 1a**
**Location of Archeological APE**
**Fort Bliss SE**
**USGS 7.5' Quadrangle**

| | |
|---|---|
| Prepared for: RTG/TxDOT | 1 in = 2,000 feet |
| Project No.: 056-005-001 | Scale: 1:24,000 |
| Prepared by: SL | Date: 10/4/2013 |

**Note: Due to the density of sites, only those sites within 100 m of the APE are labeled**

Sources: THC (2013), TARL (2013), NHD (2013), National Geographic Society (2013)

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Loop 375 APE
1km Buffer of APE
Proposed ROW
Cemetery
Recorded Archeological Site

El Paso County

0 2,000 Feet
0 500 Meters

**Figure 1b**
**Location of Archeological APE**
**Fort Bliss SE**
**USGS 7.5' Quadrangle**

| | |
|---|---|
| Prepared for: RTG/TxDOT | 1 in = 2,000 feet |
| Project No.: 056-005-001 | Scale: 1:24,000 |
| Prepared by: SL | Date: 10/4/2013 |

**Note: Due to the density of sites, only those sites within 100 m of the APE are labeled**

Sources: THC (2013), TARL (2013), NHD (2013), National Geographic Society (2013)

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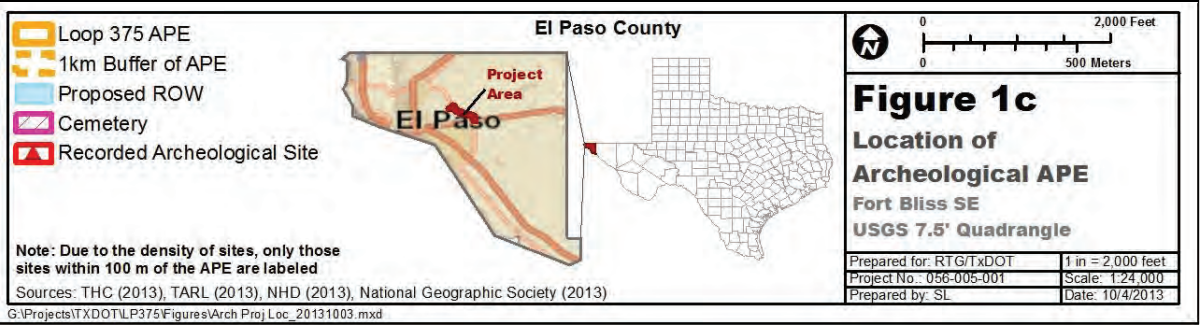

**Table 1. Loop 375 (CSJ 2552-02-028), known sites within the project APE.**

| Trinomial | Map ID | Eligibility Determination | Time Period and Phase |
|---|---|---|---|
| 41EP1140 | 4 | Undetermined | Unknown |
| 41EP1143 | 7 | Undetermined | Prehistoric Archaic and Formative Periods |
| 41EP1144 | 8 | Ineligible | Prehistoric Formative Period |
| 41EP1415 | 10 | Undetermined | Prehistoric Unknown |
| 41EP1416 | 11 | Undetermined | Unknown |
| 41EP1417 | 12 | Undetermined | Prehistoric Formative Period |
| 41EP1424 | 14 | Undetermined | Historic and Prehistoric Archaic and Formative Periods |
| 41EP1425 | 15 | Undetermined | Prehistoric Archaic and Formative Periods |
| 41EP1427 | 17 | Undetermined | Unknown |
| 41EP1469 | 19 | Undetermined | Unknown |
| 41EP1471 | 21 | Ineligible | Unknown |
| 41EP1547 | 23 | Undetermined | Prehistoric Unknown |
| 41EP1548 | 24 | Ineligible | Prehistoric Unknown |
| 41EP1551 | 26 | Ineligible | Prehistoric Formative Period |
| 41EP2658 | 27 | Ineligible | Prehistoric Unknown |
| 41EP2677 | 36 | Undetermined | Prehistoric Unknown |
| 41EP2678 | 37 | Ineligible | Prehistoric Formative Period |
| 41EP2688 | 42 | Ineligible | Prehistoric Unknown |
| 41EP2689 | 43 | Undetermined | Prehistoric Archaic Period |
| 41EP2690 | 44 | Undetermined | Prehistoric Unknown |
| 41EP2692 | 46 | Ineligible within ROW | Prehistoric Archaic Period |
| 41EP2693 | 47 | Eligible | Prehistoric Formative Period |
| 41EP2701 | 50 | Undetermined | Prehistoric Unknown |
| 41EP2747 | 53 | Undetermined | Prehistoric Unknown |
| 41EP2748 | 54 | Undetermined | Prehistoric Unknown |
| 41EP2749 | 55 | Undetermined | Prehistoric Archaic Period |
| 41EP2756 | 62 | Undetermined | Prehistoric Unknown |
| 41EP2757 | 63 | Undetermined | Prehistoric Mesilla Phase |
| 41EP2761 | 65 | Ineligible | Prehistoric Unknown |
| 41EP2762 | 66 | Undetermined | Prehistoric Archaic Period |
| 41EP2763 | 67 | Ineligible | Prehistoric Unknown |
| 41EP2765 | 69 | Undetermined | Historic |
| 41EP2775 | 73 | Undetermined | Prehistoric El Paso Phase |
| 41EP2776 | 74 | Eligible | Prehistoric Formative Period |
| 41EP2777 | 75 | Undetermined | Prehistoric Archaic Period |
| 41EP2779 | 77 | Undetermined | Prehistoric Unknown |
| 41EP2780 | 78 | Undetermined | Prehistoric Unknown |
| 41EP2781 | 79 | Undetermined | Prehistoric Unknown |
| 41EP2782 | 80 | Eligible | Prehistoric Unknown |
| 41EP2790 | 84 | Undetermined | Prehistoric Unknown |
| 41EP2795 | 88 | Undetermined | Prehistoric Formative Period |
| 41EP2802 | 91 | Undetermined | Prehistoric Unknown |
| 41EP2803 | 92 | Ineligible | Prehistoric Formative Period |
| 41EP2804 | 93 | Ineligible | Prehistoric Unknown |
| 41EP2814 | 98 | Undetermined | Prehistoric Unknown |
| 41EP2815 | 99 | Ineligible | Prehistoric Unknown |
| 41EP6040 | 105 | Ineligible | Historic |
| 41EP6066 | 106 | Ineligible within ROW | Prehistoric Formative Period |

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Attachment 3

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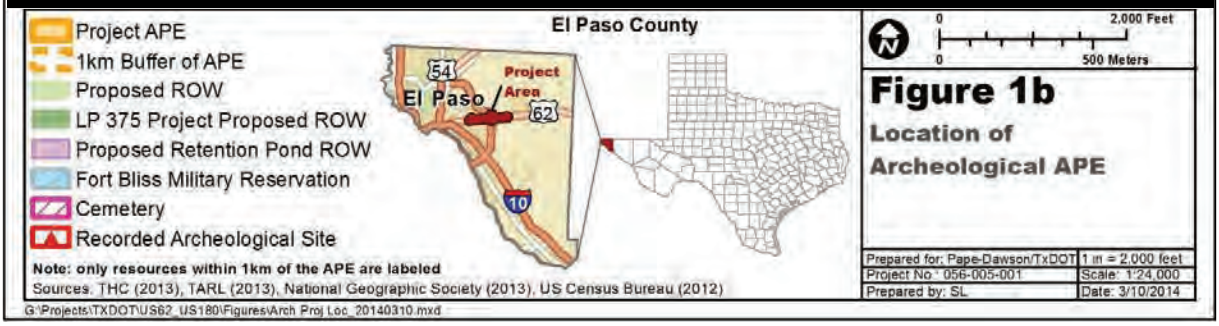

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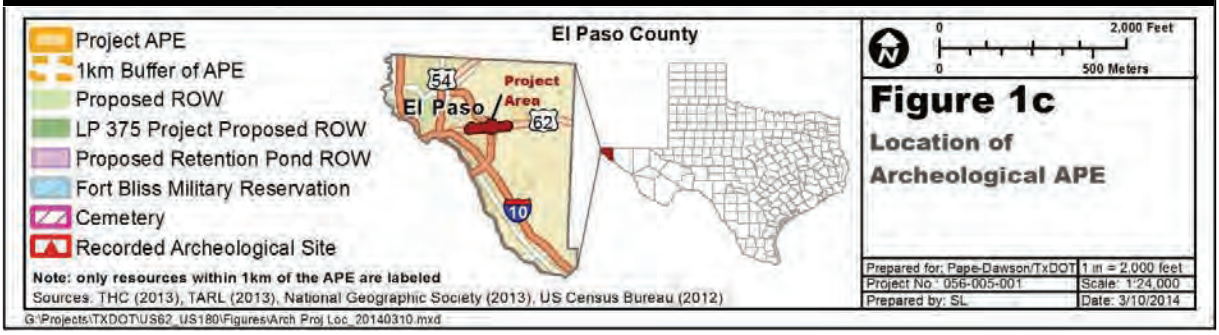

**Table 2. US 62/180 (CSJ 0374-02-097), known sites within the project APE.**

| Trinomial | Map ID | Eligibility Determination | Time Period and Phase |
|---|---|---|---|
| 41EP1231 | 17 | Undetermined | Unknown |
| 41EP1547 | 67 | Undetermined | Prehistoric Unknown |
| 41EP1548 | 68 | Undetermined | Prehistoric Unknown |
| 41EP1551 | 71 | Ineligible | Prehistoric Formative Period |
| 41EP2794 | 111 | Undetermined | Prehistoric Formative Period |
| 41EP2802 | 118 | Undetermined | Prehistoric Unknown |
| 41EP2803 | 119 | Ineligible | Prehistoric Unknown |
| 41EP2804 | 120 | Undetermined | Prehistoric Unknown |
| 41EP2805 | 121 | Undetermined | Prehistoric Mesilla Phase |
| 41EP2806 | 122 | Undetermined | Prehistoric Archaic Period |
| 41EP2807 | 123 | Undetermined | Prehistoric Archaic Period |
| 41EP4786 | 147 | Undetermined | Prehistoric Unknown |
| 41EP5490 | 165 | Undetermined | Historic |
| 41EP6025 | 171 | Ineligible | Prehistoric Formative Period |

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.

- 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

- 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.

- 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.

**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.

**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.

- 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,

Scott Pletka, Deputy Section Director
Environmental Affairs Division

_____ _____

Concurrence by: Date:

Enclosure

cc w/ enclosure: ENV-ARCH ECOS

**Exhibits**

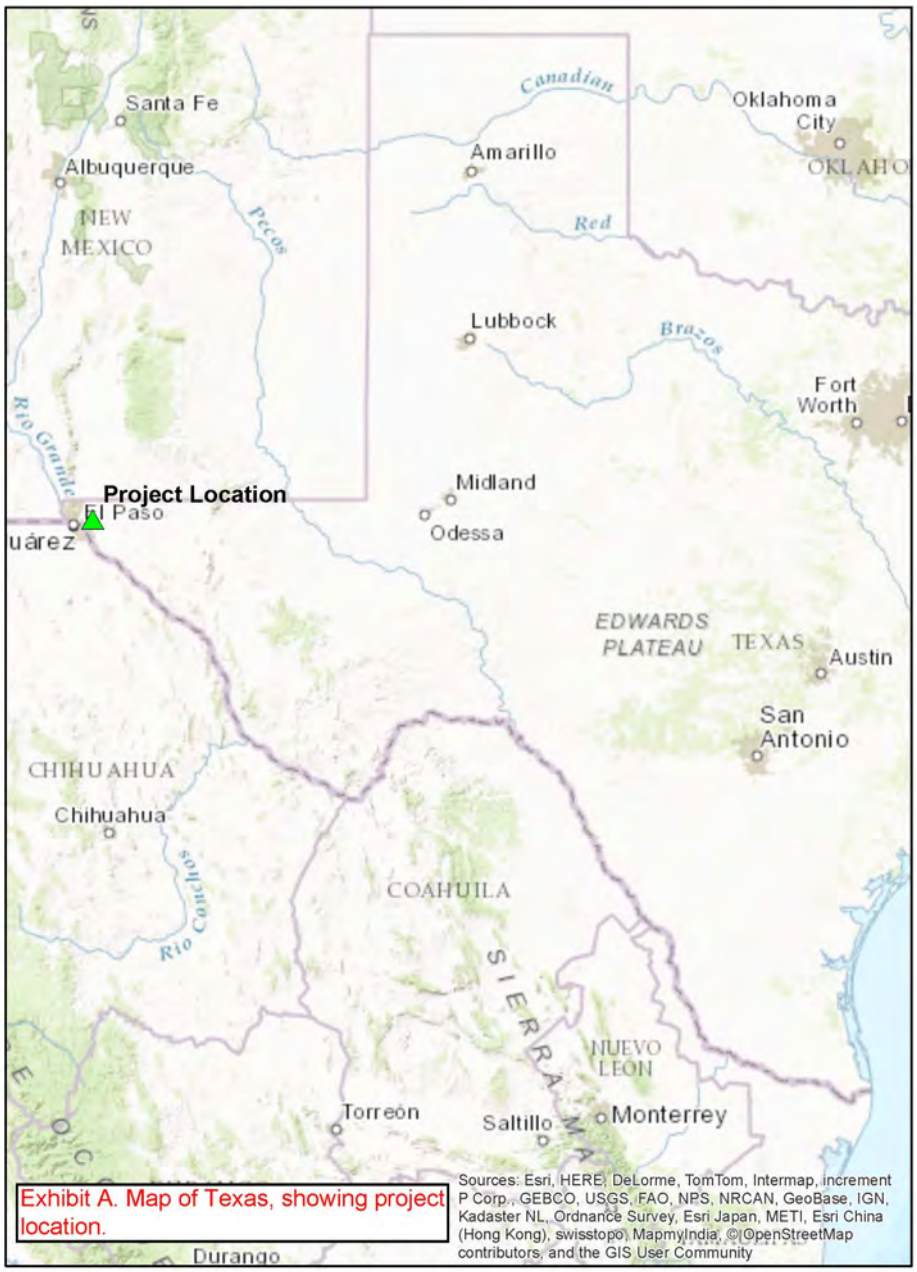


Exhibit A. Map of Texas, showing project location.

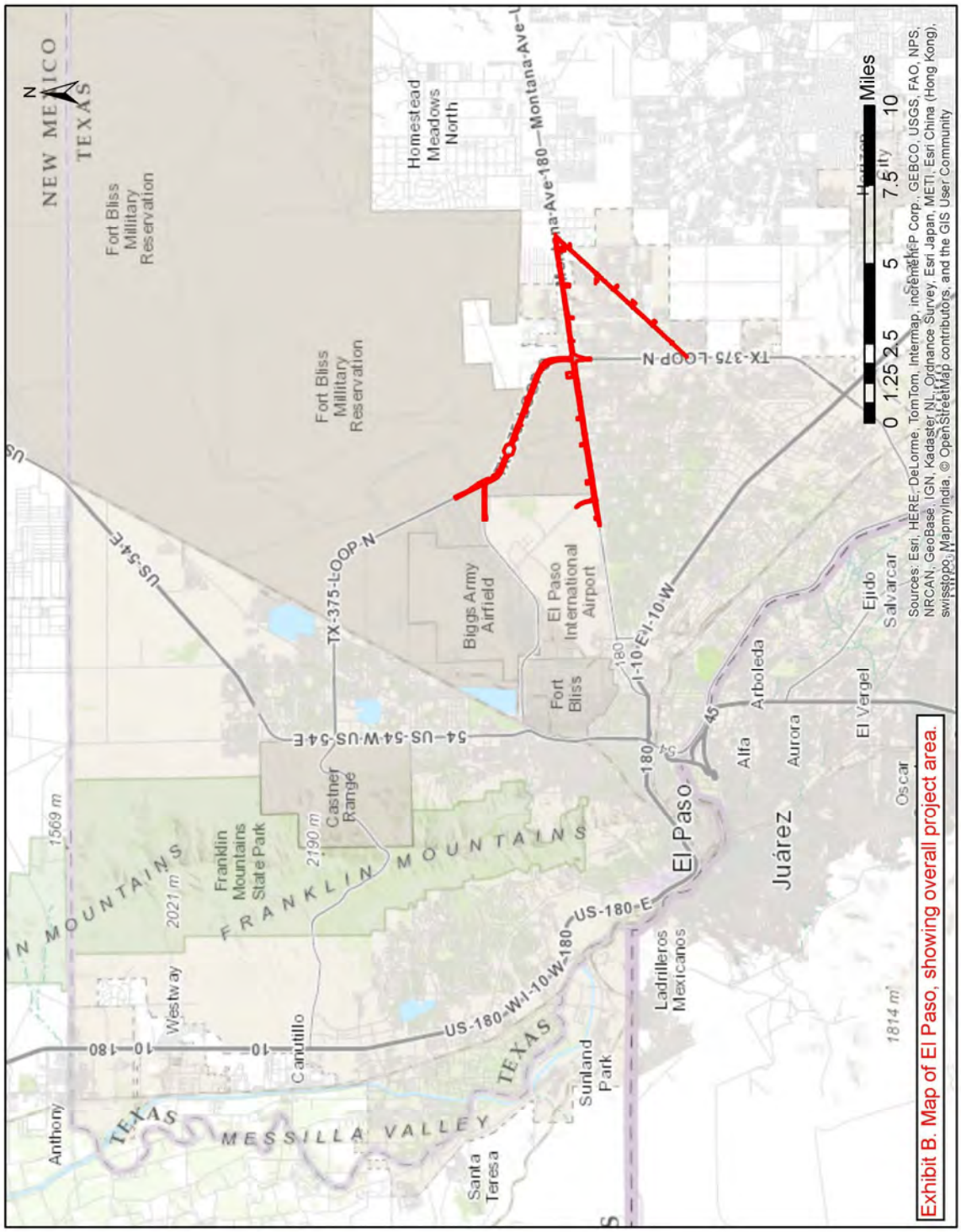


Exhibit B. Map of El Paso, showing overall project area.

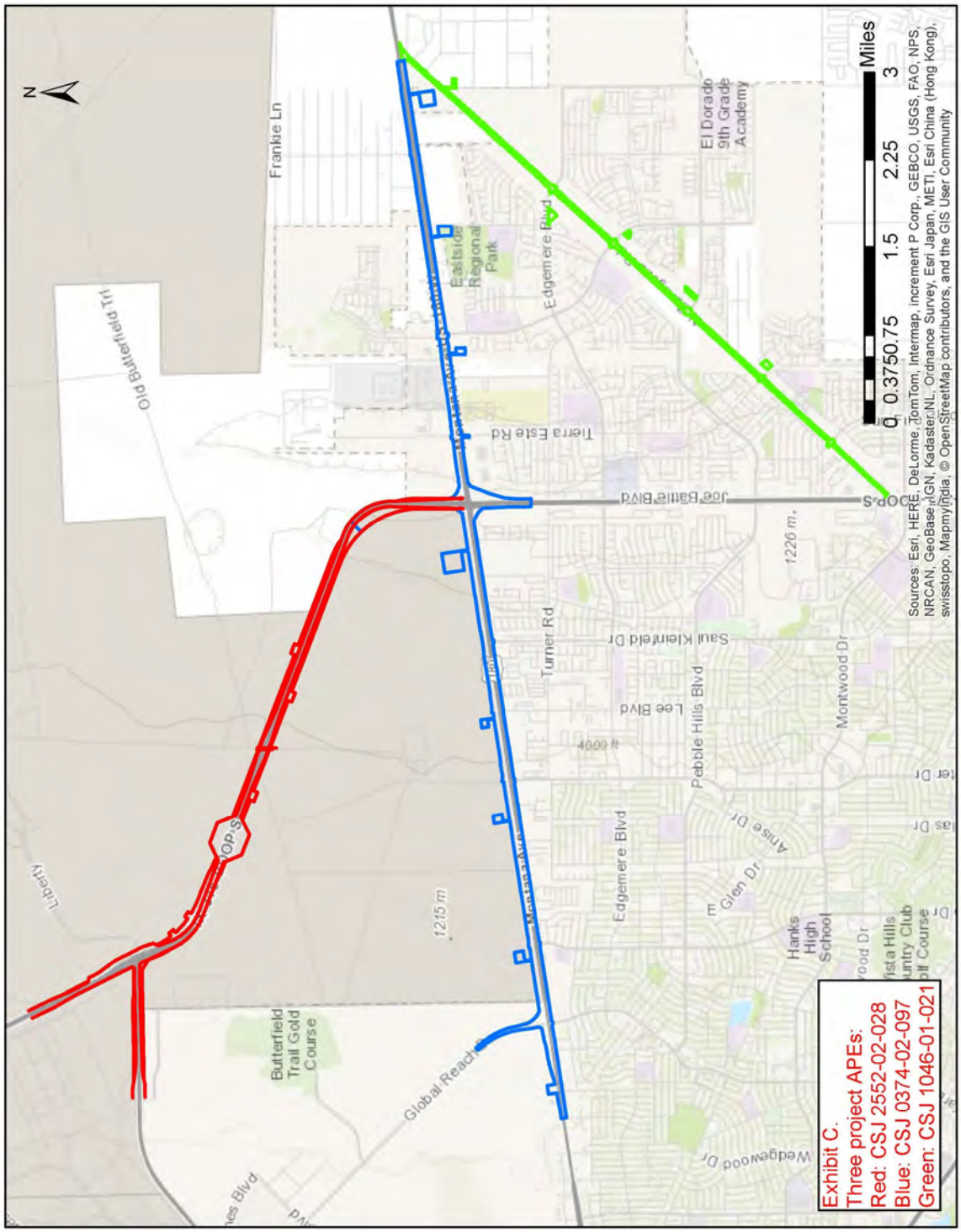
Exhibit C.
Three project APEs:
Red: CSJ 2552-02-028
Blue: CSJ 0374-02-097
Green: CSJ 1046-01-021
N
Miles
0 0.375 0.75 1.5 2.25 3
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community
Frankie Ln
Old Butterfield Trl
Eastside Regional Park
Edgemere Blvd
El Dorado 9th Grade Academy
Tierra Este Rd
Joe Battle Blvd
Turner Rd
Saul Kleinfeld Dr
Lee Blvd
Pebble Hills Blvd
Montwood Dr
Anise Dr
Glen Dr
Hanks High School
Wedgewood Dr
Butterfield Trail Gold Course
Global Reach
1215 m
1226 m
4000 ft

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This page has been redacted due to restricted and sensitive site information.

This page has been redacted due to restricted and sensitive site information.



[redacted]

**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 (F01). 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 (F01–03) thermal features, one of which (F02) 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 (F01) 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 |

| | |
|---|---|
| **From:** | Jimmy Arterberry |
| **To:** | Sharon Dornheim |
| **Subject:** | RE: CSJ: 1046-03-004; Spur 601, CSJ: 2552-02-028; Loop 375, and CSJ: 0374-02-094; US 62/180 |
| **Date:** | Thursday, August 07, 2014 8:26:52 AM |

In response to your request, the above referenced projects have been reviewed by staff of this office. Based on the information provided and a search within the Comanche Nation Site Files, we have determined that a concurrence with TXDOT findings and recommendations is appropriate for the proposed undertakings.

If you require additional information or are in need of further assistance, please contact this office at (580) 595-9960 or 9618.

This review is performed in order to identify and preserve the Comanche Nation and State's cultural heritage, in conjunction with the State Historic Preservation Office.

Jimmy W. Arterberry, THPO
Comanche Nation
#6 SW 'D' Avenue, Suite C
Lawton, Oklahoma 73502
(580) 595-9960 or 9618
(580) 595-9733 FAX

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---

**From:** Sharon Dornheim [Sharon.Dornheim@txdot.gov]
**Sent:** Wednesday, August 06, 2014 4:33 PM
**To:** Jimmy Arterberry
**Subject:** Texas Department of Transportation Proposed Projects in El Paso County

Good afternoon Jimmy,

I hope you are doing well today.

Section 106 Consultation

Attached are a letter and documentation regarding three proposed highway widening and facilities improvement projects in El Paso County, in the Texas Department of Transportation El Paso District:

CSJ: 1046-03-004; Spur 601
CSJ: 2552-02-028; Loop 375
CSJ: 0374-02-097; US 62/180

The attached PDF document can be accessed using Adobe Reader 10.0. An online free download of the Adobe software is available at the following website:

http://www.adobe.com/products/reader/

Thank you for your attention to this request.

Best regards,

**Sharon**

Sharon Dornheim
Staff Archeologist / Consultation Coordinator
Cultural Resources Management Section
Environmental Affairs Division
Texas Department of Transportation
512-416-2638

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**Ysleta del Sur Pueblo**

Tribal Council – Javier Loera (War Captain/Tribal Historic and Preservation Officer) E-mail jloera@ydsp-nsn.gov

117 South Old Pueblo Road * P.O. Box 17579 * El Paso, Texas 79917 * (915) 859-8053 * Cell (915) 497-3876

RECEIVED - TXDOT
AUG 28 2014
ENVIRONMENTAL AFFAIRS

August 19, 2014

Ms.Sharon Dornheim
Staff Archeologist/ Consultation Coordinator
Environmental Affairs Division
Texas Department of Transportation
Dewitt C. Greer State Highway
BLDG. 125 E. 11th Street Austin TX, 78701-2483

Dear MS.Dornheim

This letter is in response to the correspondence received in our office in which you provide Ysleta del Sur pueblo the opportunity to comment on the Texas Department of Transportation proposed Roadway Widening and Facilities Improvements projects in El Paso County, El Paso **District ( CSJ: 1046-03-004; spur 601)(CSJ: 2552-02-028; loop 375)9CSJ: 0374-02-097; U.S 62/180)**

While we do not have any comments on the ***TX Dot proposed Project*** and believe that this project will not adversely affect traditional , religious or culturally significant sites of our Pueblo and have no opposition to it: we would like to request consultation should any human remains or artifacts unearthed during this project be determined to fall under NAGPRA guidelines .Copies of our Pueblo's Culture Affliction Position Paper and Consultation policy are available upon request.

Sincerely,

Javier Loera
War Captain/Tribal Historic and Preservation officer
Ysleta Del Sur Pueblo
915-859-8053

Tribal Council Assistant
Adam Nevarez

Re: Section 106 Consultation, National Historic Preservation Act;
Texas Department of Transportation Proposed Roadway Widening and
Facilities Improvement Projects in El Paso County, El Paso District:
CSJ: 1046-03-004; Spur 601; CSJ: 2552-02-028; Loop 375; CSJ: 0374-02-097; US 62/180

US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Sincerely,

Sharon Dornheim

Sharon Dornheim
Staff Archeologist / Consultation Coordinator
Environmental Affairs Division

Concurrence by: _____ Date: 8-19-14

Attachments

cc w/attachments:
ENV-ARCH Project File / ENV-ARCH ECOS

| | |
|---|---|
| **From:** | Gary McAdams |
| **To:** | Sharon Dornheim |
| **Cc:** | Terri Parton (Terri.Parton@wichitatribe.com) |
| **Subject:** | Re: Texas Department of Transportation Proposed Projects in El Paso County |
| **Date:** | Friday, August 22, 2014 4:24:10 PM |

---

Sharon,

The Tribe concurs with the findings and recommendations concerning the following projects: CSJ:1046-03-004; Spur 601, CSJ: 2552-02-028; Loop 375 and CSJ: 0374-02-097; US 62/180.

Gary

----- Original Message -----
From: "Sharon Dornheim" <Sharon.Dornheim@txdot.gov>
To: "Terri Parton (Terri.Parton@wichitatribe.com)" <Terri.Parton@wichitatribe.com>
Cc: "Gary McAdams (Gary.McAdams@wichitatribe.com)" <Gary.McAdams@wichitatribe.com>
Sent: Wednesday, August 6, 2014 4:39:04 PM
Subject: Texas Department of Transportation Proposed Projects in El Paso County

Good afternoon Ms. Parton,

I hope you are doing well today.

Section 106 Consultation

Attached are a letter and documentation regarding three proposed highway widening and facilities improvement projects in El Paso County, in the Texas Department of Transportation El Paso District:

CSJ: 1046-03-004; Spur 601

CSJ: 2552-02-028; Loop 375

CSJ: 0374-02-097; US 62/180

The attached PDF document can be accessed using Adobe Reader 10.0. An online free download of the Adobe software is available at the following website:

http://www.adobe.com/products/reader/

Thank you for your attention to this request.

Best regards,

Sharon

Sharon Dornheim

Staff Archeologist / Consultation Coordinator

Cultural Resources Management Section

Environmental Affairs Division

Texas Department of Transportation 512-416-

2638

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Texas Department of Transportation

# MEMO

May 1, 2014

**To:** ADMIN RECORD
**District:** El Paso
**County:** El Paso
**CSJ#:** 0374-02-097 & 0374-02-100
**Highway:** US 62 (Montana Ave)
**Project Limits:** From .7 Miles W of Global Reach to .5 Miles W of FM 659
**Project Description:** Stipulation VI, Appendix 4, Upgrade freeway with frontage roads, 145.6 acres of new ROW and 26 acres for detention ponds, No historic properties present.

---

**Existing Conditions:**

The existing facility is a four-lane divided highway.

**Proposed Project:**

The proposed improvements are primarily related to altering the existing four-lane divided highway to a four-lane raised highway with frontage roads. The upgrade will include the addition of:

- Frontage roads along the entirety of US 62
- Direct connectors at intersections
- On and off-ramps at intersections (the most extensive of which will be at Global Reach Drive and Loop 375)
- Overpass bridges at intersections
- Eight retention ponds
- Retention walls
- A hike and bike lane along the northern boundary of US 62 between Global Reach Drive and Loop 375

**Stipulation VI, Appendix 4:**

A review of the National Register of Historic Places (NRHP) the list of State Antiquities Landmarks (SAL), and the list of Recorded Texas Historic Landmarks (RTHL) indicated that no historically significant resources were previously documented within the area of potential effects (APE). It has been determined through consultation with the State Historic Preservation Officer (SHPO) that the APE is 150' from the proposed ROW and detention ponds. Based on a 2015 let date for the project, the historic-age date is 1970.

One ca. 1960s, historic-age cemetery, Evergreen Cemetery, was identified within the proposed APE but it does not appear to have any official designations or NRHP determinations. THC records indicate that the cemetery likely does not present any historic-

resource issues; it is a fenced, frequently visited perpetual-care facility with an onsite office and a majority of burials dating to the last several decades (THC 2013). Further the cemetery is known to the project design team and no new right-of-way is being taken from the cemetery. No other historic-age resources are in the APE. However, portions of the proposed project area fall within the Fort Bliss military installation.

The portions of the APE that do fall on Fort Bliss property pass through a section of El Paso composed of relatively new construction with ca. 1990 and later commercial and governmental buildings and residential developments. Previously identified historic resources for Fort Bliss are in the general vicinity of the NRHP listed district. This area of the military property is over 9 miles away from our project area (see attached illustration). Hence, we have no potential to effect Fort Bliss' historic resources.

**Determination of Effects:**

As there are no properties listed on or eligible for the NRHP, TxDOT has determined that there will be **no direct, indirect or cumulative effects** pursuant to Stipulation VI, Appendix 4 "Undertakings Not Requiring SHPO Review" of the First Amended Statewide Programmatic Agreement for Cultural Resources, (PA-TU) between the Federal Highway Administration (FHWA), the Texas State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation, and the Texas Department of Transportation (TxDOT) and the Memorandum of Understanding (MOU). Individual project coordination with SHPO is not required.

Leader Reviewer MS for TxDOT 5/6/14
Mario Sanchez Date

Approved by for TxDOT 5.7.14
Bruce Jensen Date

**From:** Sue Reilly <Sue.Reilly@tpwd.texas.gov>
**Sent:** Friday, June 29, 2018 4:33 PM
**To:** Claudia Ortega
**Cc:** Mimi Horn; Dennis Palafox; Lena Camarillo; Jackie Lopez
**Subject:** RE: Coordination for Montana CSJ: 0374-02-097

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

**Categories:** Montana EA

Claudia,

I would like to request that TxDOT survey for Wheeler's spurge and *Opuntia arenaria* (sand prickly-pear). We can send you lots of information on IDing the spurge and even a person who is an expert and has offered to ID plants if you send photos (although he will require some particular pictures of flowers/seed/leaves). Also, *O. arenaria* has been found on the same soil type as the upcoming project.
If these plants are found on the project, we would want to discuss avoiding and minimizing impacts, possibly salvaging plant materials if necessary, and documenting the observations in the NDD.

Please let me know if you have questions.

Thank you,

Sue Reilly
Transportation Assessment Liaison
Texas Parks and Wildlife Department—Wildlife Division
512-389-8021

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**From:** Claudia Ortega [mailto:Claudia.Ortega@txdot.gov]
**Sent:** Monday, June 18, 2018 11:16 AM
**To:** Sue Reilly <Sue.Reilly@tpwd.texas.gov>
**Cc:** Mimi Horn <Mimi.Horn@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Lena Camarillo <lcamarillo@pozcam.com>; Jackie Lopez <jlopez@pozcam.com>
**Subject:** RE: Coordination for Montana CSJ: 0374-02-097

Hi Sue,

Please see attached Project Description. I will Dropbox the schematic for you shortly. Let me know if you have any issues accessing the files or 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

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**From:** Sue Reilly [mailto:Sue.Reilly@tpwd.texas.gov]
**Sent:** Friday, June 15, 2018 3:57 PM
**To:** Claudia Ortega; Mimi Horn; Dennis Palafox; Lena Camarillo; Jackie Lopez
**Subject:** RE: Coordination for Montana CSJ: 0374-02-097

Claudia,

Can you please send a project description and a schematic if you have one? Also if you have a KMZ that is helpful.

Thank you,

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

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**From:** WHAB_TxDOT
**Sent:** Monday, June 04, 2018 4:43 PM
**To:** Claudia Ortega <Claudia.Ortega@txdot.gov>; Mimi Horn <Mimi.Horn@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Lena Camarillo <lcamarillo@pozcam.com>; Jackie Lopez <jlopez@pozcam.com>
**Cc:** Sue Reilly <Sue.Reilly@tpwd.texas.gov>
**Subject:** RE: Coordination for Montana CSJ: 0374-02-097

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 40050. 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:** Tuesday, May 29, 2018 12:02 PM
**To:** WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
**Cc:** Mimi Horn <Mimi.Horn@txdot.gov>; Dennis Palafox <Dennis.Palafox@txdot.gov>; Lena Camarillo <lcamarillo@pozcam.com>; Jackie Lopez <jlopez@pozcam.com>
**Subject:** Coordination for Montana CSJ: 0374-02-097

Good morning,

I am requesting coordination for US 62/180 (Montana Avenue) from Global Reach Drive to FM 659 (N. Zaragoza Road) in El Paso, Texas, CSJ:0374-02-097. The proposed project would construct three main lanes in each direction as well as three frontage road lanes in each direction between Global Reach Dr. and LP 375, and two frontage road lanes in each direction between LP 375 and FM 659 (N. Zaragoza Rd.). 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

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

June 11, 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 0374-02-097
US 62/180 (Montana): From Global Reach Drive to FM 659 (N. Zaragoza Road)

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 turn around prior to August 1. If you have any questions regarding this project, please contact me at (512) 416-2659.

Sincerely,

DocuSigned by:
Timothy Wood
C9CB724D35CE4BD...

Tim Wood
Air Specialist
Environmental Affairs Division

Attachment(s)

# Transportation Conformity Report Form

**Project Facility Name:** US 62/180

**MPO Project IDs:** F407A-CAP, F407B-CAP, F407C

**Project CSJ Numbers:** 0374-02-097

**Project Limits**

**From:** Global Reach Drive

**To:** FM 659 (N. Zaragoza Road)

**Project Sponsor:** TxDOT

**Project Description[1]:** The TxDOT El Paso District is proposing to improve US 62/180 (Montana Avenue) within the City of El Paso to provide a controlled access facility, with frontage roads, mainlanes, overpasses/underpasses, and ramps. The proposed project would be constructed in two phases and would open to traffic in 2030 (the ETC year). No express/managed lanes would be constructed. The proposed project is approximately 8.2 miles in length and would construct three, controlled-access mainlanes in each direction along US 62/180 and frontage roads in both directions. The mainlanes would be elevated to pass over Global Reach Drive, N. Lee Trevino Drive, Wooster Lane, George Dieter Drive, Tierra Este Road, Rich Beem Boulevard, and Square Dance Road and depressed to pass under Saul Kleinfeld Road and Loop 375 (Purple Heart Memorial Highway/Joe Battle Boulevard).
The frontage roads would be constructed with three lanes in each direction between Global Reach Drive and Loop 375, and two lanes in each direction between Loop 375 and FM 659 (N. Zaragoza Road), along with signalized intersections at the abovementioned major cross streets except for Wooster Lane and Square Dance Road, and additional lanes for intersection operational efficiency. The three existing eastbound lanes of US 62/180 from Lee Trevino Drive to Loop 375 would serve as the eastbound frontage road in the final configuration. At the west project terminus, two direct connector ramps would be constructed between US 62/180 and Global Reach Drive. At the east project terminus, the mainlanes and parallel access roads would tie into the existing section of US 62/180, west of the existing FM 659 overpass. A four-level interchange would be constructed at the intersection of US 62/180 and Loop 375. Four direct connectors (DCs) would support the major directional movements between the mainlanes of US 62/180 and the mainlanes of Loop 375.

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**Date of anticipated environmental decision/re-evaluation:** AUGUST 1, 2018

**Let Year:** 2018

**ETC[2] Year:** 2030

**Conformity Year[3]:** 2030

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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.

**Total Project Cost:** $557,489,488

**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 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 project[4]?

☒ Yes – Proceed to Step 4.

☐ No – Continue to Step 3.

**Step 3:** Is this project considered regionally significant[5] 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.**

**Step 4:** Is the project located in a nonattainment or maintenance area6 for ozone7, nitrogen dioxide (NO2), carbon monoxide (CO), particulate matter (PM2.5 or PM10)?

☒ Yes – **Transportation conformity rules apply.** The project is located in the EPA designated El Paso moderate nonattainment[8] area for PM10. Continue to Step 5.

☐ No – **STOP. Transportation conformity does not apply to the project.**

**Step 5:** Is the project exempt[9] 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.

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[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.

[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.

**Step 7:** Does the project fall within the boundaries[12] of an MPO?

☒ Yes – Proceed to Step 9.

☐ No – Continue to Step 8.

**Step 8:** Is the project design concept, scope and limits, conformity analysis year, and funding consistent with an approved[13] 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 phases[14] 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 TIP[15] 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.

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

[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.

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

**Step 11:** Are the current project limits the same[16] 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 type[17] of facility and number[18] 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 year[19] 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.

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[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 $PM_{10}$ 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 28, 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.

**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 $PM_{10}$ 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.*

**TxDOT ENV Transportation Conformity Validation Complete:**

**Project CSJ Numbers:** 0374-02-097

**Signature** DocuSigned by: Timothy Wood C9CB724D35CE4BD...

**Name:** Timothy Wood

**Title:** Environmental Specialist

**Date:** 7/11/2018

**FHWA/FTA Determination of the Project-level Conformity:**

**Signature** _____

**Name:** _____

**Title:** _____

**Date:** _____

# Amended Horizon 2040 MTP Project List
## TX Highway and Roadway (FHWA and Local funds)

| CSJ | Project ID | Project Name | Project Description | From | To | Network | Current Const. Cost / 2013-2040 Cost | Est. Const. Cost (Includes Inflation) | Est. PE Cost (Includes Inflation) | Est. ROW Cost (Includes Inflation) | Total Project Cost/YOE (Includes Inflation) | Sponsor | YOE (FY) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| | 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 |
| | F407C | US 62/180 (Montana Ave.) Direct Connectors at Global Reach Dr. and LP 375 | Construction of Direct Connector ramps at US 62/180 at Global Reach Dr. and at US 62/180 at Loop 375 for operational improvements at the intersections. Work to include advanced signing, striping and incidental work to FM 659 (Zaragoza Rd.). Project scope may be further phased depending on funding availability. | Global Reach Dr. | Zaragoza Rd. (FM 659) | 2030 | $89,879,000 | $123,005,618 | $4,165,000 | $1,000,000 | $128,170,618 | TXDOT | 2028 |
| | 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 | $12,315,632 | $800,000 | $0 | $13,115,632 | TXDOT | 2031 |
| Location for new POEs to be determined by the presidential permit process. | | | | | | | | | | | | | |

**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)**

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0924-06-524 | BP004 | Bus Procurement (3) to assist with I-10 Project Traffic Mitigation | Purchase 2 35' buses and one Low Floor 28' bus ; Purchase of buses to provide circulator services on westside and connect Westside to eastside terminals in order to assist in mitigation of I-10 expansion from Executive Center to Resler | DTC - Remcon | ETC - Sunmount | 2020 | $1,250,000 | $1,250,000 | $0 | $0 | $1,250,000 | Sun Metro-Transit | 2016 |
| 0924-06-465 | T083X | Bus Purchase | Bus Purchase | Mission Valley Transfer Center | Transit Loop Serving El Paso Community College Mission Del Paso Campus, Clint, San Elizario & Socorro. | 2020 | $540,000 | $540,000 | $0 | $0 | $540,000 | Sun Metro-Transit | 2015 |
| 0924-06-506 | BP002 | Bus Replacement For FY 2017 (Two Buses) | Purchase Of Two 40' Buses | Citywide | | 2020 | $1,100,000 | $1,100,000 | $0 | $0 | $1,100,000 | Sun Metro-Transit | 2017 |
| 0924-06-468 | T085X | Downtown Transit Circulator Route - Purchase Of Vans And Operations | Through This Partnership, The Downtown Management District With Sun Metro Provide A Branded Cut-Away (Small Shuttle Like The Airport Shuttles) Service In A Focused Area Of Downtown | Sun Metro Downtown Transfer Center | Glory Road And Downtown El Paso | 2020 | $800,000 | $800,000 | $0 | $0 | $800,000 | Sun Metro-Transit | 2014 |
| 0924-06-467 | T086X | EPCC Transit Connections - Within City Of El Paso Campuses | Route Provides Express Service From El Paso Community College's Transmountain To The Valle Verde Campuses, With Stops At The Northeast, Eastside And Mission Valley Centers. | Epcc Campuses: Transmountain And Valle Verde | Transfer Centers: Northeast, Eastside, And Mission Valley | 2020 | $1,117,710 | $1,117,710 | $0 | $0 | $1,117,710 | Sun Metro-Transit | 2015 |
| 0924-06-378 | T056X | Forty Foot Bus Purchase 2 (Dtc To Five Points To Mission Valley) | Forty Foot Bus Purchase 2 (Dtc To Five Points To Mission Valley) | Citywide | | 2020 | $500,000 | $500,000 | $0 | $0 | $500,000 | Sun Metro-Transit | 2013 |
| 0924-06-381 | T059X | Forty Foot Bus Purchase 5 | Forty Foot Bus Purchase 5 | Citywide | | 2020 | $540,000 | $540,000 | $0 | $0 | $540,000 | Sun Metro-Transit | 2014 |
| 0924-06-508 | BP001 | Forty Foot Bus Purchase-2 Buses | Purchase Of Two 40' Buses | Citywide | | 2020 | $1,000,000 | $1,000,000 | $0 | $0 | $1,000,000 | Sun Metro-Transit | 2014 |
| 0924-06-466 | T087X | Forty Ft. Bus Purchase | Purchase Of 40' Bus To Reduce Congestion And Improve Air Quality; To Be Used For Park And Ride And/Or Express Services. | City Limits | City Limits | 2020 | $540,000 | $540,000 | $0 | $0 | $540,000 | Sun Metro-Transit | 2016 |
| 0001-02-054 | T015C-2 | Mesa Corridor Rts | Design And Construction For Rapid Transit System (Rts) (This Project Is Cover In Transit And Highway Project Lists. USing $2M Fhwa Cat5 Funds, $6.13M Fhwa Cat2 (Fta Transfer $2,686,629 In 12/2012), $13.55M Fta 5309, And $5.420M Lcl Funds For Total Of $27.1M) | On Santa Fe St. At Fourth Ave. To Franklin Ave. To Oregon St., To Glory Rd., To Mesa St. To Remcon Circle | | 2020 | $2,686,629 | $2,686,629 | $0 | $0 | $2,686,629 | Sun Metro-Transit | 2013 |
| 0924-06-444 | T066X | Mesa RTS Operation | Start-Up RTS Operating Assistance | N/A | N/A | 2020 | $1,000,000 | $1,000,000 | $0 | $0 | $1,000,000 | Sun Metro-Transit | 2015 |
| 0924-06-445 | T068X | Montana RTS Operation | Start-Up Operating Assistance | N/A | | 2030 | $1,000,000 | $1,040,000 | $0 | $0 | $1,040,000 | Sun Metro-Transit | 2021 |
| 0924-06-526 | BP005 | Sun Metro Engine Rebuilds (12 buses) | Fund twelve bus engine rebuilds to extend useful life on buses to 15 years. | Citywide | | 2020 | $1,486,634 | $1,486,634 | $0 | $0 | $1,486,634 | Sun Metro-Transit | 2016 |
| 0924-06-456 | T088A | Sun Metro Park And Ride Routes (2 Bus Purchases) (4 Routes) | Park And Ride Routes: Rc POE Express To Downtown Tc. Wtc Express To Eastside (Cv) Center (280 Parking Spaces). Mission Valley Center Express From Zaragoza Bridge To Dtc Thru Mv. Ne Express To Eastside (Cv And Fountains). | City Limits | City Limits | 2020 | $1,000,000 | $1,000,000 | $0 | $0 | $1,000,000 | Sun Metro-Transit | 2014 |
| 0924-06-464 | T088B | Sun Metro Park And Ride Routes (Operations) (4 Routes) | Park And Ride Routes Operating Assistance: Rc POE Express To Downtown Tc. Wtc Express To Eastside (Cv) Center (280 Parking Spaces). Mission Valley Center Express From Zaragoza Bridge To Dtc Thru Mv. Ne Express To Eastside (Cv And Fountains). | N/A | | 2020 | $800,000 | $800,000 | $0 | $0 | $800,000 | Sun Metro-Transit | 2014 |
| 0924-06-525 | T089X | West El Paso Traffic Mitigation Circulator Service | Sun Metro transit agency is proposing four new circulator service routes with nine buses to be incorporated to the El Paso's West Side route system to serve as a feeder for the existing BRIO bus rapid transit service. No bus funding is being requested. | Westside Terminal-Remcon | NW - Trans Mountain -> Eastside Terminal - Sunmount | 2020 | $2,100,000 | $2,100,000 | $0 | $0 | $2,100,000 | Sun Metro-Transit | 2016 |
| 0924-06-536 | T090X | West El Paso Traffic Mitigation Circulator Service YR2 - 2017 | Sun Metro in order to assist with traffic mitigation during I-10 Westside project is proposing four new circulator service routes with nine buses to be incorporated to the El Paso's West Side route system. | Westside Terminal - Remcon | NW Trans-Mountain-> Eastside Terminal on Sunmount | 2020 | $2,000,000 | $2,000,000 | $0 | $0 | $2,000,000 | Sun Metro | 2017 |
| 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 | 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 | 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 | 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)<br>MCA-TTU-UMC areas (1 bus) | Sunland Par-Shadow Mountain (2 buses)<br>Flower Streets (1 bus) | 2020 | $1,800,000 | $1,800,000 | $0 | $0 | $1,800,000 | Sun Metro | 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 | 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 | 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 | 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 | 2020 |
| Location for new POEs to be determined by the presidential permit process. | | | | | | | | | | | | | |

TPC-Total Project Cost (Const. Cost+PE Cost+ROW Cost) YOE-Year of Expenditure, FY-Fiscal Year, FC-Functional Classification, CSJ-Control Section Number, ROW-Right-Of-Way, NE-Northeast

# STIP Portal

Logged in as Tim Wood Log Out

Project Management | Reports | Support

Project Management > Area List > STIPs (M-EL PASO) > Revisions (2019-2022) > TIP Instances (07/2018) > Highway Projects (07/2018) > Project Details

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

Data

Statewide: ☐

TIP Revision: 2019-2022: 07/2018

District: EL PASO

County: EL PASO

MPO: EL PASO

Highway: US 62/180

CSJ: 0374 - 02 - 097

TIP FY: 2019

Phase: ☑ Construction ☐ Engineering ☐ Environmental ☐ Engineering ☐ Right-of-Way ☐ Acquisition ☐ Utilities ☐ Transfer

Revision Date: 07/2018

Project Sponsor: TXDOT

MPO Proj Number: F407A-CAP

MTP Reference: F407A-CAP

City: EL PASO

NOX (Kg /D): 0.0000

VOC (Kg /D): 0.0000

PM10 (Kg /D): 0.0000

PM2.5 (Kg /D): 0.0000

CO (Lbs /D):

Limits From: ON US 62/180 (MONTANA AVE.) EXPRESSWAY & FRONTAGE ROADS, PHASE I AT GLOBAL REACH DR.

Limits To: FM 659 (ZARAGOZA RD.)

Project Description: 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.

P7 Remarks: PROGRAM D2045 MTP, D19-22 TIP, 19-22 STIP, IN FY 2019.

Project History: Amend to program into amended H2040 MTP, H17-20 TIP, 17-20 STIP in FY 2019.

**Total Project Cost Information**

| | |
|---|---|
| Prelim Engineering | $6,366,239 |
| ROW Purchase | $38,600,000 |
| Construction Cost | $121,733,894 |
| Const Engineering | $0 |
| Contingencies | $2,585,472 |
| Indirect Costs | $0 |
| Bond Financing | $0 |
| Potential Chg Ord | $4,859,129 |
| Total Project Cost | $174,144,734 |
| YOE Cost | |
| Toll | ☐ |
| TCM | ☐ |

**Authorized Funding by Category/Share**

| Category | Federal | State | Regional | Local | Local Contributions | Total |
|---|---|---|---|---|---|---|
| 12 | $32,000,000 | $8,000,000 | $0 | $0 | $0 | $40,000,000 |
| 4 | $52,717,288 | $13,179,322 | $0 | $0 | $0 | $65,896,610 |
| 2M | $12,669,827 | $3,167,457 | $0 | $0 | $0 | $15,837,284 |
| Total | $97,387,115 | $24,346,779 | $0.00 | $0.00 | $0.00 | $121,733,894 |

**2019-2022 STIP** — **07/2018 (Current) Revision: Pending Review**

| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST |
|---|---|---|---|---|---|---|---|---|
| EL PASO | EL PASO | EL PASO | 0374-02-097 | 2019 | US 62/180 | C | EL PASO | $ 121,733,894 |

LIMITS FROM: ON US 62/180 (MONTANA AVE.) EXPRESSWAY & FRONTAGE ROADS, PHASE I AT GLOBAL REACH DR.

PROJECT SPONSOR: TXDOT

LIMITS TO: FM 659 (ZARAGOZA RD.)

REVISION DATE: 07/2018

MPO PROJ NUM: F407A-CAP

FUNDING CAT(S): 2M,4,12

PROJECT DESCR: 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.

REMARKS P7: PROGRAM D2045 MTP, D19-22 TIP, 19-22 STIP, IN FY 2019.

PROJECT HISTORY: Amend to program into amended H2040 MTP, H17-20 TIP, 17-20 STIP in FY 2019.

**TOTAL PROJECT COST INFORMATION**

| | |
|---|---|
| PRELIM ENG: | $ 6,366,239 |
| ROW PURCH: | $ 38,600,000 |
| CONST COST: | $ 121,733,894 |
| CONST ENG: | $ 0 |
| CONTING: | $ 2,585,472 |
| INDIRECT: | $ 0 |
| BOND FIN: | $ 0 |
| POT CHG ORD: | $ 4,859,129 |
| TOTAL COST: | $ 174,144,734 |

COST OF APPROVED PHASES $ 121,733,894

**AUTHORIZED FUNDING BY CATEGORY/SHARE**

| CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL | LC | TOTAL |
|---|---|---|---|---|---|---|
| 4 | $ 52,717,288 | $ 13,179,322 | $ 0 | $ 0 | $ 0 | $ 65,896,610 |
| 2M | $ 12,669,827 | $ 3,167,457 | $ 0 | $ 0 | $ 0 | $ 15,837,284 |
| 12 | $ 32,000,000 | $ 8,000,000 | $ 0 | $ 0 | $ 0 | $ 40,000,000 |
| TOTAL | $ 97,387,115 | $ 24,346,779 | $ 0 | $ 0 | $ 0 | $ 121,733,894 |

## TIP History

**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 | 0374-02-097 | 2019 | US 62/180 | C | EL PASO | $ 121,733,894 |

**LIMITS FROM:** ON US 62/180 (MONTANA AVE.) EXPRESSWAY & FRONTAGE ROADS, PHASE I AT GLOBAL REACH DR.

**PROJECT SPONSOR:** TXDOT

**LIMITS TO:** FM 659 (ZARAGOZA RD.)

**REVISION DATE:** 05/2017

**PROJECT DESCR:** 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.

**MPO PROJ NUM:** F407A-CAP

**FUNDING CAT(S):** 2M,4,12

**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**

| | |
|---|---|
| PRELIM ENG: | $ 6,366,239 |
| ROW PURCH: | $ 38,600,000 |
| CONST COST: | $ 121,733,894 |
| CONST ENG: | $ 0 |
| CONTING: | $ 2,585,472 |
| INDIRECT: | $ 0 |
| BOND FIN: | $ 0 |
| POT CHG ORD: | $ 4,859,129 |
| TOTAL COST: | $ 174,144,734 |

**COST OF APPROVED PHASES** $ 121,733,894

**AUTHORIZED FUNDING BY CATEGORY/SHARE**

| CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL | LC | TOTAL |
|---|---|---|---|---|---|---|
| 2M | $ 12,669,827 | $ 3,167,457 | $ 0 | $ 0 | $ 0 | $ 15,837,284 |
| 4 | $ 52,717,288 | $ 13,179,322 | $ 0 | $ 0 | $ 0 | $ 65,896,610 |
| 12 | $ 32,000,000 | $ 8,000,000 | $ 0 | $ 0 | $ 0 | $ 40,000,000 |
| TOTAL | $ 97,387,115 | $ 24,346,779 | $ 0 | $ 0 | $ 0 | $ 121,733,894 |

## Comment History

| Time | User | Comment | Related Approval |
|---|---|---|---|
| 2018/03/29 11:01:52 | **Genevieve Bales** | Approval is effective March 27, 2018. | **05/2017: Approved** |
| 2017/07/28 12:39:27 | **Genevieve Bales** | Not Approved. Approval is pending completion of conformity determination. | **05/2017: Not Approved** |

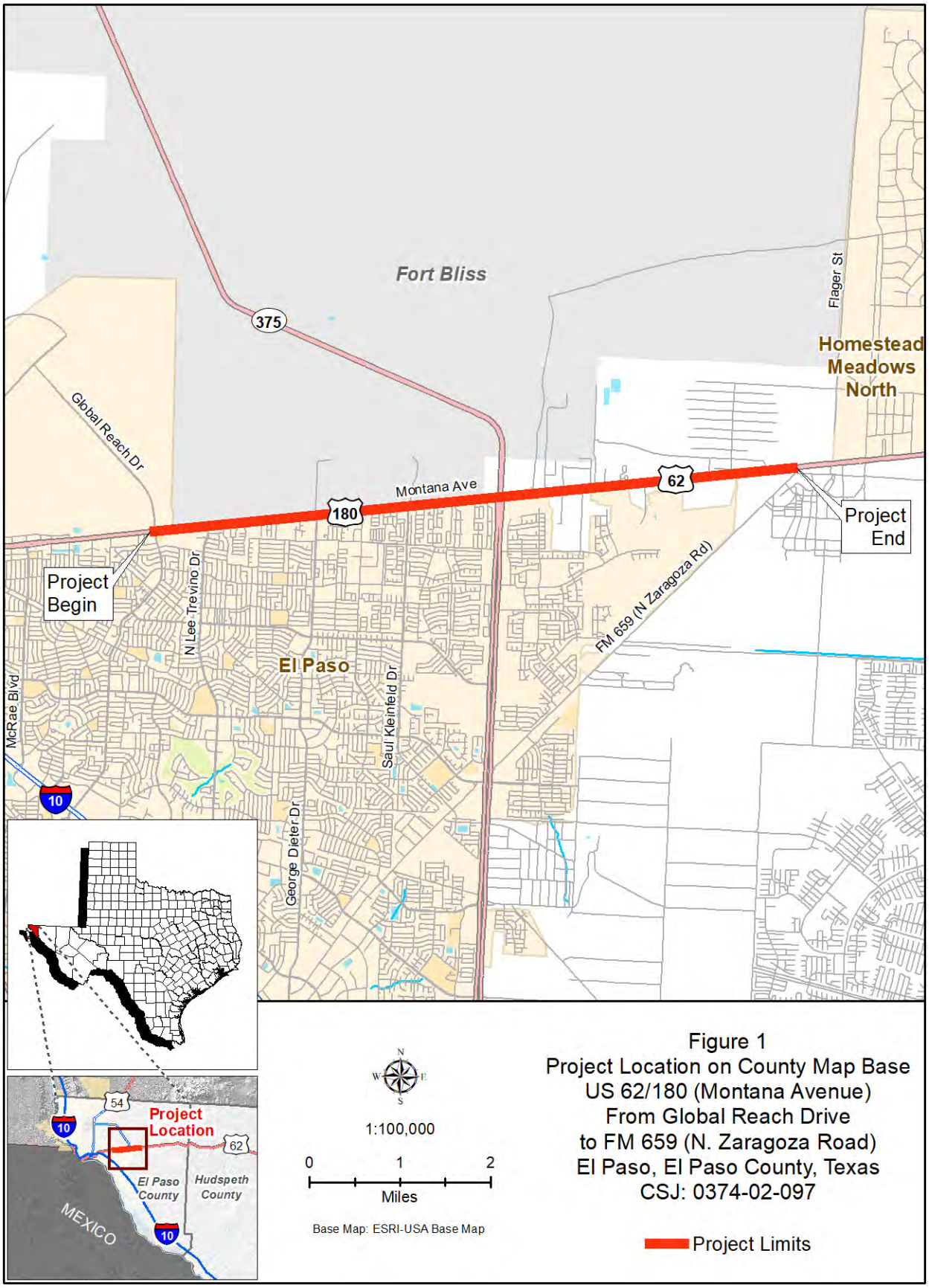
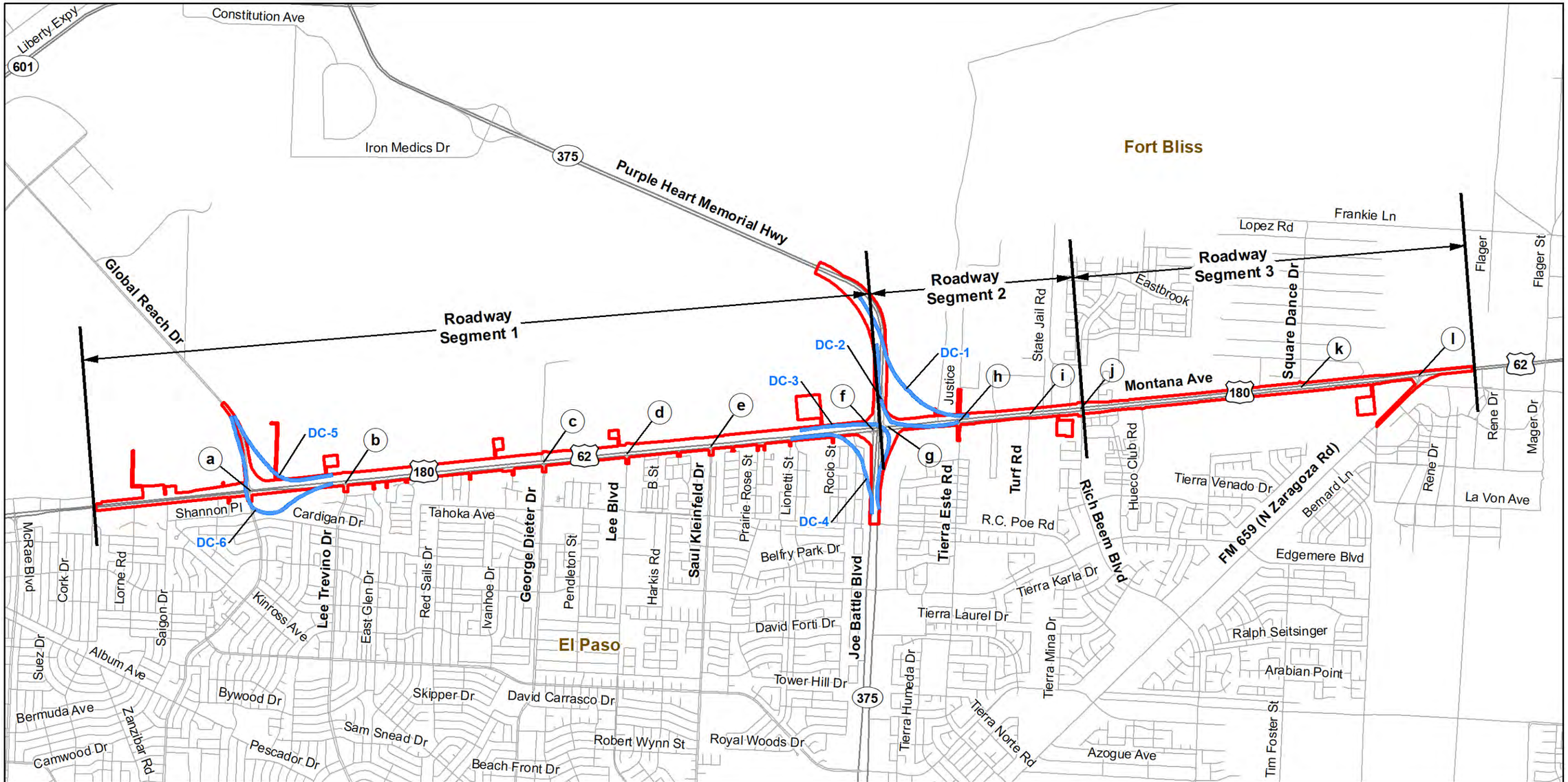



Figure 1
Project Location on County Map Base
US 62/180 (Montana Avenue)
From Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097




Proposed Project Limits

Direct Connector (DC-#) (not shown to scale)

Roadway Segment # (a.k.a. Section) (Source: Attachments 3 and 4)

**Signalized Intersection (Source: Attachment 4)**

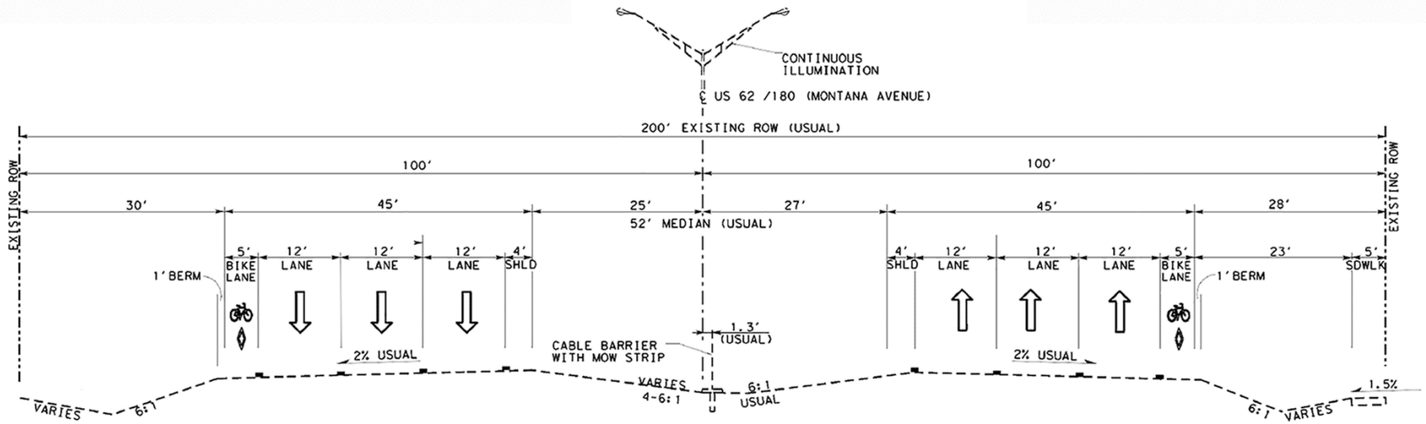
- (a) Global Reach Dr
- (b) Lee Trevino Dr
- (c) George Dieter Dr
- (d) Lee Blvd
- (e) Saul Kleinfeld Dr
- (f) Loop 375 SB
- (g) Loop 375 NB
- (h) Tierra Este Rd
- (i) Turf Rd
- (j) Rich Beem Blvd
- (k) Square Dance Dr
- (l) FM 659 (N Zaragoza Rd)

N W E S

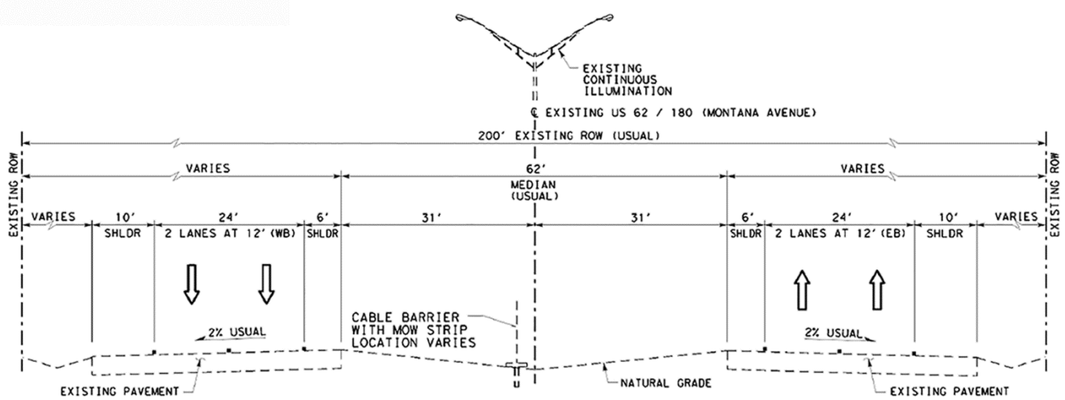
1:40,000

0 0.5 1
Miles

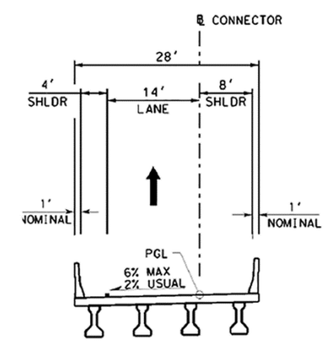
Figure 2
Road Segment/Intersection Locations
US 62/180 (Montana Avenue)
From Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso County, Texas
CSJ: 0374-02-097




EXISTING TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
FROM GLOBAL REACH TO LOOP 375

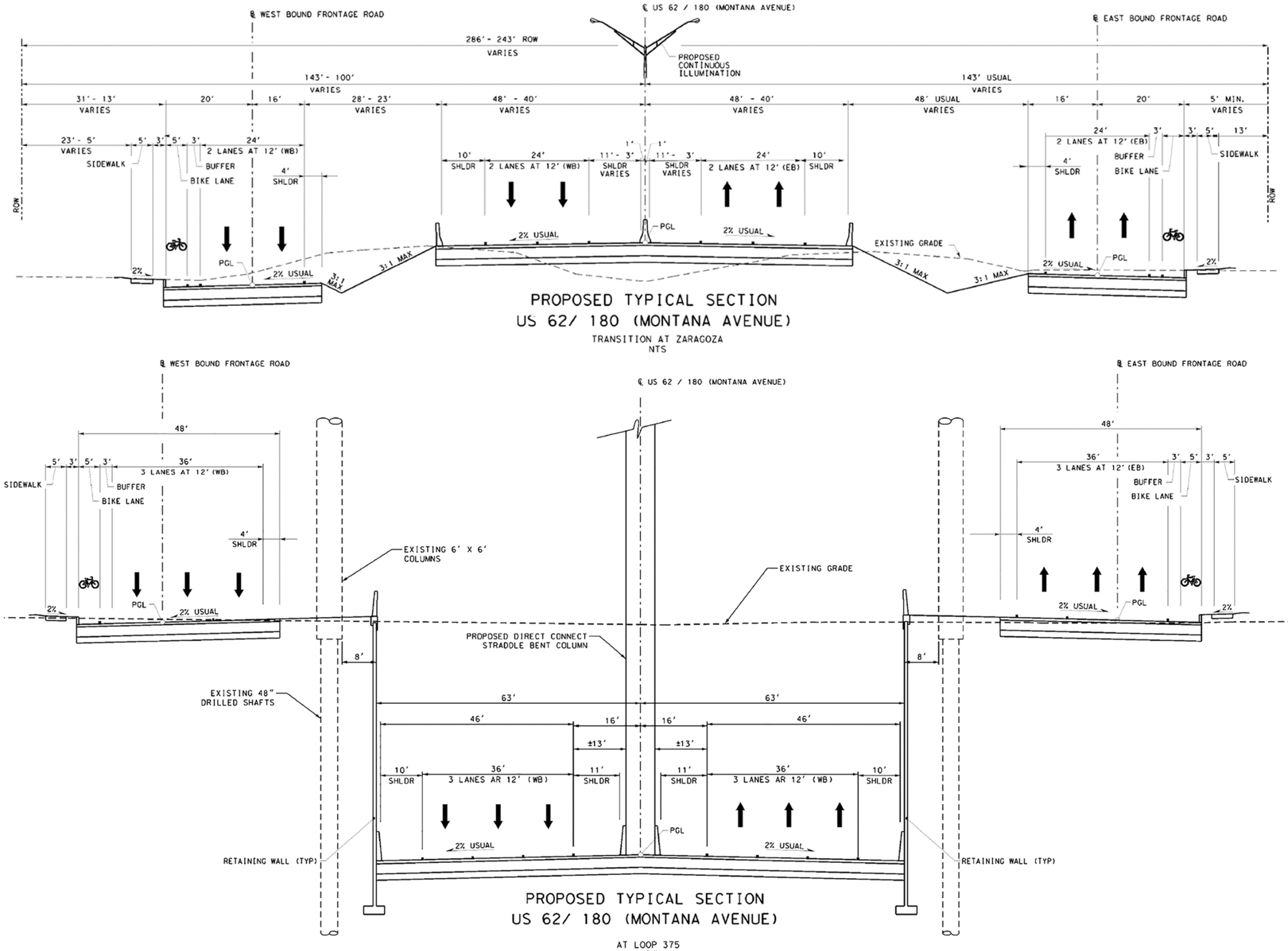



EXISTING TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
FROM LOOP 375 TO ZARAGOZA
NTS




PROPOSED TYPICAL SECTION
CONNECTORS
NTS

Figure 3.1
Existing and Proposed Typical Sections
US 62/180 (Montana Avenue)
From Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097

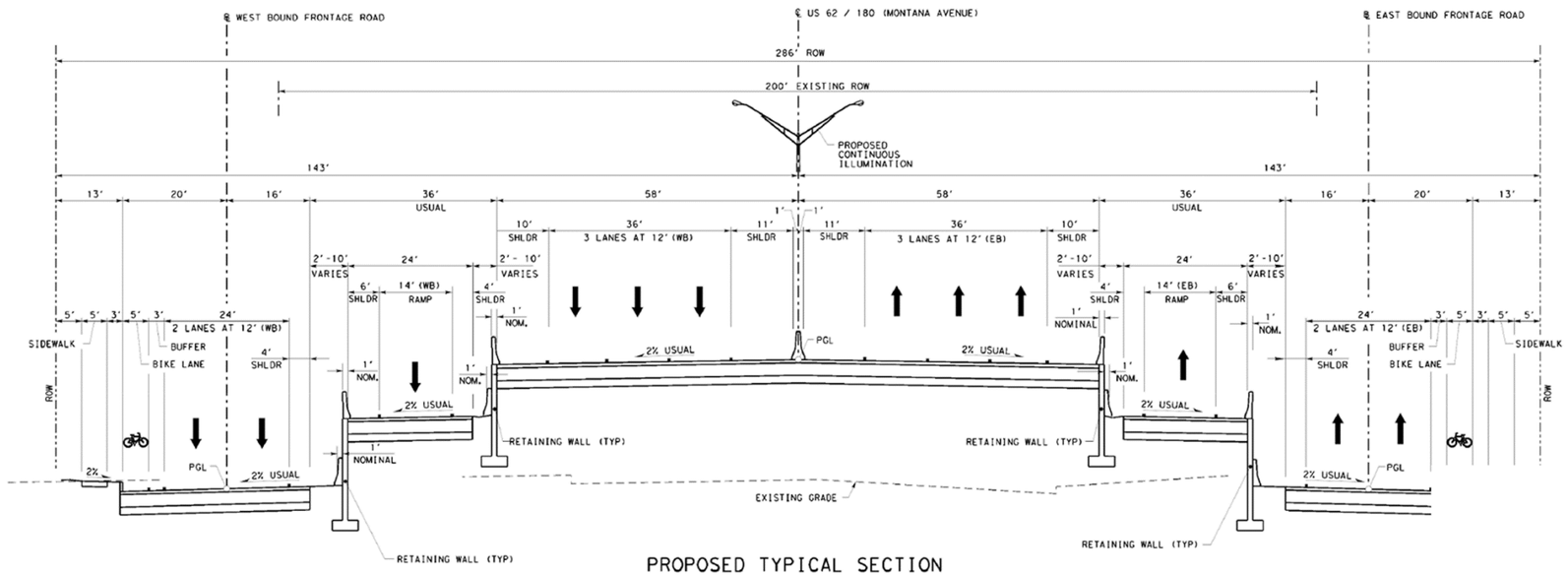



PROPOSED TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
TRANSITION AT ZARAGOZA
NTS

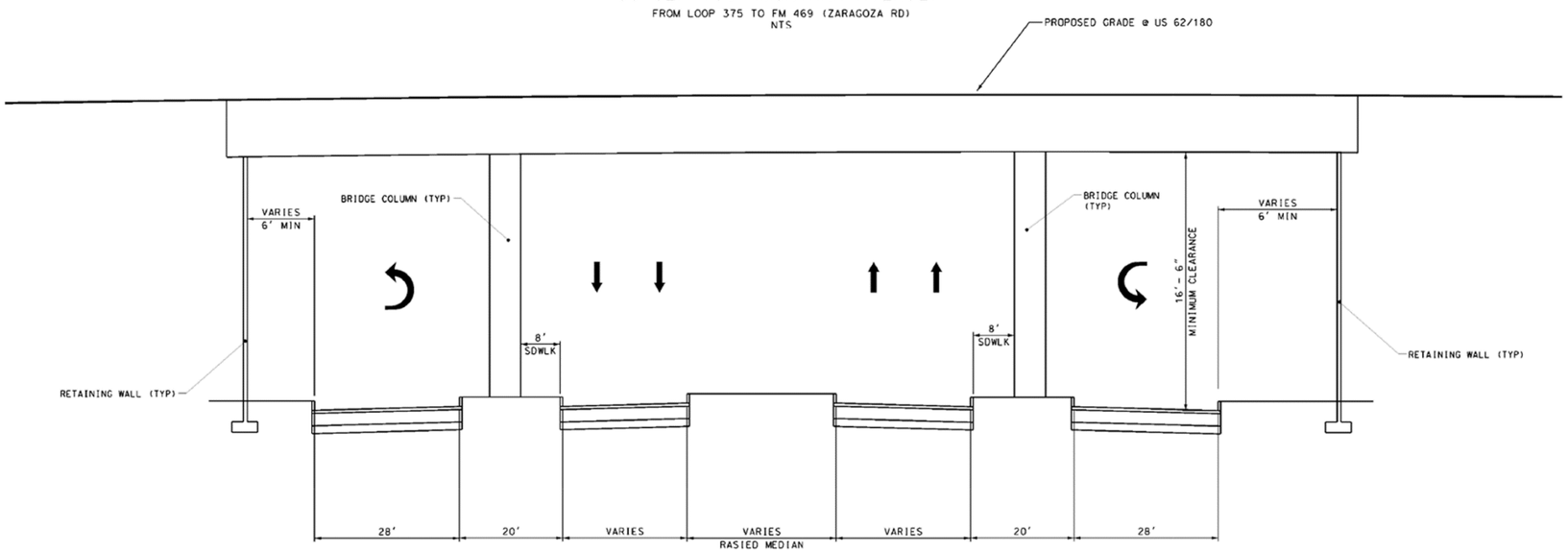



PROPOSED TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
AT LOOP 375
NTS

Figure 3.2
Proposed Typical Sections
US 62/180 (Montana Avenue)
From Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097

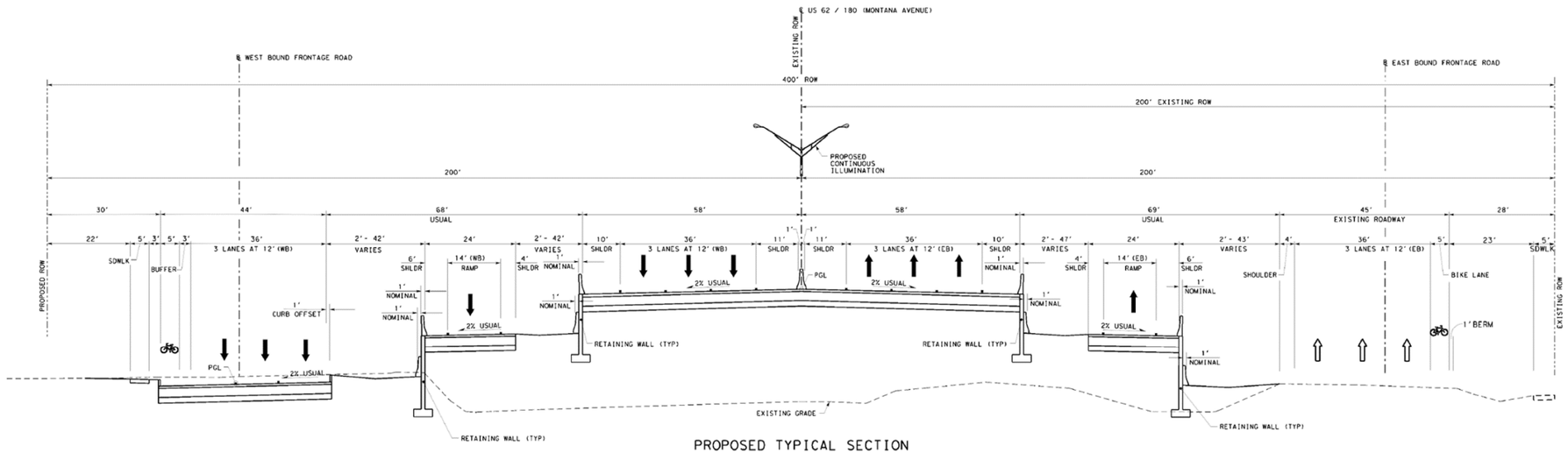



PROPOSED TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
FROM LOOP 375 TO FM 469 (ZARAGOZA RD)
NTS

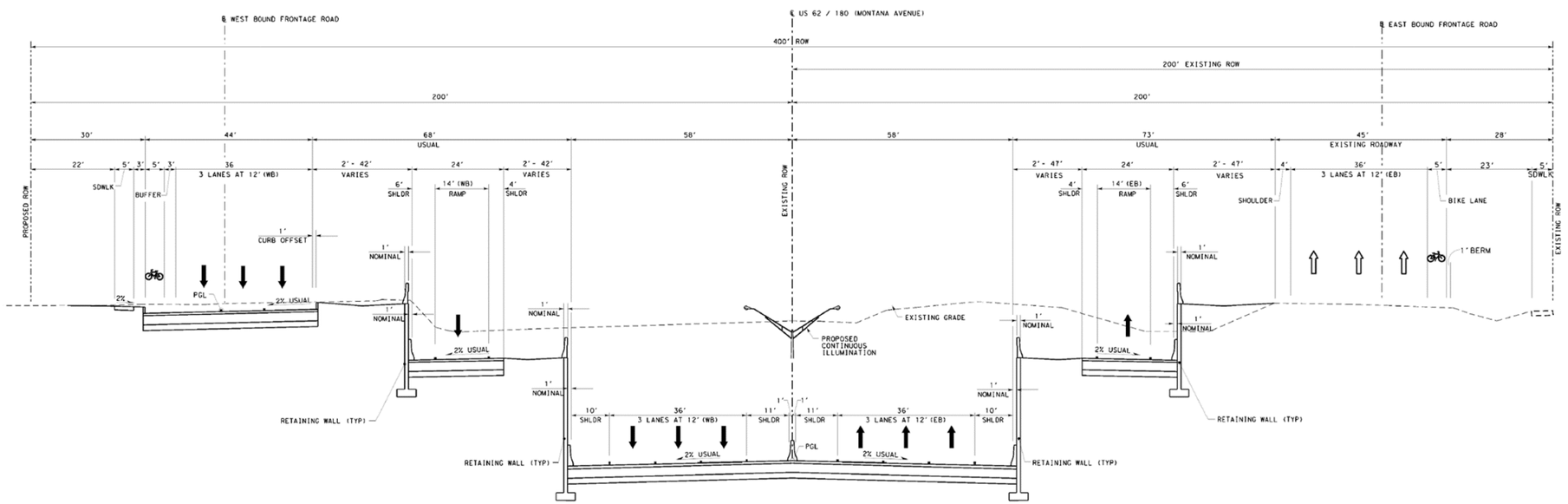



PROPOSED TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
CROSS STREETS AT OVERPASS BRIDGES
NTS

Figure 3.3
Proposed Typical Sections
US 62/180 (Montana Avenue)
From Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097




PROPOSED TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
FROM STA 356+00 TO SAUL KLEINFELD
NTS




PROPOSED TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
SAUL KLEINFELD TO LOOP 375
NTS

Figure 3.4
Proposed Typical Sections
US 62/180 (Montana Avenue)
From Global Reach Drive to
FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097

**From:** Campos, Jose (FHWA) [mailto:Jose.Campos@dot.gov]
**Sent:** Thursday, June 28, 2018 2:44 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); Maley, Barbara (FHWA); Bales, Genevieve (FHWA); Rebecca Pinto
**Subject:** US 62/180 (Montana Avenue) Project of Air Quality Concern Review

---

Marty and Eddie,

Based upon our review of the revised $PM_{10}$ hot-spot analysis data for the proposed US 62/180 (Montana Avenue) project in El Paso (attached), we concur that in accordance with 40 CFR 93.116(a), the proposed US 62/180 (Montana Avenue) project (CSJs 0374-02-097 and 0374-02-100) is not a project of local air quality concern and therefore a $PM_{10}$ hot-spot analysis is not required. Thank you for your assistance and please let me know if you should have any questions.

Jose Campos
Federal Highway Administration – Texas
(512) 536-5932

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

June 11, 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 0374-02-097
US 62/180 (Montana): From Global Reach Drive to FM 659 (N. Zaragoza Road)

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 turn around prior to August 1. If you have any questions regarding this project, please contact me at (512) 416-2659.

Sincerely,

DocuSigned by:
Timothy Wood
C9CB724D35CE4BD...

Tim Wood
Air Specialist
Environmental Affairs Division

Attachment(s)

# Transportation Conformity Report Form

**Project Facility Name:** US 62/180

**MPO Project IDs:** F407A-CAP, F407B-CAP, F407C

**Project CSJ Numbers:** 0374-02-097

**Project Limits**

**From:** Global Reach Drive

**To:** FM 659 (N. Zaragoza Road)

**Project Sponsor:** TxDOT

**Project Description[1]:** The TxDOT El Paso District is proposing to improve US 62/180 (Montana Avenue) within the City of El Paso to provide a controlled access facility, with frontage roads, mainlanes, overpasses/underpasses, and ramps. The proposed project would be constructed in two phases and would open to traffic in 2030 (the ETC year). No express/managed lanes would be constructed. The proposed project is approximately 8.2 miles in length and would construct three, controlled-access mainlanes in each direction along US 62/180 and frontage roads in both directions. The mainlanes would be elevated to pass over Global Reach Drive, N. Lee Trevino Drive, Wooster Lane, George Dieter Drive, Tierra Este Road, Rich Beem Boulevard, and Square Dance Road and depressed to pass under Saul Kleinfeld Road and Loop 375 (Purple Heart Memorial Highway/Joe Battle Boulevard).
The frontage roads would be constructed with three lanes in each direction between Global Reach Drive and Loop 375, and two lanes in each direction between Loop 375 and FM 659 (N. Zaragoza Road), along with signalized intersections at the abovementioned major cross streets except for Wooster Lane and Square Dance Road, and additional lanes for intersection operational efficiency. The three existing eastbound lanes of US 62/180 from Lee Trevino Drive to Loop 375 would serve as the eastbound frontage road in the final configuration. At the west project terminus, two direct connector ramps would be constructed between US 62/180 and Global Reach Drive. At the east project terminus, the mainlanes and parallel access roads would tie into the existing section of US 62/180, west of the existing FM 659 overpass. A four-level interchange would be constructed at the intersection of US 62/180 and Loop 375. Four direct connectors (DCs) would support the major directional movements between the mainlanes of US 62/180 and the mainlanes of Loop 375.

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**Date of anticipated environmental decision/re-evaluation:** AUGUST 1, 2018

**Let Year:** 2018

**ETC[2] Year:** 2030

**Conformity Year[3]:** 2030

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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.

**Total Project Cost:** $557,489,488

**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 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 project[4]?

☒ Yes – Proceed to Step 4.

☐ No – Continue to Step 3.

**Step 3:** Is this project considered regionally significant[5] 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.**

**Step 4:** Is the project located in a nonattainment or maintenance area6 for ozone7, nitrogen dioxide (NO2), carbon monoxide (CO), particulate matter (PM2.5 or PM10)?

☒ Yes – **Transportation conformity rules apply.** The project is located in the EPA designated El Paso moderate nonattainment[8] area for PM10. Continue to Step 5.

☐ No – **STOP. Transportation conformity does not apply to the project.**

**Step 5:** Is the project exempt[9] 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.

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[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.

[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.

**Step 7:** Does the project fall within the boundaries[12] of an MPO?

☒ Yes – Proceed to Step 9.

☐ No – Continue to Step 8.

**Step 8:** Is the project design concept, scope and limits, conformity analysis year, and funding consistent with an approved[13] 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 phases[14] 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 TIP[15] 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.

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

[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.

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

**Step 11:** Are the current project limits the same[16] 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 type[17] of facility and number[18] 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 year[19] 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.

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[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 $PM_{10}$ 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 28, 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.

**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 $PM_{10}$ 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.*

**TxDOT ENV Transportation Conformity Validation Complete:**

**Project CSJ Numbers:** 0374-02-097

**Signature** DocuSigned by: Timothy Wood C9CB724D35CE4BD...

**Name:** '.026-8Ā(22+

**Title:** %17.4210,16)/Ā&3,*.)/.56Ā

**Date:** 7/11/2018

**FHWA/FTA Determination of the Project-level Conformity:**

**Signature** _____

**Name:** _____

**Title:** Air Quality Specialist and Transp. Planning Coordinator_____

**Date:** _____

# Amended Horizon 2040 MTP Project List
## TX Highway and Roadway (FHWA and Local funds)

| CSJ | Project ID | Project Name | Project Description | From | To | Network | Current Const. Cost / 2013-2040 Cost | Est. Const. Cost (Includes Inflation) | Est. PE Cost (Includes Inflation) | Est. ROW Cost (Includes Inflation) | Total Project Cost/YOE (Includes Inflation) | Sponsor | YOE (FY) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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&GradeSparationsAtIntersectionsLeeTrevinoDr 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 |
| | 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 |
| | F407C | US 62/180 (Montana Ave.) Direct Connectors at Global Reach Dr. and LP 375 | Construction of Direct Connector ramps at US 62/180 at Global Reach Dr. and at US 62/180 at Loop 375 for operational improvements at the intersections. Work to include advanced signing, striping and incidental work to FM 659 (Zaragoza Rd.). Project scope may be further phased depending on funding availability. | Global Reach Dr. | Zaragoza Rd. (FM 659) | 2030 | $89,879,000 | $123,005,618 | $4,165,000 | $1,000,000 | $128,170,618 | TXDOT | 2028 |
| | 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 | $12,315,632 | $800,000 | $0 | $13,115,632 | TXDOT | 2031 |
| Location for new POEs to be determined by the presidential permit process. | | | | | | | | | | | | | |

**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)**

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0924-06-524 | BP004 | Bus Procurement (3) to assist with I-10 Project Traffic Mitigation | Purchase 2 35' buses and one Low Floor 28' bus ; Purchase of buses to provide circulator services on westside and connect Westside to eastside terminals in order to assist in mitigation of I-10 expansion from Executive Center to Resler | DTC - Remcon | ETC - Sunmount | 2020 | $1,250,000 | $1,250,000 | $0 | $0 | $1,250,000 | Sun Metro-Transit | 2016 |
| 0924-06-465 | T083X | Bus Purchase | Bus Purchase | Mission Valley Transfer Center | Transit Loop Serving El Paso Community College Mission Del Paso Campus, Clint, San Elizario & Socorro. | 2020 | $540,000 | $540,000 | $0 | $0 | $540,000 | Sun Metro-Transit | 2015 |
| 0924-06-506 | BP002 | Bus Replacement For FY 2017 (Two Buses) | Purchase Of Two 40' Buses | Citywide | | 2020 | $1,100,000 | $1,100,000 | $0 | $0 | $1,100,000 | Sun Metro-Transit | 2017 |
| 0924-06-468 | T085X | Downtown Transit Circulator Route - Purchase Of Vans And Operations | Through This Partnership, The Downtown Management District With Sun Metro Provide A Branded Cut-Away (Small Shuttle Like The Airport Shuttles) Service In A Focused Area Of Downtown | Sun Metro Downtown Transfer Center | Glory Road And Downtown El Paso | 2020 | $800,000 | $800,000 | $0 | $0 | $800,000 | Sun Metro-Transit | 2014 |
| 0924-06-467 | T086X | EPCC Transit Connections - Within City Of El Paso Campuses | Route Provides Express Service From El Paso Community College's Transmountain To The Valle Verde Campuses, With Stops At The Northeast, Eastside And Mission Valley Centers. | Epcc Campuses: Transmountain And Valle Verde | Transfer Centers: Northeast, Eastside, And Mission Valley | 2020 | $1,117,710 | $1,117,710 | $0 | $0 | $1,117,710 | Sun Metro-Transit | 2015 |
| 0924-06-378 | T056X | Forty Foot Bus Purchase 2 (Dtc To Five Points To Mission Valley) | Forty Foot Bus Purchase 2 (Dtc To Five Points To Mission Valley) | Citywide | | 2020 | $500,000 | $500,000 | $0 | $0 | $500,000 | Sun Metro-Transit | 2013 |
| 0924-06-381 | T059X | Forty Foot Bus Purchase 5 | Forty Foot Bus Purchase 5 | Citywide | | 2020 | $540,000 | $540,000 | $0 | $0 | $540,000 | Sun Metro-Transit | 2014 |
| 0924-06-508 | BP001 | Forty Foot Bus Purchase-2 Buses | Purchase Of Two 40' Buses | Citywide | | 2020 | $1,000,000 | $1,000,000 | $0 | $0 | $1,000,000 | Sun Metro-Transit | 2014 |
| 0924-06-466 | T087X | Forty Ft. Bus Purchase | Purchase Of 40' Bus To Reduce Congestion And Improve Air Quality; To Be Used For Park And Ride And/Or Express Services. | City Limits | City Limits | 2020 | $540,000 | $540,000 | $0 | $0 | $540,000 | Sun Metro-Transit | 2016 |
| 0001-02-054 | T015C-2 | Mesa Corridor Rts | Design And Construction For Rapid Transit System (Rts) (This Project Is Cover In Transit And Highway Project Lists. USing $2M Fhwa Cat5 Funds, $6.13M Fhwa Cat2 (Fta Transfer $2,686,629 In 12/2012), $13.55M Fta 5309, And $5.420M Lcl Funds For Total Of $27.1M) | On Santa Fe St. At Fourth Ave. To Franklin Ave. To Oregon St., To Glory Rd., To Mesa St. To Remcon Circle | | 2020 | $2,686,629 | $2,686,629 | $0 | $0 | $2,686,629 | Sun Metro-Transit | 2013 |
| 0924-06-444 | T066X | Mesa RTS Operation | Start-Up RTS Operating Assistance | N/A | N/A | 2020 | $1,000,000 | $1,000,000 | $0 | $0 | $1,000,000 | Sun Metro-Transit | 2015 |
| 0924-06-445 | T068X | Montana RTS Operation | Start-Up Operating Assistance | N/A | | 2030 | $1,000,000 | $1,040,000 | $0 | $0 | $1,040,000 | Sun Metro-Transit | 2021 |
| 0924-06-526 | BP005 | Sun Metro Engine Rebuilds (12 buses) | Fund twelve bus engine rebuilds to extend useful life on buses to 15 years. | Citywide | | 2020 | $1,486,634 | $1,486,634 | $0 | $0 | $1,486,634 | Sun Metro-Transit | 2016 |
| 0924-06-456 | T088A | Sun Metro Park And Ride Routes (2 Bus Purchases) (4 Routes) | Park And Ride Routes: Rc POE Express To Downtown Tc. Wtc Express To Eastside (Cv) Center (280 Parking Spaces). Mission Valley Center Express From Zaragoza Bridge To Dtc Thru Mv. Ne Express To Eastside (Cv And Fountains). | City Limits | City Limits | 2020 | $1,000,000 | $1,000,000 | $0 | $0 | $1,000,000 | Sun Metro-Transit | 2014 |
| 0924-06-464 | T088B | Sun Metro Park And Ride Routes (Operations) (4 Routes) | Park And Ride Routes Operating Assistance: Rc POE Express To Downtown Tc. Wtc Express To Eastside (Cv) Center (280 Parking Spaces). Mission Valley Center Express From Zaragoza Bridge To Dtc Thru Mv. Ne Express To Eastside (Cv And Fountains). | N/A | | 2020 | $800,000 | $800,000 | $0 | $0 | $800,000 | Sun Metro-Transit | 2014 |
| 0924-06-525 | T089X | West El Paso Traffic Mitigation Circulator Service | Sun Metro transit agency is proposing four new circulator service routes with nine buses to be incorporated to the El Paso's West Side route system to serve as a feeder for the existing BRIO bus rapid transit service. No bus funding is being requested. | Westside Terminal-Remcon | NW - Trans Mountain -> Eastside Terminal - Sunmount | 2020 | $2,100,000 | $2,100,000 | $0 | $0 | $2,100,000 | Sun Metro-Transit | 2016 |
| 0924-06-536 | T090X | West El Paso Traffic Mitigation Circulator Service YR2 - 2017 | Sun Metro in order to assist with traffic mitigation during I-10 Westside project is proposing four new circulator service routes with nine buses to be incorporated to the El Paso's West Side route system. | Westside Terminal - Remcon | NW Trans-Mountain-> Eastside Terminal on Sunmount | 2020 | $2,000,000 | $2,000,000 | $0 | $0 | $2,000,000 | Sun Metro | 2017 |
| 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 2020 |
| Location for new POEs to be determined by the presidential permit process. | | | | | | | | | | | | | |

TPC-Total Project Cost (Const. Cost+PE Cost+ROW Cost) YOE-Year of Expenditure, FY-Fiscal Year, FC-Functional Classification, CSJ-Control Section Number, ROW-Right-Of-Way, NE-Northeast

# STIP Portal

Logged in as Tim Wood Log Out

Project Management | Reports | Support

Project Management > Area List > STIPs (M-EL PASO) > Revisions (2019-2022) > TIP Instances (07/2018) > Highway Projects (07/2018) > Project Details

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

Data

Statewide

TIP Revision: 2019-2022: 07/2018

District: EL PASO

County: EL PASO

MPO: EL PASO

Highway: US 62/180

CSJ: 0374 - 02 - 097

TIP FY: 2019

Phase: Construction; Engineering; Environmental; Engineering; Right-of-Way; Acquisition; Utilities; Transfer

Revision Date: 07/2018

Project Sponsor: TXDOT

MPO Proj Number: F407A-CAP

MTP Reference: F407A-CAP

City: EL PASO

NOX (Kg/D): 0.0000

VOC (Kg/D): 0.0000

PM10 (Kg/D): 0.0000

PM2.5 (Kg/D): 0.0000

CO (Lbs/D):

Limits From: ON US 62/180 (MONTANA AVE.) EXPRESSWAY & FRONTAGE ROADS, PHASE I AT GLOBAL REACH DR.

Limits To: FM 659 (ZARAGOZA RD.)

Project Description: 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.

P7 Remarks: PROGRAM D2045 MTP, D19-22 TIP, 19-22 STIP, IN FY 2019.

Project History: Amend to program into amended H2040 MTP, H17-20 TIP, 17-20 STIP in FY 2019.

**Total Project Cost Information**

| | |
|---|---|
| Prelim Engineering | $6,366,239 |
| ROW Purchase | $38,600,000 |
| Construction Cost | $121,733,894 |
| Const Engineering | $0 |
| Contingencies | $2,585,472 |
| Indirect Costs | $0 |
| Bond Financing | $0 |
| Potential Chg Ord | $4,859,129 |
| Total Project Cost | $174,144,734 |
| YOE Cost | |
| Toll | |
| TCM | |

**Authorized Funding by Category/Share**

| Category | Federal | State | Regional | Local | Local Contributions | Total |
|---|---|---|---|---|---|---|
| 12 | $32,000,000 | $8,000,000 | $0 | $0 | $0 | $40,000,000 |
| 4 | $52,717,288 | $13,179,322 | $0 | $0 | $0 | $65,896,610 |
| 2M | $12,669,827 | $3,167,457 | $0 | $0 | $0 | $15,837,284 |
| Total | $97,387,115 | $24,346,779 | $0.00 | $0.00 | $0.00 | $121,733,894 |

**2019-2022 STIP** — **07/2018 (Current) Revision: Pending Review**

| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST |
|---|---|---|---|---|---|---|---|---|
| EL PASO | EL PASO | EL PASO | 0374-02-097 | 2019 | US 62/180 | C | EL PASO | $ 121,733,894 |

LIMITS FROM: ON US 62/180 (MONTANA AVE.) EXPRESSWAY & FRONTAGE ROADS, PHASE I AT GLOBAL REACH DR.

LIMITS TO: FM 659 (ZARAGOZA RD.)

PROJECT DESCR: 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.

PROJECT SPONSOR: TXDOT

REVISION DATE: 07/2018

MPO PROJ NUM: F407A-CAP

FUNDING CAT(S): 2M,4,12

REMARKS P7: PROGRAM D2045 MTP, D19-22 TIP, 19-22 STIP, IN FY 2019.

PROJECT HISTORY: Amend to program into amended H2040 MTP, H17-20 TIP, 17-20 STIP in FY 2019.

**TOTAL PROJECT COST INFORMATION**

| | |
|---|---|
| PRELIM ENG: | $ 6,366,239 |
| ROW PURCH: | $ 38,600,000 |
| CONST COST: | $ 121,733,894 |
| CONST ENG: | $ 0 |
| CONTING: | $ 2,585,472 |
| INDIRECT: | $ 0 |
| BOND FIN: | $ 0 |
| POT CHG ORD: | $ 4,859,129 |
| TOTAL COST: | $ 174,144,734 |

COST OF APPROVED PHASES $ 121,733,894

**AUTHORIZED FUNDING BY CATEGORY/SHARE**

| CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL | LC | TOTAL |
|---|---|---|---|---|---|---|
| 4 | $ 52,717,288 | $ 13,179,322 | $ 0 | $ 0 | $ 0 | $ 65,896,610 |
| 2M | $ 12,669,827 | $ 3,167,457 | $ 0 | $ 0 | $ 0 | $ 15,837,284 |
| 12 | $ 32,000,000 | $ 8,000,000 | $ 0 | $ 0 | $ 0 | $ 40,000,000 |
| TOTAL | $ 97,387,115 | $ 24,346,779 | $ 0 | $ 0 | $ 0 | $ 121,733,894 |

## TIP History

**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 | 0374-02-097 | 2019 | US 62/180 | C | EL PASO | $ 121,733,894 |

**LIMITS FROM:** ON US 62/180 (MONTANA AVE.) EXPRESSWAY & FRONTAGE ROADS, PHASE I AT GLOBAL REACH DR.

**PROJECT SPONSOR:** TXDOT

**LIMITS TO:** FM 659 (ZARAGOZA RD.)

**REVISION DATE:** 05/2017

**PROJECT DESCR:** 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.

**MPO PROJ NUM:** F407A-CAP

**FUNDING CAT(S):** 2M,4,12

**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

| | |
|---|---|
| PRELIM ENG: | $ 6,366,239 |
| ROW PURCH: | $ 38,600,000 |
| CONST COST: | $ 121,733,894 |
| CONST ENG: | $ 0 |
| CONTING: | $ 2,585,472 |
| INDIRECT: | $ 0 |
| BOND FIN: | $ 0 |
| POT CHG ORD: | $ 4,859,129 |
| TOTAL COST: | $ 174,144,734 |

**COST OF APPROVED PHASES** $ 121,733,894

### AUTHORIZED FUNDING BY CATEGORY/SHARE

| CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL | LC | TOTAL |
|---|---|---|---|---|---|---|
| 2M | $ 12,669,827 | $ 3,167,457 | $ 0 | $ 0 | $ 0 | $ 15,837,284 |
| 4 | $ 52,717,288 | $ 13,179,322 | $ 0 | $ 0 | $ 0 | $ 65,896,610 |
| 12 | $ 32,000,000 | $ 8,000,000 | $ 0 | $ 0 | $ 0 | $ 40,000,000 |
| TOTAL | $ 97,387,115 | $ 24,346,779 | $ 0 | $ 0 | $ 0 | $ 121,733,894 |

## Comment History

| Time | User | Comment | Related Approval |
|---|---|---|---|
| 2018/03/29 11:01:52 | **Genevieve Bales** | Approval is effective March 27, 2018. | **05/2017: Approved** |
| 2017/07/28 12:39:27 | **Genevieve Bales** | Not Approved. Approval is pending completion of conformity determination. | **05/2017: Not Approved** |

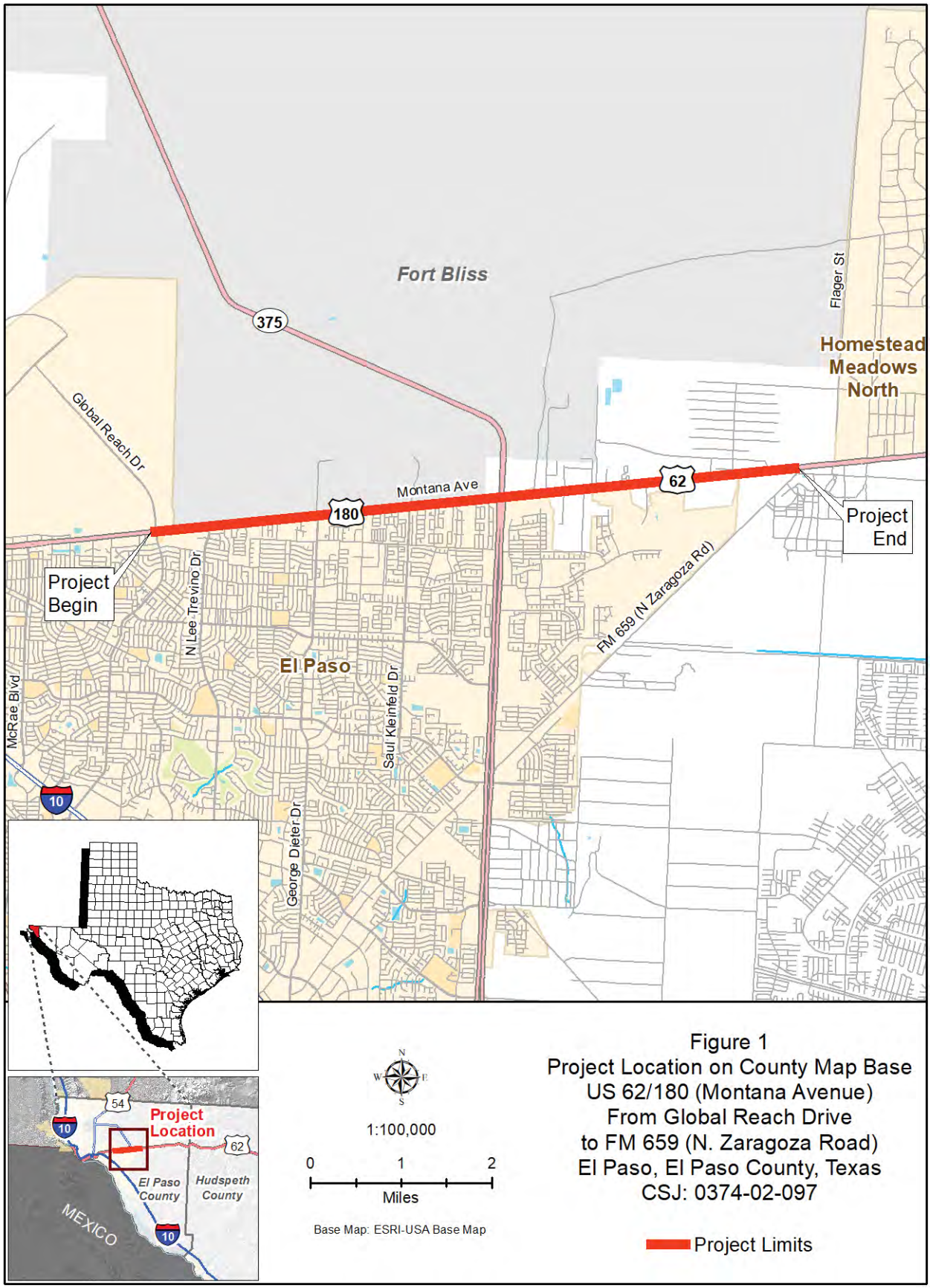



Figure 1
Project Location on County Map Base
US 62/180 (Montana Avenue)
From Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097

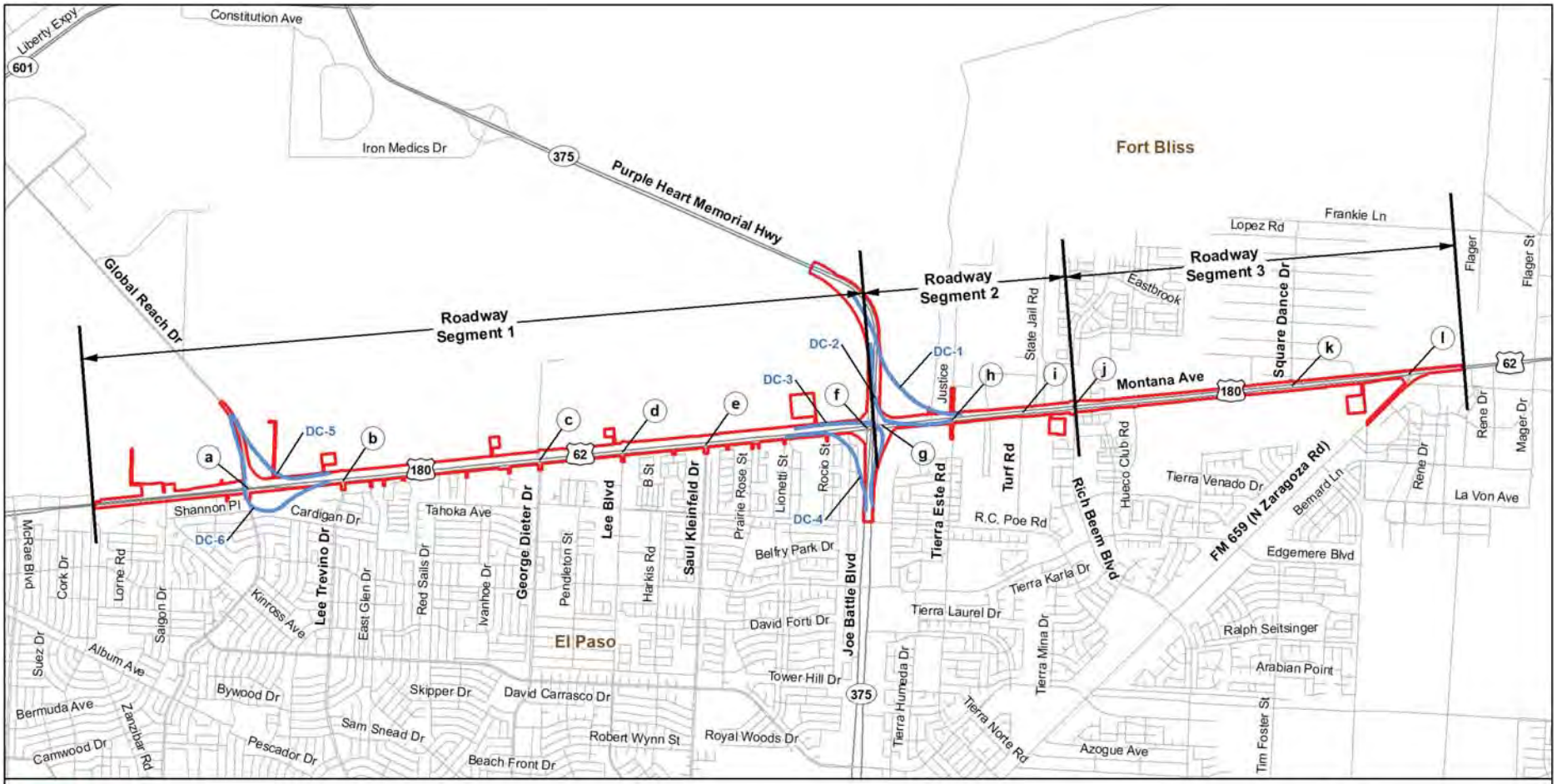
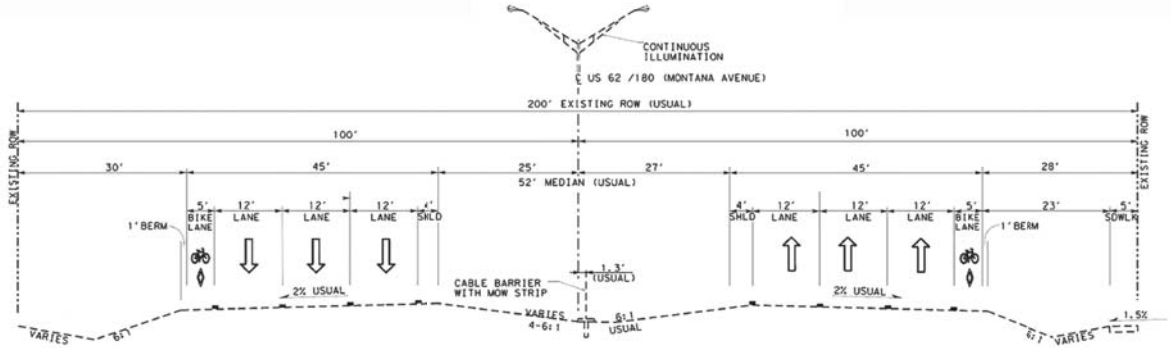
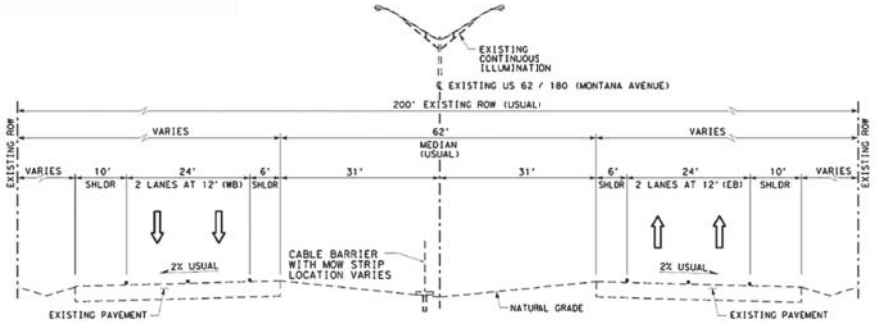


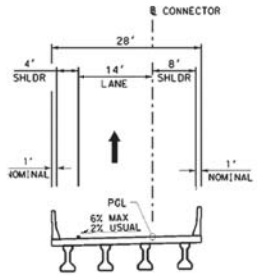

Figure 2
Road Segment/Intersection Locations
US 62/180 (Montana Avenue)
From Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso County, Texas
CSJ: 0374-02-097




EXISTING TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
FROM GLOBAL REACH TO LOOP 375




EXISTING TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
FROM LOOP 375 TO ZARAGOZA
NTS




PROPOSED TYPICAL SECTION
CONNECTORS
NTS

Figure 3.1
Existing and Proposed Typical Sections
US 62/180 (Montana Avenue)
From Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097

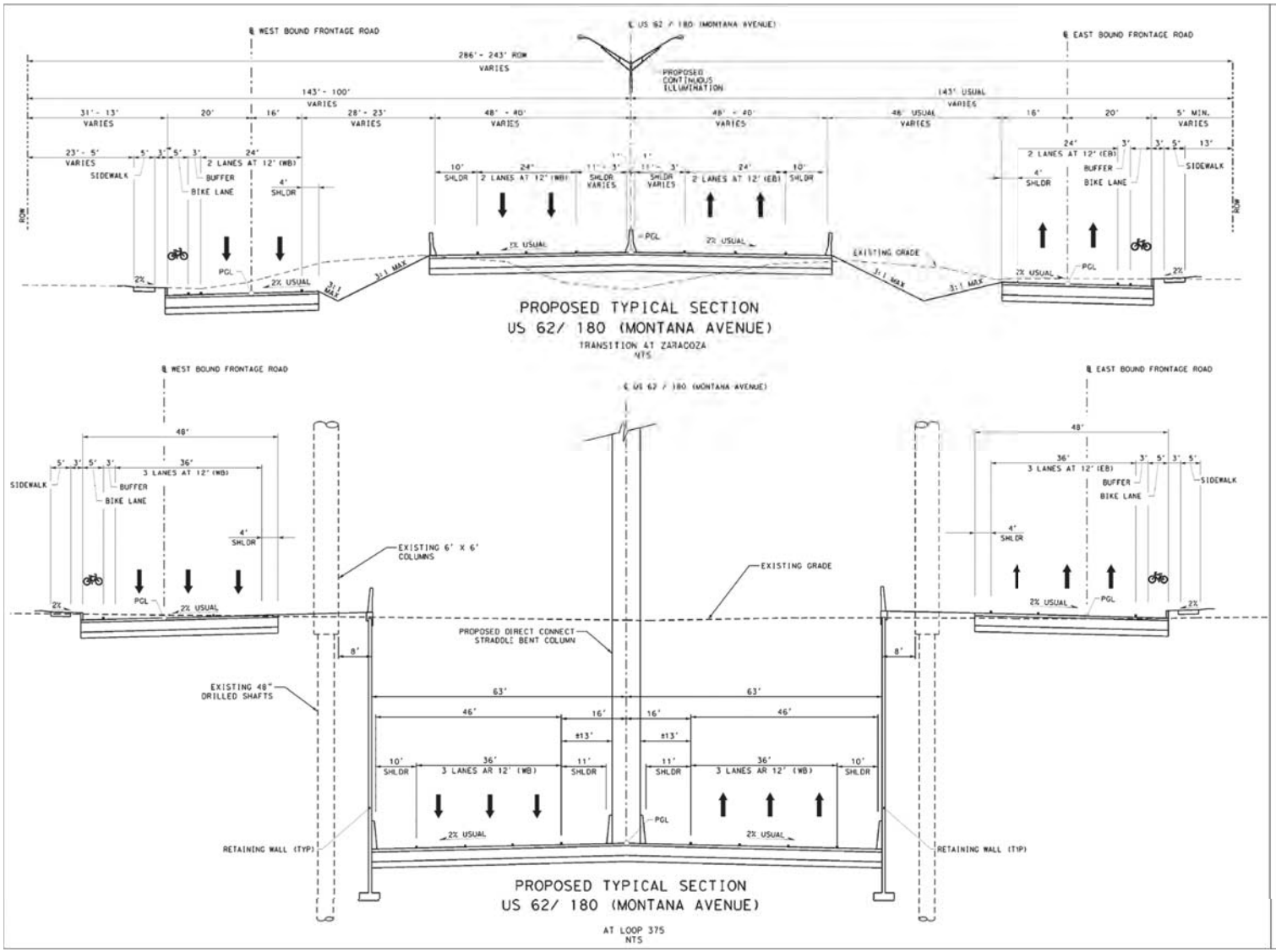
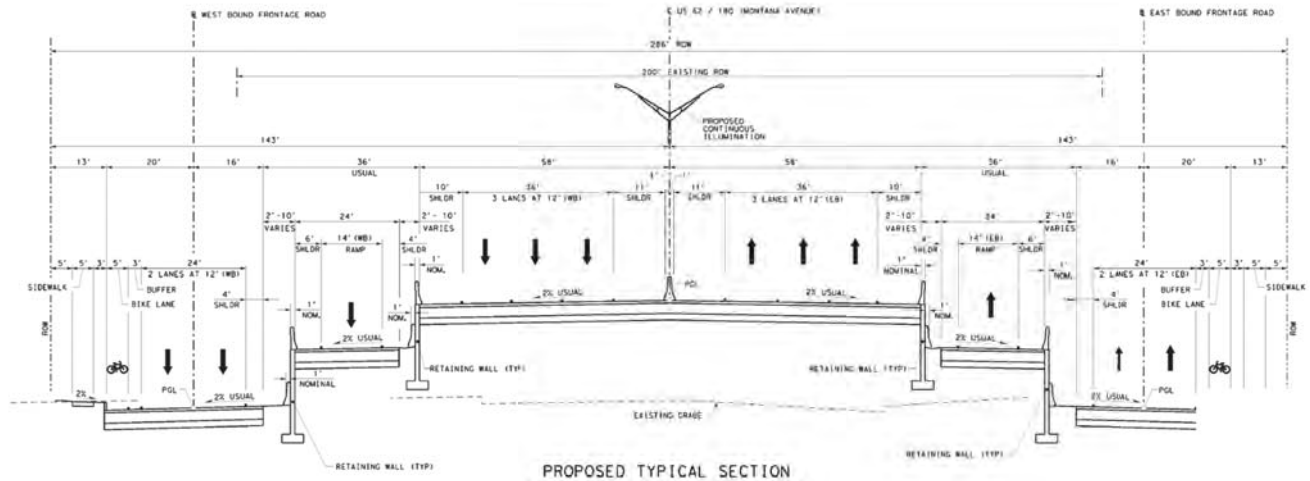
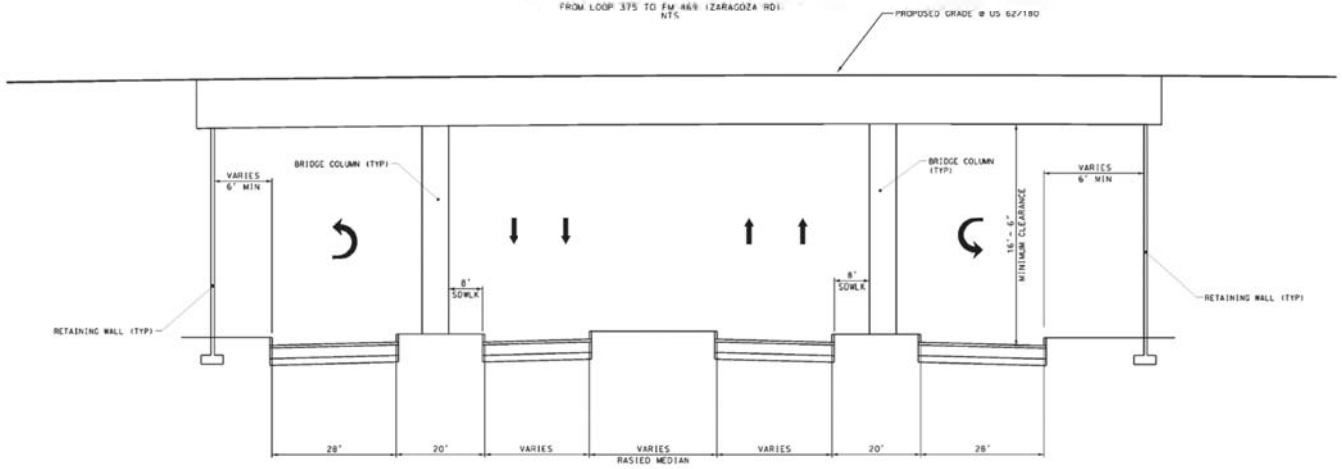



Figure 3.2
Proposed Typical Sections
US 62/180 (Montana Avenue)
From Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097



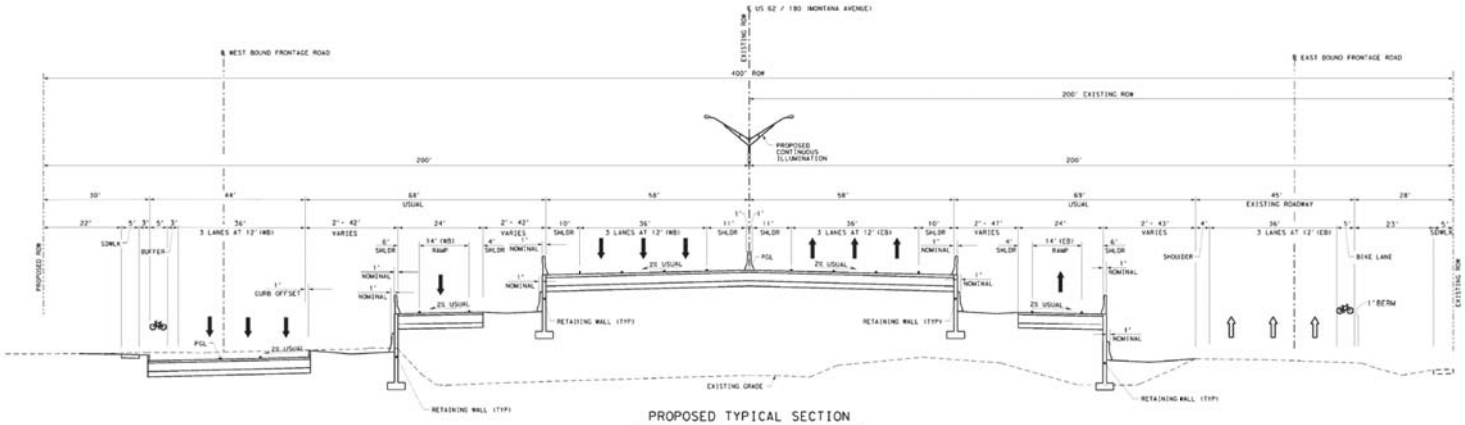

PROPOSED TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
FROM LOOP 375 TO FM 659 (ZARAGOZA RD)
NTS



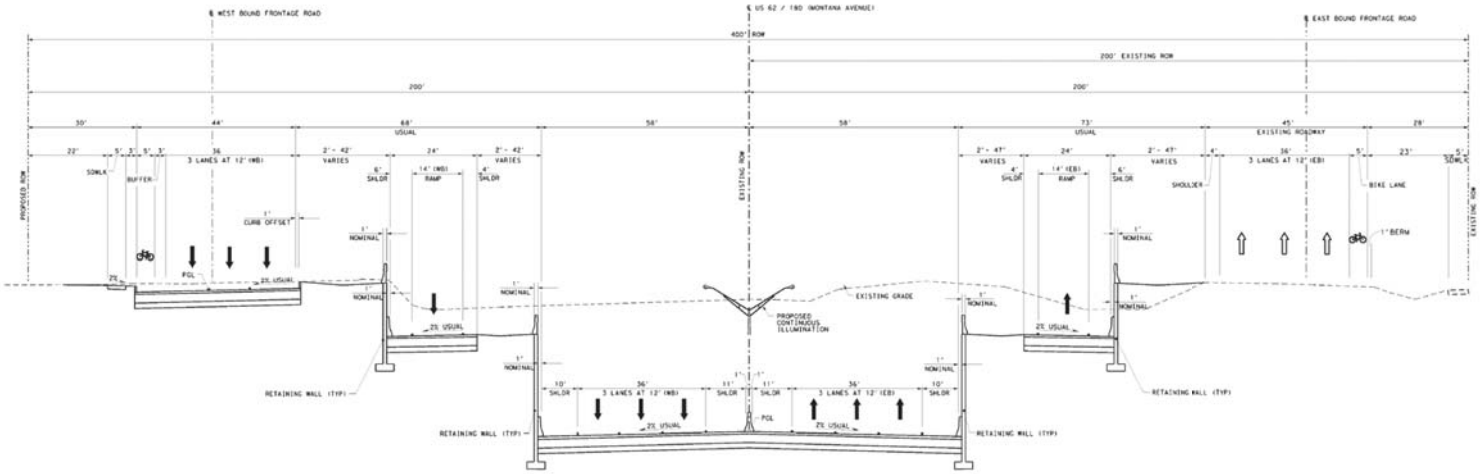

PROPOSED TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)

CROSS STREETS AT OVERPASS BRIDGES
NTS

Figure 3.3
Proposed Typical Sections
US 62/180 (Montana Avenue)
From Global Reach Drive
to FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097




PROPOSED TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
FROM STA 356+00 TO SAUL KLEINFELD
NTS




PROPOSED TYPICAL SECTION
US 62/ 180 (MONTANA AVENUE)
SAUL KLEINFELD TO LOOP 375
NTS

Figure 3.4
Proposed Typical Sections
US 62/180 (Montana Avenue)
From Global Reach Drive to
FM 659 (N. Zaragoza Road)
El Paso, El Paso County, Texas
CSJ: 0374-02-097

**From:** Campos, Jose (FHWA) [mailto:Jose.Campos@dot.gov]
**Sent:** Thursday, June 28, 2018 2:44 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); Maley, Barbara (FHWA); Bales, Genevieve (FHWA); Rebecca Pinto
**Subject:** US 62/180 (Montana Avenue) Project of Air Quality Concern Review

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Marty and Eddie,

Based upon our review of the revised $PM_{10}$ hot-spot analysis data for the proposed US 62/180 (Montana Avenue) project in El Paso (attached), we concur that in accordance with 40 CFR 93.116(a), the proposed US 62/180 (Montana Avenue) project (CSJs 0374-02-097 and 0374-02-100) is not a project of local air quality concern and therefore a $PM_{10}$ hot-spot analysis is not required. Thank you for your assistance and please let me know if you should have any questions.

Jose Campos
Federal Highway Administration – Texas
(512) 536-5932

**From:** Eddie Valtier
**Sent:** Thursday, June 28, 2018 4:33 PM
**To:** Mimi Horn; Claudia Ortega
**Subject:** FW: US 62/180 (Montana Avenue) Project of Air Quality Concern Review

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**From:** Campos, Jose (FHWA) [mailto:Jose.Campos@dot.gov]
**Sent:** Thursday, June 28, 2018 2:44 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); Maley, Barbara (FHWA); Bales, Genevieve (FHWA); Rebecca Pinto
**Subject:** US 62/180 (Montana Avenue) Project of Air Quality Concern Review

Marty and Eddie,

Based upon our review of the revised $PM_{10}$ hot-spot analysis data for the proposed US 62/180 (Montana Avenue) project in El Paso (attached), we concur that in accordance with 40 CFR 93.116(a), the proposed US 62/180 (Montana Avenue) project (CSJs 0374-02-097 and 0374-02-100) is not a project of local air quality concern and therefore a $PM_{10}$ hot-spot analysis is not required. Thank you for your assistance and please let me know if you should have any questions.

Jose Campos
Federal Highway Administration – Texas
(512) 536-5932