MEMO

May 3, 2018

To: John Cordary Jr., P.E.
Director of Transportation, Planning and Development

From: Chad Putnam
Environmental Specialist, TxDOT-FTW

Subject: Approval to Proceed to Public Involvement
CSJ: 0718-02-045
FM 156 from US 81/287 to McLeroy Blvd./Watauga Rd.

The above project meets the criteria of a Categorical Exclusion under 23 CFR 71.117(a) and (b) and will be classified as a d-list Categorical Exclusion.

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

The technical documentation for this project has been reviewed and has been determined to be satisfactory for further processing. This project is approved to move ahead to a public hearing.

CC: Nicholas Spencer, P.E.
Consultant Project Management Office Supervisor, TxDOT-FTW

Joseph Slack, P.E.
Consultant Project Management Office, TxDOT-FTW

Curtis Hanan, P.E.
Advanced Project Development Director, TxDOT-FTW

Jamye Sawey
Environmental Supervisor, TxDOT-FTW

Request for Classification

FM 156
From US 81/287 to Watauga Road (McElroy)
CSJ: 0718-02-045
Tarrant County, Texas

March 11, 2016

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.

Purpose of the Document

The purpose of this document is to request the classification of the proposed project as a Categorical Exclusion (CE). Per TxDOT Environmental Affairs Division (ENV) guidance on choosing a categorical exclusion, "23 CFR § 771.117(d) provides a means to approve categorical exclusions that are not specifically included on the (c)- and (d)-lists. ENV refers to this as an "open-ended (d) CE." To qualify as an open-ended (d) CE, a project must meet the definition in 40 CFR § 1508.4 as stated below:

"Categorical exclusion means a category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a Federal agency in implementation of these regulations (§ 1507.3) and for which, therefore, neither an environmental assessment nor an environmental impact statement is required. An agency may decide in its procedures or otherwise, to prepare environmental assessments for the reasons stated in § 1508.9 even though it is not required to do so. Any procedures under this section shall provide for extraordinary circumstances in which a normally excluded action may have a significant environmental effect."

In addition, a project cannot have substantial controversy on environmental grounds (23 CFR §771.117(b)(2)) and must meet all the criteria listed in 23 CFR § 771.117(a) as stated below:

"Categorical exclusions (CEs) are actions which meet the definition contained in 40 CFR § 1508.4, and, based on past experience with similar actions, do not involve significant environmental impacts. They are actions which: do not induce significant impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts."

Results of preliminary environmental studies conducted for this project are summarized to demonstrate that the proposed project would meet the definition in 40 CFR § 1508.4, the criteria listed in 23 CFR § 771.117(a), and qualifies as an open-ended (d) CE. Supporting documentation is on file at the TxDOT Fort Worth District.

Proposed Action

The proposed project is approximately 3.79 miles in length from US 81/287 to Watauga Road (Rd)/McElroy in Tarrant County. See attached Project Location Map.

The proposed improvements would include the reconstruction and widening of the existing two-lane roadway to a four-lane roadway with a raised median within curb and gutter. The proposed roadway would include shared use lanes to accommodate bicyclists and sidewalks separated from the roadway. The proposed project is needed to meet future travel demands stemming from projected

population growth and traffic volumes. The existing typical right of way width for FM 156 is 120 feet. Additional ROW would primarily consist of corner clips and is not expected to require the acquisition of more than a minor amount of ROW as defined by TxDOT. If more than minor amounts of ROW are needed the project classification will be revisited. Further preliminary design efforts would determine if additional right of way is required.

Justification of Categorical Exclusion Classification (Criteria 23 CFR 771.117(a))

Per TxDOT ENV July 2015 Guidance on Choosing a Categorical Exclusion, projects meeting the criteria in 23 CFR 771.117(a) also meet CEQ criteria for a CE in 40 CFR § 1508.4. In addition, the guidance includes that the project cannot have substantial controversy on environmental grounds as stated in 23 CFR 771.117(b)(2). The following subsections demonstrate how the proposed project meets each criterion from 23 CFR § 771.117(a) explicitly and individually and meets 23 CFR § 771.117(b)(2). All information presented below is based on the technical reports, project coordination requests (PCRs) for cultural resources, archeological survey report, and public involvement activities that have occurred thus far in project planning.

Do not induce significant impacts to planned growth or land use for the area

The purpose of the proposed project is to improve mobility and connections for the traveling public including pedestrians and bicyclists. By adding two additional lanes (one in each direction) and left turn lanes, the proposed project would increase mobility and improve connections for the growing residential areas adjacent to the proposed project. Continuous bicycle and pedestrian accommodations within the project limits would also provide improved mobility and connectively for bicyclists and pedestrians. The proposed improvements are consistent with local plans and growth patterns for the area; therefore, the project itself is not expected to induce significant impacts to planned growth for the area.

Land use types in the proposed project area consist of residential, institutional, general commercial and light industrial-zoned land. The proposed project would not cause major changes to land use in the project limits and surrounding area. The proposed transportation improvements would be constructed mostly within existing ROW; however, the proposed project would likely require additional ROW throughout the project limits. The additional ROW would primarily consist of corner clips and is not expected to require the acquisition of more than a minor amount of ROW as defined by TxDOT, Based on the currently available information, the proposed ROW/easements are anticipated to be minimal, the proposed project is not expected to induce significant impacts to land use in the project area.

Do not require the relocation of significant numbers of people

The proposed project would not displace any residential or commercial developments, and no relocations would be required. All additional right-of-way and temporary and permanent easement acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Do not have a significant impact on any natural resource

Ecological effects are expected to be minimal as existing conditions have already resulted in some habitat fragmentation and habitat loss from adjacent developments, existing roads, streets, and agricultural uses. Changes resulting from this project are minimal and would not result in substantial ecosystem changes. Future ecosystem conditions are anticipated to be similar to current ecosystem conditions.

Do not have a significant impact on any cultural resource

Historic-Age Properties: A review of the National Register of Historic Places (NRHP), the list of State Archeological Landmarks (SAL), and the list of Recorded Texas Historic Landmarks (RTHL) indicated that no historically significant resources have been previously documented within a study area extending 1,300 feet beyond the proposed project limits. Aerial photography shows that there are no historic-age resources (built in 1973 or earlier) located within the project APE. Additionally, there are no Official Texas Historical Markers (OTHM) within the study area.

The proposed project is not expected to cause significant impacts to any historic-age properties.

Archeological Resources:

Further analysis will be conducted to determine the projects impacts on archeological resources. Based on the information available at this time, the project is not expected to cause significant impacts to any historic-age properties.

Do not have a significant impact on any recreational resource

The proposed project is not anticipated to require the use of nor substantially impair the purposes of any publicly owned land from a public park, recreational area, wildlife and waterfowl refuge lands or historic sites of national, state or local significance. At this time, it is unclear as to whether the proposed project would require the acquisition of land designated as a public park. In the event that the proposed project requires the acquisition of land from a public park, the acquisition is anticipated to be minor and would likely result in a *de minimis* finding as the area for potential impact is open land.

Do not have a significant impact on any historic resource

A review of the National Register of Historic Places (NRHP), the list of State Archeological Landmarks (SAL), and the list of Recorded Texas Historic Landmarks (RTHL) indicated that no historically significant resources have been previously documented within a study area extending

1,300 feet beyond the proposed project limits. Aerial photography shows that there are no historic-age resources (built in 1973 or earlier) located within the project APE. Additionally, there are no Official Texas Historical Markers (OTHM) within the study area.

The proposed project is not expected to cause significant impacts to any historic resources.

Do not involve significant air impacts

This project is located within an area that has been designated by EPA as a moderate nonattainment area for the 2008 ozone NAAQS; therefore, transportation conformity rules apply.

The project is not located within a CO or PM nonattainment or maintenance area. Therefore, a project level hot-spot analysis is not required.

The AADT projections for the project do not exceed 140,000 VPD. Therefore a traffic air quality analysis is not required.

During the construction phase of this 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 particulate matter from diesel powered construction equipment and vehicles. The potential impacts of PM emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate.

Considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized including compliance with applicable regulatory requirements, it is not anticipated that emissions from construction of this project will have a significant impact on air quality in the area.

A qualitative MSAT analysis and Congestion Management Process analysis are currently being evaluated and are not expected to result in a significant impact to air quality as a result of the project actions.

Do not involve significant noise impacts

A traffic noise analysis will be conducted for the proposed project in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) *Guidelines for Analysis and Abatement of Highway Traffic Noise (2011)*. Traffic noise barriers will be evaluated, as appropriate, in the event that traffic noise analysis identifies impacted receivers. The proposed project is not expected to significantly impact noise.

Do not involve significant water quality impacts

A preliminary analysis of the proposed project location reveals potentially jurisdictional waters of the U.S. that would be impacted by the proposed project likely resulting in a NWP 14 without a PCN. If further studies indicate significant impacts, this project will be reclassified.

Appropriate measures would be taken to maintain normal downstream flows and minimize flooding. Temporary fills would consist of materials and be placed in a manner that would not be eroded by expected high flows (see Table 1 for description of impacts).
Temporary fills would be removed in their entirety and the affected area returned to preconstruction elevations, and revegetated as appropriate. Stream channel modifications, including bank stabilization, would be limited to the minimum necessary to construct or protect the structure and the immediate vicinity of the project.

The proposed construction activities would comply with all general and regional conditions applicable to NWP 14.

The 401 Certification requirements for NWP 14 would be met by implementing approved BMPs from TCEQ's 401 Water Quality Certification Conditions for Nationwide Permits.

Runoff from this project would not discharge directly into a Section 303 (d) listed threatened or impaired water, or into a stream within 5 miles upstream of a Section 303(d) listed threatened or impaired water. The 2012 303(d) list was utilized in this assessment.

This project would include five or more acres of earth disturbance. TxDOT would comply with TCEQ's Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit (CGP). A Storm Water Pollution Prevention Plan (SW3P) would be implemented, and a construction site notice would be posted on the construction site. A Notice of Intent (NOI) would be required.

This project is located within the boundaries of the Fort Worth Municipal Separate Storm Sewer System, and would comply with the applicable MS4 requirements.

The proposed project is located within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, without causing significant damage to the facility, stream or other property. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances. Coordination with the local Floodplain Administrator will be required.

Do not have significant impacts on travel patterns

The proposed project would maintain access to adjacent residences and businesses. The proposed project includes the construction of raised medians within the proposed project limits, which would restrict where drivers could make left turns. While the raised medians would change existing access, the safety benefits would far outweigh any inconveniences drivers may experience by having to drive to an opening in the median to turn left or make a U-turn. Therefore, it is presumed that the proposed project would not significantly impact travel patterns.

Do not individually or cumulatively have any significant environmental impacts

The project would not otherwise, either individually or cumulatively, have any significant environmental impacts. The proposed project would require the acquisition of additional ROW and is not expected to require the acquisition of more than a minor amount of ROW as defined by TxDOT, nor would the project result in any commercial or residential displacements; therefore, this project would not individually or cumulatively have any significant environmental impacts. As described above, the proposed project is not expected to have substantial direct or indirect impacts on any resource. The enhanced mobility anticipated as a result of this project is not expected to be cumulatively significant when considered with other past, present, and reasonably foreseeable actions within the greater project area.

Do not have substantial controversy on environmental grounds

A Public Meeting was held on December 3, 2015 to present information regarding the project design, constraints, and typical sections. Twenty comments were submitted at the Public Meeting during the 10-day comment period. Overall feedback from those in attendance included support for the proposed project. Documentation of the public meeting can be found in ECOS under the file name Public Meeting Summary (12-3-2015 Meeting).pdf.

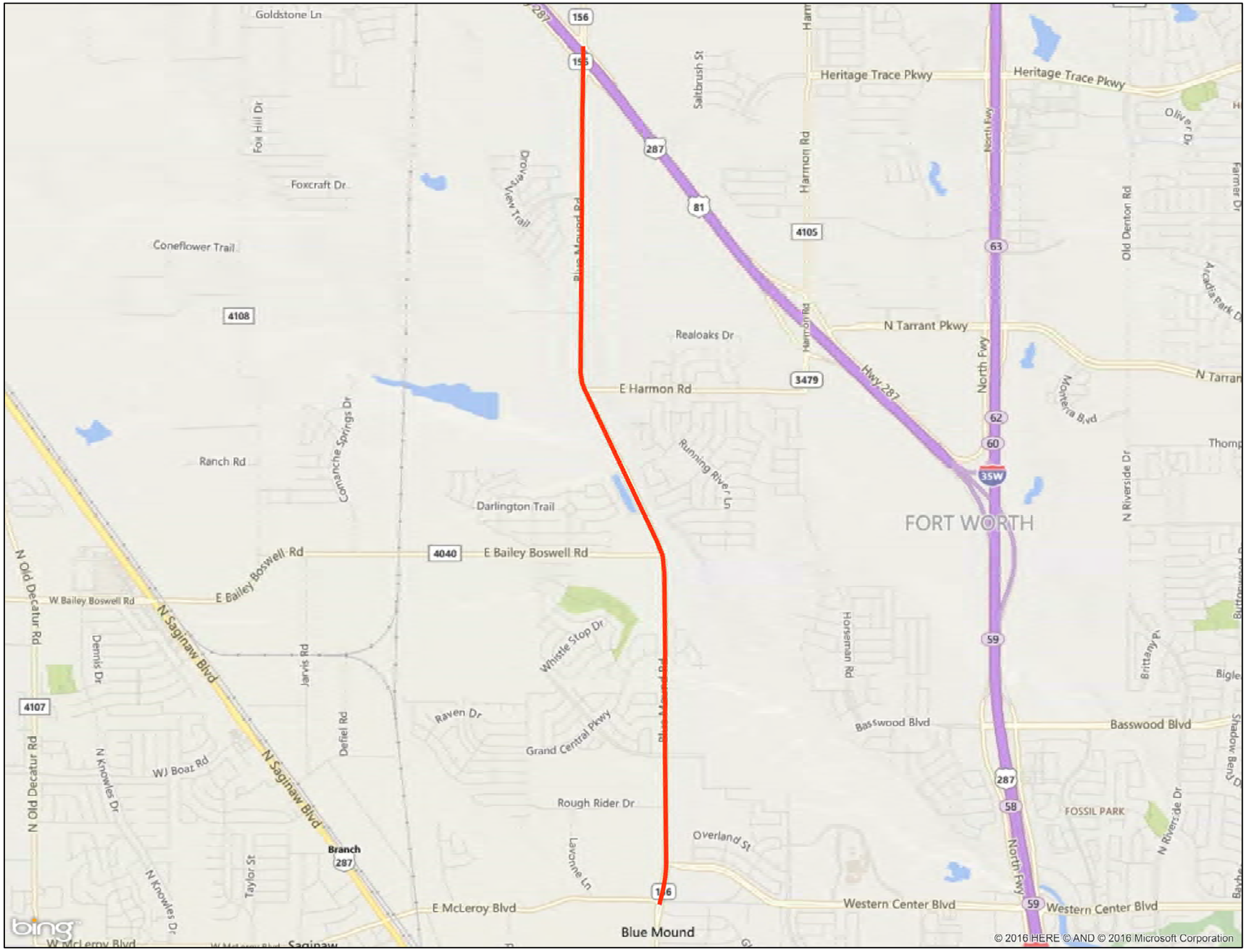
Based on available feedback, the proposed project is not expected to have substantial controversy on environmental grounds associated with the proposed project. A public meeting is planned for spring 2016. In addition to public meetings, at a minimum an opportunity for a Public Hearing will be afforded to the public prior to an environmental decision on the proposed project.

Summary of Categorical Exclusion Classification

As described above, the proposed project is anticipated to meet all the criteria listed in 23 CFR §771.117(a) and the definition of a CE in 40 CFR § 1508.4. The proposed project is not expected to induce significant impacts to planned growth or land use for the area; is not expected to require the relocation of significant numbers of people; is not expected to have a significant impact on any natural, cultural, recreational, historic or other resource; does not involve significant air, noise, or water quality impacts; is not expected to have significant impacts on travel patterns; nor does the project, either individually or cumulatively, have any significant environmental impacts. In addition, there is no substantial controversy on environmental grounds associated with the proposed project.

For these reasons, it is requested that the proposed project be classified as an “open-ended (d)-list CE.”

Date: 3/23/2016



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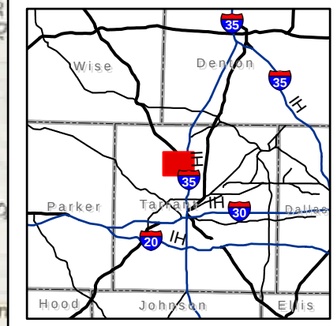
Project Location Map

FM 156
From Wataugua Rd/McElroy to US 81/287
Tarrant County, TX
CSJ: 0718-02-045



Locator Map

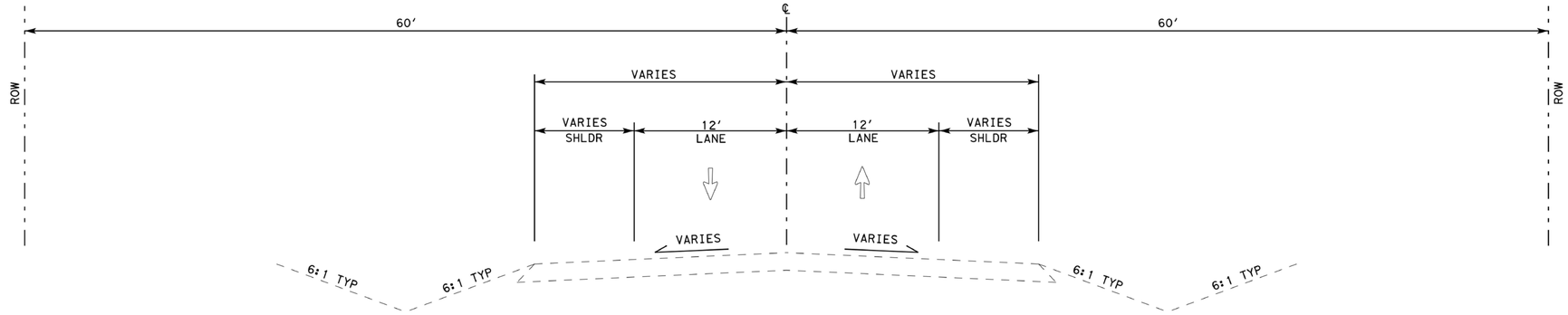
Key Features

Project Location

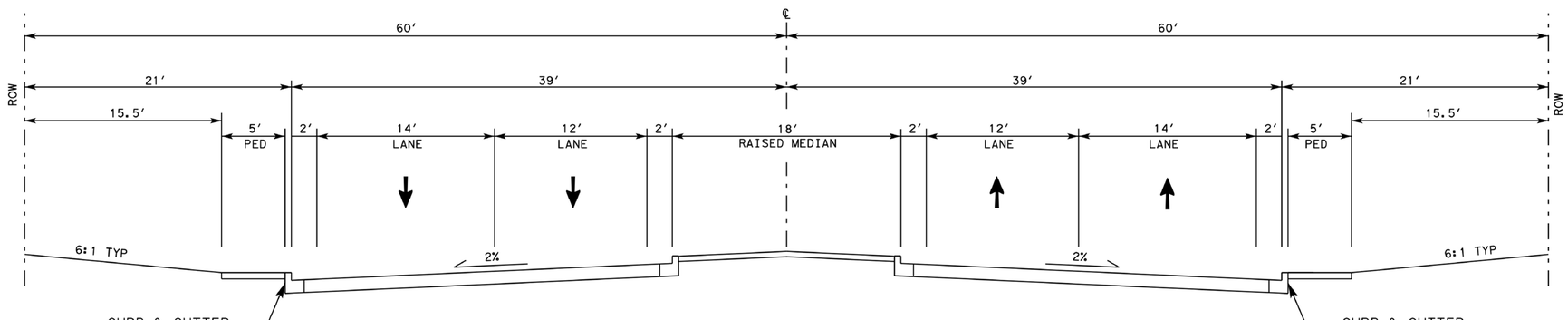
0 0.2 0.4 0.8 Miles

Texas Department of Transportation

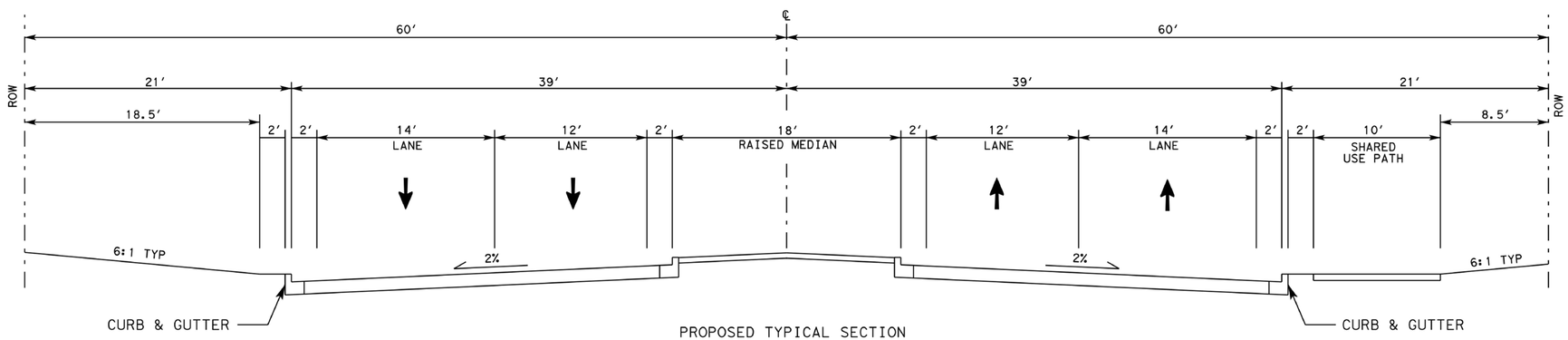
DISCLAIMER:
This map is the product of the Texas Department of Transportation. It was produced with the intent that it be used for the review of the referenced data at the original plotted scale. There are no warranties made as to the fitness of this map for any unlisted purpose or reproduction at any other scale.



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION
US 81/US 287 TO BAILEY BOSWELL ROAD



PROPOSED TYPICAL SECTION
BAILEY BOSWELL ROAD TO MCLEROY BOULEVARD/WATAUGA ROAD

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
BRIAN R. BARTH, P.E. DISTRICT ENGINEER

TYPICAL SECTIONS

FM 156 (BLUE MOUND ROAD) FROM US 81/US 287 TO MCLEROY BOULEVARD/WATAUGA ROAD

TARRANT COUNTY, TEXAS

NOVEMBER, 2015

CSJ NO. 0718-02-045

Texas Department of Transportation

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Jenise Walton

From: Jenise Walton
Sent: Wednesday, March 23, 2016 3:20 PM
To: Chad Putnam
Cc: Mike Chavez
Subject: approval of CE classification, FM 156, CSJ: 0718-02-045

I concur that this project qualifies for classification as an open-ended d-list CE. If at any time you determine that the project doesn't meet the criteria listed in 23 CFR 771.117(a) and 40 CFR 1508.4, or that there is substantial controversy on environmental grounds, please reclassify the project and notify ENV.

The scope development task in ECOS should be closed out at the same time as the scope review task is completed.

I will upload this email to ECOS to demonstrate approval.

Jenise

Chad Putnam

From: Jason Buntz <jbuntz@hicksenv.com>
Sent: Thursday, March 08, 2018 2:09 PM
To: Chad Putnam
Cc: Mc Cabe, Glen/HOU; Ferguson, JB/HOU
Subject: FM 156 design comparison

Chad,

We have made an assessment of the notable changes to the FM 156 design since we prepared a series of technical reports in the fall/winter of 2016 and early 2017. For the most part, these are minor changes from a NEPA standpoint. We will proceed with amending and updating the environmental documentation as appropriate. Let us know if you have any questions or know of additional changes that we should be noting.

<u>Design differences between Nov 2016 and Feb 2018 Schematics</u>

-minor right of way reduction, NB turn lane from 156 to US 81 EB
-minor improvement to Berkshire Lake Blvd
-removed construction easements for driveways
-minor lowering of profile through Fossil Ck floodplain <2'
-removed grass median at driveway @Sta 312, add left turn lane
-minor extension of Heritage Trace Pkwy
-removed construction easement for driveway Sta 337
-minor raising of profile north of the Bureau of Engraving <1'
-added right turn lane (NB) into Bureau of Engraving main entrance
-modification of driveway at Copper Crossing Drive, removed construction easement
-minor lowering of profile @ Harmon Rd <1'
-minor extension of Hidden Lake Road Sta 375, removed construction easement
-raising of profile between bridges at Big Fossil Creek @3'
-longer bridge at Big Fossil Creek
-minor lowering of profile through Big Fossil Creek floodplain <2'
-minor extension of Hidden Lake Road Sta 387
-added left turn lane to Hidden Lake Road Sta 387
-extension of Bailey Boswell Road
-major box culvert addition at Bailey Boswell
-minor modification of driveway at Sta 429, removed construction easement
-minor extension of Lazy Spur Blvd
-minor extension of Grand Central Pkwy
-minor extension of Basswood Blvd
-minor right of way change at Basswood Blvd
-added right of way for longer right turn lane at Rough Rider Dr
-minor extension of Rough Rider Dr

Jason Buntz
Program Manager

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Texas Department of Transportation

TXDOT – FTW
OCT 20 2015
DISTRICT MAILROOM

MEMO

October 20, 2015

To: Brian R. Barth, P.E., District Engineer
Attention: John Cordary, Jr., P.E., Director of TPD

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

From: Robert C. Williams
Transportation Analyst, TPP

Subject: Traffic Data
CSJ: 0718-02-045
FM 156:
From US 81/ US 287
To Watauga Road (McElroy)

Tarrant County

Attached is a copy of a schematic depicting 2020, 2040 and 2050 anticipated daily traffic volumes and turning movements at specified points along FM 156 in your request. Also attached are tabulations showing traffic analysis for highway design for the 2020 to 2040 twenty year period and 2020 to 2050 thirty year period for the described limits of the route. Included are tabulations showing data for use in air noise analysis.

Due to significant differences in traffic volumes the project was separated into two sections.

Section 1: From US 81/ US 287 to Harmon Road
Section 2: From Harmon Road to Watauga Road (McElroy)

Please refer to your original memorandum dated September 16, 2015.

If you have any questions or need additional information, please contact Robert C. Williams at (512) 486-5145.

Attachments

CC: Sara Finch, Transportation Funding Specialist, Fort Worth District Design Division

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Fort Worth District

October 14, 2015

Description of Location	Average Daily Traffic 2020	Average Daily Traffic 2040	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2020 to 2040) Flexible Pavement	S N	Rigid Pavement	SLAB
FM156 Section 1 From US 81/ US 287 To Harmon Road Tarrant County	11,500	16,300	57 - 43	10.5	6.8	5.1	11,100	40	2,527,000	3	3,259,000	8"

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	93.2	94.9
Medium Duty	3.3	2.5
Heavy Duty	3.5	2.6

Description of Location	Average Daily Traffic 2020	Average Daily Traffic 2050	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2020 to 2050) Flexible Pavement	S N	Rigid Pavement	SLAB
FM156 Section 1 From US 81/ US 287 To Harmon Road Tarrant County	11,500	18,250	57 - 43	10.5	6.8	5.1	11,200	40	4,056,000	3	5,232,000	8"

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

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Fort Worth District

October 14, 2015

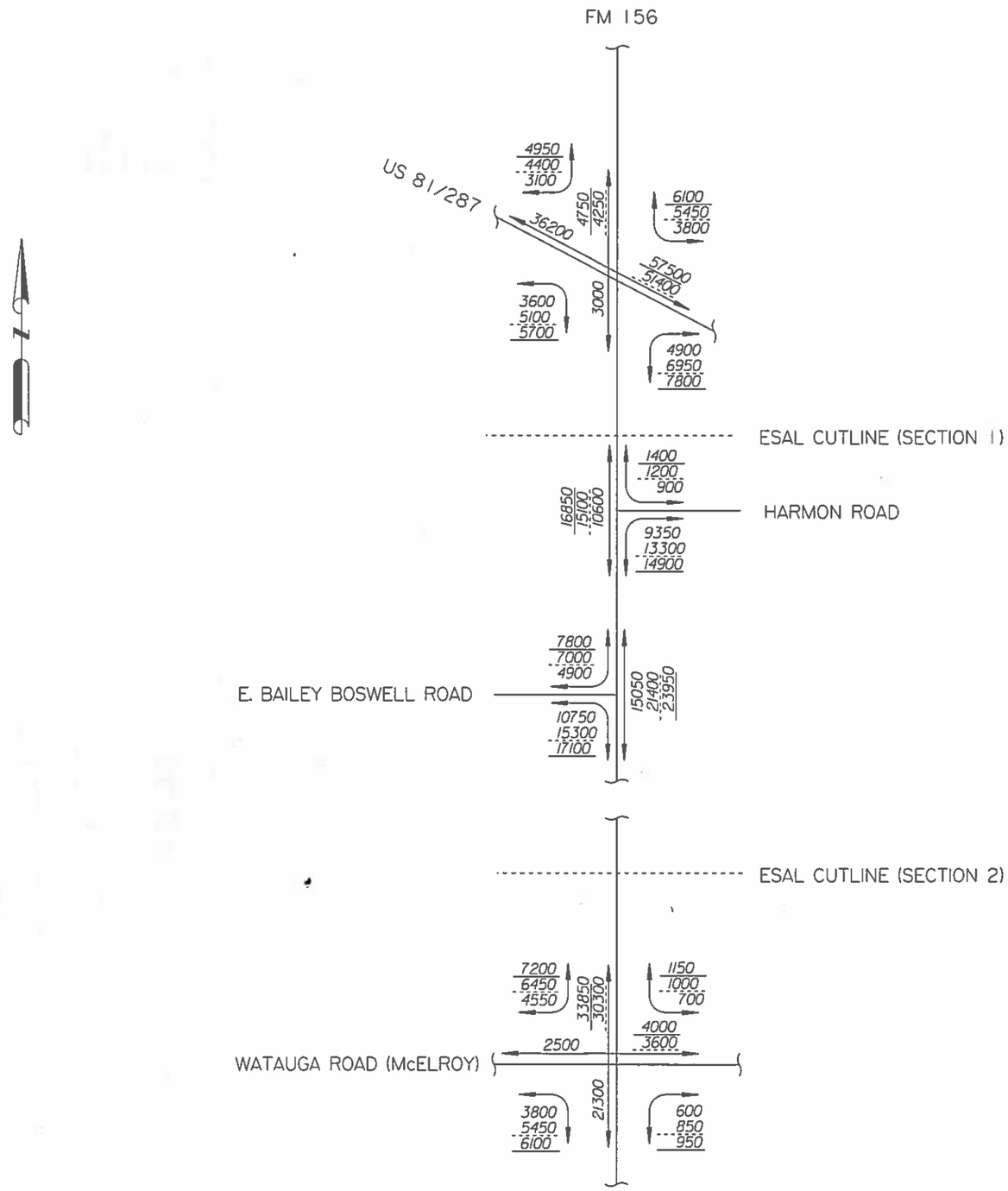
Description of Location	Average Daily Traffic 2020	Average Daily Traffic 2040	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2020 to 2040) Flexible Pavement	S N	Rigid Pavement	SLAB
FM156 Section 2 From Harmon Road To Watauga Road (McElroy) Tarrant County	26,550	37,750	57 - 43	10.5	4.6	3.5	11,500	40	3,977,000	3	5,115,000	8"

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	95.4	96.5
Medium Duty	2.3	1.7
Heavy Duty	2.3	1.8

Description of Location	Average Daily Traffic 2020	Average Daily Traffic 2050	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2020 to 2050) Flexible Pavement	S N	Rigid Pavement	SLAB
FM156 Section 2 From Harmon Road To Watauga Road (McElroy) Tarrant County	26,550	42,200	57 - 43	10.5	4.6	3.5	11,600	40	6,379,000	3	8,203,000	8"

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES
William Erick Knowles, P.E.
Serial Number: 9[illegible]



LEGEND

1000 - 2020 ADT
1000 - 2040 ADT
1000 - 2050 ADT

2020, 2040 AND 2050 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG FM 156 FROM US 81/ US 287 TO WATAUGA ROAD (McELROY)

TARRANT COUNTY

TRANSPORTATION PLANNING AND PROGRAMMING DIVISION
OCTOBER 20, 2015

SHEET 1 OF 1

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES
William Erick Knowles, P.E.
Serial Number 84720

Checklist for Section 4(f) Exceptions for Public Parks, Recreation Lands, Wildlife & Waterfowl Refuges, and Historic Properties

Main CSJ: 0718-02-045
District(s): Fort Worth
County(ies): Tarrant
Property ID:
Property Name: Highland Station Park

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

The following checklist was developed as a tool to assist in streamlining the Section 4(f) Exception process and to ensure that all necessary information is documented in the File of Record (ECOS).

What Type of Property is Being Evaluated?

- [x] A park, recreation land, or wildlife/waterfowl refuge
- [ ] A historic property

Section 4(f) Defining Criteria for Parks, Recreation, and Refuge Properties

1. Yes — Is the property publicly owned?
2. Yes — Is the property open to the public (except in certain cases for refuges)?
3. Yes — Is the property's major purpose for park, recreation, or refuge activities?
4. Yes — Is the property significant?

Defining the Property's Significance

Note: Significance is presumed in the absence of a determination with the official with jurisdiction.

1. Yes — Does the property play an important role in meeting the park, recreation, or refuge objectives for the official with jurisdiction?
2. Yes — Is the property's major purpose for park, recreation, or refuge activities?

Establishing Section 4(f) Use of the Property

1. Yes — Does the project require a temporary use (i.e. temporary easement, construction easement, etc.)?

Establishing Section 4(f) Exception Eligibility

1. Which Type of Exception are You Applying?

   - [x] Temporary Occupancy
   - [ ] Trail, Path, Bikeway, or Sidewalk
   - [ ] Transportation Enhancement or Mitigation Activities
   - [ ] 23 U.S.C. 204 Park Road or Parkway Project

2. Yes — Was it determined that the duration of use will be less than the time needed for construction of the project and there will be no change in ownership?

3. Yes — Was it determined that the scope of the work would be minor resulting in minimal changes to the property?

4. Yes — Was it determined that no significant features of the property would be adversely affected?

5. Yes — Was it determined that the occupied segments of the property would be returned to their as-found conditions or better?

6. Yes — Did the Official with Jurisdiction agree that the property was significant and that the proposed project meets ALL conditions of the previous sections of this checklist?

Documentation

The following **MUST** be attached to this checklist to ensure proper documentation of the Section 4(f) Exception (Each numbered item is a separate document):

1. Brief project description
2. Explanation of how the property will be used ("use" as defined by Section 4(f)).
3. A detailed map of the Section 4(f) property including:
   a. Current and proposed ROW
   b. Property boundaries
   c. Access points for pedestrians and vehicles
   d. Existing and planned facilities
4. Concurrence letter with the Official with Jurisdiction

TxDOT Approval Signatures

District Reviewer Certification

I reviewed this checklist and all attached documentation and confirm that the above property and proposed project meet the requirements of 23 CFR 774 for a Section 4(f) Exception finding.

Chad Pu

District Personnel Name

April 16, 2018

Date

ENV Technical Expert Reviewer Certification

I reviewed this checklist and all attached documentation and confirm that the above property and proposed project meet the requirements of 23 CFR 774 for a Section 4(f) Exception finding.

Michelle Lueck — Digitally signed by Michelle Lueck DN: cn=Michelle Lueck, o=TxDOT, ou=ENV, email=michelle.lueck@txdot.gov, c=US Date: 2018.04.16 08:05:14 -05'00'

ENV Personnel Name

April 16, 2018

Date

TxDOT-ENV Section 4(f) Exception Final Approval

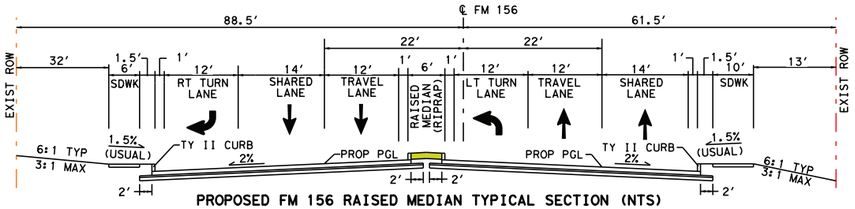
Based upon the above considerations, this Section 4(f) Exception satisfies the requirements of 23 CFR 774.

Bruce Jensen — Digitally signed by Bruce Jensen DN: cn=Bruce Jensen, o=Texas Department of Transprotation, ou=CRM Section Director, Environmental Affairs, email=bruce.jensen@txdot.gov, c=US Date: 2018.04.16 09:10:42 -05'00'

TxDOT-ENV, PD Director or designee

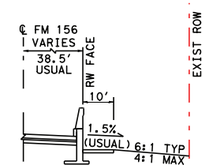
April 16, 2018

Date



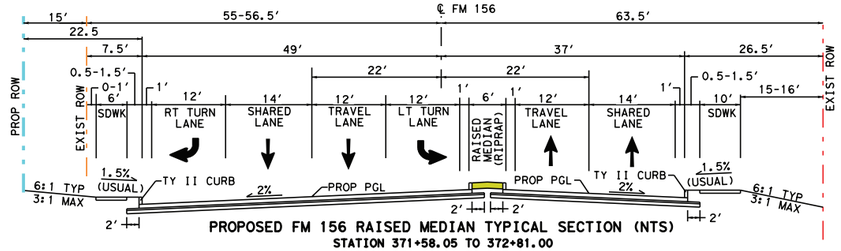
PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)

STATION 342+92.21 TO 347+01.45



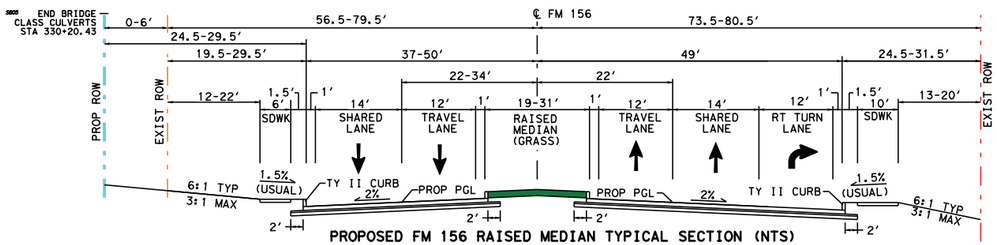
SB FILL WALL DETAIL (TY 2)

STATION 303+75 TO 313+50
STATION 314+25 TO 324+50
STATION 326+75 TO 342+00



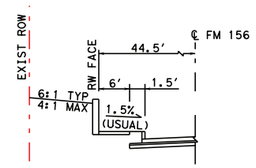
PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)

STATION 371+58.05 TO 372+81.00
STATION 374+81.00 TO 377+64.00



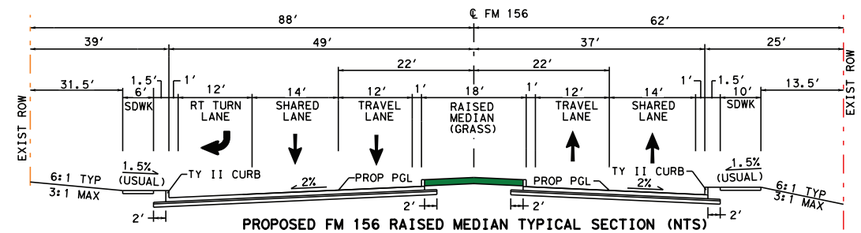
PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)

STATION 298+92.38 TO 303+18.33



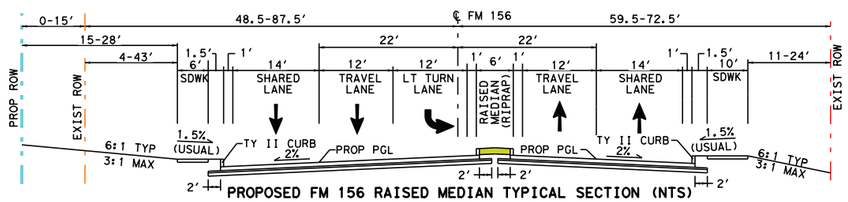
NB CUT WALL DETAIL

STATION 338+50 TO 340+00



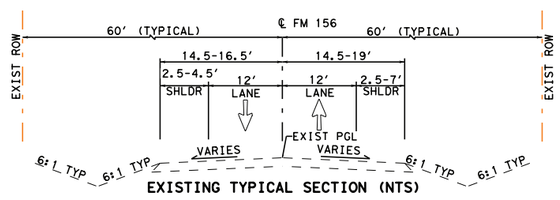
PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)

STATION 348+73.94 TO 353+33.16

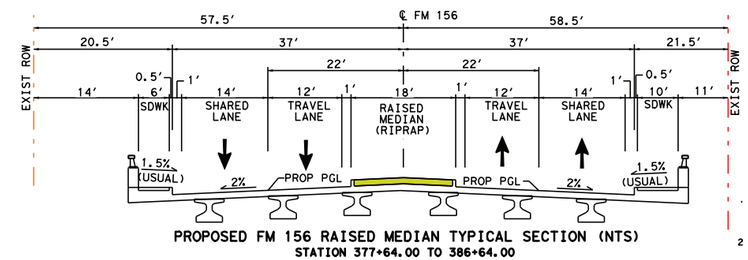


PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)

STATION 303+18.33 TO 309+35.44
STATION 325+41.23 TO 331+51.95
STATION 356+51.02 TO 362+82.67
STATION 387+00.00 TO 392+11.86

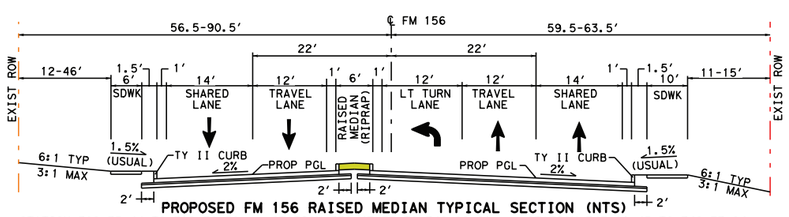


EXISTING TYPICAL SECTION (NTS)



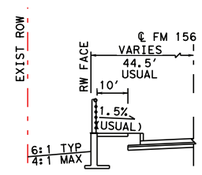
PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)

STATION 377+64.00 TO 386+64.00



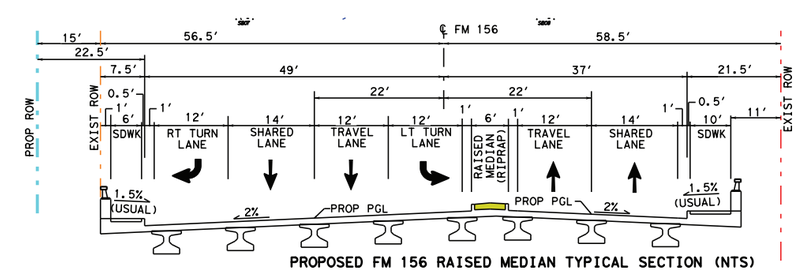
PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)

STATION 309+35.44 TO 312+30.50
STATION 313+36.00 TO 317+78.25
STATION 338+47.77 TO 342+92.21
STATION 365+03.37 TO 371+58.05
STATION 347+01.45 TO 348+73.94



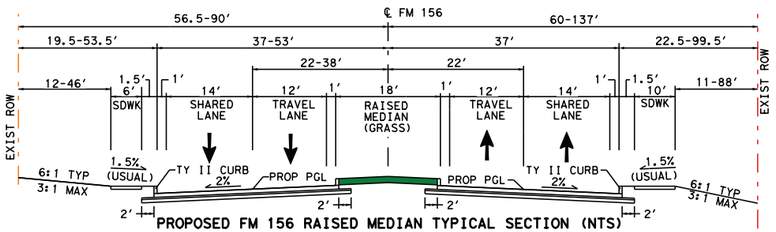
NB FILL WALL DETAIL (TY 1)

STATION 301+50 TO 305+00
STATION 307+25 TO 312+00
STATION 312+50 TO 317+50
STATION 318+25 TO 324+75
STATION 327+00 TO 336+75
STATION 369+25 TO 371+00
STATION 375+25 TO 377+75
STATION 386+75 TO 395+00



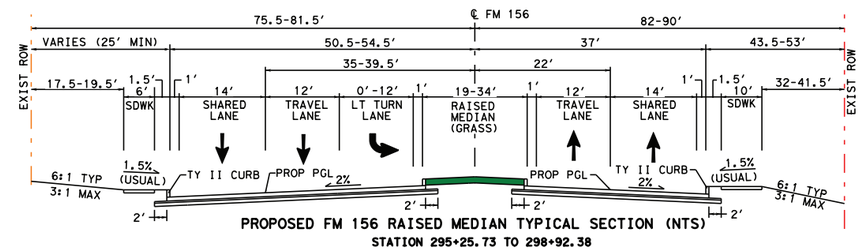
PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)

STATION 372+81.00 TO 374+81.00



PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)

STATION 353+33.16 TO 356+51.02
STATION 312+30.50 TO 313+36.00
STATION 317+78.25 TO 325+41.23
STATION 331+51.95 TO 338+47.77
STATION 362+82.67 TO 365+03.37
STATION 386+64.00 TO 387+00.00
STATION 392+11.86 TO 395+00.00



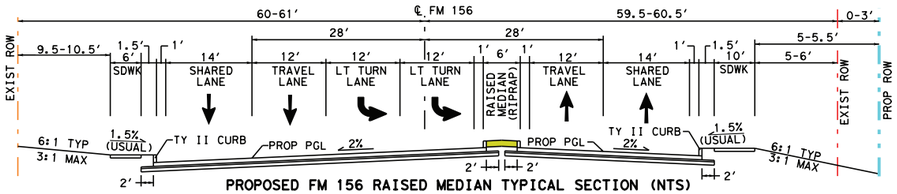
PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)

STATION 295+25.73 TO 298+92.38

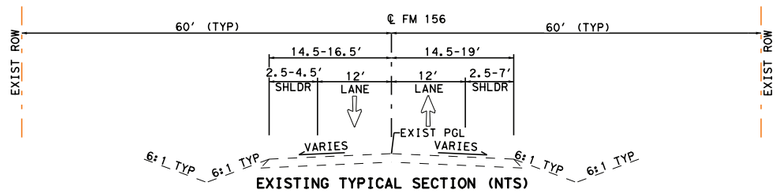
FIGURE 2 - 1
EXISTING & PROPOSED TYPICAL SECTIONS

FM 156 From US 81/US 287
to McLeroy Boulevard/Watauga Road

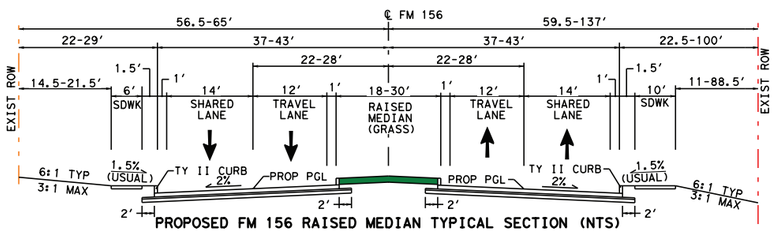
CSJ: 0718-02-045



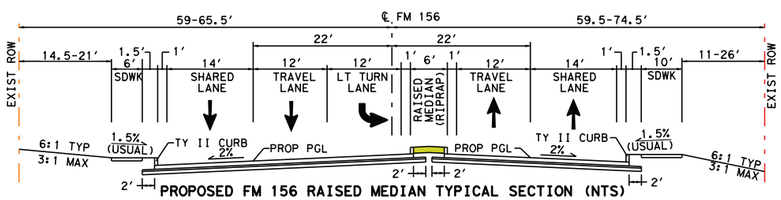
PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)
STATION 460+82.99 TO 465+00.00



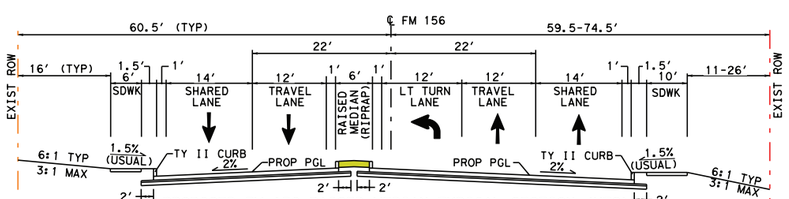
EXISTING TYPICAL SECTION (NTS)



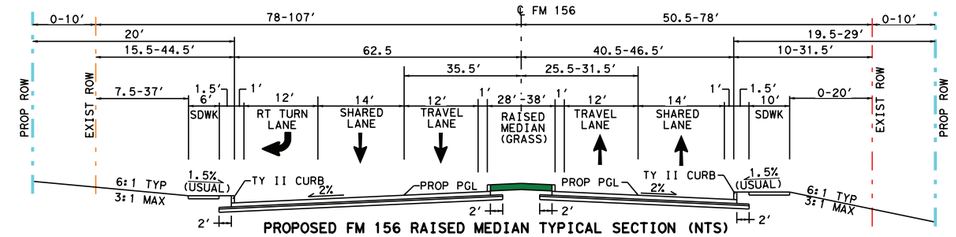
PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)
STATION 395+00.00 TO 409+11.32
STATION 423+74.25 TO 424+83.84
STATION 429+29.06 TO 432+40.98
STATION 441+52.02 TO 444+64.31
STATION 452+94.60 TO 455+00.00
STATION 477+31.63 TO 481+10.05



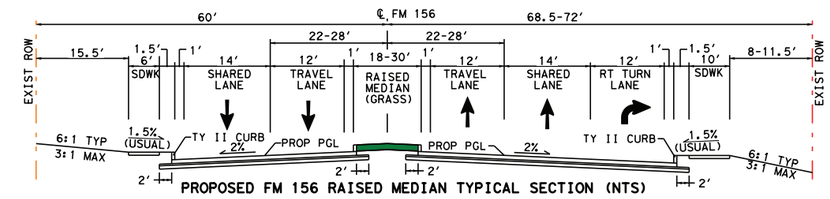
PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)
STATION 414+05.57 TO 423+74.25
STATION 436+97.85 TO 441+52.02
STATION 448+88.13 TO 452+94.60
STATION 467+20.18 TO 471+00.00
STATION 473+03.00 TO 477+31.63



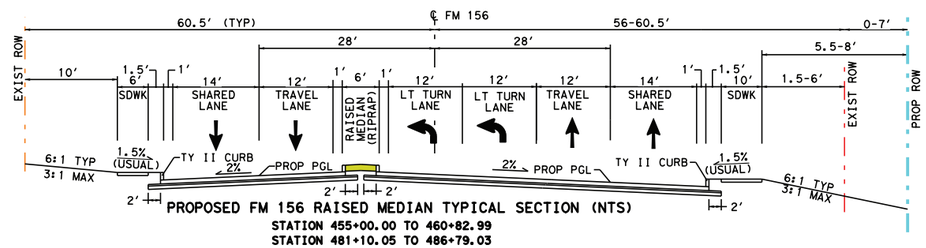
PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)
STATION 409+11.32 TO 414+05.57
STATION 424+83.84 TO 429+29.06
STATION 432+40.98 TO 436+97.85
STATION 444+64.31 TO 448+88.13



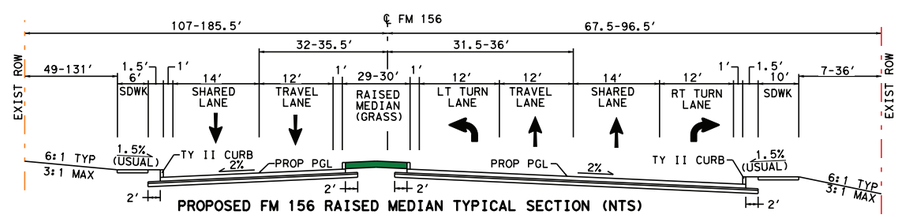
PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)
STATION 486+79.03 TO 490+48.50



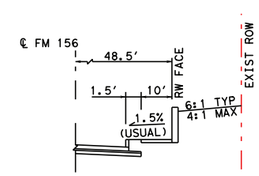
PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)
STATION 465+00.00 TO 467+20.18
STATION 471+00.00 TO 473+03.00



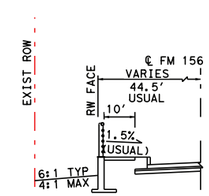
PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)
STATION 455+00.00 TO 460+82.99
STATION 481+10.05 TO 486+79.03



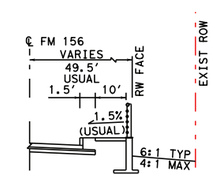
PROPOSED FM 156 RAISED MEDIAN TYPICAL SECTION (NTS)
STATION 409+11.32 TO 414+05.57
STATION 424+83.84 TO 429+29.06
STATION 432+40.98 TO 436+97.85
STATION 444+64.31 TO 448+88.13



SB CUT WALL DETAIL
STATION 456+00 TO 456+25
STATION 457+00 TO 457+25



NB FILL WALL DETAIL (TY 1)
STATION 395+00 TO 413+50
STATION 415+00 TO 415+50
STATION 416+75 TO 417+50
STATION 427+50 TO 428+50
STATION 461+75 TO 462+25



SB FILL WALL DETAIL (TY 1)
STATION 395+00 TO 412+00
STATION 427+75 TO 429+00
STATION 461+50 TO 462+00

FIGURE 2 - 2
EXISTING & PROPOSED TYPICAL SECTIONS

FM 156 From US 81/US 287
to McLeroy Boulevard/Watauga Road

CSJ: 0718-02-045