



Finding of No Significant Impact for a State Project

Proposed Action: SH 146

Project Limits: BS 146E to Ferry Road

City: Baytown

County: Harris

State: Texas

TxDOT CSJ(s): 0389-13-039

In accordance with 43 T.A.C. Part 1, Chapter 2, Subchapter D, Section 2.83, the Texas Department of Transportation (TxDOT) has determined that SH 146 from BS 146E to Ferry Road will not have a significant impact on the human or natural environment.

This Finding of No Significant Impact (FONSI) for the Preferred Alternative is based on the final Environmental Assessment (EA) dated June 2018 and the entire project record. This decision documents the selection of the Build Alternative, presented in the final EA as the Preferred Alternative, which is described as:

The construction of four main lanes between BS 146E and Ferry Road, connecting to the existing main lanes and providing a continuous four-lane typical freeway section throughout the project limits. The project will also include a grade separation at SH 146 and North Alexander Drive.

A Notice of Availability of the draft EA was issued on June 9, 2017.

A public hearing for this project was held on June 29, 2017.

No changes to the draft EA were made as a result of comments received on the draft EA during the posted comment period or from comments made at the public hearing.

Public Hearing Documentation has been prepared and is available for review on request.

The final EA and reports contained in the file of record have been independently evaluated by TxDOT and determined to adequately and accurately discuss the need, purpose, alternatives, environmental issues, impacts of the proposed project, and appropriate mitigation measures. These documents provide sufficient evidence and analysis for determining that preparation of an Environmental Impact Statement is not required. These documents are incorporated by reference into this decisional document.

Based upon TxDOT's review and consideration of the analysis and evaluation contained in the EA for this project, and after careful consideration of all social, economic, and environmental factors, including input from the public involvement process, TxDOT hereby issues this Finding of No Significant Impact for the SH 146 project from BS 146E to Ferry Road.

TxDOT will ensure adherence and completion of all project commitments described in the final EA dated June 2018, Section 8.0. TxDOT will ensure that any and all local, state, or federal permit requirements and conditions are met and otherwise complied with.



TxDOT Environmental Affairs Division Director

8/23/18

Date



Environmental Document Review Checklist

Reset Form

Project Name: SH 146			<input checked="" type="checkbox"/> State	<input type="checkbox"/> Federal - Assigned	<input type="checkbox"/> Federal - Not Assigned
CSJ No.: 0389-13-039		Federal-Aid No. (if applicable): N/A		Date of Administrative Completeness: N/A	
District / County: HOU/Harris			Project Sponsor: TxDOT		
Document Type:	<input checked="" type="checkbox"/> EA	<input type="checkbox"/> EIS	Document Stage:	<input type="checkbox"/> Draft	<input checked="" type="checkbox"/> Final
			Preparer/Consultant: EPR		
Preparer identify	Preparer check if content is:		Core Team check if content is:	Major Required Content	
Section in Document	Included	Not Applicable	Acceptable		
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cover Sheet	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Follows TxDOT approved format	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Includes 23 U.S.C. 327 assignment language	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Title includes any cooperating agencies (EIS only)	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Signature block and contacts (only required for EIS)	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Abstract (only required for EIS)	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ROD (for Final EIS) / FONSI (for EA)	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Executive Summary (optional for EA, optional for combined FEIS/ROD, but required for EIS)	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Includes 23 U.S.C. 327 assignment language	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Summary of major conclusions, areas of controversy, preferred alternative, and commitments	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Table of Contents: include list of tables, figures, and appendices	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	List of Acronyms	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Introduction	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Purpose of the Document: brief overview including appropriate figures	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Project Description	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Existing Facility Description	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Proposed Project (General Description)	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Demonstrates logical termini and independent utility	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Planning and Programming Status	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Consistent with current Plan and Program (required for Final Environmental Document)	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Reference to plan sheet in appendix (required for Final Environmental Document)	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Purpose and Need	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Need statement(s)	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Supporting Facts and/or Data	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Purpose statement(s)	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Alternatives	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Build Alternative(s)	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Includes number of lanes, ROW requirements, median width, access control, estimated cost	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No-build Alternative	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Alternatives Considered But Eliminated From Further Consideration (if applicable)	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Affected Environment and Environmental Consequences (see page 2 for further detail)	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Agency Coordination	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Public Involvement	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Permits, Issues and Commitments	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Conclusion	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Identification of preferred alternative (required for Final Environmental Document)	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Locally preferred alternative, if one has been identified	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	List of Preparers (EIS only)	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	References Cited	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Exhibits (Maps, Photos, Schematics, Typical Sections)/Appendices	
Comments:					



Preparer identify:	Preparer check if content is:			Core Team check if content is:	Affected Environment and Environmental Consequences
Section in Document	Included	Subject of Technical Report	Not Applicable	Acceptable	

Issues/resources determined to have no impact at scoping can be listed in the document. Summary discussion needed for issues/resources considered in detail. Discussion should address affected environment, environmental consequences, encroachment-alteration effect, and applicable avoidance, minimization, and mitigation measures for each issue/resource.

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Right of way/Displacements
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Farmlands
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Utilities/Emergency Services
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Bicycle and Pedestrian Facilities
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Community Impacts (EJ and LEP)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Visual/Aesthetics
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Archeological Resources - includes Section 106 statement for Federal projects
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Historic Properties - includes section 106 statement for Federal projects
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Section 4(f)/6(f)/Chapter 26 - includes Section 4(f) statement for Federal projects
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Water Resources
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Biological Resources - includes Section 7 statement for Federal projects
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Hazardous Materials
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Traffic Noise
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Indirect Impacts (Induced Growth Summary)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cumulative Impacts
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Construction Impacts

Comments:

Core Team check if information is:			Supporting Documentation
Included as Appendix	Not applicable	Present in File	

The appendices and/or file of record must contain the following items/documents

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Plan and Program consistency documentation (compare against current E-STIP)
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Technical Reports: all technical reports as identified above have been completed, approved, and are present in the project file
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Agency coordination/consultation in appendices and/or file - Includes Distribution List for EIS only <input type="checkbox"/> USFWS <input type="checkbox"/> TPWD <input type="checkbox"/> THC <input checked="" type="checkbox"/> TCEQ <input type="checkbox"/> Other-List in Comments
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Section 4(f) Evaluation, Programmatic Section 4(f) Evaluation, Section 4(f) De Minimis Determination, or Section 6(f) Evaluation
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Public Meeting/Public Hearing Documentation (that includes public involvement certification)

Comments:

Yes	No	Not applicable	Document Consistency (Core Team Completes)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Quantitative consistency between technical reports and Environmental Document (traffic, ROWs, etc.)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Quantitative consistency within Environmental Document
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Map and figure consistency (project limits, street names, key, etc.)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Exhibits and appendices listed in the Table of Contents are present in the Environmental Document

Comments:

Completed By: Carrington Wright Digital Signature by Carrington Wright
DN: cn=Carrington Wright, o=TXDOT, ou=mail, c=arizona.us, email=carrington.wright@txdot.gov 8/14/2018
District Core Team Member (Print Name) *Signature* *Date*

Lindsey Kimmitt Digital Signature by Lindsey Kimmitt
DN: cn=Lindsey Kimmitt, o=TXDOT, ou=mail, c=arizona.us, email=lindsey.kimmitt@txdot.gov 8/16/2018
ENV Core Team Member (Print Name) *Signature* *Date*



Environmental Document Certification Form

[Reset Form](#)

Project Name: SH 146

Control Section Job Number (CSJ): 0389-13-039

Document Type: EA EIS FONSI

Document Stage: Draft Final

This checklist shall be used to certify that an environmental document is ready for public review (draft documents) or approval (final documents).

When all required items are satisfactorily completed, the District and ENV representatives will sign this form indicating the environmental document is certified and may proceed to public review or is ready for final approval.

This project meets all the following requirements:

- A. A project scope has been completed for the project.
- B. The document has been determined to be administratively complete.
- C. The document meets the requirements of technical review (43 TAC §2.49) as required to date.
- D. The required public participation has been completed as required to date.
- E. All consultation and coordination required for the environmental decision is complete and appropriately documented (for final environmental documents).
- F. Legal Review or Legal Sufficiency Review has been completed, as required.
- G. Current funding has been reviewed, and is as follows:

Mix of Federal/State/Local funding State-only funding Date Verified: 8/14/2018

Comments:

Signed: Carrington Wright

Digitally signed by Carrington Wright
DN: cn=Carrington Wright, o=TxDOT, ou, email=carrington.wright@txdot.gov, c=US
Date: 2018.08.14 11:43:57 -05'00'

Date: 8/14/2018

District Core Team Member

Print Name: Carrington Wright

Signed: Lindsey Kimmitt

Digitally signed by Lindsey Kimmitt
DN: cn=Lindsey Kimmitt, o=TxDOT, ou=ENV, email=lindsey.kimmitt@txdot.gov, c=US
Date: 2018.08.16 10:22:09 -05'00'

Date: 8/16/2018

ENV Core Team Member

Print Name: Lindsey Kimmitt



Logged in as Lindsey Kimmitt

[Log Out](#)

[Project Management](#)

[Reports](#)

[Support](#)

Project Management > Area List > STIPs (M-HOUSTON-GALVESTON) > 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 Phase Construction
 District County
 MPO Highway
 CSJ - - TIP FY

Engineering
 Environmental
 Engineering
 Right-of-Way
 Acquisition
 Utilities
 Transfer

Total Project Cost Information

Prelim Engineering	\$1,548,830
ROW Purchase	\$7,902,192
Construction Cost	\$31,608,769
Const Engineering	\$1,264,351
Contingencies	\$3,160,877
Indirect Costs	\$1,605,725
Bond Financing	\$0
Potential Chg Ord	\$0

Revision Date

NOX (Kg /D):

Project Sponsor

VOC (Kg /D):

Total Project Cost

MPO Proj Number

PM10 (Kg /D):

YOE Cost

MTP Reference

PM2.5 (Kg /D):

Toll

City

CO (Lbs /D):

TCM

Limits From

Limits To

Project Description

P7 Remarks

Project History

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
3LC	\$0	\$0	\$0	\$47,090,744	\$0	\$47,090,744
Total	\$0.00	\$0.00	\$0.00	\$47,090,744	\$0.00	\$47,090,744

2019-2022 STIP		07/2018 (Current) Revision: Pending Review							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
HOUSTON	HOUSTON-GALVESTON	HARRIS	0389-13-039	2020	SH 146	C,E,R	BAYTOWN	\$ 47,090,744	
LIMITS FROM: AT BS 146E				PROJECT SPONSOR: CITY OF BAYTOWN					
LIMITS TO: FERRY RD				REVISION DATE: 07/2018					
PROJECT CONSTRUCT 4 MAINLANES AND GRADE SEPARATION				MPO PROJ NUM: 536					
DESCR:				FUNDING CAT(S): 3LC					
REMARKS P7:				PROJECT Amendment #MAY-2018 - 5/25/18 - Program projects in the HISTORY: 2019-2022 TIP					
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG: \$	1,548,830	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	7,902,192		3LC	\$0	\$0	\$0	\$47,090,744	\$0	\$47,090,744
CONST COST: \$	31,608,769		TOTAL	\$0	\$0	\$0	\$47,090,744	\$0	\$47,090,744
CONST ENG: \$	1,264,351								
CONTING: \$	3,160,877								
INDIRECT: \$	1,605,725								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	47,090,744								

TIP History

2017-2020 STIP		07/2016 Revision: Approved 12/19/2016							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
HOUSTON	HOUSTON-GALVESTON	HARRIS	0389-13-039	2020	SH 146	C,E,R	BAYTOWN	\$ 47,090,744	
LIMITS FROM: AT BS 146E		PROJECT SPONSOR: CITY OF BAYTOWN							
LIMITS TO: FERRY RD		REVISION DATE: 07/2016							
PROJECT DESCR: CONSTRUCT 4 MAINLANES AND GRADE SEPARATION		MPO PROJ NUM: 536							
REMARKS P7:		FUNDING CAT(S): 3LC							
PROJECT HISTORY:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	0		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	0	COST OF	3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 47,090,744	\$ 47,090,744
CONST COST: \$	0	APPROVED	TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 47,090,744	\$ 47,090,744
CONST ENG: \$	0	PHASES							
CONTING: \$	0	\$ 47,090,744							
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	0								

Comment History

Time	User	Comment	Related Approval
2016/11/18 15 16 26	Jose Campos	Approved. Approval based upon clarification provided by H-GAC concerning the 3-LOCAL funding category and total project cost on October 12, 2016 and November 10, 2016, respectively	07/2016: Approved
2016/11/10 00 15 17	David Wurdlow	Estimated Total Project Costs are as shown in the adopted H-GAC 2017-2020 TIP Document PE 1,548,830 ROW 7,902,192 CON 31,608,769 CE 1,264,351 CONT 3,160,877 IND 1,605,725 TOTAL 47,090,744	

CORRIDOR-BASED MAJOR INVESTMENTS

MPOID	CSJ	County	Facility	From	To	Description	Length (mi)	Main Lanes	Frontage Lanes	Fiscal Year	Analysis Year	Total Project Cost (\$M, YOE)	
												Year	Year
IH 610													
17036	0027-13-211	Harris	IH 69	IH 69 SW FWY NB	IH 610 NB	RECONSTRUCT DIRECT CONNECTOR	0.2	(6,6)	n/a	2017	EXEMPT	\$ 31.70	
SH 146													
137	0389-05-087	Harris	SH 146	FAIRMONT PARKWAY	RED BLUFF RD	WIDEN TO 6-LANES WITH TWO 2-LANE FRONTAGE ROADS	4.6	(4,6)	(0,4)	2018	2025	\$ 51.50	
139	0389-05-088	Harris	SH 146	RED BLUFF RD	NASA I	WIDEN TO 8-LANES, GS AT MAJOR INTERSECTIONS AND 2 2-LANE FRONTAGE ROADS	1.8	(4,8)	(0,4)	2018	2025	\$ 76.70	
14632	0389-05-116	Harris	SH 146	NASA RD I	GALVESTON/HAR RIS CL	WIDEN TO 6-LANE ARTERIAL WITH 4-LANE EXPRESS LANES	1.0	(4,10)	n/a	2018	2025	\$ 98.80	
468	0389-06-088	Galveston	SH 146	FM 518	FM 1764	WIDEN TO 6-LANES WITH TWO NONCONTINUOUS 2-LANE FRONTAGE ROADS IN SECTIONS	10.4	(4,6)	(0,4)	2021	2025	\$ 210.00	
13842	0389-06-095	Galveston	SH 146	HARRIS/GALVEST ON C/L	FM 518	WIDEN TO 6-LANES ARTERIAL WITH 4-LANE EXPRESS LANES	1.7	(4,10)	n/a	2019	2025	\$ 139.00	
467	0389-07-025	Galveston	SH 146	FM 519	LP 197	CONSTRUCT RR OVERPASS	0.7	(2,4)	n/a	2030	2035	\$ 55.23	
536	0389-13-039	Harris	SH 146	AT BS 146E	FERRY RD	CONSTRUCT 4 MAINLANES AND GRADE SEPARATION	0.9	(0,4)	(6,6)	2020	2025	\$ 47.09	
7521		Harris	SH 146	SH 146 SB	SOUTHERN ACCESS RD	CONSTRUCT DIRECT CONNECTOR FROM SB LANES OF SH 146	0.5	n/a	n/a	2020	2025	\$ 13.92	
17055	0508-02-121	Chambers	SH 146	SH 146 SB AT IH 10 AND	IH 10 WB FRGTG RD AT SH 146 NB	CONSTRUCT MEDIAN IMPROVEMENTS AND EXTEND AND WIDEN TURN LANES	0.3	(4,4)	n/a	2018	2025	\$.37	
SH 249													
914	0720-02-074	Montgomery	SH 249	FM 1774/FM 149 IN PINEHURST	SPRING CREEK/HARRIS C/L	CONSTRUCT 6-LANE TOLLWAY WITH GRADE SEPARATIONS AT STAGECOACH RD AND WOODLANDS PARKWAY	3.6	(0,6)	(4,4)	2018	2025	\$ 129.93	
339	0720-03-074	Harris	SH 249	MONTGOMERY C/L	BROWN RD	CONSTRUCT TWO 3-LANE FRONTAGE ROADS	2.3	(6,6)	(0,6)	2017	2025	\$ 35.17	
913	0720-03-123	Harris	SH 249	MONTGOMERY C/L	BROWN RD	CONSTRUCT 6-LANE TOLLWAY WITH GRADE SEPARATIONS AT BROWN, BAKER AND ZION ROADS	2.2	(6,6)	(0,6)	2017	2025	\$ 165.00	
11570	3635-01-001	Montgomery	SH 249	GRIMES COUNTY LINE	FM 1774/FM 149 IN PINEHURST	CONSTRUCT 4-LANE TOLLWAY IN SECTIONS	12.2	(0,4)	n/a	2017	2025	\$ 271.31	
14524	3635-02-001	Grimes	SH 249	FM 1774 IN TODD MISSION	MONTGOMERY COUNTY LINE	**INFORMATION ONLY** PROJECT CONSISTENT WITH MONTGOMERY CO. PROJECT IN PLAN (MPOID 11570). CONSTRUCT 4-LANE TOLLWAY (GRIMES CO.)	2.4	(0,4)	n/a	2017	2025	\$ 473.40	
SH 288													

Projects shaded in GRAY are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
HOUSTON	HARRIS		SH 146	C,E,R	NONE	PORT OF HOUSTON AUTHORITY	\$13,915,000	
STREET:	SH 146					REV DATE: 07/2016		
LIMITS FROM:	SH 146 SB					MPO PROJECT ID: 7521		
LIMITS TO:	SOUTHERN ACCESS RD					FUNDING CATEGORY: 3		
TIP	CONSTRUCT DIRECT CONNECTOR FROM SB LANES OF SH 146						MTP REFERENCE:	
DESCRIPTION:								
REMARKS:								

Project History:

Total Project Cost Information:			Authorized Funding by Category/Share:					Funding
	Cost of	Approved		Federal	State	Regional	Local	By Category
		Phases:	3-LOCAL:				Local	
							Contribution	
Preliminary Engineering:	\$454,617			---	---	---	\$13,915,000	---
Right Of Way:	\$2,319,476							
Construction:	\$9,277,904	\$13,915,000						\$13,915,000
Construction Engineering:	\$463,895		Funding by Share:	---	---	---	\$13,915,000	---
Contingencies:	\$927,790							
Indirects:	\$471,318							
Bond Financing:	---							
Total Project Cost:	\$13,915,000	FY2020						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0389-13-039	SH 146	C,E,R	BAYTOWN	CITY OF BAYTOWN	\$47,090,744
STREET:	SH 146					REV DATE: 07/2016	
LIMITS FROM:	AT BS 146E					MPO PROJECT ID: 536	
LIMITS TO:	FERRY RD					FUNDING CATEGORY: 3	
TIP	CONSTRUCT 4 MAINLANES AND GRADE SEPARATION						MTP REFERENCE:
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:			Authorized Funding by Category/Share:					Funding
	Cost of	Approved		Federal	State	Regional	Local	By Category
		Phases:	3-LOCAL:				Local	
							Contribution	
Preliminary Engineering:	\$1,548,830			---	---	---	\$47,090,744	---
Right Of Way:	\$7,902,192							
Construction:	\$31,608,769	\$47,090,744						\$47,090,744
Construction Engineering:	\$1,264,351		Funding by Share:	---	---	---	\$47,090,744	---
Contingencies:	\$3,160,877							
Indirects:	\$1,605,725							
Bond Financing:	---							
Total Project Cost:	\$47,090,744	FY2020						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		SH 99	C	NONE	TXDOT HOUSTON DISTRICT	\$4,487,000
STREET:	SH 99					REV DATE: 07/2016	
LIMITS FROM:	IH 10					MPO PROJECT ID: 17075	
LIMITS TO:	FORT BEND C/L					FUNDING CATEGORY: 2	
TIP	INSTALL ITS EQUIPMENT AND INFRASTRUCTURE (144-STRAND FIBER TRUNK LINE, CLOSED-CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS RADAR-BASED VEHICLES SENSING DEVICES AND TRAVEL TIME READERS)						MTP REFERENCE:
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:			Authorized Funding by Category/Share:					Funding
	Cost of	Approved		Federal	State	Regional	Local	By Category
		Phases:	2-PROP-7:				Local	
							Contribution	
Preliminary Engineering:	\$219,863			---	\$4,487,000	---	---	---
Right Of Way:	---							
Construction:	\$4,487,000	\$4,487,000						\$4,487,000
Construction Engineering:	\$269,220		Funding by Share:	---	\$4,487,000	---	---	---
Contingencies:	\$448,700							
Indirects:	\$227,940							
Bond Financing:	---							
Total Project Cost:	\$5,652,723							



Transportation Conformity Report Form

Project Facility Name: SH 146

MPO Project IDs: 536

Project CSJ Numbers: 0389-13-039

Project Limits

From: BS 146 E.

To: Ferry Road

Project Sponsor: TxDOT

Project Description¹: The City of Baytown, in conjunction with the Texas Department of Transportation (TxDOT), proposes to improve State Highway (SH) 146 with the construction of four main lanes over 0.87 miles in the existing right-of-way (ROW) between Business Highway (BS) 146 and Ferry Road in Baytown, Harris County, Texas. The proposed project limits, including areas of restriping, extend approximately 1.45 miles and include the construction of a grade separation for the main lanes of SH 146 over North Alexander Drive.

Date of anticipated environmental decision/re-evaluation: 10/2017

Let Year: 08/2020

ETC² Year: 08/2022

Conformity Year³: 2025

Total Project Cost: \$47,909,744

Adding Capacity? Yes No

Counties: Galveston

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

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.



- 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 project⁴?

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

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

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

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

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



Transportation Conformity Report Form

- Step 4:** Is the project located in a nonattainment or maintenance area⁶ for ozone⁷, nitrogen dioxide (NO₂), carbon monoxide (CO), particulate matter (PM_{2.5} or PM₁₀)?
- Yes – **Transportation conformity rules apply.** The project is located in the EPA designated **H-GAC moderate non-attainment**⁸ area for **Ozone**. Continue to Step 5.
- No – **STOP. Transportation conformity does not apply to the project.**
- Step 5:** Is the project exempt⁹ from conformity in accordance with 40 CFR 93.126¹⁰ or 40 CFR 93.128¹¹?
- Yes – **STOP. Transportation conformity does not apply to the project.** This project falls under the following exemption: *Choose an item.*
- No – Continue to Step 6.
- Step 6:** Is the project exempt from the regional conformity analysis in accordance with 40 CFR 93.127?
- Yes – **The project is exempt from regional conformity requirements.** This project falls under the following exemption: *Choose an item.* Proceed to Step 16.
- No – Continue to Step 7.
- Step 7:** Does the project fall within the boundaries¹² of an MPO?
- Yes – Proceed to Step 9.
- No – Continue to Step 8.

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

⁷ Note the 1997 ozone standard was revoked by EPA.

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

- Yes – Continue to Step 17.

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

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

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

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

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

Continue to Step 18.

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

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

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

Continue to Step 19.

- No – **A hot-spot analysis is not required because the project is not a POAQC. The consultation partners made this determination on <insert date>.**

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 PM₁₀ NAAQS or that the project will at least improve conditions from that of the no-build alternative?

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

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

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

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

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

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

Step 21: The transportation conformity evaluation is complete.

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

- This is a regionally significant State-only project with no FHWA/FTA action required (the answer to Steps 3 is yes); therefore:**

Submit this form to the ENV air specialist. If ENV concurs that all project level conformity requirements have been met, ENV shall sign the form below. Coordination with FHWA/FTA is not required.

Retain this form in the project file.

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

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

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



Transportation Conformity Report Form

TxDOT ENV Transportation Conformity Validation Complete:

Project CSJ Numbers: 0389-13-039

Signature DocuSigned by:
Timothy Wood
C9CB724D35CE4BD... _____

Name: Timothy Wood
Title: Environmental Specialist
Date: 5/5/2017

FHWA/FTA Determination of the Project-level Conformity:

Signature _____

Name: _____
Title: _____
Date: _____

2017-2020 STIP		07/2016 Revision: Approved 12/19/2016							
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST		
HOUSTON	HOUSTON-GALVESTON	HARRIS	0389-13-039	SH 146	C,E,R	BAYTOWN	\$ 47,090,744		
LIMITS FROM AT BS 146E		PROJECT SPONSOR CITY OF BAYTOWN							
LIMITS TO FERRY RD		REVISION DATE 07/2016							
PROJECT CONSTRUCT 4 MAINLANES AND GRADE SEPARATION		MPO PROJ NUM 536							
DESCR		FUNDING CAT(S) 3LC							
REMARKS		PROJECT HISTORY							
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	0		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	COST OF	3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 47,090,744	\$ 47,090,744
CONSTR \$	0	APPROVED	TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 47,090,744	\$ 47,090,744
CONST ENG \$	0	PHASES							
CONTING \$	0	\$ 47,090,744							
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	47,090,744								

2017-2020 STIP		07/2016 Revision: Approved 12/19/2016							
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST		
HOUSTON	HOUSTON-GALVESTON	FORT BEND	0000-00-000	SP 10	C,E,R	NONE	\$ 14,317,318		
LIMITS FROM WALLER COUNTY LINE		PROJECT SPONSOR FORT BEND COUNTY							
LIMITS TO SH 36		REVISION DATE 07/2016							
PROJECT EXTENSION OF 2-LANE ROADWAY		MPO PROJ NUM 464							
DESCR		FUNDING CAT(S) 3LC							
REMARKS		PROJECT HISTORY							
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	0		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	COST OF	3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 14,317,318	\$ 14,317,318
CONSTR \$	0	APPROVED	TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 14,317,318	\$ 14,317,318
CONST ENG \$	0	PHASES							
CONTING \$	0	\$ 14,317,318							
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	14,317,318								

2017-2020 STIP		07/2016 Revision: Approved 12/19/2016							
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST		
HOUSTON	HOUSTON-GALVESTON	GALVESTON	3510-01-001	SH 99	C		\$ 231,500,000		
LIMITS FROM IH 45 S		PROJECT SPONSOR GALVESTON COUNTY							
LIMITS TO BRAZORIA C/L		REVISION DATE 07/2016							
PROJECT SEG B: CONSTRUCT 4-LANE TOLLWAY WITH INTERCHANGES AND TWO NON-CONTINUOUS 2-LANE		MPO PROJ NUM 283							
DESCR FRONTAGE RDS		FUNDING CAT(S) 3RTR							
REMARKS		PROJECT HISTORY							
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	0		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	COST OF	3RTR	\$ 0	\$ 0	\$ 0	\$ 0	\$ 231,500,000	\$ 231,500,000
CONSTR \$	0	APPROVED	TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 231,500,000	\$ 231,500,000
CONST ENG \$	0	PHASES							
CONTING \$	0	\$ 231,500,000							
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	231,500,000								

CORRIDOR-BASED MAJOR INVESTMENTS

MPOID	CSJ	County	Facility	From	To	Description	Length (mi)	Main Lanes	Frontage Lanes	Fiscal Year	Analysis Year	Total Project
												Cost (M, YOE)
SH 146												
137	0389-05-087	Harris	SH 146	FAIRMONT PARKWAY	RED BLUFF RD	WIDEN TO 6-LANES WITH TWO 2-LANE FRONTAGE ROADS	4.6	(4,6)	(0,4)	2018	2025	\$ 51.50
139	0389-05-088	Harris	SH 146	RED BLUFF RD	NASA I	WIDEN TO 8-LANES, GS AT MAJOR INTERSECTIONS AND 2 2-LANE FRONTAGE ROADS	1.8	(4,8)	(0,4)	2018	2025	\$ 76.70
14632	0389-05-116	Harris	SH 146	NASA RD I	GALVESTON/HARRIS CL	WIDEN TO 6-LANE ARTERIAL WITH 4-LANE EXPRESS LANES	1.0	(4,10)	n/a	2018	2025	\$ 98.80
468	0389-06-088	Galveston	SH 146	FM 518	FM 1764	WIDEN TO 6-LANES WITH TWO NONCONTINUOUS 2-LANE FRONTAGE ROADS IN SECTIONS	10.4	(4,6)	(0,4)	2021	2025	\$ 210.00
13842	0389-06-095	Galveston	SH 146	HARRIS/GALVESTON C/L	FM 518	WIDEN TO 6-LANES ARTERIAL WITH 4-LANE EXPRESS LANES	1.7	(4,10)	n/a	2019	2025	\$ 139.00
467	0389-07-025	Galveston	SH 146	FM 519	LP 197	CONSTRUCT RR OVERPASS	0.7	(2,4)	n/a	2030	2035	\$ 55.23
536	0389-13-039	Harris	SH 146	AT BS 146E	FERRY RD	CONSTRUCT 4 MAINLANES AND GRADE SEPARATION	0.9	(0,4)	(6,6)	2020	2025	\$ 47.09
7521		Harris	SH 146	SH 146 SB	SOUTHERN ACCESS RD	CONSTRUCT DIRECT CONNECTOR FROM SB LANES OF SH 146	0.5	n/a	n/a	2020	EREA (2025)	\$ 13.92
17055		Chambers	SH 146	SH 146 SB AT IH 10 AND	IH 10 WB FRGTG RD AT SH 146 NB	CONSTRUCT MEDIAN IMPROVEMENTS AND EXTEND AND WIDEN TURN LANES	0.3	(4,4)	n/a	2018	EREA (2025)	\$ 37
SH 249												
914	0720-02-074	Montgomery	SH 249	FM 1774/FM 149 IN PINEHURST	SPRING CREEK/HARRIS C/L	CONSTRUCT 6-LANE TOLLWAY WITH GRADE SEPARATIONS AT STAGECOACH RD AND WOODLANDS PARKWAY	3.6	(0,6)	(4,4)	2016	2025	\$ 129.93
339	0720-03-074	Harris	SH 249	MONTGOMERY C/L	BROWN RD	CONSTRUCT TWO 3-LANE FRONTAGE ROADS	1.1	(6,6)	(0,6)	2016	2025	\$ 35.17
913	0720-03-123	Harris	SH 249	MONTGOMERY C/L	BROWN RD	CONSTRUCT 6-LANE TOLLWAY WITH GRADE SEPARATIONS AT BROWN, BAKER AND ZION ROADS	1.2	(6,6)	(0,6)	2016	2025	\$ 165.00
11570	3635-01-001	Montgomery	SH 249	GRIMES COUNTY LINE	FM 1774/FM 149 IN PINEHURST	CONSTRUCT 4-LANE TOLLWAY IN SECTIONS	12.2	(0,4)	n/a	2016	2025	\$ 271.31
14524	3635-02-001	Grimes	SH 249	FM 1774 IN TODD MISSION	MONTGOMERY COUNTY LINE	**INFORMATION ONLY** PROJECT CONSISTENT WITH MONTGOMERY CO. PROJECT IN PLAN (MPOID 11570). CONSTRUCT 4-LANE TOLLWAY (GRIMES CO.)	2.4	(0,4)	n/a	2016	2025	\$ 473.40
SH 288												
14224	2105-01-048	Fort Bend	FM 2234	AT UPRR		CONSTRUCT GRADE SEPARATION (DOT# 447 9685)	0.6	(2,4)	n/a	2016	2025	\$ 20.10

Projects shaded in GRAY are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.

7/8/2016

1-6

Texas Department of Transportation

[Log Out](#) Carrington Wright



P1 ★ P2 ★ P2C ★ P3 ★ P3B ★ P5 ★ P7 ★ P8 ★ STIP View Only ★ P10

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DCIS - P2C Project Finance Percentages of Participation

English Project

Control Section Job: 038913039

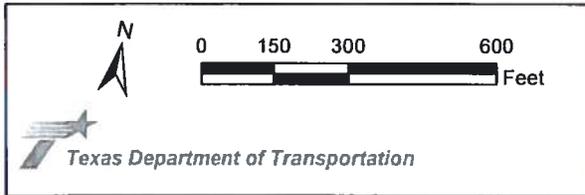
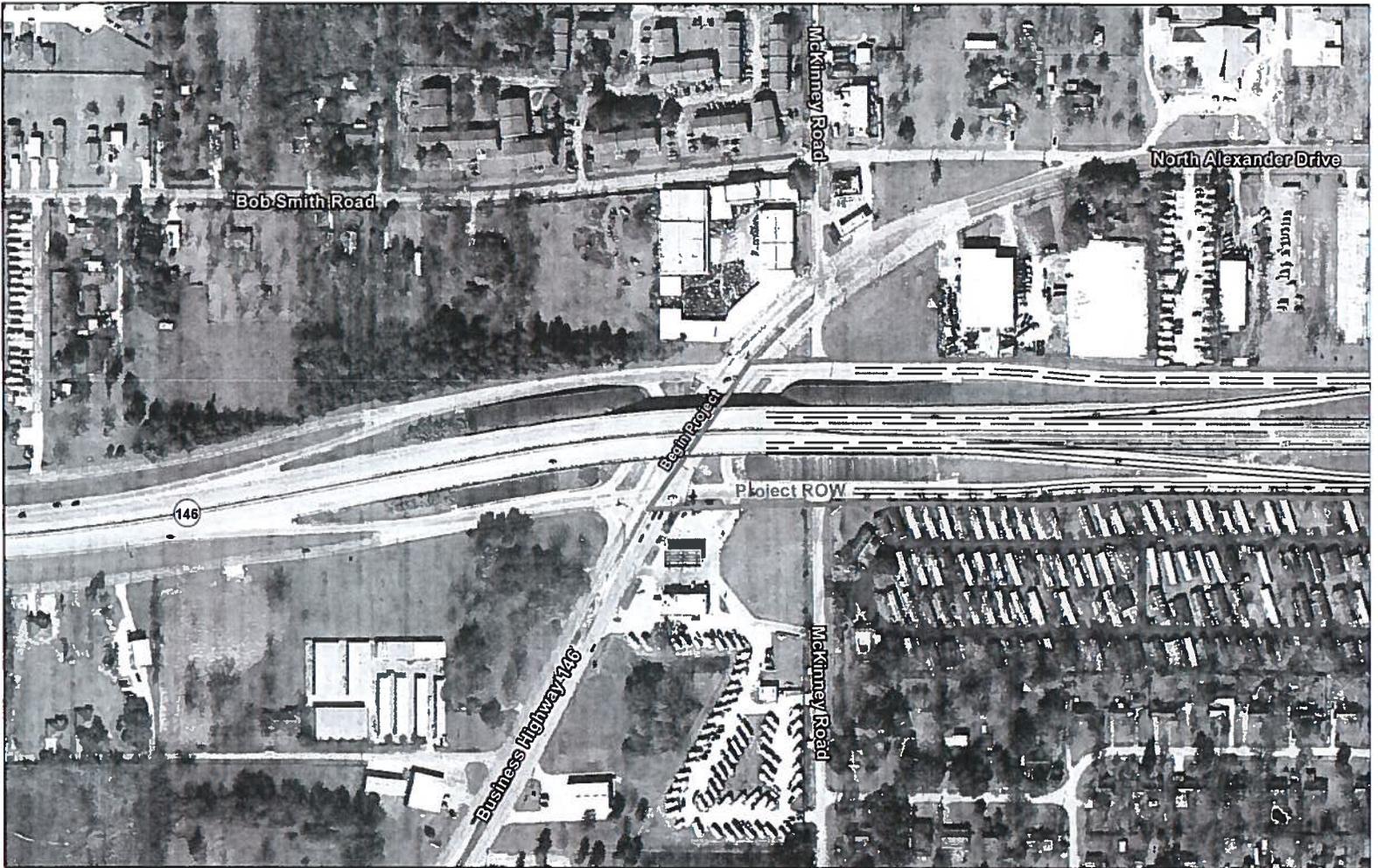
Estimated Construction Cost: 47090744

Part Waived:

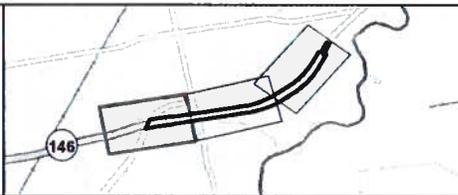
Econo Dis Co Proj:

PARTICIPATION

Fed %	Federal	State or Bond %	State or Bond	Bond Appn	Local %	Local	Local Contribution
	0		0		100	47090744	0
Totals:	0		0		47090744	0	



Texas Department of Transportation



State Highway 146
 (Business Highway 146 to Ferry Road)
 CSJ 0389-13-039

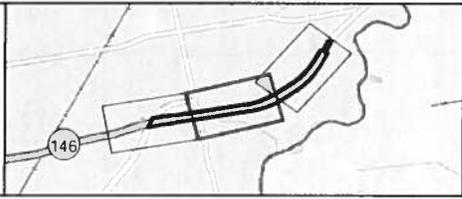
FIGURE 2A
 2008 AERIAL PHOTOGRAPH WITH PROJECT
 ROW AND PROJECT LAYOUT DATA OVERLAYS
 Baytown, Harris County, Texas





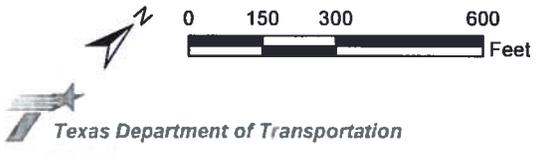
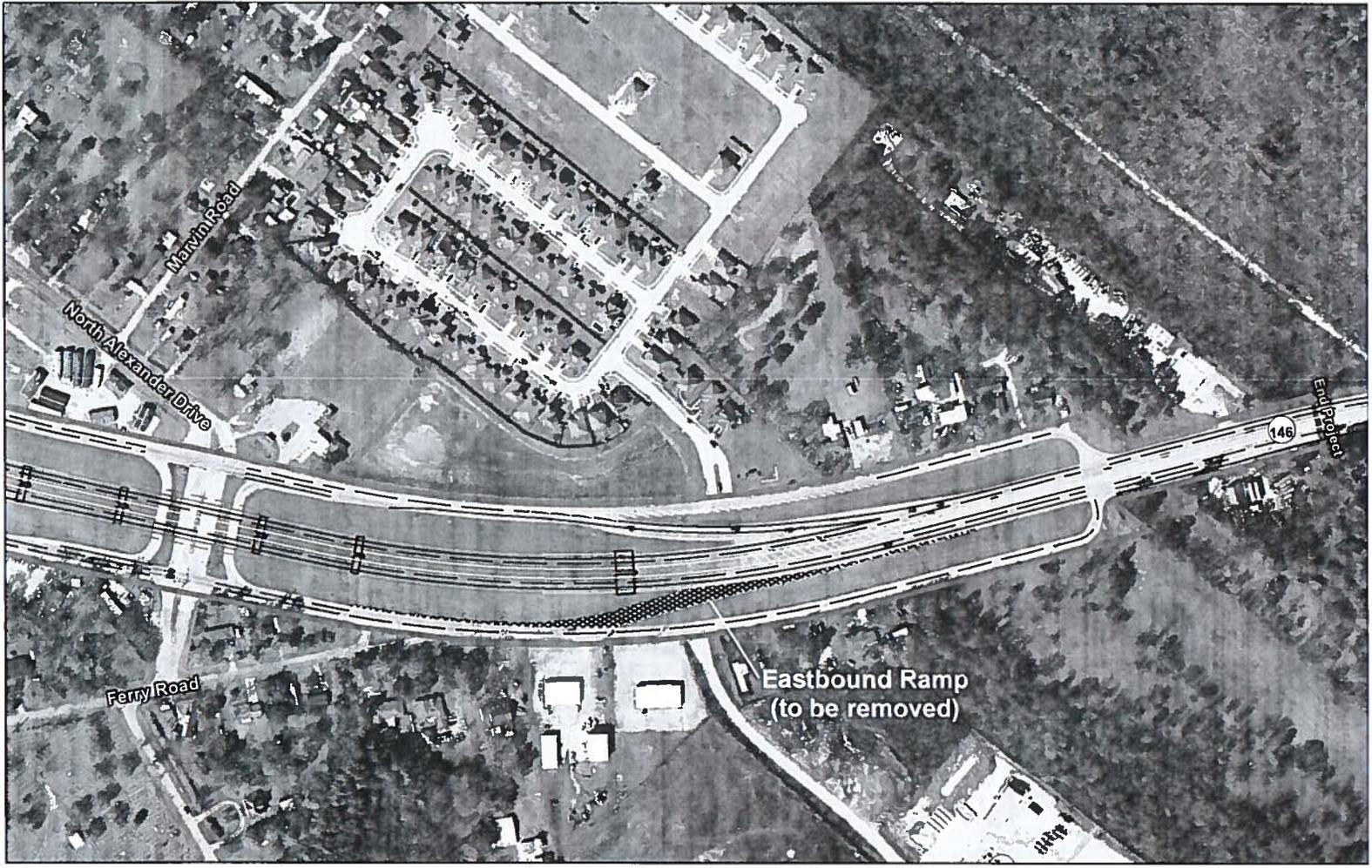
 0 150 300 600 Feet


 Texas Department of Transportation

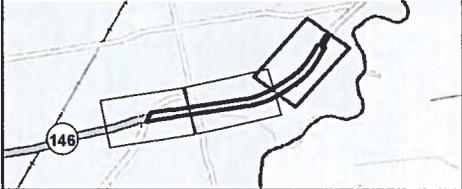


State Highway 146
 (Business Highway 146 to Ferry Road)
 CSJ 0389-13-039

FIGURE 2B
 2008 AERIAL PHOTOGRAPH WITH PROJECT
 ROW AND PROJECT LAYOUT DATA OVERLAYS
 Baytown, Harris County, Texas



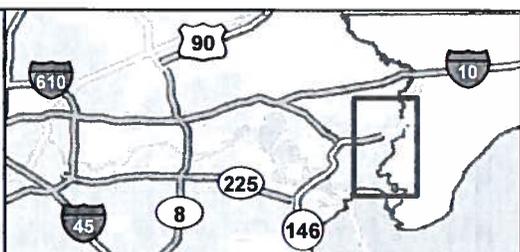
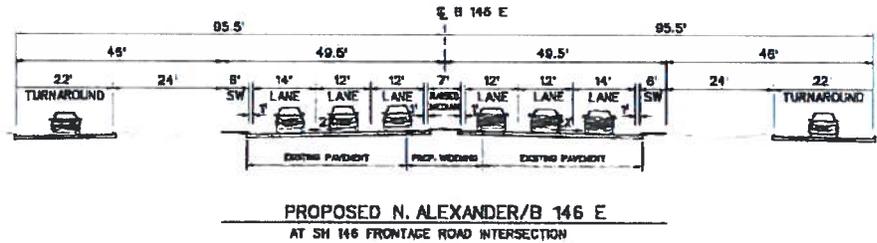
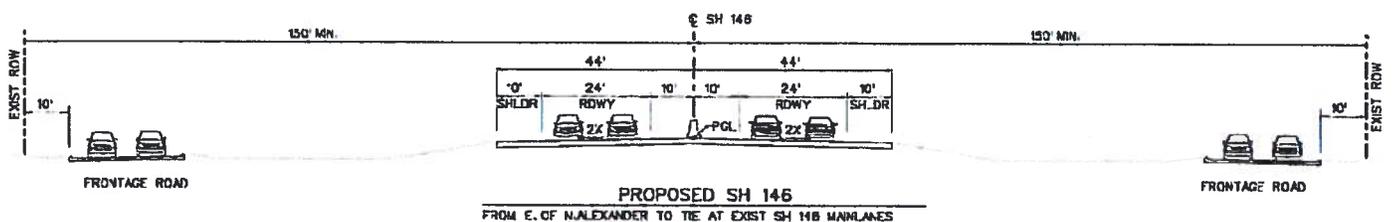
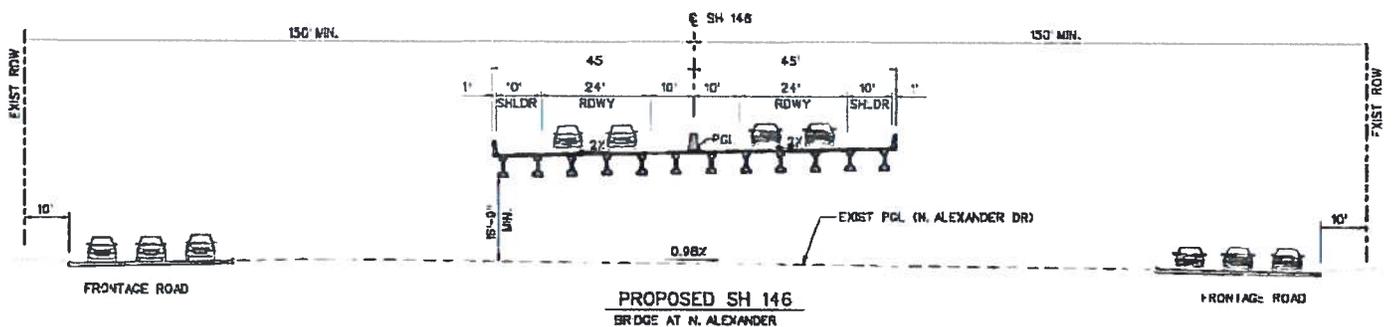
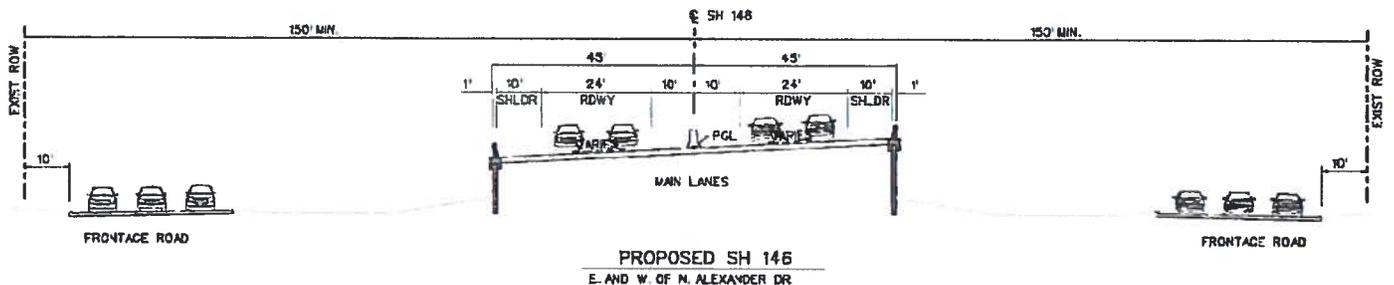
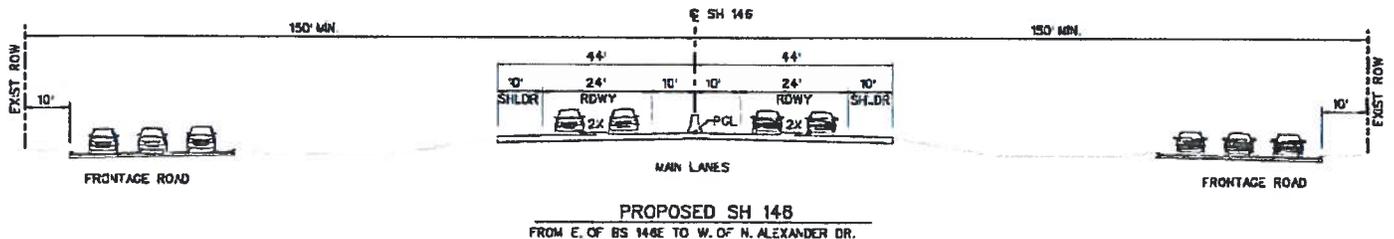
 Texas Department of Transportation



State Highway 146
(Business Highway 146 to Ferry Road)
CSJ 0389-13-039

FIGURE 2C
2008 AERIAL PHOTOGRAPH WITH PROJECT
ROW AND PROJECT LAYOUT DATA OVERLAYS
Baytown, Harris County, Texas

TYPICAL SECTIONS - PROPOSED



State Highway 146
(Business Highway 146 to Ferry Road)
CSJ 0389-13-039

FIGURE 3B
PROPOSED TYPICAL SECTIONS

Harris County, Texas