



Finding of No Significant Impact for a FHWA Project

Proposed Action: SH 332 Expansion and Reconstruction

Project Limits: FM 521 to SH 288

City: Lake

County: Brazoria

State: Texas

TxDOT CSJ(s): 1524-01-047

In accordance with 23 CFR Section 771.119 and Section 771.121, the Texas Department of Transportation (TxDOT) has determined that the SH 332 Expansion and Reconstruction 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 September 2020 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:

TxDOT proposes to reconstruct and widen SH 332 in Brazoria County, Texas from FM 521 to SH 288. SH 332 would be reconstructed and widened from two to four lanes (two lanes in each direction) from FM 521 to FM 2004. The proposed project would also reconstruct and widen SH 332 from four to six lanes (three lanes in each direction) from FM 2004 to SH 288. Roadway improvements would include the reconstruction or replacement of bridges over Buffalo Camp Bayou and a diversion channel just east of Buffalo Camp Bayou. The project would include sidewalks on both sides of the roadway for the entire length of the project. In addition to roadway improvements, improved drainage ditches would be constructed along the north and south sides of the project. Additionally, a new drainage channel is proposed on new location from SH 332, approximately 800 feet west of Division Street (CR 680A), south to the Brazos River, a distance of approximately 1.1 miles. The project would require approximately 70.4 acres of additional ROW. The proposed construction area would be approximately 5.3 miles in length.

A Notice of Availability of the draft EA was issued on September 5, 2017.

A public hearing for this project was held on September 26, 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 332 Expansion and Reconstruction project from FM 521 to SH 288.



Finding of No Significant Impact for a FHWA Project

TxDOT will ensure adherence and completion of all project commitments described in the final EA dated September 2020, Section 8.0. TxDOT will ensure that any and all local, state, or federal permit requirements and conditions are met and otherwise complied with.

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 the Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

DocuSigned by:

Carlos Swonke

80BF418601C140C TxDOT Environmental Affairs Division Director

9/16/2020

Date

Appendix E

Plan and Program Excerpts



2019-2022 TIP

Transportation Improvement Program

THE HOUSTON-GALVESTON METROPOLITAN PLANNING AREA



2019-2022 Transportation Improvement Program (TIP)

**for the Houston-Galveston
Metropolitan Planning Area**

PUBLIC COMMENT PERIOD:
April 10 – May 9, 2018

PUBLIC MEETING DATE:
April 17, 2018

Adopted by Transportation Policy Council
May 25, 2018

Publication Date
May 25, 2018

<http://www.h-gac.com/taq/tip>

APPENDIX D -- 2045 RTP, PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

Updated 5/22/2020

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
252 0188-04-025	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	SH 35	N OF SH 332	WIDEN FROM 2 TO 4 LANES DIVIDED RURAL ROADWAY WITH INTERSECTION IMPROVEMENTS AND BICYCLE ACCOMMODATIONS	3.8	2022
254 0188-06-046	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	S OF JONES CREEK BRIDGE	N OF BRAZOS RIVER DIVERSION CHANNEL	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH INTERSECTION IMPROVEMENTS AND BICYCLE ACCOMMODATIONS	2.9	2023
255 0188-05-027	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	S OF BRAZORIA	S OF JONES CREEK BRIDGE	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH INTERSECTION IMPROVEMENTS, BICYCLE ACCOMMODATIONS AND GRADE SEPARATION AT FM 2004	9.6	2023
256 0188-04-035	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	S OF SH 35	FM 522	RECONSTRUCT TO 4-LANES DIVIDED WITH CONTINUOUS LEFT TURN LANE, INTERSECTION IMPROVEMENTS AND BICYCLE ACCOMMODATIONS	2.0	2022
258 3510-02-002	Brazoria	TXDOT HOUSTON DISTRICT	SH 99	SH 288	FORT BEND C/L	SEG C: CONSTRUCT 4-LANES TOLLWAY WITH LIMITED TWO 2-LANE FRONTAGE ROADS AND INTERCHANGES	8.8	2024
512 1003-01-061	Brazoria	TXDOT HOUSTON DISTRICT	FM 523	SH 332	S OF FM 1495	WIDEN FROM 2 TO 4-LANES DIVIDED URBAN	1.2	2025
525 1524-01-047	Brazoria	TXDOT HOUSTON DISTRICT	SH 332	E OF FM 521	SH 288	WIDEN FROM 2 TO 4 LANES (FM521 TO FM 2004) AND WIDEN FROM 4 TO 6 LANES (FM 2004 TO SH 288)	5.2	2025

*Analysis Year - NRS, EREA, and EXEMPT are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.

2045 RTP Project Listing by County - TPC 05-24-2019

*Sponsor - HCTTF are projects recommended by High Capacity Transit Task Force and not included in METRONext.

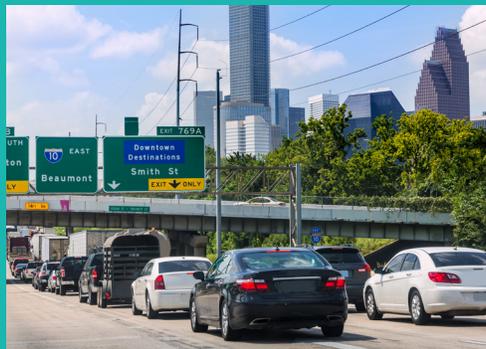


Houston-Galveston
Area Council

2045 RTP

REGIONAL TRANSPORTATION PLAN

REVISED APRIL 10, 2019



APPENDIX 3/D
2045 RTP FISCALLY CONSTRAINED
PROJECTS LIST BY COUNTY

2045 RTP PROJECTS LIST BY COUNTY

Updated 05/22/2020

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Main Lanes	Frontage Lanes	Fiscal Year	Analysis Year*	Total Project Cost (M, YOY)
18023 0598-02-112	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	AT CR 48		CONSTRUCT GRADE SEPARATION	0.1	(0,4)	n/a	2022	EREA	\$ 21.49
18037 0598-02-114	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	AT CR 64		CONSTRUCT GRADE SEPARATION	0.5	(0,2)	n/a	2035	EREA	\$ 22.89
18046 0598-02-116	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	AT CR 60		CONSTRUCT GRADE SEPARATION	0.1	(0,2)	n/a	2035	EREA	\$ 26.24
18197	Brazoria	HCTTF	SH 288	FM 518	VA	NEW PARK AND RIDE IN VICINITY OF SH 288 AND FM 518	0.0	n/a	n/a	2040	EXEMPT	\$ 52.14
18401 0598-02-111	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	AT RODEO PALMS PARKWAY		CONSTRUCT GRADE SEPARATION	0.1	(0,2)	n/a	2022	EREA	\$ 19.95
18512 0598-02-126	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	RODEO PALMS PARKWAY	SH 6	CONSTRUCT 2-LANE SOUTHBOUND FRONTAGE ROAD	1.3	(4,4)	(0,2)	2021	NRS	\$ 1.70
525 1524-01-047	Brazoria	TXDOT HOUSTON DISTRICT	SH 332	E OF FM 521	SH 288	WIDEN FROM 2 TO 4 LANES (FM521 TO FM 2004) AND WIDEN FROM 4 TO 6 LANES (FM 2004 TO SH 288)	5.2	(2,6)	n/a	2025	NRS	\$ 114.00
247 0586-01-048	Brazoria	TXDOT HOUSTON DISTRICT	SH 332	AT FM 523		CONSTRUCT GRADE SEPARATION	1.0	(0,4)	n/a	2035	2040	\$ 24.71

*Analysis Year - NRS, EREA, and EXEMPT are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.

2045 RTP Project Listing by County - TPC 05-24-2019

*Sponsor - HCTTF are projects recommended by High Capacity Transit Task Force and not included in METRONext.



July 22, 2020

Transmitted Via E-mail

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

Re: Request for Project-Level Conformity Determination
Brazoria County
CSJ 1524-01-047
SH 332: From E of FM 521 to SH 288

Dear Mrs. Maley:

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

A project-level conformity determination is requested from you. If you have any questions regarding this project, please contact me at (512) 416-2659.

Sincerely,

DocuSigned by:
Timothy Wood

C9CB724D35CE4BD...

Tim Wood
Air Specialist
Environmental Affairs Division

Attachment(s)



Transportation Conformity Report Form

Project Facility Name: SH 332

MPO Project IDs: 525

Project CSJ Numbers: 1524-01-047

Project Limits

From: E of FM 521

To: SH 288

Project Sponsor: TxDOT

Project Description¹: SH 332 would be reconstructed and widened from two to four lanes (two lanes in each direction) from FM 521 to FM 2004. The proposed project would also reconstruct and widen SH 332 from four to six lanes (three lanes in each direction) from FM 2004 to SH 288. Roadway improvements would include the reconstruction or replacement of bridges over Buffalo Camp Bayou and a diversion channel just east of Buffalo Camp Bayou. The project would include sidewalks on both sides of the roadway for the entire length of the project. In addition to roadway improvements, improved drainage ditches would be constructed along the north and south sides of the project. Additionally, a new drainage channel is proposed on new location from SH 332, approximately 800 feet west of Division Street (CR 680A), south to the Brazos River, a distance of approximately 1.1 miles.

Date of anticipated environmental decision/re-evaluation: August 2020

Let Year: 2025

ETC² Year: 2027

Conformity Year³: N/A - non-regionally significant

Total Project Cost: \$ 100,898,905.68

Adding Capacity? Yes No

Counties: Brazoria

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 Project description, project details, and other project information should include enough detail in order to make a determination of project consistency with the MTP, TIP, STIP, and corresponding transportation conformity determination.
- ² The ETC or estimated time of completion year is the date the entire project as described in the environmental review document will be open to traffic.
- ³ If this project is NOT considered regionally significant by the MPO, enter "N/A – non-regionally significant". In addition, note that the conformity year is sometimes referred to as the network year. When a MTP identifies a specific timeframe during which a project will be operational, the last year of that timeframe is the conformity year.



Transportation Conformity Report Form

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

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

Instructions

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

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

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

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

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

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

- No – Continue to Step 2.

Step 2: Is this a FHWA/FTA 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\(d\)\(2\)\(iv\)](#)?

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

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

Step 4: Is the project located in a nonattainment or maintenance area⁶ for ozone⁷, nitrogen dioxide (NO₂), carbon monoxide (CO), particulate matter (PM_{2.5} or PM₁₀)?

- Yes – **Transportation conformity rules apply.** The project is located in the EPA designated Brazoria County **serious** nonattainment⁸ area for **2008** ozone and marginal nonattainment for 2015 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)



Transportation Conformity Report Form

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

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

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

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

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

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

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

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

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

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

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

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



Transportation Conformity Report Form

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.



Transportation Conformity Report Form

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.



Transportation Conformity Report Form

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

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

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

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

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

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

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

Step 21: The transportation conformity evaluation is complete.

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

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

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

Retain this form in the project file.

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

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

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



Transportation Conformity Report Form

TxDOT ENV Transportation Conformity Validation Complete:

Project CSJ Numbers: 1524-01-047

Signature DocuSigned by:
Timothy Wood
C9CB724D35CE4BD... _____

Name: Timothy Wood
Title: Environmental Specialist
Date: 7/22/2020

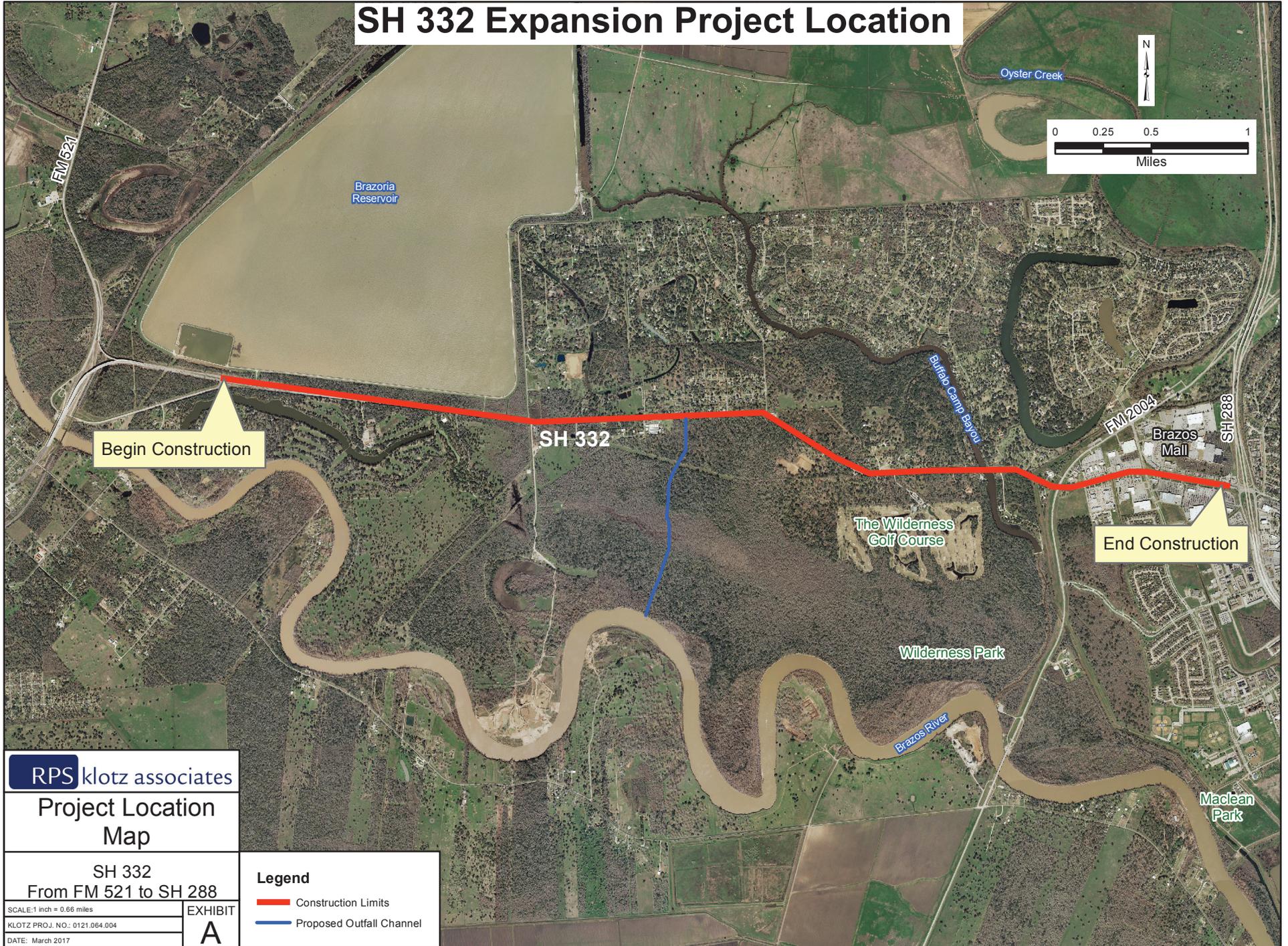
FHWA/FTA Determination of the Project-level Conformity:

Signature **BARBARA C MALEY** Digitally signed by BARBARA C MALEY
Date: 2020.07.23 18:01:10 -05'00' _____

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

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

SH 332 Expansion Project Location



RPS klotz associates
Project Location
Map

SH 332
From FM 521 to SH 288

SCALE: 1 inch = 0.66 miles	EXHIBIT A
KLOTZ PROJ. NO.: 0121.064.004	
DATE: March 2017	

Legend
— Construction Limits
— Proposed Outfall Channel

2045 RTP PROJECTS LIST BY COUNTY

Updated 05/22/2020

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Main Lanes	Frontage Lanes	Fiscal Year	Analysis Year*	Total Project Cost (M, YOE)
18023 0598-02-112	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	AT CR 48		CONSTRUCT GRADE SEPARATION	0.1	(0,4)	n/a	2022	EREA	\$ 21.49
18037 0598-02-114	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	AT CR 64		CONSTRUCT GRADE SEPARATION	0.5	(0,2)	n/a	2035	EREA	\$ 22.89
18046 0598-02-116	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	AT CR 60		CONSTRUCT GRADE SEPARATION	0.1	(0,2)	n/a	2035	EREA	\$ 26.24
18197	Brazoria	HCTTF	SH 288	FM 518	VA	NEW PARK AND RIDE IN VICINITY OF SH 288 AND FM 518	0.0	n/a	n/a	2040	EXEMPT	\$ 52.14
18401 0598-02-111	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	AT RODEO PALMS PARKWAY		CONSTRUCT GRADE SEPARATION	0.1	(0,2)	n/a	2022	EREA	\$ 19.95
18512 0598-02-126	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	RODEO PALMS PARKWAY	SH 6	CONSTRUCT 2-LANE SOUTHBOUND FRONTAGE ROAD	1.3	(4,4)	(0,2)	2021	NRS	\$ 1.70
525 1524-01-047	Brazoria	TXDOT HOUSTON DISTRICT	SH 332	E OF FM 521	SH 288	WIDEN FROM 2 TO 4 LANES (FM521 TO FM 2004) AND WIDEN FROM 4 TO 6 LANES (FM 2004 TO SH 288)	5.2	(2,6)	n/a	2025	NRS	\$ 114.00
247 0586-01-048	Brazoria	TXDOT HOUSTON DISTRICT	SH 332	AT FM 523		CONSTRUCT GRADE SEPARATION	1.0	(0,4)	n/a	2035	2040	\$ 24.71

*Analysis Year - NRS, EREA, and EXEMPT are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.

2045 RTP Project Listing by County - TPC 05-24-2019

*Sponsor - HCTTF are projects recommended by High Capacity Transit Task Force and not included in METRONext.

APPENDIX D -- 2045 RTP, PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

Updated 5/22/2020

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
252 0188-04-025	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	SH 35	N OF SH 332	WIDEN FROM 2 TO 4 LANES DIVIDED RURAL ROADWAY WITH INTERSECTION IMPROVEMENTS AND BICYCLE ACCOMMODATIONS	3.8	2022
254 0188-06-046	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	S OF JONES CREEK BRIDGE	N OF BRAZOS RIVER DIVERSION CHANNEL	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH INTERSECTION IMPROVEMENTS AND BICYCLE ACCOMMODATIONS	2.9	2023
255 0188-05-027	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	S OF BRAZORIA	S OF JONES CREEK BRIDGE	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH INTERSECTION IMPROVEMENTS, BICYCLE ACCOMMODATIONS AND GRADE SEPARATION AT FM 2004	9.6	2023
256 0188-04-035	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	S OF SH 35	FM 522	RECONSTRUCT TO 4-LANES DIVIDED WITH CONTINUOUS LEFT TURN LANE, INTERSECTION IMPROVEMENTS AND BICYCLE ACCOMMODATIONS	2.0	2022
258 3510-02-002	Brazoria	TXDOT HOUSTON DISTRICT	SH 99	SH 288	FORT BEND C/L	SEG C: CONSTRUCT 4-LANES TOLLWAY WITH LIMITED TWO 2-LANE FRONTAGE ROADS AND INTERCHANGES	8.8	2024
512 1003-01-061	Brazoria	TXDOT HOUSTON DISTRICT	FM 523	SH 332	S OF FM 1495	WIDEN FROM 2 TO 4-LANES DIVIDED URBAN	1.2	2025
525 1524-01-047	Brazoria	TXDOT HOUSTON DISTRICT	SH 332	E OF FM 521	SH 288	WIDEN FROM 2 TO 4 LANES (FM521 TO FM 2004) AND WIDEN FROM 4 TO 6 LANES (FM 2004 TO SH 288)	5.2	2025

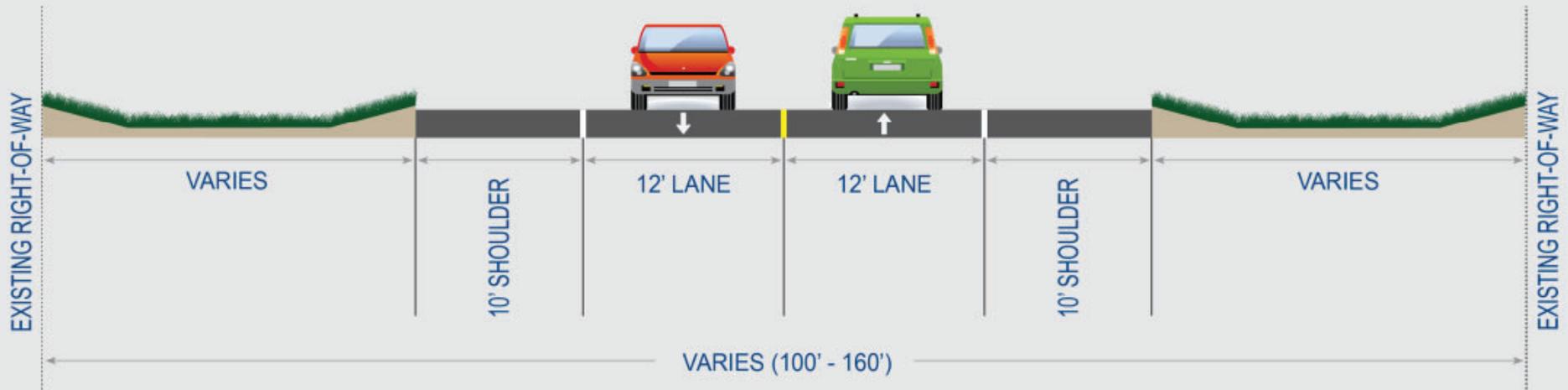
*Analysis Year - NRS, EREA, and EXEMPT are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.

2045 RTP Project Listing by County - TPC 05-24-2019

*Sponsor - HCTTF are projects recommended by High Capacity Transit Task Force and not included in METRONext.

Existing Typical Section: FM 521 to Lake Road

EXISTING TYPICAL SECTION FM 521 to Lake Road

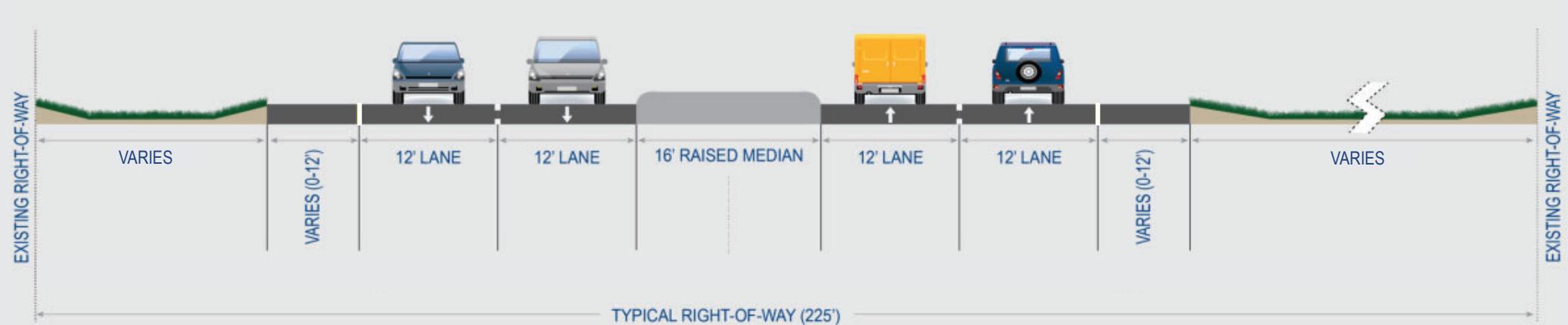


- Two undivided 12-foot wide travel lanes (one in each direction)
- 10-foot wide outside shoulders
- Open ditches
- Typical right-of-way width varies between 100 feet and 160 feet



Existing Typical Section: Lake Road to SH 288

EXISTING TYPICAL SECTION Lake Road to SH 288



- Four 12-foot wide travel lanes (two in each direction)
- Outside shoulder width varies
- Divided by 16-foot wide raised median
- Open ditches
- Right-of-way width of 225 feet



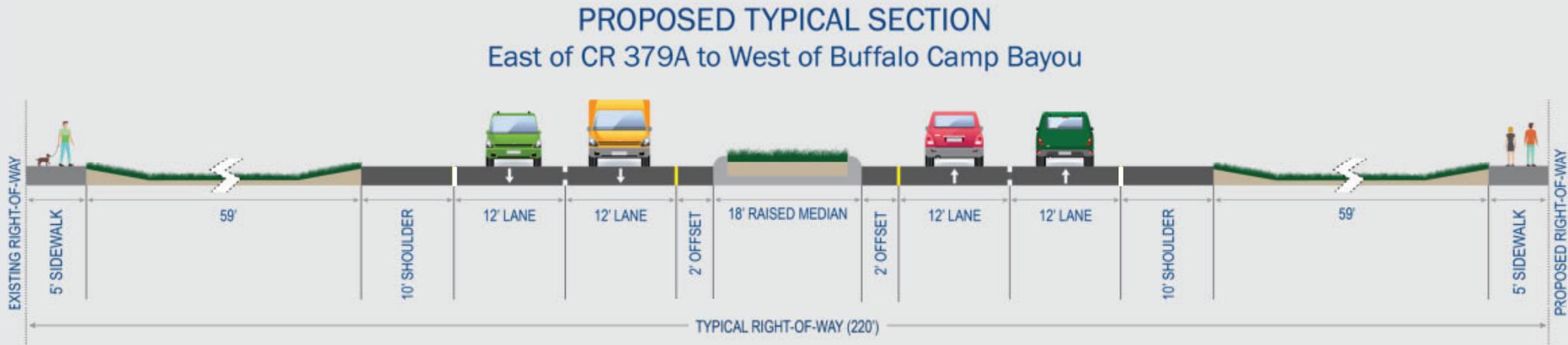
Proposed Typical Section: FM 521 to East of CR 532



- Four 12-foot wide travel lanes (two in each direction)
- Divided by 40-foot wide depressed grass median
- 10-foot wide outside shoulders
- Open ditches
- Typical right-of-way width varies between 240 feet and 300 feet



Proposed Typical Section: East of CR 379A to Buffalo Camp Bayou



- Four 12-foot wide travel lanes (two in each direction)
- 18-foot wide raised median
- 10-foot wide outside shoulders
- Open ditches
- Right-of-way width of 220 feet.



Proposed Typical Section: FM 2004 to SH 288



- Six travel lanes (three in each direction)
- 30-foot wide raised median
- Four 12-foot wide inside travel lanes and two 15-foot wide outside shared travel lane
- Open ditches
- Typical right-of-way width varies between 180 feet and 225 feet



CLARIFICATION

Maley, Barbara (FHWA)

From: Tim Wood <Tim.Wood@txdot.gov>
Sent: Thursday, July 23, 2020 4:02 PM
To: Maley, Barbara (FHWA)
Cc: Campos, Jose (FHWA)
Subject: RE: Conformity Report Form for SH 332 (1524-01-047)
Attachments: 1 Project Location Map 7-23-2020.pdf

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Please see the refined location map (attached).

Thanks.

Tim Wood
TxDOT ENV
512-416-2659

From: Maley, Barbara (FHWA) [mailto:Barbara.Maley@dot.gov]
Sent: Thursday, July 23, 2020 9:06 AM
To: Tim Wood <Tim.Wood@txdot.gov>
Cc: Campos, Jose (FHWA) <Jose.Campos@dot.gov>
Subject: FW: Conformity Report Form for SH 332 (1524-01-047)

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Tim:

To continue our review/comment, we will need an enhanced project location map that includes labeling for:

- Lake Road – typical section reference (pp. 13, 14)
- CR 532 – typical section reference (p. 15)
- CR 379A – typical section reference (p. 16)

Also, please provide the distance b/w 'begin construction' and FM 521.

Thanks.

Signed,
Barbara Maley
214.224.2175

From: Tim Wood <Tim.Wood@txdot.gov>
Sent: Wednesday, July 22, 2020 3:35 PM
To: Maley, Barbara (FHWA) <Barbara.Maley@dot.gov>

Cc: Campos, Jose (FHWA) <Jose.Campos@dot.gov>

Subject: Conformity Report Form for SH 332 (1524-01-047)

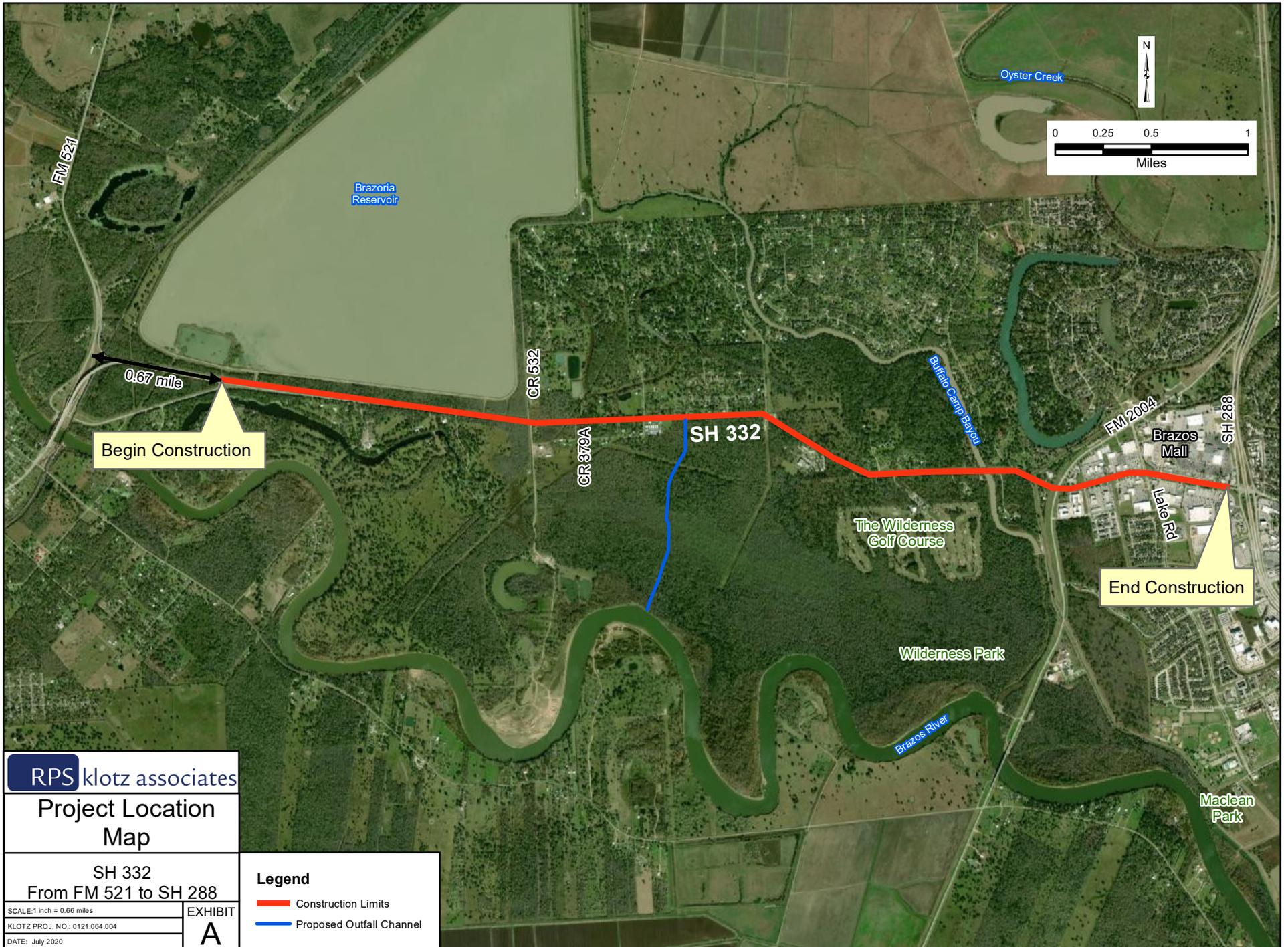
CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Please review and respond to the attached conformity report form for SH 332 from E of FM 521 to SH 288 (CSJ 1524-01-047).

Thank you.

Tim Wood
TxDOT ENV
512-416-2659





RPS klotz associates
Project Location
Map

SH 332
From FM 521 to SH 288

SCALE: 1 inch = 0.66 miles	EXHIBIT A
KLOTZ PROJ. NO.: 0121.064.004	
DATE: July 2020	

- Legend**
- Construction Limits
 - Proposed Outfall Channel