



Final Environmental Assessment

Farm-to-Market 2275

From FM 3272 to State Highway 300

Tyler District
CSJ(s): 2158-01-019 and 2158-01-020
Gregg County, Texas
July 2019

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.

Table of Contents

1.0	Introduction	1
2.0	Project Description	1
2.1	Existing Facility	1
2.2	Proposed Project.....	1
2.2.1	Logical Termini and Independent Utility.....	2
2.2.2	Planning Consistency.....	3
3.0	Purpose and Need	4
3.1	Need.....	4
3.2	Supporting Facts.....	4
3.2.1	Improve Connectivity.....	4
3.2.2	Improve Safety.....	5
3.2.3	Improve Roadway Design Standards.....	6
3.3	Purpose.....	6
4.0	Alternatives	6
4.1	Build Alternative.....	6
4.2	No-Build Alternative	8
4.3	Preliminary Alternatives Considered but Eliminated from Further Consideration	8
5.0	Affected Environment and Environmental Consequences	8
5.1	Right-of-Way/Displacements.....	9
5.2	Land Use.....	10
5.3	Farmlands.....	10
5.4	Utilities/Emergency Services	11
5.5	Bicycle and Pedestrian Facilities	12
5.6	Community Impacts Assessment	12
5.6.1	Relocations and Displacements	12
5.6.2	Access Changes	13
5.6.3	Public Facilities and Services	13
5.6.4	Community Cohesion.....	13
5.6.5	Environmental Justice	15
5.6.6	Limited English Proficiency.....	16
5.7	Visual/Aesthetic Impacts.....	16
5.8	Cultural Resources.....	17
5.8.1	Archeology	17
5.8.2	Historic Properties	17
5.9	DOT Act Section 4(f), LWCF Act Section 6(f), and PWC Chapter 26.....	18
5.10	Water Resources	19
5.10.1	Clean Water Act Section 404	19
5.10.2	Executive Order 11990 Wetlands.....	21
5.10.3	Clean Water Act Section 401	21
5.10.4	Rivers and Harbors Act.....	21

5.10.5 Clean Water Act Section 303(d) 21

5.10.6 Clean Water Act Section 402/TPDES..... 22

5.10.7 Floodplains 22

5.10.8 Drinking Water Systems..... 23

5.11 Biological Resources 24

5.11.1 Texas Parks and Wildlife Coordination 24

5.11.2 Impacts to Vegetation..... 25

5.11.3 Executive Order 13112 on Invasive Species..... 27

5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping.. 27

5.11.5 Impacts to Wildlife 27

5.11.6 Migratory Bird Protections 28

5.11.7 Fish and Wildlife Coordination Act 28

5.11.8 Bald and Golden Eagle Protection Act of 2007..... 29

5.11.9 Magnuson-Stevens Fishery Conservation Management Act..... 29

5.11.10 Marine Mammal Protection Act..... 29

5.11.11 Threatened, Endangered, and Candidate Species..... 29

5.12 Air Quality..... 30

5.13 Hazardous Materials..... 36

5.14 Traffic Noise..... 37

5.15 Induced Growth..... 41

5.16 Cumulative Impacts..... 43

5.17 Construction Phase Impacts..... 48

6.0 Agency Coordination..... 48

7.0 Public Involvement..... 48

8.0 Environmental Permits, Issues and Commitments..... 50

9.0 Conclusion 52

10.0 References..... 53

TABLES

Table 1: Longview MPO’s Street Design Recommendations for Principal Arterials..... 3

Table 2: 2012-2015 Annual FM 2275 Crash Rates..... 6

Table 3: Summary of Potential Displacements 9

Table 4: Land Use Impacts for Proposed Project..... 10

Table 5: Waters of the U.S., Including Wetlands, within the Proposed Project Area..... 20

Table 6: EMST Habitat Table 25

Table 7: Adjusted MOU Habitat Acreage from Field Observations..... 26

Table 8: Noise Abatement Criteria 38

Table 9: Traffic Noise Levels [dB(A) Leq]..... 39

Table 10: Traffic Noise Contours [dB(A) Leq]..... 41

Table 11: Resource/Issues Considered for Cumulative Impacts Analysis..... 45

Table 12: Species-Specific BMPs to be Implemented 51

FIGURES

Figure 1: PROJECTED NATIONAL MSAT EMISSION TRENDS 2010 – 2050 FOR VEHICLES OPERATING ON ROADWAYS USING EPA’s Moves2014a Model 32

Appendices

Appendix A Project Location Maps
A-1 Project Location Map
A-2 USGS Topographic Maps
A-3 FEMA Floodplain Soils and NWI Maps
A-4 Regional Transportation Network
A-5 Land Use Map

Appendix B Project Photographs

Appendix C Preferred Alternative Schematic

Appendix D Typical Sections

Appendix E Plan and Program Excerpts

Appendix F Resource Specific Maps
F-1 Community Impacts Assessment Census Geographies and Displacements
F-2 Panther Park Community Center Location Map
F-3 Water Feature Map
F-4 EMST Mapped and Adjusted Habitat Types
F-5 Noise Receiver Locations

Appendix G U.S. Department of Agriculture’s Farmland Conversion Impact Rating Form

Appendix H Resource Agency Coordination

List of Acronyms

Included below is a list of acronyms used throughout this document and their definitions.

ADT	Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ACS	American Community Survey
APE	Area of Potential Effect
BE	Biological Evaluation
BG	Block Group
BMP	Best Management Practice
CAA	Clean Air Act
CEQ	Council on Environmental Quality
CGP	Construction General Permit
CFR	Code of Federal Regulations
CMP	Congestion Management Process
CO	Carbon Monoxide
CT	Census Tract
CWA	Clean Water Act
DHHS	United States Department of Health and Human Services
DOT	Department of Transportation
EA	Environmental Assessment
EFH	Essential Fish Habitat
EJ	Environmental Justice
EMST	Ecological Mapping Systems of Texas
EO	Executive Order
EPA	Environmental Protection Agency
EPIC	Environmental Permits, Issues, and Commitments
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FM	Farm-to-Market
FPPA	Farmland Protection Policy Act
FWCA	Fish and Wildlife Coordination Act
GIS	Geographic Information System
GPS	Global Positioning System
GWCC	Ground Water Contamination Case
HEI	Health Effects Institute
HIPL	High Plains Ecoregion
IH	Interstate Highway
IPaC	USFWS Information for Planning and Conservation Trust Resources Report
IRIS	Integrated Risk Information System
ISA	Initial Site Assessment
LEP	Limited English Proficiency

LOS	Level of Service
LPST	Leaking Petroleum Storage Tank
LWCF	Land and Water Conservation Fund
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSAT	Mobile Source Air Toxics
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NATA	National Air Toxic Assessment
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHL	National Historic Landmark
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NOT	Notice of Termination
NOV	Notice of Violation
NRCS	National Resource Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetland Inventory
NWP	Nationwide Permit
OTHM	Official Texas Historical Marker
PCR	Project Coordination Request
PJD	Preliminary Jurisdictional Determination
PRPC	Panhandle Regional Planning Commission
PST	Petroleum Storage Tank
RCRA	Resource Conservation and Recovery Act
ROW	Right-of-Way
RTHL	Recorded Texas Historic Landmark
SAL	State Antiquities Landmark
SGCN	Species of Greatest Conservation Need
SH	State Highway
SHPO	State Historic Preservation Officer
SW3P	Stormwater Pollution Prevention Plan
TARL	Texas Archeological Research Laboratory
TCAP	Texas Conservation Action Plan
TCEQ	Texas Commission on Environmental Quality
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TIP	Transportation Improvement Plan
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
TxDOT	Texas Department of Transportation
TxDOT ENV	Texas Department of Transportation Environmental Affairs
TxDOT TP&P	Texas Department of Transportation Planning and Programming Department
TXNDD	Texas Natural Diversity Database

TWDB	Texas Water Development Board
US	United States Highway
USC	United States Code
USACE	United States Army Corps of Engineers
USDOT	United States Department of Transportation
USCB	United States Census Bureau
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VPD	Vehicles Per Day
VMT	Vehicle-Miles Traveled

1.0 INTRODUCTION

The Texas Department of Transportation (TxDOT) proposes improvements to Farm-to-Market 2275 (FM 2275) (George Richey Road) from FM 3272 to State Highway 300 (SH 300) in the cities of White Oak and Longview in Gregg County, Texas. The total project distance is approximately four miles and is depicted in **Appendix A-1: Project Location Map**. A description of the existing and proposed facility is provided below. This Environmental Assessment (EA) has been prepared for TxDOT environmental review and to study the potential environmental consequences of the proposed project as well as to determine whether such consequences warrant preparation of an Environmental Impact Statement (EIS). The EA was made available for public view at the public hearing held on February 28, 2019.

FM 2275 was built by the Texas Highway Department (now Texas Department of Transportation (TxDOT)) in the mid-1950s. While routine maintenance has been conducted, no major changes to the roadway have occurred. In recent years, TxDOT studied and began constructing the eastern extension of FM 2275 from SH 300 to US 259, approximately four miles, named the George Richey Road Extension, shown on **Appendix A-4: Regional Transportation Network**.

The George Richey Road Extension project includes constructing a new four-lane highway with a continuous center left-turn lane and 6-foot shoulders with curb and gutter. The improvements also accommodate bicycles, the shoulders and sidewalks will be constructed on the south side of the roadway. Construction will include two phases as follows:

- Phase I - US 259 to McCann Road
- Phase II - McCann Road to SH 300 (Gilmer Road)

This new roadway will provide an important and safe connection for vehicles, pedestrians and cyclists in the City of Longview. As noted in the Longview Metropolitan Planning Organization's (MPO) Metropolitan Transportation Plan 2040 (MTP 2040) there are currently no bike friendly facilities along major roads within the City of Longview to support safe and viable commuting on bicycles. FM 2275 was identified as a high priority roadway for the installation of bicycle lanes by the Longview Bicycle Club.

2.0 PROJECT DESCRIPTION

2.1 Existing Facility

The existing FM 2275 is a two lane (one lane in each direction), undivided minor arterial roadway located within the city limits of White Oak and Longview in Gregg County, Texas. Photographs of the existing roadway are included in **Appendix B: Project Photographs**. The existing roadway has 12-foot lanes with no shoulders within a right-of-way (ROW) width that varies but the typical width is approximately 80 feet as depicted in **Appendix D: Typical Sections (Existing)**.

2.2 Proposed Project

The proposed project would consist of suburban and urban sections as discussed below and shown in **Appendix D: Typical Sections (Proposed)**.

- **Suburban Section - FM 3272 (North White Oak Road) to FM 1845 (Pine Tree Road)**
 - The proposed roadway would consist of four 12-foot lanes (two lanes in each direction), with a 16-foot center two-way left-turn lane; a 10-foot shared use path for pedestrians and cyclists along the westbound travel lane; 20-foot clear zone from each edge of travel lane; and a closed drainage system (curb and gutter) all within a 130-foot minimum proposed ROW.
 - Reconstruction of the FM 1845 intersection with improvements to include sidewalks, Americans with Disabilities Act (ADA) compliant ramps, and accommodations for bicycle users.
- **Urban Section - FM 1845 (Pine Tree Road) to Fenton Road**
 - The proposed roadway would consist of four 12-foot lanes (two lanes in each direction), a 16-foot center two-way left-turn lane; a 10-foot shared use path for pedestrians and cyclists along the westbound travel lane; a 5-foot sidewalk for pedestrians along the eastbound travel lane; 20-foot clear zone from each edge of travel lane; and a closed drainage system (curb and gutter) all within a 130-foot minimum proposed ROW.
- **Urban Section – Fenton Road to Lansford Road**
 - The proposed roadway would consist of four 12-foot lanes (two lanes in each direction), a 16-foot center two-way left-turn lane and a 6-foot bike lane in each direction; a 10-foot shared use path for pedestrians and cyclists along the westbound travel lane; a 5-foot sidewalk for pedestrians along the eastbound travel lane; 20-foot clear zone from each edge of travel lane; and a closed drainage system (curb and gutter) all within a 145-foot minimum proposed ROW.
- **Urban Section – Lansford Road to SH 300 (Gilmer Road)**
 - The proposed roadway would consist of four 12-foot lanes (two lanes in each direction), a 16-foot center two-way left-turn lane and a 6-foot bike lane in each direction; a 5-foot sidewalk for pedestrians along the westbound travel lane; a 5-foot sidewalk for pedestrians along the eastbound travel lane; 20-foot clear zone from each edge of travel lane; and a closed drainage system (curb and gutter) all within a 130-foot minimum proposed ROW.
 - Reconstruction of the SH 300 intersection with improvements to include exclusive left turn-lanes.

The schematic of the Preferred Alternative is included in **Appendix C: Preferred Alternative Schematic**.

2.2.1 Logical Termini and Independent Utility

Federal regulations require that federally funded transportation projects have logical termini 23 CFR 771.111(f)(1). Simply stated, this means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts. The project limits for the proposed project consist of rational end points that are major traffic generators with intersecting roadways. The eastern terminus would connect to the newly constructed FM 2275, east of SH 300. The project would extend west through Longview and into White Oak, where it would terminate at FM 3272 near the western limit of the City of White Oak.

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area 23 CFR 771.111(f)(2). This means a project must be able to provide benefit by itself, and that the project not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built. While the proposed project would connect to the new FM 2275 at

the eastern terminus, the proposed improvements are a reasonable expenditure that “stand alone” and do not require additional transportation improvements at either terminus of the proposed project to provide improved connectivity and safety; therefore, the project has both logical termini and independent utility.

Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements. This means that a project must not dictate or restrict any future roadway alternatives. Since the eastern and western terminus were already existing and serving as major traffic generators and will continue to function as such with the proposed project, the future consideration of alternatives for subsequent projects would not be affected.

2.2.2 Planning Consistency

The Longview MPO identified the existing FM 2275 as an existing principal arterial in their Regional Thoroughfare Plan adopted on November 10, 2014. As part of the thoroughfare development, the Longview MPO identifies design recommendations for various functional classes. The recommendations for principal arterial are shown in **Table 1**.

Table 1: Longview MPO's Street Design Recommendations for Principal Arterials

Right-of-Way	120 ft
Number of Lanes	4 or 6
Lane Width	12 ft
Median	16 ft – 40 ft
Pedestrian Realm	16 ft – 18 ft
Pedestrian Buffer	7 ft minimum
Sidewalk Width	5 ft minimum
Utility Location Width	15 ft minimum

Source: Longview Regional Thoroughfare Plan (November 2014)

The proposed improvements are in alignment with the MPO's design recommendations for principal arterials and align with the typical section of the George Richey Road Extension. The connection between the proposed project and the George Richey Road Extension at SH 300 would provide an important vehicular, pedestrian, and bicycle connection. As described earlier, the Longview MPO has determined that FM 2275 is a high priority road for the addition of bike lanes. With this expressed demand and with the facilities being provided on the George Richey Road Extension, safe and efficient connections for cyclists will become necessary.

The project is fully funded and included in the 2019 - 2022 Transportation Improvement Program as two projects. The section between FM 1845 and SH 300 (urban section) has been identified to have a target year of 2021 and the section between FM 3272 to FM 1845 (suburban section) has been identified to have a target year of 2022. The estimated cost for construction, preliminary engineering, ROW, and utility relocation for the urban section is approximately \$24.6 million and for the suburban section is \$27.6 million. The estimated total cost for the entire project is approximately \$52.2 million and is anticipated to have both federal and state funding. See **Appendix E: Plans and Program Excerpts** for project TIP page.

3.0 PURPOSE AND NEED

3.1 Need

This project is needed because the current facility is inadequate to meet future travel demand, therefore resulting in inadequate connectivity between the cities of Longview and White Oak; there are high crash rates that exceed the statewide average; FM 2275 does not meet current design standards and does not accommodate plans for pedestrians and bicyclists.

3.2 Supporting Facts

This section discusses the specific needs for the FM 2275 proposed improvements. These needs include enhancing connectivity between the City of Longview and the City of White Oak, improving safety through enhanced facilities for vehicles, pedestrians and cyclists; and providing a roadway designed for current standards.

3.2.1 Improve Connectivity

The George Richey Road Extension project, opened to the public in November 2017. It terminates at the SH 300 intersection at the Extension's western terminus. This extension, which provides four travel lanes and a continuous left-turn lane, provides much needed east-west connectivity to the northeastern limits of the City of Longview to US 259. US 259 serves as an eastern relief route to various north-south routes that through Longview. The George Richey Road Extension serves an area lacking east-west routes, between FM 1844 to the north and US 80 to the south. The George Richey Road Extension has been classified as a principal arterial in the Longview Regional Thoroughfare Plan.

The Toll 49 East Texas Hourglass (ETHG) project is a proposed extension of the existing Toll 49 located in Tyler, Texas. The extension would extend the alignment of existing Toll 49 north to connect to I-20. At I-20, the proposed alignment would utilize US 271, in the interim, to extend further north to the proposed new alignment toll road which would connect to US 59 to the east. US 271 is the western terminus of existing FM 2275; the interim use of US 271 would increase the demand on FM 2275. The project will be included in the next update of the Longview MPO's future travel demand model.

With the new four-lane route connecting to the existing FM 2275 at the eastern terminus of this project and the future Toll 49 ETHG extension, demand for continuous and efficient connectivity to the City of White Oak and other communities to the west is anticipated to increase. Although the proposed FM 2275 project would provide benefits for the future Toll 49 ETHG extension, the project is still justified by projected traffic demand, required safety improvements and improved roadway design standards described in further detail in following sections.

The Longview MPO has also identified the existing FM 2275 as a future principal arterial in the Regional Thoroughfare Plan. As part of the thoroughfare development, the Longview MPO has identified design recommendations for various functional classes, the recommendations for principal arterial are shown in **Table 1**. The continuation of a four-lane facility would meet the recommendations for the facility as a principal arterial minimum standard.

As described earlier, the Longview MPO has determined that FM 2275 is a high priority road for the addition of bike lanes. With this expressed demand and with the facilities being provided on the George Richey Road Extension, safe and efficient connections for cyclists will become necessary.

Level of Service (LOS) is a qualitative measure related to the volume/capacity of a particular section of roadway. Categories range from ratings A through F. The range describes a progressive deterioration from A through F:

- A: Free flow with low volumes and high speeds
- B: Reasonably free flow, but speeds beginning to be restricted by traffic conditions
- C: In stable flow zone, but most drivers are restricted in the freedom to select their own speeds
- D: Approaching unstable flow; drivers have little freedom to select their own speeds
- E: Unstable flow; may be short stoppages
- F: Unacceptable congestion; stop-and-go; forced flow

Due to the George Richey Road Extension, the number and type of motorists accessing the areas adjacent to the FM 2275 corridor will grow, increasing the demand on existing FM 2275. The Average Daily Traffic (ADT), obtained from the Longview MPO's current travel demand model, is projected to increase from approximately 8,000 vehicles per day in 2012 west of FM 1845 (LOS C) to approximately 11,000 vehicles per day in 2030 (LOS D), and approximately 12,000 vehicles per day in 2040 (LOS D) (Longview MPO, February 2017). Under the current configuration of FM 2275, portions of the roadway are anticipated to operate at LOS D in 2040. With the additional demand associated with the Toll 49 ETHG extension, FM 2275, under the current conditions, would begin to operate at unacceptable levels of service.

The interaction between vehicles traveling through the region and motorists accessing the surrounding developments will continue to increase; therefore, it is necessary to address the overall functionality, movement and safety within the corridor. Additionally, this segment of FM 2275 (between FM 3272 and SH 300) is part of an overall plan included in the MTP 2040 which would connect FM 2275 to US 271 in Gladewater to the west and US 259 in Longview to the east.

3.2.2 Improve Safety

The proposed project is necessary to improve safety for all users including vehicles, pedestrians, and cyclists. Currently, the facility is two lanes wide with no shoulders and traverses rolling terrain. Additionally, the existing FM 2275 has various curves that do not meet the current design standard for the signed speed limits.

In addition to the facility not meeting current design standards, four consecutive years (2012-2015) of crash data were obtained from the TxDOT Crash Records Information System (CRIS). The crash data was mapped using the coordinates provided by the system and it was determined that crashes are concentrated at intersections; 57 of the 76 crashes were classified as intersection related. The highest crash location was the intersection of FM 2275 with FM 1845 (Pine Tree Road) which had 37 crashes recorded over the four-year period. Seventeen crashes were recorded at the intersection of FM 2275 with SH 300 over the four-year period. Additionally, crashes were recorded at the intersection of FM 2275 with FM 3272, Harley Ridge Road, and Charlene Street near SH 300.

Crash rates were calculated to determine relative safety of this section of FM 2275. Crash rates were calculated based on the number of crashes per 100 million vehicle miles traveled, for comparison with the annual statewide average calculations. Crash rates are influenced by roadway type, travel speed, and accessibility. Typically, roadways are considered to have a substantial crash problem when the crash rate is at least double the statewide average for that particular roadway facility type.

The statewide average, for years 2012-2015, for urban farm-to-market facilities was used to compare to the calculated annual crash rates for FM 2275. Calculated crash rates were compared with statewide averages provided by TxDOT as shown in **Table 2**. As shown, the crash rates are greater than the statewide average and two years are greater than twice the statewide average, indicating a need for safety improvements.

Table 2: 2012-2015 Annual FM 2275 Crash Rates

Year	Total Crashes	Crash Rate	State Rate for Urban Farm-to-Market	Segment Crash Rate over Statewide Rate
2012	25	526.51	208.42	2.53
2013	23	482.89	216.98	2.23
2014	12	329.47	233.13	1.41
2015	16	308.54	284.69	1.08

Source: TxDOT CRIS database, 2015, 2016.

Within the four-year period, ten crashes were related to left-turns, one crash was related to a right-turn, and the remaining 65 crashes were related to vehicles going straight, including angle crashes and rear-ends.

3.2.3 Improve Roadway Design Standards

The proposed project is necessary to bring the existing FM 2275 to current design standards to improve safety for all users including vehicles, pedestrians, and cyclists. Currently, the facility is two lanes wide with no shoulders and traverses rolling terrain. The suburban section of FM 2275, from FM 3273 to just east of FM 1845, is signed for 55 miles per hour (mph) and the urban section, from just east of FM 1845 to SH 300, is signed for 45 mph. With the current lack of shoulders and sidewalks on FM 2275 between FM 3272 to SH 300, cyclists must use the existing travel lanes and pedestrians must use either the existing travel lanes or the grassy area adjacent to the travel lanes. Existing obstruction pedestrians may encounter adjacent to the travel lanes include ditches, signage, mail boxes, and utilities. Additionally, no pedestrian or bicycle accommodations are provided on the existing two-lane bridge over Hawkins Creek. The current vertical profile of the facility does not meet current design standards due to insufficient stopping sight distance at nine low elevation locations and eight elevated curve locations.

Currently, the distance between the edge of the travel lane to the ROW line, or clear zone, is 28 feet in the suburban section. To meet current design criteria for 55 mph, the clear zone should be 30 feet for two-lane roadways with no curb and gutter that have an ADT greater than 1,500 vehicles per day. According to the MPO, the 2012 ADT on FM 2275 varies between 2,200 and 8,000 vehicles per day (Longview MPO, February 2017). The rail at the bridge over Hawkins Creek is obsolete and the channel railing is fitted with a non-standard guard fence and terminals.

3.3 Purpose

The purpose of the proposed project is to:

- Provide improved connectivity between the cities of Longview and White Oak by providing a highway that will adequately satisfy increased demand;
- Improve safety on FM 2275; and
- Upgrade FM 2275 to current design standards, providing satisfactory accommodation for vehicles, pedestrians, and cyclists.

4.0 ALTERNATIVES

4.1 Build Alternative

The Build Alternative, described in Section 2.2, would meet the need of the project by providing a direct connection between the cities of Longview and White Oak by connecting to the George Richey Road Extension, by improving safety through the addition of a center two-way left-turn lane and an additional travel lane in each direction, and by providing a roadway designed to current standards for a 55-mph urban/suburban roadway.

The proposed improvements would align with the MPO's design recommendations for principal arterials and align with the typical section of the George Richey Road Extension. The connection between the proposed project and the George Richey Road Extension at SH 300 would provide the necessary vehicular, pedestrian and bicycle connection.

With the addition of a 16-foot center left-turn lane, left-turning vehicles would be able to move out of the travel lane into a protected area to complete turns within an appropriate gap in traffic. Additionally, the proposed changes in roadway profile, changing between low and high elevation points, will be improved which will increase vehicle stopping sight distance and help reduce rear-end crashes.

The proposed project would be designed to current design standards for 55 mph for both the urban and suburban sections. Both sections would include the addition a 10-foot shared use path, redesigned vertical and horizontal curves, and a sufficient clear zone for the design speed. The proposed 20-foot clear zone is desirable for the proposed curb and gutter suburban roadway with an ADT less than 8,000. The projected 2045 ADT varies between 7,100 and 8,200 vpd¹. The center left-turn lane would allow vehicles to safely stop on the roadway without impeding traffic operations. The shared use path traversing the length of the corridor would also provide a safe facility for pedestrians and cyclists to use.

The Build Alternative (Alternative 2), was developed following the first public meeting held on June 28, 2016 and the following comment period. Comments received from the public generally stated the property owner's preference of alternatives and concerns over ROW impacts related to the three build alternatives including a desire to reduce ROW impacts. Alternative 2 received the most support from the public.

To address the public's concern regarding ROW and utility impacts, a fourth alternative (the Preferred Alternative) was developed that was a hybrid of Alternatives 2 and 3 (see Section 4.3). The typical section was modified to include sidewalks and/or a shared-use path for pedestrians and cyclists, bike lanes were eliminated from both directions of travel, and retaining walls were implemented where prudent to minimize ROW impacts. Additionally, the alignment generally follows Alternative 2 from FM 3272 to Jackson Road and from Jackson Road to SH 300 the alignment generally follows Alternative 3 to reduce impacts.

The revised preferred alternative was presented to the public at the second public meeting held on November 17, 2016. Seventeen comments were received with half in support of the project and most concerns being related to ROW impacts. Further evaluation of the preferred alternative presented at the second public meeting determined that these proposed revisions would have required extensive ROW impacts on both the north and south side of the proposed roadway to tie the driveways to the new pavement edges while meeting driveway grade requirements. Using the required driveway grades removed access from seven (7) homes on both sides of the proposed roadway.

To reduce impacts, several design options were evaluated including the removal of the on-street bicycle lanes. Based on several meetings with the City of Longview, it was decided that the proposed bicycle lanes, off-street shared use path, and sidewalks from Fenton Road east to SH 300 were all necessary to serve the nearby schools and park facilities and meet the purpose and need. The sidewalks and bike lanes provide a way to access these destinations safely without direct interaction with vehicular traffic.

It was determined that shifting the proposed ROW to the south would meet the purpose and need and reduce overall potential displacements from 34 to 31. Additionally, shifting the ROW south also allowed for the removal of reverse curves to further improve safety on the roadway.

This revised alternative was presented on September 18, 2018 at a meeting of affected property owners (MAPO) for those impacted by the changes. Twenty-five property owners attended, and two formal comments were received at this MAPO in support of the proposed project.

4.2 No-Build Alternative

The No-Build Alternative consists of leaving FM 2275 as it is today, a two-lane, undivided, minor arterial roadway with no shoulders and making no improvements to the FM 2257 intersection with SH 300. The No-Build Alternative would not meet the Need and Purpose of the proposed project. The No-Build Alternative is carried forward throughout the document as a baseline for comparison to the Build Alternative.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

Three build alternatives, Alternative 1, Alternative 2 and Alternative 3, were designed and considered for environmental and engineering constraints and public input. All three alternatives are similar because all three proposed a four-lane highway with a center two-way left-turn lane. Each alternative proposed a 55-mph design speed for the study corridor and 6-foot bike lanes in each direction located adjacent to the outside travel lane. The alternatives differed in how the alignment was shifted in relation to the existing roadway centerline:

- Alternative 1 generally widens equally to either side of the existing centerline;
- Alternative 2 generally widens to the south of the existing centerline; and
- Alternative 3, a “best fit alternative”, widens to alternating sides to minimize conflicts and ROW.

The three build alternatives were brought to the public at the first public meeting held on June 28, 2016. Meeting attendees were encouraged to review the three alternatives, discuss the project with the project team and provide comments. In addition to voicing their questions and concerns, the public was provided the opportunity to identify their preferred alternative by submitting an official comment. Alternative 2 received the most support from the public, although concerns were noted regarding ROW and utility impacts.

Following the public meeting, the three alternatives were evaluated in a matrix that considered engineering criteria, cost constraints, environmental resources, and public input. Using the matrix, it was determined that Alternative 2 was the preferred alternative of the three build alternatives presented to the public in June 2016. Because public concerns were raised, the study team developed a fourth alternative to be carried forward as the preferred alternative which was adjusted to reduce ROW impacts in 2018 and is evaluated in this EA. Therefore, the three build alternatives presented to the public in June 2016 were eliminated from further consideration.

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

The proposed project is in the northwest portion of Gregg County, Texas, and traverses through the cities of Longview and White Oak. Residential, commercial, and agricultural properties are located within and adjacent to the proposed project. Representative project photographs are included in **Appendix B: Project Photographs**.

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

- Traffic Noise Technical Report
- Hazardous Materials Initial Site Assessment (ISA) Report

- Community Impact Assessment Technical Form
- Archeological Background Study
- Archeological Survey Report
- Project Coordination Request (PCR) for Historical Studies Project
- Historic Resource Survey Report
- Biological Evaluation
- Water Resources Technical Report

The above technical reports are available for review or copying at the TxDOT Tyler District office located at 2709 W. Front Street, Tyler, Texas, 75702.

5.1 Right-of-Way/Displacements

No-Build Alternative

Implementation of the No-Build Alternative would not require ROW acquisition, relocations, or displacements.

Build Alternative

The Build Alternative would require the acquisition of approximately 51.80 acres of ROW. Thirty-one single family home residential potential displacements will occur as a result of the proposed project. Six of the homes are located in an area with sporadic residential properties, and the others are located on the east side of the proposed project. No commercial businesses would be displaced. The potential displacements are summarized in **Table 3**. Additionally, the Build Alternative would impact four parking spaces at the New Beginnings Baptist Church and would impact 0.049 acres of Panther Park Community Center with anticipated impacts to seven parking spaces and a portion of the playground. Displacement of a shed would occur on a residential parcel and fifteen oil and gas wells would be impacted by the Build Alternative.

Table 3. Summary of Potential Displacements

Type of Displacement	Number of Displacements
Single-Family Residential	31
Commercial	0
Shed/Out-building	1
Parkingspaces	11
Wells	15

Source: Design schematic (October 2018) and field observations (2016).

For this assessment, a structure that is anticipated to be touched by the proposed ROW was determined to be a displacement. The displacement information presented is based on the proposed ROW presented in **Appendix C: Preferred Alternative Schematics**. For more detailed information on the potential displacements please see the Community Impacts Assessment Technical Report on file at the TxDOT Tyler District Office.

TxDOT would be responsible for the ROW acquisitions. Acquisition and relocation assistance would be in accordance with the TxDOT Right-of-Way Acquisition and Relocation Assistance Program. Consistent with the USDOT policy, as mandated by the Uniform Relocation Assistance and Real Property Acquisition Act (The Uniform Act), as amended in 1987, TxDOT would provide relocation resources (including any applicable special provisions or programs) to all displaced persons without discrimination. The available structures must also be open to persons regardless of race, color, religion, or nationality and be within the financial means of those individuals affected. All property owners from whom property is needed are entitled to receive just compensation for their land and

property. Just compensation is based upon the fair market value of the property. Through its Relocation Assistance Program, TxDOT also provides payment and services to aid in movement to a new location.

Relocation assistance is available to all individuals, families, businesses, farmers, and non-profit organizations displaced as a result of the state highway project or other transportation project. Thus, assistance applies to tenants as well as owners occupying the real property needed for the project. As stated previously, assistance would be provided should the local existing housing market be insufficient for relocation. TxDOT would complete a survey of the housing market and provide housing supplements to displaced residents, if necessary. The TxDOT Relocation Office would also help displaced businesses to aid in their satisfactory relocation with a minimum delay and loss in earnings. The proposed project would proceed to construction only when all displaced residents have been provided the opportunity to be relocated to adequate replacement sites. No special relocation considerations or measures to resolve relocation concerns have been identified to date.

5.2 Land Use

No-Build Alternative

Under the No-Build Alternative, land use would not be affected by the acquisition of land for transportation use.

Build Alternative

The proposed project is located within the cities of White Oak and Longview, which have both suburban and urban areas. **Table 4** presents the acreage of land use to be acquired for the proposed project, based on land use data from the City of Longview, parcel data from Gregg County, and field verification. Property to be acquired for the proposed project is primarily categorized as vacant/agricultural and residential.

Based on projections prepared by the Longview MPO, land use in the project area is anticipated to be increasingly low density residential. The transition from vacant/agricultural is anticipated to be focused on the western half of the project area. See **Appendix A-5** for Land Use Map.

Table 4. Land Use Impacts for Proposed Project

Land Use	Acres within Proposed ROW
Commercial	1.90
Multi-Family	1.16
Office	2.54
Park	0.05
General Retail	1.83
Residential - Low	0.59
Single Family Residential	20.04
Vacant/Agricultural	12.46
Other	11.23
Transportation Use	10.29
Total	51.80

Source: Design schematic 2018, City of Longview 2016

5.3 Farmlands

No-Build Alternative

Under the No-Build Alternative, there would be no impacts to prime farmlands.

Build Alternative

Two of the seven soil types within the existing and proposed ROWs are classified as prime farmland: Bowie fine sandy loam, 1 to 5 percent slopes (BoC) and Ruston fine sandy loam, 3 to 5 percent slopes (RuC). These two soils account for 44.96 acres of prime farmland within the existing and proposed ROW.

The Farmland Protection Policy Act (FPPA), as detailed in Subtitle I of Title XV of the Agricultural and Food Act of 1981, provides protection to the following: (1) prime farmland, (2) unique farmland, and (3) farmland of local or statewide importance. Transportation projects conducted by a Federal agency or with Federal agency assistance that irreversibly convert protected farmland (directly or indirectly) to nonagricultural use are required to coordinate with the Natural Resources Conservation Service (NRCS) under the FPPA. The proposed project was scored using the U.S. Department of Agriculture's Farmland Conversion Impact Rating Form, **see Appendix G: U.S. Department of Agriculture's Farmland Conversion Impact Rating Form**. Although the proposed project would convert some farmland subject to the FPPA to a non-agricultural, transportation use, the resulting score (14) was below that required for coordination with the NRCS; therefore, no coordination with the NRCS is required.

No substantial direct impacts to prime farmland are anticipated due to the proposed project. The proposed project would convert farmland but the relative value of the farmland scored less than 60 in Part IV of the Farmland Protection Policy Act Form.

5.4 Utilities/Emergency Services

No-Build Alternative

Under the No-Build Alternative, there would be no impact to utilities or changes in access for emergency service providers.

Build Alternative

Direct Impacts

Numerous utilities including water, electricity, gas, sewer, pipelines and overhead power lines would need to be relocated or adjusted due to the proposed project. At this time, exact locations and numbers of utilities have not been determined. Utility adjustment and relocation would occur during the detailed design phase in a manner that would cause the least amount of disruption to affected consumers. Additionally, numerous oil and gas lines along with active and plugged oil and gas wells are located in the immediate project area and would have to be adjusted. Again, these adjustments and relocations would be addressed during the detailed design phase and ROW acquisition process prior to construction. Public utilities would be adjusted under the Uniform Accommodation Policy. Private utilities would be compensated for/adjusted during the ROW appraisal process.

The Longview Fire Station Number 4 is located along the project corridor. The proposed project is anticipated to impact a portion of the fire station parcel, although the building and parking facilities are not anticipated to be affected. During construction, temporary access to the fire station driveways would be provided and travel in both directions of FM 2275 would be maintained. The proposed project, when completed, is anticipated to have positive impacts to access and travel patterns for emergency service vehicles due to the increased roadway capacity. Utilities would be relocated or adjusted in a manner to cause the least temporary disruption to services. The proposed project would positively impact access and travel patterns for emergency service vehicles. These positive impacts are not anticipated to cause indirect effects to other roadways.

5.5 Bicycle and Pedestrian Facilities

No-Build Alternative

Under the No-Build Alternative, there would be no bicycle and pedestrian facilities provided along FM 2275 within the study corridor.

Build Alternative

Direct Impacts

The proposed project is anticipated to have positive impacts to access and travel patterns for cyclists and pedestrians due to the increased roadway capacity and new shared use path, sidewalk, and bike lanes. The Build Alternative would provide bicycle and pedestrian accommodations for the entire study corridor. From FM 3272 to Lansford Road, a 10-foot shared-use path would be located along the westbound travel lanes. From Lansford Road to SH 300, approximately 1,000 feet, the proposed improvements would include a 6-foot bike lane in each travel direction and 5-foot sidewalks in each travel direction. The 5-foot sidewalk along the eastbound travel lanes begins at FM 1845 and continues east to SH 300. The proposed improvements comply with TxDOT's *Policy for Bicycle and Pedestrian Accommodations* (February 2014).

The proposed project would positively impact access and travel patterns in the community, particularly for pedestrians and cyclists. These positive impacts are not anticipated to cause indirect effects to other roadways.

5.6 Community Impacts Assessment

The community impacts assessment established a study area that includes portions of the City of White Oak and Longview, Texas. The general character of the communities within the study area varies with areas of scattered rural, suburban and urban developments near and surrounding the proposed project limits. The following sections summarize findings from the Community Impacts Assessment and included in the *Community Impacts Assessment Technical Report Form* prepared in December 2018 and on file at the TxDOT Tyler District Office.

5.6.1 Relocations and Displacements

No-Build Alternative

The No-Build Alternative would not result in any relocations or displacements.

Build Alternative

The Build-Alternative would result in thirty-one potential residential displacements. According to www.zillow.com (accessed November 29, 2018) 124 comparable single family homes were listed for sale within the 75604 zip code. Available homes range from 1,044 to 3,145 square feet with prices ranging from \$75,000 to \$300,000. TxDOT would provide relocation assistance in accordance with the Uniform Act.

Although no community centers or public facilities would be adversely impacted or displaced, approximately 0.049 acres of proposed ROW would be required from Panther Park Community Center. One commercial business, East Texas Cabinets, is located on the corridor. After the Public Hearing, the ROW limits for the parcel containing East Texas Cabinets were modified to prevent the displacement of the business. Thirty-one residential potential displacements are anticipated to occur as a result of the proposed project.

5.6.2 Access Changes

No-Build Alternative

The No-Build Alternative would not result in access changes to the existing facility which would potentially result in a reduction of travel times over time.

Build Alternative

Direct Impacts

The proposed project is anticipated to have positive impacts to travel patterns due to the increased roadway capacity and new shared use path, sidewalks, and bike lanes. Access to adjacent properties would be maintained through reconstructed driveways and no medians are proposed that would inhibit access from either direction of the roadway. Bicycle and pedestrian accommodations as well as the additional travel and center turn lane improvements are included in the proposed project which would provide a positive impact to adjacent and nearby properties.

The proposed project would positively impact access and travel patterns in the community. These positive impacts are not anticipated to cause indirect effects to this or other roadways.

5.6.3 Public Facilities and Services

No-Build Alternative

The No-Build Alternative would not impact any public facilities or services.

Build Alternative

The proposed project would widen the existing roadway to include an additional travel lane in each direction, a center turn lane, as well as bicycle and pedestrian accommodations. Emergency service responders may see improvements in overall traffic flow and travel times. The proposed project would not displace any community facilities or public services or change the way people access these services or facilities. Currently along the roadway, motor vehicles are the main mode of travel, the addition of bicycle and pedestrian accommodations would provide additional modes of travel for people to use local services and facilities, such as schools, Panther Park Community Center and parks. Pedestrians and cyclists who would like to access Spring Hill Park from the north side of FM 2275 could do so at the signalized intersection of SH 300 and FM 2275, approximately 0.5 miles from Spring Hill Park. Approximately 0.049 acres of proposed ROW would be required from Panther Park Community Center but no public facilities would be displaced or relocated as a result of the Build Alternative.

These facilities would be in compliance with the Americans with Disabilities Act.

5.6.4 Community Cohesion

Community Cohesion is a term that refers to an aggregate quality of a residential area. Cohesion is a social attribute that indicates a sense of community, common responsibility, and social interaction within a limited geographic area. It is the degree to which residents have a sense of belonging to their neighborhood or community or a strong attachment to neighbors, groups, and institutions because of continual association over time.

No-Build Alternative

Under the No-Build Alternative, there would be no impacts to community cohesion.

Build Alternative

Direct Impacts

Currently the existing roadway is two-lanes wide with no shoulders along rolling terrain. The existing FM 2275 has various curves that do not meet the current design standard for the signed speed limits.

Additionally, the current crash rate along FM 2275 is greater than the statewide average indicating a need for safety improvements. The current vertical profile of the facility does not meet current design standards due to insufficient stopping sight distance at nine low elevation locations and eight elevated curve locations.

In addition to safety deficiencies, the current facility is inadequate to meet the anticipated future travel demand. Traffic demand on FM 2275 is expected to increase from the George Richey Road Extension, now fully open to traffic, the Toll 49 ETHG extension, as well as pressure from motorists accessing the areas adjacent to the FM 2275 corridor. Under this additional demand in its current state, FM 2275 would begin to operate at unacceptable levels of service.

The proposed project would provide efficient traffic operations and improve mobility by increasing capacity for the increased demand as well as improve safety by bringing the existing FM 2275 to current design standards to improve safety for all users including motor vehicles, pedestrians, and bicyclists.

On the east portion of the proposed project, near SH 300, community cohesion would be negatively impacted. This would be due to the widening of the roadway and the 17 potential displacements of the residences on the south side of FM 2275 and four potential displacements on the north side of FM 2275.

Cohesion would be lost between the residents on either side of Panther Park Community Center and Spring Hill Park by relocating the residences on the south side; and therefore, removing them from the immediate community. Although the existing FM 2275 is already a barrier between the community, widening this roadway to a principal arterial has the potential to increase this barrier effect within the community, making it more difficult for residences on the northside of FM 2275 in this location to access Spring Hill Park. A signalized intersection at FM 2275 and SH 300 would allow pedestrians and bicycles to cross the roadway to gain access to Spring Hill Park and Panther Park Community Center. The implementation of crosswalks and pedestrian signals at this location will be evaluated during final design.

Shared use bicycle and pedestrian lanes and sidewalks along the proposed project would improve future cohesion making it easier to move between the parks in the community, schools and residences along the corridor.

The community would also experience a visual change as a result of the proposed potential displacements on FM 2275 near SH 300. Once the homes are removed, Springhill Park would be visible from the roadway and from the homes located on the north side of FM 2275, creating more open space. In addition to the visual changes, the widening of the FM 2275 would change the existing rural character of the roadway to a more urban feel.

To date, one public hearing, two public meetings and one meeting with affected property owners have been held. On June 28, 2016 the first public meeting was held, three alternatives were presented to the public. Twenty-eight comments were received with most of the public in favor of Alternative Two and most of the concerns related to ROW impacts.

To address the public's concern regarding ROW and utility impacts, a fourth alternative (the Preferred Alternative) was developed that was a hybrid of Alternatives Two and Three. The typical section was modified to include sidewalks and/or a shared-use path for pedestrians and cyclists, bike lanes were eliminated from both directions of travel, and retaining walls were implemented where prudent to minimize ROW impacts. Additionally, the alignment generally follows Alternative Two from FM 3272

to Jackson Road, and from Jackson Road to SH 300 the alignment generally follows Alternative Three to reduce impacts.

The revised preferred alternative was presented to the public at the second public meeting held on November 17, 2016. Seventeen comments were received with approximately half in support of the project and most concerns being related to ROW impacts. Further evaluation of the preferred alternative presented at the second public meeting determined that these proposed revisions would have required extensive ROW impacts on both the north and south side of the proposed roadway to tie the driveways to the new pavement edges while meeting driveway grade requirements. Using the required driveway grades removed access from seven (7) homes on both sides of the proposed roadway.

To reduce impacts, several design options were evaluated including the removal of the on-street bicycle lanes. Based on several meetings with the City of Longview, it was decided that the proposed bicycle lanes, off-street shared use path, and sidewalks from Fenton Road east to SH 300 were all necessary to serve the nearby schools and park facilities and meet the purpose and need. The sidewalks and bike lanes provide a way to access these destinations safely without direct interaction with vehicular traffic.

It was determined that shifting the proposed ROW to the south would meet the purpose and need and reduce overall potential displacements from 34 to 31. Additionally, shifting the ROW south also allowed for the removal of reverse curves to further improve safety on the roadway.

This revised alternative was presented on September 18, 2018 at a meeting of affected property owners (MAPO) for those impacted by the changes. Twenty-five property owners attended and two formal comments were received at this MAPO in total and both were in support of the proposed project.

A public hearing was held on Thursday, February 28, 2019. The final preferred alternative was presented to the public to gather their input and comments. A total of 46 comments were received, with 3 spoken comments and 43 written comments. Of the comments received, 22 were for the project, 12 of the comments were for extending the bike lanes on both sides of FM 2275, 9 comments were property concerns, 2 were safety concerns and 1 comment suggested revisions to the alternative. After the Public Hearing, the ROW limits for the parcel containing East Texas Cabinets were modified to prevent the displacement of the business.

Although the proposed project would impact community cohesion on FM 2275 near SH 300, overall the proposed project would improve safety and provide more connections within the community.

5.6.5 Environmental Justice

No-Build Alternative

The No-Build Alternative would not result in any impacts to Environmental Justice (EJ) populations.

Build Alternative

Direct Impacts

Under the Build Alternative, the proposed project would potentially result in 31 residential displacements. Four noise impacts, one church and three residential are anticipated; however, these effects would not be disproportionately high and adverse to EJ populations.

Direct impacts to a majority of minority or low-income populations due to the proposed project would not occur. In addition, the potential residential displacements do not occur in census geographies with

majority minority or low-income populations. None of the potential displacements are located within census geographies that are predominantly minority or low-income populations. Noise impacts are anticipated as a result of the proposed project; however, these impacts would affect only adjacent properties and geographies. Census blocks with minority populations greater than 50 percent of the total population are located in the study area but not adjacent to the project ROW. The potential residential displacements are not located within census geographies with predominantly minority populations and median household incomes below the 2018 DHHS poverty guideline of \$25,100 for a family of four. Although noise impacts are anticipated, no census geographies with predominantly minority or low-income populations would be affected. Based on the above information, no disproportionately high and adverse impacts to minority and/or low-income populations would result from the proposed project.

5.6.6 Limited English Proficiency

No-Build Alternative

The No-Build Alternative would not result in any impacts to Limited English Proficiency (LEP) individuals or populations.

Build Alternative

Direct Impacts

Direct impacts due to the proposed project would not disproportionately affect LEP populations. In addition, the potential residential displacements do not occur in census geographies with LEP populations. The proposed project would provide accommodations to LEP populations for all public involvement activities. A public meeting was held in November 2016, with a MAPO held in September 2018, both provided individuals an opportunity to request for translation or other language assistance services to ensure equal access to the services and information that TxDOT provides.

There is a presence of Spanish speakers, other Indo-European language speakers, and Asian and Pacific Island language speakers within the study area. The opportunity to request language accommodations and translation was provided and published in legal notices and property owner notifications. The November 2016 public meeting included notices in both English and Spanish. No translating requests were made for the public meeting held in November 2016 or the MAPO's held on September 18, 2018. Public hearing translation services were available for requests made within seven days of the hearing on February 28, 2019, however, no translation requests were made. Copies of the public involvement materials and the Community Impacts Assessment Technical Report are available in TxDOT's Public Involvement section and available at the TxDOT Tyler District Office.

5.7 Visual/Aesthetic Impacts

A visual quality assessment is used to determine whether the proposed project would be compatible with the visual character of the setting into which it would be introduced. The impact assessment also takes into consideration the fact that FM 2275 is an existing transportation corridor. Visual impacts are discussed in terms of the effect that the new physical elements associated with the proposed project would have on landform quality (i.e., the existing natural or man-made landform) and visual resources (i.e., the physical resources, including native vegetation, introduced landscaping, and the built environment that make up the character of the area).

Federal and state regulations require that visual impacts be addressed for Section 106 and Section 4(f) properties; although there are no specific Federal or state visual regulatory requirements that apply to properties that are not designated historic, and/or eligible for listing in the NRHP (National Register of Historic Places), or parkland.

Generally, the existing visual and aesthetic qualities of the study area include undeveloped land and residential housing. Panther Park Community Center, located on the eastern end of the study area, is located adjacent to the corridor.

No-Build Alternative

Aesthetic impacts are not anticipated under the No-Build Alternative.

Build Alternative

The visual landscape near the project area is characterized by a combination of land uses, including existing roadways, dispersed residential parcels, commercial uses, and some vacant land. Visual changes are anticipated as a result of the proposed potential displacements on FM 2275 near SH 300. Once the homes are removed, Springhill Park would be visible from the roadway and from the homes located on the north side of FM 2275, creating more open space adjacent to the facility. In addition to the visual changes, the widening of the FM 2275 to a principal arterial would change the existing rural character of the roadway to a more urban feel. There are no proposed grade-separations; therefore, there would be no anticipated impacts to existing sight lines.

5.8 Cultural Resources

The evaluation of impacts to cultural resources has been conducted in accordance with TxDOT's Memorandum of Understanding (MOU) with the THC or the Programmatic Agreement among FHWA, TxDOT, the Texas State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings.

5.8.1 Archeology

No-Build Alternative

Under the No-Build Alternative, no impacts to archeological sites are anticipated.

Build Alternative

In January of 2018 AmaTerra Environmental, Inc. (AmaTerra) conducted an intensive archeological survey in advance of proposed improvements to Farm-to-Market (FM) 2275 in Gregg County, Texas. The proposed improvements will extend from State Highway (SH) 300 (Gilmer Road) to FM 3272 (N White Oak Road)). The project is being funded by the Federal Highway Administration and will take place within ROW controlled or owned by the State of Texas. Therefore, to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and the Antiquities Code of Texas (ACT), AmaTerra conducted the archeological survey under Texas Antiquities Permit No. 8272.

Archeological investigations consisted of a thorough pedestrian survey accompanied by shovel testing, and mechanical trenching at a previously recorded site (41GG55). Along the 4-mile-long Area of Potential Effect (APE), 103 shovel tests were excavated. A total of 13 shovel tests contained cultural materials resulting in the discovery and documentation of three archeological sites and one isolated find. The sites include one previously recorded (41GG55) and two newly discovered sites (41GG124 and 41GG125). Based on the results of this survey, one site (41GG55) is of unknown National Register of Historic Places (NRHP) eligibility and should be avoided until its eligibility can be determined. Further testing is recommended for this site. The remaining two sites are recommended not eligible for inclusion in the NRHP and no further work is warranted at these sites.

5.8.2 Historic Properties

No-Build Alternative

Under the No-Build Alternative, additional ROW would not be acquired; therefore, no impacts to historic resources are anticipated.

Build Alternative

TxDOT certified historians surveyed the project area within the APE of 150 ft. in December 2016 and identified 62 historic-age resources built in or before 1975, *Report for Historical Studies Survey, FM 2275: From FM 3272 to SH 300, Gregg County, Texas, AmaTerra, November 14, 2017*. After evaluating the properties for eligibility for listing in the National Register of Historic Places (NRHP), project historians recommend that none of the individual surveyed properties are eligible for NRHP listing. The East Texas Oil Field, in the north end of which the project is located, is recommended as eligible for NRHP listing at the State level under Criterion A in the area of Industry. The proposed undertaking would not impact the historic industrial landscape's ability to convey its significance. Cleared for non-archeological historic properties on 6/20/2018. NEPA finding: In compliance with the Antiquities Code of Texas and the MOU, TxDOT historians determined project activities have no potential for adverse effects to the NRHP eligible East Texas Oilfield Historic District. Individual project coordination with SHPO is not required.

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

No-Build Alternative

Under the No-Build Alternative, there would be no impacts to properties protected by Section 4(f) or Section 6(f).

Build Alternative

The proposed project would require approximately 0.049 acres from Panther Park Community Center (200 George Richey). Panther Park Community Center is classified as a recreation center in the 2015 Longview Comprehensive Plan. Panther Park Community Center is approximately 0.78 acres in size and on-site facilities include a pavilion (bbq, lighted and electrical plugs), a play area, a meeting room, and hose connections.

Section 4(f) statute requires that a property must be a significant public park, recreation area, or wildlife and waterfowl refuge to be considered a section 4(f) property. Significance determinations of publicly owned land considered to be a park, recreation area, or wildlife and waterfowl refuge are made by the official(s) with jurisdiction over the property (FHWA 2012). Coordination between the City of Longview and TxDOT have determined that the City of Longview does not consider Panther Park Community Center to be a locally or regionally significant public park or recreation area. Therefore, it has been determined that Section 4(f) is not applicable to this city property. Documentation of the City's determination letter is included in **Appendix H: Resource Agency Coordination**.

The location of the Panther Park Community Center and a photograph is provided in **Appendix B: Project Photographs and Appendix F: Resource Specific Maps, F-2: Panther Park Community Center Location Map**. Spring Hill Park is located adjacent to FM 2275 with a row of homes separating the park from the roadway. The proposed improvements would remove this row of homes from in front of the park. However, no permanent, temporary, or constructive use impacts are expected as a result. No impacts to wildlife or waterfowl refuge, or historic site of national, state, or local significance protected by Section 4(f) of the U.S. Department of Transportation Act of 1966 are anticipated. The proposed project would not require the acquisition of any land within park areas subject to Section 6(f).

Chapter 26 applies whenever there is a proposed use or take of any public land designated as a park, recreation area, scientific area, wildlife refuge or historic site. A public hearing was held on February 28, 2019, in accordance with Chapter 26 of the Texas Parks and Wildlife Code (PWC) requirements. At the public hearing, all interested persons had right to appear and be heard on the use of public land designated and used as parkland in Panther Park Community Center.

5.10 Water Resources

5.10.1 Clean Water Act Section 404

Section 404 of the Clean Water Act (CWA) establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Activities in waters of the United States regulated under this program include fill for infrastructure development such as roadways. Authorization is required from the U.S. Army Corps of Engineers (USACE) for any activity that would result in the discharge of dredged or fill material into waters of the U.S.

Field investigations were conducted in July 2016 and November 2016. The field investigations enabled project scientists to identify potentially jurisdictional waters and wetlands located within the proposed project ROW. Determinations were made as to the potential presence of waters of the U.S., including wetlands, subject to USACE jurisdiction. The findings are detailed in the Water Resources Technical Report, on file at the TxDOT Tyler District Office, and are summarized below. Pursuant to the requirements of USACE Regulatory Guidance Letter 08-02, all waters and wetlands identified within the proposed ROW were included within the Preliminary Jurisdictional Determination (PJD) as they “may be” jurisdictional waters of the U.S.

The proposed ROW was delineated using the 1987 Wetland Delineation Manual (Environmental Laboratory 1987) and the Atlantic and Gulf Coastal Plain Region Regional Supplement (U.S. Army Corps of Engineers [USACE] 2010). The limits of the potential wetlands and waters of the U.S. were mapped using a global positioning system (GPS) unit and the data were input into a geographic information system (GIS) program for analysis.

Based on the results of the on-site evaluations, it was determined that potential Waters of the U.S., including wetlands, are present within the project area. There are five single and complete crossings of aquatic features within the study area. Within these crossings, a total of seven water and/or wetland features were identified, consisting of five waters (streams) and two wetlands (**Table 5**). All the identified features were considered potential Waters of the U.S. The water features include three unnamed ephemeral streams, one intermittent stream (a tributary of Hawkins Creek), and one perennial stream (Hawkins Creek). The two wetlands are small emergent features situated within or adjacent to the floodplain of Hawkins Creek. The waters and wetlands total approximately 0.33 acres. The five waters consist of 955 linear feet of stream.

Table 5: Waters of the U.S., Including Wetlands, within the Proposed Project Area

Waters/Wetland Area	Lat/Long (decimal degrees)	Description of Area	Total Jurisdictional Acres within Study Area	Linear Feet within Study Area
Water 1	32.561493 -94.860503	Ephemeral stream	0.03	124
Water 2	32.561149 -94.856749	Ephemeral stream	0.01	146
Water 3*	32.556996 -94.839800	Perennial stream	0.10	145
Water 4	32.565580 -94.816060	Ephemeral stream	0.02	134
Water 5	32.565714 -94.813467	Intermittent stream	0.08	406
Wetland 1*	32.557162 -94.840129	Palustrine emergent wetland	0.04	NA
Wetland 2*	32.556922 -94.840372	Palustrine emergent wetland	0.05	NA

*For permitting purposes, acreages for Water 3, Wetland 1, and Wetland 2 will be combined because they comprise a single and complete crossing. Combined acreage of these features is 0.19 acre.

No-Build Alternative

Under the No-Build Alternative, there would be no impacts to waters of the U.S., including wetlands.

Build Alternative

Direct Impacts

The preferred alignment follows an existing roadway alignment and would result in the replacement of culverts and an existing bridge to accommodate the proposed improvements. If the build alternative is implemented, complete avoidance of wetlands may be possible due to bridging of these areas. If wetlands would be impacted, roadway and drainage improvements would be designed to minimize permanent and temporary impacts to waters of the U.S., including wetlands. Replacement of these structures along the existing roadway alignment as proposed for the project would result in the least environmental impacts.

The development of a site plan is necessary before final impacts can be calculated. It is currently anticipated that less than 0.10 acre of permanent fill impacts would occur at each single and complete crossing, so permanent and temporary impacts would be authorized by a NWP 14, likely with no mitigation requirements. Where possible, roadway and drainage improvements would be designed to avoid or minimize impacts to waters of the U.S., including wetlands. If temporary fills are needed, the affected areas would be returned to their pre-existing contours. If it is necessary for heavy machinery to work in a wetland, then the placement of mats would occur to minimize soil disturbance. The temporary and permanent impacts would need to be determined once detailed design is available.

Depending on final design, it is possible that direct impacts may be avoidable. If the project results in direct impacts they would be permitted under a NWP 14, which only authorizes activities that have minimal individual and cumulative adverse environmental effects. With impact minimization measures to be implemented in the design phase and the use of BMPs, the proposed project is not anticipated to cause indirect impacts.

5.10.2 Executive Order 11990 Wetlands

No-Build Alternative

Under the No-Build Alternative, Executive Order (EO) 11990 would not apply because no wetland impacts would occur.

Build Alternative

Direct Impacts

EO 11990, Protection of Wetlands (42 Federal Register 26961, May 24, 1977), provides the requirement "to avoid to the extent possible the long and short term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative." If the build alternative is implemented, complete avoidance of wetlands may be possible. If unavoidable impacts would occur, roadway and drainage improvements would be designed to minimize permanent and temporary impacts to Waters of the U.S., including wetlands. Replacement of these structures along the existing roadway alignment as would occur with the preferred alternative would result in the least environmental impacts. The alternative would comply with EO 11990 by observing the mitigation sequence of avoidance, minimization, and compensation. Pursuant to CWA Section 404(b)(1), the build alternative is the least environmentally damaging practicable alternative.

5.10.3 Clean Water Act Section 401

No-Build Alternative

Under the No-Build Alternative, Section 401 certification would not be required.

Build Alternative

Direct Impacts

The Texas Commission on Environmental Quality (TCEQ) conducts Section 401 certification reviews of projects requiring a Section 404 permit from the USACE for the discharge of dredged or fill material into waters of the U.S., including wetlands. If a USACE permit is required, it is anticipated that a NWP 14 would be used to authorize the construction. The Section 401 Certification requirements for NWP 14 would be met by implementing approved erosion and sedimentation control measures and post-construction Total Suspended Solids (TSS) Best Management Practices (BMPs) from the TCEQ's 401 Water Quality Certification Conditions for NWPs (TCEQ 2012). Due to these measures being implemented, direct impacts to water quality from erosion and sedimentation are not anticipated. Increases in impervious cover due to the proposed project could cause increases in runoff, which could impact the water quality of downstream sources. Because BMPs for sedimentation would be implemented and drainage would be included for compensatory storage, the proposed project is not anticipated to cause indirect impacts.

5.10.4 Rivers and Harbors Act

No-Build Alternative

Under the No-Build Alternative, there would be no impacts to waters regulated under Section 9 or Section 10 of the Rivers and Harbors Act.

Build Alternative

The project would not involve work within or over a navigable water of the U.S., therefore, Sections 9 and 10 of the Rivers and Harbors Act does not apply.

5.10.5 Clean Water Act Section 303(d)

No-Build Alternative

Under the No-Build Alternative, Section 303(d) requirements would not apply.

Build Alternative

Direct Impacts

Under Section 303(d) of the Clean Water Act, states are required to develop lists of impaired waters and develop total maximum daily load plans to calculate the maximum amount of a pollutant that a waterbody can receive and still meet a given water quality standard. Based on the 2014 Texas Integrated Report of Surface Water Quality, formerly called the Texas Water Quality Inventory and 303(d) List, 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. Runoff from this project would discharge into Hawkins Creek of the Hawkins Creek sub-watershed within the Rabbit Creek - Sabine River watershed, which is not a Section 303(d)-listed threatened or impaired water. Therefore, the project would result in no direct impacts to a Section 303(d)-listed threatened or impaired water.

5.10.6 Clean Water Act Section 402/TPDES

No-Build Alternative

Under the No-Build Alternative, no pollutants would be introduced into waters; therefore, Section 402 and TPDES requirements would not apply.

Build Alternative

Direct Impacts

Portions of the project are located within the City of Longview regulated Municipal Separate Storm Sewer System (MS4) boundaries. All aspects of project design would comply with the applicable MS4 requirements; therefore, no CWA Section 402 direct impacts are anticipated.

TPDES

Project construction would result in temporary increases in sedimentation and turbidity. Construction impacts would be minimized through the incorporation of appropriate BMPs for erosion control. Construction activities that disturb one or more acres (or less in some cases) would be required to obtain authorization under Texas Pollutant Discharge Elimination System (TPDES) general permit TXR150000. This project would include five or more acres of earth disturbance. TxDOT would comply with TCEQ's 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) and a Notice of Termination (NOT) would be required.

Increases in impervious cover due to the proposed project could cause increases in runoff, which could impact the water quality of downstream sources. Because BMPs for sedimentation and turbidity would be implemented and drainage would be included for compensatory storage, the proposed project is not anticipated to cause indirect impacts.

5.10.7 Floodplains

Floodplains are lowlands adjacent to a river, lake, or ocean that flood during storm events. The 100-year floodplain is defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. Floodplains are protected by Executive Order (EO) 11988, Floodplain Management; 23 Code of Federal Regulations (CFR) Part 650, Location and Hydraulic Design of Encroachments on Floodplains; and Department of Transportation (DOT) Order 5650.2, Floodplain Management and Protection. These regulations require that encroachments within the 100-year floodplain be minimized and that land development inconsistent with floodplain values is avoided.

A floodplain evaluation was conducted in accordance with EO 11988 and 23 CFR 650. FEMA Flood Insurance Rate Maps (FIRMs) were reviewed to determine flood zones within the area for the proposed project. The study area is located within four Flood Insurance Rate Maps (FIRMS) (FEMA Map Number 48183C0086F, September 3, 2014; FEMA Map Number 48183C0087F, September 3, 2014; FEMA

Map Number 48183C0079F, September 3, 2014, and FEMA Map Number 48183C0083F, September 3, 2014). There are two locations within the study area that are designated as special flood hazard areas inundated by the 100-year flood as either Zone A, no base flood elevations determined or Zone AE, base flood elevations determined:

- Hawkins Creek: Location is approximately 0.5 mile west of the intersection of FM 2275 and FM 1845 and designated as Zone AE, per FEMA Map Number 48183C0087F.
- Hawkins Creek Tributary 1: Location is approximately 0.55 mile west of the east project limit at SH 300 and is designated as Zone AE, per FEMA Map Number 48183C0079F.

There are approximately 2.43 acres of 100-year floodplain within the study area. All other areas are designated as Zone X, areas determined to be outside the 500-year floodplain. Gregg County is a participant in the National Flood Insurance Program (NFIP). The 100-year floodplain areas are shown on **Appendix A: Project Location Maps, FEMA Floodplain**.

No-Build Alternative

Under the No-Build Alternative, there would be no impacts to floodplains.

Build Alternative

In accordance with EO 11988, the alternative considered during the course of project development that would avoid encroachment on floodplains was the no-build alternative. This was determined to be not practicable and would not meet the purpose and need of the proposed project. Parts of the Build Alternative would be constructed within the 100-year floodplain. The proposed project would replace existing bridges and drainage structures to widen the existing roadway facility.

Direct Impacts

The proposed project would be in compliance with 23 C.F.R. 650 regarding location and hydraulic design of highway encroachments within the floodplains. Roadway impacts on floodplains would be analyzed to determine any effects caused by the proposed facility should a 100-year flood occur. The hydraulic design practices would be in accordance with current TxDOT and FHWA design policies and standards. 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. Drainage would be designed to compensate for increases in impervious cover in accordance with federal and state regulations. For these reasons, the proposed project is not anticipated to create a significant encroachment on any area floodplains as defined in 23 CFR 650; therefore, direct impacts to floodplains are not anticipated.

Although there may be increases in impervious cover due to the proposed project, the proposed drainage for the project will provide compensatory storage for increases in runoff. Therefore, no indirect encroachment impacts are anticipated. Although floodplains can be considered a sensitive resource, the proposed project would be designed in accordance with state and federal floodplain regulations that aim to minimize impacts to floodplains.

5.10.8 Drinking Water Systems

No-Build Alternative

Under the No-Build Alternative, there would be no impacts to drinking water systems nor groundwater.

Build Alternative

Texas Water Development Board (TWDB) and TCEQ data were reviewed in February 2017 and eight water wells were identified within 500 feet of the study area. Two of the water wells mapped by TWDB are for domestic use, withdrawal of water. One is mapped on the south side of FM 2275 west of Adams Road at the edge of the existing ROW, within the proposed ROW, and was drilled in 1967. The second well is mapped approximately 90 feet south of the proposed ROW and approximately 800 feet east of Alexander Road. A drilling date was not provided in the documentation. There are two water wells mapped as plugged. One is located south of FM 2275 within the proposed ROW approximately 815 feet east of Remington Trail. The second is located approximately 220 feet north of the proposed ROW north of FM 2275 approximately 515 feet west of Remington Trail. There are four monitoring wells located approximately 490 feet north of the proposed ROW on the New Beginnings Baptist Church property.

Direct Impacts

One water well, located west of Adams Road, would be directly impacted by the proposed project. In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges (Item 103, Disposal of Wells), any drinking water wells would need to be properly removed and disposed of during construction of the project.

5.11 Biological Resources

Overview of Habitats

The study area consists of the existing and proposed project right of way (ROW) limits and is located in the Western Gulf Coastal Plain (WGCP) ecoregion, as described in the 2012 Texas Conservation Action Plan (TCAP). The WGCP ecoregion is rich with meandering rivers and complex forests and woodlands. This ecoregion is highly dissected by perennial streams through rolling plains, forming flat fluvial terraces, bottomlands, sandy low hills and low cuerdas. Historically, longleaf pine woodlands and savannas to the south and shortleaf pine – hardwood forests in the north dominated the ecology. Southern floodplain forests typified bottomlands. Wildlife species that are significantly different from most of the rest of the state occur here, such as beaver (*Castor canadensis*), muskrat (*Ondatra zibethicus*), river otter (*Lontra canadensis*), swamp rabbit (*Sylvilagus aquaticus*), red-cockaded woodpecker (*Leuconotopicus borealis*), white ibis (*Eudocimus albus*), Mississippi kite (*Ictinia mississippiensis*), alligator (*Alligator mississippiensis*), and Louisiana pine snake (*Pituophis ruthveni*). Communal bird roosts and rookeries are important in the region.

Most of the native forests have been converted to productive monotypic commercial timber stands in this ecoregion, including bottomland areas. Livestock, oil and gas production are all major land uses as well. Cropland is generally limited to leveed bottomlands and is a minor land use in the region. Overall, there are few native plant communities left in the region in connected, ecologically functional landscapes.

5.11.1 Texas Parks and Wildlife Coordination

Under the terms of the TxDOT-TPWD MOU, a Tier I Site Assessment was performed to determine whether coordination with TPWD would be required to assess potential wildlife impacts of the proposed project. Resources used to conduct the assessment included the EMST, TPWD's Texas Natural Diversity Database (TXNDD), Annotated County Lists of Rare Species, and Texas Conservation Action Plan: Species of Greatest Conservation Need lists; U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Conservation Trust Resources Report (IPaC, custom-generated for this project), NRCS soil data; aerial photography; and information collected during field investigations. Desktop mapping of biological resources was performed in a GIS mapping system using spatial data obtained from TPWD. A Biological Evaluation (BE) was prepared and is included in **Appendix G: Resource Agency Coordination**, with environmental review by TPWD pursuant to 23 U.S.C. 327 and a

MOU dated December 16, 2014 and executed by FHWA and TxDOT. TxDOT has initiated early coordination with TPWD for MOU habitat type threshold exceedances.

5.11.2 Impacts to Vegetation

The study area was assessed on desktop using Ecological Mapping Systems of Texas (EMST) vegetation data collected for this project (**Table 6**). The EMST identified 10 vegetation types as occurring within the study area. The EMST data were field-verified by project biologists. Based on the field verifications, adjustments were made to the EMST vegetation values to reflect existing conditions. There are four existing habitat types that were identified in the study area: Urban, Mixed Woodlands and Forest, Disturbed Prairie, and Riparian. The adjusted vegetation corresponds with the vegetation types for the WGCP, as outlined in TxDOT's 2013 Memorandum of Understanding (MOU) with the Texas Parks and Wildlife Department (TPWD). **Tables 6 and 7** provide data for mapped and adjusted habitat acreages within the study area.

Table 6: EMST Habitat Table

EMST Habitat Type	Ecological System Name	MOU Habitat Type	Acreage Existing	Acreage Proposed	Total
Pineywoods: Northern Mesic Hardwood Forest	West Gulf Coastal Plain Mesic Hardwood Forest	Mixed Woodlands and Forest	0.03	0.26	0.29
Pineywoods: Upland Hardwood Forest	West Gulf Coastal Plain Pine - Hardwood Forest	Mixed Woodlands and Forest	5.79	16.82	22.61
Pineywoods: Northern Mesic Pine/Hardwood Forest	West Gulf Coastal Plain Mesic Hardwood Forest	Mixed Woodlands and Forest	0.00	0.62	0.62
Pineywoods: Pine/Hardwood Forest or Plantation	West Gulf Coastal Plain Pine - Hardwood Forest	Mixed Woodlands and Forest	0.00	1.31	1.31
Pineywoods: Pine Forest or Plantation	West Gulf Coastal Plain Pine - Hardwood Forest	Mixed Woodlands and Forest	0.37	0.91	1.28
Pineywoods: Disturbance or Tame Grassland	Herbaceous Vegetation	Disturbed Prairie	5.27	5.28	10.55
Pineywoods: Small Stream Riparian Temporarily Flooded Hardwood Forest	West Gulf Coastal Plain Small Stream and River Forest	Riparian	0.28	0.22	0.50
Pineywoods: Small Stream and Riparian Wet Prairie	West Gulf Coastal Plain Small Stream and River Forest	Riparian	0.00	0.02	0.02
Urban High Intensity	N/A	Urban	1.15	0.71	1.86
Urban Low Intensity	N/A	Urban	24.61	15.11	39.72
Total			37.50	41.26	78.76

Source: EMST Habitat Table (attachment to FM 2275 Biological Evaluation)

Table 7: Adjusted MOU Habitat Acreage from Field Observations

MOU Habitat Type	EMST Mapped Acreage	* Actual Field Acreage	Anticipated Impact Acreage	MOU Threshold (acres)	Threshold Exceeded
Mixed Woodlands and Forest	26.11	18.57	18.57	3.0	Yes
Disturbed Prairie	10.55	6.86	6.86	3.0	Yes
Riparian	0.52	0.21	0.21	0.1	Yes
Urban	41.58	53.12	51.12	None	N/A
Total	78.76	78.76	78.76		

Source: EMST Habitat Table - Attachment to FM 2275 Biological Evaluation

Descriptions of the observed habitat types follow.

Urban

Urban areas contain trees, shrubs, and grasses associated with maintained adjacent properties. These areas provide minimal habitat for wildlife; however, certain species that have adapted more readily to co-exist with an urban environment can utilize some of these vegetated urban areas for foraging and habitat. Trees in these areas include mostly native species that remained after land clearing activities, and native and exotic trees planted for landscaping purposes. Similarly, herbaceous species include a mix of native and exotic herbs and grasses used mostly for groundcover. Trees commonly observed in urban communities include hickories (*Carya* spp.), sugarberry (*Celtis laevigata*), pecan (*Carya illinoensis*), loblolly pine (*Pinus taeda*), water oak (*Quercus nigra*), Southern magnolia (*Magnolia grandiflora*), and American elm (*Ulmus americana*). Representative herbaceous species include bermudagrass (*Cynodon dactylon*), bahia (*Paspalum notatum*), dallisgrass (*Paspalum dilatatum*), and Johnsongrass (*Sorghum halepense*). Within the study area, 53.12 acres of Urban habitat exist.

Mixed Woodlands and Forest

The Mixed Woodlands and Forest habitats contain mostly upland native trees and shrubs that have been previously harvested and have regenerated to various growth stages. In some areas the trees have been thinned to accommodate residential and commercial growth. Overstory species commonly observed were loblolly pine (*Pinus taeda*), shortleaf pine (*Pinus echinata*), water oak (*Quercus nigra*), hickories (*Carya* spp.), red maple (*Acer rubrum*), and Southern red oak (*Quercus falcata*). Understory species included yaupon (*Ilex vomitoria*), Chinese privet (*Ligustrum sinense*), and winged sumac (*Rhus copallinum*). The herbaceous understory is dominated by giant ragweed (*Ambrosia trifida*), perennial ragweed (*Ambrosia psilostachya*), muscadine (*Vitis rotundifolia*), Indian wood-oats (*Chasmanthium latifolium*), southern dewberry (*Rubus trivialis*), and greenbriers (*Smilax* spp). Within the study area, 18.57 acres of Mixed Woodlands and Forest habitat exists.

Disturbed Prairie

The Disturbed Prairie habitats at the project site consist of herbaceous species categorized by the EMST as Disturbance or Tame Grassland. These areas occur where forested land has been root-plowed and cleared for human uses, and along roadsides of the existing FM 2275. These habitat types are characterized by mostly exotic grasses and closely mowed and maintained forbs. Common species include bermudagrass, dallisgrass, bahia, smutgrass (*Sporobolus indicus*), and Johnsongrass. Within the study area, 6.86 acres of Disturbed Prairie habitat exists.

Riparian

Riparian habitat at the project site occurs along the sandy uplands and mesic areas of Hawkins Creek. The most common tree species in this habitat is river birch (*Betula nigra*). Other trees include American hornbeam (*Carpinus caroliniana*), water oak, sugarberry, sweetgum (*Liquidambar styraciflua*), and American elm. Riparian understory and shrubby species consist of Chinese privet (*Ligustrum sinense*) and yaupon. Ground cover consists primarily of Indian wood-oats. Poison ivy (*Toxicodendron*

radicans), muscadine, and greenbriers are common vines. Within the study area, 0.21 acre of Riparian habitat exists. This habitat, though limited, provides the best wildlife habitat in the project area.

No-Build Alternative

Under the No-Build Alternative, there would be no impacts to vegetation.

Build Alternative

Table 7 indicates that the acreage thresholds set by the Programmatic Agreement between TxDOT and TPWD under the 2013 MOU would be exceeded for the mixed woodlands and forest, disturbed prairie, and riparian vegetation types. As such, the project is being coordinated with TPWD. Long-term, mostly minor, adverse impacts would also be expected to occur to existing non-classified vegetation communities. Habitat loss and disturbance would be minor due to the linear nature of the proposed project, the previously disturbed nature of the project area and adjacent areas, and the previous removal of native vegetation communities. Long-term localized impacts from construction activities would be expected and would include removal of trees and shrubs. However, most of the vegetation that may be removed would consist of planted maintained roadside grasses or early-successional native and exotic grasses and herbs that will quickly re-establish following the construction disturbance.

The proposed project could result in fragmentation or loss of important vegetation habitat. Similar habitats, though, are found near the project area, and no remnant vegetation occurs within the proposed project area.

5.11.3 Executive Order 13112 on Invasive Species

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

5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

This project is subject to and will comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping, effective April 26, 1994. The department implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

5.11.5 Impacts to Wildlife

No-Build Alternative

Under the No-Build Alternative, there would be no impacts to wildlife.

Build Alternative

Short-term, minor, adverse impacts could be expected to terrestrial and aquatic wildlife during construction. Clearing the ROW would cause localized and temporary dispersal impacts, but wildlife would be expected to return to adjacent areas after construction is complete and to the project area once the area is re-vegetated. The improvements are not expected to alter existing migration or movement corridors of aquatic and terrestrial wildlife, as the proposed project would generally follow the alignment of the existing roadway facility. Only one wooded riparian corridor containing a stream (Hawkins Creek) exists within the ROW. The area is currently bridged, and the proposed design would also bridge the area. Temporary impacts would occur to this riparian corridor during construction activities. During construction, areas of bare ground could increase the potential for erosion of the surface material into the water features during storm events. Sedimentation could temporarily degrade water quality by increasing turbidity, suspended solids, and pollutants. Sediment deposition in the water features could potentially cover benthic organisms, resulting in an adverse impact.

Increased turbidity can result from direct disturbance of sediments through proposed activities such as the construction of bridge piers in the water bodies. Turbid water interferes with respiration and filter-feeding behavior of macroinvertebrates as well as reducing fish feeding success due to visual impairment. Turbidity also decreases photosynthesis for primary producers. As detailed in the BE, species-appropriate BMPs will be implemented per the 2013 MOU or as precautionary measures for the proposed project and included on the Environmental Permits, Issues and Commitments (EPIC) sheet.

Direct impacts would be mostly minor and temporary. With the implementation of appropriate BMPs, the project is not anticipated to result in indirect impacts.

5.11.6 Migratory Bird Protections

The Migratory Bird Treaty Act (MBTA) of 1918 states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a Federal permit issued in accordance with the Act's policies and regulations. Field investigations by project biologists did not identify migratory birds or active nests, although abandoned swallow nests were observed on bridge decks and supports at Hawkins Creek.

No-Build Alternative

Under the No-Build Alternative, no impacts to migratory birds would be anticipated.

Build Alternative

Depending on the migration patterns of various species, the potential may exist for breeding colonies of migratory birds to be present during construction activities. However, due to past landscape alterations that removed most trees and native groundcover, most vegetative cover within the ROW consists of maintained grasses, so project-related vegetation clearing activities would be minimal. It is not anticipated that migratory birds would be impacted as a result of the construction of the project due to the lack of remaining reproductive and foraging habitat. TxDOT will take all appropriate actions to prevent the take of migratory birds, their active nests, eggs, or young by the use of proper phasing of the project or other appropriate actions. A MBTA-appropriate EPIC will be included in the project file to include:

- No active migratory bird nests (nests containing eggs and/or young) will be removed or destroyed at any time of the year.
- No colonial nests (swallows, for example) on or in structures will be removed until all nests in the colony become inactive.
- Measures, to the extent practicable, will be used to prevent or discourage migratory birds from building nests within portions of the project area planned for construction.
- Inactive nests will be removed from the project area to minimize the potential for reuse by migratory birds.
- Construction or demolition activities will be scheduled outside the typical nesting season (February 15 to October 1), and will comply with the previously listed prohibitive provisions of the MBTA, which apply year-round.

5.11.7 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (FWCA) of 1958 requires that federal agencies obtain comments from USFWS and TPWD. This coordination is required whenever a project involves impounding, diverting, or deepening a stream channel or other body of water. Any impacts to Waters of the U.S. would likely be authorized under a USACE Section 404 of the CWA NWP permit; therefore, no coordination under FWCA would be required.

5.11.8 Bald and Golden Eagle Protection Act of 2007

No-Build Alternative

Under the No-Build Alternative, no impacts to Bald and Golden Eagles would be anticipated.

Build Alternative

The Bald and Golden Eagle Protection Act of 2007 (BGEPA) was enacted in 1940 to provide for the protection of the Bald Eagle and the Golden Eagle by prohibiting, except under certain specified conditions, the taking, possession and sale of such birds. The proposed project is located in an area that is primarily composed of residential and urban/recreational/ industrial properties. Scattered trees and woodlands exist along the project right-of-way that could provide minimal eagle habitat; however, the proposed project is located within and/or adjacent to an existing roadway. The human/urban disturbances and habitat fragmentation that occur in the area would make it unlikely that bald eagles would utilize the proposed project area for nesting or as stopover habitat during migration, considering that less disturbed habitat likely occurs nearby.

5.11.9 Magnuson-Stevens Fishery Conservation Management Act

The Magnuson-Stevens Fishery Conservation and Management Act (MSA) is the primary law governing marine fisheries management in U.S. federal waters. Essential fish habitat is defined by the MSA as those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity. The project does not occur within a coastal county and tidally influenced waters do not occur within the project action area. Coordination with National Marine Fisheries Service (NMFS) is not required.

5.11.10 Marine Mammal Protection Act

Marine mammals are protected under the Marine Mammal Protection Act (MMPA). The Texas coast provides suitable habitat and is within range of several marine mammals including the West Indian Manatee (*Trichechus manatus*), and bottlenose dolphin (*Tursiops truncatus*). The project area does not occur within a coastal county and tidally influenced waters do not occur within the project action area. Therefore, there is no suitable habitat for marine mammals and coordination with NMFS is not required.

5.11.11 Threatened, Endangered, and Candidate Species

The Endangered Species Act (ESA) affords protection for federally-listed threatened and endangered species and, where designated, critical habitat for these species. The BE included a Threatened and Endangered Species Habitat Assessment that considered potential effects of the project on both federal and state listed species. The findings of the assessment are summarized below.

According to the USFWS Information for Planning and Conservation Trust Resources Report (IPaC custom generated for this project on June 6, 2019), for non-wind energy projects, the least tern is the only federally-listed species potentially occurring in Gregg County. TPWD maintains a list of threatened and endangered species (both state and federally-listed) and state species of concern for each Texas county. Based on the evaluation performed for the BE, the proposed project is within the range of and may provide suitable habitat for nine state-listed species. TPWD also maintains special species lists through the Texas Natural Diversity Database (TXNDD) by county. The TXNDD is a geo-referenced database of documented sightings of rare, threatened and endangered species of Texas. The TXNDD data were obtained from TPWD on March 10, 2016 and reviewed for the proposed project. The TXNDD review met all the requirements of the TxDOT-TPWD MOU for sharing and maintaining TXNDD information. The data indicated that no listed and rare species or assemblages are documented as occurring or having occurred within the USGS 7.5-minute White Oak quad. The data also concurred with the TCAP review finding that no remnant vegetation occurs within the project area.

No-Build Alternative

Under the No-Build Alternative, there would be no impacts to threatened and endangered species.

Build Alternative

Although the federally-listed least tern has the potential for occurring in the county, the project area contains no suitable habitat for the species such as sand and gravel bars within braided streams or rivers. Therefore, there would be no direct impacts to federally listed species, and coordination with the USFWS would not be required. However, measures to avoid harm to any threatened or endangered species would be taken should they be observed during construction of the proposed project.

Because the proposed project is within the range of and may provide suitable habitat for nine state-listed species, species-specific BMPs will be implemented per the TxDOT-TPWD MOU or as precautionary measures for the proposed project and included on the EPIC sheet. If any individuals of state-listed species are observed within the project area during construction, care would be taken to avoid harming them. With the implementation of these measures, the proposed project is anticipated to have no direct adverse impacts to state-listed species.

There is no critical habitat within the project area or within the county for federally-listed threatened or endangered species; therefore, indirect impacts on federally-listed species are not anticipated due to the proposed project. There are no resources within the proposed project area or county to identify as in poor/declining health, at-risk, or sensitive for federally-listed species.

State-listed threatened and endangered species within Gregg County would be considered an at-risk and sensitive resource due to declining populations and habitat. No direct impacts to state-listed threatened or endangered species are anticipated due to the proposed project. In addition, species-specific BMPs would be implemented to minimize harm; therefore, no indirect impacts to state-listed species are anticipated due to the proposed project.

5.12 Air Quality

No-Build Alternative

Implementation of the No-Build Alternative would lead to increased traffic congestion and decreased mobility along FM 2275, resulting in decreased vehicular speed and increased stop-and-go traffic. However, EPA's new fuel and vehicle standards are projected to reduce emissions of air pollutants and Mobile Source Air Toxics (MSAT) and to contribute to continued maintenance and improvement of air quality regardless of the alternative chosen.

Build Alternative

Transportation Conformity

The proposed action is consistent with the Longview Metropolitan Transportation Plan 2040 (Nov. 2014). The project is located in Gregg County, which is in an area in attainment or unclassifiable for all national ambient air quality standards (NAAQS); therefore, the transportation conformity rules do not apply.

Carbon Monoxide (CO)

Based on the Transportation Planning and Programming (TP&P) traffic forecasts for the proposed project prepared in December 2015, traffic data for the design year 2045 varies between 7,100 to 8,200 vehicles per day (vpd) along FM 2275 between FM 3272 and SH 300. A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that a carbon monoxide standard would ever be exceeded as a result of any project with an average annual daily traffic (AADT) below 140,000. The AADT projections for the project do not exceed 140,000 vpd; therefore, a Traffic Air Quality Analysis was not required.

Congestion Management Process (CMP)

This project is located in an area that is in attainment or unclassifiable for all NAAQS; therefore, a CMP analysis is not required.

Mobile Source Air Toxics (MSAT)

Although the proposed project is increasing capacity, it has a design year ADT of less than 140,000 vpd and is not considered a project of air quality concern; therefore, this project has been determined to have a low potential for MSAT effects and a qualitative MSAT analysis was completed.

Background

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

Motor Vehicle Emissions Simulator (MOVES)

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

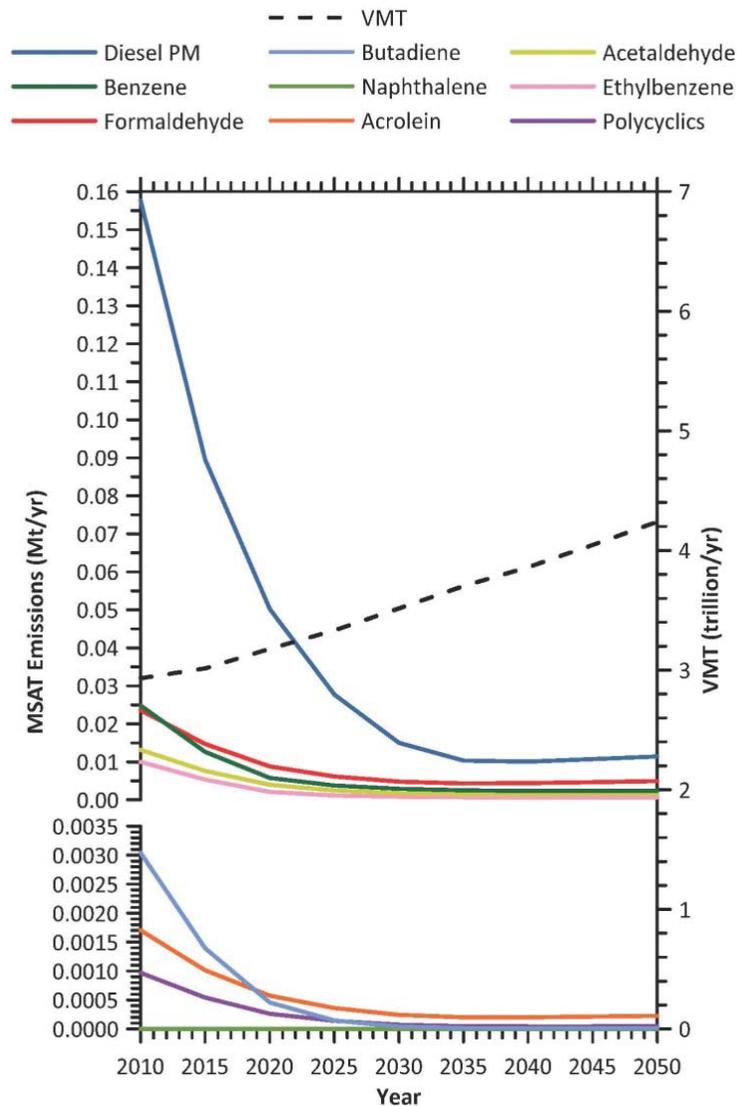
These new emissions data are for light – and heavy – duty vehicles, exhaust and evaporative emissions, and fuel effects. MOVES2014 also adds updated vehicle sales, population, age distribution, and vehicle miles travelled (VMT) data. MOVES2014 incorporates the effects of three new Federal emissions standard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

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

Since the release of MOVES2014, EPA has released MOVES2014a. In the November 2015 MOVES2014a Questions and Answers Guide (<https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P100NNR0.txt>), EPA states that for on-road emissions, MOVES2014a adds new options requested by users for the input of local VMT, includes minor updates to the default fuel tables, and corrects an error in MOVES2014 brake wear emissions. The change in brake wear emissions results in small decreases in PM emissions, while emissions for other criteria pollutants remain essentially the same as MOVES2014.

Using EPA’s MOVES2014a model, as show in Figure 1, FHWA estimates that even if VMT increases by 45 percent from 2010 to 2050 as forecast, a combined reduction of 91 percent in the total annual emissions for the priority MSAT is projected for the same time period.

Figure 1: PROJECTED NATIONAL MSAT EMISSION TRENDS 2010 – 2050 FOR VEHICLES OPERATING ON ROADWAYS USING EPA’s Moves2014a Model



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

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

Diesel PM is the dominant component of MSAT emissions, making up 50 to 70 percent of all priority MSAT pollutants by mass, depending on calendar year. Users of MOVES2014a will notice some differences in emissions compared with MOVES2010b. MOVES2014a is based on updated data on

some emissions and pollutant processes compared to MOVES2010b, and also reflects the latest Federal emissions standards in place at the time of its release. In addition, MOVES2014a emissions forecasts are based on lower VMT projections than MOVES2010b, consistent with recent trends suggesting reduced nationwide VMT growth compared to historical trends.

MSAT Research

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

Project Specific MSAT Assessment

A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives, found at: http://www.fhwa.dot.gov/environment/air_quality/air_toxics/research_and_analysis/mobile_source_air_toxics/msatemissions.cfm

For each alternative in this document, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. Because the VMT estimated for the No Build Alternative is higher than for the Build Alternative, higher levels of MSAT are not expected from the Build Alternative compared to the No Build. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 90 percent between 2010 and 2050. Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016 – https://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/index.cfm Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the project alternatives will have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, under each alternative there may be localized areas where ambient concentrations of MSAT could be higher under certain Build Alternatives than the No Build Alternative. The localized increases in the MSAT concentrations would likely be pronounced along the expanded roadway sections that would be built from FM 3272 to SH 300. However, the magnitude and duration of these potential increases compared to the No Build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts.

In sum, when a highway is widened, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle

and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

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

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

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

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

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

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

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

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

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

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

Conclusion

A qualitative MSAT assessment has been provided for the proposed project relative to the various alternatives of MSAT emissions and has acknowledged that the Build Alternative may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain, and because of this uncertainty, the health effects from these emissions cannot be estimated.

Construction Emissions

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

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

5.13 Hazardous Materials

No-Build Alternative

Under the No-Build Alternative, there would be no impacts from hazardous materials.

Build Alternative

An assessment of hazardous materials revealed contamination concerns relating to oil and gas production and transmission activities, as well as demolition of existing bridge structures and an abandoned house within the proposed ROW. A site survey was conducted on November 10 and 11, 2016 and a hazardous materials initial site assessment (HazMat ISA) for this project was completed in January 2017.

There are two active oil wells, two plugged oil wells, and one gas well within the existing ROW. There are six active oil wells and four plugged oil wells in the proposed ROW. Many pipelines and slush pits are also located within existing or proposed ROW.

One Emergency Response Notification System (ERNS) site (Site ID#184877) was found within the proposed ROW. An unknown quantity of crude oil from an 8" oil pipeline located on the north side of the existing ROW at FM 2275 and Brent Road was reported on July 7, 1993. Remedial actions were taken (booms were deployed). The environmental database review and a review of TCEQ online records, does not indicate an unresolved environmental issue for this site. No visible evidence of the spill was observed during the site survey. Therefore, impacts to the project are not anticipated. Any unanticipated contamination related to the spill site would be addressed promptly using TxDOT standing remediation contracts.

One superfund site was identified within 1 mile of the project. Site ID #TXD061287918 is approximately 0.94 miles west of the proposed project at Voda Petroleum, INC. (Ultra Oil). All remedial actions were completed on August 31, 2010. An interview was conducted with Aimee Beveridge, the Operator Cleanup Program Team Lead in June 2015. Based on distance from the project area and regulatory status, as well as the interview, this facility is not considered an environmental concern.

Records of leaking petroleum storage tanks (LPST) were found at three sites approximately 0.2 miles southeast of the project at the intersection of SH 300 and Fenton Rd. This location, Site ID #116918, is the former Driggers Grocery Market located in the northwest quadrant of the intersection. The reported incident received final concurrence in 2006 and the property is now occupied by a donut shop, Site ID #100766 and Site ID #117894 are located at the Spring Hill Pit Stop in the northeast quadrant of the intersection. This gas station was previously a Fina station and a Goodman's Shell station and final concurrence for these incidents were received in 1991 and 2008, respectively. Based on the distances from the project area and their regulatory status, these sites are not considered an environmental concern.

One petroleum storage tank (PST) record was found adjacent to the project area (Site ID #49585). This site is located at the North Oak Grocery, which is southeast of the intersection of FM 2275 and White Oak Road. This facility houses three active underground gasoline storage tanks currently in use. Two of the tanks were installed on January 1, 1982 and have an 8,000-gallon capacity. The third was installed on June 17, 1998 and has a 24,000-gallon capacity. The tank hold is approximately 95 feet

south of the proposed ROW. No releases have been reported for this facility so there is no known environmental concern at this location.

In summary, vertical and horizontal realignment of utilities and pipelines, demolition of existing structures, oil and gas extraction activities, and resulting potential for contaminated soils within the ROW constitute the primary hazardous material concerns for this project. If a hazardous materials site cannot be avoided, the project should be designed to minimize hazardous materials impacts. Any additional, unanticipated hazardous materials encountered during construction will be addressed in accordance with regulatory requirements.

5.14 Traffic Noise

No-Build Alternative

Highway traffic is the dominant source of noise in developed areas adjacent to the proposed project. Under the No-Build Alternative, additional noise impacts as a result of construction activities or increased traffic volumes would not occur because no facility would be constructed. Traffic noise levels would be expected to increase with an associated increase in traffic volumes over time.

Build Alternative

A traffic noise analysis using the latest TNM version (version 2.5), was completed in accordance with FHWA approved 2011 *Guidelines for Analysis and Abatement of Roadway Traffic Noise*.

Sound from highway traffic is generated primarily from a vehicle's tires, engine, and exhaust. It is commonly measured in decibels and is expressed as "dB."

Sound occurs over a wide range of frequencies. However, not all frequencies are detectable by the human ear; therefore, an adjustment is made to the high and low frequencies to approximate the way an average person hears traffic sounds. This adjustment is called A-weighting and is expressed as "dB(A)."

Also, because traffic sound levels are never constant due to the changing number, type, and speed of vehicles, a single value is used to represent the average or equivalent sound level and is expressed as "Leq."

The traffic noise analysis typically includes the following elements:

- Identification of land use activity areas that might be impacted by traffic noise;
- Determination of existing noise levels;
- Prediction of future noise levels;
- Identification of possible noise impacts; and
- Consideration and evaluation of measures to reduce noise impacts.

The FHWA has established the following Noise Abatement Criteria (NAC) for various land use activity areas that are used as one of two means to determine when a traffic noise impact would occur (**Table 8**).

Table 8: Noise Abatement Criteria

Activity Category	FHWA dB(A) Leq	Description of Land Use Activity Areas
A	57 (exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (exterior)	Residential.
C	67 (exterior)	Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A-D or F.
F	–	Agricultural, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	–	Undeveloped lands that are not permitted.

Source: FHWA Highway Traffic Noise: Analysis and Abatement Guidance, December 2011

A noise impact occurs when either the absolute or relative criterion is met:

Absolute criterion: the predicted noise level at a receiver approaches, equals, or exceeds the NAC. “Approach” is defined as 1 dB(A) below the FHWA NAC. For example, a noise impact would occur at a Category B residence if the noise level is predicted to be 66 dB(A) or above.

Relative criterion: the predicted noise level substantially exceeds the existing noise level at a receiver even though the predicted noise level does not approach, equal, or exceed the NAC. “Substantially exceeds” is defined as more than 10 dB(A). For example, a noise impact would occur at a Category B residence if the existing level is 54 dB(A) and the predicted level is 65 dB(A) [11 dB(A) increase].

When a traffic noise impact occurs, noise abatement measures must be considered. A noise abatement measure is any positive action taken to reduce the impact of traffic noise on an activity area.

FHWA traffic noise modeling software was used to calculate existing and predicted traffic noise levels. The model primarily considers the number, type, and speed of vehicles; highway alignment and grade; cuts, fills, and natural berms; surrounding terrain features; and the locations of activity areas likely to be impacted by the associated traffic noise.

Existing and predicted traffic noise levels were modeled at receiver locations that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement. **Table 9** presents a list of modeled representative receivers and results of the number of impacted representative receivers. **Appendix F, F-5: Noise Receiver Locations** includes the representative receiver locations and impacts.

Table 9: Traffic Noise Levels [dB(A) Leq]

Receiver	NAC Category	NAC dB(A) Leq	Existing	Predicted (2045)	Change (+/-)	Noise Impact
R01_House	B	67	52	56	+4	No
R02_House	B	67	62	64	+2	No
R03_Church Playground	C	67	63	68	+5	Yes
R04_House	B	67	61	65	+4	No
R05_House	B	67	55	56	+1	No
R06_House	B	67	66	68	+2	Yes
R07_House	B	67	48	53	+5	No
R08_House	B	67	58	61	+3	No
R09_House	B	67	59	65	+6	No
R10_House	B	67	53	56	+3	No
R11_House	B	67	56	N/A	N/A	N/A
R12_House	B	67	54	56	+2	No
R13_House	B	67	49	50	+1	No
R14_House	B	67	52	57	+5	No
R16_House	B	67	58	64	+6	No
R17_House	B	67	59	N/A	N/A	N/A
R18_Church	C	67	48	52	+4	No
R19_House	B	67	60	62	+2	No
R20_House	B	67	54	58	+4	No
R21_House	B	67	64	N/A	N/A	N/A
R22_Spring Hill Park	C	67	48	51	+3	No
R23_Panther Park	C	67	57	59	+2	No
R24_House	B	67	66	N/A	N/A	N/A
R25_House	B	67	55	N/A	N/A	N/A

Source: Study Team, November 2018.

Note: N/A Represents receiver displacement

As indicated in **Table 9**, the proposed project would result in traffic noise impacts and the following noise abatement measures were considered: traffic management, alternative of horizontal and/or vertical alignments, acquisition of undeveloped property to act as a buffer zone and the construction of noise walls.

Since potential noise impacts have been identified for this project, the feasibility and reasonableness of potential noise abatement measures must be evaluated per the 2011 TxDOT guidelines. Specific abatement measures including traffic management measures, alteration of horizontal and vertical alignments, acquisition of undeveloped property to provide noise buffers, and the construction of noise barriers were evaluated for feasibility and reasonableness. Abatement measures determined to be feasible and reasonable per TxDOT criteria can be recommended as effective measures to reduce adverse noise impacts associated with the proposed project.

Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable under TxDOT guidelines. In order to be "feasible," the abatement measure must be able to reduce the noise level at greater than 50 percent of impacted, first row receivers by at least 5 dBA. TxDOT considers noise abatement to be "reasonable," if the following criteria are met:

1. The noise reduction design goal is met – a minimum of one first row benefited receiver must receive a noise reduction of at least 7 dBA; and
2. The cost-effectiveness goal is met – the cost of the abatement measure should be equal to or less than \$25,000 per benefited receiver (noise impact reduced by at least 5 dBA).

The specific, potential noise abatement measures that were evaluated for this project to reduce or eliminate adverse noise impacts are discussed for the build alternative below along with a determination of feasibility and reasonableness. Barriers that meet criteria 1 and 2 above are considered acoustically feasible and reasonable under TxDOT guidelines.

Traffic Management Measures: Control devices could be used to reduce the speed of the traffic; however, the minor benefit of 1 dBA per 5 mph reduction in speed does not outweigh the associated increase in congestion and air pollution. Other measures such as time or use restrictions for certain vehicles are prohibited on state highways. Based on these considerations, traffic management measures were determined to be infeasible as a noise abatement measure.

Alteration of Horizontal and/or Vertical Alignments: Any alteration of the existing alignment would displace existing businesses and residences, require additional right of way and not be cost effective or reasonable. Typical engineering estimates indicate that changes in alignment must incorporate at least eight times the distance between the roadway and the receiver to produce a benefit (considered a reduction of at least 5 dBA). Because of increased cost and the potential for increasing the number of noise level impacts, altering the horizontal or vertical alignment of any of the proposed alternatives was determined to be infeasible.

Buffer Zone: The acquisition of undeveloped property to act as a buffer zone is designed to avoid rather than abate traffic noise impacts and, therefore, is not feasible.

Noise Walls: Noise walls are the most commonly used noise abatement measure. Noise walls were evaluated for reasonableness and feasibility at each of the impacted receiver locations for each alternative as described in the following section.

R03: this receiver represents a separate, individual receiver, representative of the Olde Tyme Baptist Church. A noise barrier that would achieve the minimum, feasible reduction of 5 dBA and the noise reduction design goal of 7 dBA at this receiver would exceed the reasonable, cost-effectiveness criterion of \$25,000.

R06: this receiver represents 3 residential units, two with a driveway facing FM2275 and two with access from Alexander Road. A continuous noise barrier would restrict access to these residences. Gaps in a noise barrier would satisfy access requirements but the resulting non-continuous barrier segments would not be sufficient to achieve the minimum, feasible reduction of 5 dBA or the noise reduction design goal of 7 dBA.

None of the above abatement measures would be both feasible and reasonable; therefore, no noise abatement measures are proposed for this project.

As indicated in Table 10, the proposed project would result in a traffic noise impact. To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, no new activities are planned or constructed along or within the following predicted (2045) noise impact contours shown in **Table 10**.

Table 10: Traffic Noise Contours [dB(A) Leq]

Location	Land Use	Impact Contour	Distance from ROW
South of FM 2275 between FM 3272 and FM 1845	NAC Categories B&C	66	25 ft
	NAC Category E	71	Within proposed ROW
North of FM 2275 between FM 3272 and FM 1845	NAC Categories B&C	66	Within proposed ROW
	NAC Category E	71	Within proposed ROW
South of FM 2275 between FM 1845 and SH 300	NAC Categories B&C	66	Within proposed ROW
	NAC Category E	71	Within proposed ROW
North of FM 2275 between FM 1845 and SH 300	NAC Categories B&C	66	Within proposed ROW
	NAC Category E	71	Within proposed ROW

Source: Study Team, November 2018.

Direct Impacts

The proposed project is anticipated to cause traffic noise levels to be exceeded at four receivers. Noise abatement measures were not deemed to be reasonable and feasible for these locations. Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receivers is expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

Although the proposed project is anticipated to cause increases in traffic noise levels at some locations, noise abatement measures were not deemed to be reasonable and feasible. The proposed project, therefore, is not anticipated to cause substantial impacts and is not anticipated to cause indirect encroachment impacts.

A copy of this traffic noise analysis will be made available to local officials. On the date of approval of this document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

5.15 Induced Growth

The preceding sections of this document have described the proposed project and its direct effects on the environment. The Council on Environmental Quality (CEQ) defines direct effects as those effects that are “caused by the action and occur at the same time and place” (40 CFR 1508.8, emphasis added). Direct effects are predictable and are a direct result of the project.

In addition to direct effects, major transportation projects may also have indirect effects on land use and the environment. As defined by the CEQ, indirect effects are “caused by an action and occur later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems” (40 CFR 1508.8). This section describes the potential indirect induced growth

caused by the proposed project, utilizing guidance from TxDOT's 2015 *Environmental Handbook: Indirect Impacts Analysis*.

No-Build Alternative

The No-Build Alternative would not result in changes to the existing facility; therefore, no induced growth impacts are anticipated.

Build Alternative

The *Induced Growth Indirect Impacts Decision Tree* provided in TxDOT's Environmental Compliance Toolkit was used to determine if indirect induced growth impacts analysis is required for the proposed project. The following discussion presents information for the rationale that confirms that an indirect induced growth analysis is not needed for the proposed project; therefore, no further indirect impacts analysis is required.

Question 1: Does the Purpose and Need include economic development, or is the project proposed to serve a specific development?

No. The purpose and need deals with safety, travel demand, and connectivity.

Question 2: Are economic development or new opportunities for growth/development cited as benefits of the project?

No. There are no statements in technical reports associated with the project that connect the project to the potential for economic development or growth. The need for the project is to upgrade the current facility to meet future travel demand, to increase connectivity between the cities of Longview and White Oak, and to increase safety by meeting current roadway design standards and by enhancing pedestrian and bicycle facilities. The purpose of the project is to provide improved connectivity by being able to satisfy increasing demand; improve safety; and upgrade the facility to current design standards. Economic development and growth are not mentioned as outcomes of the proposed project. The proposed project also does not serve a particular development, and it aims at connecting two cities.

Question 3: Is land in the project area available for development and/or redevelopment?

Yes. The existing land use is largely comprised of single family homes (50 percent) and vacant or agricultural land (29 percent) according to 2010 Longview MPO data. The majority of vacant land adjacent to the proposed project is located west of Hawkins Creek. Based on aerial imagery from ESRI dated 2017, there appear to be both single and multi-family residential properties adjacent to the proposed project that were previously identified as vacant or agricultural in the 2010 data. There are some vacant areas that could be developed into other land uses adjacent to the proposed project.

Question 4: Does the project add capacity?

Yes. The project will widen the existing road from a two-lane facility to a four-lane facility with a center turning lane.

Question 5: Is the project located in a rural area outside of the MPO boundary?

No. The project is fully located within the boundaries of the Longview MPO.

Question 6: Does the project substantially increase access or mobility in the project area?

No. An additional lane in each direction provides additional mobility to the project area. Access will not be permanently impacted. The proposed project would not permanently change access from the existing conditions. Access may temporarily change during construction, but it would be restored after completing construction. The proposed project would add capacity, but the added capacity is not considered a substantial increase in mobility because all 12 intersections along FM 2275 currently operate at an acceptable LOS, and only one intersection is anticipated to operate in an unacceptable LOS (E or below) in the No Build scenario.

5.16 Cumulative Impacts

No-Build Alternative

The No-Build Alternative would not result in changes to the existing facility; therefore, no cumulative impacts are anticipated.

Build Alternative

The following discussion summarizes the guidance questions and answers from TxDOT's 2014 *Cumulative Impacts Risk Assessment* to determine whether a cumulative impacts analysis is warranted.

Question 1: Will the project have substantial direct or indirect impacts on any resource?

No. Substantial direct or indirect impacts are not anticipated. Technical analyses have been conducted for the following environmental resources/issues: biological resources, water resources, air quality, traffic noise, community impacts, cultural resources, and hazardous materials.

Based on the outcome of the indirect impacts analysis, potential induced development is not anticipated as a result of the proposed project.

Question 2: Are any resources in the project area in poor or declining health?

Yes. State-listed threatened species and SGCN may occur within the project area due to the existence of potentially suitable habitat. No effects to federally-listed species are anticipated. Refer to the **Biological Evaluation Form** and **Section 5.11.3** for detailed information regarding state-listed species and habitat.

Question 3: Will the project have any impact on a resource that is in poor or declining health?

No. Impacts to state-listed threatened species or SGCNs would be a result of incidental occurrence of individuals within the project area. Although no individuals were observed during site visits of areas directly impacted by the proposed roadway improvements, the project area contains potentially suitable habitat for nine state-listed species. Species-specific BMPs, in accordance with the 2013 TxDOT-TPWD MOU, would be implemented and included in the EPIC sheet. If any individuals of state-listed species are observed within the project area during construction, care would be taken to avoid harming them. With the implementation of these measures, the proposed project is anticipated to have no direct adverse impacts to state-listed species.

The proposed project is expected to directly impact approximately 0.21 acre of riparian vegetation; approximately 6.86 acres of disturbed prairie vegetation; approximately 18.57 acres of mixed woodlands and forest vegetation; and approximately 53.12 acres of urban vegetation within the proposed project area. None of these vegetation types are considered rare or "important remnant vegetation" as mapped by the TCAP and these vegetation types are not considered in poor or declining health due to the presence of adjacent undeveloped tracts of land and due to the proximity of similar habitats within Gregg County. The impacts to riparian

vegetation are located at existing stream crossing where culverts would be extended and drainage improvements would occur. These improvements would help stabilize the streams and reduce downstream erosion. Furthermore, FM 2275 is classified as an urban minor arterial roadway and lies within an already fragmented landscape caused by urbanization.

Summary and Conclusion

Table 11 below provides additional information about the direct and indirect impacts on each resource and the health of each resource. Based on the results of the risk assessment, supported by the information presented in **Table 11** and in the technical reports prepared for the proposed project, further cumulative impacts analysis is not required.

Table 11: Resource/Issues Considered for Cumulative Impacts Analysis

Subject Considered for Direct and Indirect Impacts	TxDOT/CEQ Criteria *			Is Resource Included in Cumulative Impacts Analysis?	Reason for Including or Excluding for Cumulative Impacts Analysis
	Would there be Direct and/or Indirect Impacts?	Would the Impacts be Considered Substantial?	Is Resource/ Issue at Risk or in Poor or Declining Health?		
ROW Displacements	Yes	No	No	No	No substantial direct and indirect impacts are anticipated; therefore, a cumulative analysis is not warranted.
Land Use	Yes	No	No	No	No substantial direct and indirect impacts are anticipated; therefore, a cumulative analysis is not warranted.
Prime Farmlands	Yes	No	No	No	No substantial direct and indirect impacts to prime farmlands are anticipated; therefore, a cumulative analysis is not warranted.
Socioeconomic Resources	Yes	No	No	No	No disproportionately high and adverse impacts to minority and/or low-income populations would result from the proposed project. No substantial direct and indirect impacts are anticipated; therefore, a cumulative analysis is not warranted.
Visual and Aesthetics	Yes	No	No	No	No substantial direct and indirect impacts are anticipated; therefore, a cumulative analysis is not warranted.
EJ/LEP Populations	No	No	No	No	No direct and indirect impacts are anticipated; therefore, a cumulative analysis is not warranted.
Historic Resources	No	No	No	No	No direct and indirect impacts are anticipated; therefore, a cumulative analysis is not warranted.
Archeological Resources	No	No	No	No	No direct and indirect impacts are anticipated; therefore, a cumulative analysis is not warranted.
Section 4(f)/ Section 6(f)	No	No	No	No	No direct and indirect impacts are anticipated; therefore, a cumulative analysis is not warranted.
Waters of the U.S., including Wetlands	Yes	No	No	No	It is anticipated that less than 0.10 acre of permanent fill impacts would occur at each single and complete crossing and the proposed design is anticipated to avoid the two-identified wetland features due to bridging of these areas; therefore, no significant impacts are anticipated and no cumulative impacts analysis is warranted.

Table 11: Resource/Issues Considered for Cumulative Impacts Analysis

Subject Considered for Direct and Indirect Impacts	TxDOT/CEQ Criteria *			Is Resource Included in Cumulative Impacts Analysis?	Reason for Including or Excluding for Cumulative Impacts Analysis
	Would there be Direct and/or Indirect Impacts?	Would the Impacts be Considered Substantial?	Is Resource/ Issue at Risk or in Poor or Declining Health?		
Floodplains	Yes	No	No	No	The proposed project would replace existing bridges and drainage structures to widen an existing roadway facility. Part of the Build Alternative would be constructed within the 100-year floodplain; however, the proposed project would not increase the base flood elevation nor violate applicable floodplain regulations; therefore, no significant impacts are anticipated and no cumulative impacts analysis is warranted.
Groundwater and Surface Waters	Yes	No	No	No	One water well would be directly impacted by the proposed project; however, it would need to be properly plugged in accordance with state statutes; therefore, no substantial impacts are anticipated and no cumulative impacts analysis is warranted.
Vegetation	Yes	No	No	No	Impacts to vegetation is anticipated and the project is being coordinated with TPWD; however, the impacts are considered not substantial and the resource is not in poor and declining health; therefore, no cumulative analysis is warranted.
Wildlife	Yes	No	No	No	Minor, temporary direct impacts are anticipated during construction of the proposed project, but wildlife would be expected to return to adjacent areas after construction is complete. Therefore, no substantial impacts are anticipated and a cumulative analysis is not warranted.
Threatened and Endangered Species	No	No	Yes	No	No direct impacts to federally-listed and state-listed species are anticipated from the proposed project; therefore, no cumulative impacts analysis is warranted.
Air Quality	No	No	No	No	No direct or indirect impacts to air quality are anticipated, the resource is not in poor and declining health, and the project area is within Gregg County which is in an area in attainment for all NAAQs; therefore, no cumulative impacts analysis is warranted.

Table 11: Resource/Issues Considered for Cumulative Impacts Analysis

Subject Considered for Direct and Indirect Impacts	TxDOT/CEQ Criteria *			Is Resource Included in Cumulative Impacts Analysis?	Reason for Including or Excluding for Cumulative Impacts Analysis
	Would there be Direct and/or Indirect Impacts?	Would the Impacts be Considered Substantial?	Is Resource/ Issue at Risk or in Poor or Declining Health?		
Noise and Vibration	Yes	No	No	No	Traffic noise impacts are anticipated at one church and three residential receivers; however, the impacts are not considered substantial and traffic noise is not considered a poor and in declining health resource; therefore, a cumulative impacts analysis is not warranted.
Hazardous Materials	No	No	No	No	No direct and indirect impacts are anticipated; therefore, a cumulative analysis is not warranted.

¹ Source: Project team, April 2018.

² * In accordance with TxDOT and CEQ selection criteria for limiting the scope of cumulative impacts analyses.

5.17 Construction Phase Impacts

No-Build Alternative

The No-Build Alternative would not result in any construction phase impacts.

Build Alternative

Temporary congestion may occur as a result of project construction, phasing and traffic control. Access to parcels in the project vicinity would be maintained during all phases of construction. All practicable steps would be taken to minimize the inconvenience to drivers using the intersecting roadways during the construction phase(s). People living and working in the immediate area of the proposed project may experience noise and dust due to the construction activities.

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receivers is expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

6.0 AGENCY COORDINATION

TxDOT has initiated early coordination with TPWD due to the exceedance of habitat type acreage thresholds in the Programmatic Agreement. Other agency coordination (e.g. USFWS, USACE, NRCS, TCEQ, THC/SHPO or federally recognized tribes) is not required at this time.

This EA will be made available to the local MPO and for public review following approval for further circulation from TxDOT- ENV Affairs Division.

7.0 PUBLIC INVOLVEMENT

Two open house style public meetings and a formal public hearing were held throughout the planning process for the proposed reconstruction of FM 2275.

The first public meeting was held on Tuesday, June 28, 2016 from 5:00 to 7:00 pm at the Spring Hill Junior High gymnasium. Property and business owners, who potentially would be affected by the project, and the general public were invited to evaluate the three build alternatives and no-build alternative and respond with comments and concerns. The meeting was attended by 47 public participants or stakeholders and 28 comments were received. Additionally, 6 TxDOT employees, 4 consultant staff, one representative from the Longview MPO and three representatives from the City of Longview were in attendance.

The second public meeting was on Thursday, November 17, 2016 from 5:00 to 7:00 pm at the Spring Hill Junior High gymnasium. Property and business owners, who potentially would be affected by the project, and the general public were invited to evaluate the Preferred Alternative, a revised build alternative (combination of two previous build alternatives) and respond with comments and concerns.

The two public meetings were conducted in an open-house format; no formal presentations were given. The meetings were intended to provide attendees with an opportunity to view detailed plans and

environmental constraints, discuss the project with TxDOT staff and to receive updates on the project status and schedule. The meetings were also intended to gather public comment and input on the project. No requests for special accommodations were received by the District in advance of the meeting. Notices providing information on the project and the date and time of the meeting were sent to land owners with property adjacent to the project area. Letters were sent to the relevant elected officials and representatives for the project area. After each public meeting persons who made written comments and/or had questions about the project received a letter from the Tyler District that either addressed their comment or answered their question(s) about the project.

Comments received following the first public meeting generally stated the property owner's preference of alternative and also expressed concerns over right-of-way (ROW) impacts related to the three build alternatives. Alternative 2 received the most support from the public. These comments prompted TxDOT to create a fourth build alternative that became a hybrid of Alternatives 2 and 3 as described in Section 4.1.

The revised preferred alternative was presented to the public at the second public meeting held on November 17, 2016. Seventeen comments were received with approximately half in support of the project and most concerns being related to ROW impacts. Further evaluation of the preferred alternative presented at the second public meeting determined that these proposed revisions would have required extensive ROW impacts on both the north and south side of the proposed roadway to tie the driveways to the new pavement edges while meeting driveway grade requirements. Using the required driveway grades removed access from seven (7) homes on both sides of the proposed roadway.

To reduce impacts, several design options were evaluated including the removal of the on-street bicycle lanes. Based on several meetings with the City of Longview, it was decided that the proposed bicycle lanes, off-street shared use path, and sidewalks from Fenton Road east to SH 300 were all necessary to serve the nearby schools and park facilities and meet the purpose and need. The sidewalks and bike lanes provide a way to access these destinations safely without direct interaction with vehicular traffic.

It was determined that shifting the proposed ROW to the south would meet the purpose and need and reduce overall displacements from 34 to 31. Additionally, shifting the ROW south also allowed for the removal of reverse curves to further improve safety on the roadway.

This revised alternative was presented on September 18, 2018 at a meeting of affected property owners (MAPO) for those impacted by the changes. Twenty-five property owners attended, and two formal comments were received at this MAPO in support of the proposed project.

A public hearing was held on Thursday, February 28, 2019 from 5:00 to 7:00 pm, with a formal presentation at 6:00 pm, at the Spring Hill High School cafeteria. The final preferred alternative was presented to the public to gather their input and comments. The hearing was attended by 125 members of the public, 1 elected official, 25 TxDOT employees, 6 consultant staff, and 3 media representatives. A total of 46 comments were received, with 3 spoken comments and 43 written comments. Of the comments received, 22 were for the project, 12 of the comments were for extending the bike lanes on both sides of FM 2275, 9 comments were property concerns, 2 were safety concerns and 1 comment suggested revisions to the alternative. After the Public Hearing, the ROW limits for the parcel containing East Texas Cabinets were modified to prevent the displacement of the business.

The opportunity to request for language accommodations and translation was provided and published in legal notices and property owner notifications. The November 2016 public meeting included notices

in both English and Spanish. No translating requests were made for the public meeting held in November 2016 or the MAPO's held on September 18, 2018. Public hearing translation services were provided for requests made within seven days of the hearing. Copies of the public involvement materials are available in TxDOT's Public Involvement section and available at the TxDOT Tyler District Office.

8.0 ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS

All project-specific commitments and conditions of approval, including resource agency permitting compliance and monitoring requirements, would be incorporated in the project plan for the proposed project. These project-specific commitments and conditions for approval, as further described below, may vary depending on the project's final design and construction. If required, mitigation monitoring would be conducted by TxDOT and other Federal, state, and local agencies to ensure compliance.

This section summarizes the elements that constitute the Environmental Permits, Impacts and Commitments (EPIC) sheet. The EPIC sheet, found in the Environmental Compliance Oversight System, documents and communicates permit issues and environmental commitments that must be incorporated into the Plans, Specifications, and Estimates design for the proposed project. The permits, impacts and commitments relevant to the proposed project are as follows:

- It is currently anticipated that less than 0.10 acre of permanent fill impacts would occur at each single and complete crossing, so permanent and temporary impacts would be authorized by a NWP 14, likely with no mitigation requirements. A PCN may be required because there are potential wetland impacts.
- TxDOT would comply with TCEQ's TPDES CGP. A SW3P would be implemented and a construction site notice would be posted on the construction site. A NOI would be required.
- Permanent soil erosion control features would be constructed as soon as feasible during the early stages of construction through proper sodding and/or seeding techniques. Disturbed areas would be restored and stabilized as soon as the construction schedule permits and temporary sodding would be considered where large areas of disturbed ground would be left bare for a considerable length of time.
- The Section 401 Certification requirements for NWP 14 would be met by implementing approved erosion control, sedimentation control, and post-construction TSS control BMPs from the TCEQ's 401 Water Quality Certification Conditions for NWPs. The implementation of BMPs would minimize water quality impacts during and after construction.
- In the *Best Management Practices Programmatic Agreement between TxDOT and TPWD Under the 2013 MOU*, BMPs have been defined and relevant BMPs will be implemented by TxDOT in order to minimize impacts to state-listed species and SGCNs (TPWD 2013). **Table 13** lists those BMPs specific to species potentially impacted by the proposed project.
- In accordance with EO 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping, seeding and replanting with TxDOT-approved seeding specifications would be done where possible. Moreover, abutting turf grasses within the ROW are expected to re-establish throughout the project length. Soil disturbance would be minimized to ensure that invasive species would not become established in the ROW.
- In the event that migratory birds are encountered on-site during project construction, TxDOT will take all appropriate actions to prevent the take of migratory birds, their active nests, eggs, or young by the use of proper phasing of the project or other appropriate actions to include:
 - No active migratory bird nests (nests containing eggs and/or young) will be removed or destroyed at any time of the year.
 - No colonial nests (swallows, for example) on or in structures will be removed until all nests in the colony become inactive.

- Measures, to the extent practicable, will be used to prevent or discourage migratory birds from building nests within portions of the project area planned for construction.
- Inactive nests will be removed from the project area to minimize the potential for reuse by migratory birds.
- Construction or demolition activities will be scheduled outside the typical nesting season (February 15 to October 1), and will comply with the previously listed prohibitive provisions of the MBTA, which apply year-round.

A survey would be conducted prior to construction.

- Archeological Site 41GG55 will be tested once right-of-way from parcel 51 is obtained. Entry to this parcel was denied during the survey.
- In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT archeological staff will be contacted to initiate post-review discovery procedures.
- Any unanticipated hazardous materials and/or petroleum contamination encountered during construction would be handled according to applicable Federal and state regulations per TxDOT Standard Specifications. No unresolved hazardous materials situations for which TxDOT would be responsible are anticipated with respect to the project. Any adjustments to pipelines or potential utilities would use standard techniques. The contractor would take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction staging area. The use of construction equipment within sensitive areas would be minimized or eliminated entirely. All construction materials used for this project would be removed as soon as work schedules permit.
- Coordination with the city of Longview for MS4 permit requirements will occur during construction of the project.
- Notify the local Floodplain Administrator as necessary to comply with all applicable rules and regulations regarding the hydraulic design of the project.

Table 12: Species-Specific BMPs to be Implemented

TARGET SPECIES	BMP TYPE	BMP
All Avian Species (Wood Stork)	Bird BMPs	- Not disturbing, destroying, or removing active nests, including ground nesting birds, during the nesting season; - Avoiding the removal of unoccupied, inactive nests, as practicable; - Preventing the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair; - Not collecting, capturing, relocating, or transporting birds, eggs, young, or active nests without a permit.
Southeastern Myotis Bat	Bridge Bat BMPs:	- Habitat assessment by a qualified biologist to determine if bats are present; - If bats are present take appropriate measures as practicable to ensure that bats are not harmed such as exclusion or timing activities. For maternity colonies, exclusion activities should be timed to avoid separating lactating females from nursing pups; - If structures used by bats are removed as a result of construction, replacement structures should incorporate bat-friendly design, or artificial roosts should be constructed to replace these features as practicable.
Rafinesque's Big-eared Bat	Tree Bat BMPs:	- Large hollow trees should be surveyed for maternity colonies and, if found, should not be disturbed until after the pups fledge.
Creek Chubsucker	Fish BMPs:	- For projects within the range of a SGCN or State-listed fish, and work is in the water, TPWD coordination is required.
Northern Scarlet Snake, Timber Rattlesnake		- Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.

Table 12: Species-Specific BMPs to be Implemented

TARGET SPECIES	BMP TYPE	BMP
Plains Spotted Skunk		<ul style="list-style-type: none"> - Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered, and to avoid unnecessary impacts to dens.
Louisiana pigtoe, Southern hickorynut, Texas heelsplitter	Mussel BMPs	<ul style="list-style-type: none"> - When work is in the water, survey project footprints for state listed species where appropriate habitat exists; - When work is in the water and mussels are discovered during surveys, relocate state listed and SGCN mussels under TPWD permit and implement Water Quality BMPs; - When work is adjacent to the water, Water Quality BMPs implemented as part of the SWPPP for a construction permit or any conditions of the 401 water quality certification for the project will be implemented.

Source: FM 2275 Biological Evaluation, TxDOT Form 320.01.FRM

9.0 CONCLUSION

The No-Build Alternative would avoid the direct impacts associated with the Build Alternative; however, it would not address the purpose and need for the proposed project. The Build Alternative is the Recommended Alternative, as it is responsive to the needs for the improved connectivity between the cities of Longview and White Oak by providing a highway that will adequately satisfy increase traffic demand based on projected increases in population and traffic. Additionally, upgrades FM 2275 to current design standards to improve safety on the roadway and provides satisfactory accommodations for vehicles, pedestrians, and cyclists.

The construction of the proposed transportation improvements would improve mobility by providing additional capacity along FM 2275. The proposed Build Alternative is compatible with local and regional planning. The Build Alternative has been incorporated into the regional planning documents of the project area.

The Build Alternative design described herein is the result of efforts to avoid or minimize social, economic, and environmental impacts. The Build Alternative incorporates results from consultation and coordination with public officials and citizens regarding potential impacts and efforts to avoid or minimize such impacts where practicable.

The engineering, social, economic, and environmental investigations conducted thus far indicate that the proposed project would result in no significant impacts to the quality of the human or natural environment. Therefore, a Finding of No Significant Impact is anticipated for this project.

10.0 REFERENCES

AmaTerra. 2018. *Archeological Background Study and Survey Report: FM 2275 from FM 3272 (North White Oak Road) to SH 300 (Gilmer Road), 2158-01-019 & 2158-01-020*. TxDOT Environmental Affairs Division.

AmaTerra. 2017. *Historic Resources Survey Report: FM 2275 from FM 3272 (North White Oak Road) to SH 300 (Gilmer Road), 2158-01-019 & 2158-01-020*. TxDOT Environmental Affairs Division.

Blanton and Associates. 2017. *Hazardous Materials Initial Site Assessment Report: FM 2275 from FM 3272 (North White Oak Road) to SH 300 (Gilmer Road), 2158-01-019 & 2158-01-020*. TxDOT Environmental Affairs Division.

City of Longview Comprehensive Plan, 2015. <https://www.longviewtexas.gov/2159/Comprehensive-Plan>

Federal Emergency Management Agency. 2017. FEMA Flood Map Service Center, Gregg County, Texas. <https://msc.fema.gov/portal/search>.

Federal Highway Administration, 2011. *Highway Traffic Noise: Analysis and Abatement*. https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf

Federal Register Online via the Government Publishing Office. 2004. Department of Transportation, *Federal Environmental Laws and Executive Orders Applicable to the Development and Review of Transportation Infrastructure Projects*. <https://www.gpo.gov/fdsys/pkg/FR-2004-05-06/html/04-10308.htm>.

HNTB Corporation. 2018. *Biological Evaluation Form: FM 2275 from FM 3272 (North White Oak Road) to SH 300 (Gilmer Road), 2158-01-019 & 2158-01-020*. TxDOT Environmental Affairs Division.

HNTB Corporation. 2018. *Community Impact Assessment Technical Form: FM 2275 from FM 3272 (North White Oak Road) to SH 300 (Gilmer Road), 2158-01-019 & 2158-01-020*. TxDOT Environmental Affairs Division.

HNTB Corporation. 2018. *Traffic Noise Technical Report: FM 2275 from FM 3272 (North White Oak Road) to SH 300 (Gilmer Road), 2158-01-019 & 2158-01-020*. TxDOT Environmental Affairs Division.

HNTB Corporation. 2018. *Water Resources Technical Report: FM 2275 from FM 3272 (North White Oak Road) to SH 300 (Gilmer Road), 2158-01-019 & 2158-01-020*. TxDOT Environmental Affairs Division.

Longview Metropolitan Planning Association (MPO), 2014. *Regional Thoroughfare Plan* <https://www.longviewtexas.gov/DocumentCenter/View/1232/Thoroughfare-Plan?bidId=>

National Archives and Records Administration. 2016. *Executive Orders, Executive Order 11990--Protection of Wetlands*. <https://www.archives.gov/federal-register/codification/executive-order/11990.html>.

Texas Commission on Environmental Quality. 2014a. *2014 Texas Integrated Report of Surface Water Quality for the Clean Water Act Sections 305(b) and 303(d)*.
<https://www.tceq.texas.gov/waterquality/assessment/14twqi/14txi>.

----. 2012b. *401 Water Quality Certification Letter and Conditions for Nationwide Permits*.
<https://www.tceq.texas.gov/assets/public/permitting/assess/401cert/NWPCert.pdf>.

Texas Department of Transportation and Texas Parks and Wildlife. 2013. *Threshold Table Programmatic Agreement between Texas Department of Transportation and Texas Parks and Wildlife Department Under the 2013 MOU*. <https://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/300-02-pa.pdf>.

Texas Parks & Wildlife Department. 2018. Texas Natural Diversity Database, live version. Data obtained for the *White Oak quadrangle*; August 23, 2018.

----. 2018. Texas Parks & Wildlife Department. 2018. *Annotated County Lists of Rare Species, Gregg County, Texas*. Last Revision: 8/23/2018.

----. 2012. *Texas Conservation Action Plan 2012 - 2016: Western Gulf Coastal Plain Handbook*. Editor, Wendy Connally, Texas Conservation Action Plan Coordinator. Austin, Texas.
http://tpwd.texas.gov/landwater/land/tcap/documents/wgcp_tcap_2012.pdf.

----. 2011. *Texas Conservation Action Plan. Western Gulf Coastal Plains (Pineywoods, East Texas) Ecoregion. Species of Greatest Conservation Need*.
<https://tpwd.texas.gov/landwater/land/tcap/sgn.phtml>, accessed November 9, 2018.

Texas Water Development Board, 2018. Water Data Interactive
<http://www2.twdb.texas.gov/apps/waterdatainteractive/groundwaterdataviewer>

U.S. Department of Agriculture, Natural Resources Conservation Service. 1983. Soil Survey of Upshur and Gregg Counties, Texas.
https://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/texas/TX608/0/upshur.pdf

U.S. Fish and Wildlife Service (USFWS). 2018. IPaC Trust Resources Report, FM 2275 from FM 3272 to SH 300, Gregg County, Texas. <https://ecos.fws.gov/ipac/>, generated November 9, 2018.

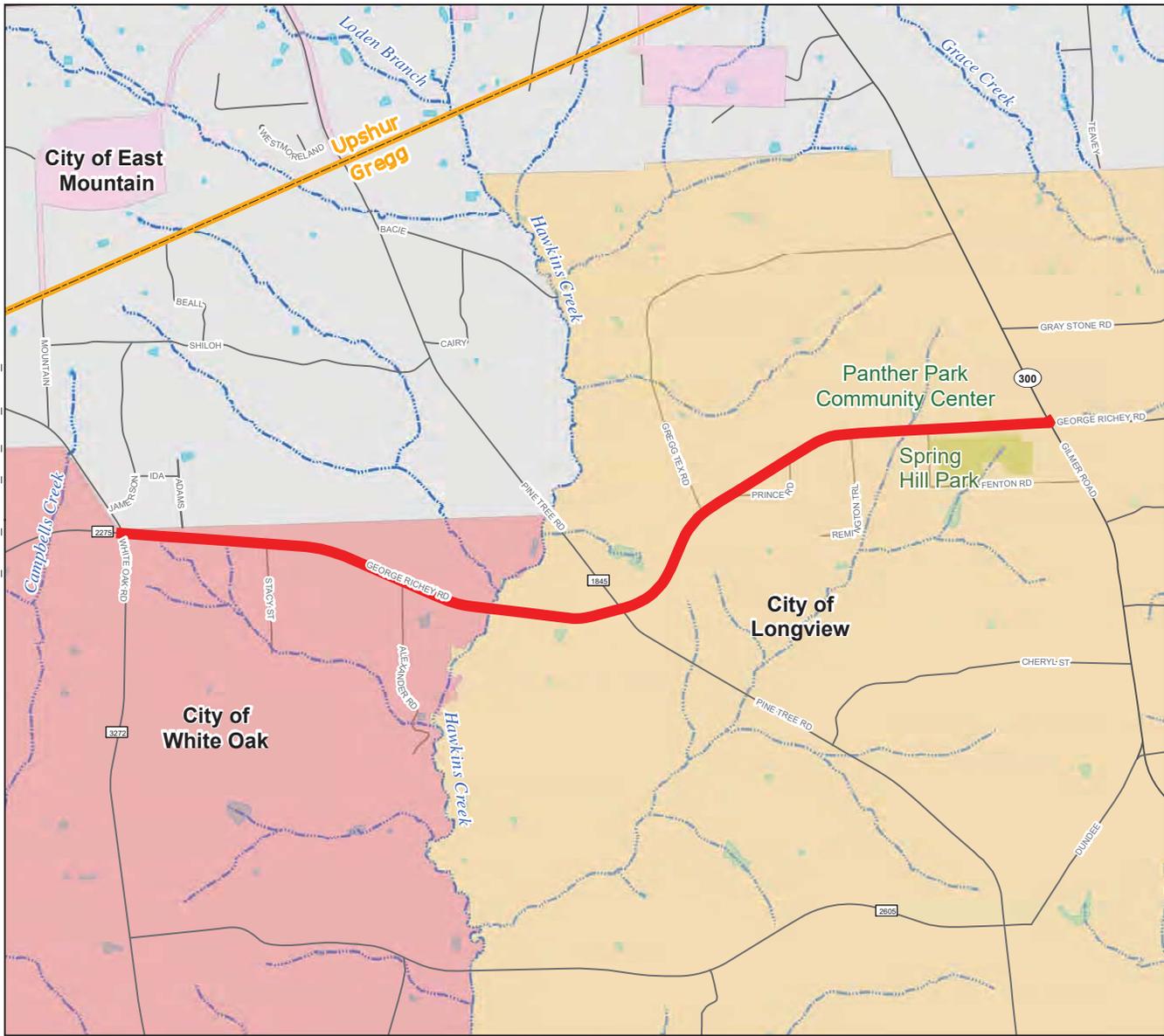
U.S. Department of Health and Human Services, 2018. Annual Update of the HHS Poverty Guidelines
<https://www.federalregister.gov/documents/2018/01/18/2018-00814/annual-update-of-the-hhs-poverty-guidelines>

Appendix A

Project Location Maps

- A-1: Project Location Map
- A-2: USGS Topographic Maps
- A-3: FEMA Floodplain, Soils and NWI Maps
- A-4: Regional Transportation Network
- A-5: Land Use Map

Document Path: J:\58597\TECHPROD\FM2275\GIS\ESR\IMXD\EXHBT\20181127_58597_FM2275_SAB_Local_8.5x11_v2.mxd



Legend

- Project Limits

Roadway Network

- State Highway
- FM
- Local

Boundaries

- Parks
- City of East Mountain
- City of Longview
- City White Oak
- County

Water

- River or Stream
- Waterbody

N

0 0.125 0.25 0.5 Miles

UPSHUR HARRISON
GR...
SMITH RUSK

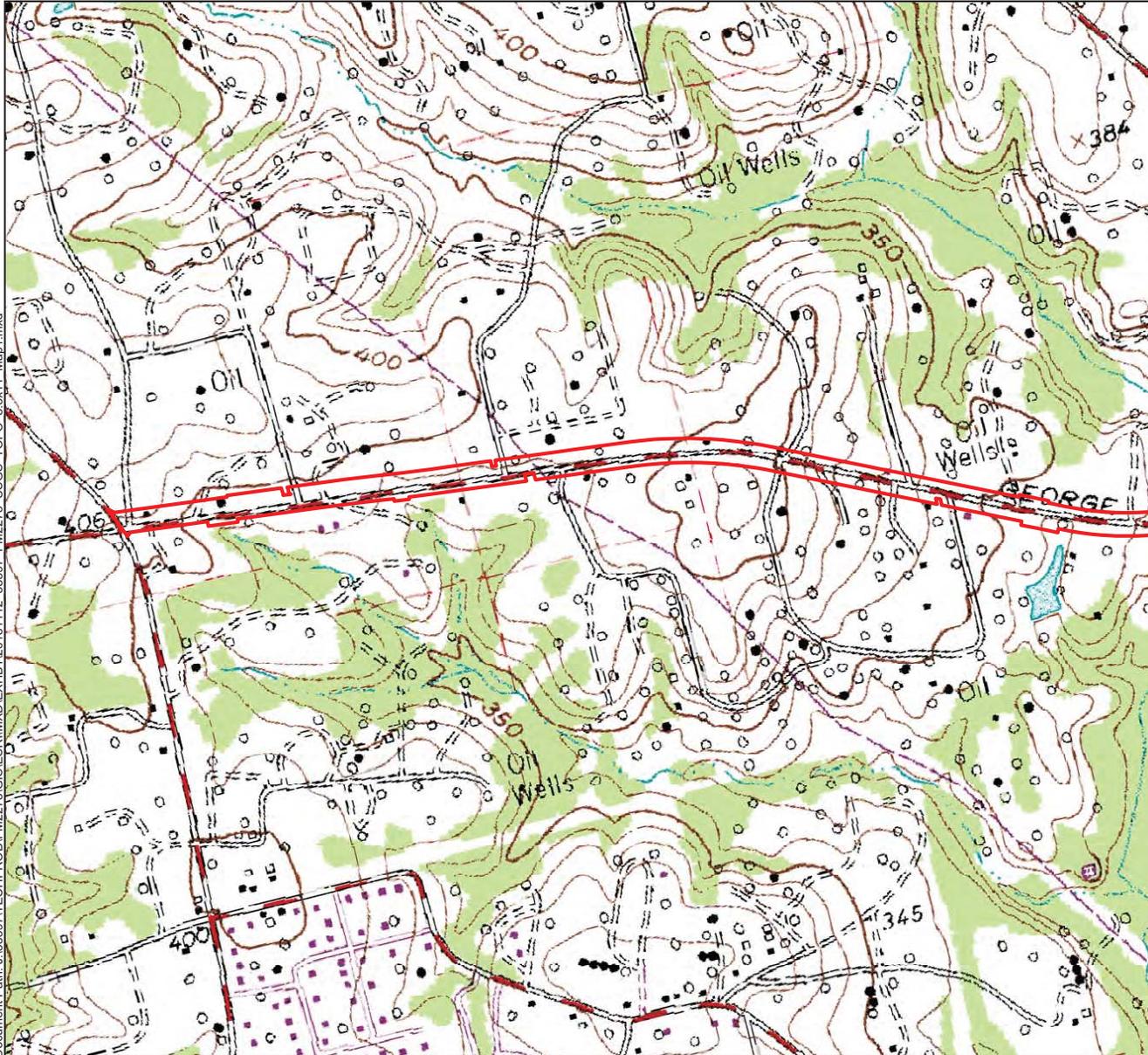
Project Limits

FM 2275
From FM 3272 to SH 300
CSJ's: 2158-01-019 & 2158-01-020

**A-1:
Project Location
Map**

November 2018

Document Path: J:\58597\TECHPROD\FM2275\GIS\ESR\IMXD\EXHB\20181112_58597_FM2275_USGS_TOPO_8.5x11_Map1.mxd



Legend

— Proposed ROW

N

0 0.05 0.1 0.2 Miles

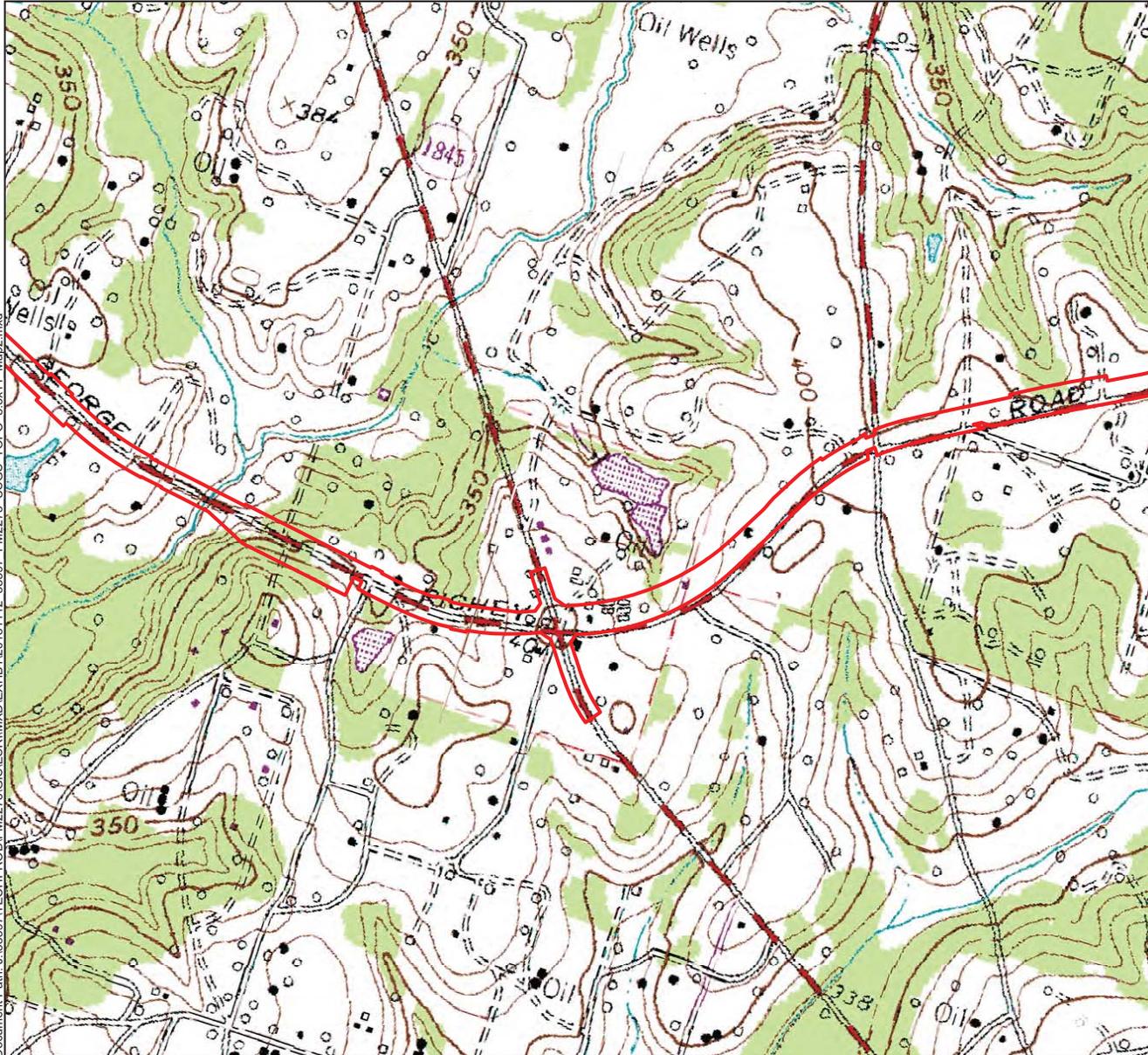


FM 2275
From FM 3272 to SH 300
CSJ's: 2158-01-019 & 2158-01-020

A-2: Topographic Map

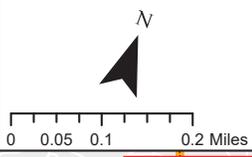
Sheet 1 of 3
November 2018

Document Path: J:\56597\TECHPROD\FM2275\GIS\SRIM\X\EXH\T20181112_56597_FM2275_USGS_TOPO_8.5x11_Map2.mxd



Legend

— Proposed ROW

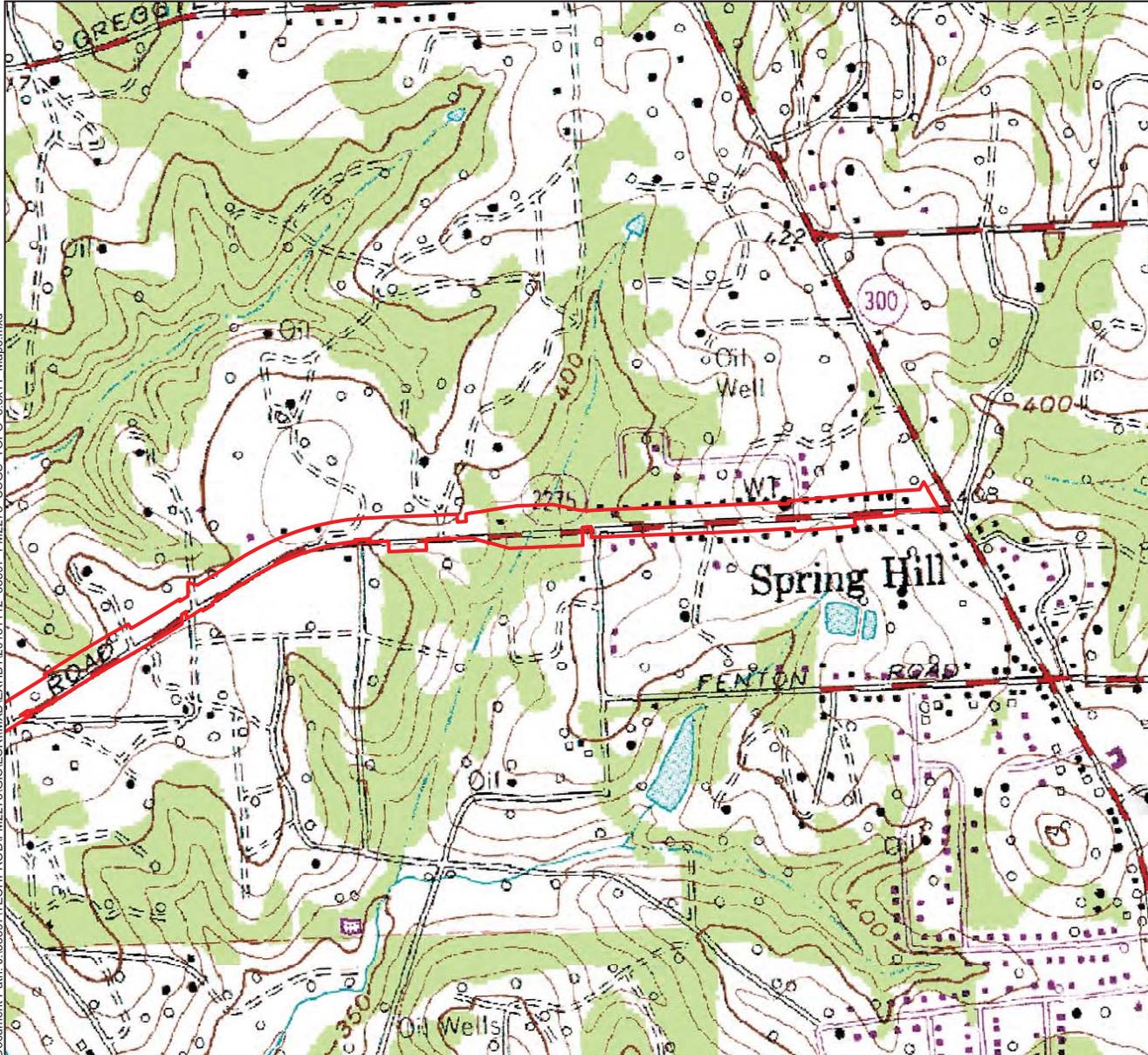


FM 2275
From FM 3272 to SH 300
CSJ's: 2158-01-019 & 2158-01-020

A-2: Topographic Map

Sheet 2 of 3
November 2018

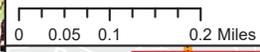
Document Path: J:\56597\TECHPROD\FM2275\GIS\ESR\IMXD\EXH120181112_56597_USGS_TOPO_8.5x11_Map3.mxd



Legend

— Proposed ROW

N



FM 2275
From FM 3272 to SH 300
CSJ's: 2158-01-019 & 2158-01-020

A-2: Topographic Map

Sheet 3 of 3
November 2018

Document Path: J:\58597\TECHPROD\FM2275\GIS\ESR\IMXD\EXH\T20181112_58597_FM2275_FEMA_Soils_NWI_8.5x11.mxd



Legend

FEMA Floodzone

- Floodway
- 100 Year
- 500 Year

Soils

NWI

Proposed ROW

Roads

0 0.05 0.1 0.2 Miles

Project Limits

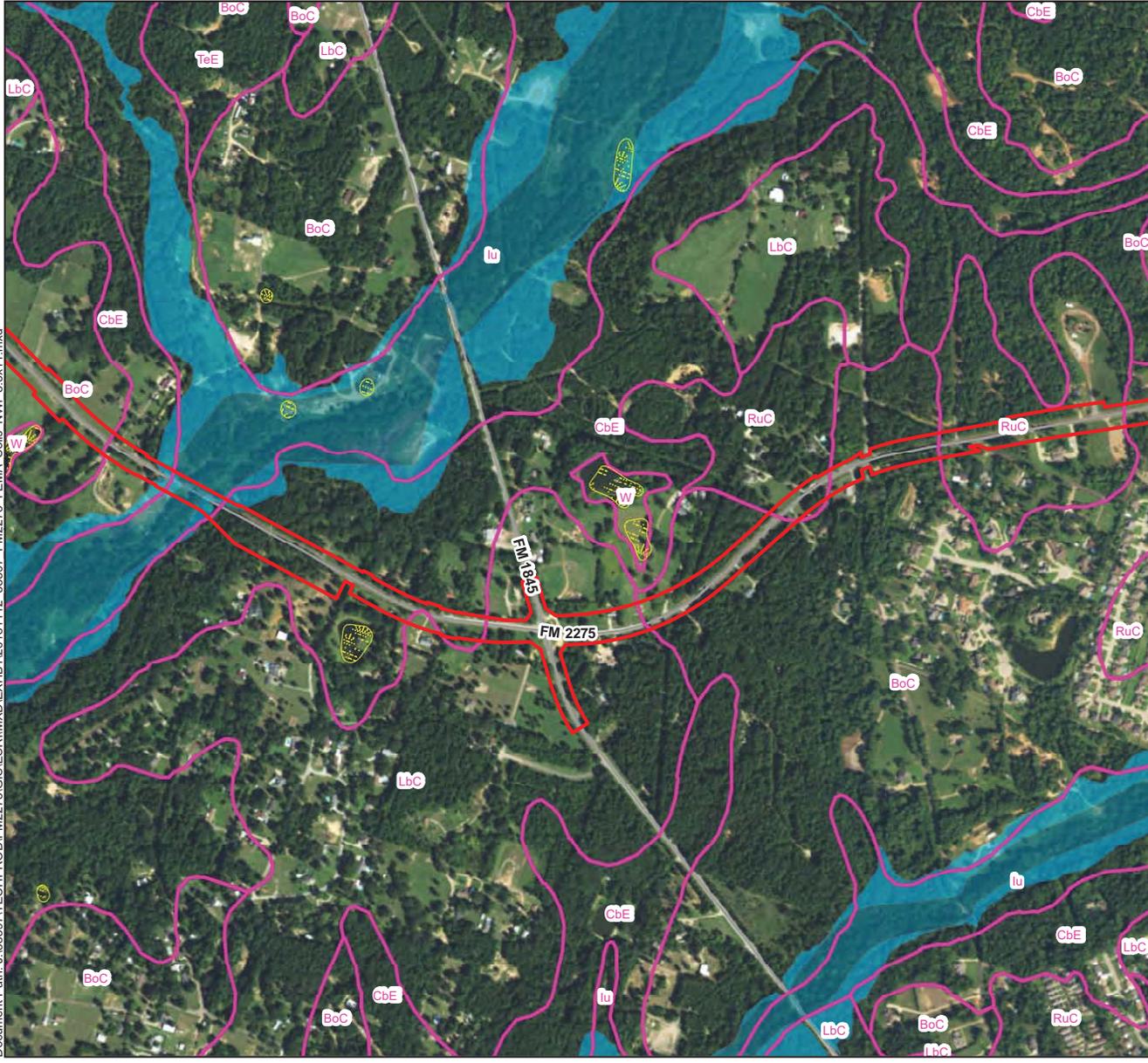
UPSHUR
SMITH GREGG HARRISON
RUSK

FM 2275
From FM 3272 to SH 300
CSJ's: 2158-01-019 & 2158-01-020

**A-3:
FEMA Floodplain,
Soils and NWI**

Sheet 1 of 3
November 2018

Document Path: J:\56597\TECHPROD\FM2275\GIS\ESR\IMXD\EXHB\T20181112_56597_FEMA_Soils_NWI_8.5x11.mxd

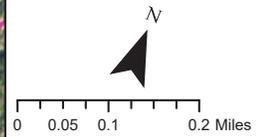


Legend

FEMA Floodzone

- Floodway
- 100 Year
- 500 Year

- Soils
- NWI
- Proposed ROW
- Roads

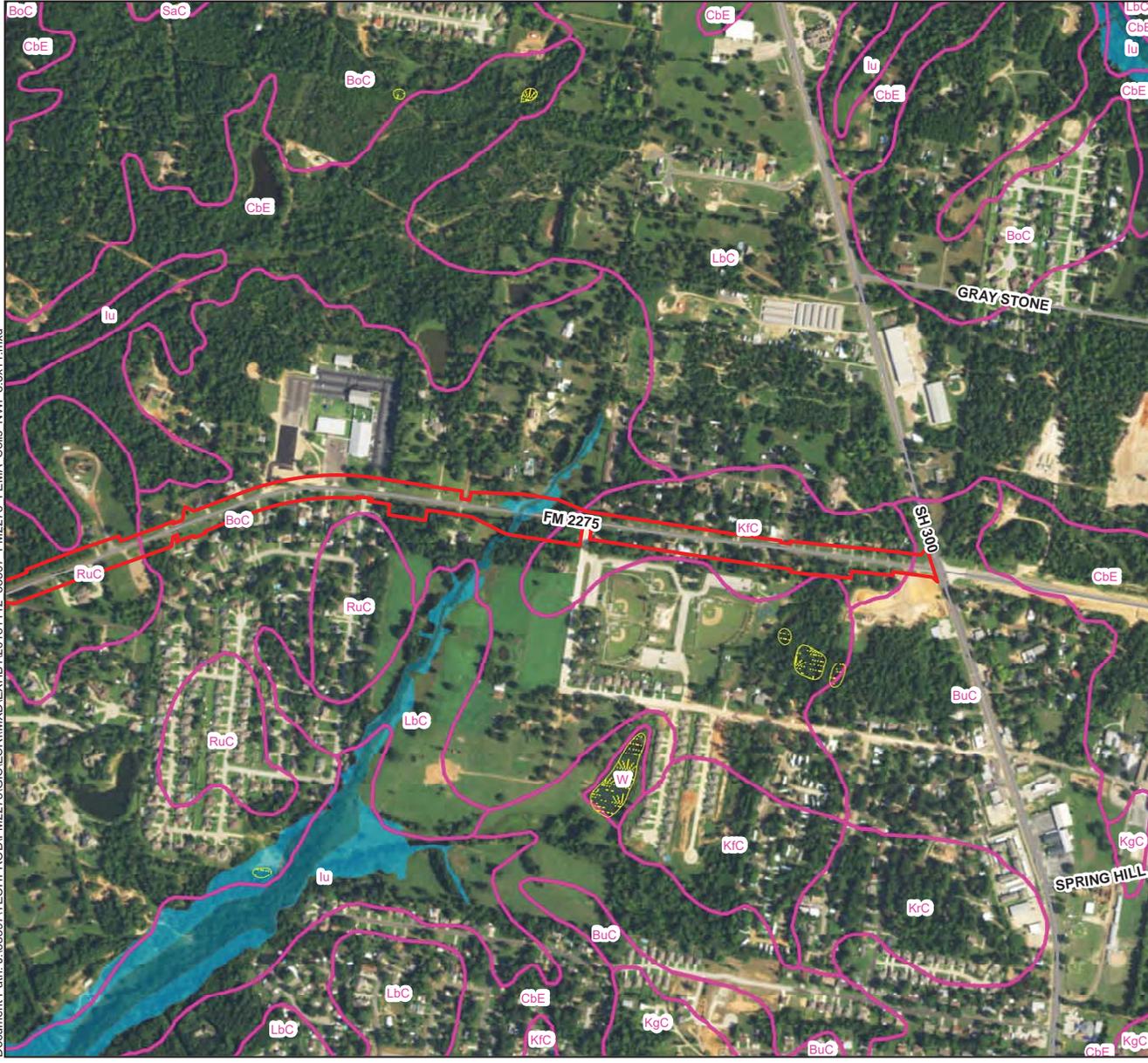


FM 2275
 From FM 3272 to SH 300
 CSJ's: 2158-01-019 & 2158-01-020

A-3: FEMA Floodplain, Soils and NWI

Sheet 2 of 3
 November 2018

Document Path: J:\656597\TECHPROD\FM2275\GIS\ESRI\IMXD\EXHB\T20181112_58597_FM2275_FEMA_Soils_NWI_8.5x11.mxd



Legend

FEMA Floodzone

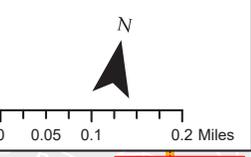
- Floodway
- 100 Year
- 500 Year

Soils

- Soils
- NWI

Proposed ROW

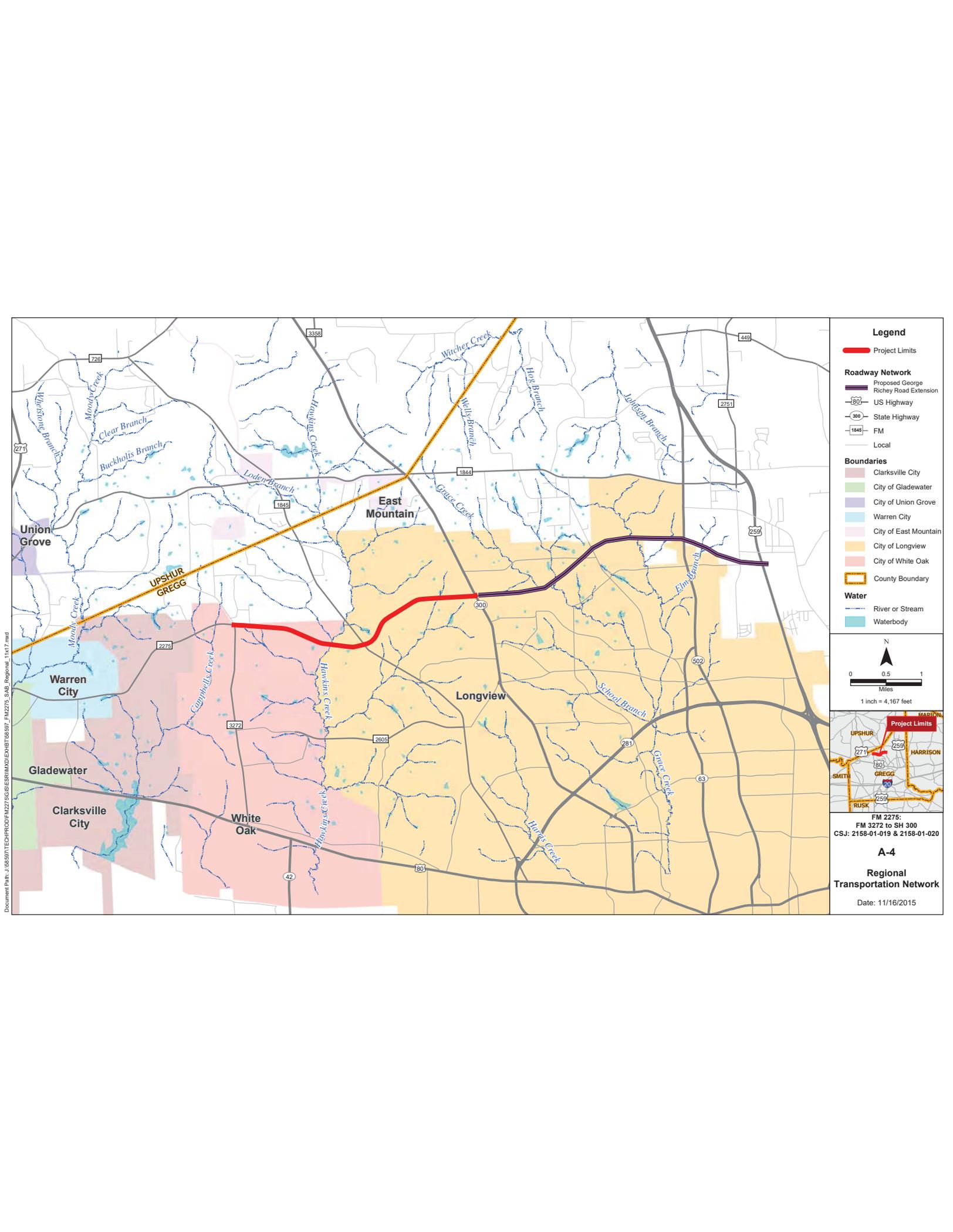
- Proposed ROW
- Roads



FM 2275
From FM 3272 to SH 300
CSJ's: 2158-01-019 & 2158-01-020

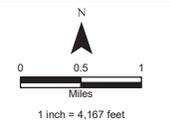
A-3:
**FEMA Floodplain,
Soils and NWI**

Sheet 3 of 3
November 2018



Legend

- Project Limits
- Roadway Network**
 - Proposed George Richey Road Extension
 - 80 US Highway
 - 300 State Highway
 - 1845 FM
 - Local
- Boundaries**
 - Clarksville City
 - City of Gladewater
 - City of Union Grove
 - Warren City
 - City of East Mountain
 - City of Longview
 - City of White Oak
 - County Boundary
- Water**
 - River or Stream
 - Waterbody



FM 2275:
 FM 3272 to SH 300
 CSJ: 2158-01-019 & 2158-01-020

A-4
Regional Transportation Network
 Date: 11/16/2015

Document Path: J:\68597\TECH\PROJ\FM2275\GIS\ESRI\MAPS\EXHIBIT\68597_FM2275_SAB_Regional_11x17.mxd

Document Path: J:\58597\TECHPROD\FM2275\GIS\ESR\IMXD\EXHIBIT\20181116_58597_FM2275_Landuse1_8.5x11_map1.mxd



Legend

Land Use 2010

- Other
- Commercial
- Multi-Family
- Office
- Park
- General Retail
- Residential - Low
- Single Family
- Vacant/Agriculture
- Proposed ROW
- Roads

N

0 0.03 0.06 0.12 Miles

Project Limits
 UP SHUR
 SMITH GREGG HARRISON
 RUSK

FM 2275
 From FM 3272 to SH 300
 CSJ's: 2158-01-019 & 2158-01-020

**Exhibit A-5:
 Land Use**

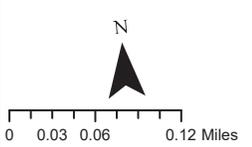
Sheet 1 of 5
 November 2018



Legend

Land Use 2010

- Other
- Commercial
- Multi-Family
- Office
- Park
- General Retail
- Residential - Low
- Single Family
- Vacant/Agriculture
- Proposed ROW
- Roads



FM 2275
From FM 3272 to SH 300
CSJ's: 2158-01-019 & 2158-01-020

**Exhibit A-5:
Land Use**

Sheet 2 of 5
November 2018



Legend

Land Use 2010

- Other
- Commercial
- Multi-Family
- Office
- Park
- General Retail
- Residential - Low
- Single Family
- Vacant/Agriculture
- Proposed ROW
- Roads

0 0.03 0.06 0.12 Miles

UPSHUR
SMITH GREGG HARRISON
RUSK

Project Limits

FM 2275
From FM 3272 to SH 300
CSJ's: 2158-01-019 & 2158-01-020

**Exhibit A-5:
Land Use**

Sheet 3 of 5
November 2018

Document Path: J:\58597\TECHPRODFM2275\GIS\ESR\IMXD\EXHIBIT\20181116_58597_FM2275_Landuse1_8.5x11_map4.mxd



Legend

Land Use 2010

- Other
- Commercial
- Multi-Family
- Office
- Park
- General Retail
- Residential - Low
- Single Family
- Vacant/Agriculture
- Proposed ROW
- Roads

N

0 0.03 0.06 0.12 Miles

UPSHUR
SMITH GREGG HARRISON
RUSK

Project Limits

FM 2275
From FM 3272 to SH 300
CSJ's: 2158-01-019 & 2158-01-020

**Exhibit A-5:
Land Use**

Sheet 4 of 5
November 2018

Document Path: J:\58597\TECHPROD\FM2275\GIS\ESR\IMXD\EXHIBIT\20181116_58597_FM2275_Landuse1_8.5x11_map5.mxd



Legend

Land Use 2010

- Other
- Commercial
- Multi-Family
- Office
- Park
- General Retail
- Residential - Low
- Single Family
- Vacant/Agriculture
- Proposed ROW
- Roads

N

0 0.03 0.06 0.12 Miles

Project Limits

UPSHUR
SMITH GREGG HARRISON
RUSK

FM 2275
From FM 3272 to SH 300
CSJ's: 2158-01-019 & 2158-01-020

**Exhibit A-5:
Land Use**

Sheet 5 of 5
November 2018

Appendix B

Project Photographs



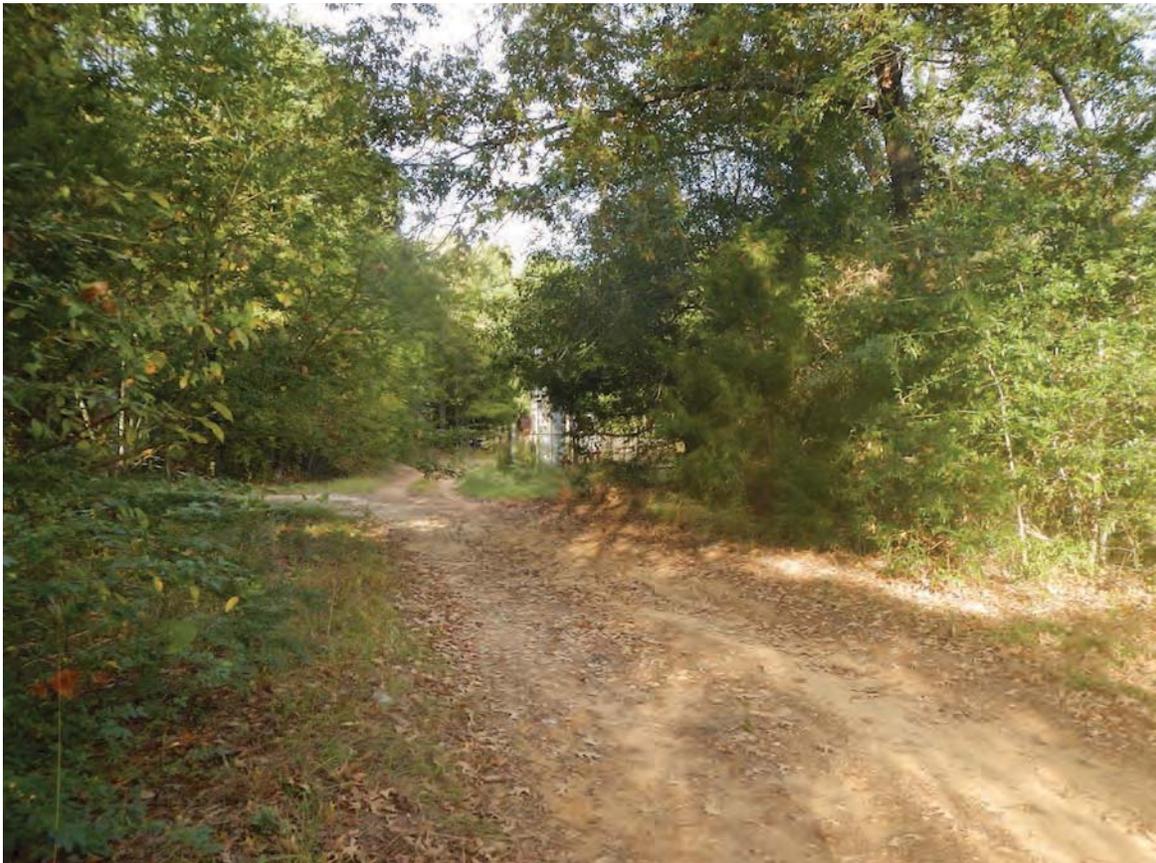
1. FRSTX, PST. Facing East.



2. Plugged Oil Well. Facing Northeast.



3. Abandoned Structure. Facing Northwest.



4. Oil Tank. Facing North.



5. Tank Farm. Facing North.



6. Pipeline and Damaged Culvert. Facing West.



7. Gas Pipeline and Warning Sign. Facing North.



8. Valve Assembly and Warning Sign. Facing South.



9. Gas Pipeline and Warning Sign. Facing North.



10. Gas Well and Warning Sign. Facing North.



11. Easement Adams Rd. Facing North.



12. Gas Well. Facing South.



13. Valve Assembly. Facing Southeast.



14. Tank Farm. Facing North.



15. Pump Jack. Facing Northeast.



16. Oil Well. Facing South.



17. Pump Jack. Facing North.



18. Oil Well. Facing North.



19. Plugged Oil Well. Facing South.



20. Plugged Oil Well. Facing South.



21. Oil Well. Facing South.



22. Easement Alexander Rd. Facing Northwest.



23. Tank Farm. Facing Southeast.



24. Hawkins Creek Bridge. Facing East.



25. Oil Well. Facing Southeast.



26. Valve Assembly and Warning Sign. Facing South.



27. Tank Farm. Facing Northeast.



28. Gas Pipeline and Warning Sign. Facing West.



29. Valve Assembly, Gas Pipeline and Warning Sign. Facing North.



30. Easement Pine Tree Rd North. Facing South.



31. Abandoned House. Facing South.



32. Oil Well. Facing West.



33. Gas Pipeline and Warning Sign. Facing South.



34. Tank Farm. Facing Northwest.



35. Easement Greggtx Rd South. Facing North.



36. Easement Greggtx Rd North. Facing South.



37. Easement Jackson Rd. Facing North.



38. Gas Pipeline and Warning Sign. Facing North.



39. Gas Well. Facing Southeast.



40. Easement Remington Trail. Facing North.



41. New Beginnings Baptist Church Entrance. Facing Northwest.



42. Oil Sheen and Pilelines Hawkins Green Tributary. Facing Southwest.



43. Easement Fenton Rd. Facing North.



44. Easement Lansford St. Facing North.



45. Service Station (under construction). Facing North.



46. ERNSTX. Facing Northwest.

Appendix C

Preferred Alternative Schematic

PREFERRED ALTERNATIVE PAGE 1 OF 3

PROJECT LIST
PROJECT NO. FM 2215
SHEET NO. SH 300

DATE
11/11/11

SCALE
AS SHOWN

PROJECT LOCATION
FM 2215 FROM STA 0+00 TO STA 11+00

PROJECT DESCRIPTION
RECONSTRUCTION OF FM 2215 FROM STA 0+00 TO STA 11+00

DESIGNER
HNTB

CLIENT
TEXAS DEPARTMENT OF TRANSPORTATION

PROJECT NO.
FM 2215

SHEET NO.
SH 300

DATE
11/11/11

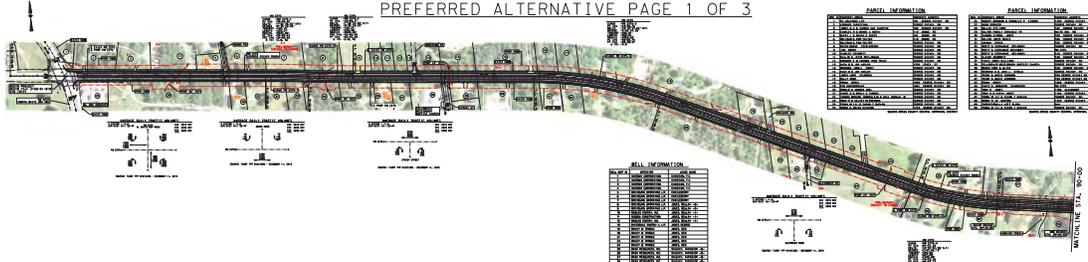
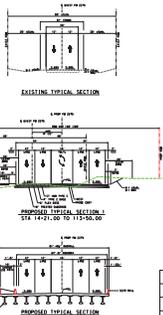
SCALE
AS SHOWN

PROJECT LOCATION
FM 2215 FROM STA 0+00 TO STA 11+00

PROJECT DESCRIPTION
RECONSTRUCTION OF FM 2215 FROM STA 0+00 TO STA 11+00

DESIGNER
HNTB

CLIENT
TEXAS DEPARTMENT OF TRANSPORTATION

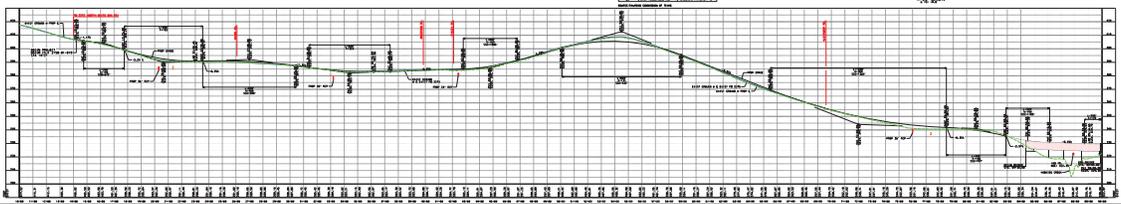


PANEL INFORMATION

NO.	DESCRIPTION	DATE
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50

BELL INFORMATION

NO.	DESCRIPTION	DATE
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50



PROJECT LIST
PROJECT NO. FM 2215
SHEET NO. SH 300

DATE
11/11/11

SCALE
AS SHOWN

PROJECT LOCATION
FM 2215 FROM STA 0+00 TO STA 11+00

PROJECT DESCRIPTION
RECONSTRUCTION OF FM 2215 FROM STA 0+00 TO STA 11+00

DESIGNER
HNTB

CLIENT
TEXAS DEPARTMENT OF TRANSPORTATION

PROJECT NO.
FM 2215

SHEET NO.
SH 300

DATE
11/11/11

SCALE
AS SHOWN

PROJECT LOCATION
FM 2215 FROM STA 0+00 TO STA 11+00

PROJECT DESCRIPTION
RECONSTRUCTION OF FM 2215 FROM STA 0+00 TO STA 11+00

DESIGNER
HNTB

CLIENT
TEXAS DEPARTMENT OF TRANSPORTATION

HNTB

FM 2215
SCHEMATIC LAYOUT
FM 3272 TO SH 300

11/11/11

HNTB

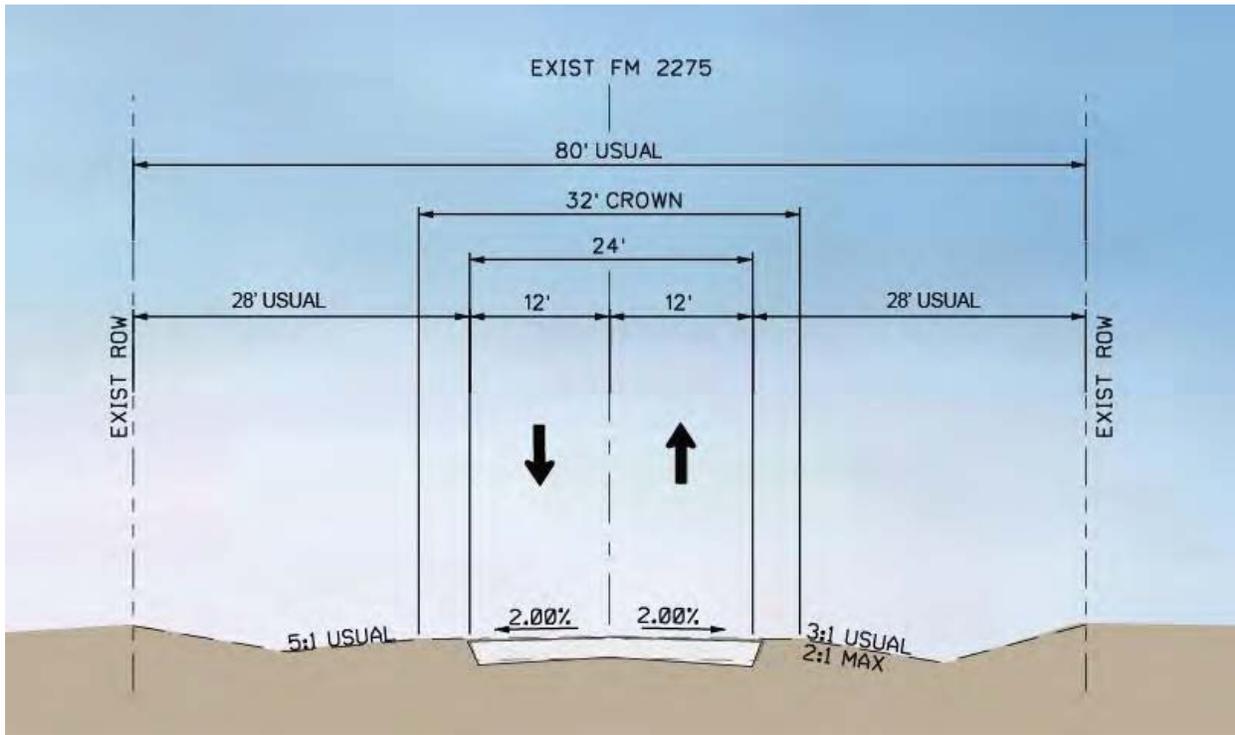
FM 2215
SCHEMATIC LAYOUT
FM 3272 TO SH 300

11/11/11

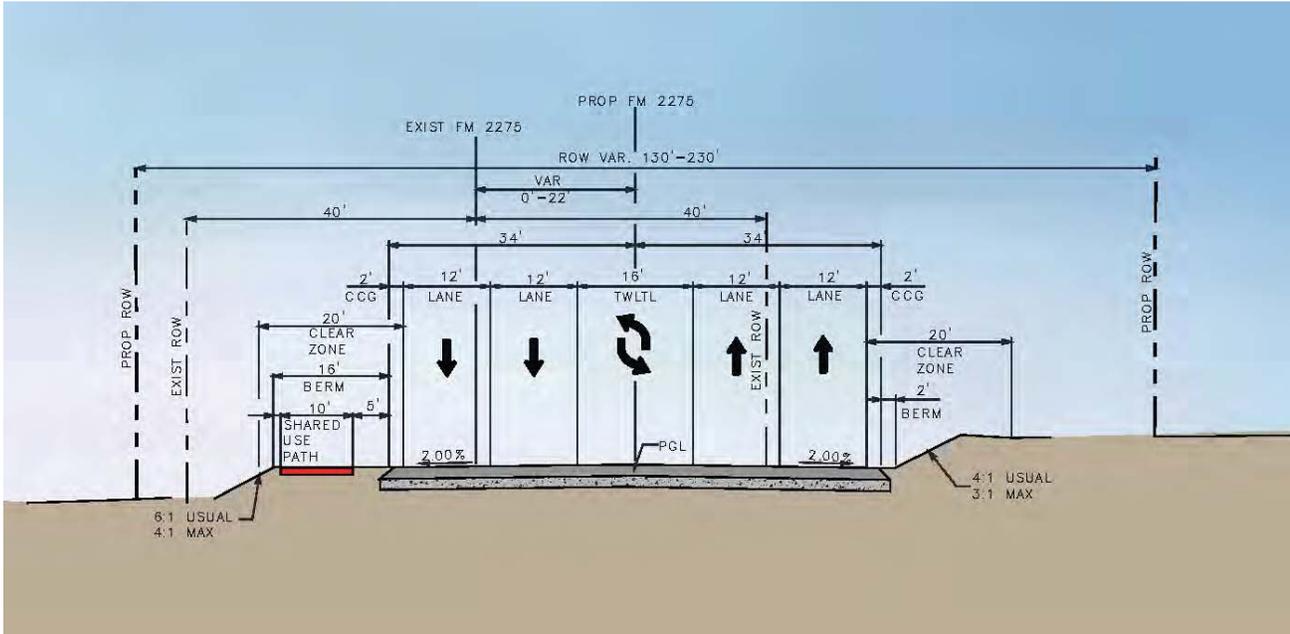
Appendix D

Typical Sections

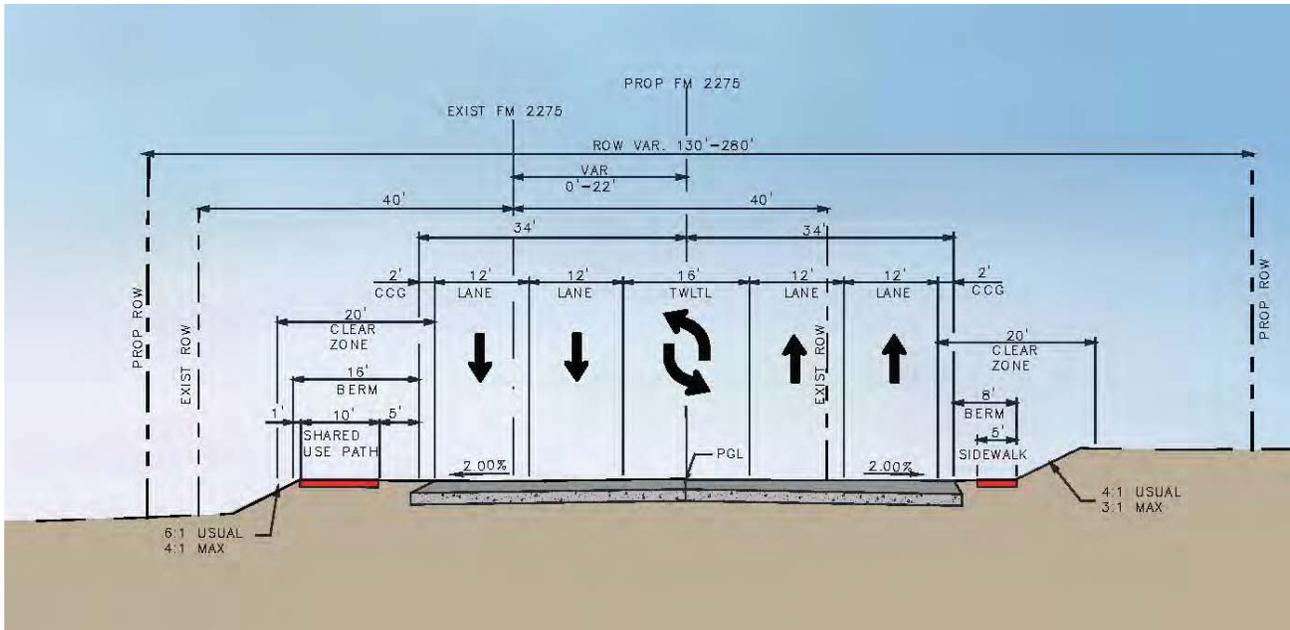
Existing Typical Section



Suburban Section
FM 3272 (North White Oak Road) to FM 1845 (Pine Tree Road)



Urban Section
FM 1845 (Pine Tree Road) to Fenton Road



Appendix E

Plan and Program Excerpts

2019 - 2022 TRANSPORTATION IMPROVEMENT PROGRAM

Longview Metropolitan Planning Organization

Adopted May 23, 2018

Revised April 24, 2019



Federally Funded Mobility Projects

LONGVIEW METROPOLITAN PLANNING ORGANIZATION

FY 2019

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	GREGG	2073-01-009	FM 2208	C,E,R	LONGVIEW	TXDOT-TYLER	\$15,100,000		
LIMITS FROM: 2.05 MI E OF SH 42 (FISHER RD), E									
LIMITS TO: SL 281 IN LONGVIEW									
PROJECT WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/ FLUSH MEDIAN							REVISION DATE: 05/2019		
DESCR:							MPO PROJECT NUM: F 115		
REMARKS P7: ESTIMATE INFLATED TO LET DATE							FUNDING CAT(S): 2U,1		
PROJECT HISTORY: WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/ FLUSH MEDIAN									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	739,900		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	6,876,163	COST OF	2U	\$11,704,000	\$2,928,000	\$0	\$0	\$0	\$14,630,000
CONST COST: \$	15,100,000	APPROVED	1	\$378,000	\$94,000	\$0	\$0	\$0	\$470,000
CONST ENG: \$	748,960	PHASES	TOTAL	\$12,080,000	\$3,020,000	\$0	\$0	\$0	\$15,100,000
CONTING: \$	300,490	\$ 15,100,000							
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	564,740								
TOTAL COST: \$	24,330,253								

FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	GREGG	2158-01-020	FM 2275	C,E,R	LONGVIEW	TXDOT-TYLER	\$13,500,000		
LIMITS FROM: FM 1845 (PINE TREE RD), E									
LIMITS TO: SH 300 IN LONGVIEW									
PROJECT WIDEN 2 LNS TO 4 LN DIVIDED ROADWAY W/ FLUSH MEDIAN							REVISION DATE: 05/2019		
DESCR:							MPO PROJECT NUM: F 246		
REMARKS P7:							FUNDING CAT(S): 2U		
PROJECT HISTORY:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	681,500		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	9,000,000	COST OF	2U	\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000
CONST COST: \$	13,500,000	APPROVED	TOTAL	\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000
CONST ENG: \$	689,600	PHASES							
CONTING: \$	288,650	\$ 13,500,000							
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	504,900								
TOTAL COST: \$	24,604,650								

FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	GREGG	2158-01-019	FM 2275	C,E,R	LONGVIEW	TXDOT-TYLER	\$13,500,000		
LIMITS FROM: FM 3272 IN WHITE OAK, E									
LIMITS TO: FM 1845 (PINE TREE RD) IN LONGVIEW									
PROJECT WIDEN 2 LNS TO 4 LN DIVIDED ROADWAY W/ FLUSH MEDIAN							REVISION DATE: 05/2019		
DESCR:							MPO PROJECT NUM: F 247		
REMARKS P7:							FUNDING CAT(S): 2U,4		
PROJECT HISTORY:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	681,500		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	12,000,000	COST OF	2U	\$6,616,000	\$1,654,000	\$0	\$0	\$0	\$8,270,000
CONST COST: \$	13,500,000	APPROVED	4	\$4,184,000	\$1,046,000	\$0	\$0	\$0	\$5,230,000
CONST ENG: \$	689,600	PHASES	TOTAL	\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000
CONTING: \$	288,650	\$ 13,500,000							
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	504,900								
TOTAL COST: \$	27,604,650								

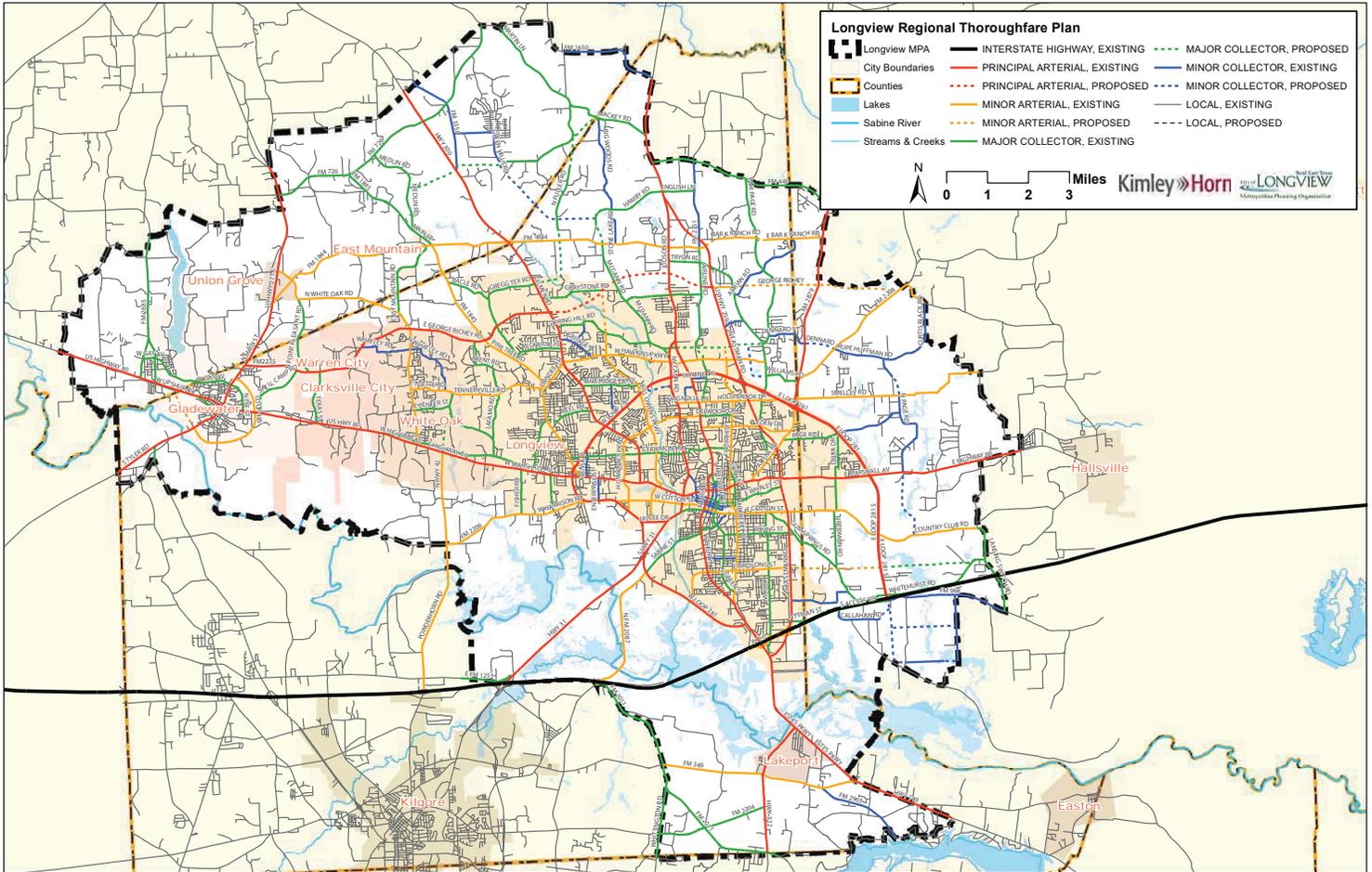
PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER
* FUNDING NOT FIXED

Longview MPO Regional Thoroughfare Plan



Adopted by MPO Policy Board November 10, 2014



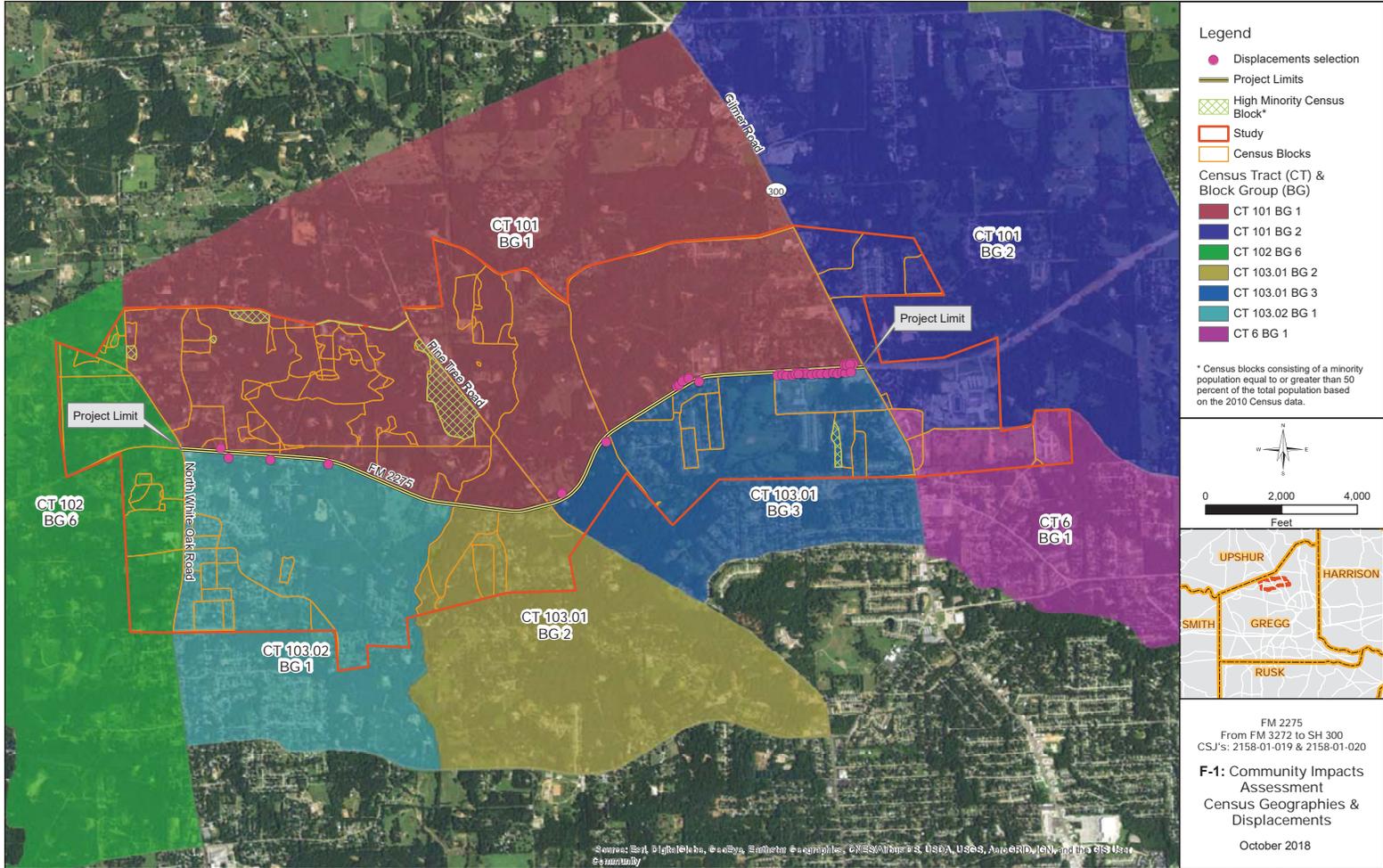


Map of Longview MPO Thoroughfare Plan

Appendix F

Resource Specific Maps

- F-1: Community Impacts Assessment Census Geographies and Displacements
- F-2: Panther Park Community Center Location Map
- F-3: Water Feature Map
- F-4: EMST Mapped and Adjusted Habitat Types
- F-5: Noise Receiver Locations



FM 2275
 From FM 3272 to SH 300
 CSJ's: 2158-01-019 & 2158-01-020

F-1: Community Impacts Assessment
 Census Geographies & Displacements

October 2018

Document Path: J:\58597\TECHPROD\FM2275\GIS\ESR\IMXD\EXHBT\20181126_58597_FM2275_PantherPark_8.5x11.mxd



Legend

- Proposed ROW
- Property Boundary
- Proposed Impacts
- Roads

N
↑

0 20 40 80 Feet

FM 2275
From FM 3272 to SH 300
CSJ's: 2158-01-019 & 2158-01-020

F-2: Panther Park
Community Center
Location Map

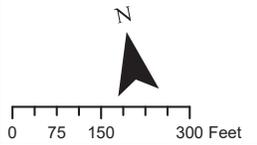
November 2018

Document Path: J:\58597\TECHPROD\FM2275\GIS\ESR\IMXD\EXHB\20181113_58597_FM2275_Exhibit-D_8.5x11_v3.mxd



Legend

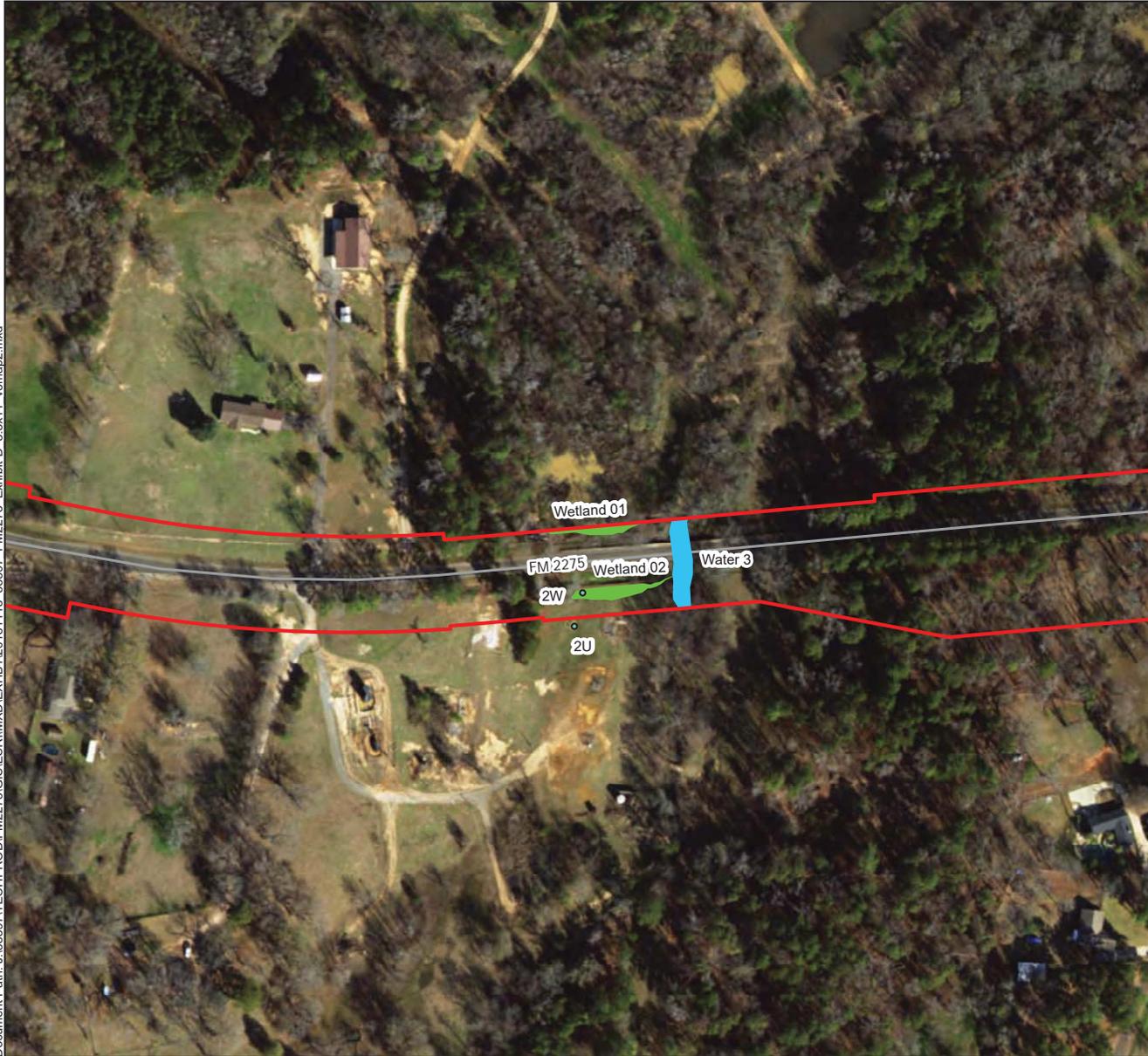
- Water Features
- Wetland Features
- Data Point
- Proposed ROW



FM 2275
From FM 3272 to SH 300
CSJ's: 2158-01-019 & 2158-01-020

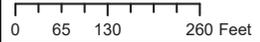
F-3: Water Features Map

Sheet 1 of 3
November 2018



Legend

-  Water Features
-  Wetland Features
-  Data Point
-  Proposed ROW

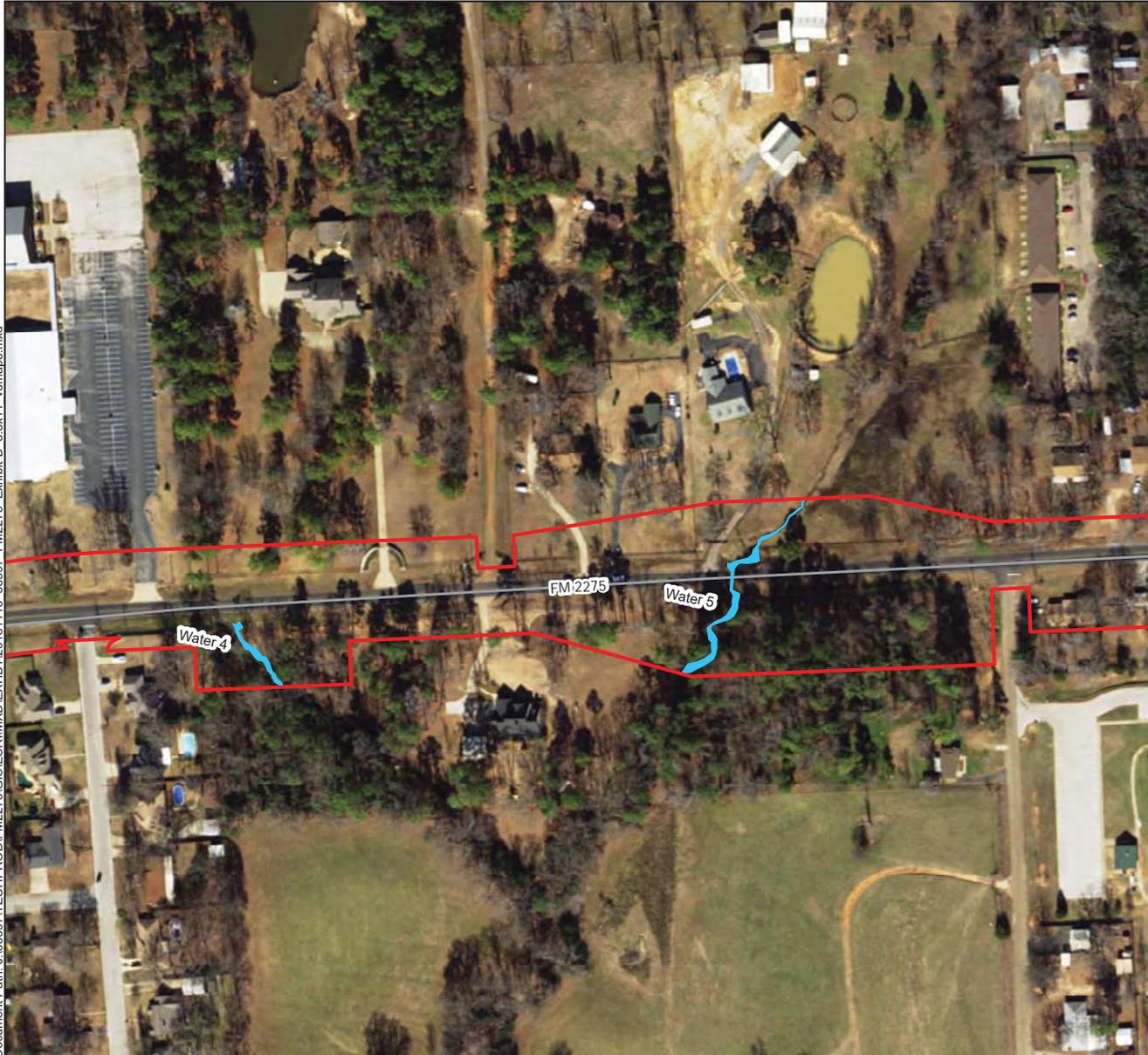


FM 2275
From FM 3272 to SH 300
CSJ's: 2158-01-019 & 2158-01-020

F-3: Water Features Map

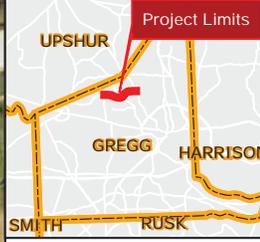
Sheet 2 of 3
November 2018

Document Path: J:\58597\TECHPROD\FM2275\GIS\ESR\IMXD\EXHB\20181113_58597_FM2275_Exhibit-D_8.5x11_v3map3.mxd



Legend

- Water Features
- Wetland Features
- Data Point
- Proposed ROW



FM 2275
From FM 3272 to SH 300
CSJ's: 2158-01-019 & 2158-01-020

**F-3:
Water Features Map**

Sheet 3 of 3
November 2018

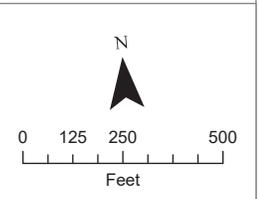


Legend

- Proposed ROW
- Existing ROW

EMST MOU Habitat Types

- Disturbed Prairie
- Mixed Woodland and Forest
- Riparian
- Urban



FM 2275
 From FM 3272 to SH 300
 CSJ's: 2158-01-019 & 2158-01-020

F-4: EMST Mapped and Adjusted Habitat Types
 Sheet 1 of 7

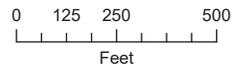
November 2018

MOU Mapped Habitat



Legend

- Proposed ROW
- Existing ROW
- EMST MOU Habitat Types
- Disturbed Prairie
- Mixed Woodland and Forest
- Riparian
- Urban



Field Adjusted Habitat



FM 2275
From FM 3272 to SH 300
CSJ's: 2158-01-019 & 2158-01-020

F-4: EMST Mapped and
Adjusted Habitat Types
Sheet 2 of 7

November 2018

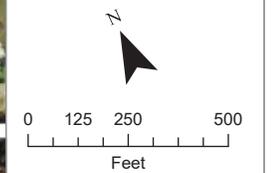
MOU Mapped Habitat



Legend

- Proposed ROW
- Existing ROW
- EMST MOU Habitat Types
 - Disturbed Prairie
 - Mixed Woodland and Forest
 - Riparian
 - Urban

Field Adjusted Habitat



FM 2275
 From FM 3272 to SH 300
 CSJ's: 2158-01-019 & 2158-01-020

F-4: EMST Mapped and Adjusted Habitat Types
 Sheet 3 of 7

November 2018

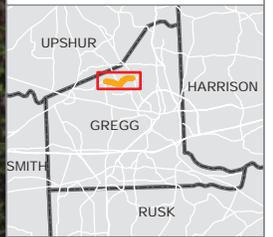
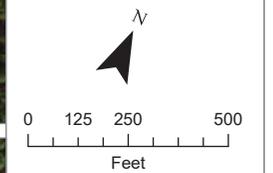
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Legend

- Proposed ROW
- Existing ROW
- EMST MOU Habitat Types**
- Disturbed Prairie
- Mixed Woodland and Forest
- Riparian
- Urban



FM 2275
 From FM 3272 to SH 300
 CSJ's: 2158-01-019 & 2158-01-020

F-4: EMST Mapped and Adjusted Habitat Types
 Sheet 4 of 7

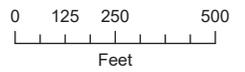
November 2018

MOU Mapped Habitat



Legend

- Proposed ROW
- Existing ROW
- EMST MOU Habitat Types
- Disturbed Prairie
- Mixed Woodland and Forest
- Riparian
- Urban



Field Adjusted Habitat



FM 2275
 From FM 3272 to SH 300
 CSJ's: 2158-01-019 & 2158-01-020

F-4: EMST Mapped and Adjusted Habitat Types
 Sheet 5 of 7

November 2018

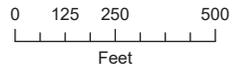
MOU Mapped Habitat



Legend

- Proposed ROW
- Existing ROW
- EMST MOU Habitat Types
- Disturbed Prairie
- Mixed Woodland and Forest
- Riparian
- Urban

N



Field Adjusted Habitat



FM 2275
 From FM 3272 to SH 300
 CSJ's: 2158-01-019 & 2158-01-020

F-4: EMST Mapped and Adjusted Habitat Types
 Sheet 6 of 7

November 2018

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

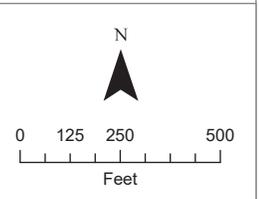


Legend

- Proposed ROW
- Existing ROW

EMST MOU Habitat Types

- Disturbed Prairie
- Mixed Woodland and Forest
- Riparian
- Urban



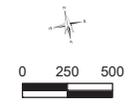
FM 2275
 From FM 3272 to SH 300
 CSJ's: 2158-01-019 & 2158-01-020

F-4: EMST Mapped and Adjusted Habitat Types
 Sheet 7 of 7

November 2017

- Non-Impacted Receivers
- Potential Displacement
- Impacted Receivers
- Proposed ROW
- Existing ROW
- Parks

Aerial Source: Tx Google Imagery 2017



FM 2275
 From FM 3272 to SH 300
 CSJ's: 2158-01-019 & 2158-01-020

**F-5:
 Noise Receiver
 Locations
 Sheet 1 of 3**

Revised: 11/27/2018



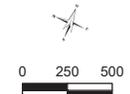
Document Path: \\houston001\GIS\68597\TECH\PRODFM2275\GIS\SRM\X05\HBT\58597_FM2275_Noise_Impacts_Local_11x17.mxd

Document Path: \\houston001\proj\2018\2158\GIS\SRM\XDC\BET\56897_FM2275_Noise_Impacts_Local_11x17.mxd



- Non-Impacted Receivers
- Potential Displacement
- Impacted Receivers
- Proposed ROW
- Existing ROW
- Parks

Aerial Source: Tx Google Imagery 2017



Appendix G
U.S. Department of Agriculture's
Farmland Conversion Impact Rating Form

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 11/9/2018				
Name of Project FM 2275 (CSJs: 2158-01-019 & 2158-01		Federal Agency Involved FHWA				
Proposed Land Use Roadway Expansion		County and State Gregg, Tx				
PART II (To be completed by NRCS)		Date Request Received By NRCS		Person Completing Form:		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size	
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount of Farmland As Defined in FPPA Acres: %				
Name of Land Evaluation System Used	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS				
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly		38.5				
B. Total Acres To Be Converted Indirectly		0				
C. Total Acres In Site		78.76				
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland						
B. Total Acres Statewide Important or Local Important Farmland						
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted						
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value						
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)						
PART VI (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)	8			
2. Perimeter In Non-urban Use		(10)	6			
3. Percent Of Site Being Farmed		(20)	0			
4. Protection Provided By State and Local Government		(20)	0			
5. Distance From Urban Built-up Area		(15)	0			
6. Distance To Urban Support Services		(15)	0			
7. Size Of Present Farm Unit Compared To Average		(10)	0			
8. Creation Of Non-farmable Farmland		(10)	0			
9. Availability Of Farm Support Services		(5)	0			
10. On-Farm Investments		(20)	0			
11. Effects Of Conversion On Farm Support Services		(10)	0			
12. Compatibility With Existing Agricultural Use		(10)	0			
TOTAL SITE ASSESSMENT POINTS		160	14	0	0	0
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	0	0	0	0
Total Site Assessment (From Part VI above or local site assessment)		160	14	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	14	0	0	0
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>				
Reason For Selection:						
Name of Federal agency representative completing this form:					Date:	

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

- Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, <http://fppa.nrcs.usda.gov/lesa/>.
- Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s) of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map, or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)
- Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.
- Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.
- Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.
- Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.
- Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

(For Federal Agency)

Part I: When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.
2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.

Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site A}$$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

Appendix H

Resource Agency Coordination

Stephanie Guillot

From: Jay Tullos Jr <Jay.Tullos@txdot.gov>
Sent: Tuesday, May 23, 2017 2:24 PM
To: Stephanie Guillot; John Young Jr; Patrick Lee
Cc: Brooke Droptini; Mary Fletcher
Subject: FW: Early Coordination for FM 2275, CSJ: 2158-01-019 &2158-01-020, Gregg Co.

TPWD had no comments on the BE Form. I've uploaded and closed out the early coordination in ECOS.

Thanks,

jay

From: Sue Reilly [mailto:Sue.Reilly@tpwd.texas.gov]
Sent: Tuesday, May 23, 2017 11:45 AM
To: Jay Tullos Jr
Subject: RE: Early Coordination for FM 2275, CSJ: 2158-01-019 &2158-01-020, Gregg Co.

Jay,

I do not have any comments on this project.

Thank you for submitting the following project for early coordination: FM 2275 widening (CSJ 2158-01-019). TPWD appreciates TxDOT's commitment to implement the practices listed in the Biological Evaluation Form submitted on April 24, 2017. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.

According to §2.204(g) of the 2013 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link:

http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txndd/submit.phtml

Thank you,

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

From: WHAB_TxDOT
Sent: Monday, April 24, 2017 10:25 AM
To: Jay Tullos Jr <Jay.Tullos@txdot.gov>
Cc: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: Early Coordination for FM 2275, CSJ: 2158-01-019 &2158-01-020, Gregg Co.

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 37889. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

John Ney

Administrative Assistant

Texas Parks & Wildlife Department

Wildlife Diversity Program – Habitat Assessment Program

4200 Smith School Road

Austin, TX 78744

Office: (512) 389-4571

From: Jay Tullos Jr [<mailto:Jay.Tullos@txdot.gov>]

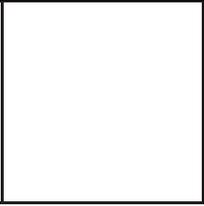
Sent: Monday, April 24, 2017 9:12 AM

To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>

Cc: Stephanie Guillot (sguillot@HNTB.com) <sguillot@HNTB.com>

Subject: Early Coordination for FM 2275, CSJ: 2158-01-019 &2158-01-020, Gregg Co.

Please find attached the Early Coordination Package for this project.





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

January 6, 2017

RE: Early Coordination for Sec. 106 Consultation

To: 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 the Federal Highway Administration (FHWA) and TxDOT.

The purpose of this letter is to include more detailed information about TxDOT's consultation program. The documents include information on the **TxDOT Early Tribal Coordination Tool** and a table of the projects and nearby archeological sites, if any, that the **TxDOT Early Tribal Coordination Tool** map depicts. This letter provides more detail about both the **TxDOT Early Tribal Coordination Tool** and the table.

TxDOT Early Coordination Tool

The first attachment contains the link, log in information and directions for the **TxDOT Early Tribal Coordination Tool**. This web-based map depicts hundreds of both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. Each project's provisional area of effects (APE) is defined in the tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area. Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE THE ABSENTEE SHAWNEE TRIBE OF OKLAHOMA FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

We will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and
- Require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas, and such projects may affect areas that have not been previously surveyed for cultural resources.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site.

Table of Projects and Sites

The second attachment contains a table of the projects and any sites within the 500-foot APE of each project. As previously noted, sites may have already been identified within this provisional APE. The table lists, as a separate row, each site found within 500 feet of a project. For projects where multiple sites have been found within the provisional APE, the same project will be listed multiple times in the table. Projects for which no known sites occur within 500 feet will be listed only once. The table can be sorted in various ways, such as by County, project status, and let date.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov. When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in blue ink that reads "Scott Pletka". The signature is fluid and cursive, with the first name "Scott" and last name "Pletka" clearly legible.

Scott Pletka, Deputy Section Director
Environmental Affairs Division

From: [Chantal McKenzie](#)
To: gary.mcadams@wichitatribe.com
Subject: TxDOT Tribal Early Coordination Tool Launch
Date: Thursday, December 29, 2016 9:03:00 AM
Attachments: [DIRECTIONS.docx](#)
[Consultation request Wichita and Affiliated Tribes 29 Dec 16.pdf](#)
[Tables for Early Coordination Wichita and Affiliated Tribes.xlsx](#)

Good morning Mr. McAdams,

I hope you are doing well this holiday season. I wanted to introduce the rollout of TxDOT's Early Tribal Coordination Tool.

We are attaching the consultation letter explaining in detail the **TxDOT Early Tribal Coordination Tool** as well as the table of projects. Together, these were designed to help focus and prioritize consultation based on the hundreds of major/minor TxDOT projects that are reviewed by the Environmental Affairs' Archeology Section each year. I've also attached instructions. The link to log in is **below**.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND IT DOES NOT PRECLUDE THE WICHITA AND AFFILIATED TRIBES FROM ENTERING INTO CONSULTATION PER SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

We will continue to send you consultation letters on major projects.

We look forward to hearing from you and we will be in touch as the projects get updated routinely (four times a year). More details about the tool are attached.

If you have any questions about how to use the tool, please feel free to contact me. Would you be interested in a training as well?

Lastly, thank you for your feedback on our consultation program as a whole. Tribal input has been incorporated into our strategic plan for tribal consultation. You can find a copy of the plan here: <http://ftp.dot.state.tx.us/pub/txdot-info/env/tribal/strategic-plan.pdf>. If you have any thoughts/comments on our strategic plan, let me know.

LOG IN TO THE TRIBAL EARLY COORDINATION TOOL HERE: <https://txdot.maps.arcgis.com/home/signin.html?returnUrl=http%3A//txdot.maps.arcgis.com/apps/webappviewer/index.html%3Fid%3D5f64b86e34f44a6c9ffa91d7e0293b6a>

ID: WAT.ENV_Guest

PW: TXDOTETCT2016

Thanks and talk to you soon,

Chantal

Chantal McKenzie

MSHP, LEED AP, PMP

Cultural Resources Specialist

Environmental Affairs Division

Texas Department of Transportation

512-416-2770

Chantal.McKenzie@TxDOT.gov



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

Nov. 30, 2016

RE: Early Coordination for Sec. 106 Consultation

To: Rick Quezada, Yselta Del Sur Pueblo

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 the Federal Highway Administration (FHWA) and TxDOT.

The purpose of this letter is to include more detailed information about TxDOT's consultation program. The documents include information on the **TxDOT Early Tribal Coordination Tool** and a table of the projects and nearby archeological sites, if any, that the **TxDOT Early Tribal Coordination Tool** map depicts. This letter provides more detail about both the **TxDOT Early Tribal Coordination Tool** and the table.

TxDOT Early Coordination Tool

The first attachment contains the link, log in information and directions for the **TxDOT Early Tribal Coordination Tool**. This web-based map depicts hundreds of both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. Each project's provisional area of effects (APE) is defined in the tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area. Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE THE YSELTA DEL SUR PUEBLO FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Per our PA with the Yselta Del Sur Pueblo, We will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and

- Require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas, and such projects may affect areas that have not been previously surveyed for cultural resources.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site.

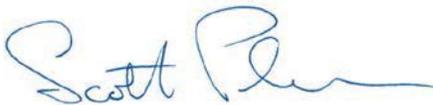
Table of Projects and Sites

The second attachment contains a table of the projects and any sites within the 500-foot APE of each project. As previously noted, sites may have already been identified within this provisional APE. The table lists, as a separate row, each site found within 500 feet of a project. For projects where multiple sites have been found within the provisional APE, the same project will be listed multiple times in the table. Projects for which no known sites occur within 500 feet will be listed only once. The table can be sorted in various ways, such as by County, project status, and let date.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov. When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in blue ink that reads "Scott Pletka". The signature is fluid and cursive, with the first name "Scott" and the last name "Pletka" clearly legible.

Scott Pletka, Deputy Section Director
Environmental Affairs Division

From: Laura Cruzada
To: "rquezada@ydsp-nsn.gov"
Subject: Early Coordination Maps/Tool
Date: Wednesday, November 30, 2016 4:23:00 PM
Attachments: [DIRECTIONS.docx](#)
[Early Coordination - Ysleta 11-30-16.pdf](#)
[Ysleta Tables - 11-30-16.xlsx](#)

Dear Rick,

Hope you are well! It has been a few weeks since we talked.

As promised during our October meeting, I am sending you the information on the **TxDOT Early Tribal Coordination Tool**. This is what I showed you during our meeting in your office and during our consultation event in Austin in July. I'm attaching the formal letter as well as the table of projects. Together, these tools were designed to help focus and prioritize consultation based on the hundreds of major/minor TxDOT projects that are reviewed by the Environmental Affairs' Archeology Section each year. I've also attached instructions. The link to log in is below.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND IT DOES NOT PRECLUDE THE YSLETA DEL SUR PUEBLO FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Per our PA with your tribe, we will continue to send you consultation letters on major projects.

We look forward to hearing from you and we will be in touch as the projects get updated routinely (four times a year). More details about the tool are attached.

If you have any questions about how to use the tool, please feel free to contact me. Would you be interested in a webinar training as well?

Thanks and talk to you soon,

--Laura

LOG IN TO THE TRIBAL EARLY COORDINATION TOOL HERE:

<http://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=ef441fd72723475c8322c2045a2cd35b>

ID: YDSP.ENV_Guest

PW: TXDOTETCT2016



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

Dec. 5, 2016

RE: Early Coordination for Sec. 106 Consultation

To: Eric Oosahwee-Voss, The United Keetoowah Band of Cherokee Indians

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 the Federal Highway Administration (FHWA) and TxDOT.

The purpose of this letter is to include more detailed information about TxDOT's consultation program. The documents include information on the **TxDOT Early Tribal Coordination Tool** and a table of the projects and nearby archeological sites, if any, that the **TxDOT Early Tribal Coordination Tool** map depicts. This letter provides more detail about both the **TxDOT Early Tribal Coordination Tool** and the table.

TxDOT Early Coordination Tool

The first attachment contains the link, log in information and directions for the **TxDOT Early Tribal Coordination Tool**. This web-based map depicts hundreds of both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. Each project's provisional area of effects (APE) is defined in the tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area. Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE THE UNITED KEETOOWAH BAND OF CHEROKEE INDIANS FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

We will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and

- Require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas, and such projects may affect areas that have not been previously surveyed for cultural resources.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site.

Table of Projects and Sites

The second attachment contains a table of the projects and any sites within the 500-foot APE of each project. As previously noted, sites may have already been identified within this provisional APE. The table lists, as a separate row, each site found within 500 feet of a project. For projects where multiple sites have been found within the provisional APE, the same project will be listed multiple times in the table. Projects for which no known sites occur within 500 feet will be listed only once. The table can be sorted in various ways, such as by County, project status, and let date.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov. When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,



Scott Pletka, Deputy Section Director
Environmental Affairs Division

From: Laura Cruzada
To: "eosasahwee-voss@unitedkeetoowahband.org"
Subject: Resending Log-in info for TxDOT Early Coordination Map
Date: Friday, January 06, 2017 11:11:00 AM
Attachments: [Undeliverable FW Early Coordination Maps for TxDOT projects.msg](#)
[Early Coordination - UKB - 12-5-16.pdf](#)
[UKB Tables 12-5-16.xlsx](#)
[DIRECTIONS.docx](#)

Hi Eric,

Happy New Year! This is the email (below) I had tried to send when your servers were down. I'm just pasting below and including the attachments. I can call you soon to go over everything. Is there a better time for you for me to call?

Thanks and talk to you soon.

Best,
Laura
512-416-2638

Hi Eric,

I hope this email finds you well! I have your name listed as interested in the mapping tool we presented in July. We are finally launching this month, so your log in (username and password) is below! (It is case sensitive.) I've also attached instructions.

LOG IN TO THE TRIBAL EARLY COORDINATION TOOL HERE:

<http://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=f3f1c4f53c55429b9cc8aff85938914e>

ID: UKBC.ENV_Guest

PW: TXDOTETCT2016

I'm attaching the consultation letter explaining in detail the **TxDOT Early Tribal Coordination Tool**. Again, it was designed to help focus and prioritize consultation based on the hundreds of major/minor TxDOT projects that are reviewed by the Environmental Affairs' Archeology Section each year.

In addition to the map tool, I have included a table version of the data if you prefer to sort information that way.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND IT DOES NOT PRECLUDE THE UNITED KEETOOWAH BAND OF CHEROKEE INDIANS FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

We will continue to send you consultation letters on major projects.

We look forward to hearing from you and we will be in touch as the projects get updated routinely (four times a year). More details about the tool are attached.

If you have any questions about how to use the tool, please feel free to contact me. Would you be interested in a webinar training as well?

Thanks and talk to you soon,

--Laura



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

November 7, 2016

RE: Early Coordination for Sec. 106 Consultation

To: Lauren Brown, The Tonkawa Tribe of Oklahoma

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 the Federal Highway Administration (FHWA) and TxDOT.

The purpose of this letter is to include more detailed information about TxDOT's consultation program. The documents include information on the **TxDOT Early Tribal Coordination Tool** and a table of the projects and nearby archeological sites, if any, that the **TxDOT Early Tribal Coordination Tool** map depicts. This letter provides more detail about both the **TxDOT Early Tribal Coordination Tool** and the table.

TxDOT Early Coordination Tool

The first attachment contains the link, log in information and directions for the **TxDOT Early Tribal Coordination Tool**. This web-based map depicts hundreds of both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. Each project's provisional area of effects (APE) is defined in the tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area. Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE THE TONKAWA TRIBE OF OKLAHOMA FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Per our PA with your tribe, we will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and

- Require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas, and such projects may affect areas that have not been previously surveyed for cultural resources.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site, consistent with the PA.

Table of Projects and Sites

The second attachment contains a table of the projects and any sites within the 500-foot APE of each project. As previously noted, sites may have already been identified within this provisional APE. The table lists, as a separate row, each site found within 500 feet of a project. For projects where multiple sites have been found within the provisional APE, the same project will be listed multiple times in the table. Projects for which no known sites occur within 500 feet will be listed only once. The table can be sorted in various ways, such as by County, project status, and let date.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov. When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,



Scott Pletka, Deputy Section Director
Environmental Affairs Division

From: Laura Cruzada
To: ["Brown, Lauren"](#)
Subject: Early Coordination Maps
Date: Monday, November 07, 2016 4:42:00 PM
Attachments: [DIRECTIONS.docx](#)
[Early Coordination - Tonkawa Tribe of Oklahoma 11-7-16.pdf](#)
[Tonkawa Tables 11-7-16.xlsx](#)

Dear Lauren,

It was great to catch up with you today. Please feel free to call me anytime to talk about projects, ideas or questions.

As promised per our phone conversation, we are attaching the consultation letter explaining in detail the **TxDOT Early Tribal Coordination Tool** as well as a table (excel sheet) of projects. We didn't go into the latter, but I can follow up via phone again. Together, these were designed to help focus and prioritize consultation based on the hundreds of major/minor TxDOT projects that are reviewed by the Environmental Affairs' Archeology Section each year. I've also attached instructions. The link to log in is highlighted below.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND IT DOES NOT PRECLUDE THE TONKAWA TRIBE OF OKLAHOMA FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Per our PA with the Tonkawa Tribe of Oklahoma, we will continue to send you consultation letters on major projects.

We look forward to hearing from you and we will be in touch as the projects get updated routinely (four times a year). More details about the tool are attached.

Also, thanks for any feedback you can provide on our consultation program as a whole. Tribal input has been incorporated into our strategic plan for tribal consultation. You can find a copy of the plan here: <http://ftp.dot.state.tx.us/pub/txdot-info/env/tribal/strategic-plan.pdf>. If you have any thoughts/comments on our strategic plan, let me know.

If you have any questions about how to use the tool, please feel free to contact me. Would you be interested in a webinar training as well?

Thanks and talk to you soon,

--Laura

LOG IN TO THE TRIBAL EARLY COORDINATION TOOL [HERE:](#)
<http://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=b6d376c3b0754608879a5eb1453b3a44>

ID: TONK.ENV_Guest

PW: TXDOTETCT2016



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

Jan. 3, 2017

RE: Early Coordination for Sec. 106 Consultation

To: 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 the Federal Highway Administration (FHWA) and TxDOT.

The purpose of this letter is to include more detailed information about TxDOT's consultation program. The documents include information on the **TxDOT Early Tribal Coordination Tool** and a table of the projects and nearby archeological sites, if any, that the **TxDOT Early Tribal Coordination Tool** map depicts. This letter provides more detail about both the **TxDOT Early Tribal Coordination Tool** and the table.

TxDOT Early Coordination Tool

The first attachment contains the link, log in information and directions for the **TxDOT Early Tribal Coordination Tool**. This web-based map depicts hundreds of both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. Each project's provisional area of effects (APE) is defined in the tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area. Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE THE SEMINOLE NATION OF OKLAHOMA FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Per our PA with the Seminole Nation of Oklahoma, We will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and
- Require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas, and such projects may affect areas that have not been previously surveyed for cultural resources.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site.

Table of Projects and Sites

The second attachment contains a table of the projects and any sites within the 500-foot APE of each project. As previously noted, sites may have already been identified within this provisional APE. The table lists, as a separate row, each site found within 500 feet of a project. For projects where multiple sites have been found within the provisional APE, the same project will be listed multiple times in the table. Projects for which no known sites occur within 500 feet will be listed only once. The table can be sorted in various ways, such as by County, project status, and let date.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov. When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in blue ink that reads "Scott Pletka". The signature is fluid and cursive, with the first name "Scott" and the last name "Pletka" clearly legible.

Scott Pletka, Deputy Section Director
Environmental Affairs Division

From: Laura Cruzada
To: "Theodore Isham"
Subject: Early Coordination on Projects with TxDOT
Date: Wednesday, January 04, 2017 4:19:00 PM
Attachments: [DIRECTIONS.docx](#)
[Early Coordination - Seminole 1-3-17.pdf](#)
[Seminole Tables 1-3-17.xlsx](#)
[1828b.pdf](#)
[Seminole Nation Of Oklahoma - PA.pdf](#)
[SeminoleNationofOklahoma.pdf](#)

Mr. Isham,

Thanks for your time on the phone and feedback on our consultation program as a whole. I am going to inquire about how we can record what projects you have visited or responded to in the map. Also, if you fill out the PDF form titled "1828b" and return it to me (attached), we can set you up with access to our file of record online. We can set up where you receive notifications when reviews begin and you can track it at each step; you can find plans, surveys and reports.

As promised per our phone conversation, we are attaching the PDF consultation letter explaining in detail the **TxDOT Early Tribal Coordination Tool** as well as the Microsoft Excel table of projects. Together, these were designed to help focus and prioritize consultation based on the hundreds of major/minor TxDOT projects that are reviewed by the Environmental Affairs' Archeology Section each year. I've also attached instructions. The link to log in is below.

This includes the area of interest we have on record, which I sent earlier today. I know you are working on getting us updates counties that might include escape routes during the Civil War.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND IT DOES NOT PRECLUDE THE SEMINOLE NATION FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Per our PA with the Seminole Nation of Oklahoma, we will continue to send you consultation letters on major projects. (See PA, attached)

We look forward to hearing from you and we will be in touch as the projects get updated routinely (four times a year).

If you have any questions about how to use the tool, please feel free to contact me. Would you be interested in a webinar training as well?

Thanks and talk to you soon,

--Laura

LOG IN TO THE TRIBAL EARLY COORDINATION TOOL HERE:
<http://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=11286389f8d04dcda4bbc2c2cbb8de06>

ID: SNO.ENV_Guest

PW: TXDOTETCT2016



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

January 6, 2017

RE: Early Coordination for Sec. 106 Consultation

To: 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 the Federal Highway Administration (FHWA) and TxDOT.

The purpose of this letter is to include more detailed information about TxDOT's consultation program. The documents include information on the **TxDOT Early Tribal Coordination Tool** and a table of the projects and nearby archeological sites, if any, that the **TxDOT Early Tribal Coordination Tool** map depicts. This letter provides more detail about both the **TxDOT Early Tribal Coordination Tool** and the table.

TxDOT Early Coordination Tool

The first attachment contains the link, log in information and directions for the **TxDOT Early Tribal Coordination Tool**. This web-based map depicts hundreds of both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. Each project's provisional area of effects (APE) is defined in the tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area. Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE THE POARCH BAND OF CREEK INDIANS FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

We will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and
- Require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas, and such projects may affect areas that have not been previously surveyed for cultural resources.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site.

Table of Projects and Sites

The second attachment contains a table of the projects and any sites within the 500-foot APE of each project. As previously noted, sites may have already been identified within this provisional APE. The table lists, as a separate row, each site found within 500 feet of a project. For projects where multiple sites have been found within the provisional APE, the same project will be listed multiple times in the table. Projects for which no known sites occur within 500 feet will be listed only once. The table can be sorted in various ways, such as by County, project status, and let date.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov. When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in blue ink that reads "Scott Pletka". The signature is fluid and cursive, with the first name "Scott" and the last name "Pletka" clearly distinguishable.

Scott Pletka, Deputy Section Director
Environmental Affairs Division

From: Laura Cruzada
To: "rthrower@pci-nsn.gov"
Subject: RE: TxDOT consultation
Date: Friday, January 06, 2017 4:27:00 PM
Attachments: [Early Coordination - PCBI- 1-6-17.pdf](#)
[PBCI - Tables 1-6-17.xlsx](#)
[DIRECTIONS.docx](#)
[Final Consultation NOTES rev9-2-16.docx](#)

Mr. Thrower,

I'm sorry I haven't been able to get in touch with you via phone or leave a message on your system. When you are free, please feel free to give me a call at 512-416-2638 or let me know what time works best for you. I would love to chat more about TxDOT's consultation program. Here is our web site for any resources or info you'd like to read up on before we talk more in depth.

<http://www.txdot.gov/inside-txdot/division/environmental/archaeology-history/tribe-consultation.html>

We have been working very diligently over the last year to introduce more frequent and more meaningful opportunities to tribes. (Read our strategic plan here: <http://ftp.dot.state.tx.us/pub/txdot-info/env/tribal/strategic-plan.pdf>) In July, we co-hosted with Texas Military Department and invited all 26 federally recognized tribes to Texas to collaborate on projects and programs toward that goal. I've attached notes from that event; we were sorry that you weren't able to attend. Some of the concrete next steps from the meeting were:

1. TxDOT and TMD will engage with tribes on an agenda, location and topics to ensure another successful event in 2017.
2. We will send out log-in and password information to two of the tech tools presented at the event.
 - GIS map – This tool includes the tribes' area of interest, a layer of TxDOT projects spanning 10 years, and a layer of archeological sites within a project area. (More info on that is below.)
 - File of Record "ECOS" – This program serves as TxDOT's file of record and includes all environmental documents, including archeological site forms, surveys, consultation history and more.
3. TxDOT's Planning and Programming Division will host a Technical Advisory Committee meeting for the Long Range Plan (40+ years of transportation plans). This ensures tribes have a seat at the table during the planning process. Any tribe interested in participating is welcome. More information is forthcoming.
4. TxDOT is looking at multiple ways to creatively involve tribes in various phases of the Sec. 106 process that are mutually beneficial, including but not limited to: how tribes can help TxDOT in the field, trainings, field visits, public outreach, alternative mitigation and more.

Regarding the second item, we are finally launching the GIS tool. I have attached the consultation

letter explaining in detail the **TxDOT Early Tribal Coordination Tool** as well as a table of projects that allow you to filter this information in a different way. Together, these were designed to help focus and prioritize consultation based on the hundreds of major/minor TxDOT projects that are reviewed by the Environmental Affairs' Archeology Section each year. I've also attached instructions. The link to log in is below.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND IT DOES NOT PRECLUDE THE POARCH BAND OF CREEK INDIANS FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

We will continue to send you consultation letters on major projects.

LOG IN TO THE TRIBAL EARLY COORDINATION TOOL HERE:

[http://txdot.maps.arcgis.com/apps/webappviewer/index.html?](http://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=5344063e2db34816ba6c652a59759899)

[id=5344063e2db34816ba6c652a59759899](http://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=5344063e2db34816ba6c652a59759899)

ID: PBCI.ENV_Guest

PW: TXDOTETCT2016

We look forward to hearing from you and we will be in touch as the projects get updated routinely (four times a year). More details about the tool are attached.

If you have any questions about how to use the tool, please feel free to contact me. Would you be interested in a webinar training as well?

Thanks and talk to you soon,

--Laura

From: Laura Cruzada
Sent: Monday, January 02, 2017 8:24 AM
To: 'rthrower@pci-nsn.gov'
Subject: TxDOT consultation

Dear Mr. Thrower,

I hope this email finds you well and that you had a good holiday season.

I work in TxDOT's archeology branch as the liaison to Tribal Nations. I would love to chat more with you about our program and tools to aid in our consultation efforts together. Have you received some of our email bulletins and the materials from our consultation conference in July?

Please let me know if you have time this week or next to chat over the phone. I can call you at your convenience or please feel free to call me anytime at 512-416-2638.

Thank you, and I look forward to hearing from you.

Best,
Laura Cruzada



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

Dec. 5, 2016

RE: Early Coordination for Sec. 106 Consultation

To: Corain Lowe, The Muscogee Nation of Oklahoma

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 the Federal Highway Administration (FHWA) and TxDOT.

The purpose of this letter is to include more detailed information about TxDOT's consultation program. The documents include information on the **TxDOT Early Tribal Coordination Tool** and a table of the projects and nearby archeological sites, if any, that the **TxDOT Early Tribal Coordination Tool** map depicts. This letter provides more detail about both the **TxDOT Early Tribal Coordination Tool** and the table.

TxDOT Early Coordination Tool

The first attachment contains the link, log in information and directions for the **TxDOT Early Tribal Coordination Tool**. This web-based map depicts hundreds of both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. Each project's provisional area of effects (APE) is defined in the tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area. Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE THE MUSCOGEE NATION OF OKLAHOMA FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

We will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and

- Require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas, and such projects may affect areas that have not been previously surveyed for cultural resources.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site.

Table of Projects and Sites

The second attachment contains a table of the projects and any sites within the 500-foot APE of each project. As previously noted, sites may have already been identified within this provisional APE. The table lists, as a separate row, each site found within 500 feet of a project. For projects where multiple sites have been found within the provisional APE, the same project will be listed multiple times in the table. Projects for which no known sites occur within 500 feet will be listed only once. The table can be sorted in various ways, such as by County, project status, and let date.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov. When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,



Scott Pletka, Deputy Section Director
Environmental Affairs Division

From: Laura Cruzada
To: ["clowe@mcn-nsn.gov"](mailto:clowe@mcn-nsn.gov)
Cc: ["Section106"](#)
Subject: Early Coordination Maps of TxDOT projects
Date: Monday, December 05, 2016 11:18:00 AM
Attachments: [Muscogee Tables - 12-5-16.xlsx](#)
[DIRECTIONS.docx](#)
[Early Coordination - Muscogee 12-5-16.pdf](#)

Hi Corain,

I hope this email finds you well! I have your name listed as interested in the mapping tool we presented in July. We are finally launching this month, so your log in (username and password) is below! (It is case sensitive.) I've also attached instructions.

LOG IN TO THE TRIBAL EARLY COORDINATION TOOL HERE:

<http://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=b7df86a22c3d46d6828c02465f2736d9>

ID: MUSC.ENV_Guest

PW: TXDOTETCT2016

I'm attaching the consultation letter explaining in detail the **TxDOT Early Tribal Coordination Tool**. Again, it was designed to help focus and prioritize consultation based on the hundreds of major/minor TxDOT projects that are reviewed by the Environmental Affairs' Archeology Section each year.

In addition to the map tool, I have included a table version of the data if you prefer to sort information that way.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND IT DOES NOT PRECLUDE THE MUSCOGEE NATION OF OKLAHOMA FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

We will continue to send you consultation letters on major projects.

We look forward to hearing from you and we will be in touch as the projects get updated routinely (four times a year). More details about the tool are attached.

If you have any questions about how to use the tool, please feel free to contact me. Would you be interested in a webinar training as well?

Thanks and talk to you soon,

--Laura



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

January 6, 2017

RE: Early Coordination for Sec. 106 Consultation

To: 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 the Federal Highway Administration (FHWA) and TxDOT.

The purpose of this letter is to include more detailed information about TxDOT's consultation program. The documents include information on the **TxDOT Early Tribal Coordination Tool** and a table of the projects and nearby archeological sites, if any, that the **TxDOT Early Tribal Coordination Tool** map depicts. This letter provides more detail about both the **TxDOT Early Tribal Coordination Tool** and the table.

TxDOT Early Coordination Tool

The first attachment contains the link, log in information and directions for the **TxDOT Early Tribal Coordination Tool**. This web-based map depicts hundreds of both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. Each project's provisional area of effects (APE) is defined in the tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area. Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE KIALEGEE TRIBAL TOWN FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Per our PA with Kialegee Tribal Town, we will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and
- Require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas, and such projects may affect areas that have not been previously surveyed for cultural resources.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site.

Table of Projects and Sites

The second attachment contains a table of the projects and any sites within the 500-foot APE of each project. As previously noted, sites may have already been identified within this provisional APE. The table lists, as a separate row, each site found within 500 feet of a project. For projects where multiple sites have been found within the provisional APE, the same project will be listed multiple times in the table. Projects for which no known sites occur within 500 feet will be listed only once. The table can be sorted in various ways, such as by County, project status, and let date.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov. When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in blue ink that reads "Scott Pletka". The signature is fluid and cursive, with the first name "Scott" and the last name "Pletka" clearly legible.

Scott Pletka, Deputy Section Director
Environmental Affairs Division

From: Laura Cruzada
To: ["david.cook@kialegeetribes.net"](mailto:david.cook@kialegeetribes.net)
Subject: Early Coordination with TxDOT for Sec. 106 Consultation
Date: Friday, January 06, 2017 5:05:00 PM
Attachments: [Final Consultation NOTES_rev9-2-16.docx](#)
[Kialegee - Tables - 1-6-17.xlsx](#)
[Early Coordination - KTT - 1-6-17.pdf](#)
[DIRECTIONS.docx](#)

David,

Happy New Year! I am hoping to touch base with you to talk more in depth about our consultation program. I'm sorry I haven't been able to get in touch with you via phone or leave a message on your system recently. When you are free, please feel free to give me a call at 512-416-2638 or let me know what time works best for you. In the meantime, you can read our strategic plan here: <http://ftp.dot.state.tx.us/pub/txdot-info/env/tribal/strategic-plan.pdf> Since we met last year, we've moved forward on several initiatives to offer more and better opportunities for consultation with TxDOT on projects. Our new web page also had a lot of resources and information if you want to look around: <http://www.txdot.gov/inside-txdot/division/environmental/archaeology-history/tribe-consultation.html>.

As you may remember, we co-hosted an inter-tribal consultation event in Texas in July in collaboration with Texas Military Dept. We were sorry to see you couldn't make it; I've attached notes from that event. Some of the concrete next steps from the meeting were:

1. TxDOT and TMD will engage with tribes on an agenda, location and topics to ensure another successful event in 2017.
2. We will send out log-in and password information to two of the tech tools presented at the event.
 - GIS map – This tool includes the tribes' area of interest, a layer of TxDOT projects spanning 10 years, and a layer of archeological sites within a project area. (More info on that is below.)
 - File of Record "ECOS" – This program serves as TxDOT's file of record and includes all environmental documents, including archeological site forms, surveys, consultation history and more.
3. TxDOT's Planning and Programming Division will host a Technical Advisory Committee meeting for the Long Range Plan (40+ years of transportation plans). This ensures tribes have a seat at the table during the planning process. Any tribe interested in participating is welcome. More information is forthcoming.
4. TxDOT is looking at multiple ways to creatively involve tribes in various phases of the Sec. 106 process that are mutually beneficial, including but not limited to: how tribes can help TxDOT in the field, trainings, field visits, public outreach, alternative mitigation and more.

Regarding the second item, we are finally launching the GIS tool. I have attached the consultation

letter explaining in detail the **TxDOT Early Tribal Coordination Tool** as well as a table of projects that allow you to filter this information in a different way. Together, these were designed to help focus and prioritize consultation based on the hundreds of major/minor TxDOT projects that are reviewed by the Environmental Affairs' Archeology Section each year. I've also attached instructions. The link to log in is below.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND IT DOES NOT PRECLUDE KIALEGEE TRIBAL TOWN FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Per our PA with Kialegee Tribal Town, we will continue to send you consultation letters on major projects.

LOG IN TO THE TRIBAL EARLY COORDINATION TOOL HERE:

<http://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=d3f696b1241d4db88dbc9a405c78060d>

ID: KTT.ENV_Guest

PW: TXDOTETCT2016

We look forward to hearing from you and we will be in touch as the projects get updated routinely (four times a year). More details about the tool are attached.

If you have any questions about how to use the tool, please feel free to contact me. Would you be interested in a webinar training as well?

Thanks and talk to you soon,

--Laura



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

January 6, 2017

RE: Early Coordination for Sec. 106 Consultation

To: 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 the Federal Highway Administration (FHWA) and TxDOT.

The purpose of this letter is to include more detailed information about TxDOT's consultation program. The documents include information on the **TxDOT Early Tribal Coordination Tool** and a table of the projects and nearby archeological sites, if any, that the **TxDOT Early Tribal Coordination Tool** map depicts. This letter provides more detail about both the **TxDOT Early Tribal Coordination Tool** and the table.

TxDOT Early Coordination Tool

The first attachment contains the link, log in information and directions for the **TxDOT Early Tribal Coordination Tool**. This web-based map depicts hundreds of both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. Each project's provisional area of effects (APE) is defined in the tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area. Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE THE JICARILLA APACHE NATION FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Per our PA with the Jicarilla Apache Nation We will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and
- Require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas, and such projects may affect areas that have not been previously surveyed for cultural resources.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site.

Table of Projects and Sites

The second attachment contains a table of the projects and any sites within the 500-foot APE of each project. As previously noted, sites may have already been identified within this provisional APE. The table lists, as a separate row, each site found within 500 feet of a project. For projects where multiple sites have been found within the provisional APE, the same project will be listed multiple times in the table. Projects for which no known sites occur within 500 feet will be listed only once. The table can be sorted in various ways, such as by County, project status, and let date.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov. When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in blue ink that reads "Scott Pletka". The signature is fluid and cursive, with the first name "Scott" and last name "Pletka" clearly distinguishable.

Scott Pletka, Deputy Section Director
Environmental Affairs Division

From: Laura Cruzada
To: "janthpo@gmail.com"
Subject: RE: Connecting with TxDOT
Date: Friday, January 06, 2017 4:18:00 PM
Attachments: [Early Coordination - JAN - 1-6-17.pdf](#)
[Jicarilla Apache Nation - Tables - 1-6-17.xlsx](#)
[DIRECTIONS.docx](#)
[Final Consultation NOTES rev9-2-16.docx](#)

Jeff:

I'm sorry I haven't been able to get in touch with you via phone or leave a message on your system. When you are free, please feel free to give me a call at 512-416-2638 or let me know what time works best for you. I would love to chat more about TxDOT's consultation program. Here is our web site for any resources or info you'd like to read up on before we talk more in depth.

<http://www.txdot.gov/inside-txdot/division/environmental/archaeology-history/tribe-consultation.html>

As I mentioned last spring, we have been working very diligently over the last year to introduce more frequent and more meaningful opportunities to tribes. (Read our strategic plan here: <http://ftp.dot.state.tx.us/pub/txdot-info/env/tribal/strategic-plan.pdf>) In July, we co-hosted with Texas Military Department and invited all 26 federally recognized tribes to Texas to collaborate on projects and programs toward that goal. I've attached notes from that event. Some of the concrete next steps from the meeting were:

1. TxDOT and TMD will engage with tribes on an agenda, location and topics to ensure another successful event in 2017.
2. We will send out log-in and password information to two of the tech tools presented at the event.
 - GIS map – This tool includes the tribes' area of interest, a layer of TxDOT projects spanning 10 years, and a layer of archeological sites within a project area. (More info on that is below.)
 - File of Record "ECOS" – This program serves as TxDOT's file of record and includes all environmental documents, including archeological site forms, surveys, consultation history and more.
3. TxDOT's Planning and Programming Division will host a Technical Advisory Committee meeting for the Long Range Plan (40+ years of transportation plans). This ensures tribes have a seat at the table during the planning process. Any tribe interested in participating is welcome. More information is forthcoming.
4. TxDOT is looking at multiple ways to creatively involve tribes in various phases of the Sec. 106 process that are mutually beneficial, including but not limited to: how tribes can help TxDOT in the field, trainings, field visits, public outreach, alternative mitigation and more.

Regarding the second item, we are finally launching the GIS tool. I have attached the consultation

letter explaining in detail the **TxDOT Early Tribal Coordination Tool** as well as a table of projects that allow you to filter this information in a different way. Together, these were designed to help focus and prioritize consultation based on the hundreds of major/minor TxDOT projects that are reviewed by the Environmental Affairs' Archeology Section each year. I've also attached instructions. The link to log in is below.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND IT DOES NOT PRECLUDE THE JICARILLA APACHE NATION FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Per our PA with the Jicarilla Apache Nation, we will continue to send you consultation letters on major projects.

LOG IN TO THE TRIBAL EARLY COORDINATION TOOL HERE:

<http://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=4f1f70039dba42adaffc3bdf4febe09e>

ID: JAN.ENV_Guest

PW: TXDOTETCT2016

We look forward to hearing from you and we will be in touch as the projects get updated routinely (four times a year). More details about the tool are attached.

If you have any questions about how to use the tool, please feel free to contact me. Would you be interested in a webinar training as well?

Thanks and talk to you soon,

--Laura

From: Laura Cruzada
Sent: Monday, January 02, 2017 8:16 AM
To: 'janthpo@gmail.com'
Subject: Connecting with TxDOT

Hi Jeff,

Happy New Year. I hope you had a good holiday. I wanted to connect with you again to chat about TxDOT's consultation program. We chatted a few months ago about the new rollout of our GIS tool, and I wanted to talk more about the specifics and to get you all set up.

(Also: I tried the number 575-759-0062 but there was no voicemail pickup to leave a message. Is this still the best number?)

Please feel free to call me or let me know what works best for you! I look forward to hearing from you at your convenience.

Best,

Laura Cruzada

512-416-2638

From: Laura Cruzada
Sent: Tuesday, June 21, 2016 11:09 AM
To: 'janthpo@gmail.com'
Subject: Thank you - TxDOT

Hi Jeff,

Thanks for your time over the phone. I look forward to working with you more as we ramp up our consultation program and host the event on July 27-28 in Austin. Please stand by for the formal invitation.

I'm attaching the map of counties we have listed for Jicarilla Apache Nation. Please let me know if you have any updates.

Best,

Laura

512-416-2638



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

January 6, 2017

RE: Early Coordination for Sec. 106 Consultation

To: 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 the Federal Highway Administration (FHWA) and TxDOT.

The purpose of this letter is to include more detailed information about TxDOT's consultation program. The documents include information on the **TxDOT Early Tribal Coordination Tool** and a table of the projects and nearby archeological sites, if any, that the **TxDOT Early Tribal Coordination Tool** map depicts. This letter provides more detail about both the **TxDOT Early Tribal Coordination Tool** and the table.

TxDOT Early Coordination Tool

The first attachment contains the link, log in information and directions for the **TxDOT Early Tribal Coordination Tool**. This web-based map depicts hundreds of both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. Each project's provisional area of effects (APE) is defined in the tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area. Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE THE DELAWARE NATION FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Per our PA with The Delaware Nation, we will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and
- Require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas, and such projects may affect areas that have not been previously surveyed for cultural resources.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site.

Table of Projects and Sites

The second attachment contains a table of the projects and any sites within the 500-foot APE of each project. As previously noted, sites may have already been identified within this provisional APE. The table lists, as a separate row, each site found within 500 feet of a project. For projects where multiple sites have been found within the provisional APE, the same project will be listed multiple times in the table. Projects for which no known sites occur within 500 feet will be listed only once. The table can be sorted in various ways, such as by County, project status, and let date.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov. When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in blue ink that reads "Scott Pletka". The signature is fluid and cursive, with the first name "Scott" and the last name "Pletka" clearly distinguishable.

Scott Pletka, Deputy Section Director
Environmental Affairs Division

From: Laura Cruzada
To: "nalligood@delawarenation.com"
Subject: RE: TxDOT Consultation
Date: Friday, January 06, 2017 5:12:00 PM
Attachments: [Delaware Nation Tables - 1-6-17.xlsx](#)
[Early Coordination - Delaware - 1-6-17.pdf](#)
[DIRECTIONS.docx](#)
[Final Consultation NOTES rev9-2-16.docx](#)

Nekole:

I'm sorry I haven't been able to get in touch with you via phone or leave a message on your system. When you are free, please feel free to give me a call at 512-416-2638 or let me know what time works best for you. I would love to chat more about TxDOT's consultation program. Here is our web site for any resources or info you'd like to read up on before we talk more in depth.

<http://www.txdot.gov/inside-txdot/division/environmental/archaeology-history/tribe-consultation.html>

As I mentioned last spring, we have been working very diligently over the last year to introduce more frequent and more meaningful opportunities to tribes. (Read our strategic plan here: <http://ftp.dot.state.tx.us/pub/txdot-info/env/tribal/strategic-plan.pdf>) In July, we co-hosted with Texas Military Department and invited all 26 federally recognized tribes to Texas to collaborate on projects and programs toward that goal. I've attached notes from that event; sorry you weren't able to attend! Some of the concrete next steps from the meeting were:

1. TxDOT and TMD will engage with tribes on an agenda, location and topics to ensure another successful event in 2017.
2. We will send out log-in and password information to two of the tech tools presented at the event.
 - GIS map – This tool includes the tribes' area of interest, a layer of TxDOT projects spanning 10 years, and a layer of archeological sites within a project area. (More info on that is below.)
 - File of Record "ECOS" – This program serves as TxDOT's file of record and includes all environmental documents, including archeological site forms, surveys, consultation history and more.
3. TxDOT's Planning and Programming Division will host a Technical Advisory Committee meeting for the Long Range Plan (40+ years of transportation plans). This ensures tribes have a seat at the table during the planning process. Any tribe interested in participating is welcome. More information is forthcoming.
4. TxDOT is looking at multiple ways to creatively involve tribes in various phases of the Sec. 106 process that are mutually beneficial, including but not limited to: how tribes can help TxDOT in the field, trainings, field visits, public outreach, alternative mitigation and more.

Regarding the second item, we are finally launching the GIS tool. I have attached the consultation

letter explaining in detail the **TxDOT Early Tribal Coordination Tool** as well as a table of projects that allow you to filter this information in a different way. Together, these were designed to help focus and prioritize consultation based on the hundreds of major/minor TxDOT projects that are reviewed by the Environmental Affairs' Archeology Section each year. I've also attached instructions. The link to log in is below.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND IT DOES NOT PRECLUDE THE DELAWARE NATION FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Per our PA with the Delaware Nation, we will continue to send you consultation letters on major projects.

LOG IN TO THE TRIBAL EARLY COORDINATION TOOL HERE:

<http://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=6a4a4633b7a04bebabcb54cb84688210>

ID: TDN.ENV_Guest

PW: TXDOTETCT2016

We look forward to hearing from you and we will be in touch as the projects get updated routinely (four times a year). More details about the tool are attached.

If you have any questions about how to use the tool, please feel free to contact me. Would you be interested in a webinar training as well?

Thanks and talk to you soon,

--Laura

From: Laura Cruzada
Sent: Monday, January 02, 2017 8:27 AM
To: 'nalligood@delawarenation.com'
Subject: TxDOT Consultation

Hi Nekole,

I hope this email finds you well and that you had a good holiday season.

Please let me know if you have time this week or next to chat over the phone about the GIS tool we talked about last summer. We are now online and all set to provide your log-in so we can continue coordinating early on projects in your area of interest.

I am happy to call you at your convenience or please feel free to call me anytime at 512-416-2638.

Thank you, and I look forward to hearing from you.

Best,

Laura Cruzada

From: Laura Cruzada
Sent: Monday, December 05, 2016 11:40 AM
To: 'nalligood@delawarenation.com'
Subject: follow-up (TxDOT)

Hi Nekole,

I just wanted to send a quick follow up email to see if you received the notes and other emails after July's event. I wanted to walk you through some of the new developments described in those emails, if you have some time this week to chat.

Please let me know what works for you. Sorry you weren't able to make it – we are planning for 2017's for maybe May or so. I hope you will be able to make it then.

Thanks and talk to you soon!

-Laura Cruzada

From: Laura Cruzada
Sent: Wednesday, June 29, 2016 2:27 PM
To: 'nalligood@delawarenation.com'
Subject: Formal Invitation to Consultation Event in Texas
Importance: High

Hi Nekole,

Hope you are well. I wanted to pass along an electronic copy of the formal invites that were sent out this week. I'm so thrilled that you may be able to attend. We sent a hard copy to the President as well.

You should see the invite in the mail in a few days, but I wanted to get this to you before the holiday so that you can start planning your travel. The meeting will be held at Lone Star Court (www.lonestarcourt.com), which is a wonderful meeting space and location for Austin. We hope you can still attend and a contractor Mr. Ryan Peterson should be contacting you directly to arrange travel as needed. If you have any suggestions for agenda, please do let us know as we are grateful for input from our partners.

Thank you so much!

Best,
Laura Cruzada



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

Dec. 5, 2016

RE: Early Coordination for Sec. 106 Consultation

To: Sheila Bird, The Cherokee Nation

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 the Federal Highway Administration (FHWA) and TxDOT.

The purpose of this letter is to include more detailed information about TxDOT's consultation program. The documents include information on the **TxDOT Early Tribal Coordination Tool** and a table of the projects and nearby archeological sites, if any, that the **TxDOT Early Tribal Coordination Tool** map depicts. This letter provides more detail about both the **TxDOT Early Tribal Coordination Tool** and the table.

TxDOT Early Coordination Tool

The first attachment contains the link, log in information and directions for the **TxDOT Early Tribal Coordination Tool**. This web-based map depicts hundreds of both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. Each project's provisional area of effects (APE) is defined in the tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area. Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE THE CHEROKEE NATION FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Per our PA with The Cherokee Nation, We will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and

- Require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas, and such projects may affect areas that have not been previously surveyed for cultural resources.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site.

Table of Projects and Sites

The second attachment contains a table of the projects and any sites within the 500-foot APE of each project. As previously noted, sites may have already been identified within this provisional APE. The table lists, as a separate row, each site found within 500 feet of a project. For projects where multiple sites have been found within the provisional APE, the same project will be listed multiple times in the table. Projects for which no known sites occur within 500 feet will be listed only once. The table can be sorted in various ways, such as by County, project status, and let date.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov. When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,



Scott Pletka, Deputy Section Director
Environmental Affairs Division

From: Laura Cruzada
To: "Sheila Bird"
Subject: Early Coordination Maps for TxDOT projects
Date: Monday, December 05, 2016 10:43:00 AM
Attachments: [DIRECTIONS.docx](#)
[Early Coordination - Cherokee 12-5-16.pdf](#)
[Cherokee Tables 12-5-16.xlsx](#)

Hi Sheila,

As promised, I am attaching the consultation letter explaining in detail the **TxDOT Early Tribal Coordination Tool**. This was the tool we presented in July that we have finally launched this month.

The login (username) and password are highlighted below. (It is case sensitive!)

LOG IN TO THE TRIBAL EARLY COORDINATION TOOL HERE:

<http://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=be8df83cf3d04dc08070505dc16fb5a0>

ID: CHER.ENV_Guest

PW: TXDOTETCT2016

Again, this was designed to help focus and prioritize consultation based on the hundreds of major/minor TxDOT projects that are reviewed by the Environmental Affairs' Archeology Section each year. I've also attached instructions.

In addition to the map tool, I have attached a table version of the data if you prefer to sort information that way.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND IT DOES NOT PRECLUDE THE CHEROKEE NATION FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Per our PA with The Cherokee Nation, we will continue to send you consultation letters on major projects.

We look forward to hearing from you and we will be in touch as the projects get updated routinely (four times a year). More details about the tool are attached.

If you have any questions about how to use the tool, please feel free to contact me. Would you be interested in a webinar training as well?

Thanks and talk to you soon,

--Laura



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

November 30, 2016

RE: Early Coordination for Sec. 106 Consultation

To: Phil Cross, Caddo Nation of Oklahoma

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 the Federal Highway Administration (FHWA) and TxDOT.

The purpose of this letter is to include more detailed information about TxDOT's consultation program. The documents include information on the **TxDOT Early Tribal Coordination Tool** and a table of the projects and nearby archeological sites, if any, that the **TxDOT Early Tribal Coordination Tool** map depicts. This letter provides more detail about both the **TxDOT Early Tribal Coordination Tool** and the table.

TxDOT Early Coordination Tool

The first attachment contains the link, log in information and directions for the **TxDOT Early Tribal Coordination Tool**. This web-based map depicts hundreds of both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. Each project's provisional area of effects (APE) is defined in the tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area. Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE THE CADDO NATION FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Per our PA with your tribe, we will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and

- Require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas, and such projects may affect areas that have not been previously surveyed for cultural resources.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site, consistent with the PA.

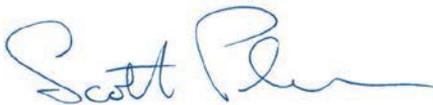
Table of Projects and Sites

The second attachment contains a table of the projects and any sites within the 500-foot APE of each project. As previously noted, sites may have already been identified within this provisional APE. The table lists, as a separate row, each site found within 500 feet of a project. For projects where multiple sites have been found within the provisional APE, the same project will be listed multiple times in the table. Projects for which no known sites occur within 500 feet will be listed only once. The table can be sorted in various ways, such as by County, project status, and let date.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov. When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,



Scott Pletka, Deputy Section Director
Environmental Affairs Division

From: Laura Cruzada
To: "Phil Cross"
Subject: Early Coordination Maps
Date: Wednesday, November 30, 2016 3:07:00 PM
Attachments: [DIRECTIONS.docx](#)
[Early Coordination - Caddo 11-30-16.pdf](#)
[Caddo Nation Tables 11-30-16.xlsx](#)

Dear Phil,

As promised per our meeting in person, attached is the consultation letter explaining in detail the **TxDOT Early Tribal Coordination Tool** as well as a table (excel sheet) of projects. As Scott mentioned, together, these were designed to help focus and prioritize consultation based on the hundreds of major/minor TxDOT projects that are reviewed by the Environmental Affairs' Archeology Section each year. I've also attached instructions. The link to log in is highlighted below.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND IT DOES NOT PRECLUDE THE TONKAWA TRIBE OF OKLAHOMA FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Per our PA with the Caddo Nation Oklahoma, we will continue to send you consultation letters on major projects.

We look forward to hearing from you and we will be in touch as the projects get updated routinely (four times a year). More details about the tool are attached.

Also, thanks for any feedback you can provide on our consultation program as a whole. Tribal input has been incorporated into our strategic plan for tribal consultation. You can find a copy of the plan here: <http://ftp.dot.state.tx.us/pub/txdot-info/env/tribal/strategic-plan.pdf>. If you have any thoughts/comments on our strategic plan, let me know.

If you have any questions about how to use the tool, please feel free to contact me. Would you be interested in a webinar training as well?

Thanks and talk to you soon,

LOG IN TO THE TRIBAL EARLY COORDINATION TOOL HERE:

<http://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=e3269955797b4a4485c5b404f9a787af>

ID: CNO.ENV_Guest

PW: TXDOTETCT2016



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

Nov. 30, 2016

RE: Early Coordination for Sec. 106 Consultation

To: Samantha Robison, Alabama-Quassarte Tribal Town

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 the Federal Highway Administration (FHWA) and TxDOT.

The purpose of this letter is to include more detailed information about TxDOT's consultation program. The documents include information on the **TxDOT Early Tribal Coordination Tool** and a table of the projects and nearby archeological sites, if any, that the **TxDOT Early Tribal Coordination Tool** map depicts. This letter provides more detail about both the **TxDOT Early Tribal Coordination Tool** and the table.

TxDOT Early Coordination Tool

The first attachment contains the link, log in information and directions for the **TxDOT Early Tribal Coordination Tool**. This web-based map depicts hundreds of both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. Each project's provisional area of effects (APE) is defined in the tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area. Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE THE ALABAMA-QUASSARTE TRIBAL TOWN FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

We will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and

- Require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas, and such projects may affect areas that have not been previously surveyed for cultural resources.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site.

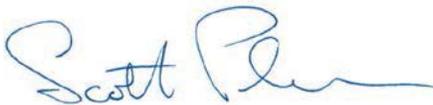
Table of Projects and Sites

The second attachment contains a table of the projects and any sites within the 500-foot APE of each project. As previously noted, sites may have already been identified within this provisional APE. The table lists, as a separate row, each site found within 500 feet of a project. For projects where multiple sites have been found within the provisional APE, the same project will be listed multiple times in the table. Projects for which no known sites occur within 500 feet will be listed only once. The table can be sorted in various ways, such as by County, project status, and let date.

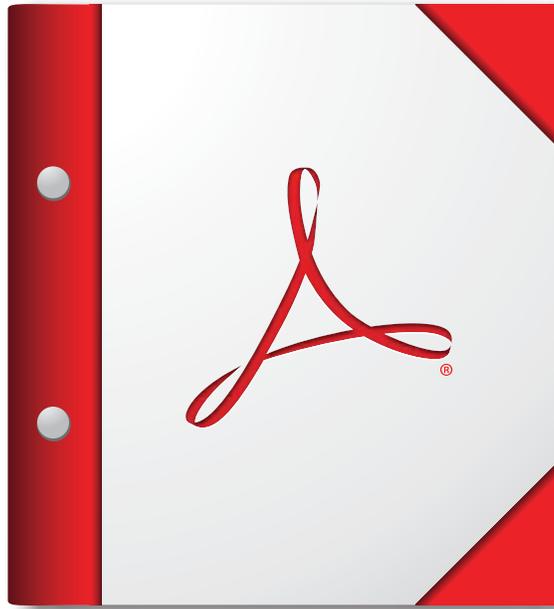
If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov. When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,



Scott Pletka, Deputy Section Director
Environmental Affairs Division



**For the best experience, open this PDF portfolio in
Acrobat X or Adobe Reader X, or later.**

[Get Adobe Reader Now!](#)



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

January 6, 2017

RE: Early Coordination for Sec. 106 Consultation

To: 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 the Federal Highway Administration (FHWA) and TxDOT.

The purpose of this letter is to include more detailed information about TxDOT's consultation program. The documents include information on the **TxDOT Early Tribal Coordination Tool** and a table of the projects and nearby archeological sites, if any, that the **TxDOT Early Tribal Coordination Tool** map depicts. This letter provides more detail about both the **TxDOT Early Tribal Coordination Tool** and the table.

TxDOT Early Coordination Tool

The first attachment contains the link, log in information and directions for the **TxDOT Early Tribal Coordination Tool**. This web-based map depicts hundreds of both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. Each project's provisional area of effects (APE) is defined in the tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area. Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE THE ABSENTEE SHAWNEE TRIBE OF OKLAHOMA FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

We will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and
- Require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas, and such projects may affect areas that have not been previously surveyed for cultural resources.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site.

Table of Projects and Sites

The second attachment contains a table of the projects and any sites within the 500-foot APE of each project. As previously noted, sites may have already been identified within this provisional APE. The table lists, as a separate row, each site found within 500 feet of a project. For projects where multiple sites have been found within the provisional APE, the same project will be listed multiple times in the table. Projects for which no known sites occur within 500 feet will be listed only once. The table can be sorted in various ways, such as by County, project status, and let date.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov. When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in blue ink that reads "Scott Pletka". The signature is fluid and cursive, with the first name "Scott" and last name "Pletka" clearly distinguishable.

Scott Pletka, Deputy Section Director
Environmental Affairs Division

From: Laura Cruzada
To: "Suhaila Newport"
Subject: Coordination and Consultation with TxDOT
Date: Friday, January 06, 2017 4:05:00 PM
Attachments: [Final Consultation NOTES_rev9-2-16.docx](#)
[Early Coordination - ASTribe -1-6-17.pdf](#)
[DIRECTIONS.docx](#)
[Absentee Shawnee Tables.xlsx](#)

Dear Ms. Newport,

I'm sorry I haven't been able to get in touch with you via phone or leave a message on your system. When you are free, please feel free to give me a call at 512-416-2638 or let me know what time works best for you. I would love to chat more about TxDOT's consultation program. Here is our web site for any resources or info you'd like to read up on before we talk more in depth.

<http://www.txdot.gov/inside-txdot/division/environmental/archaeology-history/tribe-consultation.html>

We have been working very diligently over the last year to introduce more frequent and more meaningful opportunities to tribes. (Read our strategic plan here: <http://ftp.dot.state.tx.us/pub/txdot-info/env/tribal/strategic-plan.pdf>) Last July, we co-hosted with Texas Military Department and invited all 26 federally recognized tribes to Texas to collaborate on projects and programs toward that goal. I've attached notes from that event. Some of the concrete next steps from the meeting were:

1. TxDOT and TMD will engage with tribes on an agenda, location and topics to ensure another successful event in 2017.
2. We will send out log-in and password information to two of the tech tools presented at the event.
 - GIS map – This tool includes the tribes' area of interest, a layer of TxDOT projects spanning 10 years, and a layer of archeological sites within a project area. (More info on that is below.)
 - File of Record "ECOS" – This program serves as TxDOT's file of record and includes all environmental documents, including archeological site forms, surveys, consultation history and more.
3. TxDOT's Planning and Programming Division will host a Technical Advisory Committee meeting for the Long Range Plan (40+ years of transportation plans). This ensures tribes have a seat at the table during the planning process. Any tribe interested in participating is welcome. More information is forthcoming.
4. TxDOT is looking at multiple ways to creatively involve tribes in various phases of the Sec. 106 process that are mutually beneficial, including but not limited to: how tribes can help TxDOT in the field, trainings, field visits, public outreach, alternative mitigation and more.

Regarding the second item, we are finally launching the GIS tool. I have attached the consultation letter explaining in detail the **TxDOT Early Tribal Coordination Tool** as well as a table of projects that allow you to filter this information in a different way. Together, these were designed to help

focus and prioritize consultation based on the hundreds of major/minor TxDOT projects that are reviewed by the Environmental Affairs' Archeology Section each year. I've also attached instructions. The link to log in is below.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND IT DOES NOT PRECLUDE THE ABSENTEE SHAWNEE TRIBE OF OKLAHOMA FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

We will continue to send you consultation letters on major projects.

LOG IN TO THE TRIBAL EARLY COORDINATION TOOL HERE:

<http://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=65f71315748348a0b386fa7cd5b1f7dd>

ID: ENV.ASTO_Guest

PW: TXDOTETCT2016

We look forward to hearing from you and we will be in touch as the projects get updated routinely (four times a year). More details about the tool are attached.

If you have any questions about how to use the tool, please feel free to contact me. Would you be interested in a webinar training as well?

Thanks and talk to you soon,

--Laura



Texas Department of Transportation

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

July 11, 2019

RE: CSJ: 2158-01-019 and 2158-01-020; FM 2275, Rehabilitation of Road, Gregg County, Tyler District; Section 106 Consultation and Antiquities Code Coordination; Texas Antiquities Permit No. 8272

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

Dear Ms. Mercado-Allinger:

As required by the Programmatic Agreement and the Memorandum of Understanding with your agency, we are initiating consultation on this project. Environmental studies are in the process of being conducted for this project. 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. We have enclosed for your review a draft report of archeological investigations for this undertaking.

Undertaking Description

The proposed project will be undertaken with federal funds and will occur in part or in whole on non-federal public lands. TxDOT is proposing to widen the road on FM 2275. The proposed project would widen from two lanes to a four lanes divided roadway with flush median. The project includes constructing a new four-lane highway with a continuous center left-turn lane and 6-foot shoulders with curb and gutter. The improvements also accommodate bicycles, the shoulders and sidewalks will be constructed on the south side of the roadway.

Area of Potential Effects

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

- The project limits extend from FM3272 to SH 300 along FM 2275. The total project length is thus 21,120 feet (4 miles), and the APE includes any existing ROW within these limits.
- The existing ROW comprises approximately 37.50 acres.
- Existing easements comprise approximately 0 acres.

OUR VALUES: People • Accountability • Trust • Honesty

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

An Equal Opportunity Employer

- The proposed project would require 41.26 acres of new right of way.
- The proposed project would require approximately 5 acres of new easements.
- The proposed project would require 0 acres of additional project specific locations and/or utility installations specified by the project sponsor.
- The estimated depth of impacts is typically 5 feet with a maximum depth of impacts of 40 feet.
- The APE is further detailed and illustrated in the attached report.

Identification Efforts

For this project, TxDOT has conducted a survey. The enclosed report of investigations has more details regarding this work. The following bullets summarize the identification efforts.

- The investigations reported here concern portions of the APE that did not warrant survey and portions of the APE that were accessible during survey and the additional APE added through the design change.
- Archeologists undertook a survey. For this survey,
 - 0 acres had been previously surveyed or otherwise evaluated for this project;
 - 20.32 acres were identified as not requiring field survey, due to existing conditions of the setting identified through background research and described in the attached report;
 - 20.69 acres were surveyed and described in the attached report;
 - Approximately 0.50 acres still require survey due to access issues;
 - the current survey identified previously recorded site 41GG55 extending into APE, and new sites 41GG124, and 41GG125.
- Identified archeological sites for which a determination of eligibility for inclusion in the National Register of Historic Places and/or formal designation as a State Antiquities Landmark could not be made include prehistoric site 41GG55.
- Identified archeological sites that are not eligible for inclusion in the National Register of Historic Places and/or that do not warrant formal designation as State Antiquities Landmarks include: 41GG124 and 41GG125. Site 41GG124 is an early to mid-20th century farmstead, and site 41GG125 is a mid-20th century oil pad. Both sites 41GG124 and 41GG125 have insufficient data to contribute important information; the sites lack integrity of materials and design due to prior disturbance from demolition and scraping construction material into push piles.

Effects Determination

The proposed project would have direct effects resulting from ground-disturbing construction activities within the APE. Given the results of the identification efforts, TxDOT proposes that the project requires additional investigation to evaluate the eligibility of 41GG55. The next

section identifies the steps recommended by TxDOT based on the results of the identification efforts and this effects analysis.

Recommendations

TxDOT seeks your concurrence on the following points:

- The identification efforts and analysis of effects completed to date are adequate.
- TxDOT shall conduct further evaluation of 41GG55
- Survey parcel 27 which is adjacent to site 41GG55
- The attached draft report meets the reporting requirements of the Texas Antiquities Permit issued for the investigation.

Thank you for your consideration of this matter. If you have any questions or have need of further information, please contact me at (512) 416-2624.

Sincerely,



Waldo Troell
Archeological Studies Branch
Environmental Affairs Division

Cc w/o attachments: ECOS Scan

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

**DRAFT REPORT
ACCEPTABLE**

by William A. Sitters
for Mark Wolfe
Executive Director, THC

Date 7/11/19

Track#



Archeological Survey of Proposed Improvements

FM 2275 from FM 3272 to SH 300, Gregg County, Texas
Tyler District

CSJ: 2158-01-019 and 2158-01-020

Antiquities Permit No. 8272

Prepared by: AmaTerra Environmental, Inc.
Julian A. Sitters

Principal Investigator: Rachel Feit

Date: November 2018