



Draft Environmental Assessment

State Highway 31

Project Limits from State Loop (SL) 323 to Farm-to-Market Road (FM) 1639

CSJ Numbers: 0424-01-054, 0424-01-057, and 0424-02-045

Smith and Gregg Counties, Texas

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Submitted pursuant to 49 U.S.C. 303 and 42 U.S.C. 4321 et seq.

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 9, 2019, and executed by FHWA and TxDOT.

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List of Acronyms

A list of common acronyms used throughout this document and their definitions is provided below.

APE	Area of Potential Effects
AADT	Average Annual Daily Traffic
AOI	Area of Influence
BMP	Best Management Practice
CFR	Code of Federal Regulations
CMEC	Cox McLain Environmental Consultants, Inc.
CO	Carbon Monoxide
dB(A)	Decibels (A-weighted)
EA	Environmental Assessment
EMST	Ecological Mapping Systems of Texas
EPA	Environmental Protection Agency
EO	Executive Order
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FM	Farm-to-Market Road
FPPA	Farmland Protection Policy Act
IPAC	Information for Planning and Conservation
ISA	Initial Site Assessment
LEP	Limited English Proficiency
MBTA	Migratory Bird Treaty Act
MOU	Memorandum of Understanding
MSAT	Mobile Source Air Toxics
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NRHP	National Register of Historic Places
NWP	Nationwide Permit
PCN	Preconstruction Notification

PM Particulate Matter

List of Acronyms (continued)

PSL	Project-Specific Location
RSA	Resource Study Area
SAL	State Archeological Landmark
SGCN	Species of Greatest Conservation Need
SHPO	State Historic Preservation Officer
SL	State Loop
SW3P	Storm Water Pollution Prevention Plan
TAQA	Traffic Air Quality Analysis
TCEQ	Texas Commission on Environmental Quality
THC	Texas Historical Commission
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
TSS	Total Suspended Solids
TWDB	Texas Water Development Board
TxDOT	Texas Department of Transportation
Uniform Act	Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970 as amended in the Surface Transportation and Uniform Relocation Assistance Act of 1987
US	U.S. Highway
U.S.	United States of America
USACE	U.S. Army Corps of Engineers
U.S.C.	U.S. Code
USFWS	U.S. Fish and Wildlife Service
USIBWC	United States Section, International Boundary and Water Commission
vpd	vehicles per day
WOUS	Waters of the U.S.

1.0 Introduction

The Tyler District of the Texas Department of Transportation (TxDOT) proposes to construct improvements to State Highway (SH) 31 in Smith and Gregg Counties. The proposed roadway would extend from State Loop (SL) 323 to Farm-to-Market Road (FM) 1639. This Environmental Assessment (EA) has been prepared to comply with the requirements of the National Environmental Policy Act (NEPA) (42 U.S. Code [U.S.C.] Sections 4321–4375) and implementing regulations promulgated by the Council on Environmental Quality (40 Code of Federal Regulations [CFR] Part 1500) and the Federal Highway Administration (FHWA) (23 CFR Part 771). 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 (MOU) dated December 9, 2019, and executed by FHWA and TxDOT. The purpose of the EA is to study potential environmental consequences of the proposed project and determine whether such consequences warrant preparation of an EIS.

This Environmental Assessment will be made available for public review. Following the comment period, TxDOT will consider any comments submitted. If TxDOT determines that there are no significant adverse effects, it will prepare and sign a Finding of No Significant Impact, which will be made available to the public.

A project location map is included in **Appendix A**; project photographs are included in **Appendix B**; project schematics are included in **Appendix C**; existing and proposed typical sections are included in **Appendix D**; plan and program excerpts are included in **Appendix E**; resource specific figures are included in **Appendix F**; tribal and resource agency coordination is included in **Appendix G**; alternatives analysis is included in **Appendix H**; and, the comment responses matrices from the public meetings are included in **Appendix I**.

The EA has been prepared in accordance with the procedural provision of the National Environmental Policy Act (NEPA); the Council on Environmental Quality (CEQ) regulations in *Implementing Procedural Provision of NEPA* (40 CFR Parts 1500-1508) and *Environmental Impact and Related Procedures* (23 CFR Part 771); and Texas Administrative Code (TAC) Title 43, Part 1, Chapter 2, *Environmental Review of Transportation Projects*.

2.0 Project Description

2.1 Existing Facility

The existing roadway is two-lanes with a center turn lane from SL 323 in Tyler to FM 850 for 3.2 miles and passing lanes for 14.9 miles of the project, and the remaining 1.9 miles is undivided two-lane highway. The corridor follows an east-west alignment and connects Tyler to Kilgore, Texas and has a total length of approximately 20 miles. The existing roadway along SH 31 within the project limits is a two-lane undivided highway consisting of two (2) 12-foot

lane and 10-foot shoulders in each direction. The existing right of way (ROW) varies from approximately 150 to 330 feet in width. Existing typical sections are shown in **Appendix D**.

2.2 Proposed Facility

The proposed configuration would be a four-lane divided roadway with flush, raised, and/or depressed medians, and curb and gutter in the urban areas to accommodate expected growth in traffic. The proposed SH 31 project is a widening project with four (4) primary typical sections. The four sections are a depressed median, flush median, raised median, and suburban alternative. The proposed depressed median typical section would consist of two 12-foot lanes in each direction, one 48-foot depressed median with 4-foot inside shoulders and 10-foot outside shoulders. The proposed flush median typical section would consist of two 12-foot lanes in each direction, one 16-foot two-way left turn lane, and 10-foot outside shoulders. The proposed raised median typical section would consist of two 12-foot lanes in each direction, one 24-foot raised median with left turn lane, 4-foot inside shoulders and 10-foot outside shoulders. The proposed suburban alternative typical section would consist of two 12-foot lanes in each direction, one 16-foot two-way left turn lane and 10-foot outside shoulders. This alternative would also contain curbs and gutters in suburban areas only. Existing typical sections are shown in **Appendix D**. The proposed project right of way would vary from approximately 200 to 450 feet in width. The proposed project would require approximately 171.4 acres of new right of way and would encompass approximately 489.7 acres of existing right of way and require approximately 2.2 acres of new easement.

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 logical termini for the project are SL 323 and FM 1639. These termini were chosen to connect two major roadways and the two cities of Tyler and Kilgore.

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 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. The proposed project has independent utility and would not preclude other foreseeable transportation improvements within the project area. Because the project stands alone, it cannot and does not irretrievably commit future federal funds. Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements (23 CFR 771.111(f)(3)). This means that a project must not dictate or restrict any future roadway alternatives. This project has independent utility and would not restrict the consideration of alternatives for other foreseeable transportation improvements.

The proposed project is anticipated to cost approximately \$108,837,000, with 80 percent from federal funding and 20 percent from state funding although no funding source has been identified to date. The portion of the proposed project within Smith County is described in the Tyler Area Metropolitan Planning Organization Transportation Improvement Program FY 2017-2020 (TIP 2018). See **Appendix E—Plan and Program Excerpts**.

3.0 Purpose and Need

3.1 Need

The SH 31 Project is needed to improve safety by providing a divided roadway, and to enhance operational efficiency within and between the cities of Tyler and Kilgore along the existing SH 31.

3.2 Supporting Facts and/or Data

A crash safety analysis was summarized for the SH 31 corridor. Historical crash data indicates 661 crashes occurred along this 20.2-mile segment of roadway from 2010 to 2017 resulting in a crash rate of 3.3 crashes per 0.1 mile. Of the 661 crashes 361 (54.6%) occurred during daylight hours, 448 (67.8%) occurred at non-intersection locations, 583 (88.2%) occurred with dry surface conditions, and 347 (52.5%) involved motor vehicles in transport.

A summary list of fatal crashes over a 4-year period from 2013 to 2016 was also prepared for the SH 31 corridor and depicts 18 fatal accidents along this corridor. Causes include head on collisions with sleep, alcohol and cell phone use as contributing factors. Eight fatalities were noted between FM 757 and the Smith/Gregg county lines and three fatalities each were noted between FM 850 and FM 2908 and FM 2908 and FM 757 respectively. The existing roadway section through these sections of the project are two lanes and two lanes with a passing lane.

The population has increased by 25.5 percent in Tyler and 30.8 percent in Kilgore from the year 2000 to 2017 (City Data 2019a, 2019b). The population increases in the project area as well as the increase in oil and gas production have increased the number of large trucks traveling on SH 31 and throughout the area and this traffic is projected to continue to increase in the future. Traffic data for 2018 is 14,700 vehicles per day while traffic data for the estimated time of completion (ETC) year 2030 and design year 2050 is 18,250 vehicles per day and 24,125 vehicles per day, respectively, along the proposed project limits. This projected near doubling of traffic volumes on SH 31 would have an impact on operational efficiency through the corridor.

3.3 Purpose

The purpose of the proposed project is to improve safety by providing a divided roadway. The project would also enhance operational efficiency.

4.0 Alternatives

4.1 *Build Alternative*

The proposed configuration would be a four-lane divided roadway with flush, raised, and/or depressed medians, and curb and gutter in the urban areas to enhance public safety and accommodate expected growth in traffic. The proposed Build Alternative meets the purpose and need by enhancing public safety, operational efficiency, and connectivity by providing a new four-lane divided highway between Tyler and Kilgore. The Build Alternative is the Preferred Alternative.

4.2 *No-Build Alternative*

The No-Build Alternative represents the case in which the proposed project would not be constructed. Other transportation improvements may or may not be constructed, depending on project development and funding availability issues for each such improvement.

The No-Build Alternative would not enhance operational efficiency and safety in the project area. For these reasons, the No-Build Alternative would not satisfy the need and purpose of the proposed project and therefore the Build Alternative is the Preferred Alternative. The No-Build Alternative is carried forward throughout the document as a baseline comparison to the Build Alternative.

4.3 *Preliminary Alternatives Considered but Eliminated from Further Consideration*

An analysis of the following four preliminary alternatives was performed during preparation of the Engineering Summary Report. (TxDOT 2019I). The relevant pages from the Engineering Summary Report are included in **Appendix H—Alternatives Analysis**. They were considered but have been eliminated from further consideration:

Preliminary Build Alternative (Flush Median North): Would have widened SH 31 to the north with a flush median for the length of the project. This alternative would have required approximately 95 acres of right of way.

Preliminary Build Alternative (Depressed Median North): Would have widened SH 31 to the north with a depressed median for the length of the project. This alternative would have required approximately 155 acres of right of way.

Preliminary Build Alternative (Flush Median South): Would have widened SH 31 to the south with a flush median for the length of the project. This alternative would have required approximately 95 acres of right of way.

Preliminary Build Alternative (Depressed Median South): Would have widened SH 31 to the south with a depressed median for the length of the project. This alternative would have required approximately 155 acres of right of way.

These alternatives were eliminated from further study because, compared to the recommended alternative, they would have had greater impacts on adjacent property owners.

5.0 Affected Environment and Environmental Consequences

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

Traffic Noise Technical Report (TxDOT 2020)

Community Impacts Assessment Technical Report (TxDOT 2019a)

Archeological Survey Report (TxDOT 2019d)

Historical Resources Survey Report (TxDOT 2019e)

Wetlands/Waters of the U.S. Delineation Report (TxDOT 2019f)

Tier 1 Site Assessment Form (TxDOT 2019g)

Biological Evaluation Form (TxDOT 2019h)

Hazardous Materials Initial Site Assessment (TxDOT 2019i)

Indirect Impacts Technical Report (TxDOT 2019j)

Cumulative Impacts Technical Report (TxDOT 2019k)

Public Meeting Documentation (TxDOT 2018)

The technical reports may be inspected and copied upon request at the TxDOT Tyler District Headquarters.

5.1 Right of Way/Displacements

The proposed project would require the acquisition of approximately 171.39 acres of right of way within Smith and Gregg Counties; approximately 2.15 acres of temporary construction easements are anticipated for driveway access grading on adjacent property. The proposed project is expected to potentially require 41 residential displacements, 16 commercial displacements, and the displacement of 13 other structures including one pool, three billboards, two places of worship, three sheds, one trailer, one parking structure, one oil and gas tank, and one statue. For the purpose of this assessment, displaced structures are defined as those likely to be intersected or clipped by the proposed right of way or would result in substantial loss of parking or residential yards. The displacement information presented is based on the proposed right of way line as depicted in **Figure 1** in **Appendix F**.

TxDOT provides relocation resources to all displaced persons without discrimination in a manner consistent with U.S. Department of Transportation policy as mandated by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended in the Surface Transportation and Uniform Relocation Assistance Act of 1987 (the Uniform Act). All property owners from whom property would be acquired are entitled to receive just compensation

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

Both the United States and Texas Constitutions provide that no private land may be taken for public purposes without adequate compensation being paid thereof. The TxDOT ROW Acquisition and Relocation Program would be conducted in accordance with the Uniform Act, and relocation resources are available to all residential and business relocatees without discrimination.

With respect to displacements, encroachment-alteration impacts would be driven by the relocations of the structures that would be displaced by the proposed project. Examples of encroachment-alteration impacts due to relocations and displacements include a minor reduction in the supply of affordable housing, changes in residential and commercial property values due to the proposed increase in access and enhance operational efficiency, changes in the local tax base due to the potential displacements, and impacts to the residents (such as potential increased commuting time) who could be displaced by the proposed construction. Residential and commercial properties located near SH 31 that are not physically impacted by the proposed project may experience a change in market value, either positive or negative.

Under the No-Build Alternative, the SH 31 improvements would not be constructed. No ROW acquisition would be required, and no displacements would occur.

5.2 Land Use

The proposed project is located along SH 31 and the limits extend from SL 323 in the City of Tyler in Smith County to FM 1639 just west of the City of Kilgore in Gregg County. The proposed project is approximately 20 miles in length and located in a suburban/rural area of East Texas. The area is composed of a mix of single-family residential, commercial, industrial, agriculture, and open space/undeveloped land uses. The residential communities are mostly low-density and rural in nature with some suburban subdivisions interspersed throughout. There are several commercial businesses that offer a variety of goods and services, such as restaurants, automotive shops, retail stores, adult entertainment businesses, liquor stores, and gas stations. There are also several community facilities along the proposed project limits.

The proposed project would change approximately 171.39 acres of land to transportation use. The footprint of the proposed project traverses a relatively undeveloped area.

Under the No-Build Alternative, no impacts to land use would occur. Land use in the area would remain undeveloped with limited residential and commercial uses.

5.3 Farmlands

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 non-agricultural use are required to coordinate with the National Resources Conservation Service under the FPPA.

The proposed project would require new right of way and is located in a “non-urbanized area” as designated by the U.S. Census Bureau (U.S. Census Bureau 2010). There are 23.3 acres of prime farmland soils within the proposed right of way. The score on Part IV of the FPPA Form SCS-CPA 106 was less than 60. Therefore, coordination with the NRCS is not required.

Under the No-Build Alternative, no impacts to farmland would occur. Undeveloped lands used for agriculture would continue to be used as such.

5.4 Utilities/Emergency Services

The proposed project would require approximately 171.39 acres of new ROW. Implementation of the proposed project would require the relocation and adjustment of utilities such as water lines, sewer lines, gas lines, fiber optic lines, overhead electrical and telephone lines, and other subterranean and aerial utilities. The need for relocation and adjustment of any utilities would be determined during the detailed design phase and coordinated with the affected utility provider to ensure that no substantial interruption of service would take place. The Smith and Gregg Counties emergency medical services, Smith and Gregg Counties Sheriff's Office, and Tyler and Kilgore Fire and Police Departments would be notified of the construction start dates and any potential detour routes. Construction activities are not expected to cause any delays or access issues for most emergency service vehicles. The proposed construction of a depressed median would eliminate a turn in front of the Jackson Heights Volunteer Fire Department - Station 2, which could potentially result in an approximately one-minute addition to emergency response time for those living or working along SH 31 west of the fire station. However, overall, the proposed added capacity and medians along SH 31 would improve enhance operational efficiency for emergency vehicles and reduce delays.

Construction of the proposed project would be phased in a manner that would allow the existing road system to remain open to traffic during construction of the new roadway and would not require the use of detours. Construction of the project would not prevent access to any adjacent properties, except for short durations (less than one day).

Under the No-Build Alternative, no impacts to utilities/emergency services would occur. Traffic patterns would remain unchanged and no detours would occur.

5.5 Bicycle and Pedestrian Facilities

Currently, no sidewalks or designated bicycle lanes exist along SH 31 and connecting roadways do not have them either. Bicycle and pedestrian facilities are not proposed as part of the project, although the 10-foot-wide shoulder could be utilized for bicycles.

Under the No-Build Alternative, pedestrians and cyclists would continue to use the existing transportation network as it is currently configured.

5.6 *Community Impacts*

A *Community Impact Assessment Technical Report* (TxDOT 2019a) was completed in accordance with TxDOT's *Community Impacts, Environmental Justice, Limited English Proficiency, and Title VI Compliance* guidance (TxDOT 2015a, 2019a). The area is located in a suburban/rural area of East Texas and is composed of a mix of single-family residential, commercial, industrial, agriculture, and open space/undeveloped land uses. The residential communities are mostly low-density and rural in nature with some suburban subdivisions interspersed throughout. There are several commercial businesses that offer a variety of goods and services, such as restaurants, automotive shops, retail stores, adult entertainment businesses, liquor stores, and gas stations. There are also several community facilities along the proposed project limits.

The proposed project is expected to cause the potential displacement of 41 single-family residences, 16 commercial business, and 13 other structures (see **Figure 1a–1k** in **Appendix F**). Based on currently available market data, comparable single-family housing for the potential residential displacements appears to be unavailable within area ZIP codes. As mandated by the Uniform Act, as amended in 1987, residential replacement structures must be located in the same types of neighborhoods and be equally accessible to public services and places of employment. If comparable housing is not available at the time of right of way acquisition, TxDOT would provide the required housing or, if necessary, provide housing supplement payments in excess of the standard payment limits to ensure that decent, safe, and sanitary dwellings are made available to all eligible persons displaced by the proposed project.

Information regarding the business types of the potential commercial displacements includes adult entertainment providers, gas stations, restaurants, and liquor stores. These businesses do not serve a specific population. Based on currently available market data, there does not appear to be a sufficient number of general commercial properties available for sale or lease to accommodate the businesses displaced by the proposed project within area ZIP codes. However, many similar businesses are located nearby in the city of Tyler within approximately 1 to 25 miles of the anticipated displacements. Other structures could potentially be impacted by the proposed project, including one pool, three billboards, two places of worship, three sheds, one trailer, one parking structure, one oil and gas tank, and one statue. While it is anticipated that most of the facilities would be able to relocate, such as the billboards, sheds, trailer, oil and gas tank, and statue, the two places of worship may not be able to relocate in the community study area given the current real estate market in the area.

Overall, the proposed project is anticipated to result in both positive and negative impacts to access and travel patterns for the immediate community outside the cities of Tyler and Kilgore. The proposed construction of the depressed and raised medians throughout the project area would increase safety for turning traffic but would also result in changes to access and travel patterns throughout the corridor and local cross streets. Some properties would

only be able to be accessed by cars traveling in specific directions. Three local streets (County Road [CR] 211, FM 2908, and AJ Boulevard) that currently have two-way access, would no longer be able to accommodate left-hand turns due to the proposed medians. Thus, travel time for all motorists and emergency responders wanting to access properties on these streets would increase by approximately one to two minutes. The potential changes in access and travel patterns could result in slightly longer travel times for other residents, employers, or business patrons along SH 31. However, other commuters could experience shorter travel times due to the increased capacity and operational efficiency of the roadway.

The purpose of the proposed project is to improve safety and enhance operational efficiency of the SH 31 roadway. The overall impact of the SH 31 improvements is anticipated to result in both negative and positive impacts to community cohesion. The additional right of way required for the proposed design would result in potential displacement impacts (70 total potential displacements). These potential displacements, especially in areas that would involve clusters of potential residential displacements that are part of existing low-density rural neighborhoods, would negatively impact community cohesion. Additionally, the proposed construction of depressed and raised medians in sections of the project area would result in changes in access points to residences and businesses on both sides of the corridor and to and from three local streets (CR 211, FM 2908, and AJ Boulevard) and would affect travel patterns for the immediate community along SH 31. However, the proposed intersection improvements and dedicated U-turn lanes would alleviate the danger associated with the high-speed SH 31 intersections and turns and make it safer for traffic to move between communities on either side of the highway, which would result in positive impacts to community cohesion.

With respect to encroachment-alteration effects to socio-economic resources, indirect impacts would be driven by changes in travel patterns and access associated with the proposed project. The potential indirect impacts would include improved vehicular access to employment opportunities, markets, goods, services, residential uses, and public facilities due to enhance operational efficiency.

The No-Build Alternative would not result in any improvements to congestion, access, or operational efficiency within the project area. The No-Build Alternative would have no impacts on community cohesion.

5.6.1 Environmental Justice

The Build Alternative is anticipated to enhance operational efficiency, add capacity, and enhance safety for existing and future residences and businesses within the project vicinity. Environmental justice populations are present in the proposed project area. Of the 42 populated census blocks within the project area, 24 contained a population of more than 50 percent minority persons. Additionally, one of the nine blocks groups showed a median income below the Department of Health and Human Services (DHHS) poverty level. The

majority of the potential displacements for the proposed project occur within the census blocks containing majority of minority populations and several potential displacements would take place in a census block group containing low-income populations. Twenty-three of the 42 populated census blocks in the community study area would be affected by the proposed depressed and raised medians. Of these 23 blocks that would have access and travel patterns impacts, 13 contained a predominantly minority population. Similarly, seven of the nine census block groups would be affected by the proposed depressed and raised medians. Of these seven block groups that would have access and travel patterns impacts, one showed a median income below the DHHS poverty level.

No existing neighborhoods would be divided, and permanent disruptions to normal daily activities are not expected for the neighboring communities. Surrounding communities would benefit from increased safety along SH 31.

Community outreach is being planned to keep the public apprised of the proposed design and associated areas of additional right of way needs. The area of proposed right of way was carefully considered and designed to minimize impacts to residences and businesses. Communications with affected property owners are being conducted as appropriate. Continual public outreach should minimize any concerns of impacts to environmental justice populations. Therefore, it is anticipated that the proposed project would not result in disproportionately high and adverse impacts to minority and/or low-income populations.

5.6.2 Limited English Proficiency

Executive Order (EO) 13166 on Limited English Proficiency (LEP) ensures agencies provide federally conducted programs and activities which are meaningfully accessible to LEP individuals. The project area does contain the presence of persons who speak English “less than very well”, or Limited English Proficiency (LEP). The LEP populations present within the project area range from 2.8 to 37.5 percent. Of the 12,775 people over five years of age, approximately 8.6 percent speak English “less than very well.” The LEP population within the adjacent Census block groups predominantly speaks Spanish, with a smaller percentage that speaks Asian and Pacific Islander languages. Refer to the *Community Impacts Assessment Technical Report Form* for additional information regarding LEP populations within the project area (TxDOT 2019a).

Public meetings were held in November 2017 and July 2018 (see **Section 7.0**). LEP populations were afforded the opportunity to participate in the decision-making process. Notices for the public meetings were published in English and Spanish.

Reasonable steps will continue to be taken to ensure all persons have meaningful access to the programs, services, and information TxDOT provides. Any public involvement information and/or materials would continue to be made available in English and Spanish, and translation services would be provided upon request. Therefore, the requirements of EO 13166, pertaining to LEP, would be satisfied.

The No-Build Alternative would have no impacts to LEP populations. Increased congestion and reduced operational efficiency that is anticipated as a result of not implementing the Build Alternative may result in adverse effects to the communities of the project area, including LEP populations. Beneficial impacts from the Build Alternative, including enhanced operational efficiency, reduced congestion, and enhanced pedestrian and bicyclist usage, would not be attained under the No-Build Alternative, and would be unavailable to all communities, including LEP populations.

5.7 Visual/Aesthetics Impacts

Aesthetics is defined as, “dealing with the visual integration of highways and other transportation modes into the fabric of a landscape in a way that blends with or complements that setting” (TxDOT 2015b). The 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 takes into consideration the fact that existing transportation uses traverse the proposed right of way. Visual impacts are discussed in terms of the effects that new physical elements associated with the proposed project would have on landform quality (i.e., the existing natural or man-made landforms) 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. No specific federal or state visual regulatory requirements apply to parkland or to properties that are not designated historic or are not eligible for listing in the National Register of Historic Places (NRHP). Generally, the existing visual and aesthetic qualities of the study area include open pastures, farmland, and residential housing.

Characteristics of the Build Alternative that could have a visual/aesthetic impact on the resource include elevated structures/bridges and other vertical elements such as signs and light standards. Due to the length of the project and the rural setting of the study area, the Build Alternative would have some effect on the existing aesthetic quality of the surrounding area. Visual impacts would vary by location. Views both from and of the facility would be greatest from hill tops and in locations where the forest vegetation has been cleared. The Build Alternative would visually affect rural single-family homes located along the proposed right of way. Other than the from hill tops, potential views of the proposed facility would be limited due to the rolling terrain and forest vegetation that dominates the study area.

Where reasonable and feasible, mitigation measures could include creating naturally vegetated medians, doing a minimum of right of way clearing, incorporating design specifications to blend the project into the landscape, and promoting roadside native wildflower planting programs. For roadside revegetation, landscape planting and revegetation of natural areas impacted by construction, native plants would be considered to improve the visual aesthetics and to control the introduction of invasive species.

Under the No-Build Alternative, the viewshed would not be altered by the introduction of a widened transportation facility.

5.8 Cultural Resources

Cultural resources is an inclusive term that consists of the subset of historic-age and archeological resources that provide the physical evidence of past human activity and include any prehistoric or historic structure, building, object, archeological site, district (a collection of related structures, buildings, objects and/or archeological sites), landscape or natural features significant to a particular group of people traditionally associated with it, and cemeteries that may have historical, architectural, engineering, archeological or cultural significance. For this project, historic-age resources primarily refer to structures, buildings, objects and potential historic districts that are 45 years of age or older, while archeological resources more specifically refer to sites and districts where remnants of physical evidence (artifacts, features and ecological evidence) of a past culture are present.

For transportation projects such as the proposed SH 31, the project must comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, NEPA, and the Antiquities Code of Texas, and be in accordance with the Advisory Council on Historic Preservation (ACHP) regulations pertaining to the protection of historic properties (36 CFR 800). Historic properties, as defined by the NHPA, are those properties that are included in, or eligible for inclusion in the National Register of Historic Places (NRHP). In addition, the proposed project falls under the purview of the Antiquities Code of Texas due to involving lands owned or controlled by the State of Texas. Compliance is implemented under the First Amended Programmatic Agreement Regarding the Implementation of Transportation Undertakings (Section 106 PA) between FHWA, the Texas Historical Commission/State Historical Preservation Officer (THC/SHPO), the ACHP, and TxDOT, and in conjunction with Title 13 of the Texas Administrative Code (TAC) 26.15, Memorandum of Understanding (MOU) and Agreement between TxDOT and the THC/SHPO. Pursuant to Stipulation IX “*Undertakings with the Potential to Cause Effects*” of the Section 106 PA, TxDOT shall make a reasonable and good faith effort to identify and evaluate cultural resources. Review and coordination of this project followed approved procedures for compliance with federal and state laws.

5.8.1 Archeology

The current archeological area of potential effects (APE) is defined as the 663.21-acre overall footprint of proposed improvements. Typical roadway construction would reach depths of 2–4 feet, with deeper impacts for construction of bridge and drainage elements.

On June 24–29, 2019, an intensive archeological survey was completed in order to inventory and evaluate archeological resources within the footprint of proposed project to support compliance with the National Historic Preservation Act, as amended and the Antiquities Code of Texas (TxDOT 2019d). The fieldwork was carried out under Texas Antiquities Permit 8933.

Survey was conducted on all parcels for which right-of-entry was given (approximately 88.54 acres). Many properties for which access was denied or for which there was no response to an access request were examined from adjacent properties or the current right of way (covering roughly 5.06 acres). In all, 144 shovel test units were excavated within the APE; none of these excavations uncovered archeological materials of any age. Additionally, areas within the APE nearest to previously recorded sites 41SM314, 41SM315, and 41SM369 were also inspected to determine if any portions of these sites were undisturbed and/or present within accessible parcels containing proposed right of way.

Much of the APE was determined to have been disturbed by construction and maintenance of the existing SH 31 roadway and associated driveways, buried utilities, commercial and residential development, and water management features. These disturbances have greatly reduced the potential for intact archeological deposits throughout the APE.

No archeological cultural materials or features were found in the investigated portions of the APE, including in any of the 144 excavated shovel test units. Previously recorded sites 41SM314, 41SM315, and 41SM369 were insufficiently evaluated during the survey and will be revisited once access is obtained for outstanding parcels and survey commences. For all other areas and parcels covered by survey or cleared from adjacent parcels, no further archeological investigations are warranted prior to construction activities. However, archeological field investigations are warranted across all portions of the proposed APE that were not subjected to the initial survey due to lack of entry, totaling approximately 77.79 acres.

Under the Build Alternative, impacts to significant or potentially NRHP/SAL-eligible archeological resources are unlikely to occur.

Under the No-Build Alternative, no impacts to significant or potentially NRHP/SAL-eligible archeological resources would occur.

5.8.2 Historic Properties

A reconnaissance survey was conducted within the APE, which was defined as 150 feet from proposed new right of way, and existing right of way where no new right of way would be required (TxDOT 2019e). The survey documented 286 historic-age (constructed in 1979 or earlier) resources located on 139 parcels (3 of the resources are not located on parcels). Additionally, 141 non-historic-age resources associated with historic-age resources were also documented. Most of the resources observed consisted of agriculture buildings, commercial buildings, domestic dwellings, recreational, religion, and social buildings. Project historians determined one resource in the APE is eligible for NRHP listing under Criterion C for architecture at the local level of significance: Resource 105A. The 1965 roadside commercial building features a bat-wing roof with exposed steel purlins, floor-to-ceiling front windows, and a decorative concrete block pattern on the side elevations. Now vacant, it previously functioned as a liquor store. Because the other buildings on the property were constructed

later and do not contribute to the architectural significance of the resource, the NRHP boundary is the building footprint (see maps in HRSR).

The proposed project does not require any acquisition of land for ROW from within the NRHP boundary of Resource 105A. Staff determined that the project poses no adverse effect to the property, given the following factors:

- There are no direct effects to the property as no new ROW is required from the property,
- There are no indirect adverse effects as the property derives its significance from its architecture, though the pavement edge would move 22 feet closer to the NRHP boundary. The road grade would remain at surface at this location. The driveway width may be narrowed but the driveway is not a contributing feature of the property.
- There are no reasonably foreseeable cumulative effects now or in the future because there are no adverse direct or indirect effects.

Therefore, pursuant to Stipulation IX, Appendix 6 “Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)” of the Section 106 PA and the MOU, TxDOT historians determined that there is no adverse effect to one historic, non-archeological property in the APE under the Build Alternative. In compliance with the Antiquities Code of Texas and the MOU, TxDOT historians determined project activities have no potential for adverse effects. Individual project coordination with SHPO is not required.

The No-Build Alternative would not affect historic properties eligible for the NRHP.

5.9 Department of Transportation Act Section 4(f), Land and Water Conservation Fund Act Section 6(f), and Texas Parks and Wildlife Code Chapter 26

There are no Section 4(f), Section 6(f), or Chapter 26 properties present in the project area. The proposed project would not require any acquisition of land for right of way or easements from within the NRHP boundary of Resource 105A. There would be no temporary occupancy of land and no permanent incorporation of land into a transportation facility within the proposed boundary. There would also be no Section 4(f) constructive use to the property, as the project would not impact the historic property to the extent that its activities, features, and attributes would be substantially impaired. The project poses no adverse effect to this historic property.

Under the No-Build Alternative, there would be no impacts to properties protected by Section 4(f), Section 6(f) or Chapter 26.

5.10 Water Resources

The project area is located within the Sabine and Angelina River basins. One hundred eight water features at 55 crossing locations were identified within the project area during field investigations performed in March, April, and July of 2019 as discussed in the *Wetlands/Waters of the U.S. Delineation Report* (TxDOT 2019f). One hundred of these

mapped water features were identified as potentially jurisdictional waters of the U.S. Among the identified potentially jurisdictional waters of the U.S. were 33 ephemeral streams, 23 intermittent streams, three perennial streams, 30 emergent wetlands, 16 forested wetlands, and one on-channel pond.

Several unnamed blue lines were investigated and determined to lack ordinary high water marks and/or any distinguishing features. Two roadside drainage ditches (Crossings 22 and 31), six emergent wetlands (Crossings 19, 22, 24, 25, and 26), and one erosional feature (Crossing 50) were identified in uplands, were investigated, and were determined to be isolated, likely non-jurisdictional features.

All proposed roadway and drainage improvements should be designed in a manner to avoid or minimize impacts to jurisdictional crossings. **Table 1** contains a summary of potential waters of the U.S. (WOUS) identified within the project area.

Table 1: Summary of Potential Waters of the U.S. Within the SH 31 Right of Way

Single and Complete Crossing Number	Name of Water Body	Latitude (decimal degrees)	Longitude (decimal degrees)	Type of Aquatic Resource	Linear Feet (LF)/Acres (ac) of Potential Waters of the U.S Within the Project Area	Linear Feet (LF)/Acres (ac) of Potential Waters of the U.S Potentially Impacted	Existing Structure	Potential Water of the U.S (Yes/No)	Anticipated Permit Requirement
1	Stream 1	32.348875	-95.253979	Intermittent Stream	275 LF/ 0.062 ac	47 LF/ 0.012 ac	Culvert	Yes	NWP 14
2	Stream 2	32.349457	-95.247841	Intermittent Stream	287 LF/ 0.063 ac	43 LF/ 0.01 ac	Culvert	Yes	NWP 14
3	Stream 3	32.349618	-95.24454	Intermittent Stream	51 LF/ 0.008 ac	8 LF/ 0.001 ac	Culvert	Yes	NWP 14
4	Stream 4	32.350547	-95.23644	Intermittent Stream	661 LF/ 0.099 ac	307 LF/ 0.052 ac	Culvert	Yes	NWP 14 - PCN
5	Stream 5	32.35073	-95.233398	Ephemeral Stream	33 LF/ 0.002 ac	25 LF/ 0.001 ac	Culvert	Yes	NWP 14
6	Stream 6	32.351757	-95.22327	Ephemeral Stream	42 LF/ 0.003 ac	19 LF/ 0.001 ac	Culvert	Yes	NWP 14
7	Stream 7	32.352819	-95.217826	Ephemeral Stream	475 LF/ 0.015 ac	56 LF/ 0.001 ac	Culvert	Yes	NWP 14
8	Stream 8	32.355412	-95.205052	Intermittent Stream	197 LF/ 0.01 ac	None	N/A	Yes	NWP 14 - PCN
	Wetland 1	32.355431	-95.205043	Emergent Wetland	0.007 ac	None	N/A	Yes	
9-1	Wetland 2	32.35629	-95.203637	Emergent Wetland	0.792 ac	0.263 ac	N/A	Yes	NWP 14 - PCN
9-2	Stream 9 Harris Creek	32.356279	-95.202325	Intermittent Stream	260 LF/ 0.154 ac	30 LF/ 0.014 ac	Culvert	Yes	NWP 14 - PCN

Single and Complete Crossing Number	Name of Water Body	Latitude (decimal degrees)	Longitude (decimal degrees)	Type of Aquatic Resource	Linear Feet (LF)/Acres (ac) of Potential Waters of the U.S Within the Project Area	Linear Feet (LF)/Acres (ac) of Potential Waters of the U.S Potentially Impacted	Existing Structure	Potential Water of the U.S (Yes/No)	Anticipated Permit Requirement
	Wetland 3	32.356019	-95.202507	Forested Wetland	0.015 ac	0.009 ac	Culvert	Yes	
	Wetland 4	32.356118	-95.201947	Forested Wetland	0.086 ac	0.001 ac	Culvert	Yes	
	Wetland 5	32.356209	-95.201752	Emergent Wetland	0.063 ac	None	Culvert	Yes	
	Stream 10	32.356823	-95.200005	Ephemeral Stream	194 LF/ 0.02 ac	67 LF/ 0.009 ac	Culvert	Yes	
	Wetland 6	32.356781	-95.201608	Forested Wetland	0.621 ac	0.001 ac	Culvert	Yes	
	Wetland 7	32.356853	-95.200868	Emergent Wetland	0.926 ac	0.049 ac	Culvert	Yes	
9-3	Wetland 8	32.356507	-95.200001	Forested Wetland	0.029 ac	None	Culvert	Yes	NWP 14 - PCN
	Wetland 9	32.357553	-95.197612	Emergent Wetland	0.866 ac	0.419 ac	Culvert	Yes	
	Wetland 10	32.357722	-95.197528	Forested Wetland	1.156 ac	0.001 ac	Culvert	Yes	
	Wetland 11	32.357025	-95.197783	Emergent Wetland	0.074 ac	0.002 ac	Culvert	Yes	
9-4	Wetland 12	32.358996	-95.191172	Emergent Wetland	0.42 ac	0.293 ac	Culvert	Yes	NWP 14 - PCN
	Wetland 13	32.359151	-95.191253	Forested Wetland	0.552 ac	0.064 ac	Culvert	Yes	

Single and Complete Crossing Number	Name of Water Body	Latitude (decimal degrees)	Longitude (decimal degrees)	Type of Aquatic Resource	Linear Feet (LF)/Acres (ac) of Potential Waters of the U.S Within the Project Area	Linear Feet (LF)/Acres (ac) of Potential Waters of the U.S Potentially Impacted	Existing Structure	Potential Water of the U.S (Yes/No)	Anticipated Permit Requirement
10	Stream 11	32.36064	-95.184215	Ephemeral Stream	95 LF/ 0.005 ac	40 LF/ 0.002 ac	Culvert	Yes	NWP 14
11	Stream 12 Hankins Creek	32.36079	-95.180729	Perennial Stream	267 LF/ 0.203 ac	137 LF/ 0.071 ac	Culvert	Yes	NWP 14 - PCN
	Stream 13	32.36112	-95.180649	Ephemeral Stream	40 LF/ 0.002 ac	20 LF/ 0.001 ac	Culvert	Yes	
	Wetland 14	32.360504	-95.180636	Forested Wetland	0.049 ac	0.02 ac	Culvert	Yes	
	Wetland 15	32.360983	-95.181099	Emergent Wetland	0.132 ac	0.13 ac	Culvert	Yes	
	Wetland 16	32.360977	-95.18064	Emergent Wetland	0.032 ac	0.032 ac	Culvert	Yes	
	Wetland 17	32.361335	-95.176641	Forested Wetland	0.042 ac	0.013 ac	N/A	Yes	
12	Stream 14	32.361225	-95.175866	Ephemeral Stream	165 LF/ 0.009 ac	121 LF/ 0.007 ac	Culvert	Yes	NWP 14 - PCN
	Stream 15	32.360968	-95.17479	Ephemeral Stream	40 LF/ 0.009 ac	None	Culvert	Yes	
	Wetland 18	32.361181	-95.175198	Emergent Wetland	0.106 ac	0.106 ac	Culvert	Yes	
	Wetland 19	32.361315	-95.174873	Forested Wetland	0.049 ac	0.032 ac	Culvert	Yes	
	Wetland 20	32.360952	-95.172542	Emergent Wetland	0.368 ac	0.206 ac	Culvert	Yes	

Single and Complete Crossing Number	Name of Water Body	Latitude (decimal degrees)	Longitude (decimal degrees)	Type of Aquatic Resource	Linear Feet (LF)/Acres (ac) of Potential Waters of the U.S Within the Project Area	Linear Feet (LF)/Acres (ac) of Potential Waters of the U.S Potentially Impacted	Existing Structure	Potential Water of the U.S (Yes/No)	Anticipated Permit Requirement
13	Stream 16	32.361283	-95.170597	Intermittent Stream	303 LF/ 0.165 ac	185 LF/ 0.097 ac	Culvert	Yes	NWP 14 - PCN
	Stream 17	32.361474	-95.169711	Intermittent Stream	653 LF/ 0.086 ac	653 LF/ 0.086 ac	Culvert	Yes	
	Wetland 21	32.361483	-95.167571	Emergent Wetland	0.27 ac	0.27 ac	Culvert	Yes	
14	Stream 18	32.362031	-95.15645	Intermittent Stream	218 LF/ 0.020 ac	51 LF/ 0.005 ac	Culvert	Yes	NWP 14
15	Stream 19	32.362133	-95.152151	Intermittent Stream	367 LF/ 0.071 ac	106 LF/ 0.019 ac	Culvert	Yes	NWP 14 - PCN
	Wetland 22	32.361744	-95.151961	Emergent Wetland	0.075 ac	0.006 ac	Culvert	Yes	
16	Stream 20	32.362041	-95.149922	Ephemeral Stream	428 LF/ 0.036 ac	96 LF/ 0.005 ac	Culvert	Yes	NWP 14
17	Stream 21	32.362033	-95.140165	Intermittent Stream	47 LF/ 0.002 ac	None	Culvert	Yes	None
	Stream 22	32.36204	-95.139924	Ephemeral Stream	98 LF/ 0.004 ac	None	Culvert	Yes	
18	Stream 23	32.36254	-95.131756	Ephemeral Stream	332 LF/ 0.027 ac	107 LF/ 0.009 ac	Culvert	Yes	NWP 14
19	Wetland 23	32.362524	-95.128777	Emergent Wetland (Isolated)	0.151 ac	0.093 ac	N/A	No	None

Single and Complete Crossing Number	Name of Water Body	Latitude (decimal degrees)	Longitude (decimal degrees)	Type of Aquatic Resource	Linear Feet (LF)/Acres (ac) of Potential Waters of the U.S Within the Project Area	Linear Feet (LF)/Acres (ac) of Potential Waters of the U.S Potentially Impacted	Existing Structure	Potential Water of the U.S (Yes/No)	Anticipated Permit Requirement
20	Stream 24	32.36354	-95.124321	Ephemeral Stream	291 LF/ 0.015 ac	115 LF/ 0.005 ac	Culvert	Yes	NWP 14
21	Stream 25	32.363833	-95.123057	Intermittent Stream	314 LF/ 0.069 ac	128 LF/ 0.025 ac	Culvert	Yes	NWP 14
22	Roadside Drainage	32.364529	-95.119604	Roadside Drainage	51 LF/ 0.006 ac	51 LF/ 0.006 ac	Culvert	No	None
	Wetland 24	32.364115	-95.119327	Emergent Wetland (Isolated)	0.036 ac	0.004 ac	Culvert	No	
23	Stream 26	32.366468	-95.10133	Ephemeral Stream	66 LF/ 0.006 ac	42 LF/ 0.006 ac	Culvert	Yes	NWP 14
24	Wetland 25	32.367627	-95.086332	Emergent Wetland (Isolated)	0.117 ac	0.022 ac	Culvert	No	None
	Wetland 26	32.368066	-95.086256	Emergent Wetland (Isolated)	0.036 ac	0.036 ac	Culvert	No	
25	Wetland 27	32.36861	-95.080034	Emergent Wetland (Isolated)	0.252 ac	0.194 ac	Culvert	No	NWP 14 - PCN
	Wetland 28	32.368049	-95.080215	Forested Wetland	0.015 ac	None	Culvert	Yes	
	Wetland 29	32.368083	-95.080195	Emergent Wetland	0.023 ac	0.01 ac	Culvert	Yes	

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26	Wetland 30	32.368797	-95.074868	Emergent Wetland (Isolated)	0.138 ac	0.01 ac	Culvert	No	None
27	Stream 27	32.369952	-95.07032	Intermittent Stream	332 LF/ 0.033 ac	85 LF/ 0.01 ac	Culvert	Yes	NWP 14
28	Stream 28	32.370694	-95.066142	Intermittent Stream	366 LF/ 0.024 ac	131 LF/ 0.008 ac	Culvert	Yes	NWP 14
29	Stream 29	32.37142	-95.061749	Intermittent Stream	416 LF/ 0.031 ac	114 LF/ 0.006 ac	Culvert	Yes	NWP 14 - PCN
	Stream 30	32.370934	-95.061658	Ephemeral Stream	9 LF/ 0 ac	None	Culvert	Yes	
	Wetland 31	32.371684	-95.061998	Forested Wetland	0.18 ac	0.178 ac	Culvert	Yes	
	Wetland 32	32.37171	-95.061378	Emergent Wetland	0.073 ac	0.073 ac	Culvert	Yes	
30	Stream 31	32.371752	-95.058432	Intermittent Stream	336 LF/ 0.1 ac	127 LF/ 0.022 ac	Culvert	Yes	NWP 14
31	Roadside Drainage	32.37204	-95.048809	Roadside Drainage	51 LF /0.012 ac	51 LF/ 0.007 ac	Culvert	No	None
32	Stream 32	32.373007	-95.038515	Ephemeral Stream	234 LF/ 0.028 ac	124 LF/ 0.003 ac	Culvert	Yes	NWP 14
33	Stream 33	32.373392	-95.036038	Ephemeral Stream	292 LF/ 0.055 ac	202 LF/ 0.016 ac	Culvert	Yes	NWP 14 - PCN
	Stream 33	32.373221	-95.034471	Ephemeral Stream	292 LF/ 0.064 ac	101 LF/ 0.012 ac	Culvert	Yes	

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34	Stream 34	32.373439	-95.032794	Ephemeral Stream	343 LF/ 0.017 ac	114 LF/ 0.005 ac	Culvert	Yes	NWP 14
35	Stream 35	32.374228	-95.01947	Ephemeral Stream	405 LF/ 0.024 ac	128 LF/ 0.006 ac	Culvert	Yes	NWP 14
36	Stream 36	32.375112	-95.007565	Intermittent Stream	471 LF/ 0.146 ac	247 LF/ 0.058 ac	Culvert	Yes	NWP 14 - PCN
	Stream 37	32.375293	-95.007602	Ephemeral Stream	95 LF/ 0.005 ac	95 LF/ 0.005 ac	Culvert	Yes	
	Wetland 33	32.375466	-95.007793	Forested Wetland	0.173 ac	0.051 ac	Culvert	Yes	
37	Stream 38	32.375454	-95.00318	Ephemeral Stream	401 LF/ 0.02 ac	98 LF/ 0.004 ac	Culvert	Yes	NWP 14
38	Stream 39	32.375768	-94.998062	Intermittent Stream	319 LF/ 0.096 ac	68 LF/ 0.013 ac	Culvert	Yes	NWP 14 - PCN
	Stream 40	32.37607	-94.998169	Ephemeral Stream	77 LF/ 0.004 ac	56 LF/ 0.003 ac	Culvert	Yes	
	Wetland 34	32.375492	-94.997852	Emergent Wetland	0.048 ac	0.028 ac	Culvert	Yes	
39	Stream 41	32.376218	-94.993162	Ephemeral Stream	256 LF/ 0.052 ac	48 LF/ 0.007 ac	Culvert	Yes	NWP 14 - PCN
	Wetland 35	32.375912	-94.993316	Emergent Wetland	0.062 ac	0.004 ac	Culvert	Yes	
	Wetland 36	32.375964	-94.992827	Emergent Wetland	0.08 ac	0.035 ac	Culvert	Yes	

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	Wetland 37	32.37639	-94.992936	Emergent Wetland	0.105 ac	0.085 ac	Culvert	Yes	
40	Stream 42	32.3764	-94.988288	Ephemeral Stream	324 LF/ 0.024 ac	73 LF/ 0.004 ac	Culvert	Yes	NWP 14
41	Pond 1	32.377081	-94.982202	On-Channel Pond	0.824 ac	0.001 ac	Culvert	Yes	NWP 14
	Stream 43	32.377006	-94.981809	Intermittent Stream	172 LF/ 0.021 ac	10 LF/ 0.001 ac	Culvert	Yes	
42	Stream 44	32.377377	-94.980542	Ephemeral Stream	84 LF/ 0.005 ac	56 LF/ 0.003 ac	Culvert	Yes	NWP 14
43	Stream 45	32.377721	-94.97794	Ephemeral Stream	143 LF/ 0.007 ac	70 LF/ 0.003 ac	Culvert	Yes	NWP 14
44	Stream 46	32.377604	-94.971176	Ephemeral Stream	125 LF/ 0.003 ac	None	Culvert	Yes	None
45	Stream 47	32.379307	-94.962006	Ephemeral Stream	398 LF /0.035 ac	38 LF/ 0.002 ac	Culvert	Yes	NWP 14
	Stream 48	32.378859	-94.962007	Ephemeral Stream	61 LF/ 0.001 ac	21 LF/ 0.000 ac	Culvert	Yes	
	Wetland 38	32.378821	-94.961941	Emergent Wetland	0.006 ac	None	Culvert	Yes	
46	Stream 49	32.380177	-94.957301	Ephemeral Stream	414 LF/ 0.031 ac	45 LF/ 0.004 ac	Culvert	Yes	NWP 14
47	Stream 50	32.381327	-94.951755	Ephemeral Stream	62 LF /0.003 ac	13 LF/ 0.001 ac	Culvert	Yes	NWP 14

Single and Complete Crossing Number	Name of Water Body	Latitude (decimal degrees)	Longitude (decimal degrees)	Type of Aquatic Resource	Linear Feet (LF)/Acres (ac) of Potential Waters of the U.S Within the Project Area	Linear Feet (LF)/Acres (ac) of Potential Waters of the U.S Potentially Impacted	Existing Structure	Potential Water of the U.S (Yes/No)	Anticipated Permit Requirement
48	Stream 51 Helton Creek	32.381309	-94.94886	Perennial Stream	616 LF/ 0.426 ac	66 LF/ 0.079 ac	Culvert	Yes	NWP 14 - PCN
	Stream 52	32.381486	-94.949575	Intermittent Stream	105 LF/ 0.021 ac	33 LF/ 0.008 ac	Culvert	Yes	
	Stream 53	32.381563	-94.949637	Intermittent Stream	63 LF/ 0.009 ac	None	Culvert	Yes	
	Stream 54	32.381587	-94.949607	Intermittent Stream	24 LF/ 0.003 ac	None	Culvert	Yes	
	Wetland 39	32.381476	-94.950001	Forested Wetland	0.138 ac	0.055 ac	Culvert	Yes	
	Wetland 40	32.381515	-94.949909	Emergent Wetland	0.040 ac	0.005 ac	Culvert	Yes	
	Wetland 41	32.381666	-94.948828	Forested Wetland	0.585 ac	0.07 ac	Culvert	Yes	
	Wetland 42	32.381356	-94.947945	Emergent Wetland	0.681 ac	0.158 ac	Culvert	Yes	
49	Stream 55 Sandot Creek	32.382263	-94.943494	Perennial Stream	214 LF/ 0.12 ac	23 LF/ 0.012 ac	Culvert	Yes	NWP 14 - PCN
	Wetland 43	32.382018	-94.943424	Forested Wetland	0.176 ac	None	Culvert	Yes	
	Wetland 44	32.382589	-94.943207	Forested Wetland	0.052 ac	None	Culvert	Yes	
	Wetland 45	32.382548	-94.9432	Emergent Wetland	0.09 ac	0.026 ac	Culvert	Yes	

Single and Complete Crossing Number	Name of Water Body	Latitude (decimal degrees)	Longitude (decimal degrees)	Type of Aquatic Resource	Linear Feet (LF)/Acres (ac) of Potential Waters of the U.S Within the Project Area	Linear Feet (LF)/Acres (ac) of Potential Waters of the U.S Potentially Impacted	Existing Structure	Potential Water of the U.S (Yes/No)	Anticipated Permit Requirement
50	Stream 56	32.383215	-94.937501	Intermittent Stream	290 LF/ 0.034 ac	64 LF/ 0.009 ac	Culvert	Yes	NWP 14
	Erosional Feature	32.383076	-94.937197	Erosional Feature	71 LF/ 0.003 ac	None	None	No	
51	Stream 57	32.383469	-94.929088	Ephemeral Stream	552 LF/ 0.043 ac	48 LF/ 0.002 ac	Culvert	Yes	NWP 14 - PCN
	Wetland 46	32.384183	-94.930399	Emergent Wetland	0.046 ac	0.046 ac	Culvert	Yes	
52	Stream 58	32.384209	-94.928015	Ephemeral Stream	356 LF/ 0.012 ac	56 LF/ 0.001 ac	Culvert	Yes	NWP 14
Total Linear Potential Waters of the US:					14,804 LF/ 3.49 ac	4,759 LF/ 0.743 ac	-	-	-
Total Potentially Jurisdictional Wetlands					9.303 ac	2.742 ac	-	-	-

Indirect impacts to water quality occur primarily due to an increase in impervious surface area that could result in increased runoff and decreased water quality downstream. Construction of the proposed improvements would directly contribute to increases in impervious cover. Effects would also occur in areas where vegetation in the proposed project area is cleared during construction, which could accelerate off-site erosion due to runoff. Use of Best Management Practices (BMPs) within the proposed project area would minimize water quality effects downstream.

Under the No-Build Alternative, the existing drainage structures along and adjacent to the existing roadways would remain in their current forms and locations, and only normal maintenance would be required. No impacts to WOUS would occur.

5.10.1 Clean Water Act Section 404

According to the Clean Water Act, coordination with the U.S. Army Corps of Engineers (USACE) would be required for this project. For single and complete crossings within public transportation projects, the maximum limit of impacts to non-tidal jurisdictional WOUS that would be covered under the NWP 14 is 0.5 acres. A Pre-construction Notification (PCN) would be required if the impacts are greater than 0.1 acres or if there is any proposed discharge within special aquatic sites, including wetlands. The PCN must include a compensatory mitigation proposal to offset permanent losses of WOUS to ensure that those losses result in only minimal adverse effects to the aquatic environment. The PCN must also include a statement describing how temporary losses of WOUS would be minimized to the maximum extent practicable.

Designs for this project are preliminary, and the designs for specific structures for the crossings have not been finalized. As indicated in **Table 1** it is anticipated that impacts to these WOUS will be authorized through NWP 14. If any impacts to an individual WOUS exceed 0.1 acres, or if there are any impacts to a jurisdictional wetland, a PCN would be required. Impacts to WOUS would be minimized to the extent practicable under the Build Alternative.

Under the No-Build Alternative, no impacts to WOUS would occur and no permitting would be required with the USACE.

5.10.2 Clean Water Act Section 401

In order to comply with the Texas Commission on Environmental Quality's (TCEQ's) Section 401 Water Quality Certification Program for Tier I projects, authorized by certain NWPs, at least one BMP from each of the following three categories of onsite water quality management practices would be used on the proposed project: erosion control, post-construction total suspended solids (TSS) control, and sedimentation control. The Section 401 certification requirements for Tier I projects would be met by implementing approved BMPs for erosion, sediment, and post-construction TSS controls from the list of TCEQ's Section 401 Water Quality Certification Conditions for Nationwide Permits.

Under the No-Build Alternative, no impacts to WOUS would occur and no 401 certification would be required.

5.10.3 Executive Order 11990 Wetlands

EO 11990 Protection of Wetlands (issued in 1977) requires that federal agencies minimize the destruction or modification of wetlands. Based on field investigation, 30 emergent wetlands and 16 forested wetlands were identified within the existing and proposed right of way. Impacts are anticipated at 27 emergent wetlands and 12 forested wetlands. Alternatives were reviewed as required by Executive Order 11990 on wetlands, and no practicable alternatives to avoid impacts to these wetlands were identified.

Under the No-Build Alternative, no impacts to wetlands would occur; therefore, EO 11990 would not apply.

5.10.4 Rivers and Harbors Act

Based on a project scoping analysis, it was determined that neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.10.5 Clean Water Act Section 303(d)

The project area is located within the Middle Sabine basin (Hydrologic Unit Code 12010002) and Upper Angelina basin (Hydrologic Unit Code 12020004) and located within five linear miles of three impaired assessment units listed under Section 303(d) of the Clean Water Act. Storm water runoff from the project area eventually flows to Assessment Unit 0506A_01 of Segment 0506A of Harris Creek and this segment is listed as impaired due to depressed dissolved oxygen. Two impaired assessment units are within five miles of the project area, Assessment Unit 0606D_02 of Segment 0606D of Black Fork Creek and Assessment Unit 0611D_01 of Segment 0611D of West Mud Creek (see **Table 2**). Both of the segments are listed as impaired due to elevated bacteria levels (TCEQ 2018).

Table 2: Impaired Stream Segments Within Five Linear Miles and Within the SH 31 Watershed

Watershed	Segment Name	Segment Number	Assessment Unit Number
Sabine River Basin	Harris Creek	0506A	0506A_01
Neches River Basin	Black Fork Creek	0606D	0606D_02
Neches River Basin	West Mud Creek	0611D	0611D_01

Source: TCEQ, 2019

To date, TCEQ has not identified (through either a total maximum daily load (TMDL) or the review of projects under the TCEQ MOU) a need to implement control measures beyond those required by the construction general permit (CGP) on road construction projects. Therefore, compliance with the project's CGP, along with coordination under the TCEQ MOU for certain transportation projects, collectively meets the need to address impaired waters during the

environmental review process. As required by the CGP, the project and associated activities will be implemented, operated, and maintained using best management practices to control the discharge of pollutants from the project site.

Under the No-Build Alternative, no impacts to impaired water segments would occur, and coordination with the TCEQ would not be required.

5.10.6 Clean Water Act Section 402

The proposed project would include five or more acres of earth disturbance. TxDOT would comply with the TCEQ's Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit.

Efforts would be made to avoid and minimize impacts to the aquatic ecosystem during roadway design. Minimization would be achieved by preparing and implementing a Stormwater Pollution Prevention Plan (SW3P) and by implementing BMPs, including temporary erosion, sedimentation, and TSS water pollution controls. All temporary erosion controls would comply with TxDOT standard specifications and would be in place, according to the construction plans, prior to commencement of construction-related activities. The contractor would take appropriate measures to prevent, minimize, and control the spill of fuels, lubricants, and hazardous materials in the construction staging area. A construction site notice would be posted. A Notice of Intent (NOI) and Notice of Termination would be required.

Since TPDES Construction General Permit (CGP) authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the project. The Project Development Process Manual and the Plans, Specifications, and Estimates (PS&E) Preparation Manual require a storm water pollution prevention plan (SWP3) be included in the plans of all projects that disturb one or more acres. The Construction Contract Administration Manual requires that the appropriate CGP authorization documents (notice of intent or site notice) be completed, posted, and submitted, when required by the CGP, to TCEQ and the municipal separate storm sewer system operator. It also requires that projects be inspected to ensure compliance with the CGP.

The PS&E Preparation Manual requires that all projects include Standard Specification Item 506 (Temporary Erosion, Sedimentation, and Environmental Controls), and the "Required Specification Checklists" require Special Provision 506-004 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SWP3, and to complete the appropriate authorization documents.

Under the No-Build Alternative, there would be no earth disturbance, and compliance with the TPDES Construction General Permit would not be required.

5.10.7 Floodplains

EO 11988, Floodplain Management, requires federal agencies to avoid, to the extent possible, long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. The project area crosses the mapped 100-year Federal Emergency Management Agency (FEMA) floodplains associated with water features throughout the project area (Flood Insurance Rate Map Panels 48423C0360D, 48423C0380D, 48423C0385D, 48423C0425C, 48423C0300C, 48423C0325C, 48183C0150F, and 48183C0145F; **Attachment F, Figures 3a–3g**; FEMA 2018). The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, without causing significant damage to the facility, stream, or other property. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances.

This project is subject to and will comply with federal Executive Order 11988 on Floodplain Management. The department implements this Executive Order on a programmatic basis through its Hydraulic Design Manual. Design of this project will be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project will not result in a "significant encroachment" as defined by FHWA's rules implementing Executive Order 11988 at 23 CFR 650.105(q).

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

5.10.8 Wild and Scenic Rivers

Based on a project scoping analysis, it was determined that neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.10.9 Coastal Barrier Resources

Based on a project scoping analysis, it was determined that neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.10.10 Coastal Zone Management

Based on a project scoping analysis, it was determined that neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.10.11 Edwards Aquifer

Based on a project scoping analysis, it was determined that neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.10.12 International Boundary and Water Commission

Based on a project scoping analysis, it was determined that neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.10.13 Drinking Water Systems

Based on information from the Texas Water Development Board's (TWDB) databases, approximately nine domestic water wells are located within 0.25 mile of the project area (TWDB 2019), including four public supply water wells, owned by various parties. There are also two irrigation wells and three domestic wells.

There are no wells within the proposed right of way and no impacts to wells are anticipated. In accordance with TxDOT's *Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges*, if any wells that are not mapped are encountered during construction they would need to be properly removed, sealed, and plugged.

The No-Build Alternative would have no effect on drinking water systems.

5.11 Biological Resources

5.11.1 Texas Parks and Wildlife Coordination

A Tier 1 Site Assessment was completed for the proposed project to determine whether coordination with the Texas Parks and Wildlife Department (TPWD) would be required (TxDOT 2019g). Potential impacts to the Disturbed Prairie; Mixed Woodlands and Forest; and Riparian MOU habitat types would exceed the threshold for coordination with TPWD, though impacts to vegetation proposed by the Build Alternative would be minimized to the greatest extent practicable. The proposed project is within range of and with suitable habitat present for several species of greatest conservation need (SGCNs) that do not have designated BMPs (**Section 5.11.11**). Coordination with TPWD was initiated on June 14, 2019 and was completed on January 29, 2020. The coordination exchanges are included in **Appendix G**.

Under the No-Build Alternative, no coordination with TPWD would be required.

5.11.2 Impacts to Vegetation

The project area is located within the South Central Plains Ecoregion of Texas, as mapped by the Ecological Mapping System of Texas (EMST) (MoRAP 2013). The EMST identified several vegetation types within the project area that were field verified by qualified biologists in 2019. Five general categories of vegetation were observed within the project area during field investigations (**Table 3**). These habitat types identified in the 2013 TxDOT-TPWD MOU and Threshold Programmatic Agreement have been assigned acreage thresholds which, if exceeded, would require coordination under the TxDOT-TPWD MOU.

The proposed project area is composed of the following habitat types: Disturbed Prairie; Mixed Woodlands and Forest; Riparian, and Urban (**Table 3** and **Figure 4a-4q** in **Appendix F**) (MoRAP 2013). These habitat types are not considered rare or important remnant vegetation as mapped by the Texas Conservation Action Plan. The project area was investigated for the presence of unusual vegetation features as identified by the TxDOT-TPWD MOU. Unusual vegetation features identified within the project area include unmaintained vegetation, riparian vegetation, and fence line vegetation. No remnant vegetation occurs in the project

area. Standard vegetation BMPs would be implemented and are included in **Section 8**. The project area was also investigated for the presence of special habitat features as identified by the TxDOT–TPWD MOU, though none were identified. For more information, see the *Tier 1 Site Assessment* and the *Biological Evaluation Form* (TxDOT 2019g, 2019h) available in TxDOT’s project files and located in TxDOT’s Environmental Compliance Oversight System.

Table 3: Observed Vegetation Within the SH 31 Project Area

Habitat MOU Type	Acreage
Disturbed Prairie	26.8
Mixed Woodlands and Forest	153.9
Riparian (includes Floodplain)	15.4
Urban	311.3
Open Water	0.7
Total	508.1

Under the No-Build alternative, the existing vegetation would remain as it is presently, except for those areas where a landowner could decide to either harvest or clear the land for other uses. The No-Build Alternative would not require any conversion of vegetation to a transportation facility, nor would it impact unusual vegetation or special habitat features.

5.11.3 Executive Order 13112 on Invasive Species

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

The No-Build Alternative would not be subject to EO 13112 on Invasive Species.

5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

In accordance with the Executive Memorandum of August 10, 1995, all agencies shall comply with NEPA as it relates to vegetation management and landscape practices for all federally assisted projects. The Executive Memorandum directs that, where cost-effective and to the extent practicable, agencies would (1) use regionally native plants for landscaping; (2) design, use, or promote construction practices that minimize adverse effects on the natural habitat; (3) seed to prevent pollution by, among other things, reducing fertilizer and pesticide use; (4) implement water-efficient and runoff reduction practices; and (5) create demonstration projects employing these practices. Landscaping included with this project would be in compliance with the Executive Memorandum and the guidelines for environmentally and economically beneficial landscape practices.

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*.

The No-Build Alternative would not be subject to the Executive Memorandum on Environmentally and Economically Beneficial Landscaping.

5.11.5 Impacts to Wildlife

The vegetation of the South Central Plains Region provides habitat for a wide range of wildlife species that are common to the Tertiary Uplands environment. Some wildlife species could occur within undeveloped portions of the existing and proposed right of way. Required clearing or other construction-related activities may directly or indirectly affect species that reside on or adjacent to the project area. Heavy machinery could kill small, low-mobility animals or could cause soil compaction, impacting animals that live underground. Larger, more-mobile species will typically avoid construction activities and move into adjacent areas.

With regard to encroachment-alteration effects under the Build Alternative, the effects of removing important wildlife habitat areas would be limited to the unmaintained vegetation and at the water features present within the project area. Accordingly, impacts to habitat would be limited to the area of direct impacts, and no encroachment impacts are expected. Wildlife and vegetation BMPs are included in **Section 8.0**.

Under the No-Build Alternative, no impacts to wildlife species or their habitats would occur.

5.11.6 Migratory Bird Protections

The project area will need to be surveyed and it may be necessary to install bird nest exclusion devices prior to construction.

This project will comply with applicable provisions of the Migratory Bird Treaty Act (MBTA) and Texas Parks and Wildlife Code Title 5, Subtitle B, Chapter 64, Birds. It is the department's policy to avoid removal and destruction of active bird nests except through federal or state approved options. In addition, it is the department's policy to, where appropriate and practicable:

use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction, and

schedule construction activities outside the typical nesting season.

The No-Build Alternative would not require any removal or disturbance of migratory birds, their nests, or their young and would have no impact on migratory birds.

5.11.7 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act does not apply as the project will not result in the control or modification of a natural stream or body of water. All proposed roadway and drainage improvements should be designed in a manner to avoid or minimize impacts to jurisdictional crossings.

The No-Build Alternative would not be required to comply with the Fish and Wildlife Coordination Act.

5.11.8 Bald and Golden Eagle Protection Act

The project is not within 660 feet of an active or inactive Bald or Golden Eagle nest. Therefore, no coordination with USFWS is required. No Bald or Golden Eagle habitat was observed within the proposed project area. The proposed project would have no impact on Bald or Golden Eagles.

The No-Build Alternative would have no impact on Bald or Golden Eagles.

5.11.9 Magnuson–Stevens Fishery Conservation Management Act

The Essential Fish Habitat (EFH)/Magnuson-Stevens Fishery Conservation and Management Act (MSA) does not apply.

5.11.10 Marine Mammal Protection Act

The project area does not contain suitable habitat for marine mammals.

5.11.11 Threatened, Endangered, and Candidate Species

Federally Listed:

Site investigations occurred on March 19, 2019. The USFWS's Information for Planning and Conservation (IPaC) Official Species List was initially requested and received on March 22, 2019 and identified three bird species as potentially occurring within the project area; Interior Least Tern (*Sterna antillarum athalassos*), Piping Plover (*Charadrius melodus*), and Red Knot (*Calidris canutus*). The Piping Plover and the Red Knot are conditionally listed on the IPaC for projects that are related to wind energy generation. The proposed improvements are a linear transportation project; therefore, these species were not considered in the threatened and endangered species review, for more information, see the *Tier 1 Site Assessment* and the *Biological Evaluation Form* (TxDOT 2019g, 2019h). No habitat occurs in the proposed project area for the Interior Least Tern. An updated IPaC Official Species List was requested and received on March 27, 2020; this report included the three bird species discussed above and a federally threatened plant species, earth fruit (*Geocarpon minimum*). No habitat occurs in the proposed project area for earth fruit. Due to lack of suitable habitat for the Interior Least Tern and earth fruit, the Build Alternative would have no effect on federally listed species.

State Listed:

Site investigations occurred on March 19, 2019 and a review of TPWD's County lists and confirmation by qualified biologists during site investigations confirmed that suitable habitat for the following state-listed species occurs within the project area: Louisiana pigtoe (*Pleurobema riddellii*), Southern hickorynut (*Obovaria jacksoniana*), Texas heelsplitter (*Potamilus amphichaenus*), Creek chubsucker (*Erimyzon oblongus*), Alligator snapping turtle (*Macrochelys temminckii*), Northern scarlet snake (*Cemophora coccinea copei*), Texas horned lizard (*Phrynosoma cornutum*), Timber rattlesnake (*Crotalus horridus*), Bachman's sparrow (*Aimophila aestivalis*), Wood stork (*Mycteria americana*), and Rafinesque's big-eared bat

(*Corynorhinus rafinesquii*) (TxDOT 2019g, 2019h). On March 4, 2020, TPWD revised the Smith and Gregg County lists to include three additional state-listed species: Swallow-tailed kite (*Elanoides forficatus*), White-faced ibis (*Plegadis chihi*), and Louisiana pine snake (*Pituophis ruthveni*). As these species were recently added to the county lists, an assessment of their suitable habitat was not included in the *Tier 1 Site Assessment* and the *Biological Evaluation Form* (TxDOT 2019g, 2019h); however, following a review of the species' preferred habitats and analysis of the available vegetation communities within the project area, it is determined that these three additional state-listed species would not be impacted by the proposed project due to lack of suitable habitats. In addition, seven state-listed species that were on the previous list were removed from the March 4, 2020 list.

SGCNs

The project is within the range of or includes suitable habitat for the following SGCNs: Cypress knee sedge (*Carex decomposita*), Goldenweave tickseed (*Coreopsis intermedia*), Rough-stem aster (*Symphyotrichum puniceum* var *scabricaule*), Shinner's sunflower (*Helianthus occidentalis* ssp *plantagineus*), Soxman's milkvetch (*Astragalus soxmaniorum*), Texas sandmint (*Rhododon ciliates*), Texas trillium (*Trillium texanum*), Warner's Hawthorn (*Crataegus warneri*), Orangebelly darter (*Etheostoma radiosum*), Plains spotted skunk (*Spilogale putorius interrupta*), and Southeastern myotis bat (*Myotis austroriparius*) (TxDOT 2019g, 2019h). On March 4, 2020, TPWD revised the Smith and Gregg County lists to include an additional thirty-six SGCNs and removed a total of five SGCNs. Because SGCNs are not afforded regulatory protection under state or federal law, potential impacts to recently added SGCN species are not evaluated in this EA since the initial species list was coordinated with the TPWD in January 2020 (**Appendix G**).

Although the proposed project may result in the removal of potentially suitable habitat or the temporary disturbance of individuals of these species, the project is not anticipated to cause a substantial impact to any state-listed species or SGCNs. Any impact to individuals would be incidental in nature.

Coordination with TPWD for this project was completed on January 29, 2020. The following BMPs were coordinated with TPWD and would be implemented in an effort to avoid impacts to the state-listed species and SGCNs:

Freshwater Mussel BMPs- Louisiana pigtoe, southern hickorynut, and Texas heelsplitter

- 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 authorization and implement Water Quality BMPs.
- When work is adjacent to the water; Water Quality BMPs implemented as part of the SW3P for a construction general permit or any conditions of the 401 water quality

certification for the project will be implemented. (Note, SW3P and 401 BMPS are not listed in this PA). No TPWD Coordination required.

Fish BMPs- Creek chubsucker and Orangebelly darter

- For projects within the range of a SGCN or State-Listed fish and work is adjacent to water: Water Quality BMPs. No TPWD Coordination required.
- For projects within the range of a SGCN or State-Listed fish, and work is in the water: TPWD coordination required.

Water Quality BMPs

In addition to BMPs required for a TCEQ Storm Water Pollution Prevention Plan and/or 401 water quality permit:

- Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges.
- When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.

Amphibian and Aquatic Reptile BMPs- Alligator snapping turtle

Unless absence of the species can be demonstrated, assume presence in suitable habitat and implement the following BMPs. Absence can only be demonstrated using TPWD-approved survey efforts (contact TPWD for minimum survey protocols for species and project site conditions).

1. For projects within one mile of a known occupied location or observation of the species recorded from 1980 until the current year and suitable habitat is present, coordinate with TPWD.
2. For new location roadway projects, coordinate with TPWD.
3. For projects within existing right of way (ROW) when work is in water or will permanently impact a water feature and potential habitat exists for the target species complete the following:
 - a. Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.
 - b. Minimize impacts to wetland, temporary and permanent open water features, including depressions, and riverine habitats.
 - c. Maintain hydrologic regime and connections between wetlands and other aquatic features.
 - d. Use barrier fencing to direct animal movements away from construction activities and areas of potential wildlife-vehicle collisions in construction areas

- directly adjacent, or that may directly impact, potential habitat for the target species.
- e. Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or hydroseeding are not feasible due to site conditions, using erosion control blankets or mats that contain no netting, or only contain loosely woven natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable.
 - f. Project specific locations (PSLs) proposed within state-owned ROW should be located in uplands away from aquatic features.
 - g. When work is directly adjacent to the water, minimize impacts to shoreline basking sites (e.g., downed trees, sand bars, exposed bedrock) and overwinter sites (e.g., brush and debris piles, crayfish burrows) where feasible.
 - h. Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter, which may be refugia for terrestrial amphibians, where feasible.
 - i. If gutters and curbs are part of the roadway design, where feasible install gutters that do not include the side box inlet and include sloped (i.e. mountable) curbs to allow small animals to leave roadway. If this modification to the entire curb system is not possible, install sections of sloped curb on either side of the storm water drain for several feet to allow small animals to leave the roadway. Priority areas for these design recommendations are those with nearby wetlands or other aquatic features.
4. For projects that require acquisition of additional ROW and work within that new ROW is in water or will permanently impact a water feature, implement a – i above plus j – l below, where applicable:
- j. For sections of roadway adjacent to wetlands or other aquatic features, install wildlife barriers that prevent climbing. Barriers should terminate at culvert openings in order to funnel animals under the road. The barriers should be of the same length as the adjacent feature or 80 feet long in each direction, or whichever is the lesser of the two.
 - k. For culvert extensions and culvert replacement/installation, incorporate measures to funnel animals toward culverts such as concrete wingwalls and barrier walls with overhangs.
 - l. When riprap or other bank stabilization devices are necessary, their placement should not impede the movement of terrestrial or aquatic wildlife through the water feature. Where feasible, biotechnical streambank stabilization methods

using live native vegetation or a combination of vegetative and structural materials should be used.

Terrestrial Reptile BMPs- Timber rattlesnake and Northern scarlet snake

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

Bird BMPs- Bachman's Sparrow and Wood Stork

In addition to complying with the Migratory Bird Treaty Act (MBTA) perform the following BMPs:

- Prior to construction, perform daytime surveys for nests including under bridges and in culverts to determine if they are active before removal. Nests that are active should not be disturbed.
- Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season;
- Avoid the removal of unoccupied, inactive nests, as practicable;
- Prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair;
- Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.

Bat BMPs- Rafinesque's big-eared bat and Southeastern myotis bat

To determine the appropriate best management practice to avoid or minimize impacts to bats, review the habitat description for the species of interest on the TPWD Rare, Threatened, and Endangered Species of Texas by County List or other trusted resources. All bat surveys and other activities that include direct contact with bats shall

comply with TPWD-recommended white-nose syndrome protocols located on the TPWD Wildlife Habitat Assessment Program website under “Project Design and Construction”.

The following survey and exclusion protocols should be followed prior to commencement of construction activities. For the purposes of this document, structures are defined as bridges, culverts (concrete or metal), wells, and buildings.

- For activities that have the potential to impact structures, cliffs or caves, or trees; a qualified biologist will perform a habitat assessment and occupancy survey of the feature(s) with roost potential as early in the planning process as possible or within one year before project letting.
- For roosts where occupancy is strongly suspected but unconfirmed during the initial survey, revisit feature(s) at most four weeks prior to scheduled disturbance to confirm absence of bats.
- If bats are present or recent signs of occupation (i.e., piles of guano, distinct musky odor, or staining and rub marks at potential entry points) are observed, take appropriate measures to ensure that bats are not harmed, such as implementing non-lethal exclusion activities or timing or phasing of construction.
- Exclusion devices can be installed by a qualified individual between September 1 and March 31. Exclusion devices should be used for a minimum of seven days when minimum nighttime temperatures are above 50° F AND minimum daytime temperatures are above 70° F. Prior to exclusion, ensure that alternate roosting habitat is available in the immediate area. If no suitable roosting habitat is available, installation of alternate roosts is recommended to replace the loss of an occupied roost. If alternate roost sites are not provided, bats may seek shelter in other inappropriate sites, such as buildings, in the surrounding area.
- Bat surveys of structures should include visual inspections of structural fissures (cracked or spalled concrete, damaged or split beams, split or damaged timber railings), crevices (expansion joints, space between parallel beams, spaces above supports piers), and alternative structures (drainage pipes, bolt cavities, open sections between support beams, swallow nests) for the presence of bats.
- Before excluding bats from any occupied structure, bat species, weather, temperature, season, and geographic location must be incorporated into any exclusion plans to avoid unnecessary harm or death to bats. Winter exclusion must entail a survey to confirm either, 1) bats are absent or 2) present but active (i.e. continuously active – not intermittently active due to arousals from hibernation).

- Avoid using materials that degrade quickly, like paper, steel wool or rags, to close holes.
- Avoid using products or making structural modifications that may block natural ventilation, like hanging plastic sheeting over an active roost entrance, thereby altering roost microclimate.
- Avoid using chemical and ultrasonic repellents
- Avoid use of silicone, polyurethane or similar non-water-based caulk products.
- Avoid use of expandable foam products at occupied sites
- Avoid the use of flexible netting attached with duct tape.
- In order to avoid entombing bats, exclusion activities should be only implemented by a qualified individual. A qualified individual or company should possess at least the following minimum qualifications:
 - Experience in bat exclusion (the individual, not just the company).
 - Proof of rabies pre-exposure vaccinations.
 - Demonstrated knowledge of the relevant bat species, including maternity season date range and habitat requirements.
 - Demonstrated knowledge of rabies and histoplasmosis in relation to bat roosts.
- Contact TPWD for additional resources and information to assist in executing successful bat exclusions that will avoid unnecessary harm or death in bats.
- If feature(s) 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.
- Conversion of property containing cave or cliff features to transportation purposes should be avoided where feasible.
- Large hollow trees, snags (dead standing trees), and trees with shaggy bark should be surveyed for colonies and, if found, should not be disturbed until the bats are no longer occupying these features. Post-occupancy surveys should be conducted by a qualified biologist prior to tree removal from the landscape.
- Retain mature, large diameter hardwood forest species and native/ornamental palm trees where feasible.

- In all instances, avoid harm or death to bats. Bats should only be handled as a last resort and after communication with TPWD.

Plains spotted skunk BMPs

- 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.

With regard to indirect impacts under the Build Alternative, other than potential impacts to the species listed above, the proposed project would have no effect on any of the remaining listed species that may occur in Gregg and Smith Counties, their habitats, or designated critical habitats. The proposed project is not anticipated to reduce diversity within the ecosystem.

Under the No-Build Alternative, no impacts to SGCNs or threatened or endangered species or their habitats would occur, and no coordination would be required with the USFWS or TPWD.

5.12 Air Quality

Air quality was evaluated for the proposed project in accordance with TxDOT's *Guidance for Preparing Air Quality Statements* (TxDOT 2019m) and *Environmental Handbook—Air Quality* (TxDOT 2016). The analysis evaluated the project alternatives in relation to: (1) transportation conformity including, potentially, a hot-spot analysis; (2) carbon monoxide (CO) traffic air quality analysis (TAQA); (3) mobile source air toxics (MSAT); (4) the Congestion Management Process (CMP); and (5) construction air emissions.

The project is located in Smith and Gregg Counties, in an area in attainment or unclassifiable for all National Ambient Air Quality Standards; therefore, the transportation conformity rules do not apply.

The project is not located within a CO or particulate matter (PM) nonattainment or maintenance area; therefore, a project level hot-spot analysis is not required.

Traffic data for 2018 is 14,700 vehicles per day while traffic data for the estimated time of completion (ETC) year 2030 and design year 2050 is 18,250 vehicles per day and 24,125 vehicles per day, respectively. A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that the 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 vehicles per day; therefore, a Traffic Air Quality Analysis was not required.

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the U.S. 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)¹. 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)². 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 mobile source air toxics, 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 Guide³, 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.

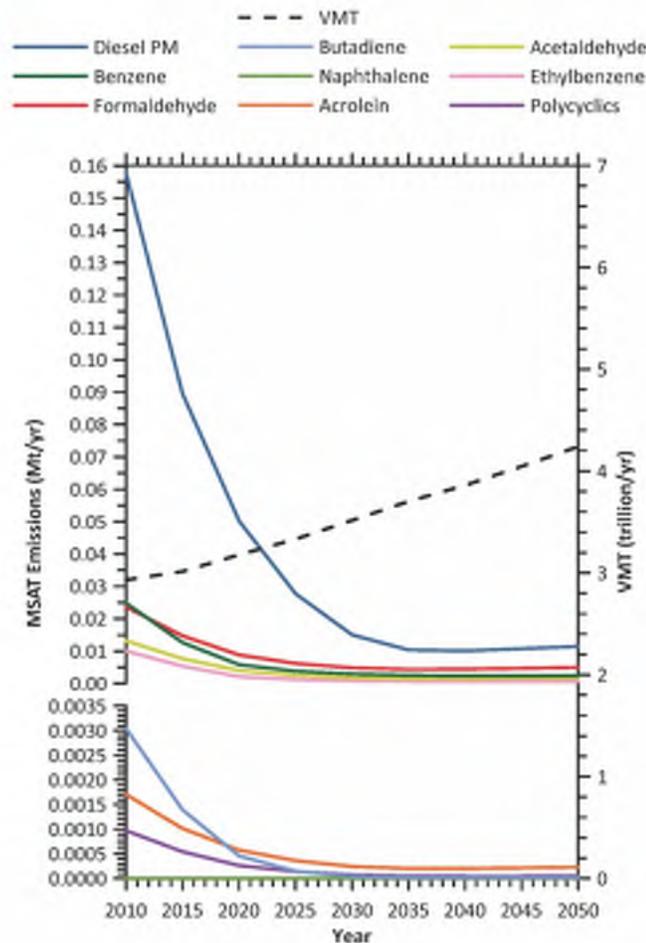
Using EPA's MOVES2014a model, as shown in **Figure 1**, FHWA estimates that even if VMT increases by 45 percent from 2010 to 2050 as forecast, a combined reduction of 91 percent in the total annual emissions for the priority MSAT is projected for the same time period.

¹ <http://www.epa.gov/iris/>

² <https://www.epa.gov/national-air-toxics-assessment>

³ <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100NNR0.txt>

Figure 1:
FHWA 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 posed 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.

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 FHWA entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*⁴.

The VMT estimated for each of the Build Alternatives is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. 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 MSAT concentrations would likely be most pronounced along the expanded roadway sections that would be built between SL 323 and FM 1639 along SH 31. However, the magnitude and the 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. 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

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https://www.fhwa.dot.gov/environment/air_quality/air_toxics/research_and_analysis/mobile_source_air_toxics/msat_emissions.cfm

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. Consistent with 40 CFR 1502.22 (regarding incomplete and unavailable information) FHWA does not conduct MSAT health impacts for the reasons described below.

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 Clean Air Act 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 Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents⁵. 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 concentrations⁶ 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 unsupported 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.

⁵ http://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/index.cfm

⁶ HEI Special Report 16, <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects>

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 HEI⁷. 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 risk⁸.”

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 Clean Air Act 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 acceptable⁹.

The proposed project is within an attainment or unclassifiable area for ozone and CO; therefore, a project level CMP analysis is not required.

During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are

⁷ Special Report 16, <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects>

⁸ EPA IRIS database, Diesel Engine Exhaust, Section II.C.
https://cfpub.epa.gov/ncea/iris/iris_documents/documents/subst/0642_summary.pdf

⁹ [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)

fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel PM from diesel-powered construction equipment and vehicles.

The potential impacts of PM emissions 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.

Implementation of the No-Build Alternative would lead to increased traffic congestion and decreased operational efficiency along SH 31 and would result in decreased vehicular speed and increased stop-and-go traffic.

5.13 Hazardous Materials

A Hazardous Materials Initial Site Assessment (ISA) was completed for the proposed project to identify known and possibly unknown hazardous material contamination within the proposed project limits. The assessment was conducted along the proposed project area, from publicly accessible locations on existing rights-of-way and where right-of-entry was granted by the landowners. Please refer to the *Hazardous Materials Initial Site Assessment* for more information regarding the results of these investigations (TxDOT 2019i).

The ISA identified several hazardous materials sites of concern. These sites include areas adjacent to the Build Alternative right of way including seven active petroleum storage tank (PST) locations, of which four are of concern and adjacent to the project area. Removal and disposition of UST systems, when required, would be addressed during the right of way negotiation and acquisition phase of the project. There are nine leaking petroleum storage tank (LPST) sites, eight are of low concern and one is of high concern. TCEQ file information and project design requirements were reviewed relative to the higher concern site, Johnson Grocery at 15884 E SH 31. TCEQ records indicate unresolved groundwater contamination from gasoline constituents. However, the project does not require significant excavation near the site, therefore impacts to project construction activities are not anticipated. The site would be partially acquired; therefore, right of way personnel would be informed so that the LPST status of the site could be considered during the acquisition phase. Additional investigation would be undertaken if needed to support right of way acquisition and petroleum storage tank system removal. One corrective action site, Delek Tyler refinery at 1702 E, Commerce St., was identified as a potential concern for the project based on soil and groundwater releases at the refinery. However, the refinery is located approximately 0.9 mile from the project limits, and

the project does not involve significant excavation. Based on the distance and minimal excavation requirements, impacts to project activities are not anticipated.

A review of the Railroad Commission’s Public GIS viewer (<http://gis.rrc.texas.gov/GISViewer/>) identified at least 17 pipelines that cross SH 31. Any potential pipeline conflicts would be addressed during the utility coordination phase, in accordance with established procedures. An Oil and Gas field is located south of SH 31 between Redbird Road and Jernigan Road.

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.

Under the No-Build Alternative, no impacts to pipelines or disturbance to any potentially contaminated sites would occur. The No-Build Alternative would not require any actions with regard to hazardous materials.

5.14 Traffic Noise

A traffic noise analysis was conducted for the Build Alternative (TxDOT 2020). Existing and predicted traffic noise levels were modeled at receiver locations (**Figure 5a–5j – Appendix F**) that represent the land use activity areas adjacent to the project area that may be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement. Measures to reduce noise impacts were considered and evaluated.

Existing and predicted traffic noise levels were modelled at receiver locations (see **Table 4** and **Figure 5a–5j – Appendix F**) that represent the land use activity areas adjacent to the Build Alternative that might be impacted by traffic noise and might potentially benefit from feasible and reasonable noise abatement.

Table 4: Traffic Noise Levels dB(A) Leq (Build Alternative)

Representative Receiver	Receiver Type	NAC Level	Existing (2030)	Predicted (2050)	Change (+/-)	Noise Impact
R1	D (Group Home)	52	36	38	+2	No
R2	B (Residential)	67	58	57	-1	No
R3	B (Residential)	67	58	59	+1	No
R4	D (Church)	52	40	41	+1	No
R5	C (Gazebo)	67	63	64	+1	No
R6	B (Residential)	67	63	65	+2	No
R7	B (Residential)	67	56	56	0	No

Representative Receiver	Receiver Type	NAC Level	Existing (2030)	Predicted (2050)	Change (+/-)	Noise Impact
R8	B (Residential)	67	60	61	+1	No
R9	D (Church)	52	25	27	+2	No
R10	B (Residential)	67	58	60	+2	No
R11	C (Playground)	67	48	50	+2	No
R12	D (Church)	52	28	29	+1	No
R13	B (Residential)	67	53	54	+1	No
R14	D (Church)	52	39	40	+1	No
R15	D (Church)	52	29	31	+2	No
R16	B (Residential)	67	61	61	0	No
R17	B (Residential)	67	63	64	+1	No
R18	B (Residential)	67	63	64	+1	No
R19	B (Residential)	67	64	65	+1	No
R20	B (Residential)	67	57	56	-1	No
R21	B (Residential)	67	62	63	+1	No
R22	B (Residential)	67	63	64	+1	No
R23	B (Residential)	67	53	54	+1	No
R24	B (Residential)	67	53	55	+2	No
R25	B (Residential)	67	53	55	+2	No
R26	B (Residential)	67	56	57	+1	No
R27	B (Residential)	67	53	53	0	No
R28	B (Residential)	67	53	54	+1	No
R29	B (Residential)	67	52	53	+1	No
R30	B (Residential)	67	52	53	+1	No
R31	B (Residential)	67	54	55	+1	No
R32	B (Residential)	67	60	61	+1	No
R33	B (Residential)	67	50	51	+1	No
R34	B (Residential)	67	62	63	+1	No
R35	B (Residential)	67	58	59	+1	No
R36	B (Residential)	67	56	56	0	No
R37	D (Reception Hall)	52	31	32	+1	No
R38	B (Residential)	67	63	65	+2	No
R39	B (Residential)	67	62	61	-1	No
R40	B (Residential)	67	63	63	0	No
R41	B (Residential)	67	56	56	0	No
R42	B (Residential)	67	60	61	+1	No
R43	C (Drive-in)	67	59	58	-1	No
R44	B (Residential)	67	58	58	0	No
R45	B (Residential)	67	56	55	-1	No
R46	B (Residential)	67	52	52	0	No
R47	B (Residential)	67	61	59	-2	No
R48	B (Residential)	67	66	65	-1	No
R49	B (Residential)	67	62	60	-2	No

Representative Receiver	Receiver Type	NAC Level	Existing (2030)	Predicted (2050)	Change (+/-)	Noise Impact
R50	B (Residential)	67	53	54	+1	No
R51	B (Residential)	67	57	57	0	No
R52	B (Residential)	67	51	53	+2	No
R53	B (Residential)	67	51	53	+2	No
R54	B (Residential)	67	56	58	+2	No
R55	B (Residential)	67	59	60	+1	No
R56	B (Residential)	67	60	59	-1	No
R57	B (Residential)	67	60	59	-1	No
R58	B (Residential)	67	60	60	0	No
R59	B (Residential)	67	62	64	+2	No
R60	B (Residential)	67	58	58	0	No
R61	B (Residential)	67	57	56	-1	No
R62	B (Residential)	67	58	57	-1	No
R63	B (Residential)	67	54	55	+1	No
R64	B (Residential)	67	61	61	0	No
R65	B (Residential)	67	55	56	+1	No
R66	B (Residential)	67	55	56	+1	No
R67	B (Residential)	67	60	62	+2	No
R68	B (Residential)	67	59	61	+2	No
R69	B (Residential)	67	61	64	+3	No
R70	B (Residential)	67	58	60	+2	No
R71	B (Residential)	67	61	60	-1	No
R72	B (Residential)	67	60	60	0	No
R73	B (Residential)	67	57	58	+1	No
R74	B (Residential)	67	59	59	0	No
R75	B (Residential)	67	58	61	+3	No
R76	B (Residential)	67	63	61	-2	No
R77	B (Residential)	67	64	62	-2	No
R78	B (Residential)	67	67	64	-3	No
R79	B (Residential)	67	59	62	+3	No
R80	B (Residential)	67	57	59	+2	No
R81	B (Residential)	67	61	64	+3	No
R82	B (Residential)	67	55	57	+2	No
R83	B (Residential)	67	65	62	-3	No
R84	B (Residential)	67	65	63	-2	No
R85	B (Residential)	67	62	60	-2	No
R86	B (Residential)	67	64	61	-3	No
R87	B (Residential)	67	60	63	+3	No
R88	B (Residential)	67	56	58	+2	No
R89	B (Residential)	67	62	60	-2	No
R90	B (Residential)	67	60	59	-1	No
R91	B (Residential)	67	62	61	-1	No

Representative Receiver	Receiver Type	NAC Level	Existing (2030)	Predicted (2050)	Change (+/-)	Noise Impact
R92	B (Residential)	67	62	61	-1	No
R93	B (Residential)	67	63	62	-1	No
R94	B (Residential)	67	60	60	0	No
R95	B (Residential)	67	59	59	0	No
R96	B (Residential)	67	60	60	0	No
R97	B (Residential)	67	59	63	+4	No
R98	B (Residential)	67	59	62	+3	No
R99	B (Residential)	67	54	57	+3	No
R100	B (Residential)	67	60	59	-1	No
R101	B (Residential)	67	61	62	+1	No
R102	D (Church)	52	40	39	-1	No
R103	B (Residential)	67	63	62	-1	No
R104	B (Residential)	67	65	63	-2	No
R105	B (Residential)	67	62	63	+1	No
R106	B (Residential)	67	63	65	+2	No
R107	B (Residential)	67	65	63	-2	No
R108	B (Residential)	67	61	61	0	No
R109	B (Residential)	67	61	61	0	No
R110	B (Residential)	67	55	55	0	No
R111	B (Residential)	67	54	55	+1	No
R112	B (Residential)	67	56	57	+1	No
R113	B (Residential)	67	54	54	0	No
R114	B (Residential)	67	59	60	+1	No
R115	B (Residential)	67	59	61	+2	No
R116	B (Residential)	67	63	65	+2	No
R117	B (Residential)	67	62	65	+3	No
R118	B (Residential)	67	62	64	+2	No
R119	B (Residential)	67	59	60	+1	No
R120	B (Residential)	67	51	53	+2	No
R121	B (Residential)	67	56	58	+2	No
R122	B (Residential)	67	57	58	+1	No
R123	B (Residential)	67	58	60	+2	No
R124	B (Residential)	67	63	64	+1	No
R125	B (Residential)	67	60	61	+1	No
R126	B (Residential)	67	59	62	+3	No
R127	B (Residential)	67	61	64	+3	No
R128	B (Residential)	67	60	63	+3	No
R129	B (Residential)	67	54	56	+2	No
R130	B (Residential)	67	60	60	0	No
R131	D (Church)	52	39	38	-1	No
R132	B (Residential)	67	62	65	+3	No
R133	B (Residential)	67	52	53	+1	No

Representative Receiver	Receiver Type	NAC Level	Existing (2030)	Predicted (2050)	Change (+/-)	Noise Impact
R134	B (Residential)	67	58	58	0	No
R135	B (Residential)	67	58	58	0	No
R136	B (Residential)	67	58	57	-1	No
R137	B (Residential)	67	62	61	-1	No
R138	B (Residential)	67	57	57	0	No
R139	B (Residential)	67	57	58	+1	No
R140*	B (Residential)	67	62	61	-1	No
R141	B (Residential)	67	58	61	+3	No
R142	B (Residential)	67	56	58	+2	No
R143	B (Residential)	67	47	50	+3	No
R144	B (Residential)	67	58	57	-1	No
R145	B (Residential)	67	49	50	+1	No
R146	B (Residential)	67	61	59	-2	No
R147	B (Residential)	67	59	58	-1	No
R148	B (Residential)	67	54	57	+3	No
R149	B (Residential)	67	54	55	+1	No
R150	B (Residential)	67	55	57	+2	No
R151	B (Residential)	67	64	64	0	No
R152	B (Residential)	67	63	62	-1	No
R153	B (Residential)	67	61	61	0	No
R154	B (Residential)	67	54	56	+2	No
R155	B (Residential)	67	55	58	+3	No
R156	B (Residential)	67	64	62	-2	No
R157	B (Residential)	67	60	62	+2	No
R158	B (Residential)	67	60	61	+1	No
R159	B (Residential)	67	60	61	+1	No
R160	B (Residential)	67	59	61	+2	No
R161	C (Cemetery)	67	62	62	0	No
R162	B (Residential)	67	61	62	+1	No
R163	B (Residential)	67	60	61	+1	No
R164	B (Residential)	67	59	61	+2	No
R165	B (Residential)	67	63	63	0	No
R166	B (Residential)	67	62	63	+1	No
R167	B (Residential)	67	59	60	+1	No
R168	B (Residential)	67	61	62	+1	No
R169	B (Residential)	67	49	50	+1	No
R170	B (Residential)	67	61	62	+1	No
R171	B (Residential)	67	47	49	+2	No
R172	B (Residential)	67	59	61	+2	No
R173	B (Residential)	67	57	59	+2	No
R174	B (Residential)	67	52	55	+3	No
R175	B (Residential)	67	60	61	+1	No

Representative Receiver	Receiver Type	NAC Level	Existing (2030)	Predicted (2050)	Change (+/-)	Noise Impact
R176	B (Residential)	67	62	62	0	No
R177	B (Residential)	67	61	61	0	No
R178	B (Residential)	67	62	63	+1	No
R179	B (Residential)	67	61	63	+2	No
R180	B (Residential)	67	59	61	+2	No
R181	B (Residential)	67	64	65	+1	No
R182	B (Residential)	67	53	57	+4	No
R183	B (Residential)	67	49	51	+2	No
R184	B (Residential)	67	65	66	+1	Yes
R185	B (Residential)	67	64	65	+1	No
R186	B (Residential)	67	60	60	0	No
R187	B (Residential)	67	61	61	0	No
R188	B (Residential)	67	55	56	+1	No
R189	B (Residential)	67	63	62	-1	No
R190	B (Residential)	67	60	60	0	No
R191	B (Residential)	67	61	61	0	No
R192	B (Residential)	67	62	62	0	No
R193	B (Residential)	67	62	62	0	No
R194	B (Residential)	67	62	61	-1	No
R195	B (Residential)	67	67	65	-2	No
R196	D (Church)	52	43	42	-1	No
R197	B (Residential)	67	65	64	-1	No
R198	B (Residential)	67	67	66	-1	Yes

Source: TxDOT 2020.

**Note: some receivers are predicted to have a future decrease in traffic noise levels. This is due to the proposed divided typical section, which moves some traffic lanes away from receivers.*

As indicated in **Table 4**, the proposed project would result in a traffic noise impact, and the following noise abatement measures were considered: traffic management, alteration of horizontal and/or vertical alignments, acquisition of undeveloped property to act as a buffer zone, and the construction of noise walls.

Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible," the abatement measure must be able to reduce the noise level at greater than 50% of impacted first row receivers by at least 5 dB(A); and to be "reasonable," it must not exceed the cost-effectiveness criterion of \$25,000 for each receiver that would benefit by a reduction of at least 5 dB(A), and the abatement measure must be able to reduce the noise level for at least one impacted first row receiver by at least 7 dB(A).

Traffic management - Control devices could be used to reduce the speed of the traffic; however, the minor benefit of one dB(A) per five 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.

Alteration of horizontal and/or vertical alignments - Any alteration of the existing alignment could displace existing businesses and residences, require additional right of way, and is typically not cost effective/reasonable.

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 - This is the most commonly used noise abatement measure. Noise walls were evaluated for each of the impacted receiver locations with the following results:

R184, R198: These receivers are separate, isolated residences, which are not associated with a neighborhood or subdivision. Noise walls that would achieve the minimum feasible reduction of 5 dB(A) while achieving a 7 dB(A) noise reduction design goal at each of these receivers would exceed the reasonable, cost-effectiveness criterion of \$25,000.

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

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, that no new activities are planned or constructed along or within the following predicted (2050) noise impact contours **Table 5**.

Table 5: Land Use Contours for Undeveloped Land

Land Use	Land Use Contour	Distance from Right of Way
NAC Category B & C	66 dB(A)	70 feet
NAC Category E	71 dB(A)	Within right of way

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

If the No Build Alternative were implemented, traffic noise levels would be expected to increase with an associated future increase in traffic volumes.

5.15 Induced Growth

An *Indirect Impacts Technical Report* (TxDOT 2019j) was prepared for the proposed project in accordance with TxDOT's *Indirect Impacts Analysis Guidance* (TxDOT 2019b).

The analysis presented in the technical report determined that construction of the proposed project could contribute to an accelerated pace of development within a small area in the indirect impacts area of influence (AOI), or study area. According to the interviews conducted, no development plans have been officially announced within the AOI that are solely dependent on the proposed roadway. No formal development plans currently exist for any type of development within the AOI. However, the interviews revealed the proposed project could spur development near the city of Tyler in an area that recently has experienced some new development. The proposed improvements to SH 31 in concert with other market forces occurring in this area, could potentially result in additional minimal commercial development through the timeframe of 2040. If development occurs, that development is likely to be consistent with land use and transportation goals of the region. Based on this assessment and input from planning officials, it is assumed the proposed project could accelerate the rate of future development in a small area near the city of Tyler that is surrounded by other commercial and residential developments. The intensity of acceleration, however, is unknown at this time.

The AOI is comprised of adjacent and adjoining parcels around key intersections along the proposed project limits, resulting in five study area clusters. In total, the AOI encompasses a collective area of approximately 1,799 acres. Within these 1,799 acres, approximately 586 acres are undeveloped land (approximately 33 percent of the total AOI acreage). (**Figure 6** in **Appendix F**).

Although the type, form, and density of future development within the area of induced growth is unknown at this time, the indirect impacts analysis concluded that there is a potential for impacts to vegetation. Based on interview results, it is anticipated that induced growth could result in the conversion of 13 acres of undeveloped land to developed uses within the AOI. This undeveloped land currently consists mainly of urban low intensity cover, which includes areas that are already built up, and woodland and forest types, which provide habitat for various wildlife species. No formal surveys for historic properties, archeological resources, waters of the U.S., or threatened/endangered species have been conducted specifically for the area of induced growth at the time of this report preparation.

In summary, the overall consensus is that the proposed project would influence future land use within the AOI by accelerating the rate of development in a small portion of the SH 31 corridor near the city of Tyler. The improved safety and enhanced operational efficiency provided by the proposed improvements could impact future growth by making the area more desirable for developers. Local and regional population and employment trends and projections indicate that new development would be sparse and increasingly improbable as distance from the city of Tyler expands, but the project could induce growth in a small area near the city of Tyler where growth is the most likely. The area of induced growth can be seen on **Figure 7** in **Appendix F**.

Ultimately, because the proposed project is not anticipated to conflict with the local development goals or cause substantial negative indirect induced growth impacts, the requirement for mitigation of environmental impacts would be limited to mitigating only the direct impacts associated with this proposed project. Any mitigation for project-induced land development impacts that may arise after construction of the proposed project would be overseen by local entities and would be the responsibility of the land developer. Mitigation for indirect induced growth impacts would not be required of the proposed project sponsors based on the analysis presented here.

Under the No-Build Alternative, current development rates and patterns would remain constant, and no induced growth would occur.

5.16 Cumulative Impacts

Cumulative effects are defined as effects “on the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time” (40 CFR § 1508.7). In accordance with TxDOT’s *Cumulative Impacts Analysis Guidelines* (TxDOT 2019c) and supported by the information presented in the *Cumulative Impacts Assessment Technical Report* (TxDOT 2019k) and in the technical reports prepared for the proposed project, it was determined that a cumulative impacts analysis is required for the proposed project. The responses to questions provided in the TxDOT cumulative impacts risk assessment revealed that the proposed project may potentially have cumulative impacts on community resources due to the large number of potential displacements as a result of the proposed project and the declining health of community resources. The impacts to other resources are not expected to be significant, and therefore a cumulative impact analysis was not conducted for resources other than community resources.

The resource study area (RSA) for community resources is comprised of census block geographies that intersect a 500-foot buffer of the proposed project footprint. This same study area was utilized as the “community study area” in the *Community Impacts Assessment Technical Report* (TxDOT 2019a). The community resources RSA encompasses an area of approximately 20,005 acres. **Figure 8** in **Appendix F** illustrates the boundary of the community resources RSA.

The years 2000 to 2040 were established as the temporal boundaries for analyzing cumulative impacts to community resources. Several past, present, and reasonably foreseeable future actions have occurred/are expected to occur in the community resources RSA that would likely contribute to cumulative impacts. These actions include commercial development, local government decisions, and transportation improvements.

The area east of Tyler has seen recent economic decline and stagnant growth. Growth in the region has slowed down compared to previous growth rates. Due in part to economic anchor institutions, such as UT Tyler and the university medical system, as well as recent local voter decisions, most commercial and residential development has occurred in the Tyler urban area. Subsequently, future potential for residential and commercial development within the majority of the community resources RSA is anticipated to be fairly low.

The combined effect of potential relocations/displacements of residential and commercial properties associated with the proposed improvements to SH 31, in combination with the small area of predicted induced development near the city of Tyler, the lack of development incentive outside of the city, as well as projected stagnant population growth particularly in Gregg County, would cumulatively decrease residential or commercial growth in the majority of the community resources RSA. Despite the fact that proposed project would provide increased safety and enhanced operational efficiency for the area, the likelihood of emigration of people and jobs from the rural/exurban area and into the urban area as a cumulative effect is fairly high.

The proposed project design reflects the results of an alternatives analysis that has been ongoing for several years. The proposed design has been carried forward because it resulted in the highest safety improvements with minimized impacts. The alternative captured by the proposed design received the most public support during the public meeting process and there was no collective negativity aimed at the project. The proposed project would contribute to a cumulative erosion of future growth trends within the community resources RSA.

Based on this analysis presented in the *Cumulative Impacts Assessment Technical Report* (TxDOT 2019k), direct impacts from the project would be mitigated; indirect impacts (induced development) appear to be consistent with local plans and policies; and cumulative impacts would contribute to the declining rate of development within the community resources RSA. At this time, no additional mitigation beyond acquisition and relocation assistance provided by TxDOT is proposed.

Under the No-Build Alternative, no cumulative impacts would be anticipated.

5.17 Construction-Phase Impacts

The Build Alternative may result in temporary congestion during construction as there may be some lane closures. Access to adjacent parcels 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. People living and working in the immediate area of the proposed project may experience an increase in noise and dust due to construction activities. Please refer to **Section 5.12** for the discussion of construction-related air emissions. The following construction phase BMPs would be utilized:

- Vegetation BMPs

- Minimize the amount of vegetation cleared. Removal of native vegetation, particularly mature native trees and shrubs should be avoided to the greatest extent practicable.
- The use of any non-native vegetation in landscaping and revegetation is discouraged. Locally adapted native species should be used.
- Avoid vegetation clearing activities during the general bird nesting season, March through August, to minimize adverse impacts to birds.
- Water Quality BMPs
 - Once construction is complete and disturbed areas have been revegetated, remove silt fencing and accumulated sediment to reduce wildlife barriers and hazards.
 - Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges.
 - When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.
- Invasive Species BMPs
 - Care should be taken to avoid the spread of aquatic invasive plants (such as giant salvinia, hydrilla, hyacinth, watermilfoil, water lettuce, and alligatorweed) from infested water bodies into areas not currently infested. All machinery/equipment/vehicles coming in contact with waters containing aquatic invasive plant species should follow clean/drain/dry protocols to prevent the potential spread of invasive plants.
- Construction Noise
 - 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 are 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.

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

6.0 Agency Coordination

TxDOT coordinated with the Kiowa, Mescalero Apache Tribe, Tonkawa Tribe of Oklahoma, Thlopthlocco Tribal Town, Seminole Nation of Oklahoma, Cherokee Nation, Caddo Nation, Jena Band of Choctaw, United Keetoowah Band of Cherokee Indians, Choctaw Nation of

Oklahoma, Delaware Nation, and Absentee Shawnee Tribe of Oklahoma regarding cultural and archeological resources and received responses from the Jena Band of Choctaw Indians, Choctaw Nation of Oklahoma, and the Cherokee Nation (see **Appendix G—Agency Coordination**).

Coordination has also been initiated with the TPWD. In compliance with the Antiquities Code of Texas and the MOU, TxDOT historians determined that project activities have no potential for adverse effects and that individual project coordination with SHPO is not required. Coordination with TCEQ will be initiated at the completion of this draft Environmental Assessment. TxDOT will coordinate with the USACE in the PS&E phase.

Table 6: Agency Coordination Summary

Agency	Date Initiated	Date Closed	Status
TCEQ	Pending	---	Pending
TPWD	June 14, 2019	January 29, 2020	Complete
Tribal Entities	April 26, 2019	May 28, 2019	Complete
	October 9, 2019	November 8, 2019	Complete
USACE	Pending	---	Pending

7.0 Public Involvement

Two public meetings were held in November of 2017: one at Highland Park Baptist Church in Kilgore on November 14, 2017, and the second at Harvey Convention Center in Tyler on November 16, 2017. In addition, a public meeting was held on July 24, 2018 at Highland Park Baptist Church. An open house format with exhibit boards and schematics was used to present the proposed project along with a formal presentation, and public input was invited regarding the need for the project and suggested alternatives for the project. Comments received as a result of the public meeting concerned safety, roadway connectivity, property access, and relocations (TxDOT 2018). No significant changes were made to the project as result of the meetings, but public comments were considered in order to further refine and improve project designs that were presented at the meetings. The Public Meeting Documentation may be inspected and copied upon request at the TxDOT Tyler District Office and is also located in TxDOT's Environmental Compliance Oversight System.

A public hearing will be held in 2020, following approval for further processing of this EA document.

8.0 Post-Environmental Clearance Activities and Contractor Communications

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 commitments and conditions of approval may vary

depending on the project's final design and construction. Mitigation monitoring would be conducted by TxDOT and other federal, state, and local agencies to ensure compliance.

8.1 Post-Environmental Clearance Activities

This section lists the elements that constitute the Environmental Permits, Issues, and Commitments (EPIC) sheet. The permits, impacts, and commitments relevant to the proposed project area as follows:

1. USACE Section 404 permit (anticipated NWP 14 with PCN)
2. TPDES, includes:
 - a. CGP
 - b. SW3P
 - c. Site Notice
 - d. NOI
3. Implementation of erosion control, sedimentation control, and post-construction TSS control BMPs for the TCEQ's 401 Water Quality Certification Conditions for NWPs to prevent water quality impacts from occurring during and after construction.
4. Implementation of BMPs for state-listed species and SGCNs
5. EO 13122 on Invasive Species
6. Implementation of Invasive Species BMPs
7. Executive Memorandum on Beneficial Landscaping
8. MBTA
9. It is recommended that archeological survey be conducted across all portions of the proposed APE that were not subjected to survey or inspection (roughly 76.71 acres); if conditions allow and nearby soils are of sufficient depth, mechanical trenching at accessible drainage crossings underlain by Holocene-age Alluvium should be undertaken
10. 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.
11. Implementation of fugitive dust control measures.
12. The traffic noise analysis and qualitative air quality analysis will be made available to local officials.

8.2 Contractor Communications

1. MBTA compliance
2. BMP compliance for state-listed species and SGCNs, water quality, and vegetation
3. 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.
4. Implementation of fugitive dust control measures

5. 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.

9.0 Conclusion

The engineering, social, economic, and environmental investigations conducted thus far indicate that implementation of the proposed project would result in no significant impacts on the human or natural environment. A Finding of No Significant Impact is recommended.

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Appendix A—Project Location Map

Appendix B—Project Photos



Photo 1: Western project terminus; viewing east.



Photo 2: General project area; viewing west.



Photo 3: Typical pasture area north of existing roadway; viewing north.



Photo 4: Typical pasture area north of existing roadway; viewing west.



Photo 5: Typical pine woodland vegetation south of existing roadway; viewing south.



Photo 6: Typical pine woodland vegetation north of existing roadway; viewing northwest.



Photo 7: Typical pine-hardwood vegetation; viewing southwest.



Photo 8: Typical pine-hardwood vegetation; viewing southwest.



Photo 9: Typical wetland area; viewing west.

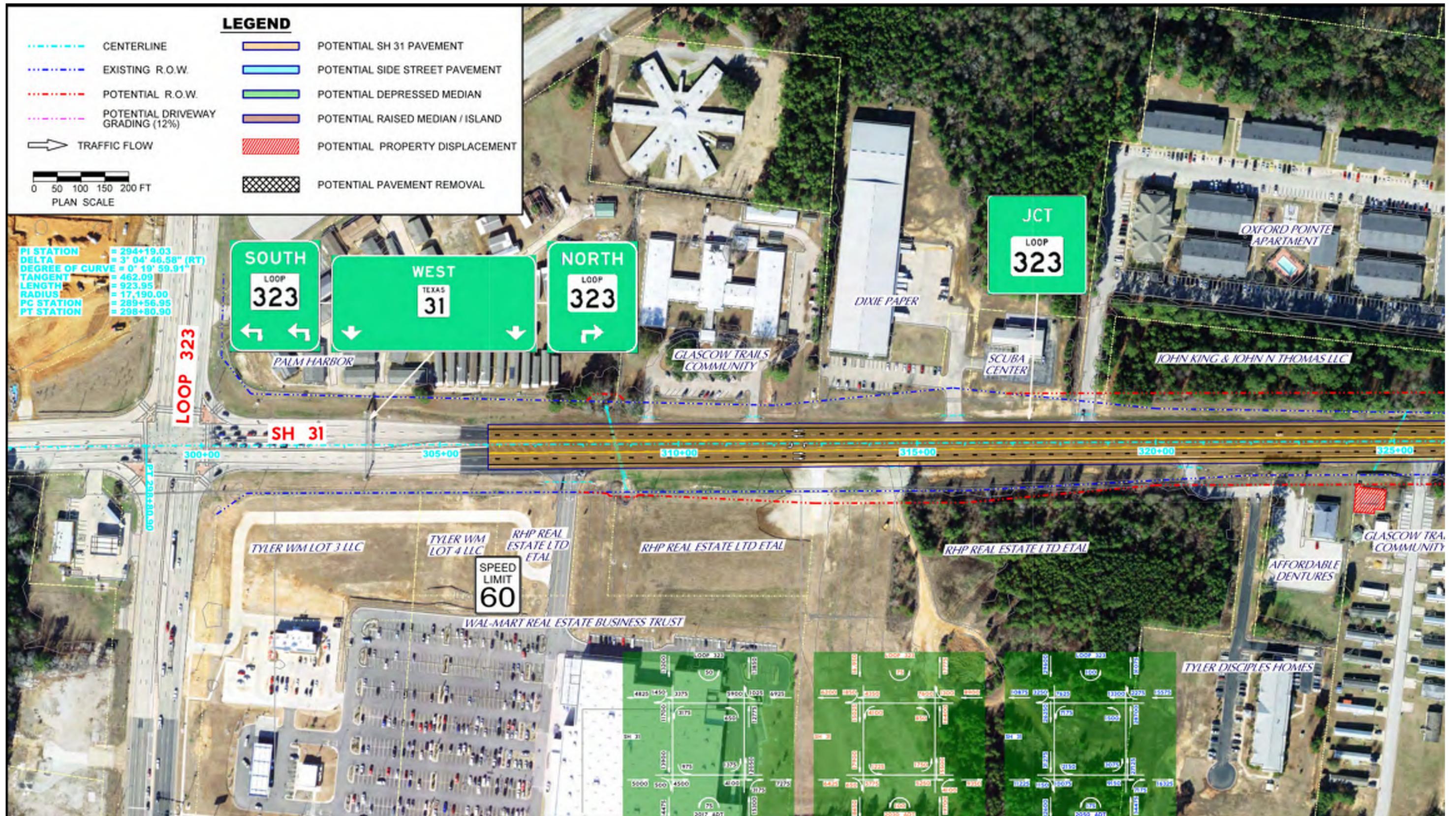


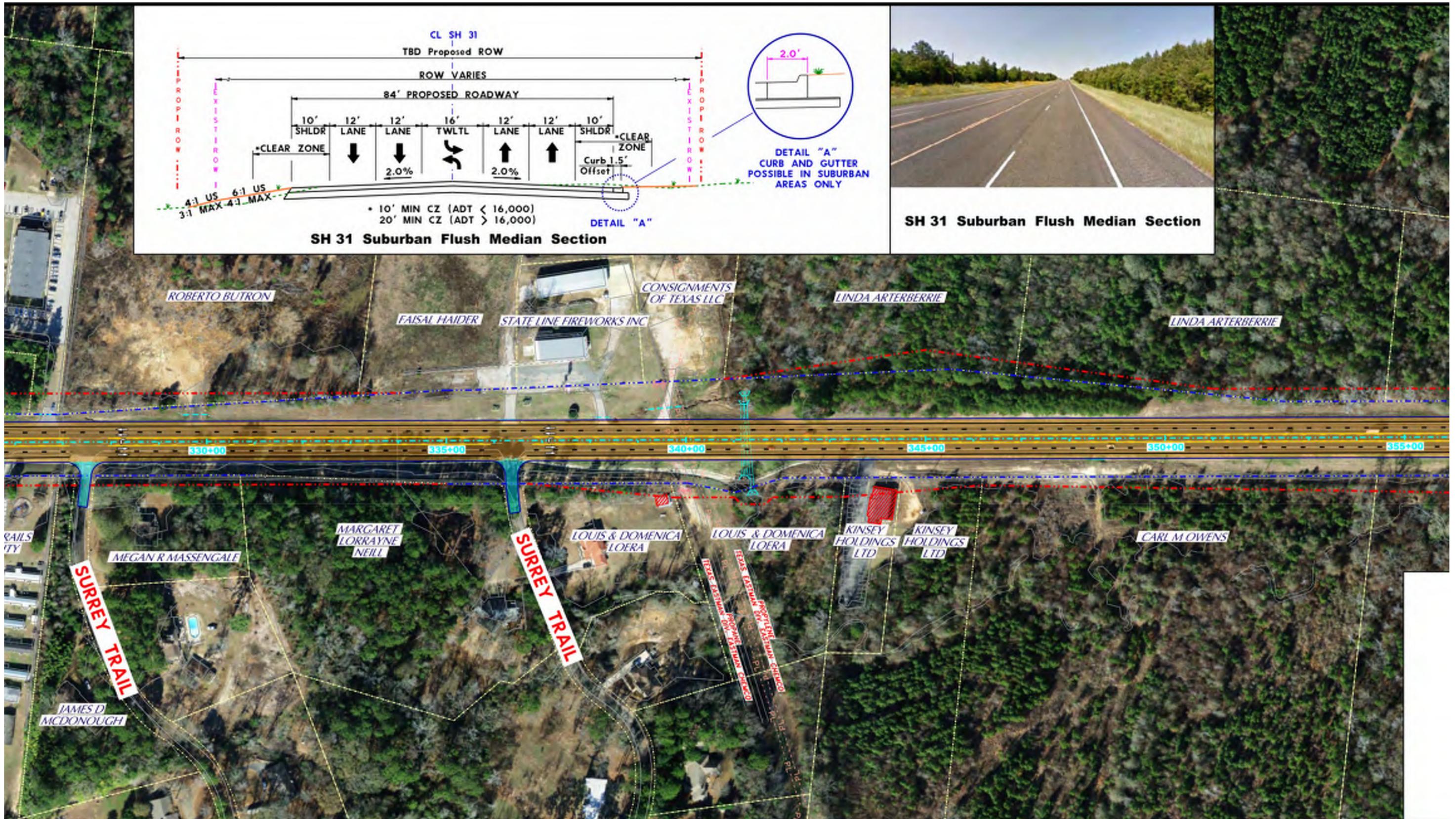
Photo 10: Typical project area stream; viewing south.

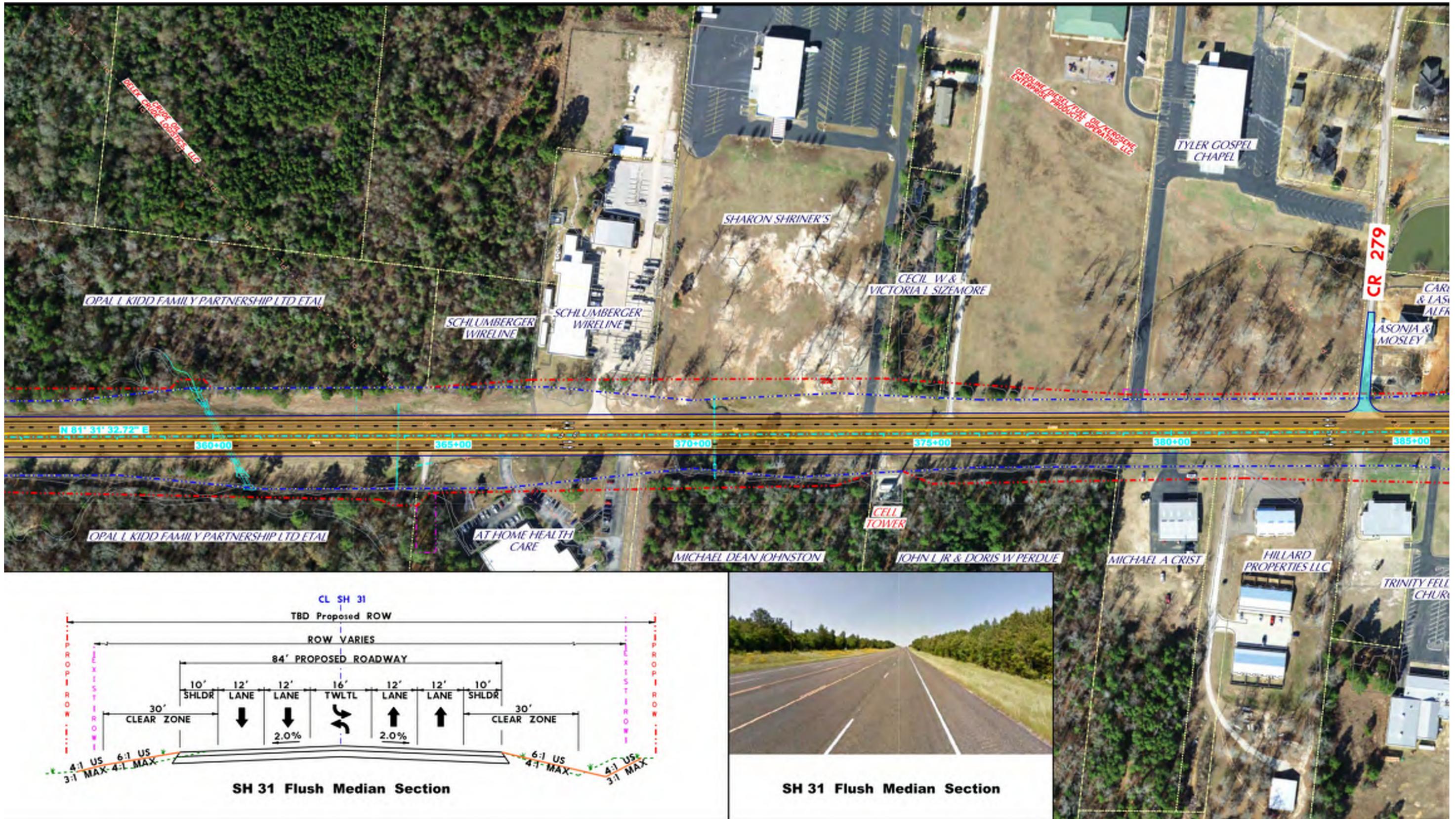


Photo 11: Eastern project limit; viewing west.

Appendix C—Schematics



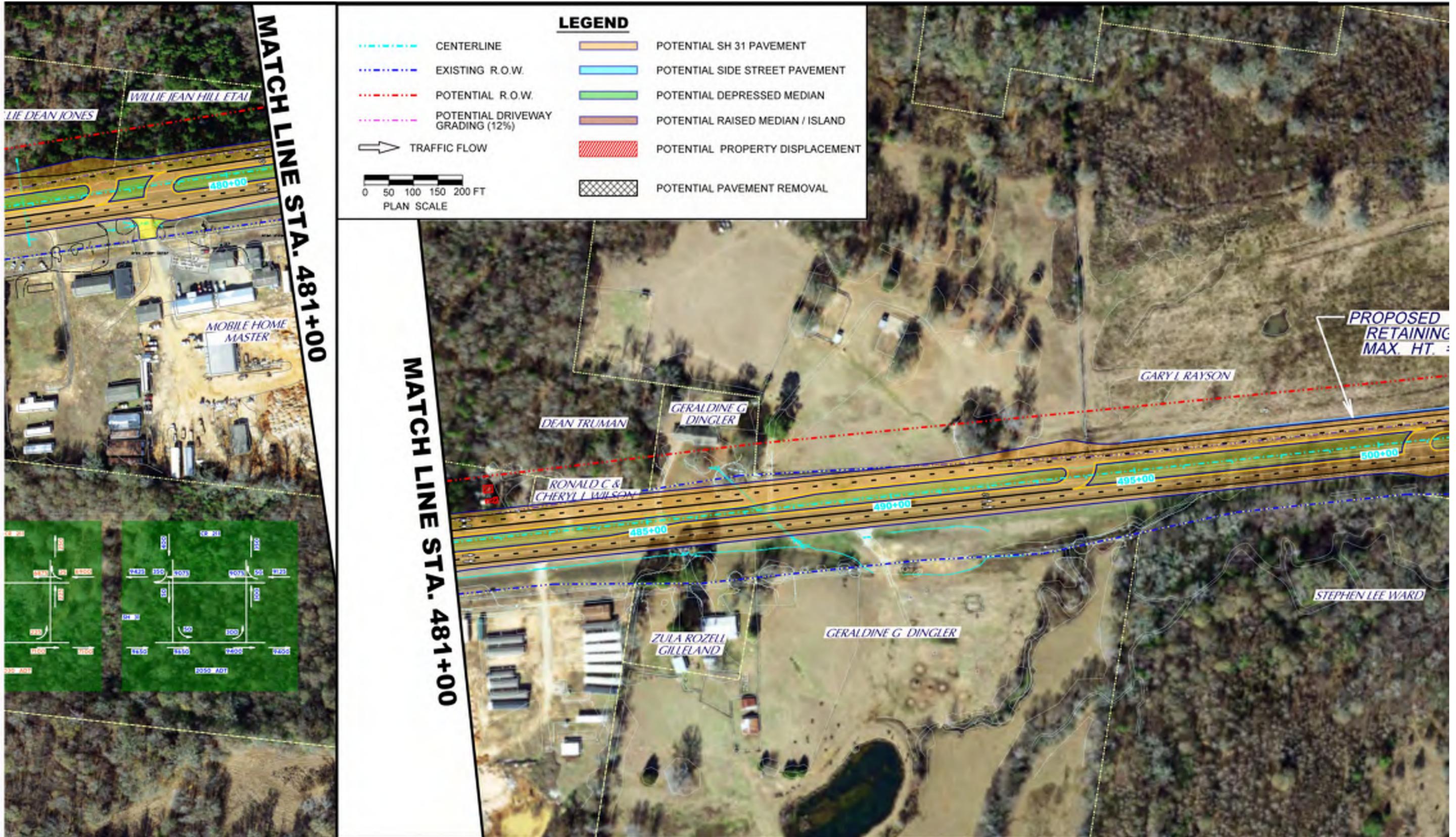




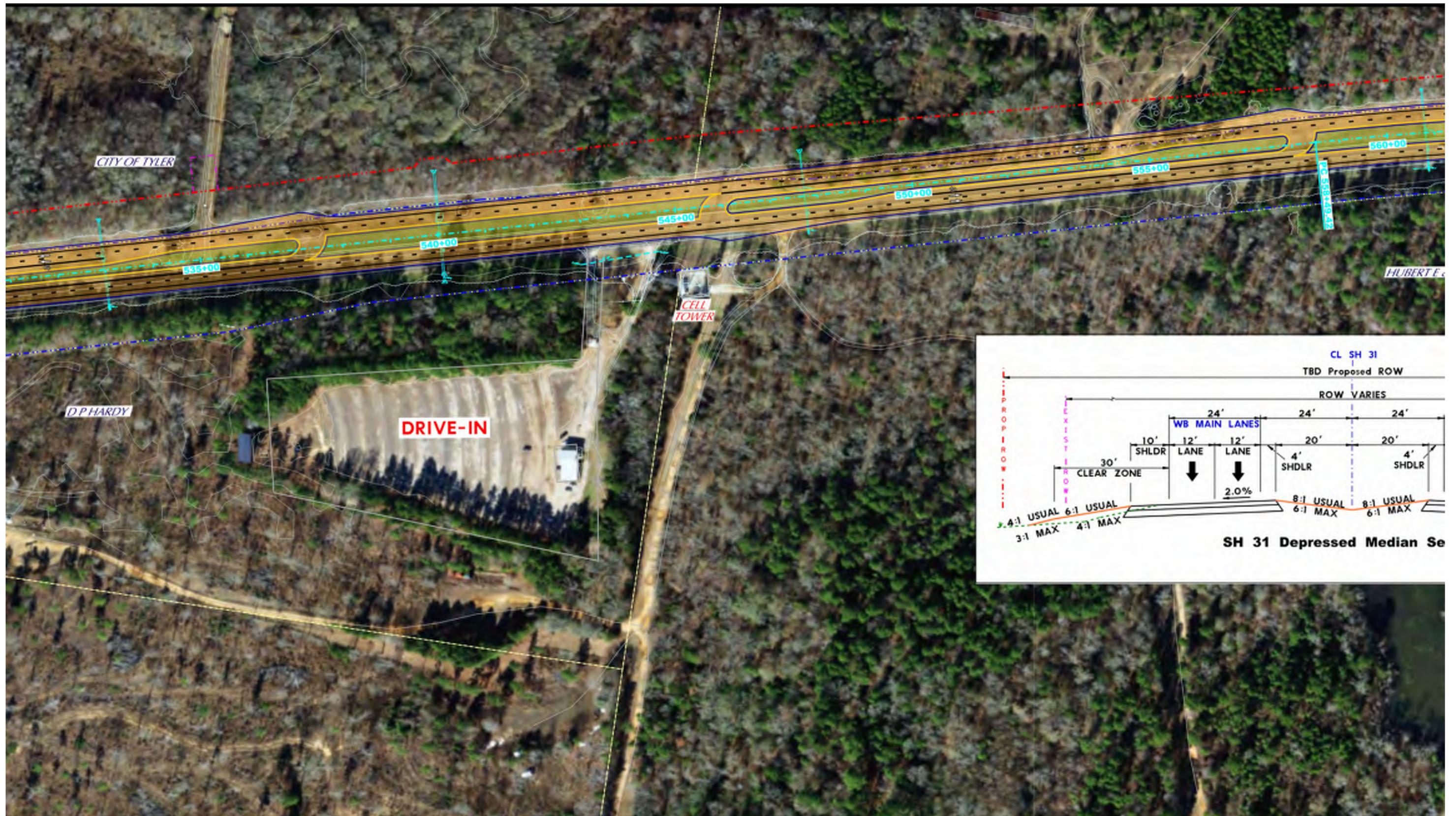








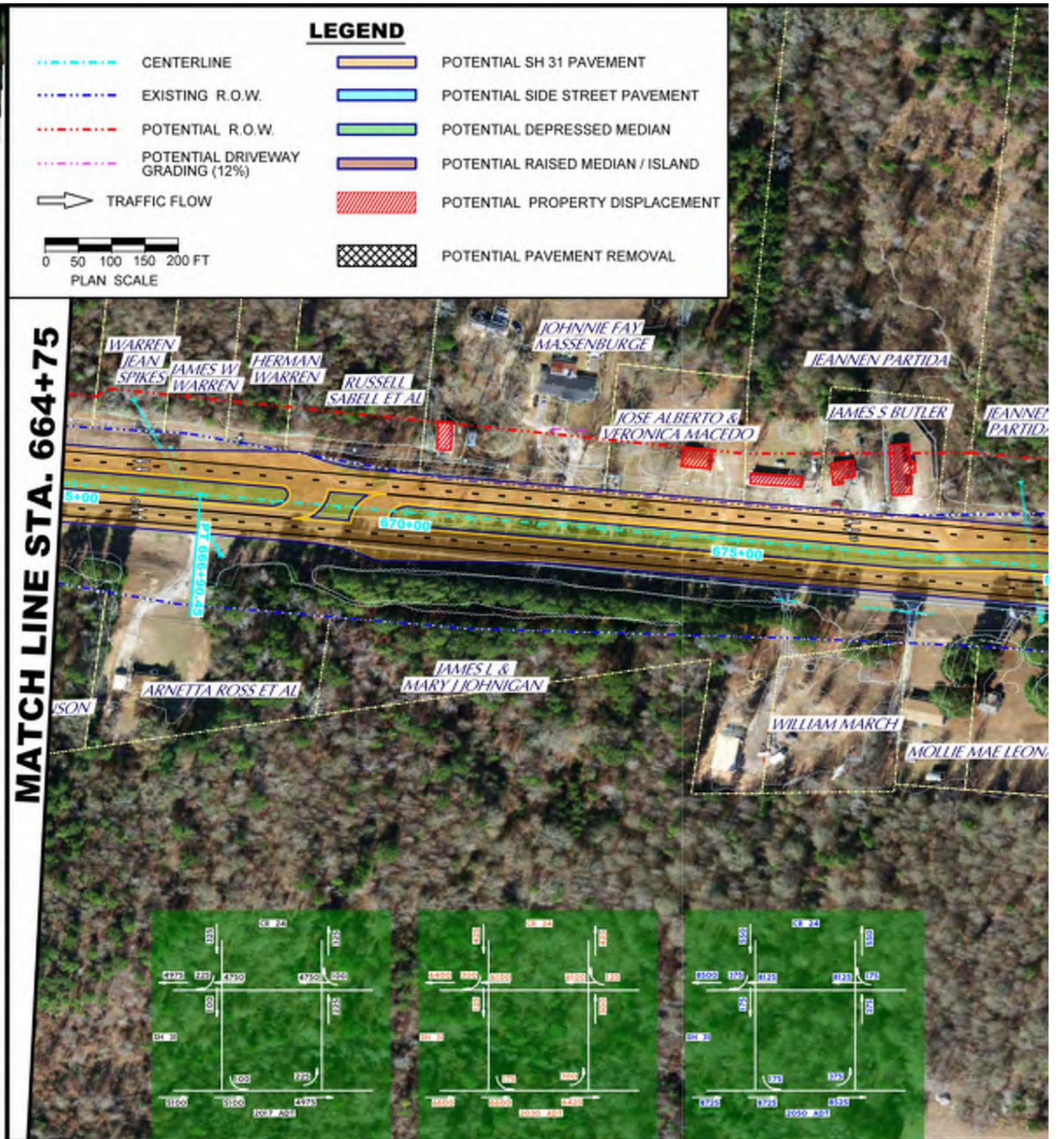




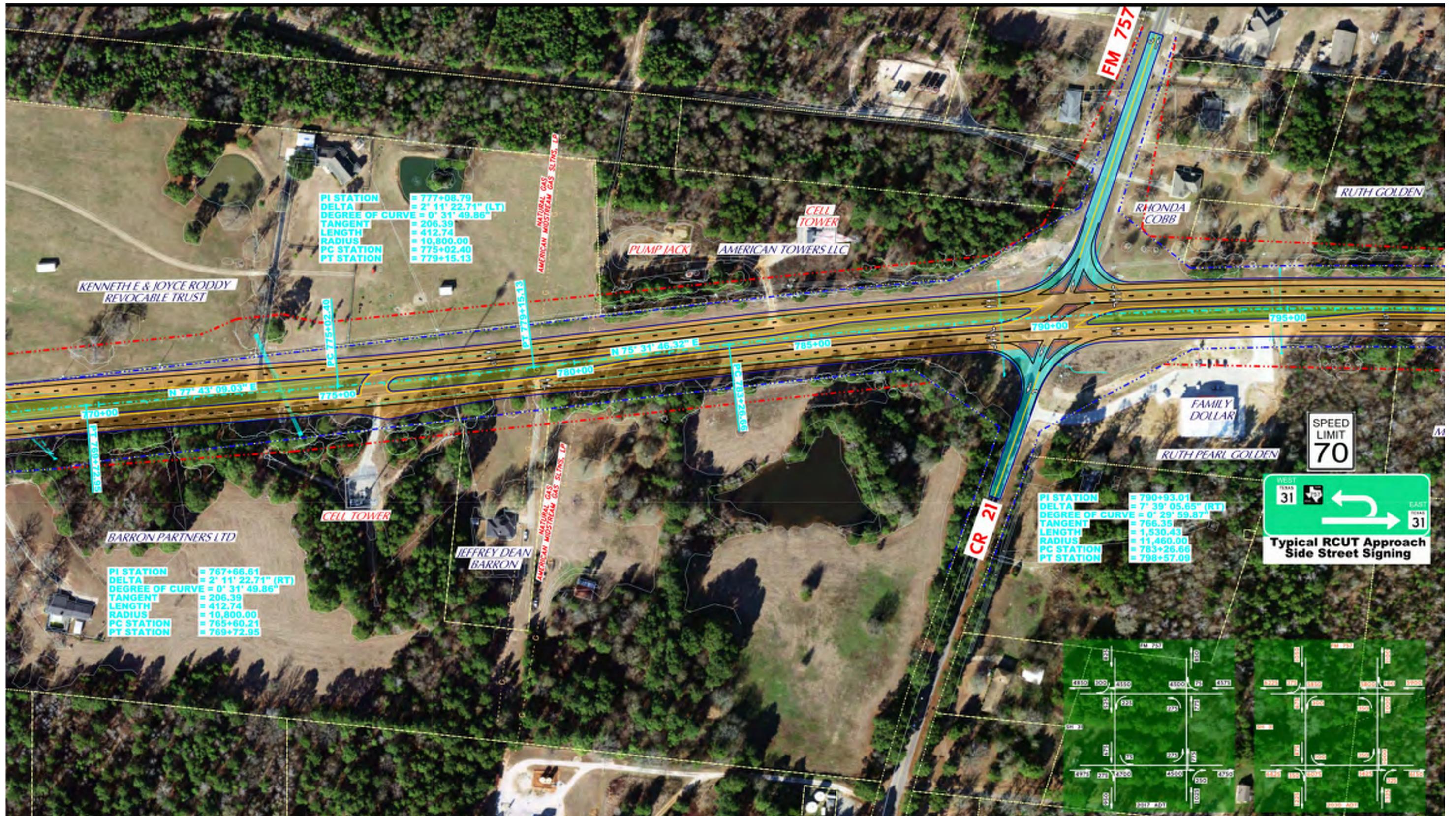




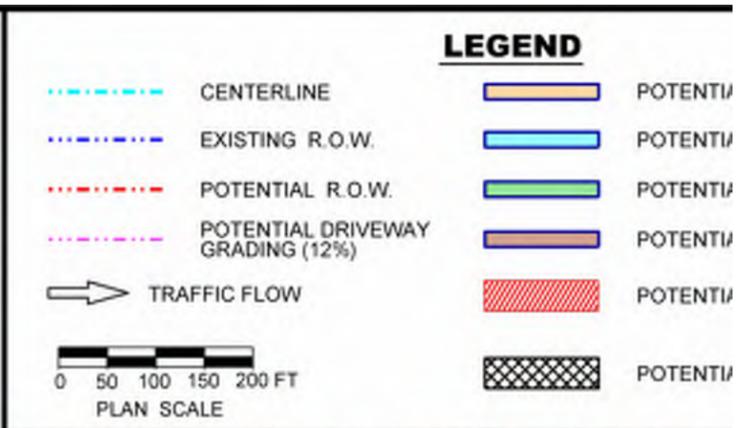




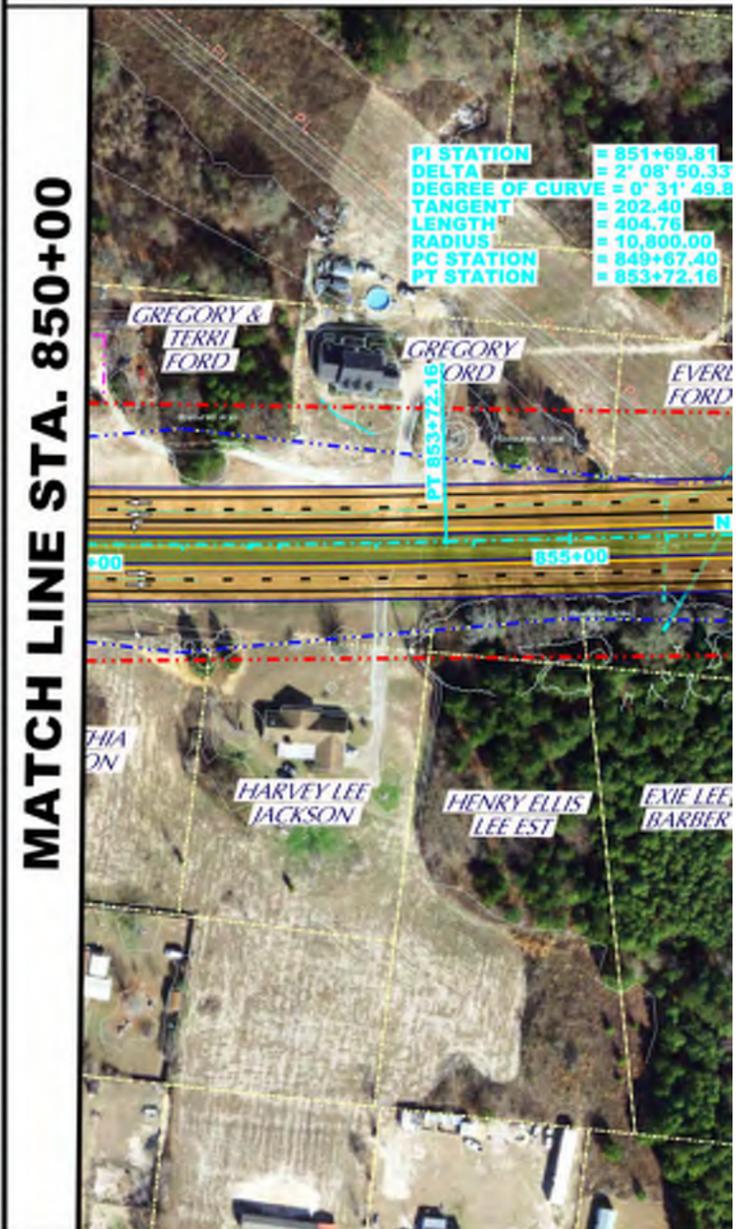




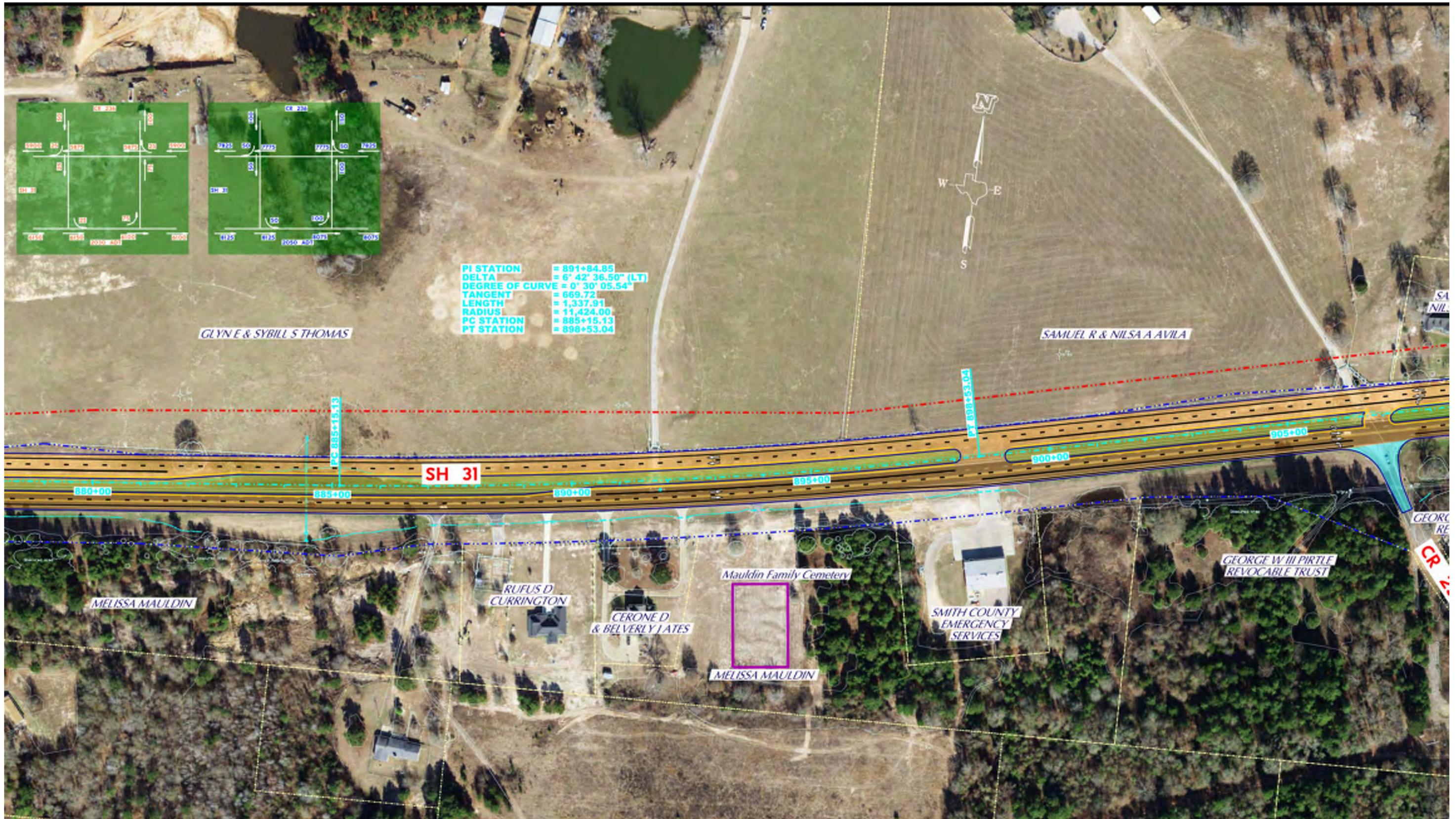


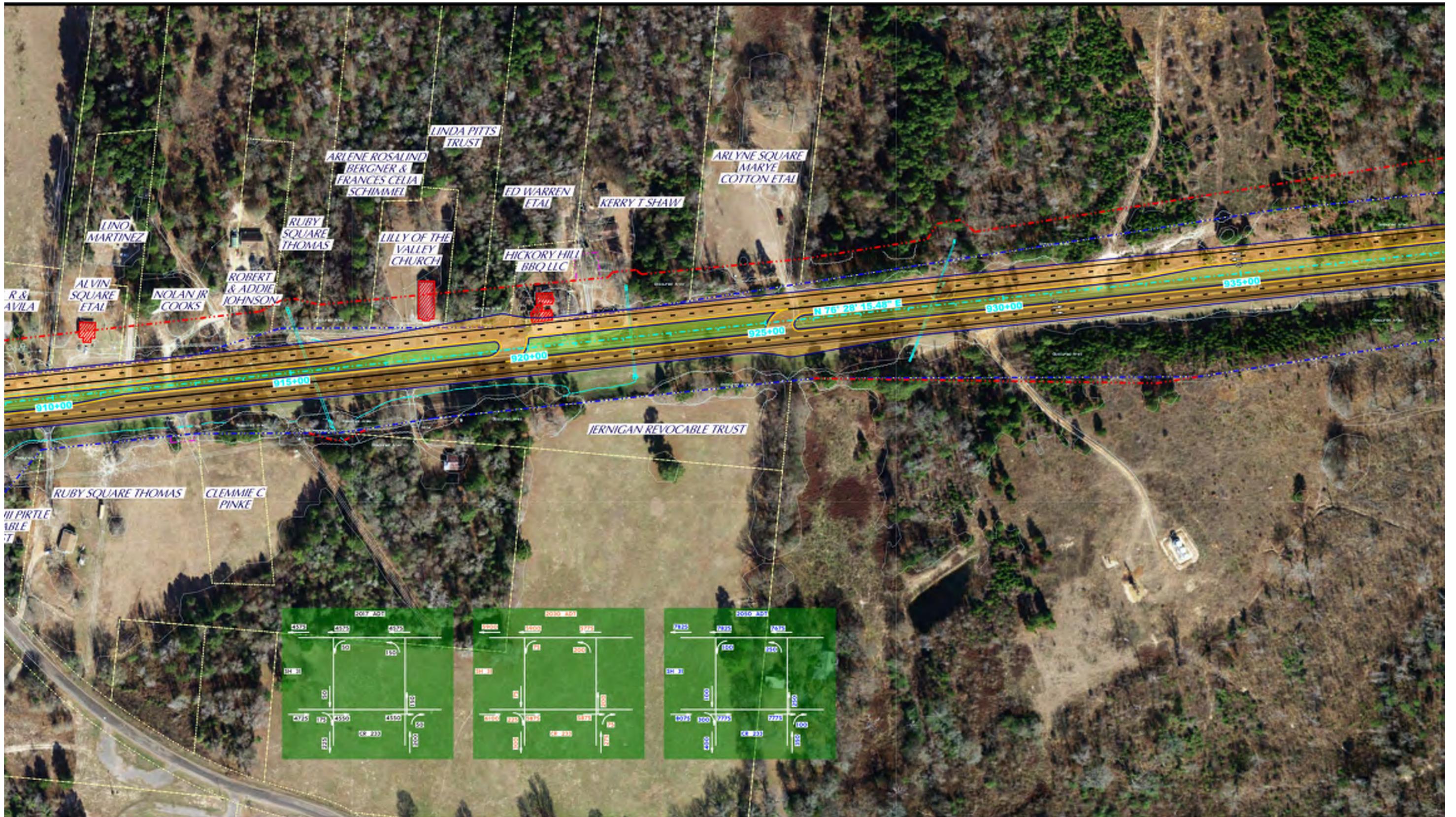


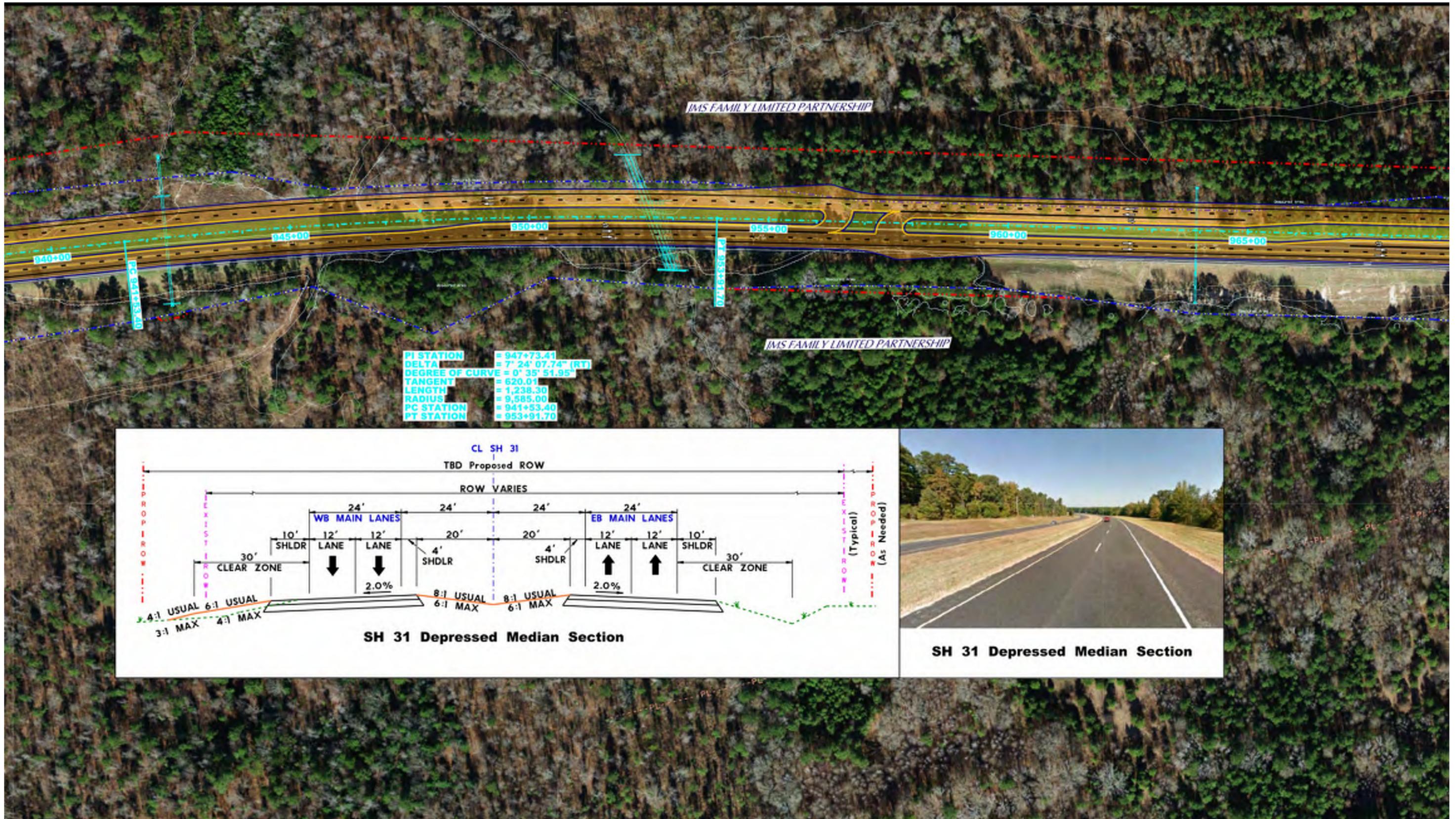
MATCH LINE STA. 850+00



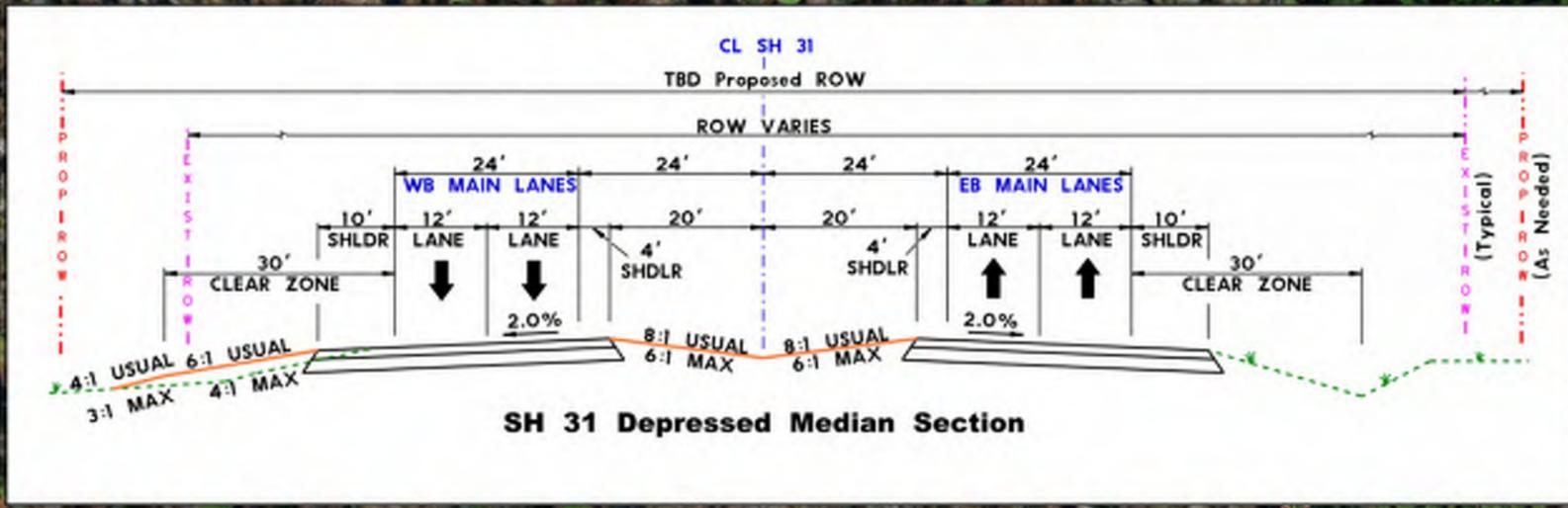
MATCH LINE STA. 850+00



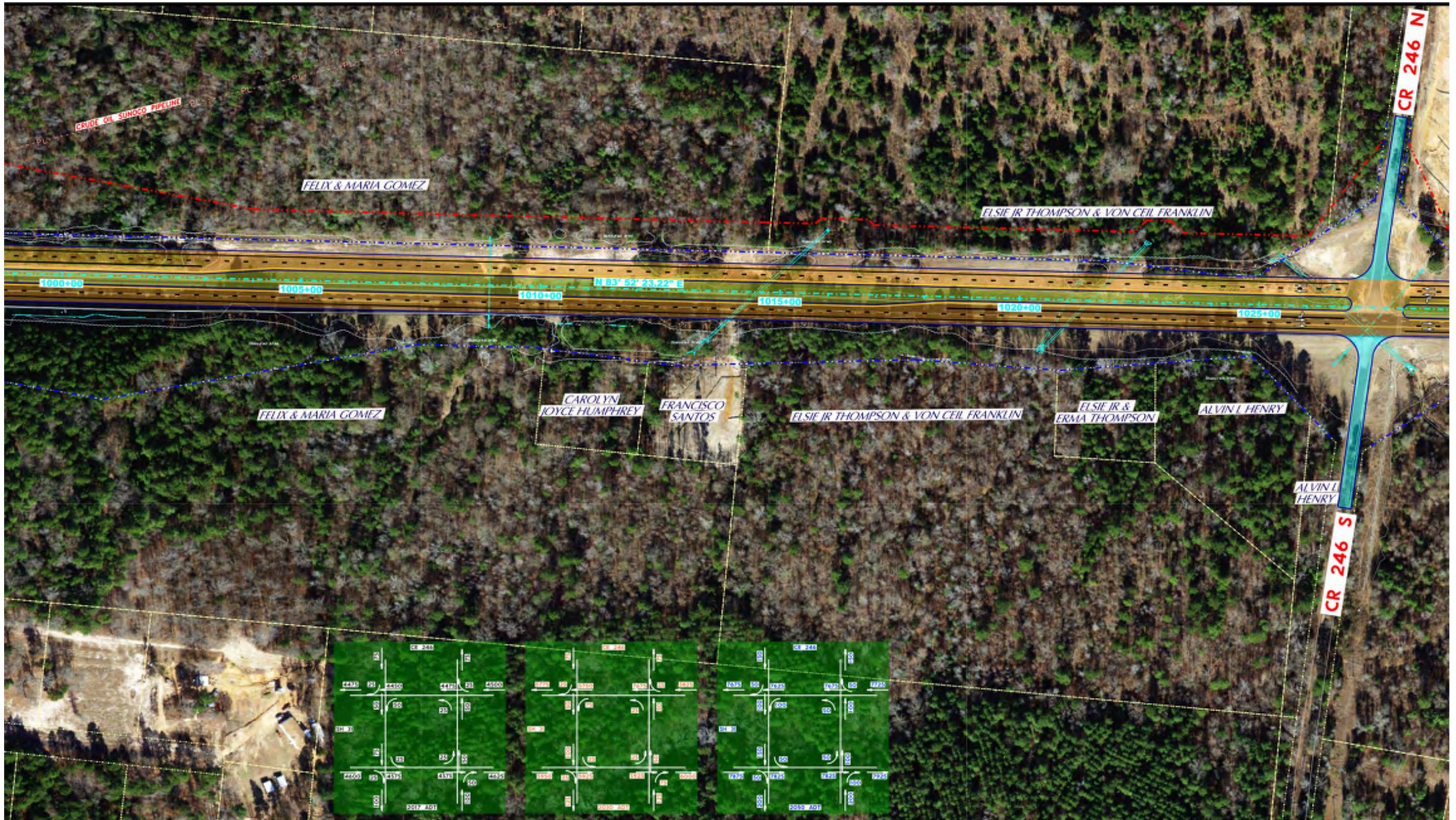


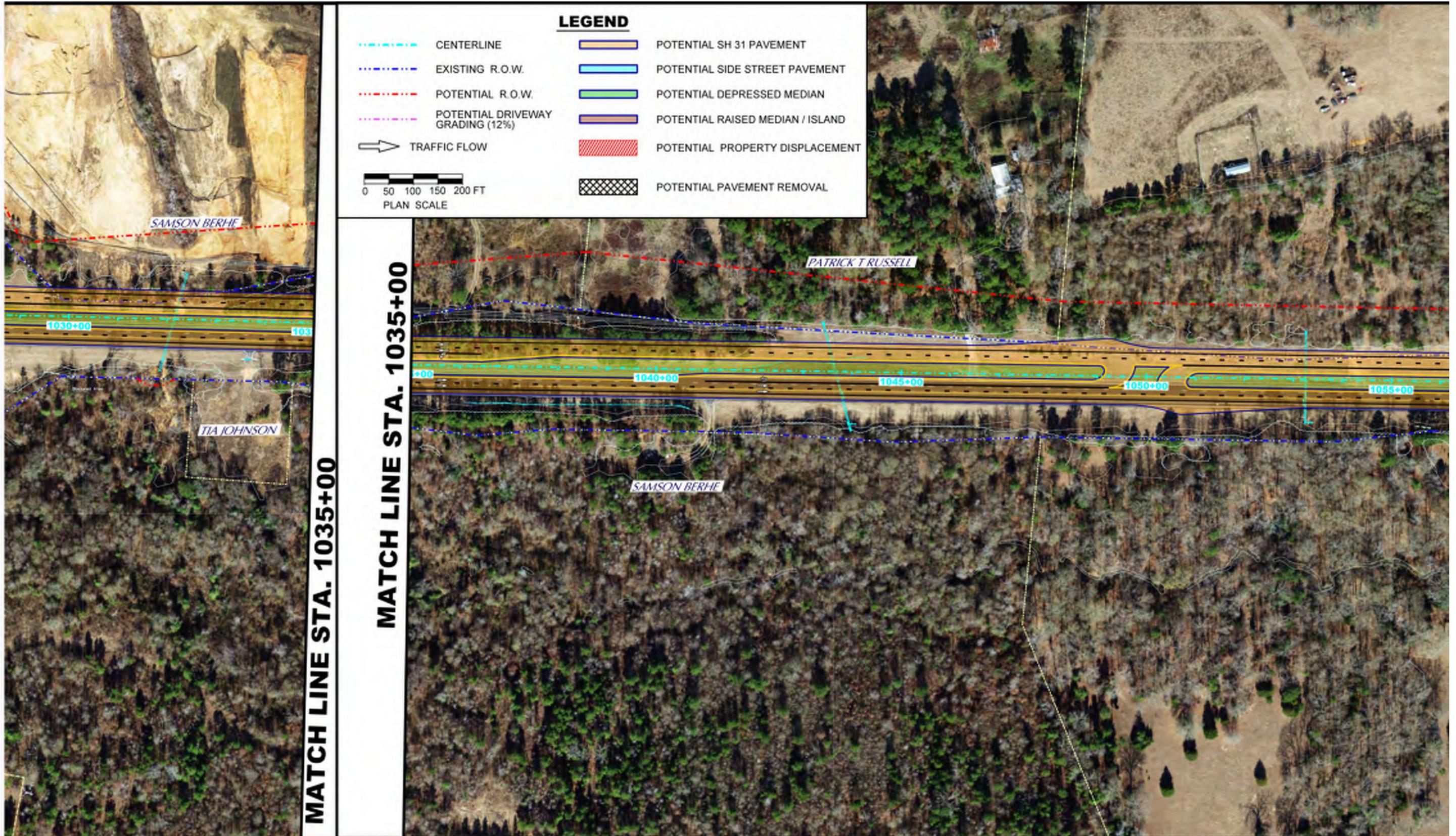


PI STATION = 947+73.41
 DELTA = 7° 24' 07.74" (RT)
 DEGREE OF CURVE = 0° 35' 51.95"
 TANGENT LENGTH = 620.01
 RADIUS = 9,585.00
 PC STATION = 941+53.40
 PT STATION = 953+91.70

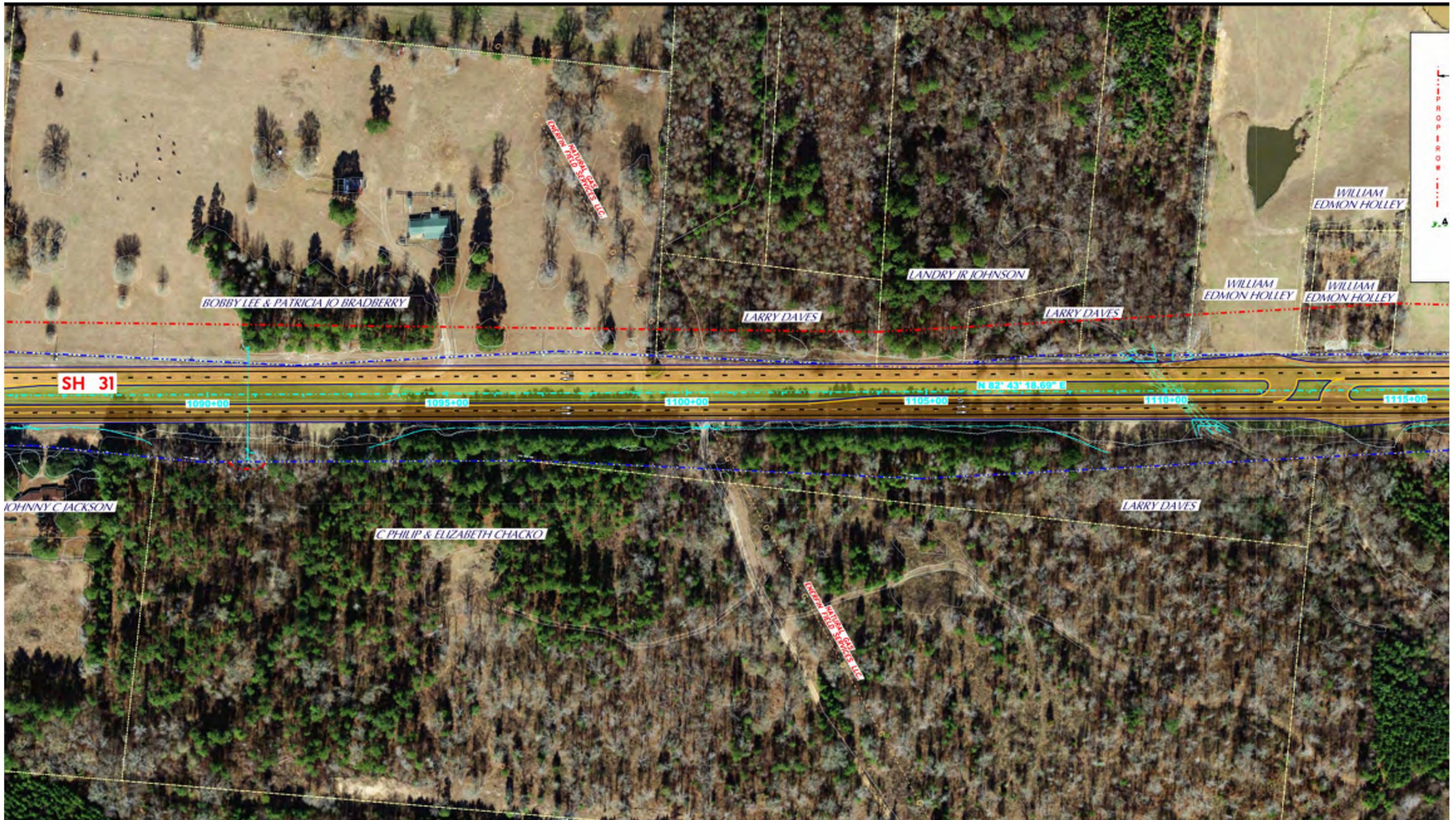


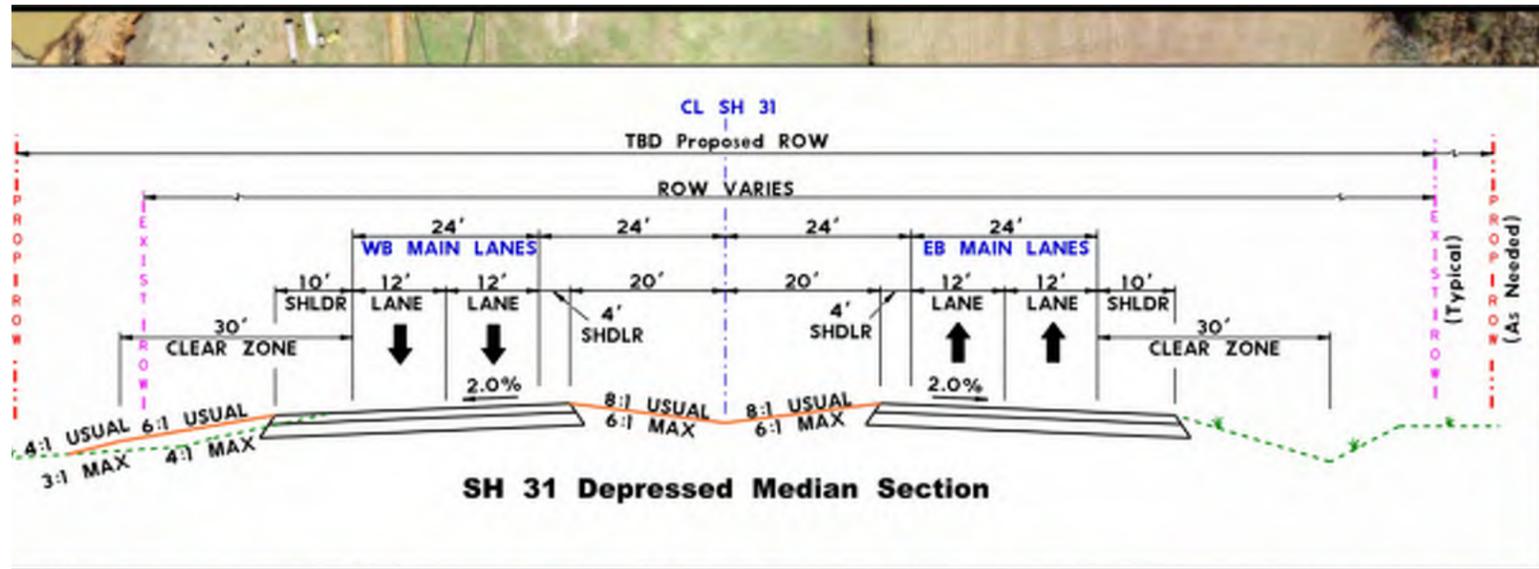




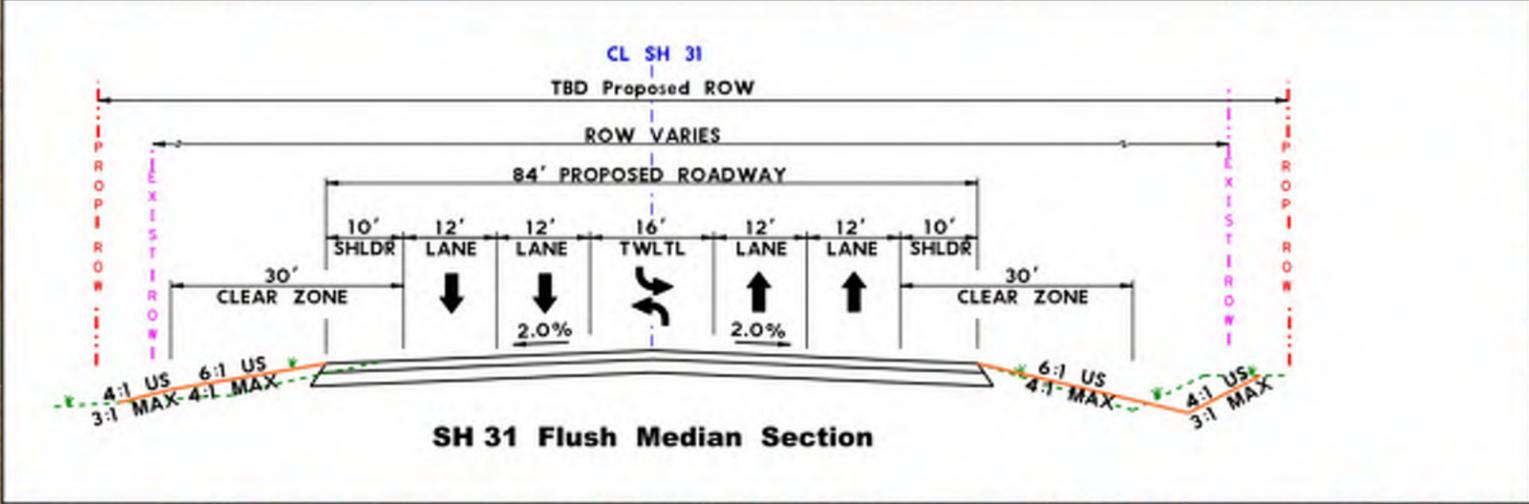


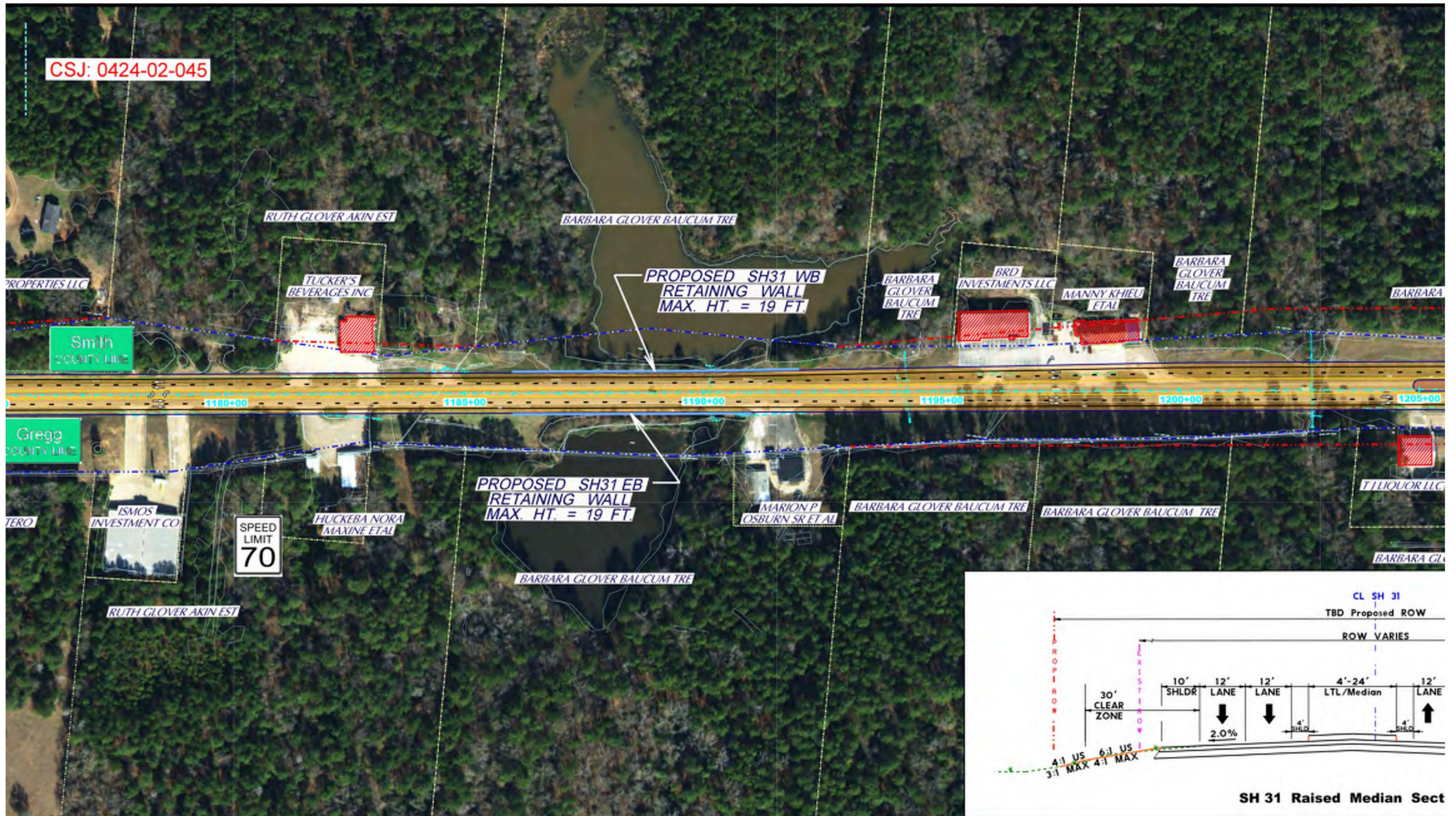


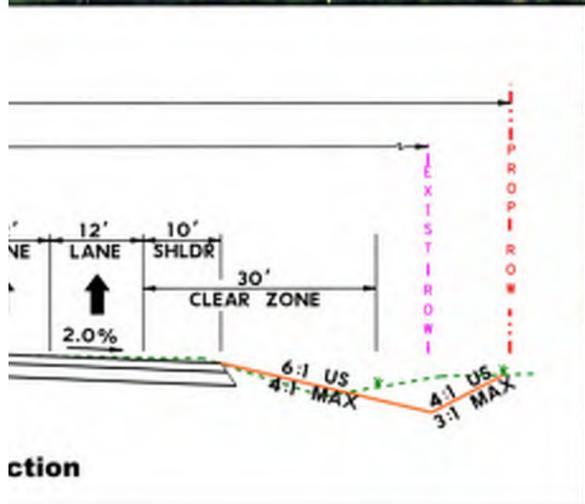




CSJ: 0424-01-057







SH 31 Raised Median Section

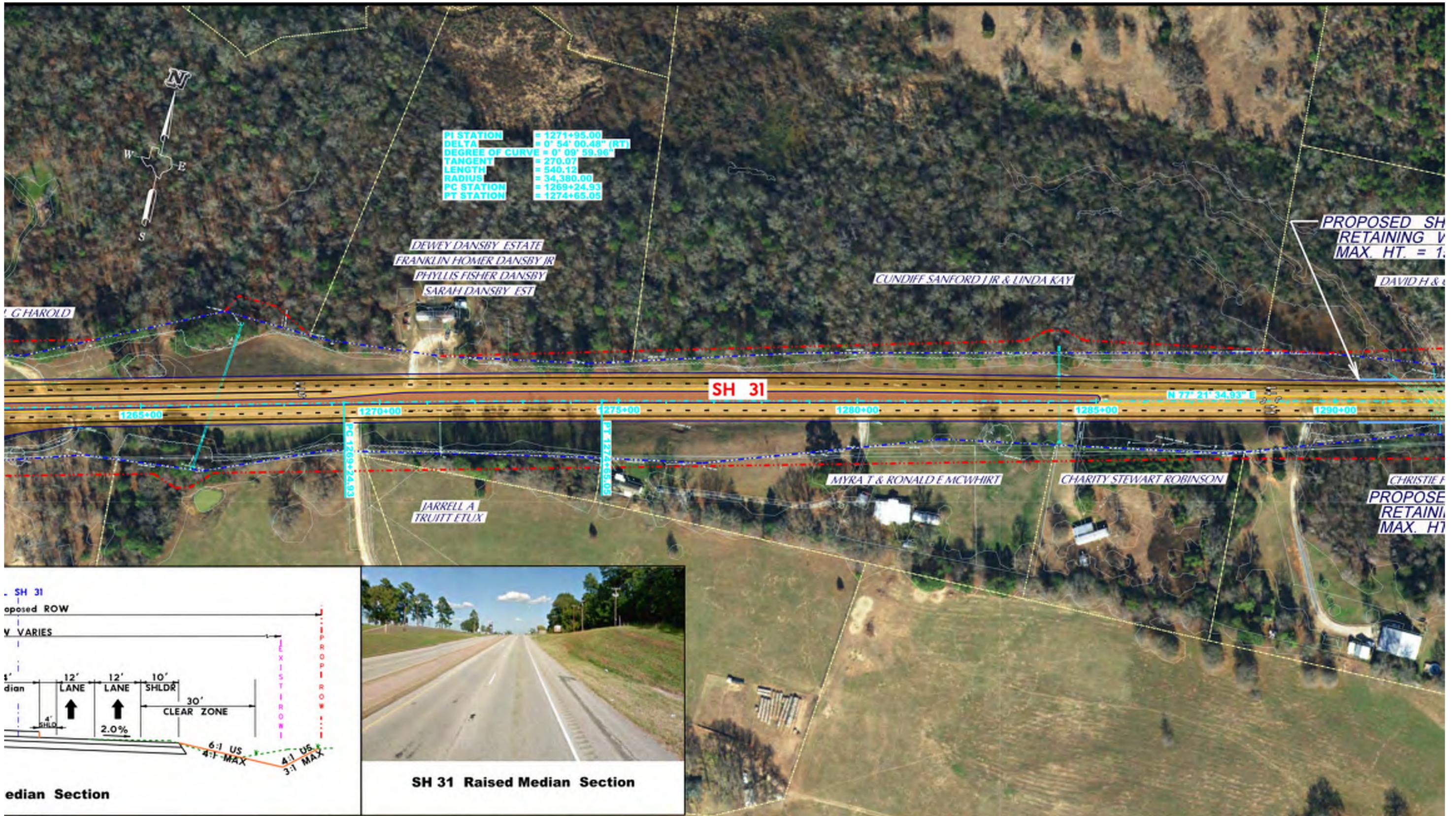
MATCH LINE STA. 1218+00

LEGEND

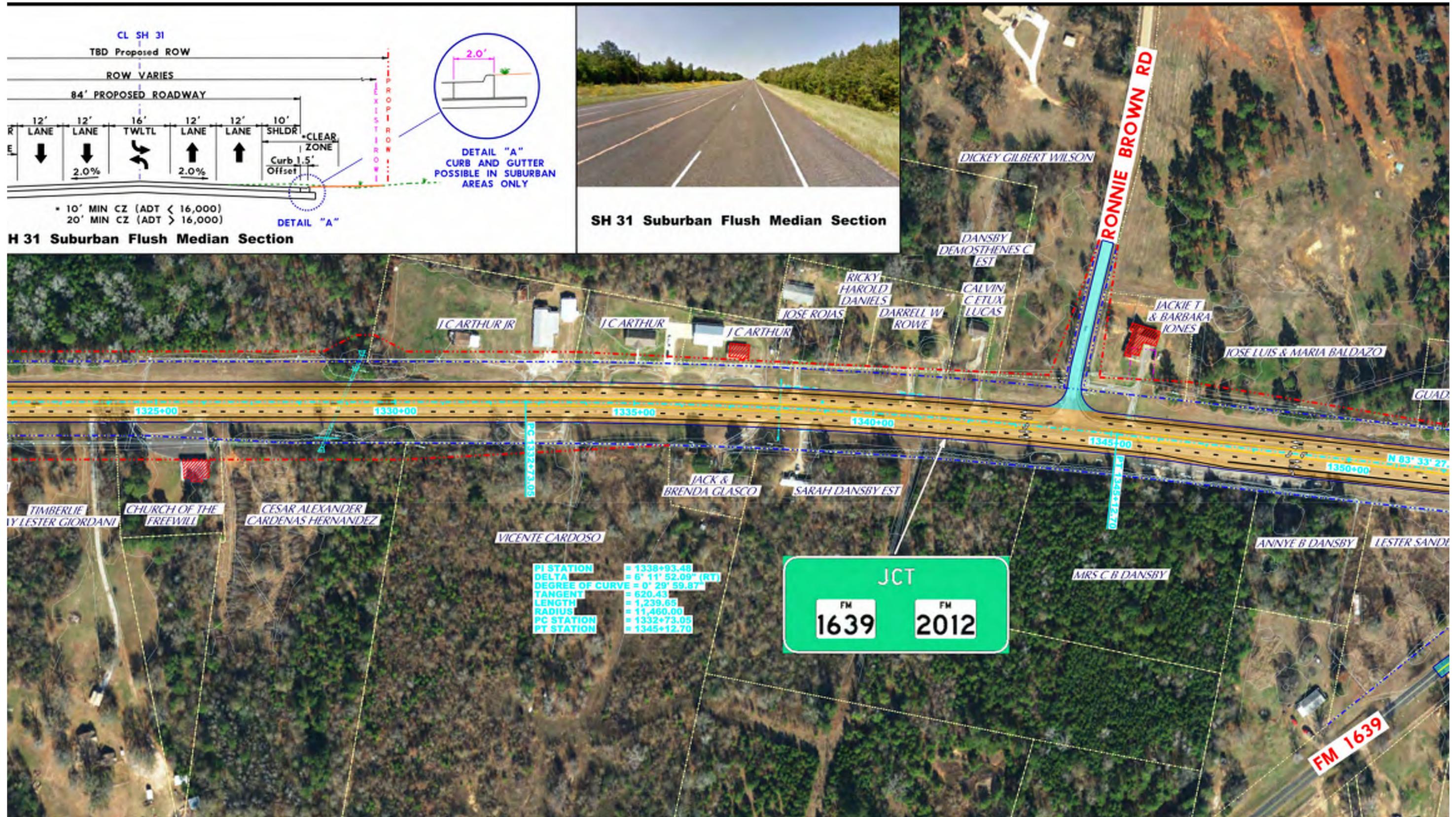
	CENTERLINE		POTENTIAL SH 31 PAVEMENT
	EXISTING R.O.W.		POTENTIAL SIDE STREET PAVEMENT
	POTENTIAL R.O.W.		POTENTIAL DEPRESSED MEDIAN
	POTENTIAL DRIVEWAY GRADING (12%)		POTENTIAL RAISED MEDIAN / ISLAND
	TRAFFIC FLOW		POTENTIAL PROPERTY DISPLACEMENT
	0 50 100 150 200 FT PLAN SCALE		POTENTIAL PAVEMENT REMOVAL

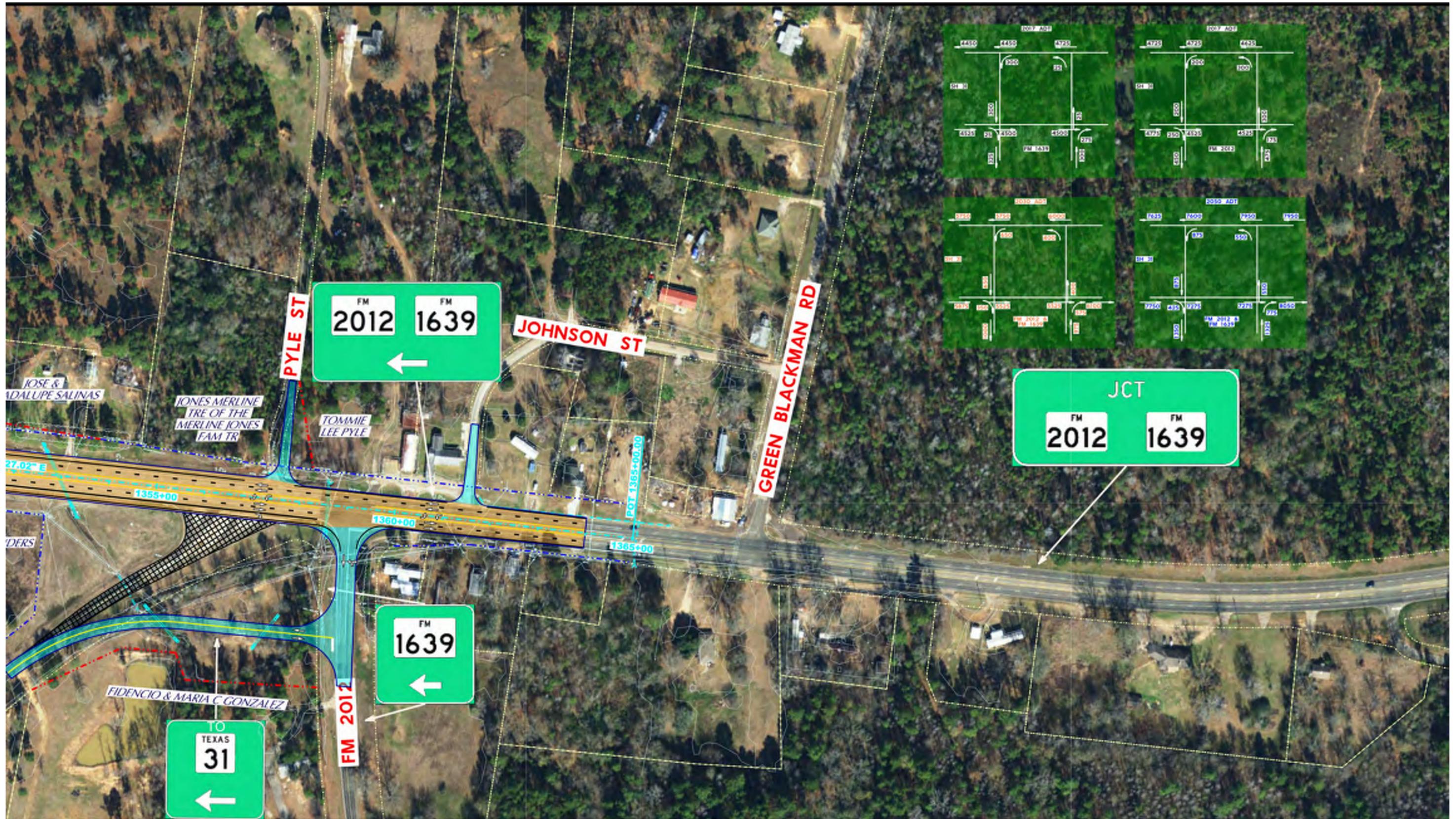
PI STATION	1218.00
DELTA	120.00
DEGREE OF CURVE	12.00
TANGENT LENGTH	120.00
RADIUS	1200.00
PC STATION	1218.00
PT STATION	1230.00













Appendix C. Sheet 38 of 38

Project Schematic

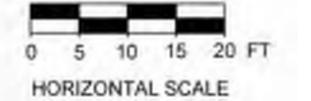
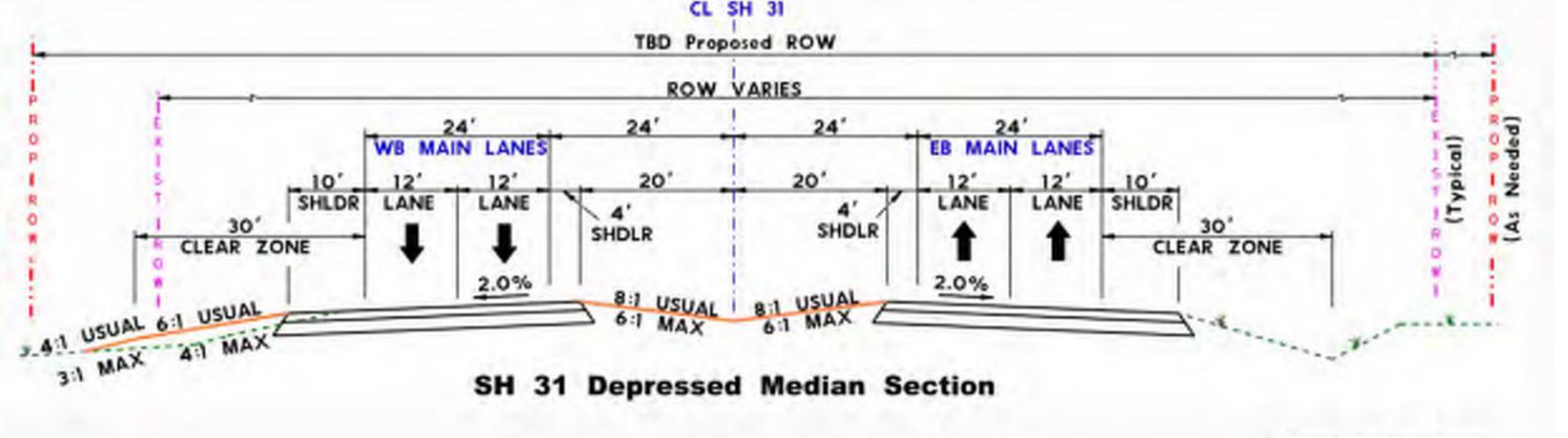
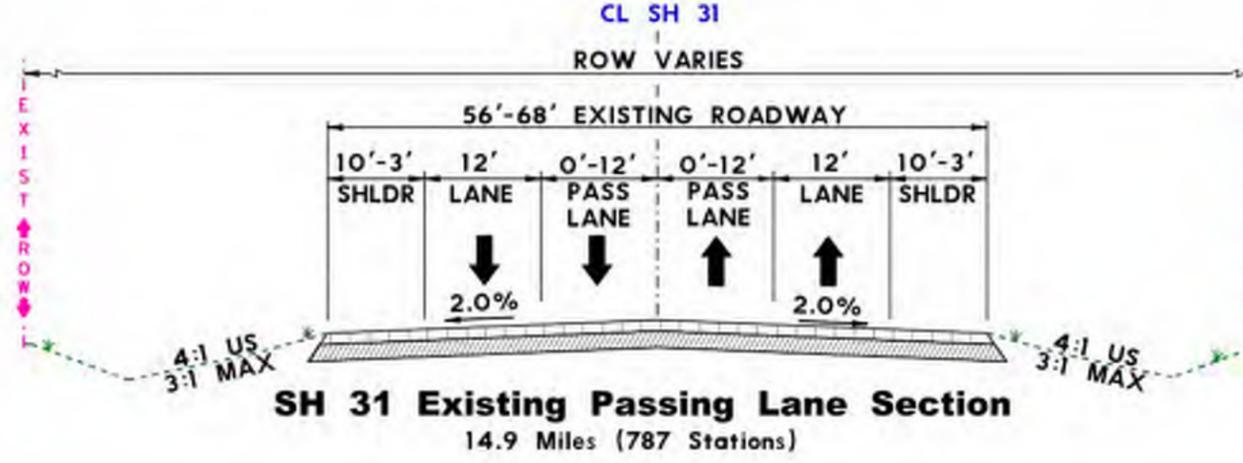
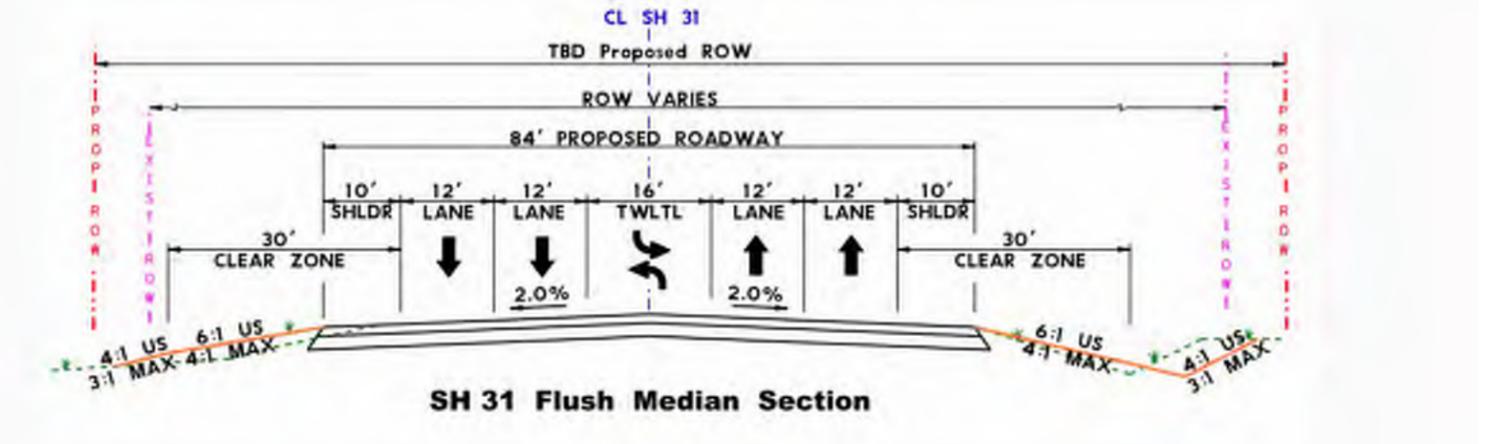
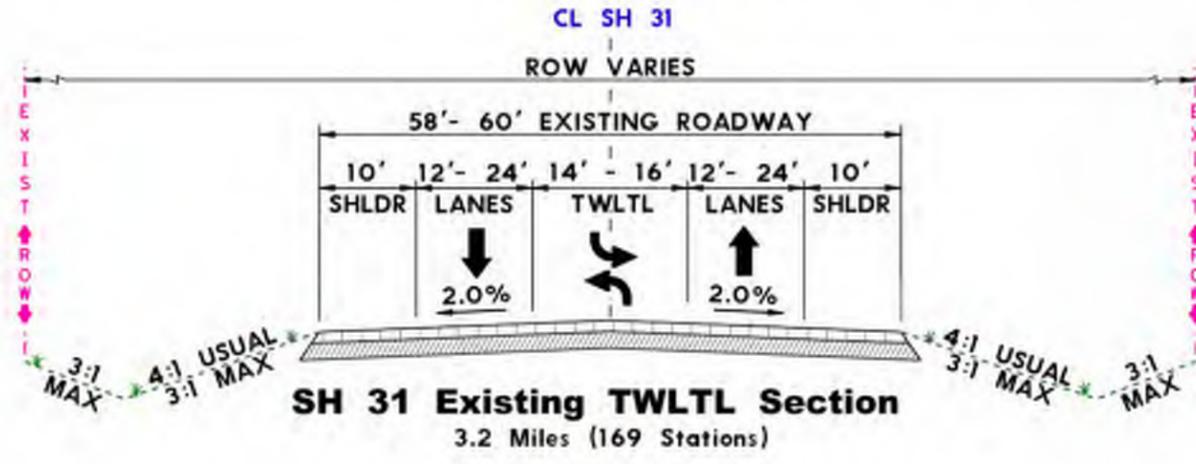
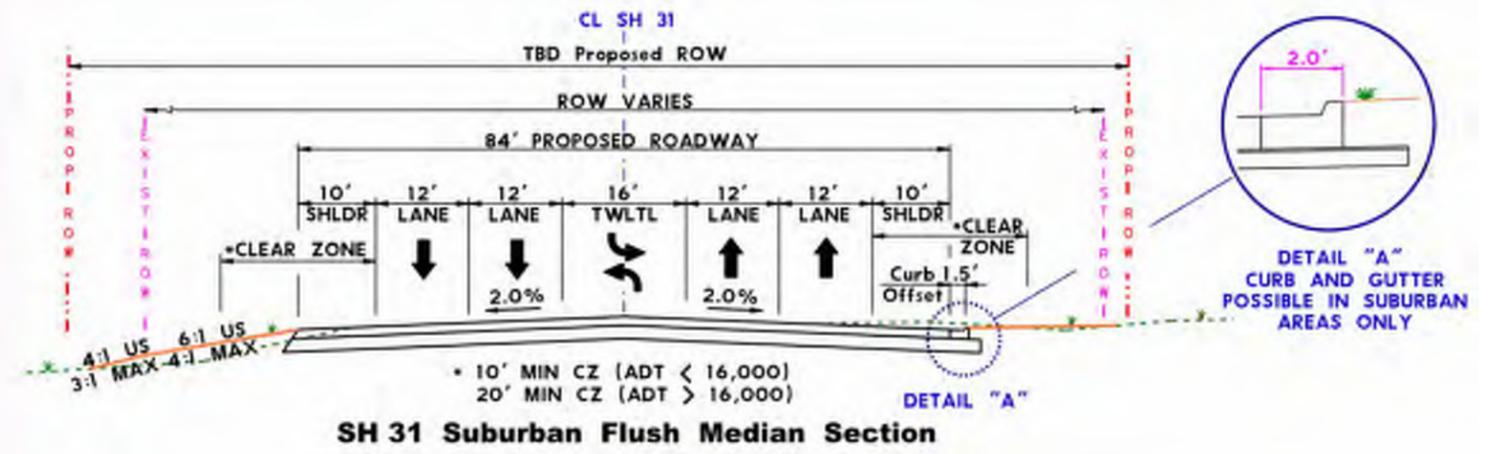
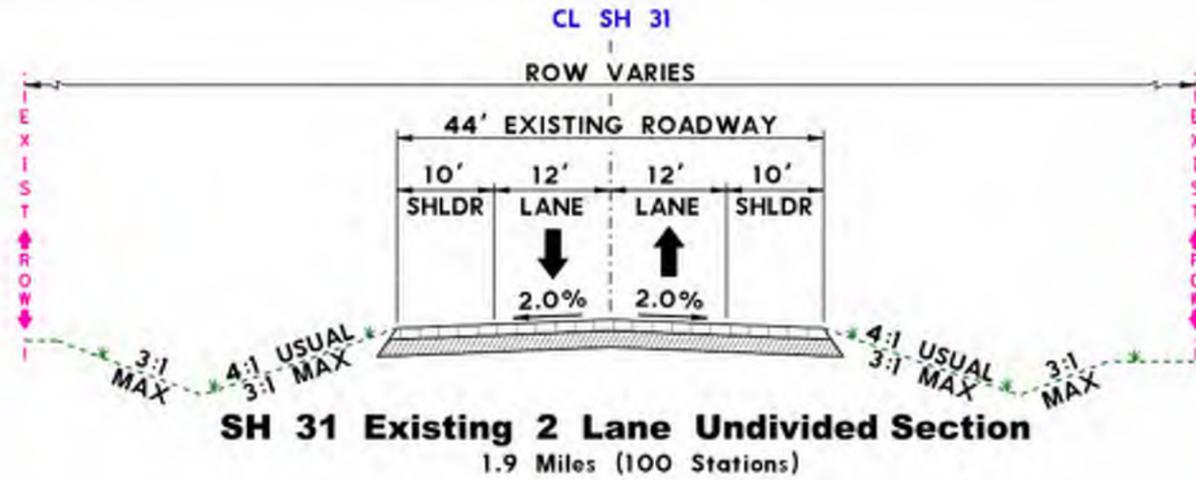
SH 31 from SL 323 to FM 1639

CSJ: 0424-01-054, 0424-01-057, 0424-02-045

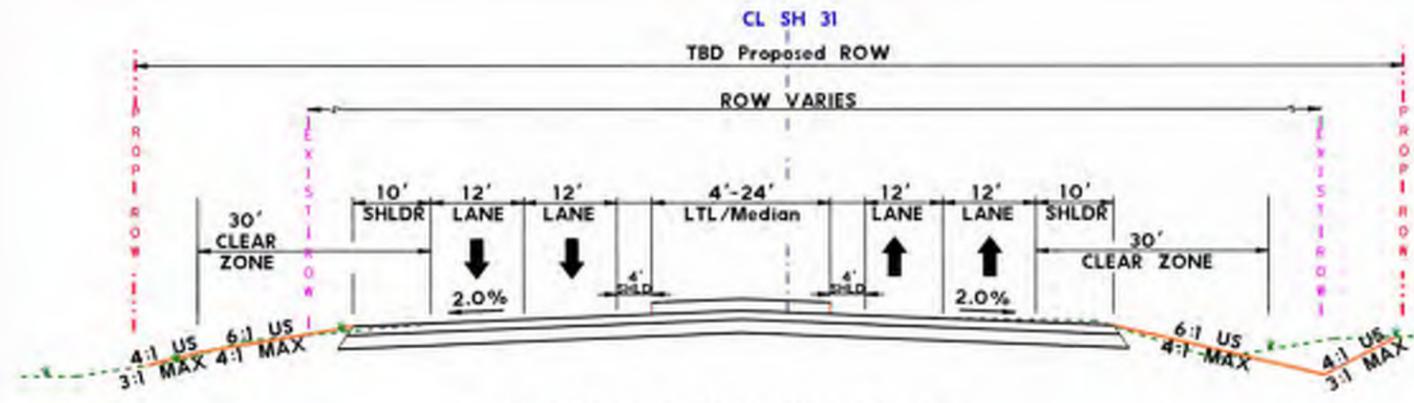
Appendix D—Typical Sections

EXISTING TYPICAL SECTIONS

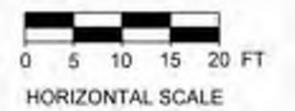
PROPOSED TYPICAL SECTIONS



PROPOSED TYPICAL SECTIONS



SH 31 Raised Median Section



Appendix E—Plan and Program Excerpts



FY 2017-2020

TRANSPORTATION IMPROVEMENT PROGRAM



TYLER AREA METROPOLITAN PLANNING ORGANIZATION

Prepared by: Tyler Area Metropolitan Planning Organization

In Cooperation with: Texas Department of Transportation, Federal Highway Administration, and
Federal Transit Administration

Adopted: June 23, 2016

Amended: January 26, 2017

Amended: July 27, 2017

Amended: January 25, 2018

Appendix F—Resource-Specific Maps

Figure 1a–1k: Potential Displacements

Figure 2: Census Geographies

Figure 3a–3g: Water Resources

Figure 4a–4q: Observed Vegetation Types

Figure 5a-5j: Location of Noise Receivers

Figure 6: Project Location and the Area of Influence

Figure 7: Area of Induced Growth

Figure 8: Cumulative Impacts within the Community Resource Study Area (RSA)



Figure 1a
 Potential Displacements
 SH 31 from SL 323 to FM 1639

- Existing Right-of-Way
- Proposed Right-of-Way
- Commercial
- Other

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045	
		1 in = 700 feet Scale: 1:8,400 Date: 12/17/2019

Data Sources: CMEC (2018)
 Aerial Source: Google (2019)

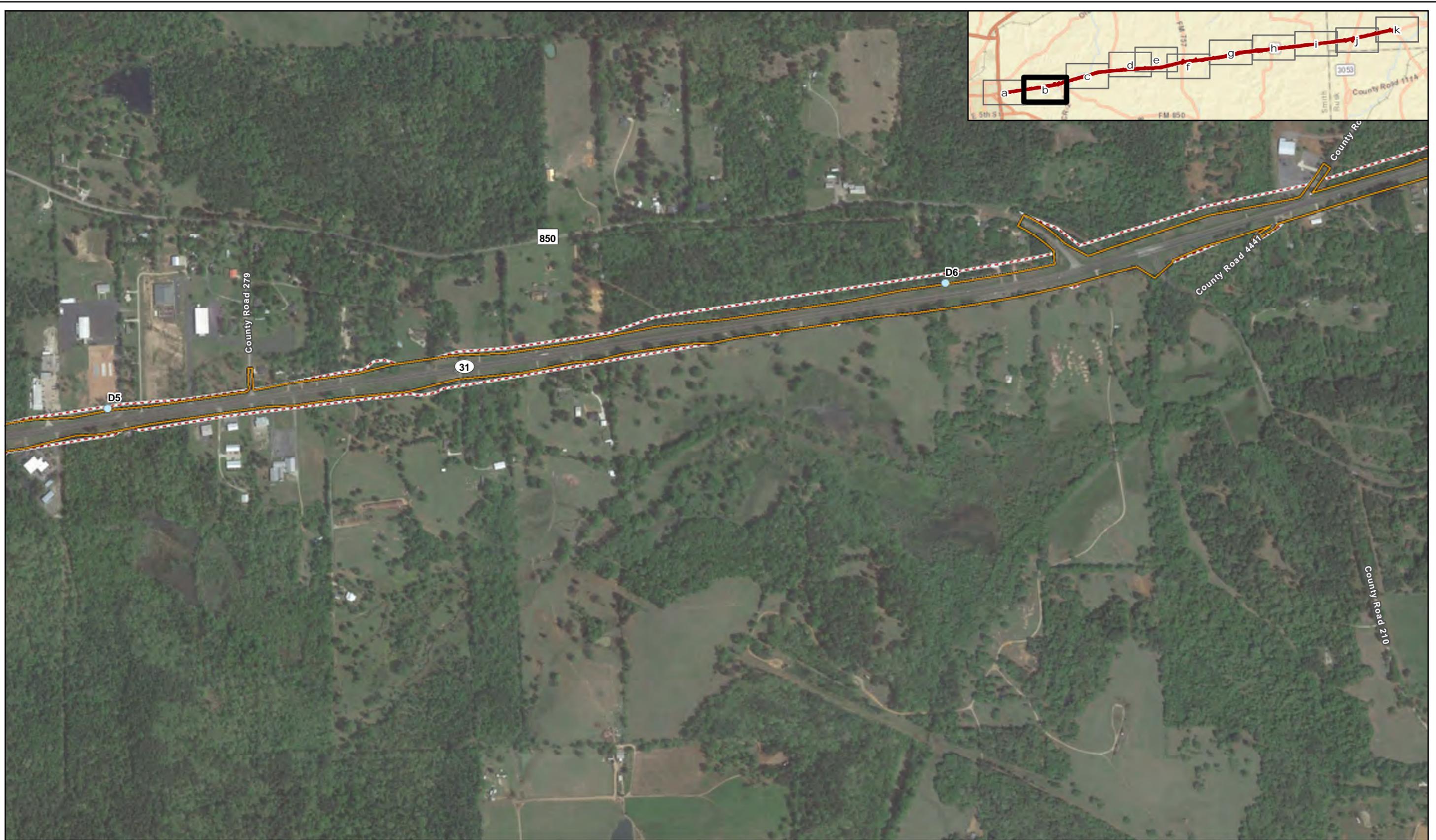


Figure 1b
 Potential Displacements
 SH 31 from SL 323 to FM 1639

 Existing Right-of-Way **Potential Displacement**
 Proposed Right-of-Way  Other

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045	
		
	1 in = 700 feet	Scale: 1:8,400
		Date: 12/17/2019

Data Sources: CMEC (2018)
 Aerial Source: Google (2019)



Figure 1c
 Potential Displacements
 SH 31 from SL 323 to FM 1639

- | | |
|---|---|
|  Existing Right-of-Way | Potential Displacement |
|  Proposed Right-of-Way |  Residential |
| |  Other |

 0 700 Feet 0 200 Meters	CSJ: 0424-01-054, 0424-01-057, 0424-02-045
	1 in = 700 feet Scale: 1:8,400 Date: 12/17/2019



Figure 1d
 Potential Displacements
 SH 31 from SL 323 to FM 1639

- Existing Right-of-Way
- Potential Displacement
- Proposed Right-of-Way
- Residential
- Commercial
- Other

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045	
		1 in = 700 feet Scale: 1:8,400 Date: 12/17/2019

Data Sources: CMEC (2018)
 Aerial Source: Google (2019)

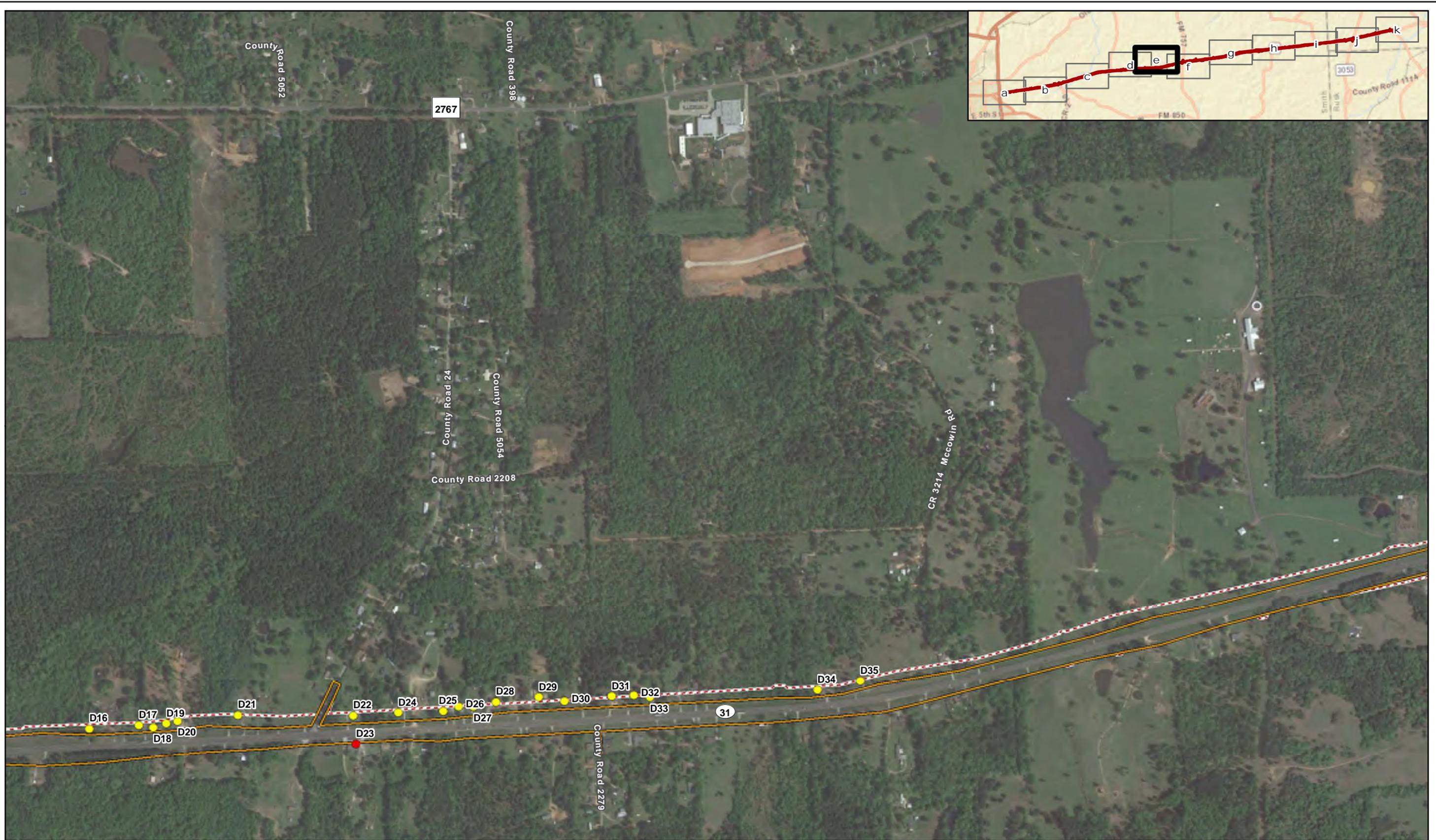


Figure 1e
 Potential Displacements
 SH 31 from SL 323 to FM 1639

- Existing Right-of-Way** **Potential Displacement**
- - - Proposed Right-of-Way
 - Residential
 - Commercial

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045	
1 in = 700 feet		Scale: 1:8,400
		Date: 12/17/2019



Figure 1f
 Potential Displacements
 SH 31 from SL 323 to FM 1639

- Existing Right-of-Way
- Proposed Right-of-Way
- Potential Displacement
- Residential

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045	
	1 in = 700 feet Scale: 1:8,400 Date: 12/17/2019	

Data Sources: CMEC (2018)
 Aerial Source: Google (2019)



Figure 1g
 Potential Displacements
 SH 31 from SL 323 to FM 1639

- Existing Right-of-Way
- Potential Displacement
- Other
- Proposed Right-of-Way
- Residential
- Commercial

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045	
	1 in = 700 feet	Scale: 1:8,400
		Date: 12/17/2019



Figure 1h
 Potential Displacements
 SH 31 from SL 323 to FM 1639

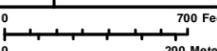
- Existing Right-of-Way
- Proposed Right-of-Way
- Residential

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045	
		1 in = 700 feet Scale: 1:8,400 Date: 12/17/2019



Figure 1i
 Potential Displacements
 SH 31 from SL 323 to FM 1639

- | | |
|---|---|
|  Existing Right-of-Way | Potential Displacement |
|  Proposed Right-of-Way |  Residential |
| |  Commercial |

 	CSJ: 0424-01-054, 0424-01-057, 0424-02-045
	1 in = 700 feet Scale: 1:8,400 Date: 12/17/2019

Data Sources: CMEC (2018)
 Aerial Source: Google (2019)



Figure 1j
 Potential Displacements
 SH 31 from SL 323 to FM 1639

- Existing Right-of-Way** **Potential Displacement**
- Proposed Right-of-Way
 - Commercial
 - Other

 0 700 Feet 0 200 Meters	CSJ: 0424-01-054, 0424-01-057, 0424-02-045
	1 in = 700 feet Scale: 1:8,400 Date: 12/17/2019



Figure 1k
 Potential Displacements
 SH 31 from SL 323 to FM 1639

- Existing Right-of-Way
- Potential Displacement
- Proposed Right-of-Way
- Residential
- Commercial
- Other

CSJ: 0424-01-054,
 0424-01-057, 0424-02-045

0 700 Feet 1 in = 700 feet
 0 200 Meters Scale: 1:8,400
 Date: 12/17/2019

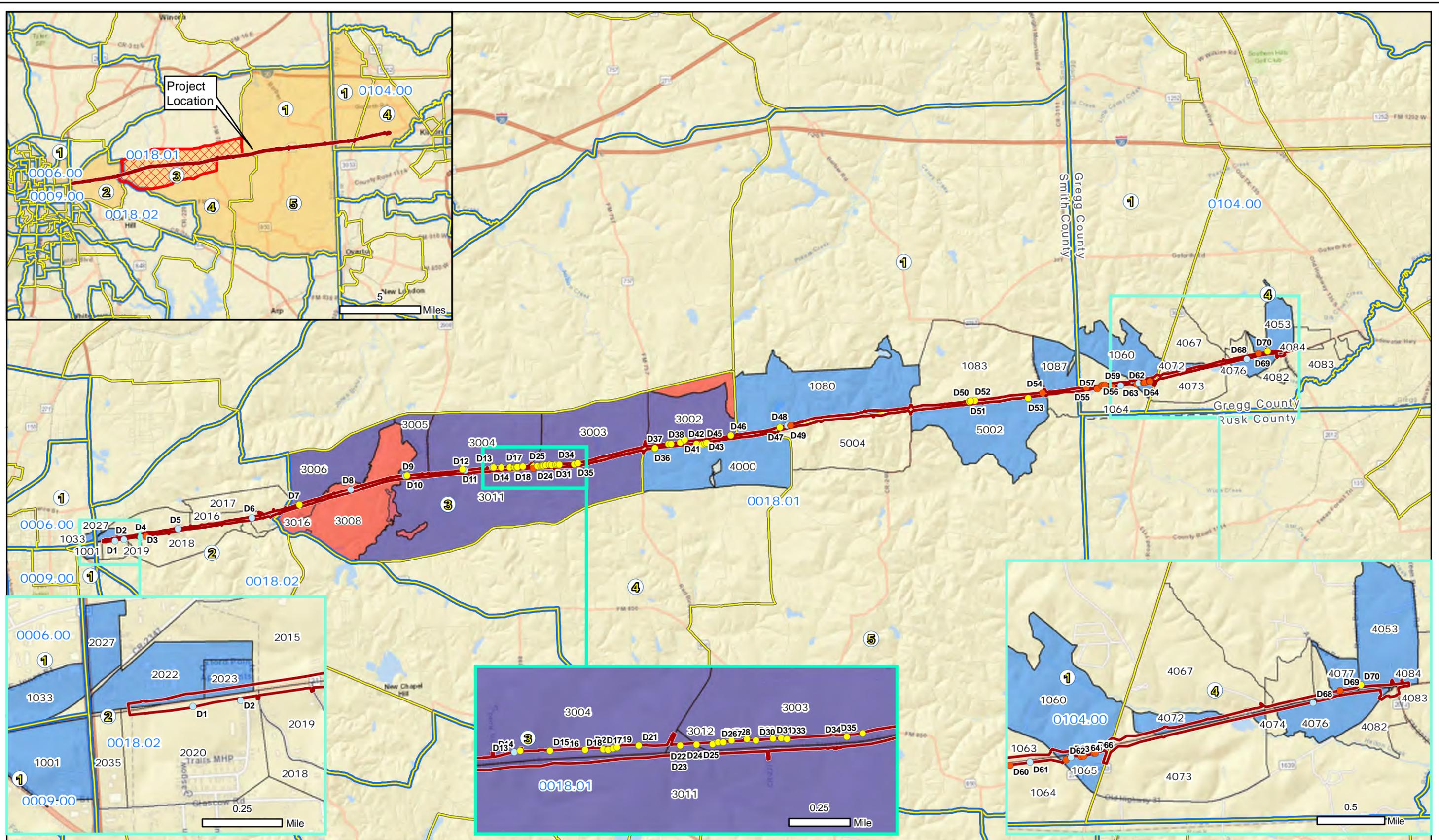


Figure 2
Census Geographies
SH 31 from SL 323 to FM 1639

- Project Location
- 2010 Census Tract
- # 2010 Census Block Group
- Adjacent Block Group
- Low Income Block Group
- 2010 Census Block
- Minority Population >50%
- Low Income Area
- Low-income + Minority Area
- Potential Displacement
- Residential
- Commercial
- Other

Data Source: US Census Bureau (2010)
Basemap Source: ESRI (2019)

CSJ: 0424-01-054,
0424-01-057, 0424-02-045

1 in = 1.5 miles
Scale: 1:95,040
Date: 12/17/2019



Figure 3a
 Water Resources
 SH 31 from SL 323 to FM 1639

- Project Location
- NHD Stream
- NWI Wetland
- NHD Water
- 100-Year Flood Zone
- ▨ Designated Floodway
- # Water Crossing

CSJ: 0424-01-054,
0424-01-057, 0424-02-045

Data Sources: NHD (2018), NWI (2018),
FEMA NFHL (2018), CMEC (2019)
Aerial Source: Google (2019)

0 1,000 Feet 1 in = 1,000 feet
0 300 Meters Scale: 1:12,000
Date: 12/13/2019

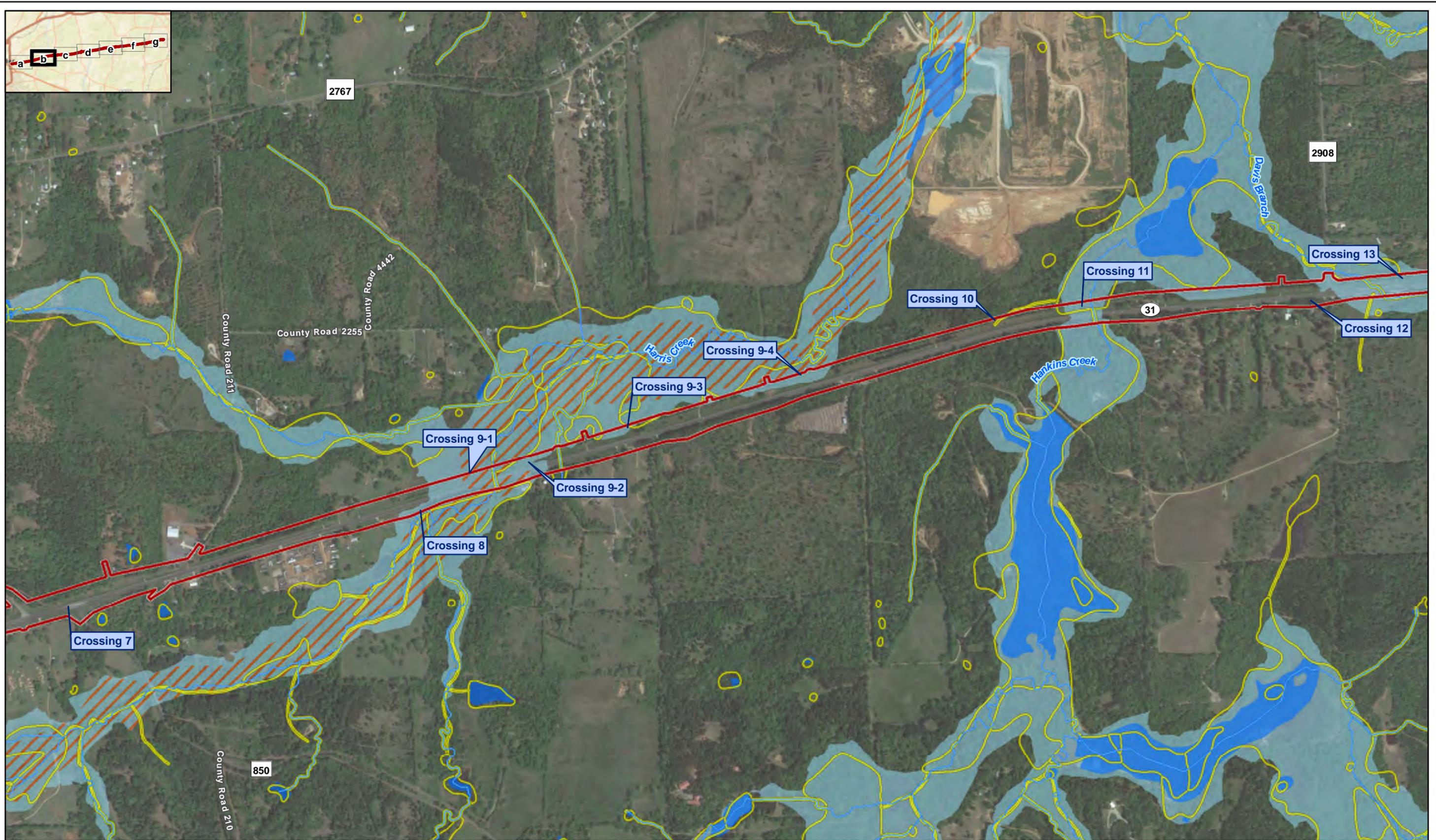


Figure 3b
 Water Resources
 SH 31 from SL 323 to FM 1639

- ▬ Project Location
- ▬ NHD Water
- ▬ NHD Stream
- ▬ NWI Wetland
- ▬ 100-Year Flood Zone
- ▬ Designated Floodway
- # Water Crossing

CSJ: 0424-01-054,
 0424-01-057, 0424-02-045

Data Sources: NHD (2018), NWI (2018),
 FEMA NFHL (2018), CMEC (2019)
 Aerial Source: Google (2019)

1 in = 1,000 feet
 Scale: 1:12,000
 Date: 12/13/2019

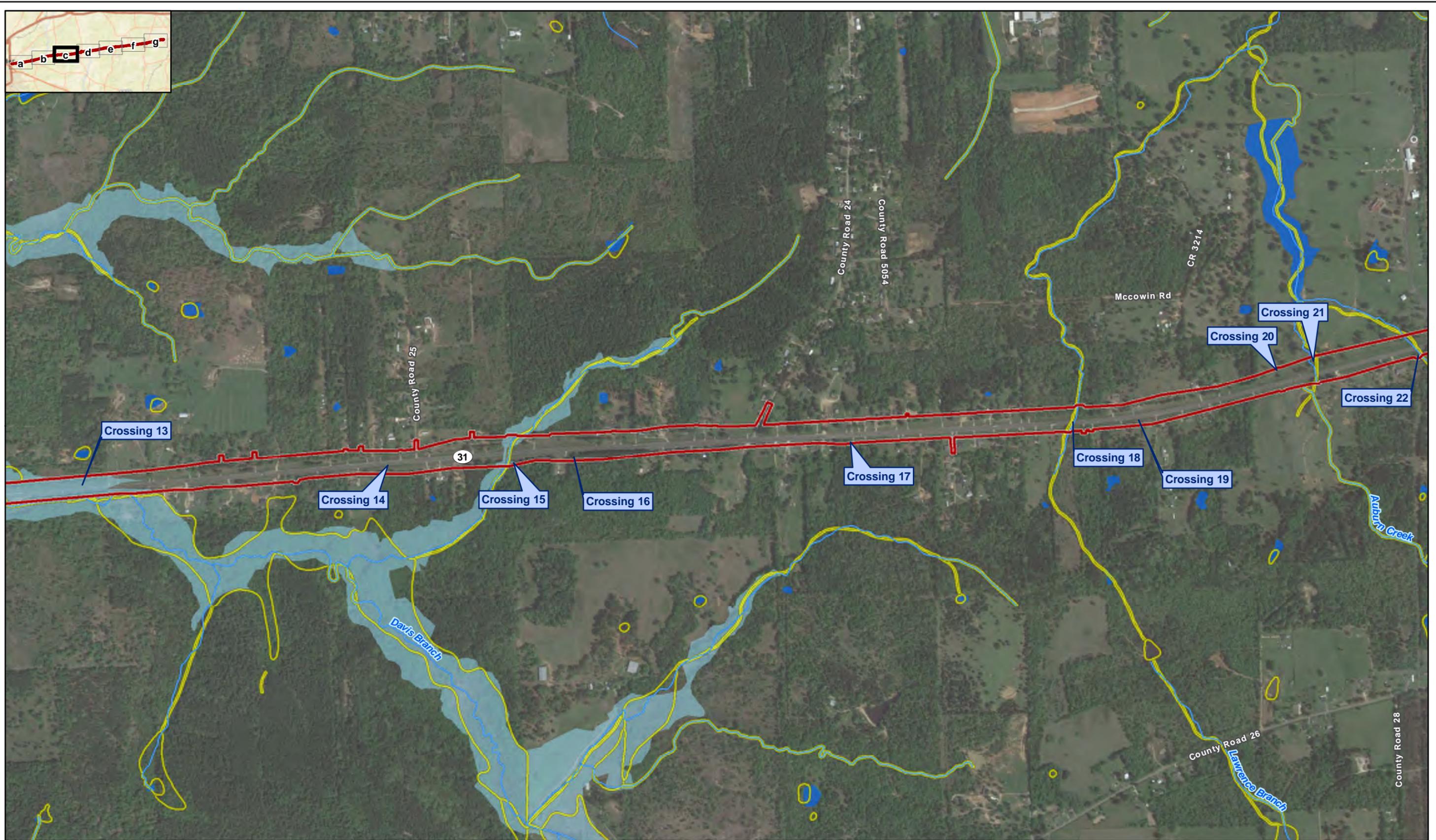


Figure 3c
 Water Resources
 SH 31 from SL 323 to FM 1639

- ▣ Project Location
- NHD Stream
- NWI Wetland
- NHD Water
- 100-Year Flood Zone
- # Water Crossing

CSJ: 0424-01-054,
0424-01-057, 0424-02-045

Data Sources: NHD (2018), NWI (2018), FEMA NFHL (2018), CMEC (2019)
Aerial Source: Google (2019)

1 in = 1,000 feet
Scale: 1:12,000
Date: 12/13/2019



Figure 3d
 Water Resources
 SH 31 from SL 323 to FM 1639

- Project Location
- NHD Water
- ~ NHD Stream
- 100-Year Flood Zone
- NWI Wetland
- # Water Crossing

CSJ: 0424-01-054,
0424-01-057, 0424-02-045

Data Sources: NHD (2018), NWI (2018),
FEMA NFHL (2018), CMEC (2019)
Aerial Source: Google (2019)

1 in = 1,000 feet
Scale: 1:12,000
Date: 12/13/2019

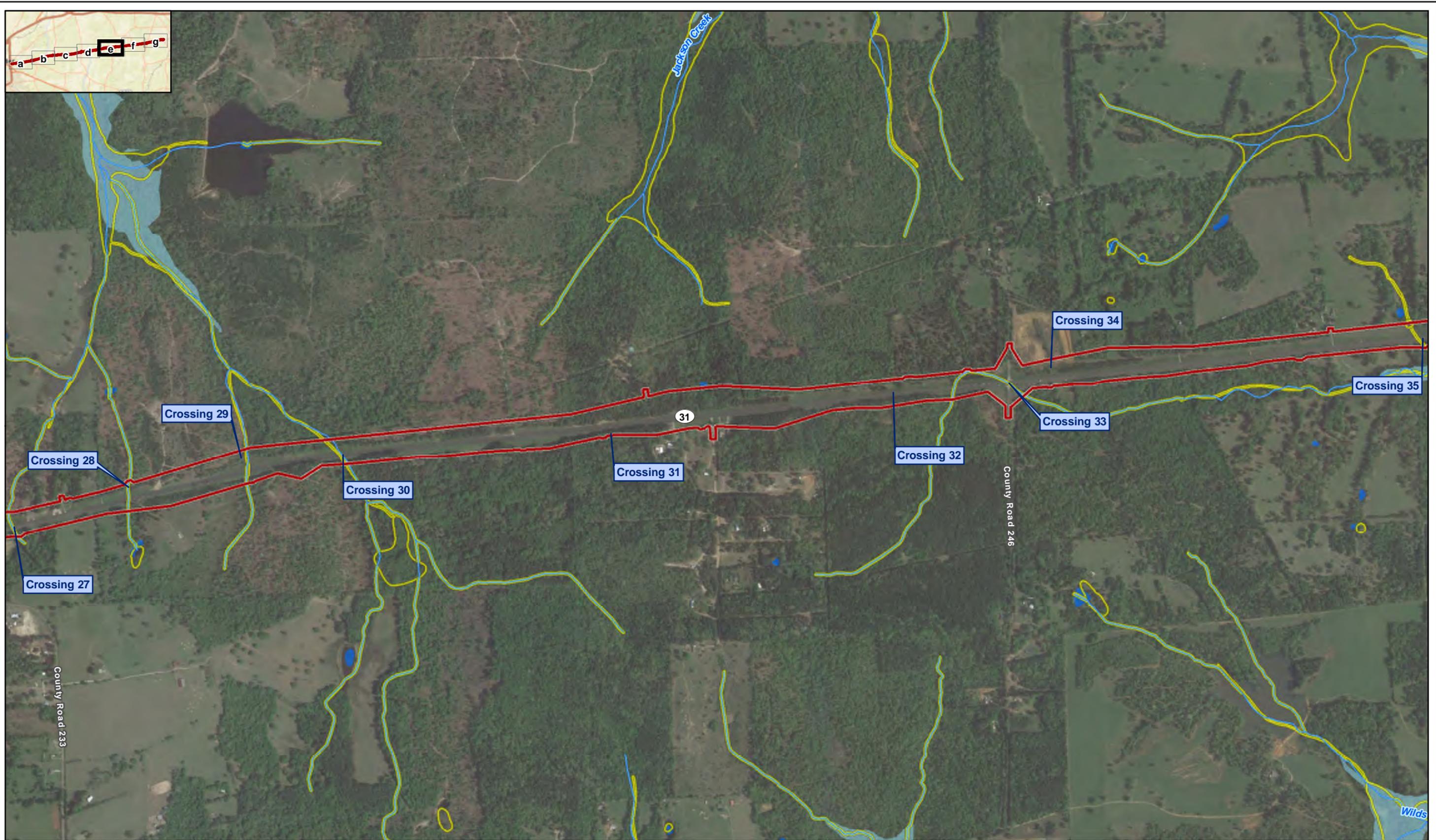


Figure 3e
 Water Resources
 SH 31 from SL 323 to FM 1639

- ▣ Project Location
- NHD Stream
- NWI Wetland
- NHD Water
- 100-Year Flood Zone
- Water Crossing

CSJ: 0424-01-054,
0424-01-057, 0424-02-045

Data Sources: NHD (2018), NWI (2018),
FEMA NFHL (2018), CMEC (2019)
Aerial Source: Google (2019)

1 in = 1,000 feet
Scale: 1:112,000
Date: 12/13/2019



Figure 3f
 Water Resources
 SH 31 from SL 323 to FM 1639

- Project Location
- NHD Stream
- NWI Wetland
- NHD Water
- 100-Year Flood Zone
- Water Crossing

CSJ: 0424-01-054,
0424-01-057, 0424-02-045

Data Sources: NHD (2018), NWI (2018),
FEMA NFHL (2018), CMEC (2019)
Aerial Source: Google (2019)

0 1,000 Feet

0 300 Meters

1 in = 1,000 feet

Scale: 1:12,000

Date: 12/13/2019



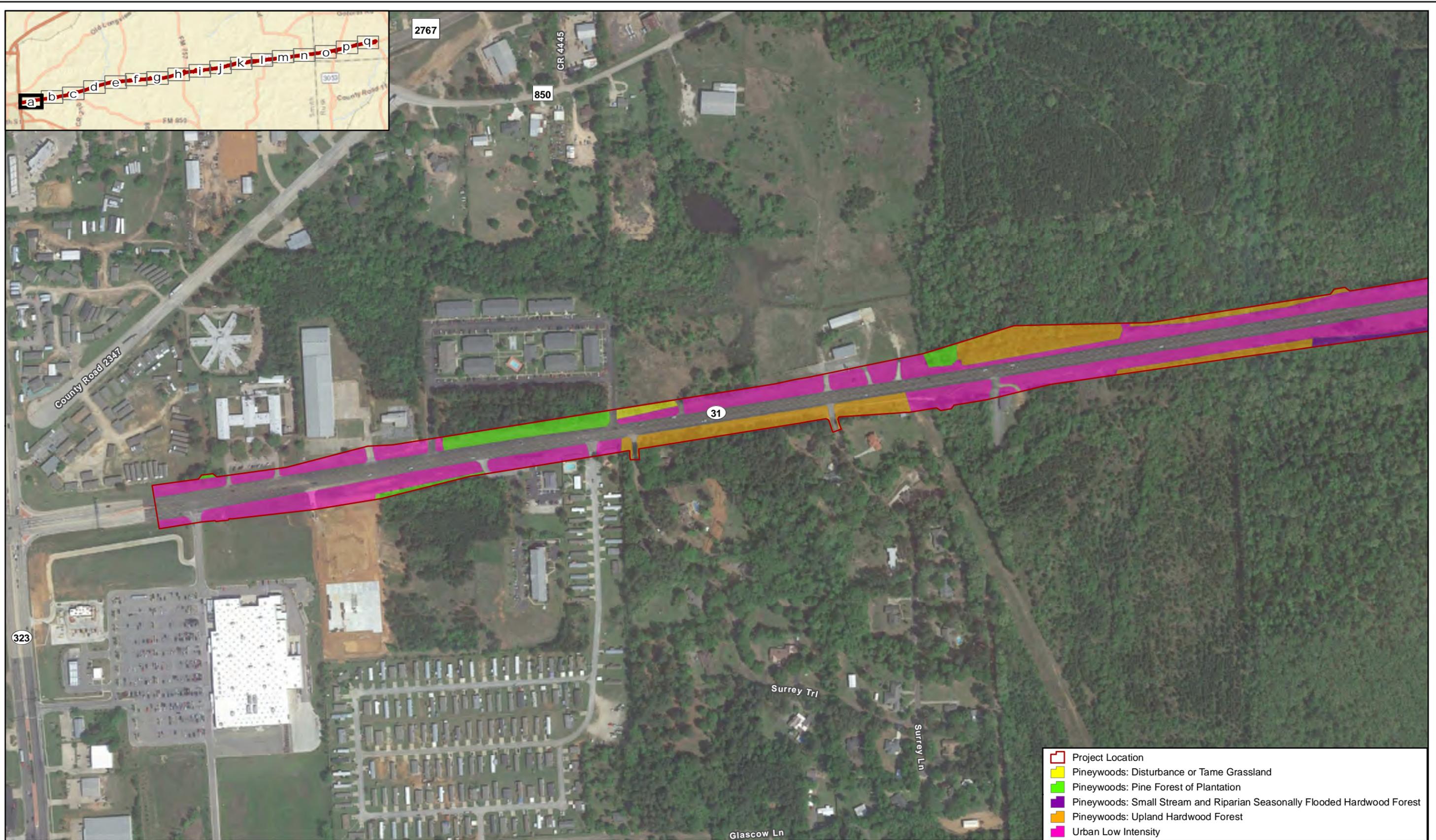
Figure 3g
 Water Resources
 SH 31 from SL 323 to FM 1639

- ▭ Project Location
- ▭ NHD Water
- ~ NHD Stream
- ▭ 100-Year Flood Zone
- ▭ NWI Wetland
- # Water Crossing

CSJ: 0424-01-054,
0424-01-057, 0424-02-045

Data Sources: NHD (2018), NWI (2018),
FEMA NFHL (2018), CMEC (2019)
Aerial Source: Google (2019)

Date: 12/13/2019

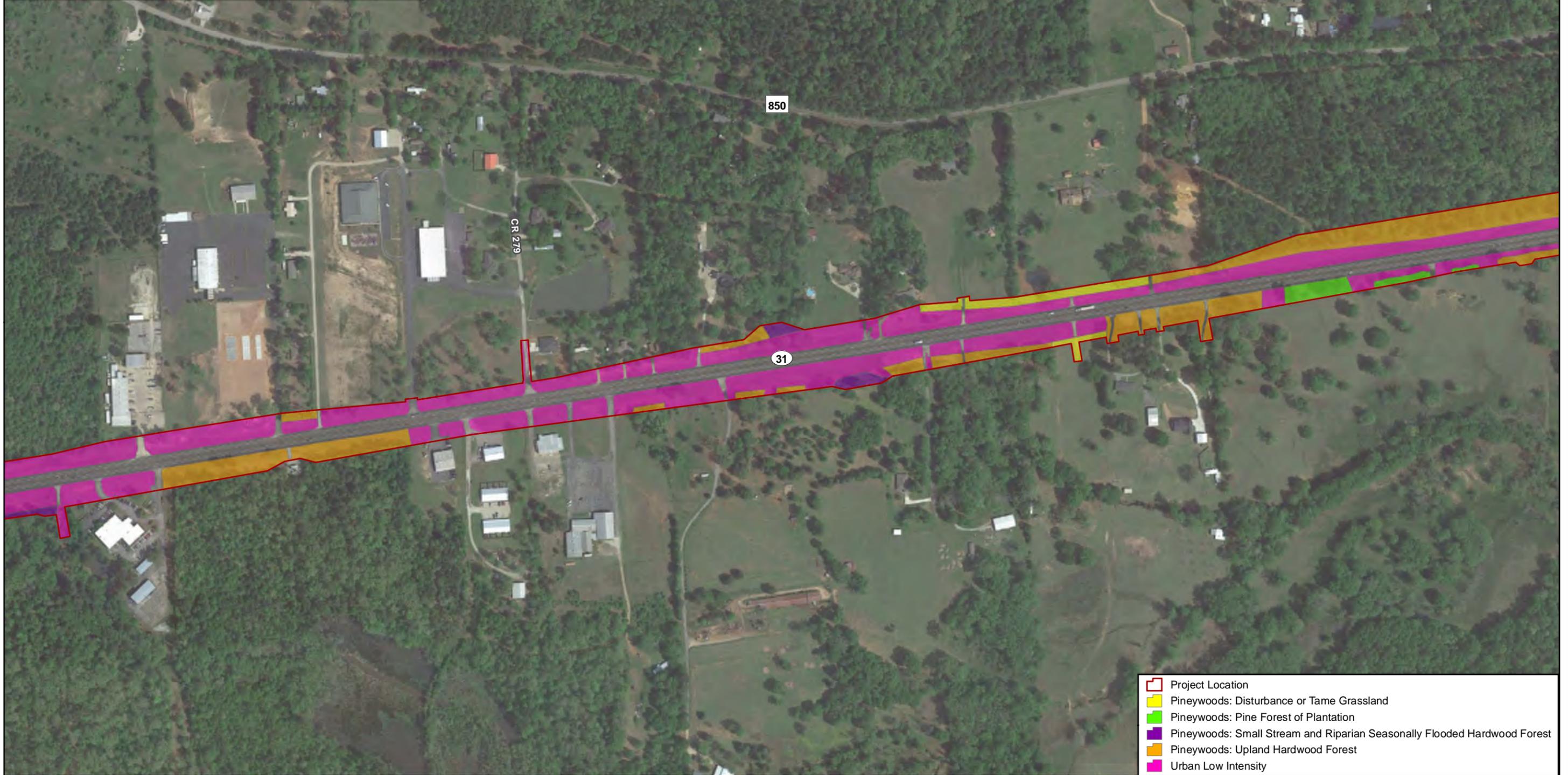


- Project Location
- Pinewoods: Disturbance or Tame Grassland
- Pinewoods: Pine Forest of Plantation
- Pinewoods: Small Stream and Riparian Seasonally Flooded Hardwood Forest
- Pinewoods: Upland Hardwood Forest
- Urban Low Intensity

Figure 4a
 Observed Vegetation Types
 SH 31 from SL 323 to FM 1639

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045			
	<table border="1" style="font-size: 8px;"> <tr> <td>1 in = 400 feet</td> </tr> <tr> <td>Scale: 1:4,800</td> </tr> <tr> <td>Date: 12/18/2019</td> </tr> </table>	1 in = 400 feet	Scale: 1:4,800	Date: 12/18/2019
1 in = 400 feet				
Scale: 1:4,800				
Date: 12/18/2019				

Data Source: CMEC (2019)
 Aerial Source: Google (2019)



- Project Location
- Pineywoods: Disturbance or Tame Grassland
- Pineywoods: Pine Forest of Plantation
- Pineywoods: Small Stream and Riparian Seasonally Flooded Hardwood Forest
- Pineywoods: Upland Hardwood Forest
- Urban Low Intensity

Figure 4b
Observed Vegetation Types
SH 31 from SL 323 to FM 1639

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045
	1 in = 400 feet Scale: 1:4,800 Date: 12/18/2019

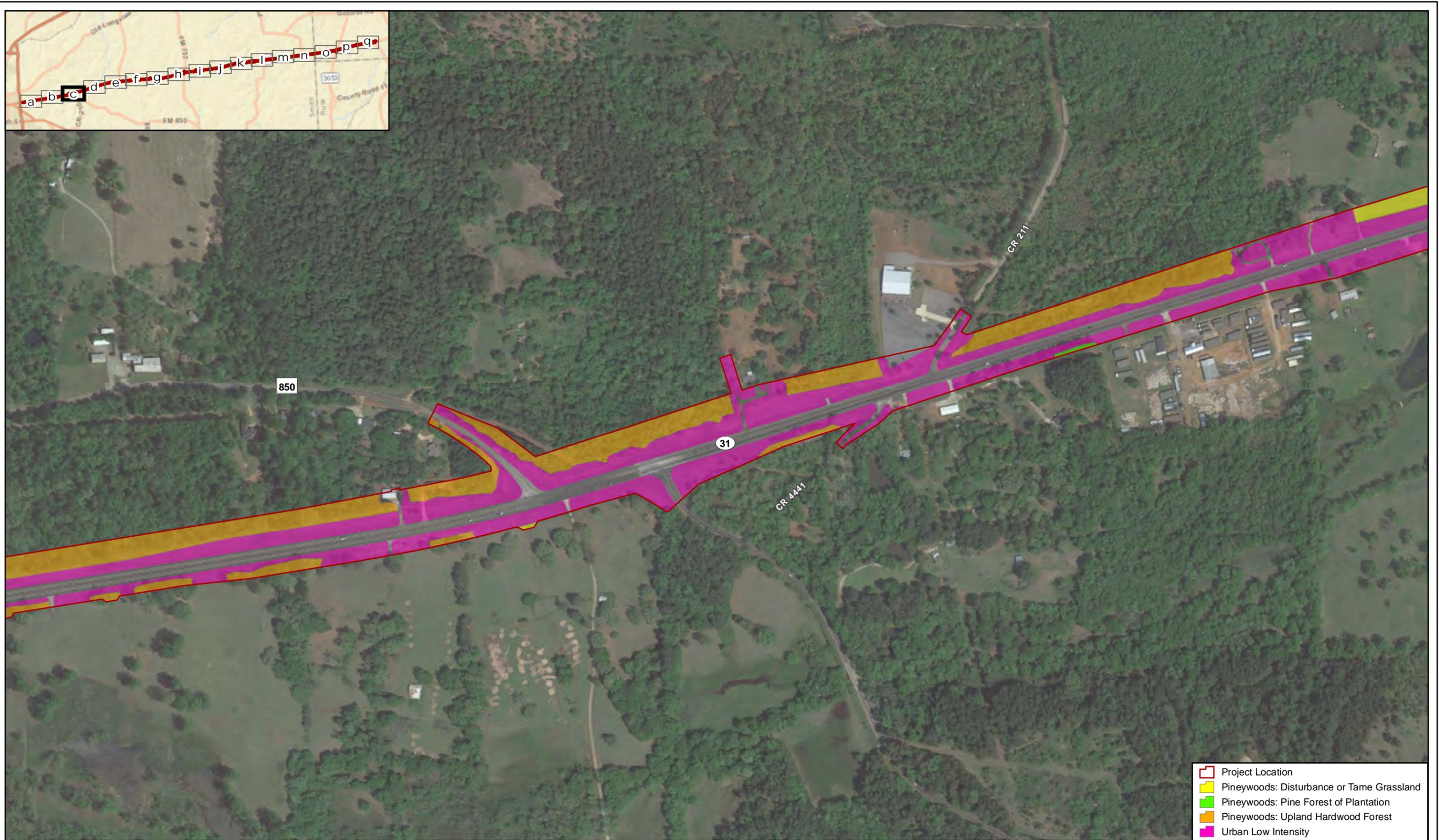
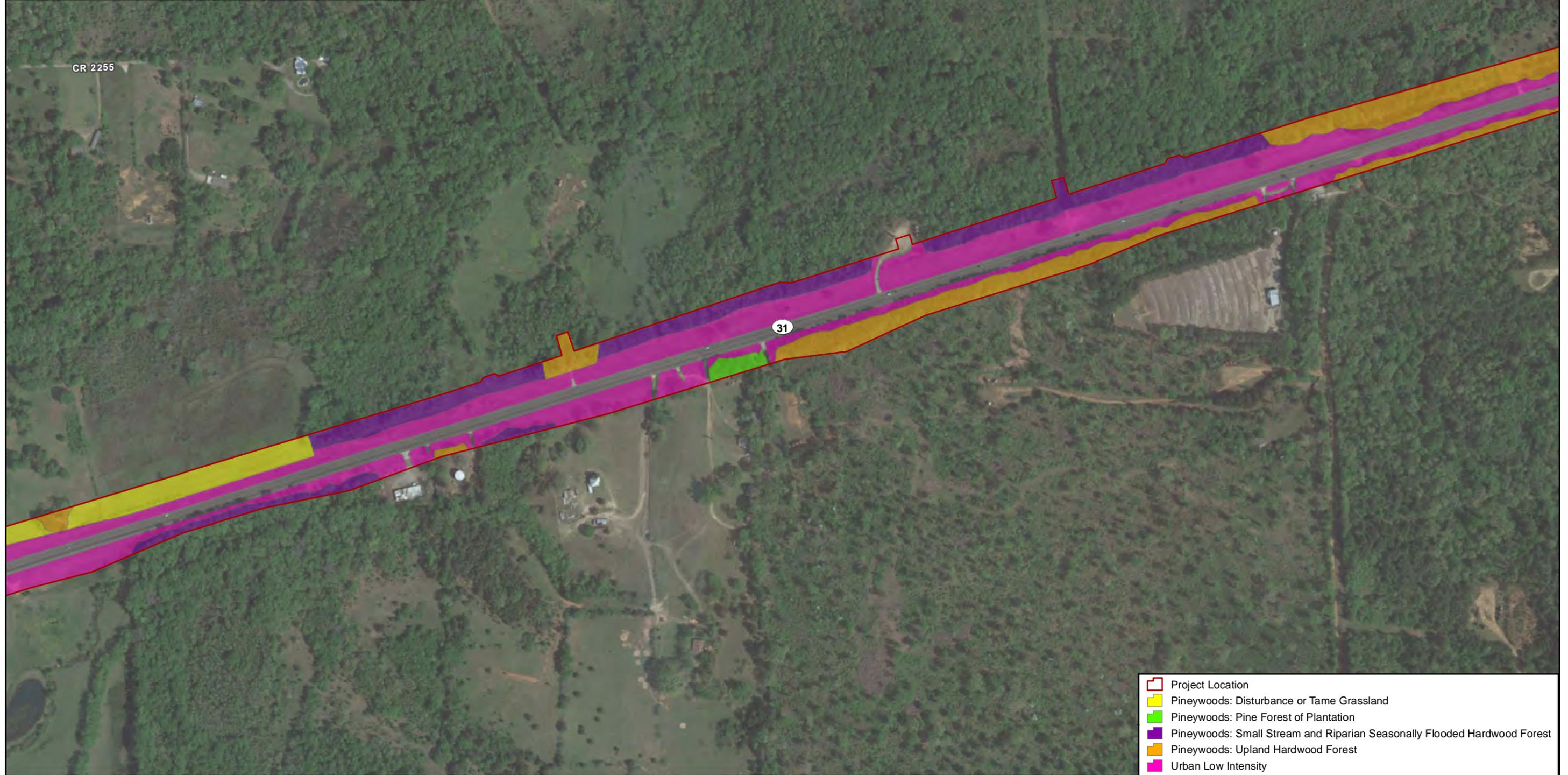


Figure 4c
Observed Vegetation Types
SH 31 from SL 323 to FM 1639

- Project Location
- Pinewoods: Disturbance or Tame Grassland
- Pinewoods: Pine Forest of Plantation
- Pinewoods: Upland Hardwood Forest
- Urban Low Intensity

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045	
		1 in = 400 feet Scale: 1:4,800
		Date: 12/18/2019

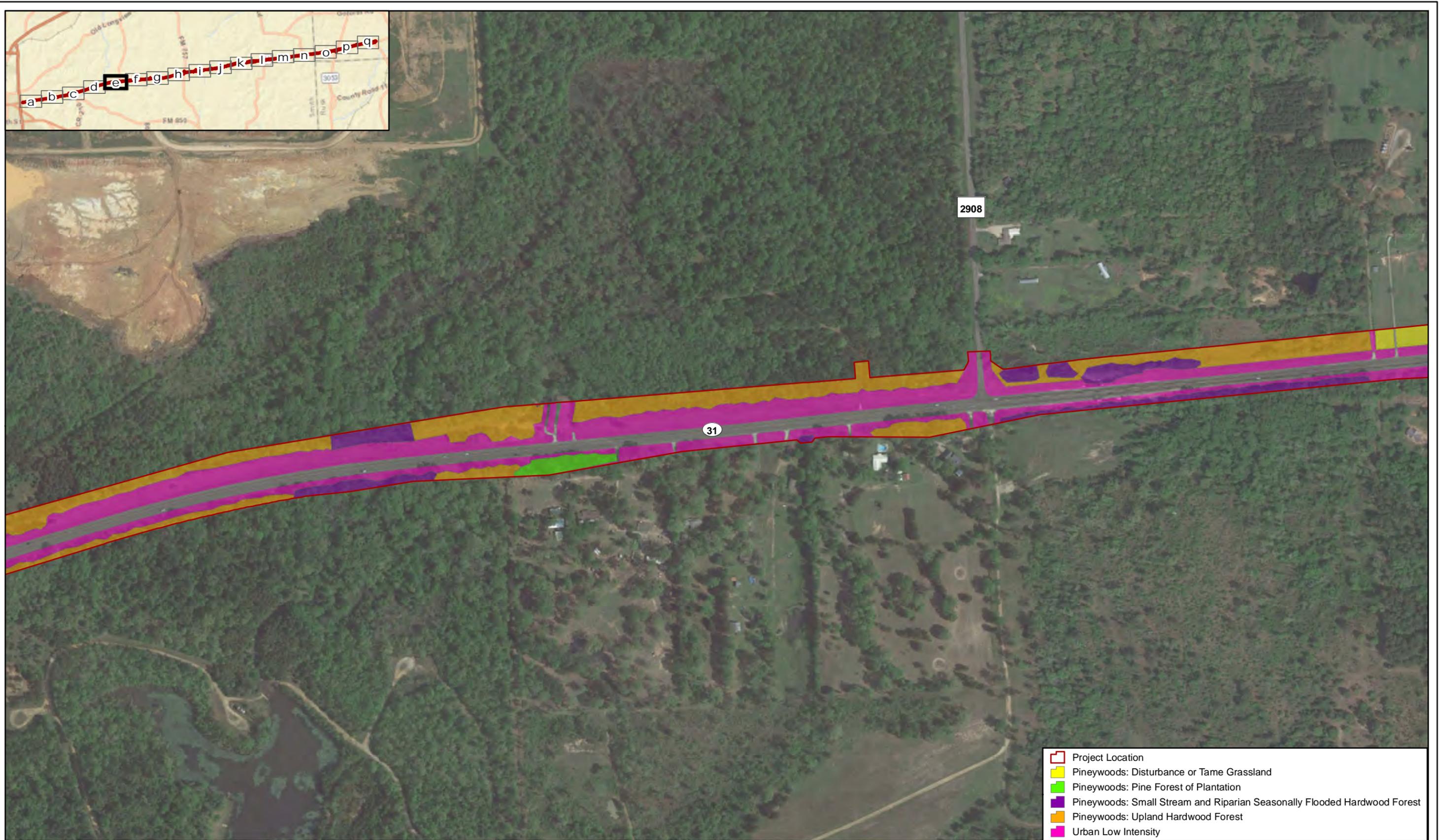
Data Source: CMEC (2019)
Aerial Source: Google (2019)



- Project Location
- Pinewoods: Disturbance or Tame Grassland
- Pinewoods: Pine Forest of Plantation
- Pinewoods: Small Stream and Riparian Seasonally Flooded Hardwood Forest
- Pinewoods: Upland Hardwood Forest
- Urban Low Intensity

Figure 4d
Observed Vegetation Types
SH 31 from SL 323 to FM 1639

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045
	1 in = 400 feet Scale: 1:4,800 Date: 12/18/2019

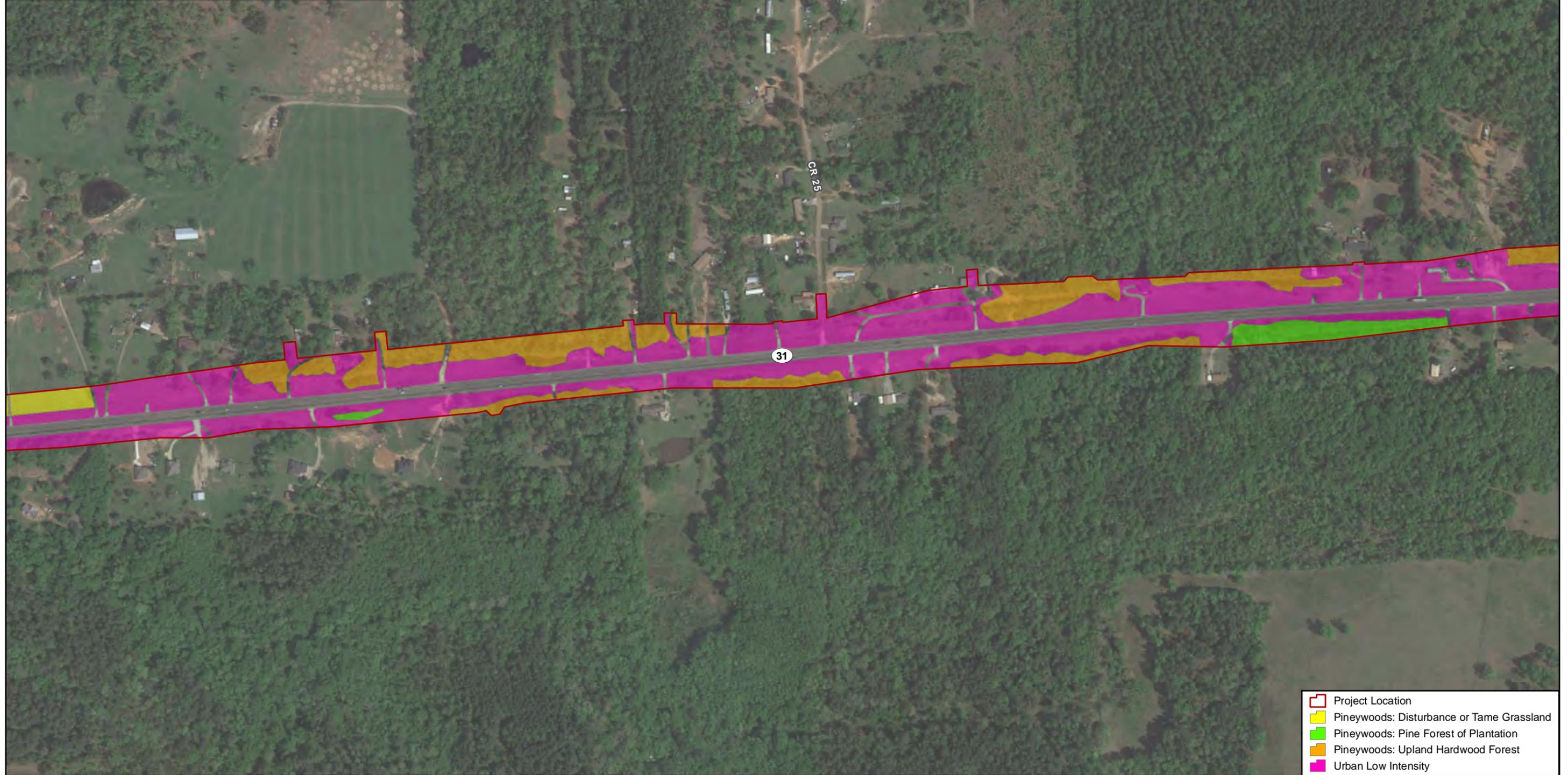
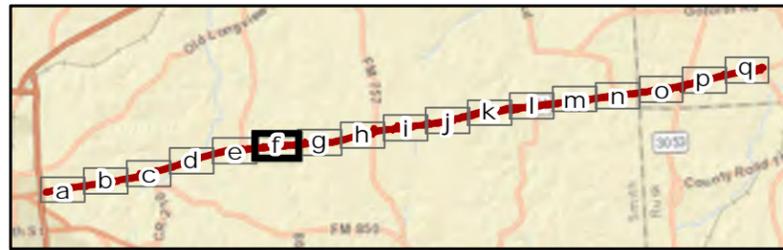


- Project Location
- Pinewoods: Disturbance or Tame Grassland
- Pinewoods: Pine Forest of Plantation
- Pinewoods: Small Stream and Riparian Seasonally Flooded Hardwood Forest
- Pinewoods: Upland Hardwood Forest
- Urban Low Intensity

Figure 4e
 Observed Vegetation Types
 SH 31 from SL 323 to FM 1639

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1 in = 400 feet				
Scale: 1:4,800				
Date: 12/18/2019				

Data Source: CMEC (2019)
 Aerial Source: Google (2019)



- Project Location
- Pinewoods: Disturbance or Tame Grassland
- Pinewoods: Pine Forest of Plantation
- Pinewoods: Upland Hardwood Forest
- Urban Low Intensity

Figure 4f
Observed Vegetation Types
SH 31 from SL 323 to FM 1639

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045
	1 in = 400 feet Scale: 1:4,800 Date: 12/18/2019

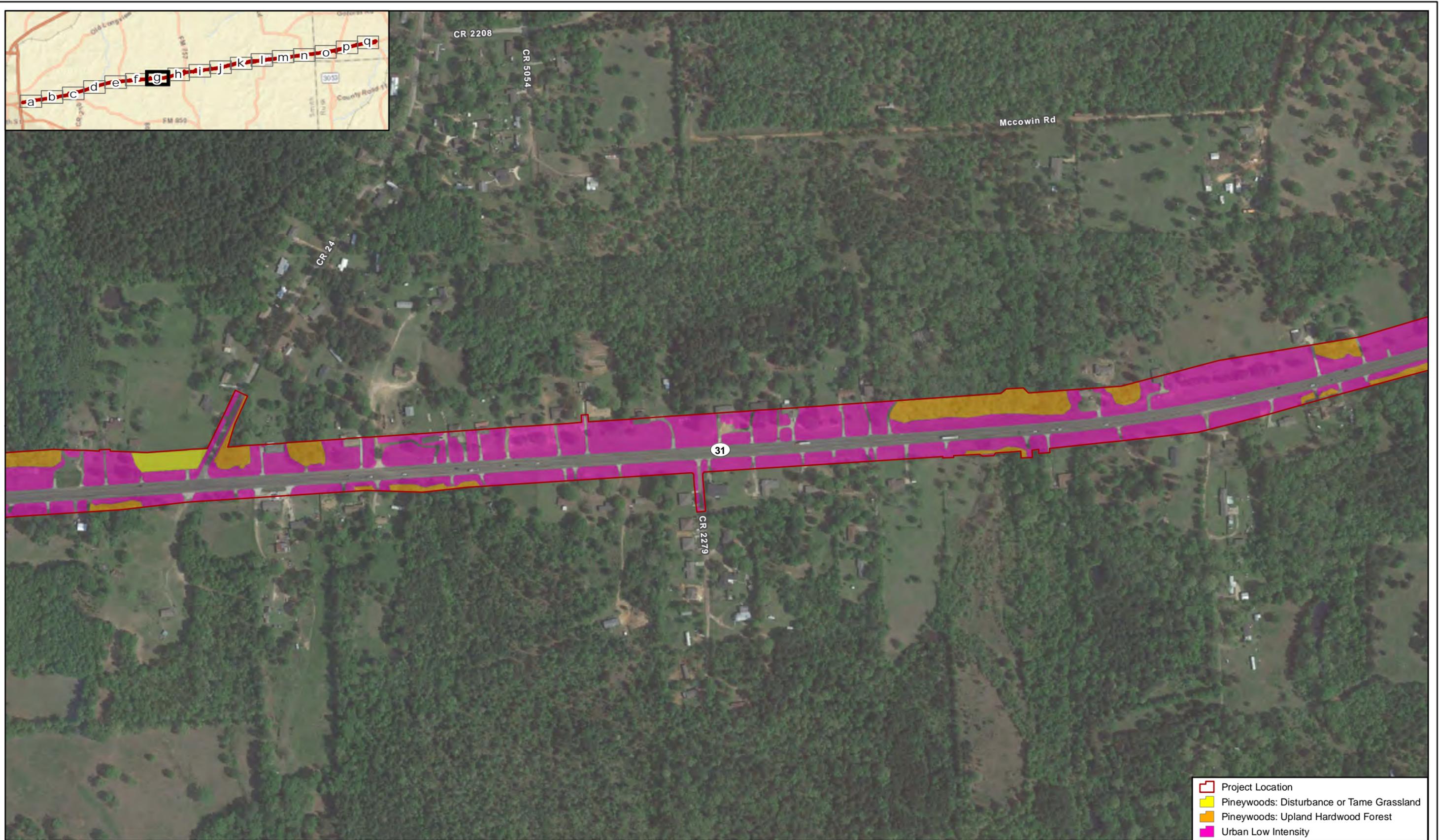


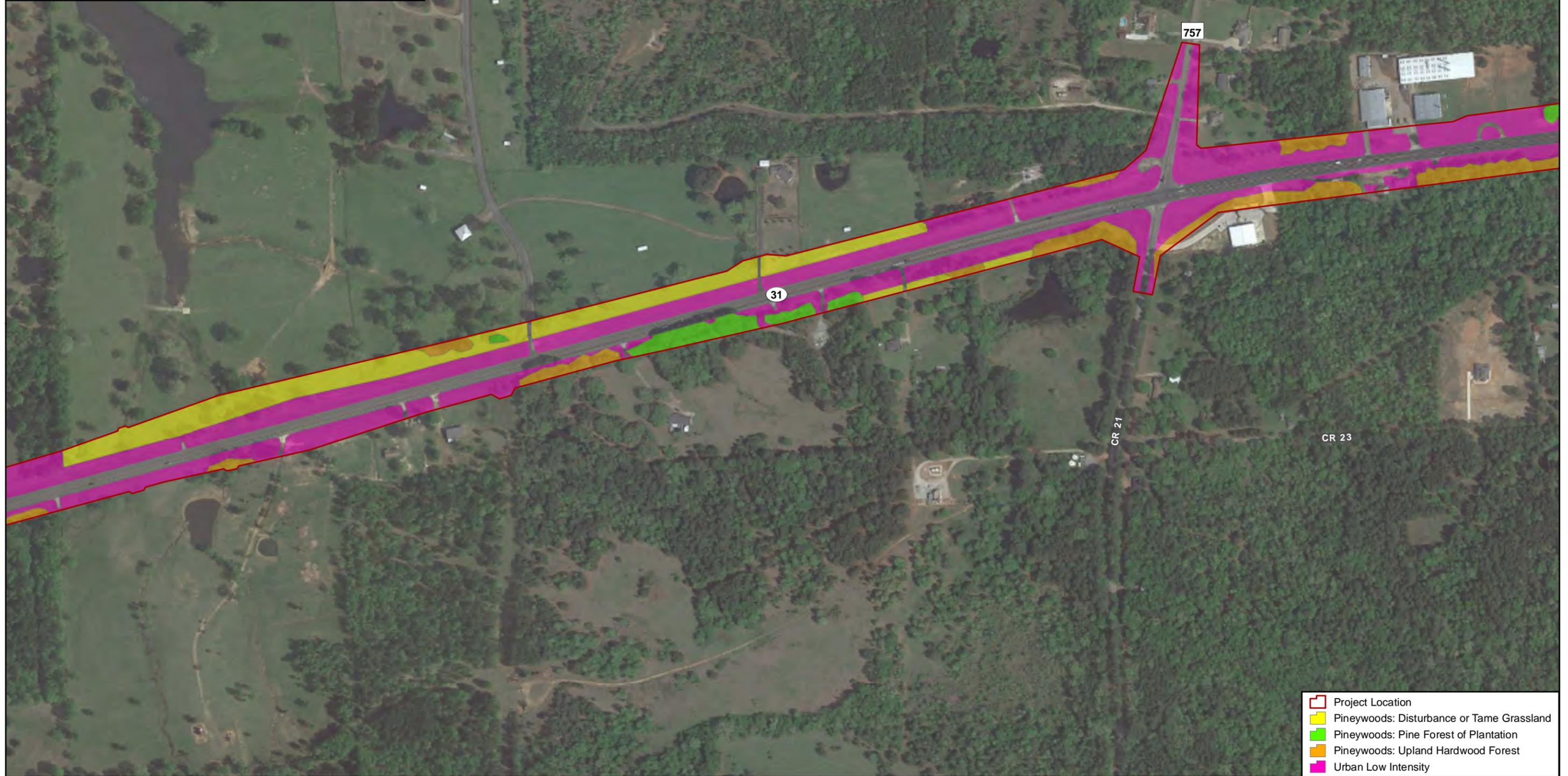
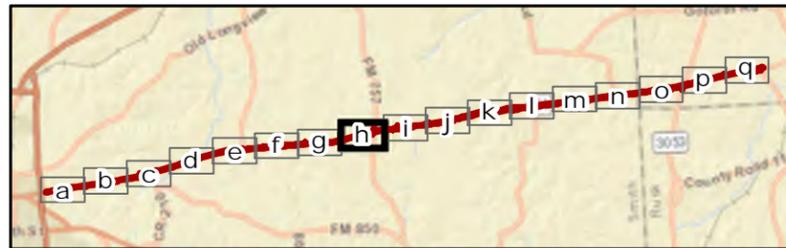
Figure 4g
Observed Vegetation Types
SH 31 from SL 323 to FM 1639

- Project Location
- Pineywoods: Disturbance or Tame Grassland
- Pineywoods: Upland Hardwood Forest
- Urban Low Intensity

CSJ: 0424-01-054,
0424-01-057, 0424-02-045

Data Source: CMEC (2019)
Aerial Source: Google (2019)

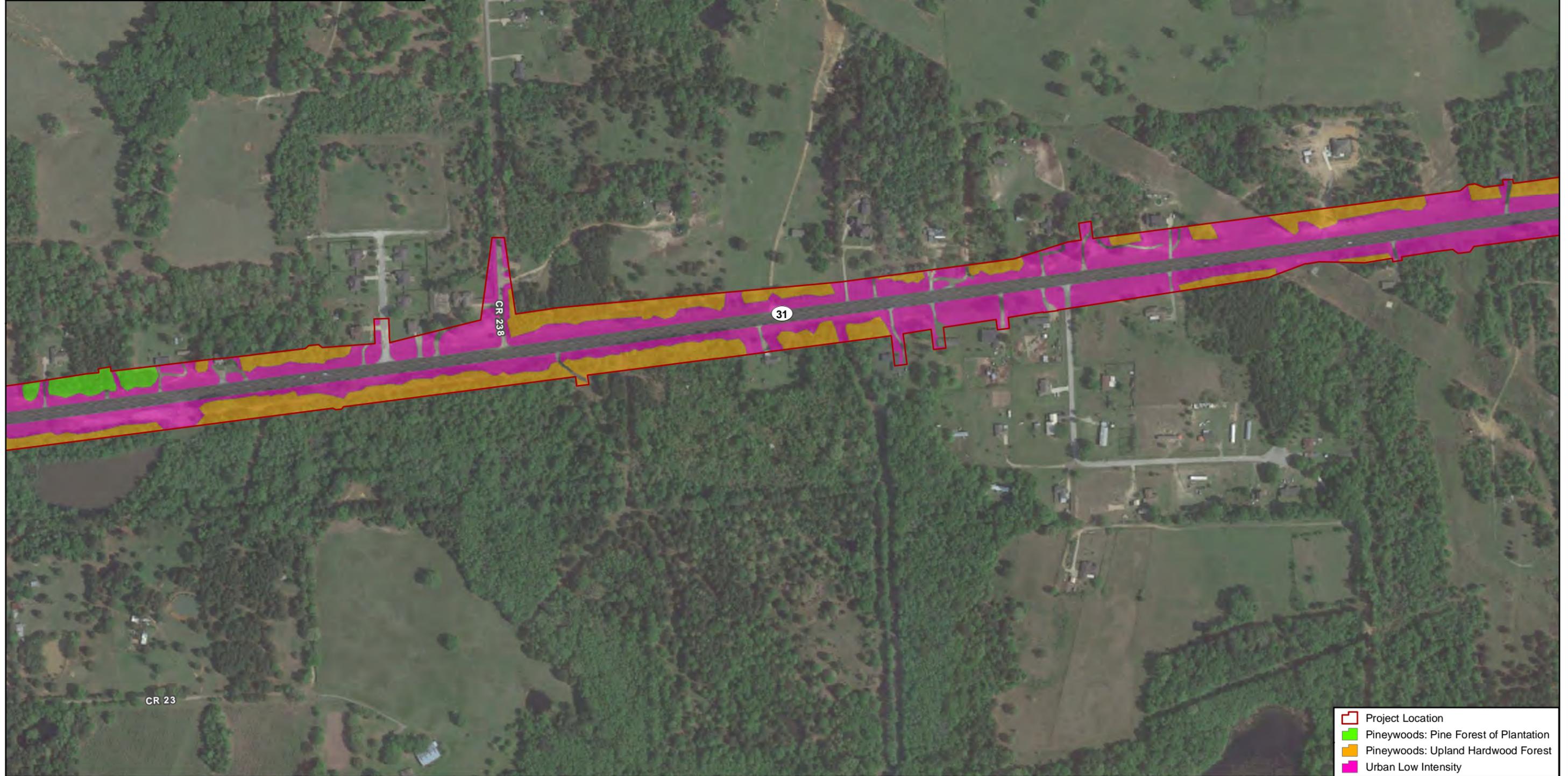
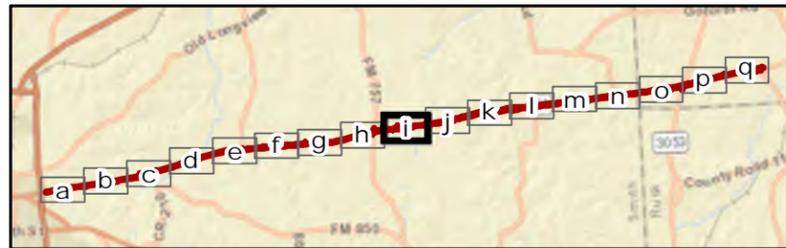
1 in = 400 feet
Scale: 1:4,800
Date: 12/18/2019



- Project Location
- Pinewoods: Disturbance or Tame Grassland
- Pinewoods: Pine Forest of Plantation
- Pinewoods: Upland Hardwood Forest
- Urban Low Intensity

Figure 4h
Observed Vegetation Types
SH 31 from SL 323 to FM 1639

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045
	1 in = 400 feet Scale: 1:4,800 Date: 12/18/2019



- Project Location
- Pinewoods: Pine Forest of Plantation
- Pinewoods: Upland Hardwood Forest
- Urban Low Intensity

Figure 4i
Observed Vegetation Types
SH 31 from SL 323 to FM 1639

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045	
	1 in = 400 feet Scale: 1:4,800	Date: 12/18/2019

Data Source: CMEC (2019)
Aerial Source: Google (2019)

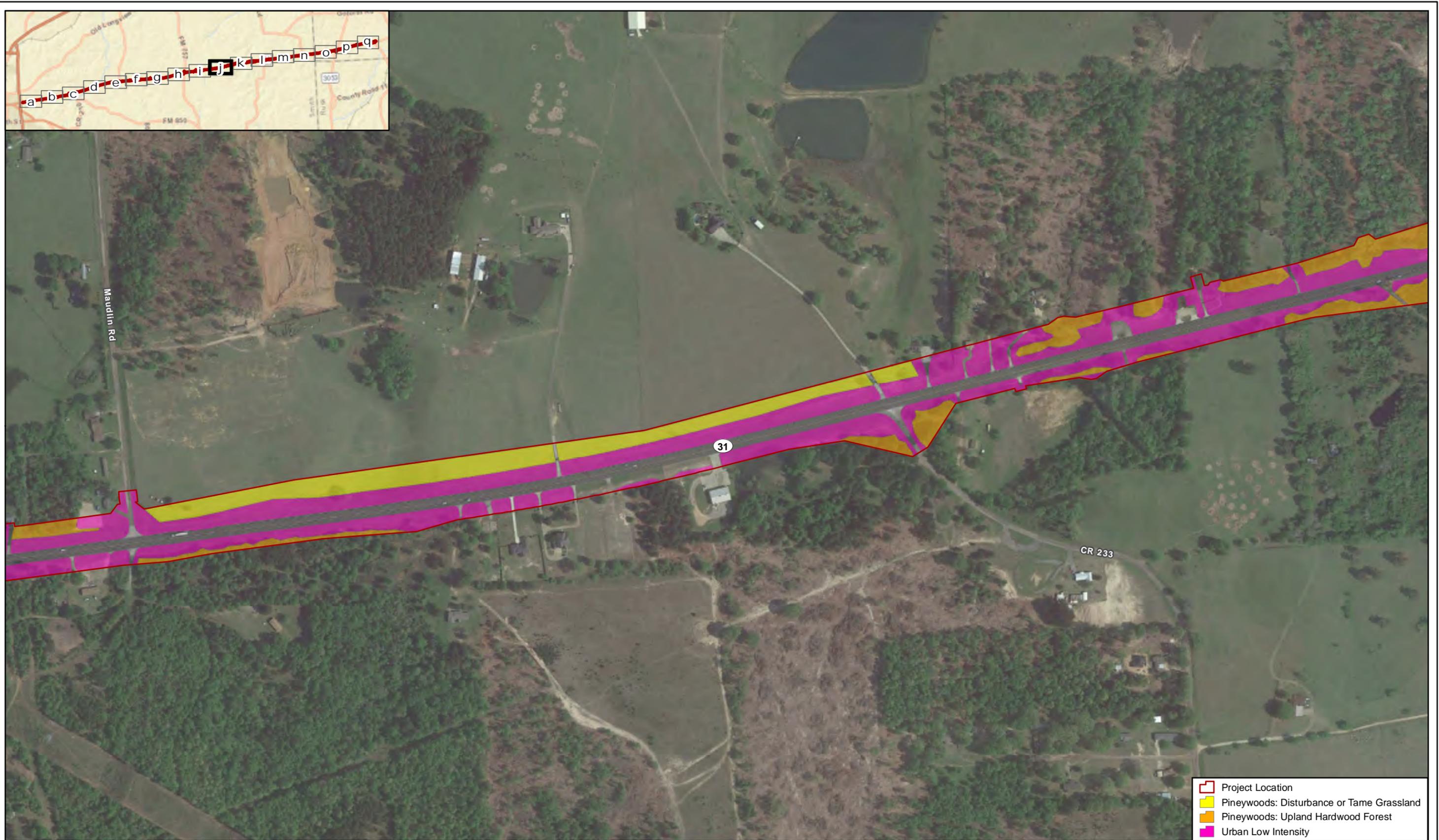


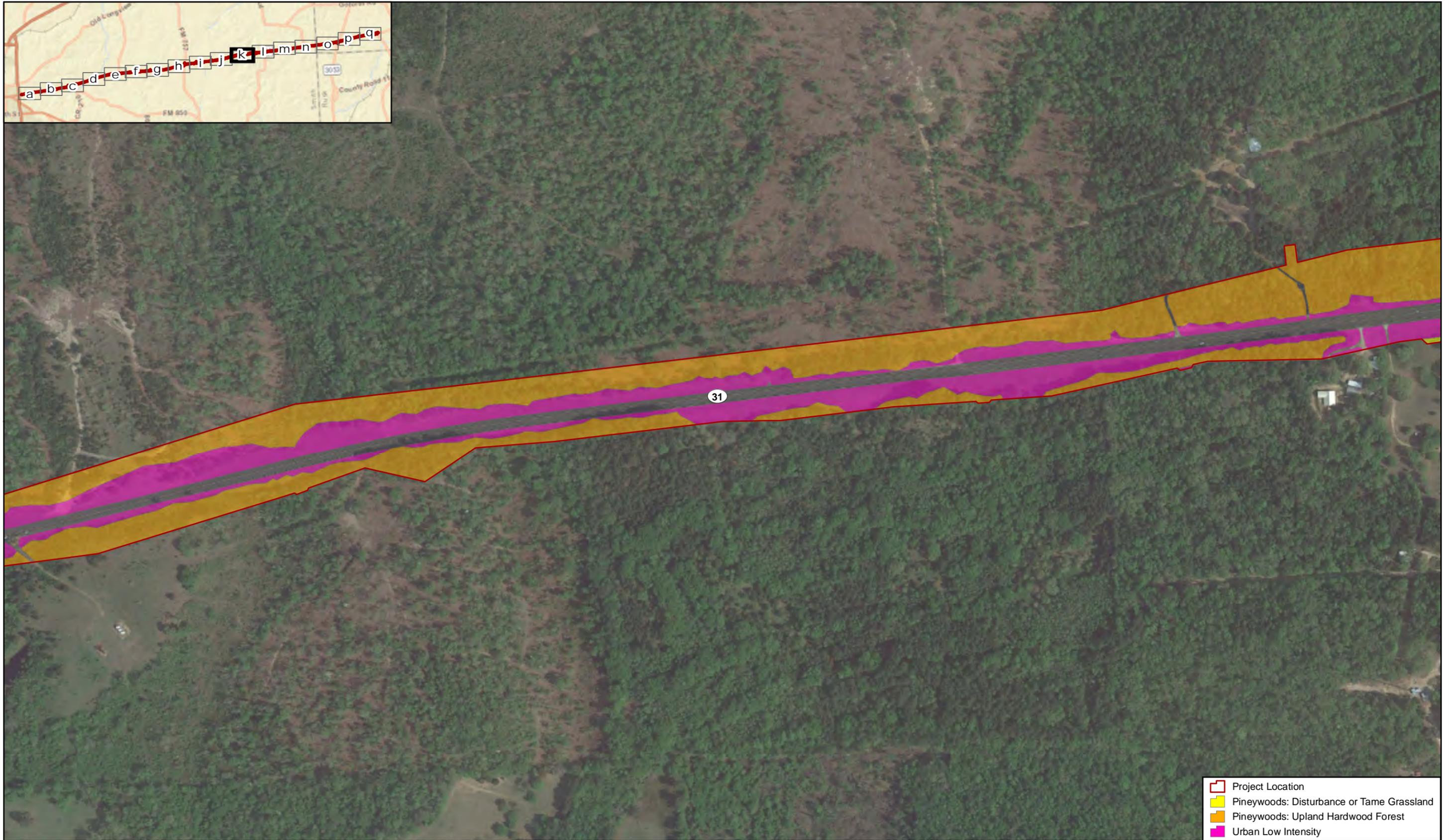
Figure 4j
 Observed Vegetation Types
 SH 31 from SL 323 to FM 1639

- Project Location
- Pineywoods: Disturbance or Tame Grassland
- Pineywoods: Upland Hardwood Forest
- Urban Low Intensity

CSJ: 0424-01-054,
0424-01-057, 0424-02-045

Data Source: CMEC (2019)
Aerial Source: Google (2019)

1 in = 400 feet
Scale: 1:4,800
Date: 12/18/2019

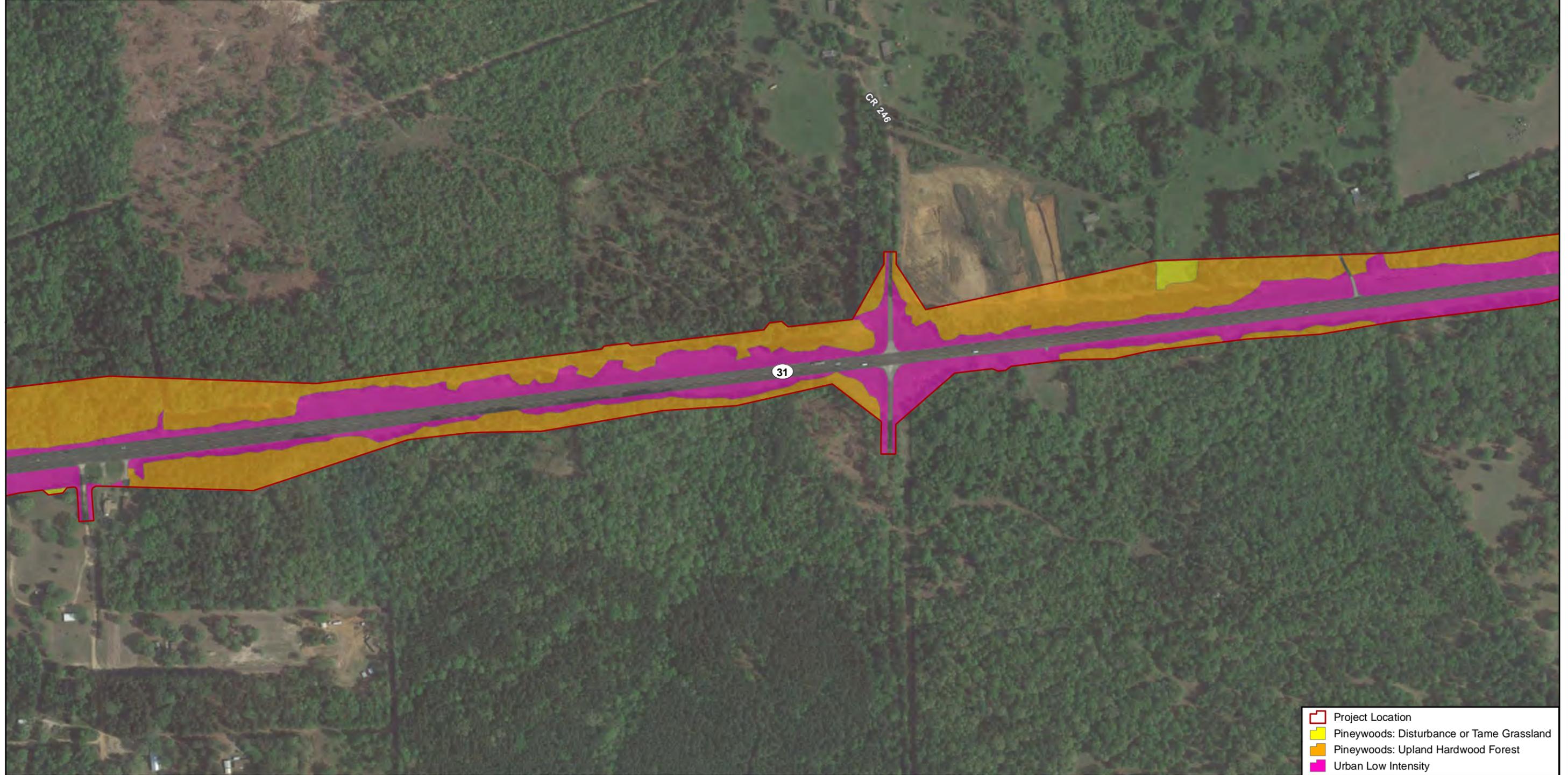
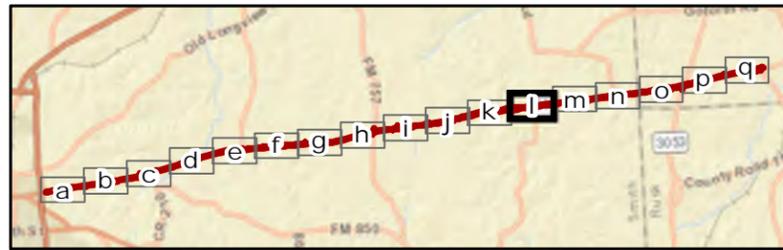


- Project Location
- Pinewoods: Disturbance or Tame Grassland
- Pinewoods: Upland Hardwood Forest
- Urban Low Intensity

Figure 4k
Observed Vegetation Types
SH 31 from SL 323 to FM 1639

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045			
	<table border="1" style="font-size: 8px;"> <tr> <td>1 in = 400 feet</td> </tr> <tr> <td>Scale: 1:4,800</td> </tr> <tr> <td>Date: 12/18/2019</td> </tr> </table>	1 in = 400 feet	Scale: 1:4,800	Date: 12/18/2019
1 in = 400 feet				
Scale: 1:4,800				
Date: 12/18/2019				

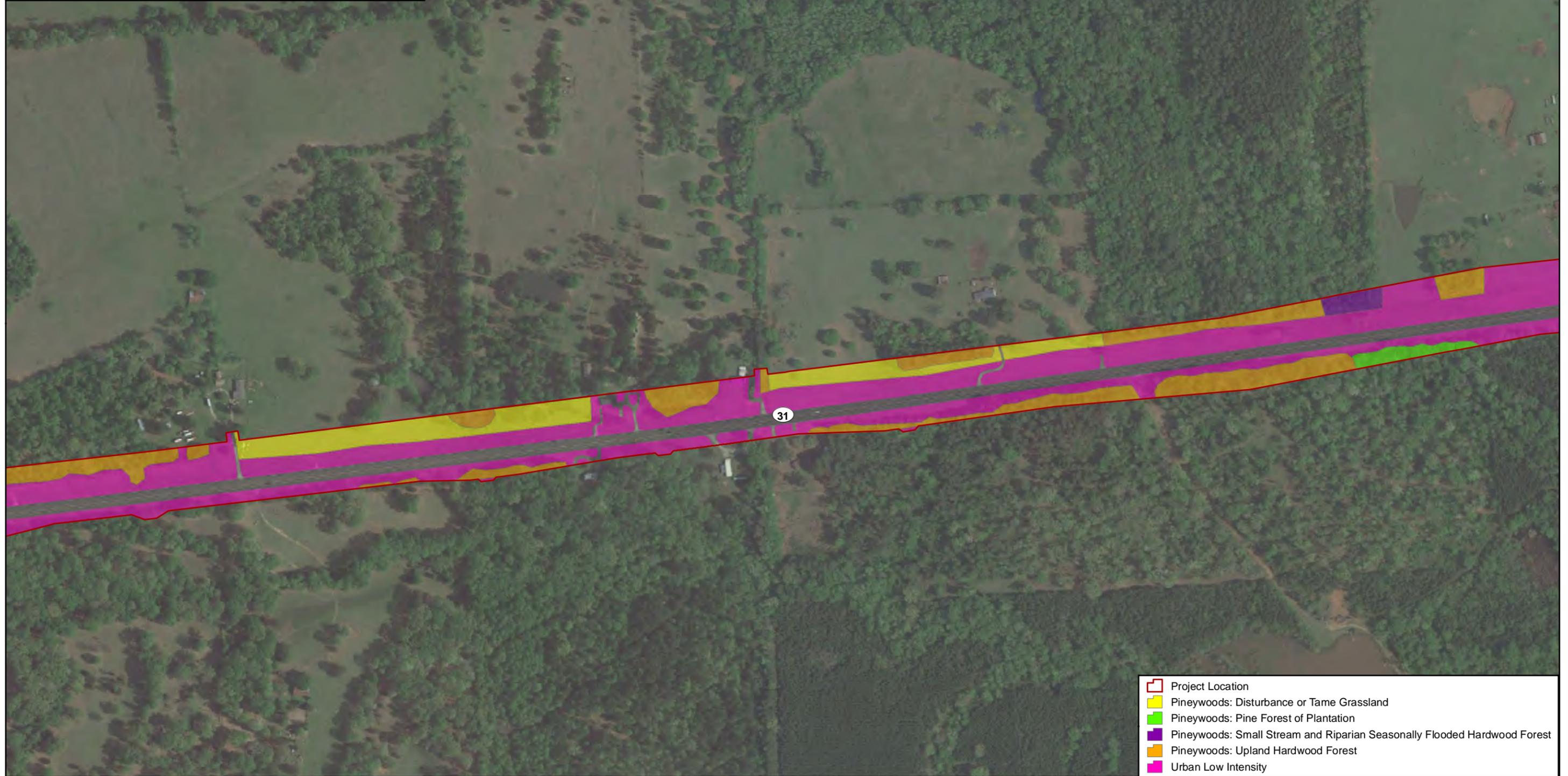
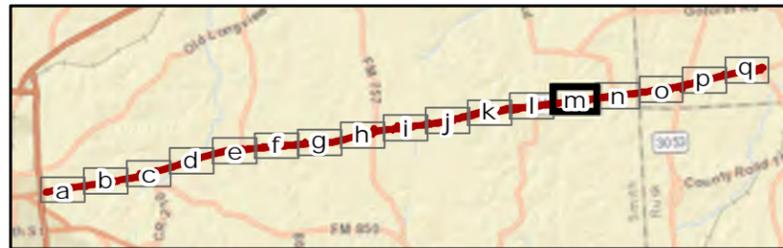
Data Source: CMEC (2019)
Aerial Source: Google (2019)



- Project Location
- Pinewoods: Disturbance or Tame Grassland
- Pinewoods: Upland Hardwood Forest
- Urban Low Intensity

Figure 4I
Observed Vegetation Types
SH 31 from SL 323 to FM 1639

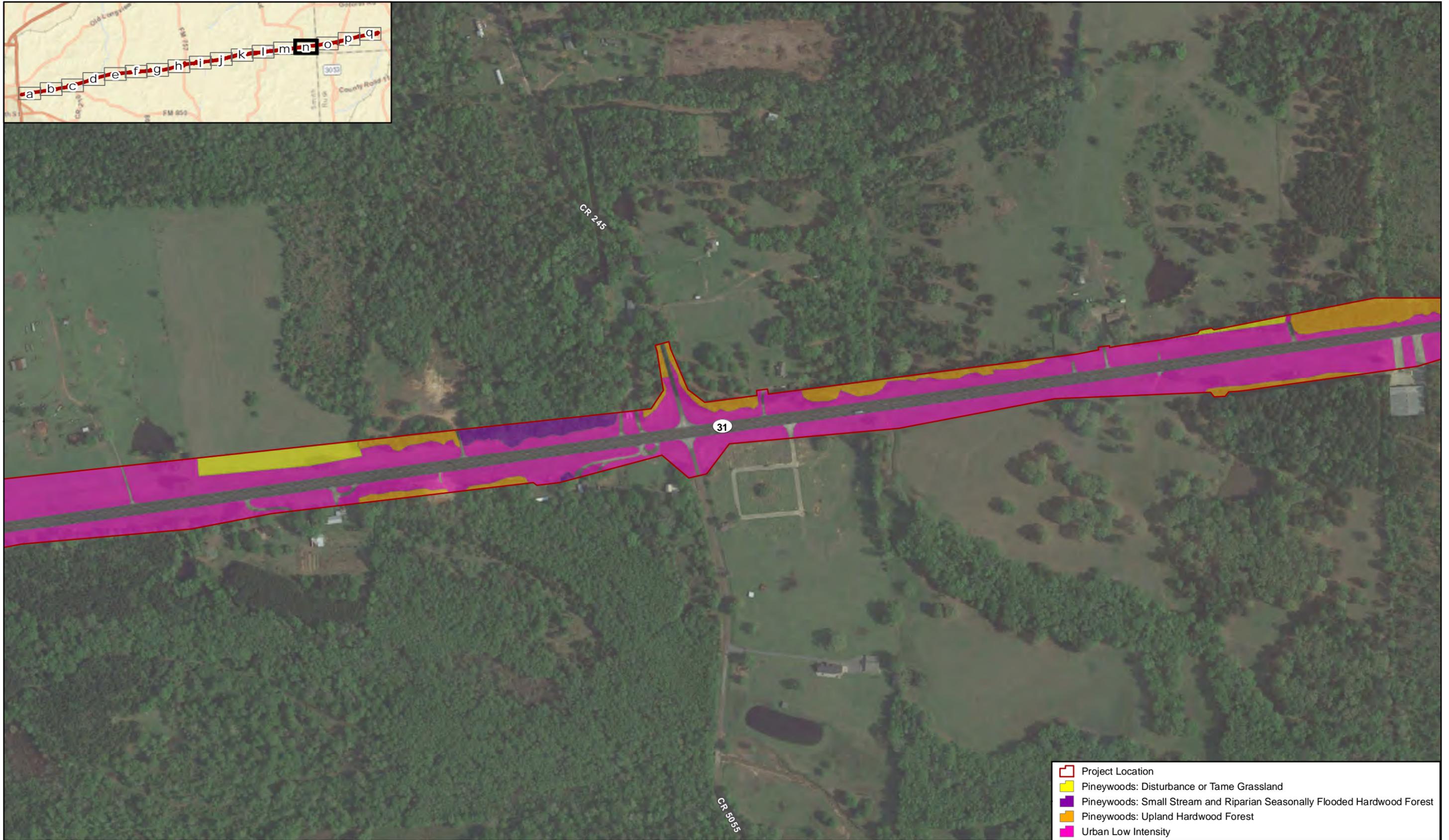
	CSJ: 0424-01-054, 0424-01-057, 0424-02-045	
		1 in = 400 feet Scale: 1:4,800 Date: 12/18/2019



- Project Location
- Pinewoods: Disturbance or Tame Grassland
- Pinewoods: Pine Forest of Plantation
- Pinewoods: Small Stream and Riparian Seasonally Flooded Hardwood Forest
- Pinewoods: Upland Hardwood Forest
- Urban Low Intensity

Figure 4m
Observed Vegetation Types
SH 31 from SL 323 to FM 1639

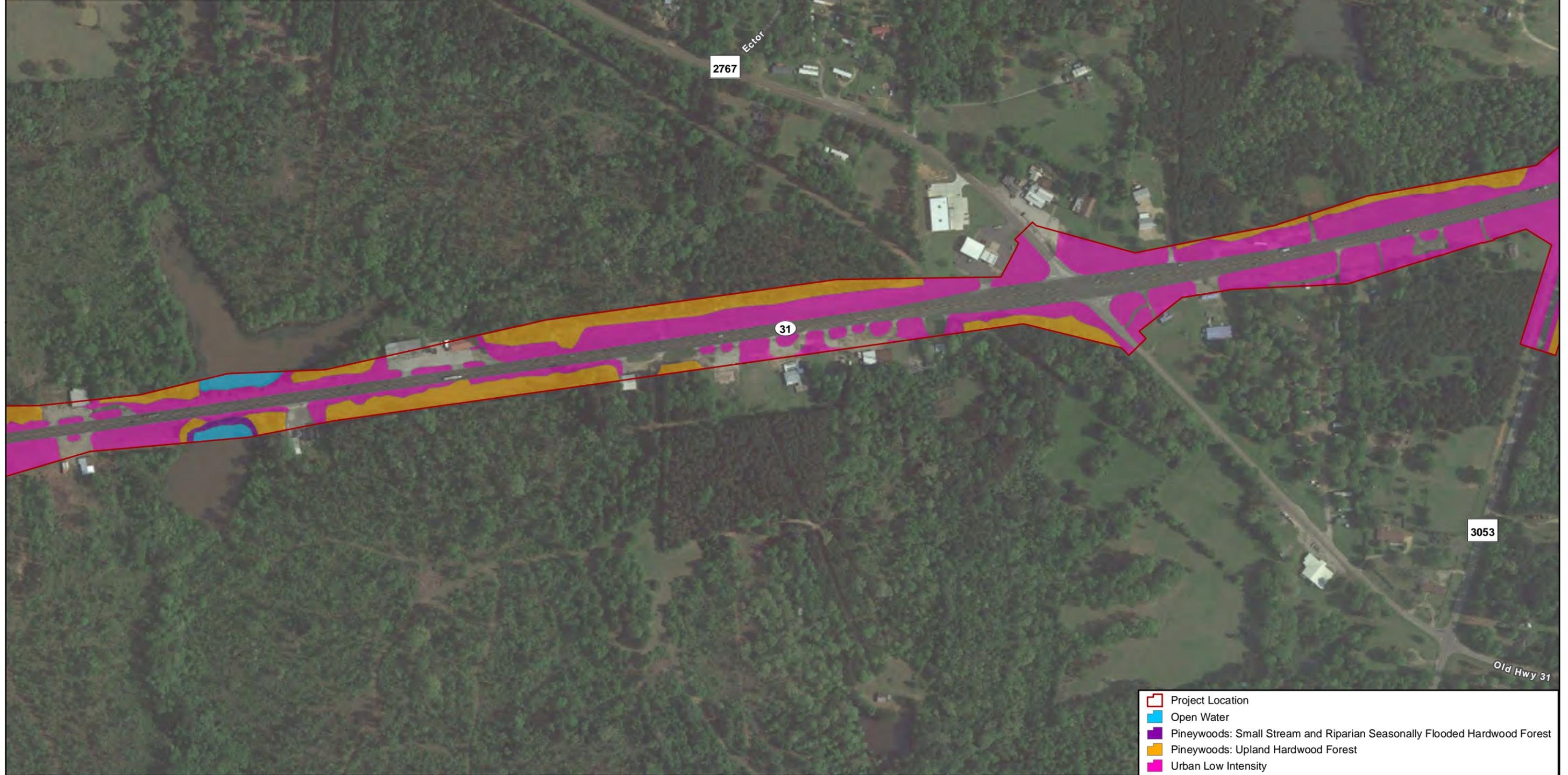
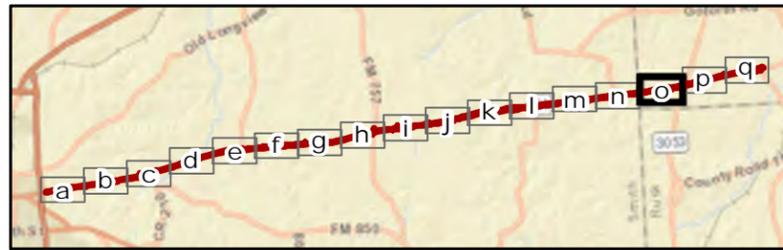
	CSJ: 0424-01-054, 0424-01-057, 0424-02-045			
	<table border="1" style="font-size: 8px;"> <tr> <td>1 in = 400 feet</td> </tr> <tr> <td>Scale: 1:4,800</td> </tr> <tr> <td>Date: 12/18/2019</td> </tr> </table>	1 in = 400 feet	Scale: 1:4,800	Date: 12/18/2019
1 in = 400 feet				
Scale: 1:4,800				
Date: 12/18/2019				



- Project Location
- Pineywoods: Disturbance or Tame Grassland
- Pineywoods: Small Stream and Riparian Seasonally Flooded Hardwood Forest
- Pineywoods: Upland Hardwood Forest
- Urban Low Intensity

Figure 4n
Observed Vegetation Types
SH 31 from SL 323 to FM 1639

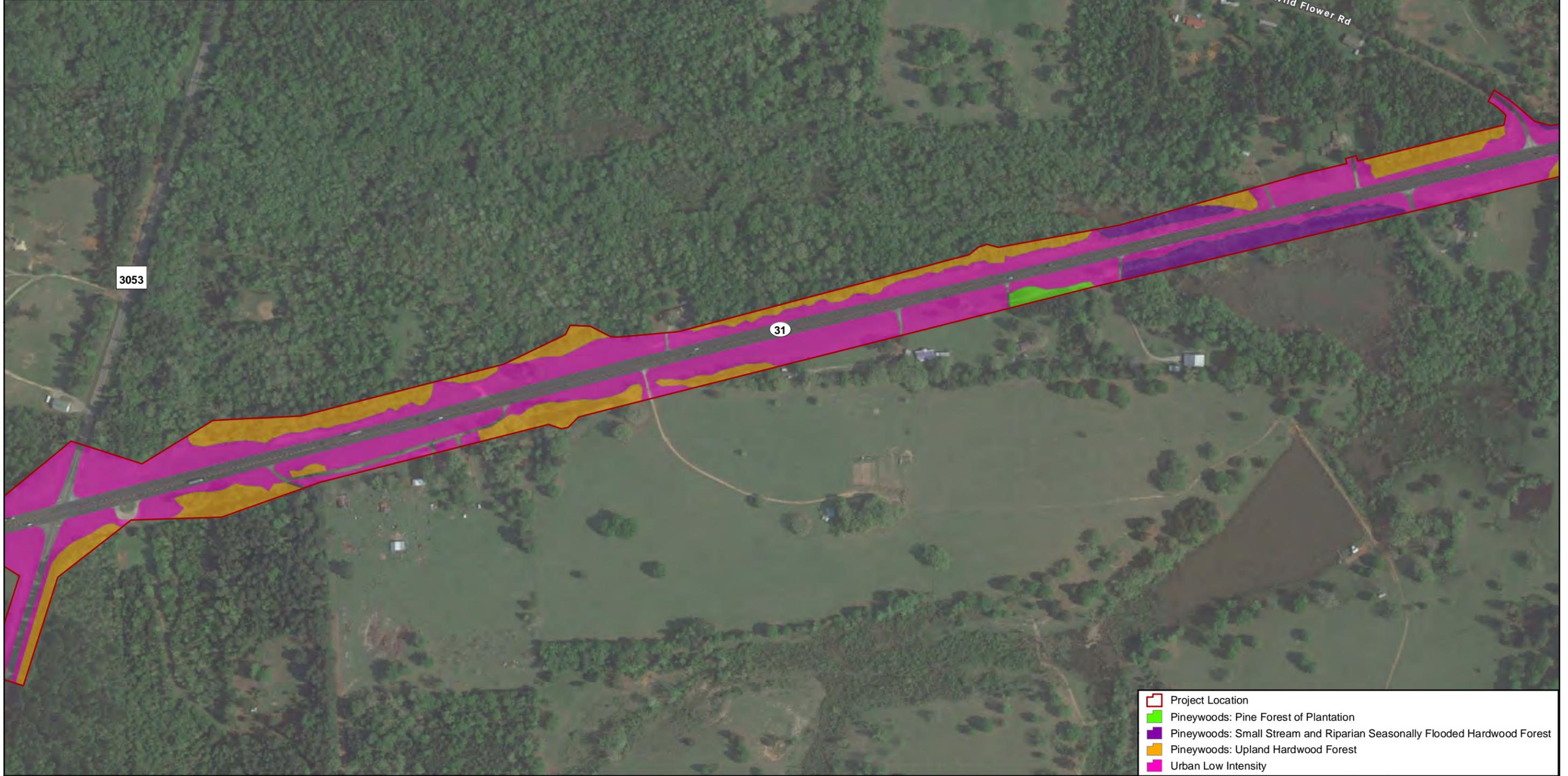
	CSJ: 0424-01-054, 0424-01-057, 0424-02-045
	1 in = 400 feet Scale: 1:4,800 Date: 12/18/2019



- Project Location
- Open Water
- Pineywoods: Small Stream and Riparian Seasonally Flooded Hardwood Forest
- Pineywoods: Upland Hardwood Forest
- Urban Low Intensity

Figure 4o
Observed Vegetation Types
SH 31 from SL 323 to FM 1639

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045
	1 in = 400 feet Scale: 1:4,800 Date: 12/18/2019



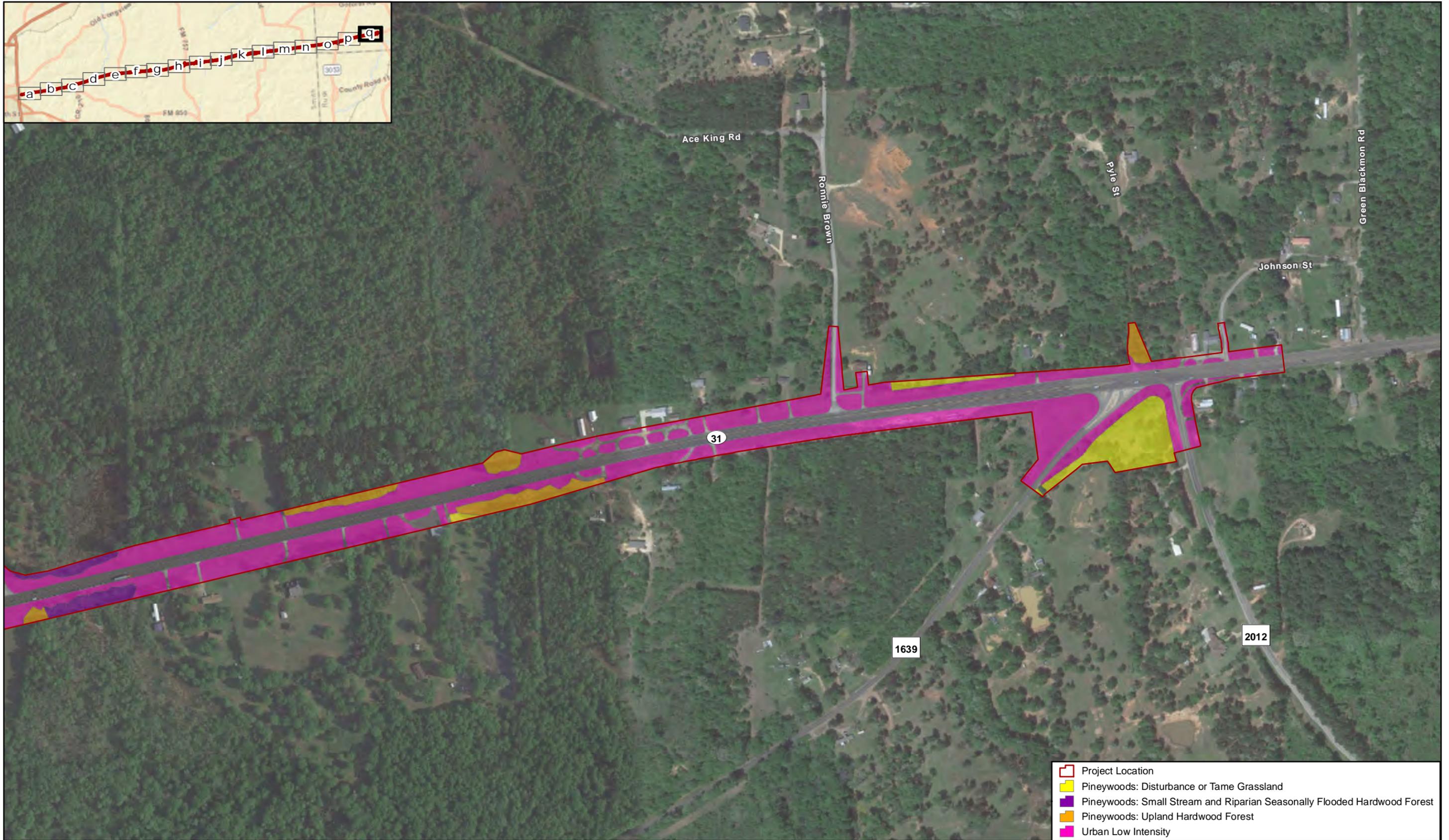
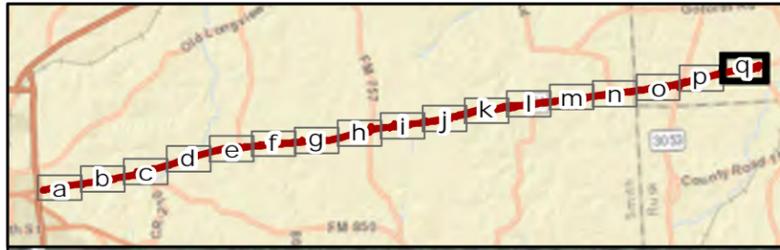
- Project Location
- Pineywoods: Pine Forest of Plantation
- Pineywoods: Small Stream and Riparian Seasonally Flooded Hardwood Forest
- Pineywoods: Upland Hardwood Forest
- Urban Low Intensity

Figure 4p
Observed Vegetation Types
SH 31 from SL 323 to FM 1639

CSJ: 0424-01-054,
0424-01-057, 0424-02-045

Data Source: CMEC (2019)
Aerial Source: Google (2019)

1 in = 400 feet
Scale: 1:4,800
Date: 12/18/2019



- Project Location
- Pinewoods: Disturbance or Tame Grassland
- Pinewoods: Small Stream and Riparian Seasonally Flooded Hardwood Forest
- Pinewoods: Upland Hardwood Forest
- Urban Low Intensity

Figure 4q
Observed Vegetation Types
SH 31 from SL 323 to FM 1639

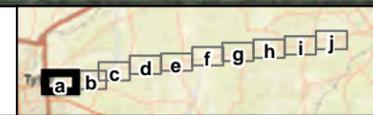
	CSJ: 0424-01-054, 0424-01-057, 0424-02-045	
		1 in = 400 feet Scale: 1:4,800
		Date: 12/18/2019

Data Source: CMEC (2019)
Aerial Source: Google (2019)



Figure 5a
 Location of Noise Receivers
 SH 31 from LP 323 to FM 1639

- ▭ Project Location
- ⊗ Potential Displacement
- Non-impacted Receiver



Data Sources: TxDOT (2018), FHWA (2018), CMEC (2019) Aerial Source: Google (2019)		CSJ: 0424-01-054; 0424-01-057; 0424-02-045 1 in = 700 feet Scale: 1:8,400 Date: 1/16/2020
0 700 Feet 0 200 Meters		

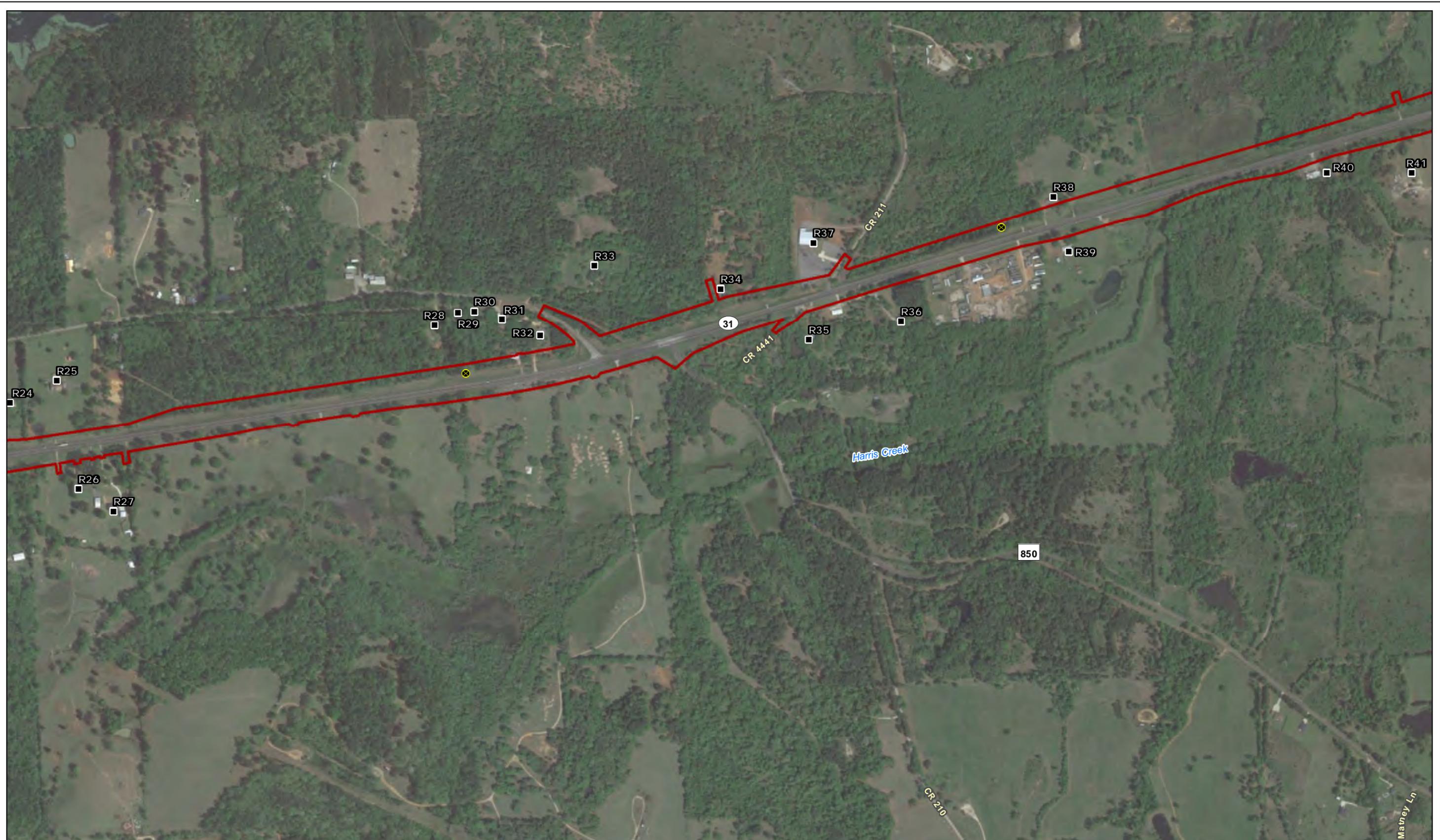
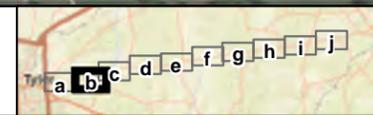


Figure 5b
 Location of Noise Receivers
 SH 31 from LP 323 to FM 1639

- ▭ Project Location
- ⊗ Potential Displacement
- Non-impacted Receiver

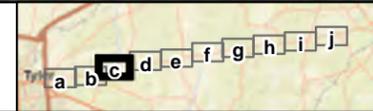


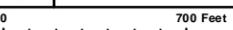
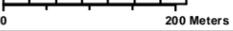
Data Sources: TxDOT (2018), FHWA (2018), CMEC (2019) Aerial Source: Google (2019)		CSJ: 0424-01-054; 0424-01-057; 0424-02-045 1 in = 700 feet Scale: 1:8,400 Date: 1/16/2020
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Figure 5c
 Location of Noise Receivers
 SH 31 from LP 323 to FM 1639

- ▭ Project Location
- ⊗ Potential Displacement
- ▣ Non-impacted Receiver



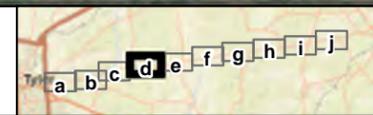
Data Sources: TxDOT (2018), FHWA (2018), CMEC (2019) Aerial Source: Google (2019)		CSJ: 0424-01-054; 0424-01-057; 0424-02-045
		1 in = 700 feet
		Scale: 1:8,400
		Date: 1/16/2020

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Figure 5d
 Location of Noise Receivers
SH 31 from LP 323 to FM 1639

- ▬ Project Location
- ✕ Potential Displacement
- Non-impacted Receiver



Data Sources: TxDOT (2018), FHWA (2018), CMEC (2019) Aerial Source: Google (2019)		 CSJ: 0424-01-054; 0424-01-057; 0424-02-045 1 in = 700 feet Scale: 1:8,400 Date: 1/16/2020

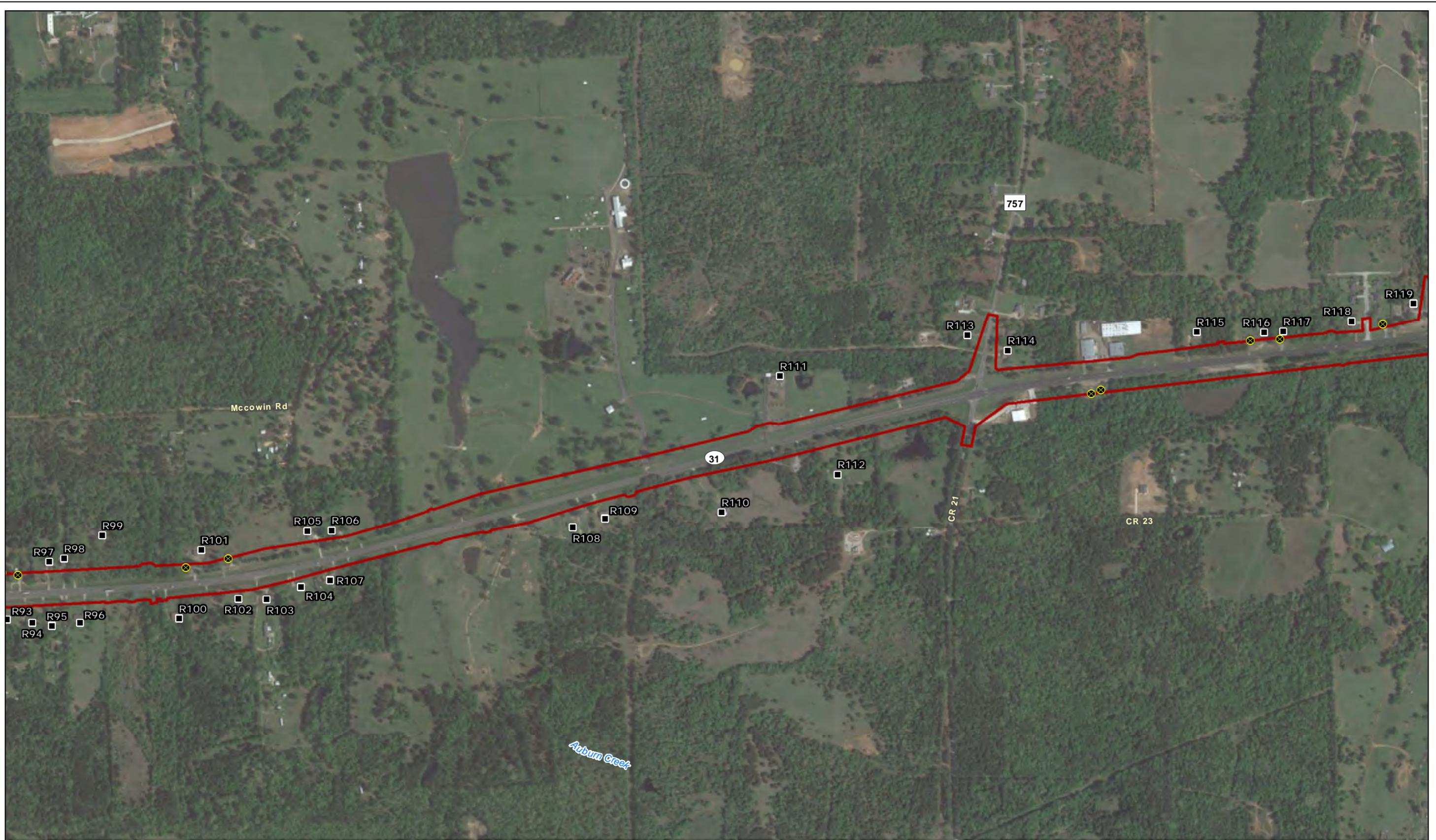
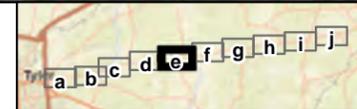


Figure 5e
 Location of Noise Receivers
 SH 31 from LP 323 to FM 1639

- ▭ Project Location
- ⊗ Potential Displacement
- ▭ Non-impacted Receiver



Data Sources: TxDOT (2018), FHWA (2018), CMEC (2019) Aerial Source: Google (2019)		CSJ: 0424-01-054; 0424-01-057; 0424-02-045
		1 in = 700 feet Scale: 1:8,400 Date: 1/16/2020

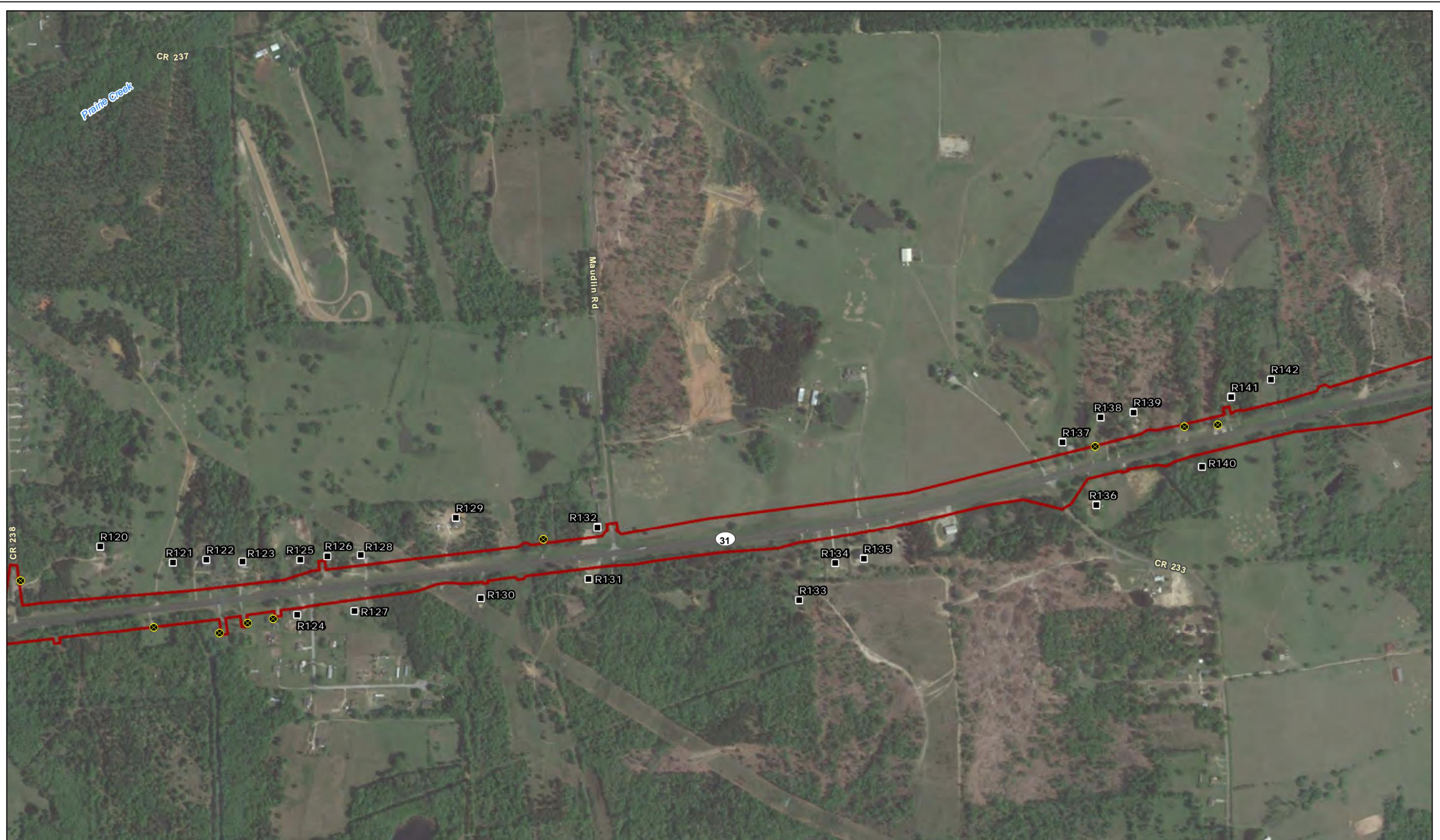


Figure 5f
 Location of Noise Receivers
 SH 31 from LP 323 to FM 1639

- ▭ Project Location
- ✕ Potential Displacement
- ▭ Non-impacted Receiver



Data Sources: TxDOT (2018), FHWA (2018), CMEC (2019) Aerial Source: Google (2019)		CSJ: 0424-01-054; 0424-01-057; 0424-02-045 0 700 Feet 0 200 Meters Scale: 1:8,400 Date: 1/16/2020
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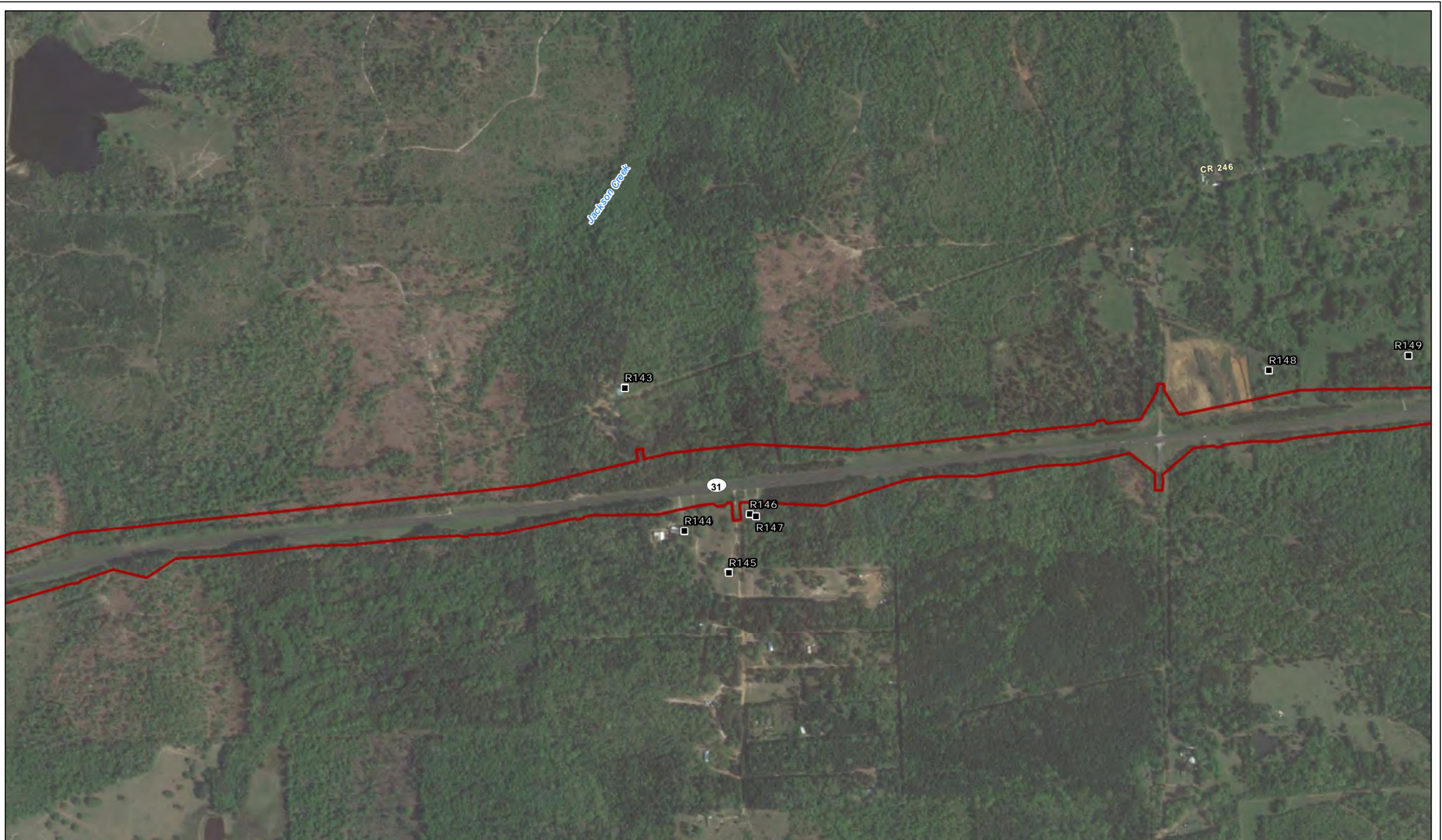
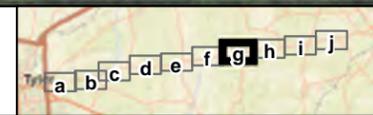
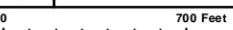
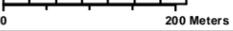


Figure 5g
 Location of Noise Receivers
SH 31 from LP 323 to FM 1639

- ▭ Project Location
- ▣ Non-impacted Receiver



Data Sources: TxDOT (2018), FHWA (2018), CMEC (2019) Aerial Source: Google (2019)		 CSJ: 0424-01-054; 0424-01-057; 0424-02-045
 0 700 Feet	 0 200 Meters	1 in = 700 feet Scale: 1:8,400 Date: 1/16/2020

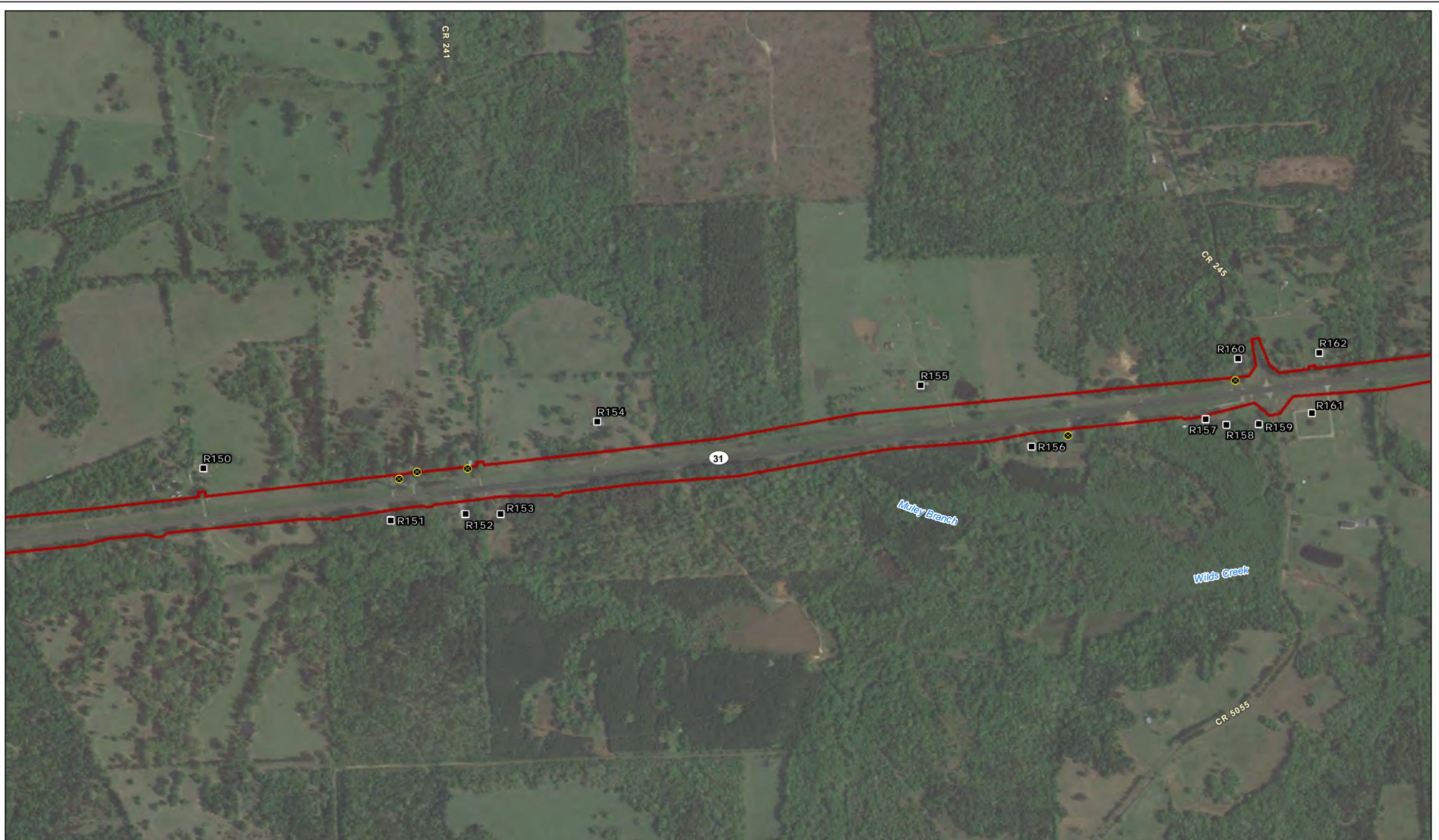
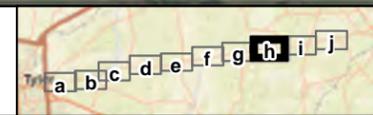


Figure 5h
 Location of Noise Receivers
 SH 31 from LP 323 to FM 1639

- ▬ Project Location
- ✕ Potential Displacement
- Non-impacted Receiver

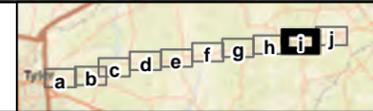


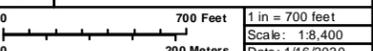
Data Sources: TxDOT (2018), FHWA (2018), CMEC (2019) Aerial Source: Google (2019)		 CSJ: 0424-01-054; 0424-01-057; 0424-02-045 0 700 Feet 1 in = 700 feet 0 200 Meters Scale: 1:8,400 Date: 1/16/2020



Figure 5i
 Location of Noise Receivers
 SH 31 from LP 323 to FM 1639

- ▭ Project Location
- ✕ Potential Displacement
- ▣ Non-impacted Receiver



Data Sources: TxDOT (2018), FHWA (2018), CMEC (2019) Aerial Source: Google (2019)		CSJ: 0424-01-054; 0424-01-057; 0424-02-045
		1 in = 700 feet Scale: 1:8,400 Date: 1/16/2020
		

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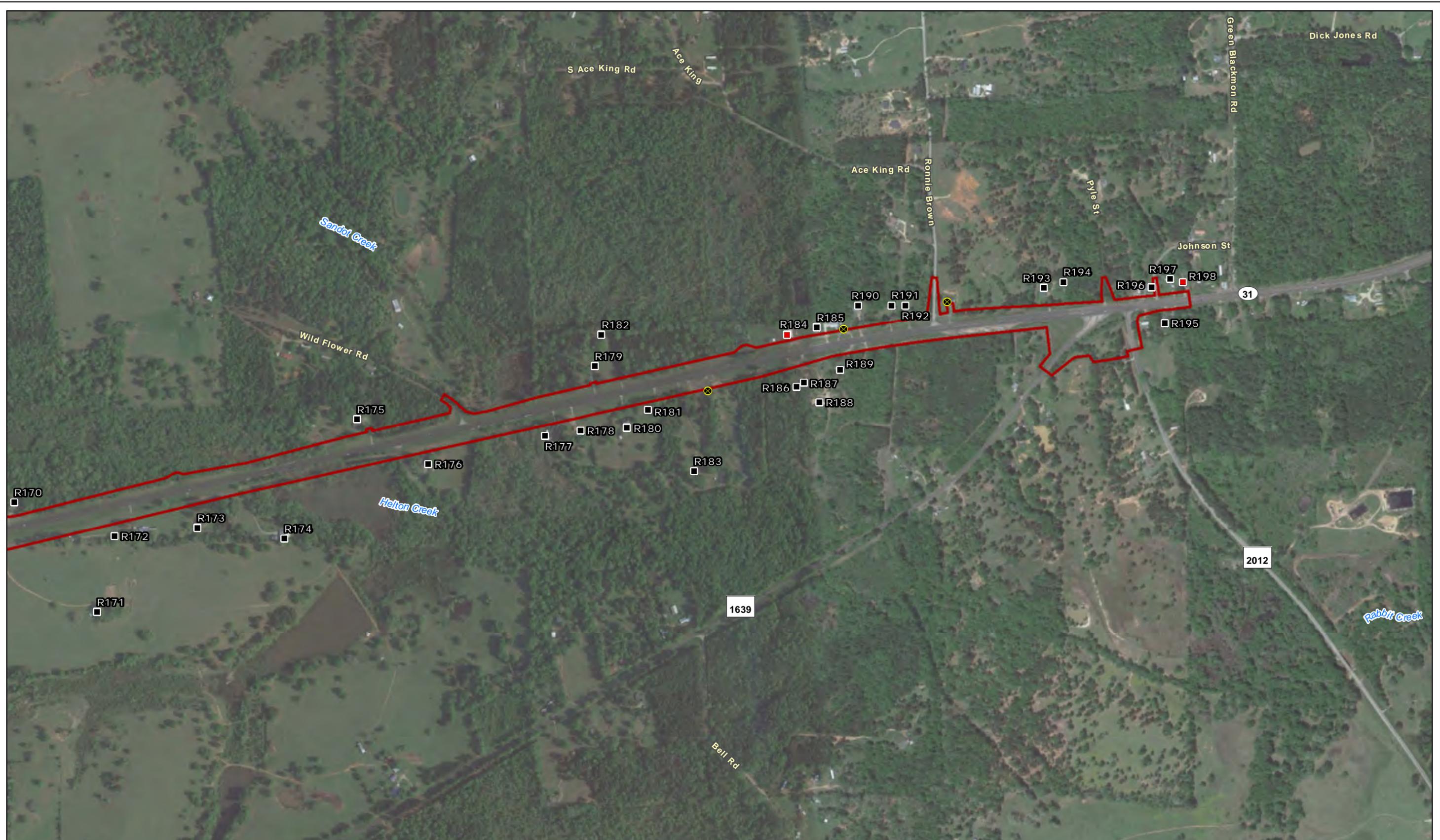
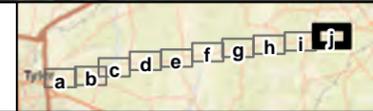


Figure 5j
 Location of Noise Receivers
 SH 31 from LP 323 to FM 1639

- ▭ Project Location
- Impacted Receiver
- ✕ Potential Displacement
- Non-impacted Receiver



Data Sources: TxDOT (2018), FHWA (2018), CMEC (2019) Aerial Source: Google (2019)		CSJ: 0424-01-054; 0424-01-057; 0424-02-045
		1 in = 700 feet Scale: 1:8,400 Date: 1/16/2020

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Figure 6
 Project Location and the Area of Influence
 SH 31 from SL 323 to FM 1639

- ▭ Project Location
- - - City Boundary
- ~ ~ ~ NHD Stream
- ⊕ 100-Year Flood Zone
- Area of Influence (AOI) Rank**
- 1
- 2
- 3
- 4
- 5

Data Sources: CMEC (2019), SCAD (2018), GCAD (2018), FEMA NFHL (2018), NHD (2018), TxDOT (2018)
 Aerial Source: Google (2019)

	CSJs: 0424-01-054, 0424-01-057, 0424-02-045
	1 in = 1.5 miles Scale: 1:95,040 Date: 12/13/2019

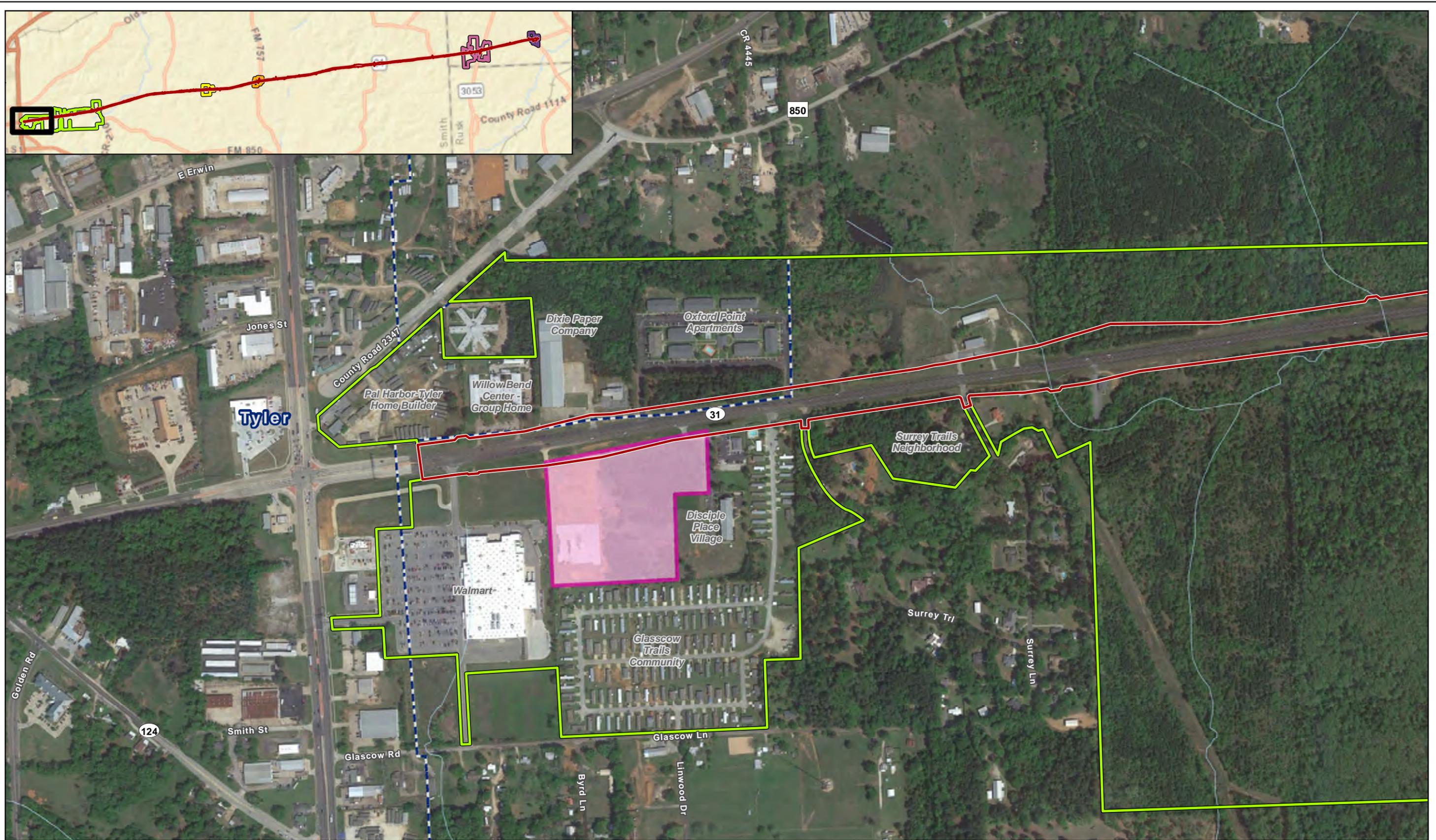


Figure 7
 Area of Induced Growth
 SH 31 from SL 323 to FM 1639

- ▬ Project Location
- - - City Boundary
- ~ NHD Stream
- Area of Induced Growth
- Area of Influence (AOI) Rank**
- 1
- 2
- 3
- 4
- 5

CSJs: 0424-01-054,
 0424-01-057, and 0424-02-045

Data Sources: CMEC (2019),
 SCAD (2018), GCAD (2018),
 NHD (2018), TxDOT (2018)
 Aerial Source: Google (2019)

Scale: 1:6,000
 Date: 2/27/2020

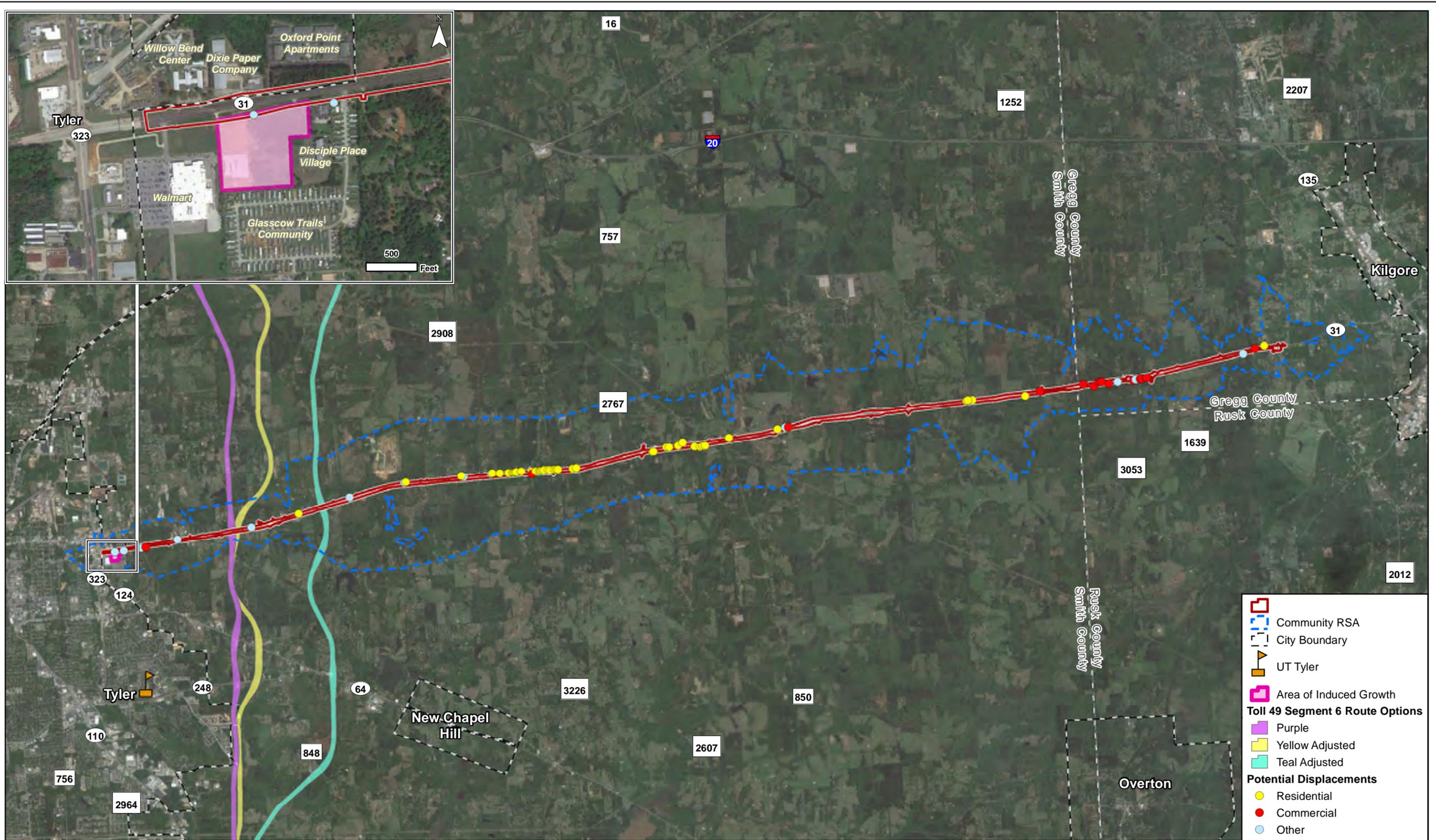


Figure 8
 Cumulative Impacts within the Community **Resource Study Area (RSA)**
 SH 31 from LP 323 to FM 1639

	Community RSA
	City Boundary
	UT Tyler
	Area of Induced Growth
Toll 49 Segment 6 Route Options	
	Purple
	Yellow Adjusted
	Teal Adjusted
Potential Displacements	
	Residential
	Commercial
	Other

	CSJ: 0424-01-054, 0424-01-057, 0424-02-045	
	Data Sources: TxDOT (2018), US Census Bureau (2010), NETRMA (2019) Aerial Source: Google (2019)	1 in = 1.5 miles Scale: 1:95,040 Date: 12/13/2019

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Appendix G—Resource Agency Coordination

Tribal Coordination

THC Coordination

TPWD Coordination

FPPA Form

April 26, 2019

RE: CSJ: 042401054; SH 31, Roadway Widening, Section 106 Consultation; Gregg and Smith Counties, Tyler District

To: Representatives of Federally-recognized Tribes with Interest in this Project Area

The above referenced transportation project is being considered for construction by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT). Environmental studies are in the process of being conducted for this project. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

The purpose of this letter is to contact you in order to consult with your Tribe pursuant to stipulations of the Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU). The project is located in an area that is of interest to your Tribe.

Undertaking Description

TxDOT's Tyler District is proposing to widen SH 31 from LP 323 to FM 1639 in Gregg and Smith Counties, Texas (Exhibits A and B).

The proposed project would widen the existing two-lane SH 31 roadway to a four-lane divided highway. Approximately 171.39 acres of new right of way will be required for the proposed work, as well as a 2.15 acre temporary construction easement (see Exhibit B).

Area of Potential Effects

The project's area of potential effects (APE) comprises the following area.

- The project limits extend from Loop 323 to FM 1639 along SH 31. The total project length is thus approximately 20.03 miles.
- The existing right of way varies in width, but is typically between 150 feet and 250 feet wide.
- The latitude and longitude for the end points of the project are:
 - Begin latitude: +32.3476694 Begin longitude: -95.2662367

- End latitude: +32.3680236 End longitude: -95.0840862

- The existing right of way comprises an area estimated at 489.67 acres.
- Proposed new right of way comprises an area estimated at 171.39 acres.
- Temporary construction easements comprise an area estimated at 2.15 acres.
- The maximum estimated depths of impact would be approximately 3.28 feet (one meter), although most of the proposed work will take place on fill sections and will not result in impacts below the current ground surface.
- For the purposes of this cultural resources review, the APE also includes an additional 50-foot area around the previously-described horizontal dimensions to account for potential alterations to the proposed APE included in the final project design. Consultation would be continued if potential impacts extend beyond this additional area, based on the final design

Identification Efforts

For this project, TxDOT has conducted a desktop-based study of available background information that indicates further field investigation is strongly warranted.

- The APE occurs in a setting with the potential to bury and preserve archeological materials.
- The project APE includes a considerable amount of new right of way in previously-undeveloped lands.
- The APE occurs in a setting favorable for occupation.
- The APE contains previously identified archeological resources.

Findings and Recommendations

Based on the above, TxDOT proposes the following findings and recommendations:

- archeological sites in this setting are relatively common, at least on particular landforms, so field investigation of the APE to identify potential archeological historic properties (36 CFR 800.16(I)) is warranted;
- that a zone of 50 feet beyond the horizontal project limits be considered as part of the cultural resources evaluation; and
- if any future changes to the project APE extend beyond the additional 50-foot zone or if archeological deposits are discovered, your Tribe would then be contacted for further consultation.

According to our procedures and agreements currently in place regarding consultation under Section 106 of the National Historic Preservation Act, we are writing to request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed project APE and the area within the above defined buffer. Any comments you may have on the TxDOT findings and recommendations should also be provided. Please provide your comments within 30

OUR GOALS

MAINTAIN A SAFE SYSTEM ■ ADDRESS CONGESTION ■ CONNECT TEXAS COMMUNITIES ■ BEST IN CLASS STATE AGENCY

An Equal Opportunity Employer

days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible. If you do not object that the proposed findings and recommendations are appropriate, please sign below to indicate your concurrence. In the event that further work discloses the presence of archeological deposits, we will contact your Tribe to continue consultation.

Thank you for your attention to this matter. If you have questions, please contact Laura Cruzada at 512/416-2638 (email: 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.

Sincerely,



Scott Pletka, Deputy Section Director
Environmental Affairs Division

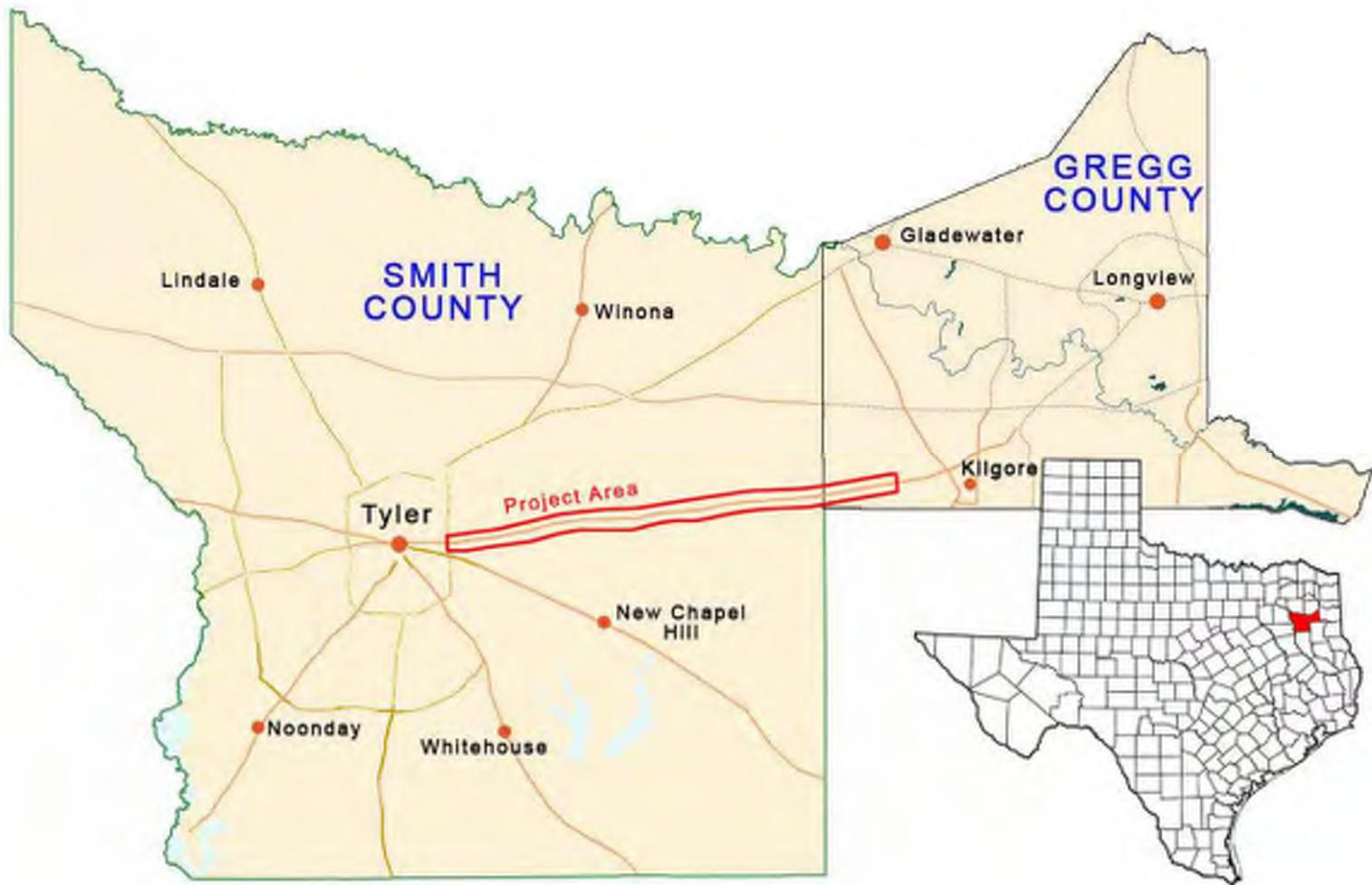
Concurrence by:

Date:

Enclosure

cc w/ enclosure: ENV-ARCH ECOS

Exhibit A



Project area location in Smith and Gregg Counties, Texas.

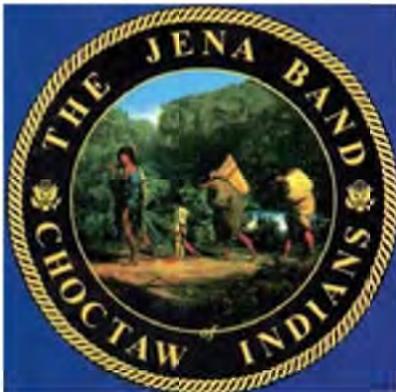
From: [Alina Shively](#)
To: [Laura Cruzada](#)
Subject: RE: TxDOT Sec. 106 Consultation Request: CSJ: 0424-01-054; SH 31, Roadway Widening; Gregg and Smith Counties, Tyler District
Date: Friday, May 24, 2019 10:28:49 AM
Attachments: [image001.png](#)

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

Dear Laura:

Upon availability, please forward the survey report for the above-mentioned project. Thank you and have a great weekend!

Alina J. Shively
Jena Band of Choctaw Indians
Tribal Historic Preservation Officer
P.O. Box 14
Jena, LA 71342
(318) 992-1205
ashively@jenachoctaw.org



From: Laura Cruzada [mailto:Laura.Cruzada@txdot.gov]
Sent: Friday, April 26, 2019 3:02 PM
To: kellie@tribaladminserves.org; Ivy Smith <Ivy@tribaladminserves.org>; Holly Houghten <holly@mathpo.org>; jdaukei@mathpo.org; thpo@tttown.org; dhill@caddo.xyz; Tamara Francis <caddochair.cn@gmail.com>; Alina Shively <ashively@jenachoctaw.org>; Theodore Isham <isham.t@sno-nsn.gov>; lbrown@tonkawatribe.com; mallen@tonkawatribe.com; jwaffle@tonkawatribe.com; ethompson@ukb-nsn.gov; kpritchett@ukb-nsn.gov; lbilyeu@choctawnation.com; Elizabeth Toombs <elizabeth-toombs@cherokee.org>; dkelly@delawarenation.com; nalligood@delawarenation.com; Andrea Ellis-Harrison <AEllis@astribe.com>; dfrazier@astribe.com
Cc: Jason Barrett <Jason.Barrett@txdot.gov>; Spencer Ward <Spencer.Ward@txdot.gov>
Subject: TxDOT Sec. 106 Consultation Request: CSJ: 0424-01-054; SH 31, Roadway Widening; Gregg and Smith Counties, Tyler District

From: [Elizabeth Toombs](#)
To: [Laura Cruzada](#)
Subject: RE: TxDOT Sec. 106 Consultation Request: CSJ: 0424-01-054; SH 31, Roadway Widening; Gregg and Smith Counties, Tyler District
Date: Tuesday, May 28, 2019 8:36:57 AM
Attachments: [052819 TxDOT COR 042401054 SH 31 Widening.pdf](#)

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Good Morning, Laura:

Hope you had a good weekend. Attached is Cherokee Nation's response to the proposed undertaking. Please let me know if there are any questions or concerns.

Wado,

Elizabeth Toombs, Tribal Historic Preservation Officer
Cherokee Nation
Tribal Historic Preservation Office
PO Box 948
Tahlequah, OK 74465-0948
918.453.5389

From: Laura Cruzada [mailto:Laura.Cruzada@txdot.gov]
Sent: Friday, April 26, 2019 3:02 PM
To: kellie@tribaladminserves.org; Ivy Smith <Ivy@tribaladminserves.org>; Holly Houghten <holly@mathpo.org>; jdaukei@mathpo.org; thpo@tttown.org; dhill@caddo.xyz; Tamara Francis <caddochair.cn@gmail.com>; Alina Shively <ashively@jenachoctaw.org>; Theodore Isham <isham.t@sno-nsn.gov>; lbrown@tonkawatribe.com; mallen@tonkawatribe.com; jwaffle@tonkawatribe.com; ethompson@ukb-nsn.gov; kpritchett@ukb-nsn.gov; lbilyeu@choctawnation.com; Elizabeth Toombs <elizabeth-toombs@cherokee.org>; dkelly@delawarenation.com; nalligood@delawarenation.com; Andrea Ellis-Harrison <AEllis@astribe.com>; dfrazier@astribe.com
Cc: Jason Barrett <Jason.Barrett@txdot.gov>; Spencer Ward <Spencer.Ward@txdot.gov>
Subject: <EXTERNAL> TxDOT Sec. 106 Consultation Request: CSJ: 0424-01-054; SH 31, Roadway Widening; Gregg and Smith Counties, Tyler District

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DO NOT OPEN ANY EMAIL ATTACHMENTS AND DELETE THIS MESSAGE.
Thank you: The Cherokee Nation - Information Technology Department

Good afternoon – the proposed project will undergo further survey. If you'd like to attend, please let me know ASAP so we can schedule it in advance. Thank you and have a good weekend!



GWZS DBP
CHEROKEE NATION[®]
P.O. Box 946 • Tahlequah, OK 74465-0946 • 918-453-5000 • cherokee.org

Office of the Chief

Bill John Baker
Principal Chief
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S. Joe Crittenden
Deputy Principal Chief
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May 28, 2019

Laura Cruzada
Texas Department of Transportation
Archeological Studies Branch
Environmental Affairs Division
125 East 11th Street
Austin, TX 72701-2483

Re: CSJ: 042401054; SH 31 Roadway Widening

Ms. Laura Cruzada:

The Cherokee Nation (Nation) is in receipt of your correspondence about **CSJ: 042401054; SH 31 Roadway Widening**, and appreciates the opportunity to provide comment upon this project.

The Nation maintains databases and records of cultural, historic, and pre-historic resources in this area. Our Historic Preservation Office reviewed this project, cross referenced the project's legal description against our information, and found no instances where this project intersects or adjoins such resources. Thus, the Nation does not foresee this project imparting impacts to Cherokee cultural resources at this time.

However, the Nation requests that the Texas Department of Transportation (TXDOT) halt all project activities immediately and re-contact our Offices for further consultation if items of cultural significance are discovered during the course of this project.

Additionally, the Nation requests that TXDOT conduct appropriate inquiries with other pertinent Tribal and Historic Preservation Offices regarding historic and prehistoric resources not included in the Nation's databases or records.

If you require additional information or have any questions, please contact me at your convenience. Thank you for your time and attention to this matter.

Wado,

Elizabeth Toombs, Tribal Historic Preservation Officer
Cherokee Nation Tribal Historic Preservation Office
elizabeth-toombs@cherokee.org
918.453.5389



MEMO

September 6, 2019

TO: Administrative File
From: Renee Benn

District: Tyler
County: Gregg, Smith
CSJ#: 0424-01-054
Highway: SH 31
Let Date: 6/2024

Project Limits: SL 323 to FM 1639 (20 miles)

Project Description: Stipulation IX, Appendix 6. Widen from two to four lanes with divided median. 173.6 acres of new ROW. No adverse effect to one historic, non-archeological property.

SUBJECT: Internal review under the Section 106 Programmatic Agreement (Section 106 PA) among the Texas Department of Transportation, Texas State Historic Preservation Officer, Advisory Council on Historic Preservation, and Federal Highway Administration; and the Memorandum of Understanding (MOU) between the Texas Historical Commission and the Texas Department of Transportation

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.

Existing Conditions:

Currently, SH 31 consists of a two-lane undivided highway with a center turn lane and intermittent passing lanes for most of its length.

Proposed Project:

TxDOT proposes to widen SH 31 to four lanes with four typical sections: a depressed median, a flush median, a raised median, and a suburban section with curb and gutter drainage. The improvements require 173.6 acres new ROW and easements.

Determination of Eligibility:

TxDOT historians reviewed the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL), and TxDOT files and found no historically significant properties previously documented within the area of potential effects (APE). The TxDOT Section 106 Programmatic Agreement defines the APE for this project as 150' from the proposed ROW and current ROW where no new ROW is required.

Based on the HRSR, TxDOT determined are 286 historic-age (built prior to 1979) resources on 139 parcels in the APE. Property types include domestic, commercial, industrial, recreational and

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OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

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transportation. TxDOT historians determined all but one of the properties in the APE are common designs that lack architectural merit, are not works of a master, and have no known historic associations with important events or persons, and are therefore not eligible for NRHP listing under Criterion A, B, or C.

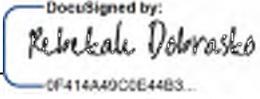
Project historians determined one resource in the APE is eligible for NRHP listing under Criterion C for architecture at the local level of significance, resource 105A. The 1965 roadside commercial building features a bat wing roof with exposed steel purlins, floor-to-ceiling front windows, and a decorative concrete block pattern on the side elevations. Now vacant, it previously functioned as a liquor store. Because the other buildings on the property were constructed at a later date and do not contribute to the architectural significance of the resource, the NRHP boundary is the building footprint (see attached maps).

Determination of Effects:

The proposed project does not require any acquisition of land for ROW from within the NRHP boundary of Property 105A. Staff determined that the project poses no adverse effect to the property, given the following factors:

- There are no direct effects to the property as no new ROW is required from the property,
- There are no indirect adverse effects as the property derives its significance from its architecture, though the pavement edge would move 22 feet closer to the NRHP boundary. The road grade would remain at surface at this location. The driveway width may be narrowed but the driveway is not a contributing feature of the property.
- There are no reasonably foreseeable cumulative effects now or in the future because there are no adverse direct or indirect effects.

Therefore, pursuant to Stipulation IX, Appendix 6 “Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)” of the Section 106 PA and the MOU, TxDOT historians determined that there is no adverse effect to one historic, non-archeological property in the APE. In compliance with the Antiquities Code of Texas and the MOU, TxDOT historians determined project activities have no potential for adverse effects. Individual project coordination with SHPO is not required.

Lead Reviewer  _____ for TxDOT 9/17/2019
CF414A40C2E44B3...
 Rebekah Dobrasko Date

Approved by  _____ for TxDOT 9/17/2019
7EBA09DEBA9043B...
 Bruce Jensen Date

National Register Eligibility Recommendations

- Eligible Properties/Districts

Resource 105A: Boom Town

Resource 105A is a 1965 roadside commercial building constructed in the Postwar Modern style. The building features a bat wing roof with exposed steel purlins, floor-to-ceiling storefront windows, and a decorative concrete block pattern on the side elevations. A drive-thru window, which is located on the eastern elevation, does not appear to be original, but is historic-age. The building is otherwise unaltered.

Resource 105A has a 1965 Gregg CAD date; however, the parcel is undeveloped on a January 1965 aerial image (GCAD 2019; USGS 1965). The building is visible on a 1970 aerial, suggesting the CAD date could be correct and the building was constructed later in the year in 1965. On the 1970 aerial, a smaller building or structure appears southwest of Resource 105A. It is no longer extant.

Due to its location about 0.3 miles from the county line, it appears to have originally been a liquor store. A pole sign in front of the building (Resource 105C) reads “Liquor, Beer, Wine” in neon letters. Above this, the ghost of the words “Boom Town” are visible. Research did not reveal if Boom Town was the original name of the business.

Per aerial review, a gas pump canopy (Resource 105B) was added to the property between 1970 and 1996. Its rounded corners and condition suggest it dates to c. 1975. Gas sales were likely added to supplement store sales. There is no evidence that the property was initially a gas station / convenience store. The pole sign (Resource 105C) also appears to date to c. 1975. A c. 1985 metal, prefabricated building (Resource 105D) and c. 1985 sign (Resource 105E) are also on the property. The original sign associated with Resource A is no longer extant.

Regarding Criterion A, though Resource 105A is associated with Texas’ historical alcohol sale laws and the economic trend of liquor stores developing in “wet” communities near “dry” communities, mere association with the trend is not enough to qualify the property for eligibility under Criterion A; the property’s specific association must be considered important as well. The property is not known to have been significant in commercial history.

Regarding Criterion B, research did not reveal that the property is associated with the lives of persons significant in our past.

Resource 105A has potential for eligibility under Criterion C because it is a good example of roadside Post-war Modern commercial architecture. In contrast to the earlier commercial block buildings that lined Main Streets in towns across Texas, new highway-adjacent buildings were

designed to accommodate the automobile. They were set back from the street with surface parking in front of or surrounding the building and often included features like large bay openings or drive-thru canopies (Hardy Heck Moore 2014). In order to capture the attention of motorists speeding by, business owners began to add large, illuminated, eye-catching signs that could be seen from a great distance, and in the post-war years, buildings themselves took on dramatic and expressionistic forms in an attempt to lure in motorists (Hardy Heck Moore 2014). Most stores featured large, plate glass windows that displayed the interior to the passing motorist.

Resource 105A's character defining features include the expressive and oversized roof line, floor-to-ceiling display windows, and the decorative block concrete walls. The building retains integrity of location, design, materials, workmanship, and feeling. Integrity of setting has been modified by the loss of the building's original sign, the addition of non-historic-age resources on the property, and the loss of a building or structure visible on the 1970 aerial. Integrity of association has also been diminished because the property is no longer in commercial use. According to National Park Service National Register Bulletin 15, a property important for illustrating a particular architectural style "must retain most of the physical features that constitute that style or technique" (NPS 2002). Integrity of setting and association are less important to illustrate architectural importance. Therefore, Resource 105A retains sufficient integrity to illustrate its association with Post-war Modern commercial architecture. **It is recommended eligible for the NRHP under Criterion C in the Area of Architecture at the local level.** The recommended period of significance is 1965, the year in which the building was constructed. The recommended boundary is the footprint of the building. The surrounding resources are not contemporaneous with Resource 105A and do not contribute to the resource's historic significance; they are therefore excluded from the boundary.

- **Properties that had Potential for Eligibility**

The following properties had potential for eligibility; however, following consultation with TxDOT ENV, they are recommended not eligible.

Resource 116A: Craftsman Bungalow

Resource 116A is a c. 1920 one-story Craftsman-style bungalow single-family residence. It has two low-pitched, front-facing gables on the same roof plane and a side-gabled, partial-width porch supported by tapered square porch supports. It is clad in wood siding with wider siding at the base of the house and narrow siding in the gable ends. It features exposed rafter tails and has two interior brick chimneys. Because it is partially obscured from the ROW and right-of-entry was not obtained, CMEC fieldworkers were unable to see all features of the building, such as the primary entrance, the bases of the porch supports, or the western (side) elevation. Those windows that are visible appear to be wood, divided lite, double-hungs. There appears to

Resource ID: 105A **Parcel ID:** 23434 **Year Built:** 1965 **Year Source:** CAD
Address: 6500 W SH 31, KILGORE, TX 75662 **County:** Gregg
Name: Boom Town (former name) **Latitude:** 32.376694 **Longitude:** -94.981201
Historic Function/Subcategory: Commerce/Business **Indiv. NRHP Eligible?** Yes **Effect:** No Adverse Effect
Current Function/Subcategory: Vacant/Not in use **Contributing to NRHP Property/District?** N/A



Photos taken:
May 20-24, 2019

View facing
southeast

Description

Type: Building	Exterior materials: concrete block	Primary roof type: Batwing (front gable with wings)	Alterations: Drive-thru window added (historic-age modification)
Style: Post-war Modern			
Form: Rectangular	Porch: none - flush entry under eave	Roof cladding: metal	

Comments

This resource is a roadside commercial building. Its location on the county line suggests it was originally a liquor store. Though it has a 1965 CAD date, it is not present on a Jan. 1965 aerial. It is visible on a 1970 aerial adjacent a smaller building or structure that is no longer extant (aerial provided below). The Post-war Modern design suggests it was built in 1965 after the aerial was taken. By 1996, the other resources on the property were added, including the gas pump canopy. The building features a batwing roof with exposed steel purlins, floor-to-ceiling storefront windows, and a decorative concrete block pattern on the side elevations. A drive-thru window, which is located on the eastern elevation, does not appear to be original but is historic-age. The building was formerly named Boom Town, a gas station/liquor store. Research did not reveal information about the original/previous businesses located in the building. The property includes three non-historic-age resources: a building (Resource D), sign (Resource E), and mobile home (pictured below).

Integrity Location Design Setting Materials Workmanship Feeling Association

NRHP Justification

This resource is a Postwar Modern style commercial building. Regarding Crit. A, though Resource 105A is associated with Texas' historical alcohol sale laws and the economic trend of liquor stores developing in "wet" communities near "dry" communities, mere association with the trend is not enough to qualify under Crit. A; the property's specific association must be considered important as well. The property is not known to have been significant in commercial history. Regarding Crit. B, research did not reveal that the property is associated with the lives of persons significant in our past. Regarding Crit. C, Resource 105A has defining features of Postwar Modern style commercial buildings, including a set back from the street to allow for parking, an expressive and oversized roof line designed to catch the eye of passing motorists, and floor-to-ceiling display window that opened the store to the street. According to National Register Bulletin 15, a property important for illustrating a particular architectural style "must retain most of the physical features that constitute that style or technique" (NPS 2002). Integrity of setting and association are less important to illustrate architectural importance, and Resource 105A retains all other aspects of integrity. Therefore, Resource 105A retains sufficient integrity to illustrate its association with Post-war Modern commercial architecture. It is recommended eligible for the NRHP under Criterion C in the Area of Architecture at the local level. B-518

Resource ID: 105A

Parcel ID: 23434

Address: 6500 W SH 31, KILGORE, TX 75662

View facing southwest



View facing south



Resource ID: 105A

Parcel ID: 23434

Address: 6500 W SH 31, KILGORE, TX 75662

Overview of the property showing from left to right: Resource A, C, B, D, E; view facing southwest



Close-up of side elevation showing the decorative block pattern and drive-thru window; view facing southwest



Resource ID: 105A

Parcel ID: 23434

Address: 6500 W SH 31, KILGORE, TX 75662

View facing south showing non-historic-age Resources D (center) and E (right)



View facing southeast showing a mobile home at the rear of the parcel (center/background)

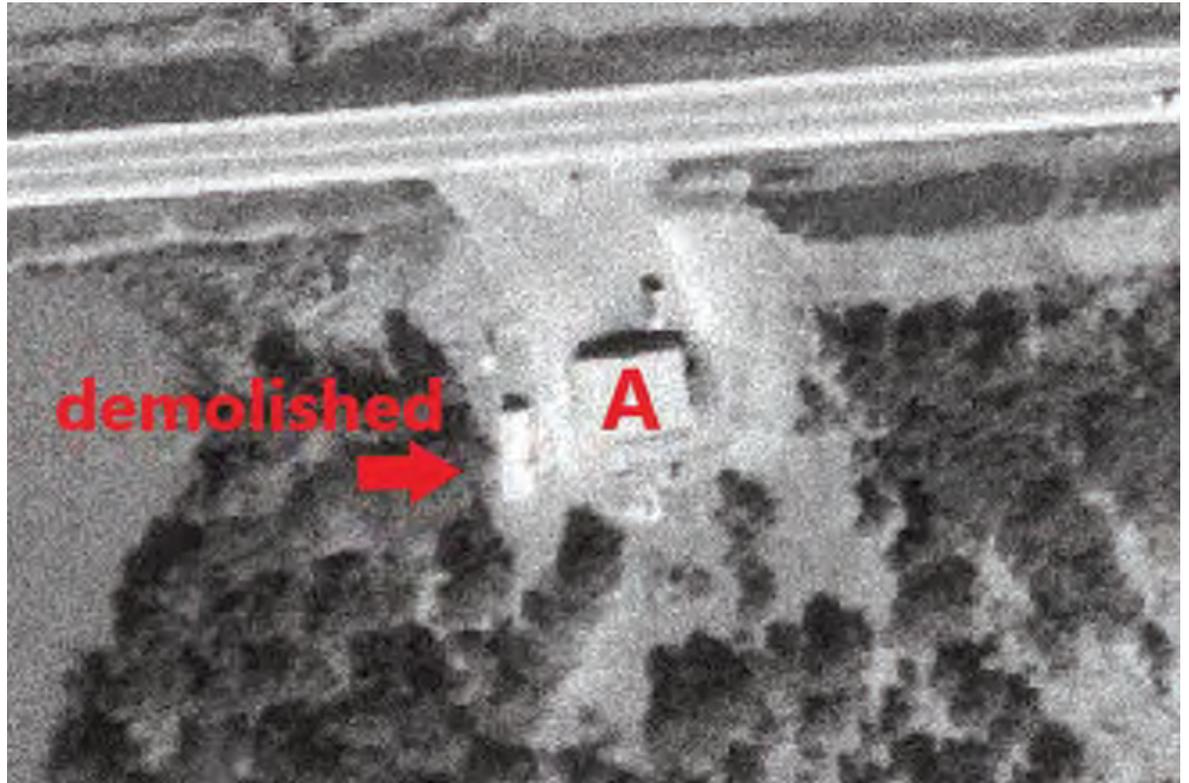


Resource ID: 105A

Parcel ID: 23434

Address: 6500 W SH 31, KILGORE, TX 75662

1970 aerial (USGS)



Resource ID: 105B**Parcel ID:** 23434**Year Built:** c. 1975**Year Source:** Aerial images**Address:** 6500 W SH 31, KILGORE, TX 75662**County:** Gregg**Name:** Boom Town (former name)**Latitude:** 32.376728**Longitude:** -94.981318**Historic Function/Subcategory:** Commerce/Business**Indiv. NRHP Eligible?** No**Effect:** N/A**Current Function/Subcategory:** Vacant/Not in use**Contributing to NRHP Property/District?** N/APhotos taken:
May 20-24, 2019View facing
southeast**Description**

Type: Structure	Exterior materials: metal	Primary roof type: flat	Alterations: Gas pumps removed
Style: No style			
Form: Rectangular	Porch: N/A	Roof cladding: unknown/not visible	

Comments

Gas pump canopy. Per historic aerials, this resource was constructed between 1970 and 1996.

Integrity Location Design Setting Materials Workmanship Feeling Association**NRHP Justification**

This resource is a gas pump canopy with no particular style. It is not associated with a contemporaneous service station building. On its own, this resource does not have sufficient significance for individual eligibility under Criterion A, B, or C. It is on the same parcel as Resource 105A, which is recommended individually eligible for the NRHP; however, this resource does not contribute to the property because it lacks an association with the reason for which Resource 105A is eligible.

Resource ID: 105B

Parcel ID: 23434

Address: 6500 W SH 31, KILGORE, TX 75662

View facing south



View facing southwest



Resource ID: 105C **Parcel ID:** 23434 **Year Built:** c. 1975 **Year Source:** Estimate
Address: 6500 W SH 31, KILGORE, TX 75662 **County:** Gregg
Name: Boom Town (former name) **Latitude:** 32.376763 **Longitude:** -94.98127
Historic Function/Subcategory: Commerce/Business **Indiv. NRHP Eligible?** No **Effect:** N/A
Current Function/Subcategory: Vacant/Not in use **Contributing to NRHP Property/District?** N/A



Photos taken:
May 20-24, 2019

View facing
southeast

Description

Type: Object	Exterior materials: metal	Primary roof type: N/A	Alterations: Some neon words removed from sign
Style: No style			
Form: Linear	Porch: N/A	Roof cladding: N/A	

Comments

Pole sign with neon words. Ghosting is visible at the top of the sign that reads "Boom Town." The sign does not appear to be visible in the 1970 aerial.

Integrity Location Design Setting Materials Workmanship Feeling Association

NRHP Justification

This resource is a c. 1975 pole sign in front of a 1965 commercial resource. On its own, this resource does not have sufficient significance for individual eligibility under Criterion A, B, or C. It lacks features that would make a sign individually eligible under Criterion C such as an expressive, unique, or eye-catching design. It also lacks integrity of design, materials, feeling, and association. It is on the same parcel as Resource 105A, which is recommended individually eligible for the NRHP; however, this resource does not contribute to the NRHP eligible property because it lacks an association with the reason for which Resource 105A is eligible.

Resource ID: 105C

Parcel ID: 23434

Address: 6500 W SH 31, KILGORE, TX 75662

Close-up of sign



Overview showing Resource C at right of Resource A; view facing southwest



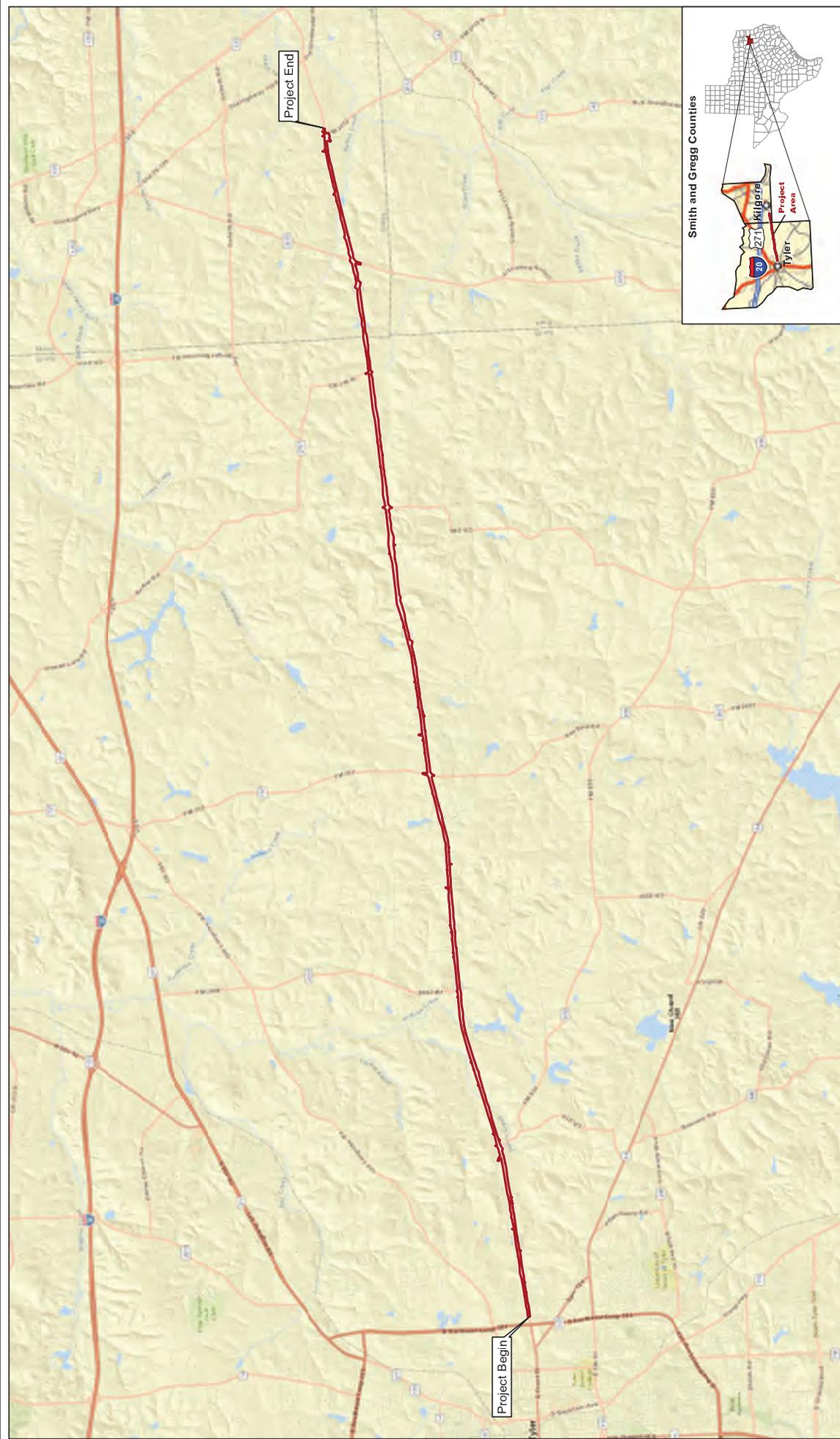
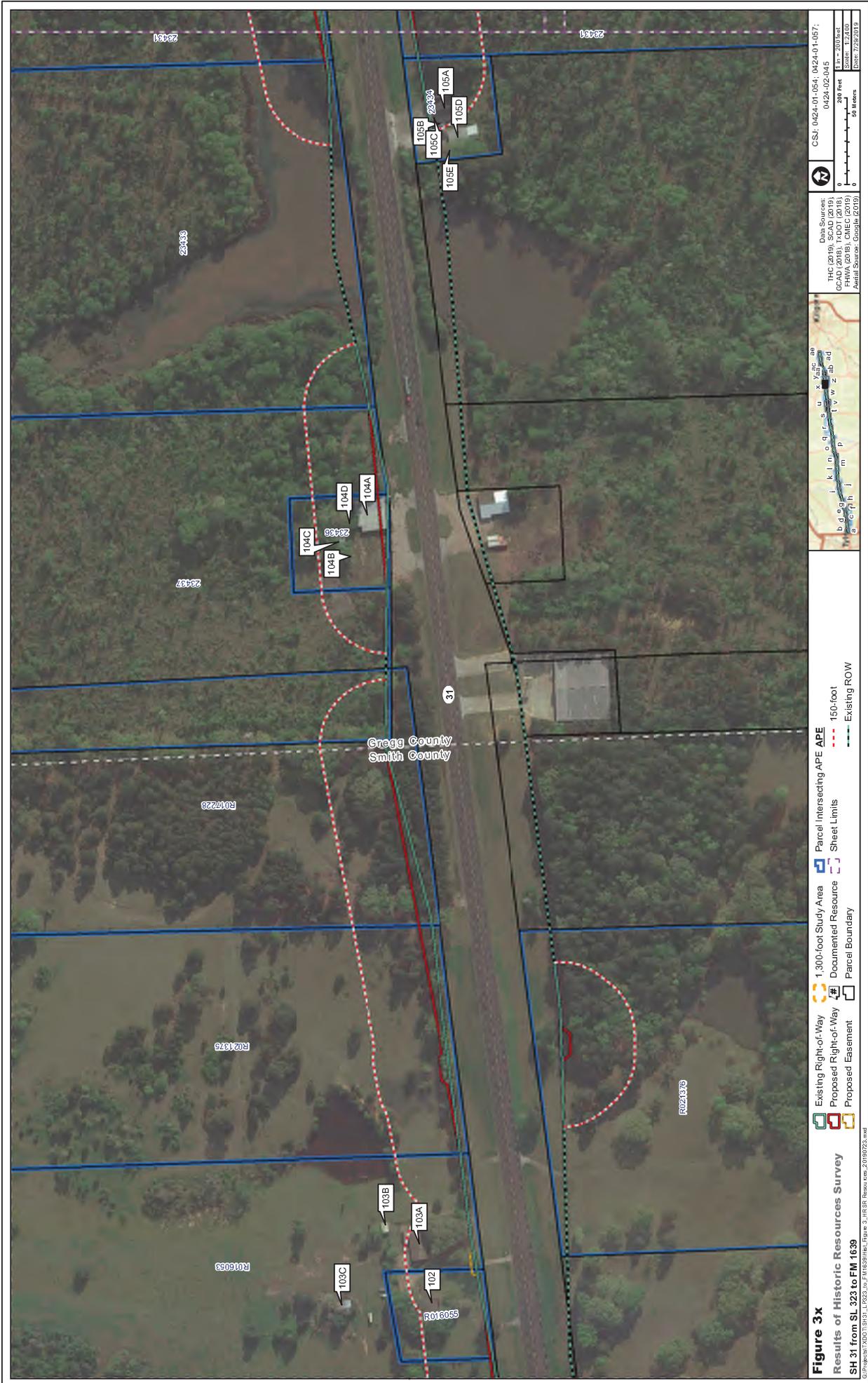


Figure 1
Project Location (Road Base)
SH 31 from SL 323 to FM 1639

CSJ: 0424-01-051, 0424-01-057;
0424-02-045
1/3 Miles
Scale: 1:50,000
0 1 2 Kilometers
Date: 3/13/2019

Project Location

Baseemap Source: ESRI (2019)





-  Existing Right-of-Way
-  Proposed Right-of-Way
-  Documented Resource
-  Proposed NHRP Boundary
-  Parcel Boundary
-  Parcel Intersecting APE
- APE**
-  150-foot
-  Existing ROW

Figure 4
NRHP Eligible Resource - BoomTown
SH 31 from LP 323 to FM 1639

Data Sources:
 THC (2019), SCAD (2019),
 GCAD (2018), TxDOT (2018),
 FHWA (2018), CMEC (2019)
 Aerial Source: Google (2019)

	CSJ: 0424-01-054; 0424-01-057;	
	0424-02-045	
0	60 Feet	1 in = 60 feet
0	15 Meters	Scale: 1:720
		Date: 8/22/2019

Dylan McCord

From: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Sent: Wednesday, January 29, 2020 11:08 AM
To: Dylan McCord
Subject: RE: Early Coordination request [TXDOT CSJ: 0424-01-054]

Hi Dylan,

Thank you for the response. I appreciate the efforts of the Tyler District to minimize impacts to streams and riparian areas. If I can provide any assistance with the USACE mitigation for this project, please feel free to reach out to me.

Thank you for submitting the following project for early coordination: SH 31 from State Loop 323 to FM 1639 (CSJ: 0424-01-054). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment form submitted on June 14, 2019. 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/txnnd/submit.phtml

I look forward to working with you on other Bryan District projects.

Sincerely,

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: Dylan McCord <Dylan.McCord@txdot.gov>
Sent: Tuesday, January 28, 2020 11:54 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: Early Coordination request [TXDOT CSJ: 0424-01-054]

Ms. Suzanne,

Also, to your last question on the 23JAN email, regarding culverts:
Your interpretation of the schematic is correct – dashed teal lines represent existing culverts, and solid teal lines represent proposed new culverts, or extensions of existing culverts.

Thanks,

Dylan McCord
Texas Department of Transportation ▪ Tyler District
903-510-9116

From: Dylan McCord
Sent: Tuesday, January 28, 2020 11:49 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

Ms. Suzanne,

Thank you for your comments, your time reviewing the SH 31 project proposal, and your patience as the TxDOT design team incorporated modifications to further reduce roadway impacts, particularly within the Harris Creek floodplain.

The project does indeed propose to extend the five, 10x10 culverts at Hankins Creek, west of FM 2908, to accommodate the roadway widening. TxDOT certainly understands spanning bridges are preferable to box culverts at perennial streams such as Hankins Creek, due to the culvert's potential to negatively impact fish and mussel species. The geometric design, topography and curvature of the existing and proposed roadway are not particularly conducive to the construction of a bridge over Hankins Creek. The current proposed culvert extension will impact 137 linear feet, or 0.071 acres, of Hankins Creek; which the district feels is reasonable considering the breadth of the project and other design measures intended to reduce the overall roadway footprint, including the use of the minimum allowable divided-median width, throughout the project. Nevertheless, I will further discuss the feasibility of incorporating a spanning bridge at this location with our design team.

TxDOT took deliberate measures to minimize impacts at stream crossings during the project's design phase. Most notably, the project includes two, 300-foot spanning bridges and more than 4,300 linear feet of retaining walls, coupled with the above-mentioned minimum median width, in a concerted effort to reduce the roadway footprint, particularly at stream crossings, to the greatest extent practicable. Each of these measures help considerably to effectively reduce culvert lengths or eliminate their need altogether, increase side slopes and reduce embankment fill quantities.

Vegetation BMPs from Section 2 of the 2017 document will continue to be incorporated during the project's construction phase, where applicable and feasible, in order to reduce direct, indirect and cumulative impacts to wildlife.

Thank you again for your comments and evaluation throughout this coordination process.

Please let me know if you have any further comments or questions.

Thanks,

Dylan McCord
Texas Department of Transportation ▪ Tyler District
903-510-9116

From: Suzanne Walsh [<mailto:Suzanne.Walsh@tpwd.texas.gov>]
Sent: Thursday, January 23, 2020 4:44 PM
To: Dylan McCord <Dylan.McCord@txdot.gov>
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

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

Hi Dylan,

Thanks again for your patience and the additional information that you have provided for the project.

We appreciate that TxDOT has minimized impacts to streams and wetlands through spanning bridges and retaining walls. It appears that the proposed plan is to extend the existing set of 5, 10x10 culverts at Hankins Creek west of FM 2908. Would TxDOT consider replacing the culverts with a spanning bridge at this location? Spanning bridges are preferable at perennial streams, such as Hankins Creek, as box culverts can often have negative impacts on fish and mussel species that use the area. With spanning bridges, water flow can occur during low-flow periods to allow for aquatic species passage. Bridges also allow for natural stream bottom and serves as a pathway for terrestrial species under the roadway. We recommend avoiding riprap across stream channels and incorporating biotechnical stream bank stabilization methods, including live native vegetation or a combination of vegetative and structural materials.

Impacts at stream crossings should be minimized during the design phase by spanning stream channels and other water features when feasible, reducing culvert lengths, and utilizing metal-beam guard fence to increase slope angles and reduce embankment. To further minimize impacts, where culverts are used for road crossings, the crossings should be designed with the culvert(s) in the active channel area lower than those in the floodplain benches so that the flow in the channel is not overly spread out. The central/low-flow culvert(s) should be large enough to handle a 1.5 year flow without backing up water. The bottoms of these lower culverts should be set at least a foot below grade (i.e. recessed) to allow natural substrate to cover the culvert bottom and to allow for aquatic organism passage. These lower, recessed culverts should be installed in the thalweg or deepest part of the channel and be aligned with the low flow channel.

We also recommend the incorporation of the Vegetation BMPs from Section 2 of the 2017 BMP to further minimize impacts.

Also, please see attached picture from the final schematic sent to me. There were some instances when culverts were overlapping and wanted to confirm that in these cases, the solid line indicates the proposed culvert replacement and the dashed line represents the existing culvert in place.

Thanks,
Suzanne

From: Dylan McCord <Dylan.McCord@txdot.gov>
Sent: Friday, December 20, 2019 3:55 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

Suzanne,

All sounds good.

Thank you, ma'am.

Merry Christmas!

Dylan McCord
Texas Department of Transportation ▪ Tyler District
903-510-9116

From: Suzanne Walsh [<mailto:Suzanne.Walsh@tpwd.texas.gov>]
Sent: Friday, December 20, 2019 3:09 PM
To: Dylan McCord <Dylan.McCord@txdot.gov>
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

Hi Dylan,

Thank you for providing additional information about the project. I wanted to let you know that I will be out of the office until January 6 and will be able to finalize my review when I get back.

Happy Holidays!
Suzanne

From: Dylan McCord <Dylan.McCord@txdot.gov>
Sent: Thursday, December 19, 2019 9:44 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

Ms. Suzanne,

Thank you for checking about the schematic, as the one you referenced is *not* the latest version. I have since uploaded the final schematic, which includes the bridge spans and retaining walls near Crossing #9. That file is now in ECOS titled, "SH 31_FINAL_schematic_191205.pdf".

No dewatering will be required for this project.

We have conducted biological surveys, which included surveying for the presence of plants and mussels listed as Threatened, Endangered and Species of Greatest Conservation Need. There were no indications of their presence within the project's construction limits. We will however, incorporate freshwater mussel BMPs and standard vegetation BMP's into the project construction plans as range and suitable habitat do exist for several species, indicated below:

Cypress knee sedge (*Carex decomposita*)
Goldenweave tickseed (*Coreopsis intermedia*)
Rough-stem aster (*Symphotrichum puniceum* var *scabricaule*)
Shinner's sunflower (*Helianthus occidentalis* ssp *plantagineus*)
Soxman's milkvetch (*Astragalus soxmaniorum*)
Texas sandmint (*Rhododon ciliatus*)
Texas trillium (*Trillium texanum*)
Warner's hawthorn (*Crataegus warneri*)
Louisiana pigtoe (*Pleurobema riddellii*)
Southern hickorynut (*Obovaria jacksoniana*)
Texas heelsplitter (*Potamilus amphichaenus*)

We will propose to mitigate wetland impacts with available credits form Anderson Tract Mitigation Bank.
We will propose to mitigate stream impacts with third party mitigation bank(s).

Thank you for your review and questions concerning the project. Please let me know if there is any other information I can provide.

Thanks,

Dylan McCord

Texas Department of Transportation ▪ Tyler District
903-510-9116

From: Suzanne Walsh [<mailto:Suzanne.Walsh@tpwd.texas.gov>]
Sent: Wednesday, December 18, 2019 4:05 PM
To: Dylan McCord <Dylan.McCord@txdot.gov>
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

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

Hi Dylan,

I'm checking that the following file is the latest schematic (SH 31_PM2_Schematic_180718.pdf). Will dewatering be needed for the project? Have you surveyed for mussels or plants? What mitigation will TxDOT propose for impacts to streams and wetlands?

Thanks,
Suzanne

From: Suzanne Walsh
Sent: Monday, December 9, 2019 4:46 PM
To: Dylan McCord <Dylan.McCord@txdot.gov>
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

Thanks, Dylan. I will look over and let you know if I have any questions.

Suzanne

From: Dylan McCord <Dylan.McCord@txdot.gov>
Sent: Monday, December 9, 2019 3:56 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

Ms. Suzanne,

I have just sent you the SH 31 Water's Report via DropBox.

I appreciate your patience.

Crossing #9 was our primary challenge. TxDOT has incorporated several bridge spans and retaining walls at that location to minimize wetland/stream impacts.

Please let me know if you do not receive the report, and certainly if you have any questions.

Thanks,

Dylan McCord

Texas Department of Transportation ▪ Tyler District

903-510-9116

From: Dylan McCord
Sent: Friday, November 22, 2019 8:04 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

Hi Suzanne,

Thank you for your patience.
We are very close to having a revised WOUS report for you.

The design changed to include several bridge spans over some wetlands, so once all those calculations are finalized we will have a report to send over for your review.

I might have them next week before Thanksgiving, but if not, certainly shortly after the holiday break.

Thanks, again.

Dylan McCord
Texas Department of Transportation ▪ Tyler District
903-510-9116

From: Suzanne Walsh [<mailto:Suzanne.Walsh@tpwd.texas.gov>]
Sent: Thursday, November 21, 2019 9:44 AM
To: Dylan McCord <Dylan.McCord@txdot.gov>
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

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

Hi Dylan,

I'm checking on the status of the revised water report.

Thanks,
Suzanne

From: Dylan McCord <Dylan.McCord@txdot.gov>
Sent: Monday, October 7, 2019 10:12 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

Hi Suzanne,

I have a draft WOUS report for SH 31; however, we are trying to make some adjustments to the roadway design to minimize impacts to several wetland areas.

I can gladly send the draft I have if you'd like, or would you prefer to see the revised version once its complete?

Thanks,

Dylan McCord

Texas Department of Transportation ▪ Tyler District
903-510-9116

From: Suzanne Walsh [<mailto:Suzanne.Walsh@tpwd.texas.gov>]
Sent: Friday, October 04, 2019 4:19 PM
To: Dylan McCord
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

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

Hi Dylan,

It looks like Sue Reilly was waiting on a water report for this project. I am checking if it is available to review?

Thanks,
Suzanne

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: Dylan McCord <Dylan.McCord@txdot.gov>
Sent: Monday, July 15, 2019 2:13 PM
To: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

Sue,

Yes ma'am, I certainly will.

Thank you,

Dylan McCord

Texas Department of Transportation ▪ Tyler District
903-510-9116

From: Sue Reilly [<mailto:Sue.Reilly@tpwd.texas.gov>]
Sent: Monday, July 15, 2019 1:54 PM
To: Dylan McCord
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

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

Dylan,

Can you please send the Water Resources Technical Report over when you have it?

Thank you,

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

From: Dylan McCord <Dylan.McCord@txdot.gov>
Sent: Wednesday, July 3, 2019 4:33 PM
To: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

Sue,

No, I do not have a Water Resources Technical Report yet. That should be coming soon, hopefully next week.

Also, I do not have a draft EA. That will come after all required technical reports are approved. Hope to have that by September.

Thanks,

Dylan McCord
Texas Department of Transportation ▪ Tyler District
903-510-9116

From: Sue Reilly [<mailto:Sue.Reilly@tpwd.texas.gov>]
Sent: Wednesday, July 03, 2019 4:21 PM

To: Dylan McCord
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

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

Dylan,

I looked in ECOS and did not see a Water Resources Technical Report. Do you have one available to review?

Also, do you have a draft EA document?

Thank you,

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

From: WHAB_TxDOT
Sent: Friday, June 14, 2019 5:02 PM
To: Dylan McCord <Dylan.McCord@txdot.gov>
Cc: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: Early Coordination request [TxDOT CSJ: 0424-01-054]

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 42058. 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: Dylan McCord [<mailto:Dylan.McCord@txdot.gov>]
Sent: Friday, June 14, 2019 3:45 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Subject: Early Coordination request [TxDOT CSJ: 0424-01-054]

To whom it may concern:

Please accept this email as TxDOT request for early coordination regarding SH 31 widening project [CSJ: 0424-01-054], in Smith and Gregg counties.

Attached are:
Biological Evaluation Form
Tier I Site Assessment
EMST Summary Table

Thanks,

Dylan McCord
Texas Department of Transportation ▪ Tyler District
903-510-9116

A Texas Department of Transportation (TxDOT) message



A Texas Department of Transportation (TxDOT) message



A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

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#EndTheStreakTX

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)	3. Date of Land Evaluation Request 4/2/19	4. Sheet 1 of _____
---	---	---------------------

1. Name of Project State Highway 31	5. Federal Agency Involved FHWA- TxDOT
--	---

2. Type of Project Transportation	6. County and State Smith and Gregg, Texas
--	---

PART II (To be completed by NRCS)	1. Date Request Received by NRCS	2. Person Completing Form
--	----------------------------------	---------------------------

3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated Average Farm Size
---	--

5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %	7. Amount of Farmland As Defined in FPPA Acres: _____ %
------------------	---	--

8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS
--	---	---

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	23.3			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	508.1			

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And 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 Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	7			
2. Perimeter in Nonurban Use	10	6			
3. Percent Of Corridor Being Farmed	20	5			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	5			
6. Creation Of Nonfarmable Farmland	25	5			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	10			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	43	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	43	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	43	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project: 23.3	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
-----------------------	--	-----------------------	---

5. Reason For Selection:
This corridor was selected for minimal impacts to farmland soils.

Signature of Person Completing this Part: Claire Parra	DATE 4/8/19
--	-----------------------

NOTE: Complete a form for each segment with more than one Alternate Corridor

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—Alternatives Analysis

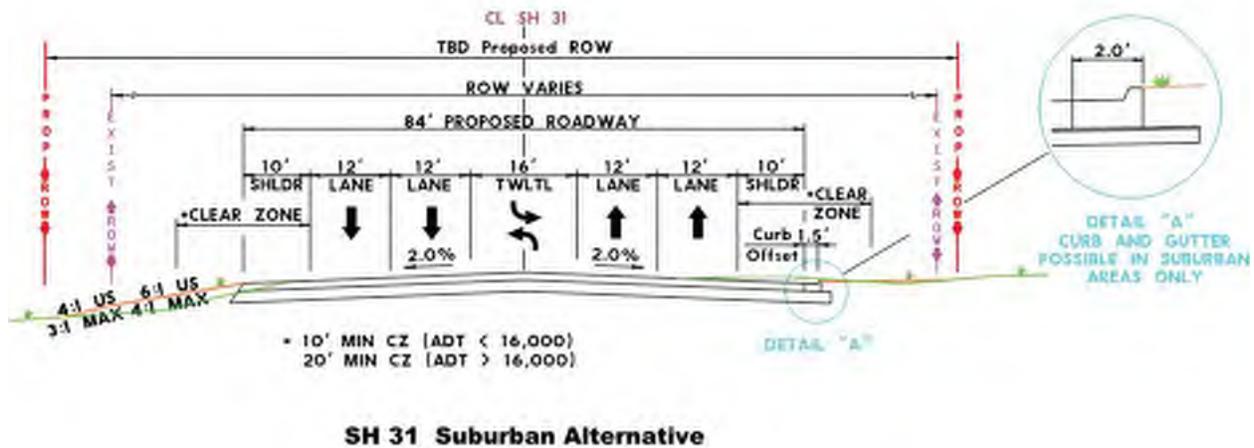


Figure 8

V. Design Criteria

The SH 31 widening is proposed to meet TxDOT design standards for a suburban or rural highway. The version of the Design Summary Report (DSR) from the project kickoff meeting held June 8, 2017 is attached to the report in appendix A1 thru appendix A3. Appendix A1 is the Design Summary Report for SH 31 Rural Depressed Median section, appendix A2 is the Design Summary Report for SH 31 Rural Flush Median section and appendix A3 is the Design Summary Report for SH 31 Suburban Section.

The DSR contains the relevant design criteria for widening this roadway in accordance with TxDOT's 4R criteria for reconstruction projects. The terrain is categorized as rolling with a design speed of 70 mph with proposed twelve-foot lane widths. Non-bridge class and bridge class cross culverts were evaluated with the 25-year storm design frequency. All drainage features were checked for the 100-year design frequency.

VI. Section and Widening Design Approach

Following is a brief summary of the evaluation for selection of the sections and proposed widening along the SH 31 corridor.

LP 323 to west of FM 850:

Action Plan-Widen on both sides with flush median.

Benefits-Avoid or minimize impacts to numerous businesses and development on both sides such as Affordable Dentures, State Line Fireworks, At Home Health Care, Schlumberger, Cell Tower, as well as homes close to existing ROW.

West of FM 850 to FM 2908:

Action Plan-Widen to the north with depressed median.

Benefits-Avoid or minimize impacts to Mobile Home Master, East Texas Water Co, Cell Tower, Old Drive-In, and numerous residences on south side.

Allow RCUT intersection design at FM 850 and FM 2908. Provide safest section for traveling public and adjacent property owners.

FM 2908 to west of FM 757:

Action Plan-Widen to the north with depressed median.

Benefits-Similar impacts on each side. Reduce construction complexity and cost by continuing widening to the north. Provide safest section for traveling public and adjacent property owners.

West of FM 757 to west of CR 236:

Action Plan-Widen on both sides with depressed median.

Benefits-Avoid or minimize impacts to Cell Towers (one on north side and one on south side), Family Dollar, Harwood Industries, and residences on both sides. Provide safest section for traveling public and adjacent property owners.

Allow RCUT intersection at FM 757. Provide safest section for traveling public and adjacent property owners.

West of CR 236 to west of CR 245:

Action Plan-Widen to the north with depressed median.

Benefits- Avoid or minimize impacts to high voltage electric line tower, Trinity Fellowship Church, Mauldin Family Cemetery, Smith Co Emergency Services and fewer residences. Provide safest section for traveling public and adjacent property owners.

West of CR 245 to west of FM 2767:

Action Plan-Widen on both sides with flush median.

Benefits- Avoid or minimize impacts to Grey Cemetery and lake on both sides (avoiding filling in lake).

West of FM 2767 to east of FM 3053:

Action Plan-Widen on both sides with raised median.

Benefits-Allow RCUT intersection at FM 2767 and FM 3053. Avoid or minimize impacts to development on both sides.

East of FM 3053 to east of FM 2012:

Action Plan-Widen on both sides with flush median.

Benefits- Avoid or minimize impacts to development on both sides.

VII. Crash Safety Analysis

A crash safety analysis was summarized for the proposed State Highway 31 from SL 323 in Smith County, (Tyler, Tx.) to FM 1639 in Gregg County (See appendix B for SH 31 Crash Safety Analysis). Historical crash data indicates six hundred and sixty-one (661) crashes occurred along this 20.2-mile segment of roadway from 2010 to 2017. This results in a crash rate of 3.3 crashes per 0.1 mile. Three hundred and sixty-one (361) crashes (54.6%) occurred during daylight hours. Four hundred and forty-eight (448) crashes (67.8%) occurred at Non-Intersection locations. Five hundred and eighty-three (583) crashes (88.2%) occurred with dry surface conditions. Three hundred and forty-seven (347) crashes (52.5%) involved motor vehicles in transport.

VIII. Fatal Crashes

A summary list of fatal crashes over a 4-year period from 2013 to 2016 along the SH 31 corridor from LP 323 at Tyler Texas in Smith County to FM 1639 in Gregg County is shown in Appendix C. The summary depicts 18 fatal accidents along this corridor with varying causes of the accidents. Causes range from head on collisions to single vehicle accidents with sleep, alcohol and cell phone use as contributing factors. 8 fatalities were noted between FM 757 and the Smith/Gregg county lines and 3 fatalities each were noted between FM 850 and FM 2908 and FM 2908 and FM 757 respectively. The existing roadway section through these sections of the project are 2 lanes and 2 lanes with a passing lane.

IX. Traffic Analysis

The Project Traffic Forecast Methodology for SH 31 from Loop 323 to FM 1639 by CDM-Smith is attached in appendix D. Design Average Traffic Data and turning movements for this project were developed by CDM-Smith and subsequently approved by the TxDOT Transportation Planning and Programming Division. A copy of the report is attached in appendix E. A Traffic Operations Analysis Summary is furnished by CDM-Smith and is included in appendix F.

X. Preliminary Construction Cost Estimates

The preliminary construction cost estimates are summarized in Table 1. The detailed estimate spreadsheets for the proposed SH 31 from SL 323 in Smith County to FM 1639 in Gregg County are included in the appendix G. Detailed design has not been completed and thus the estimate is an educated opinion based on preliminary design and actual unit costs as published by TxDOT.

Table 1 – Preliminary Construction Cost Estimate

SH 31 Segment		
CSJ-0424-01-054	From LP 323 to CR 236	\$53,067,000
CSJ-0424-01-057	From CR 236 to Gregg Co Line	\$32,052,000
CSJ-0424-02-045	From Gregg County Line to FM 1639	\$23,718,000
TOTAL =		\$108,837,000

Appendix I—Comment and Response Matrices from Public Meetings

Comment Number	Name	Date Received	Source	Topic	Response
November 14, 2017 – Kilgore Public Meeting					
1	Mrs. Gayle Harvey 11782 SH 31 E. Tyler, TX 75705	11/14/17	Comment Form	I would prefer the north expansion from FM 850 to FM 2908 with a flush median.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you stated preference for a flush-median between FM 850 and FM 2908, with widening to the north. Thank you for your support. TxDOT design engineers will take your comments into consideration during the next phase of project development.</p>
2	Mr. and Mrs. Gary Dunaway 441 CR 245S Kilgore, TX 75662	11/14/17	Comment Form	If possible there needs to be a turn lane to exist Hwy 31 on to County Road 245 south or north. Also Kilgore cemetery needs a turn lane for protection of funeral processions coming from Kilgore. We prefer a flush median option.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you indicated a preference for a flush median design. Thank you for your support.</p> <p>You also indicated you would like to see a turn lane off SH 31 onto CR 245, in both directions. Similarly, you suggested a turn-lane for Kilgore Cemetery for funeral processions, etc. These are valid suggestions highlighting safety concerns and will be considered in future design development.</p>
3	Mr. Randy Brogotti P.O. Box 1998 Kilgore, TX 75662	11/14/17	Comment Form	Just do it! Thx.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated resounding support for the project. Thank you for your support. Our goal is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increases in traffic volumes. TxDOT believes the proposed SH 31 widening will improve the safety and mobility of the roadway.</p>
4	Mr. Michael A. Burns 140 E. Tyler St. #600 Longview, TX 75601	11/14/17	Comment Form	I recommend TxDOT strongly consider the depressed median alternative. I feel in the long term it will provide a much safer roadway, which for this road, is why we are needing it.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you recommended TxDOT strongly consider a depressed median design based on safety considerations. Thank you for your support as safety is our top priority.</p>
5	Mr. Sanford J. Cundiff 498 Wildflower Hill Rd. Kilgore, TX 75662	11/14/17	Comment Form	I think what has been done to date is much safer than before. Any other improvements will be great. I've thought for a long time that 31 should be four laned.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project and we thank you for your support. Our goal is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increases to traffic volumes. TxDOT believes the proposed SH 31 widening will improve the safety and mobility of the roadway.</p>

Comment Number	Name	Date Received	Source	Topic	Response
November 14, 2017 – Kilgore Public Meeting					
6	Mr. Rufus Currington 19644 SH 31 E Tyler, TX 75705	11/14/17	Comment Form	<ol style="list-style-type: none"> 1. Project looks good, I'm OK either way. 2. Instead of just a grass median, can or have anyone considered solid highway from north to south with turning lane in center or 4-solid wide lanes within highway divider in the middle like (concrete, metal fence dividers) 3. How about 4 lanes with a nice emergency shoulder on each side. 4. Thinking we really need to utilize all the highway available. 	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you suggest TxDOT utilize the entire highway available to consider integrating emergency shoulders and/or median barriers throughout. Thank you for your support. Safety is our top priority, and our depressed median alternative includes 10-foot shoulders and a 40-foot grass median, effectively separating opposing traffic by more than 60 feet, and providing sufficient emergency shoulders on outside lanes. Our design engineers will determine if increased separation by way of barriers are warranted.</p>
7	Martha Clark 502 Higginbotham Kilgore, TX 75662	11/14/17	Comment Form	<p>On my last trip from Kilgore to Tyler, the improvements are so good I wonder why further widening/or new routes are needed. This new plan/plans are very costly! Also, I do not like the middle turn lane from 850 (?) to Loop 323. Not many cars can use it – would be better to widen and have an extra lane for passing.</p>	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>While you did not indicate support for the proposed project, you did compliment TxDOT's recent improvements along the SH 31 corridor and subsequently questioned the need for further widening. Although recent improvements have increased safety along SH 31, there is significant room for improvement to reduce the number of serious accidents. Separating opposing lanes of traffic via median (flush or depressed) is warranted. Moreover, increasing the number of through travel lanes and widening shoulders along SH 31 will add needed capacity to handle future traffic volumes.</p> <p>Your concern about the cost of the project is valid; however, neither costs nor funding have been identified for the proposed SH 31 project. TxDOT is exploring various means to secure funding for the safety improvements.</p>
8	Mr. and Mrs. Donnie Gill 12293 FM 1639 N Kilgore, TX 75662	11/14/17	Comment Form	<p>How much into my property will you cut into? How long will the project take? How will it effect our taxes? Will we lose property value? Will we gain value on our property? Start date and end date?</p>	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You posed several questions about the project. We will address them here, but will also direct you to the project's website (http://www.txdot.gov/insjde-txdot/projects/studies/tyler/sh31.html), which contains additional information.</p> <ul style="list-style-type: none"> • Each proposed alternative presented at the meeting shows acquisition of less than approximately 0.085 acres of your real property at 1189 SH 31 W, Kilgore, TX 75662. • TxDOT began preliminary engineering development in early 2017 and will begin construction sometime after 2023, if construction funds become available. • It is unknown what the project's impacts will be to your particular property's value and/or taxes; however, in general highway safety improvements are economically beneficial for the entire community, including adjacent property owners. • Average daily traffic throughout the SH 31 corridor, between Tyler and Kilgore, in 2015 was 7,522 to 12,236. The traffic is expected to practically double by 2035, with average daily traffic projected to be 13,690 to 22,270 at that time.

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9	Mrs. Tami Gill 12293 FM 1639 N Kilgore, TX 75662	11/14/17	Comment Form	I prefer the depressed median for safety reasons.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you recommended TxDOT strongly consider a depressed median design based on safety considerations. Thank you for your support as safety is our top priority.</p>
10	Mr. Drue Evans 1750 N. Eastman Rd. Longview, TX 75601 Representing: Texas Department of State Health Services – Pay Attention East Texas Motor Vehicle Safety Coalition	11/14/17	Comment Form	I strongly favor the depressed median where possible. I also favor some kind of barrier between the opposing lanes of traffic. I know the engineers will do their best to minimize ROW impositions on property owners. The safety issue is my biggest concern and consideration. Thanks for giving us this opportunity to comment.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you indicated safety was your primary concern and that you favor median barriers to further separate opposing traffic. Thank you for your support. Safety is our top priority too, and our depressed median alternative includes 10-foot shoulders and a 40-foot grass median, effectively separating opposing traffic by more than 60 feet. Our design engineers will consider your concerns and determine if increased separation by way of barriers are warranted during future project development.</p> <p>Our goal is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increases to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway. Thank you for your continued dedication to the safety of Texas highways through your efforts with Pay Attention East Texas.</p>
11	Mrs. Bea Gusner 327 Hampton Ct. Longview, TX 75605	11/14/17	Comment Form	The flush median would be O.K. if that was the fastest way to go. Hwy 31 between Tyler and Kilgore should be a TOP priority. The road is extremely dangerous and I know people who have been killed by a head on crash. I travel it a lot because of medical appt.Environmental concerns have been a huge roadblock to road construction. PLEASE PUT THIS PROJECT AT THE TOP OF YOUR PRIORITY LIST!!	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you indicated a flush median preference, if that was the fastest option. The length of construction for either alternative is undetermined at this time.</p> <p>You also suggested TxDOT set this project as a top priority, as you personally have seen the dangers of driving the road and the safety improvements needed. Safety is our top priority. As far as environmental concerns, TxDOT is required to follow all applicable Federal environmental laws for this project and are working diligently to get them completed in a timely manner so as not to delay construction. Thank you for your support of the project.</p>

Comment Number	Name	Date Received	Source	Topic	Response
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12	Mrs. Kasha G Williams 2201 Lilly St. Longview, TX 75602 Representing: Longview City Council Representative, District 3	11/14/17	Comment Form	I drive SH 31 very often in business. Based on the renderings and my personal experience as a driver, SH 31 is going to require a combination of a depressed and flush median widening. The depressed median widening is much safer option and safety is important (given the # of fatalities on SH 31 for many years). In areas that require a turn to enter residential communities, flush median widening will be appropriate. I do not think it matters whether north or south; however, I urge TxDOT to first consider the direction (N or S) that would be easiest to acquire (fewer property owners).	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You, representing Longview City Council - District 3, indicated support for the project. Specifically, you noted preference for a hybrid of flush- and depressed-median; flush in higher density residential areas and depressed in more rural stretches. Thank you for your meaningful comments and support.</p> <p>Additionally, you suggested TxDOT consider impacting the fewest number of property owners. These are certainly valid concerns. While there are numerous factors to consider, our engineers aim to design the safest reasonable alternative while minimizing individual and cumulative impacts to property owners.</p> <p>You are correct that the depressed-median option is the safest design. Our goal is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increases to traffic volumes. TxDOT believes the proposed SH 31 widening will improve the safety and mobility of the roadway.</p> <p>Thank you for your continued dedication to public service as Longview City Council Representative.</p>
13	Mr. Duane Hett 10344SH 31 E Tyler, TX 75705 Representing: Trinity Fellowship Church	11/14/17	Comment Form	We as a church are for the project. The depressed median route on south side will take out one of our buildings but we are OK with that. Any option is OK with us.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You, representing Trinity Fellowship Church, indicated your support for the project. Thank you for your congregation's support. You stated the depressed-median alternative with widening to the south would impact a church structure. TxDOT will make every reasonable and feasible attempt to minimize impacts to private property while providing necessary safety improvements.</p>
14	Mr. Greg Howell 6735 CR 1112-D Kilgore, TX 75662	11/14/17	Comment Form	I would love to see the project done with a depressed median for improved safety on the road. My family travels this road daily and their safety is worth the cost of improvements.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference of a depressed-median alternative for improved safety. Thank you for your support.</p> <p>You mentioned your family drives SH 31 daily, and their safety is worth the cost of improvements. We agree and our goal is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increases to traffic volumes. TxDOT believes the proposed SH 31 widening will improve the safety and mobility of the roadway.</p>

Comment Number	Name	Date Received	Source	Topic	Response
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15	Mr. and Mrs. Hershell Pannell 6735 CR 1112-D Kilgore, TX 75662	11/14/17	Comment Form	Natural spring creek runs east and west about 75 feet from hwy, the full width of our property. If take land on the south side of 31 will interfere with the spring creek, that has never run dry. We need this creek and it could be lost if the land is moved to allow the hwy to widen to the south of 31.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated environmental concerns regarding potential stream impacts if SH 31 were widened to the south. These concerns will be taken into account during the project's design and environmental assessment.</p> <p>It appears the water you refer to running west-to-east across your property is a tributary of Wilds Creek, then Rabbit Creek, and flows into the Sabine River northeast of Kilgore.</p> <p>This tributary is considered a "Water of the U.S." and is regulated by the U.S. Army Corps of Engineers (USACE). Therefore, TxDOT is required to obtain a permit from USACE for any impacts to this stream. This tributary is first conveyed north under SH 31, west of CR 246, via 48" culvert pipe. The stream is then conveyed southeast under SH 31, at the intersection with CR 246, via 6-foot box culvert. Both culverts will be extended prior to construction on either side of SH 31 with required USACE permit, allowing for continued flow of the stream.</p>
16	Mrs. Sue Lander 810 Ashford Ct. Tyler, TX 75703	11/14/17	Comment Form	I live in Tyler and work in Kilgore, so drive Hwy 31 twice a day. There is not a good alternative route. I totally support widening to 4 lanes this dangerous highway. It will improve traffic flow and reduce accidents/deaths. I like the flush medians (turn-lane) generally. What has been added has been helpful already. However, from an environmental standpoint, I like the depressed. I can see each being a safety improvement – getting turning traffic off the main lanes or better separation with the depressed. I tend to lean toward preferring the flush median for traffic flow reasons.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated complete support for the project. You prefer a flush-median alternative for traffic flow, though you also expressed some support for the added safety of a depressed-median. Thank you for your support.</p> <p>You also mentioned you drive SH 31 twice daily and understand improvements are necessary to improve traffic flows and reduce vehicle accidents. Our goal is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increases to traffic volumes. TxDOT believes the proposed SH 31 widening will improve the safety and mobility of the roadway.</p>
17	Mr. James W Simmons 7606 Wilmerdean Houston, TX 77061	11/14/17	Comment Form	North widening depressed median is my the most viable safe solution for the community.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference for the depressed median with widening to the north, highlighting safety considerations for the community. Thank you for your support.</p>

Comment Number	Name	Date Received	Source	Topic	Response
November 14, 2017 – Kilgore Public Meeting					
18	Mr. Kyle Roddy 17317 SH 31 E Tyler, TX 75705	11/14/17	Comment Form	<p>We own a large tract of land on the north side of the highway. If the grass median option to the north is implemented this will result in a loss of approx. 7 acres of land and relocation of a 3300 ft oak 4 brand fencing and relocation of landscaped gated entrance. Estimated replacement cost could be \$40-50k. We would prefer the highway to be widened to the south. I would like to see a hybrid option where the flush median is implemented in areas with denser housing and the grassy median option implemented where there are fewer houses. I like the idea of a grass medians but I am concerned that it will result in numerous accidents involving u-turns. If the grassy median is implemented, I would request a cutover to our primary entrance as we often pull large trailers and do conduct business operations.</p> <p>Personally, I am glad the highway is being widened. Before the passing lanes were opened we often saw 3+ serious accidents per year. This a subsided since. However, making a left hand turn to our property is often an adventure.</p>	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated complete support for the project. Specifically, you noted preference for a south widening, hybrid of flush- and depressed-median: flush in higher density residential areas and depressed in more rural stretches. Thank you for your meaningful comments and support.</p> <p>Any potential impacts to your property, including fence and landscaping relocation, etc. will be handled during the right-of-way acquisition phase of the project, currently slated to begin in 2020.</p> <p>Your comments regarding the potential of accidents at u-turns of a depressed median design are valid. If this option is selected, our design engineers will consider this and implement u-turns with safety as a priority, as well as reasonable access. Additionally, you requested the installation of a crossover at your primary entrance if a depressed-median design is implemented since there is a business need and large trailers enter and exit the property from SH 31. This request will be considered later in design development.</p>
19	Mr. William E Holley 23969 SH 31 E Kilgore, TX 75662	11/14/17	Comment Form	After reviewing map I prefer the southern route. Great job.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference for a south widening alternative. Thank you for your support.</p>
20	Mrs. Valerie Toney 20792 CR 26 Tyler, TX 75705	11/14/17	Comment Form	Appreciate the initiative as necessary safety concern. Prefer depressed median option. Having to make a left hand turn daily with speed traffic, I have passed on my turn in order to avoid being rear-ended on multiple occasions. I understand long-term project, but would like to see increased trooper activity to slow traffic in the meanwhile. Daily speed usually 80+ mph for general traffic. Regular pass on right median. Thank you to representatives present – very helpful.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted a preference for a depressed median, with safety as a primary concern. Thank you for your support.</p> <p>The driving experiences you detailed regarding near-miss collisions, dangerous and high-speed travel are unfortunately all too common along SH 31. Your comment about increasing trooper activity along the corridor may be directed toward your local Department of Public Safety office.</p>
21	Mrs. Neva Tanner 5127 SH 31 E Kilgore, TX 75662	11/14/17	Comment Form	North widening depressed median and south widening depressed median will cause a severe safety hazard for access to my driveway. I will have to make a u turn at the end of the median onto 70+ mph traffic to turn into my driveway.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated the depressed median alternatives, north or south widening, would create a safety hazard when accessing your driveway since your driveway is east of where the proposed median tapers to the flush median section. Your concerns are valid and will be considered in future design development.</p>

Comment Number	Name	Date Received	Source	Topic	Response
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22	Mr. Wesley Harvey 11782 SH 31 E. Tyler, TX 75705	11/14/17	Comment Form	We prefer the north expansion from FM 850 to FM 2908. The flush median is sufficient.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you stated preference for a flush-median between FM 850 and FM 2908, with widening to the north. Thank you for your support. TxDOT design engineers will take your comments into consideration during the next phase of project development.</p>
23	Landry and Mattie Johnson 106 Kingbird Circle Longview, TX 75603	11/14/17	Comment Form	I would like the north option divided hwy. Please Shane Cunningham cut the tree on the north option side of 31 one mile into Smith County.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record. You indicated your support for the project. Specifically, you noted preference for a depressed-median alternative, with widening to the north. Thank you for your support.</p> <p>Additionally, you mentioned you would like TxDOT to cut the tree down one mile west of the Smith/Gregg county line. The tree has been added to our tree removal list and will be taken down. In the interim, we have removed the brush from around its base to improve visibility.</p>
24	Mr. Jack J. Thurmon 500 E. Main St. Kilgore, TX 75662	11/23/17	Mailed Letter	<p>I was unfortunately unable to attend your meetings of November 14 and 16 on the Highway 31 segment between Tyler and Kilgore. However, I do want to share my input herein.</p> <p>For twelve years I've driven between Kilgore and San Antonio numerous times. Over the last several years, the frequency has increased to twice per month. The preferred route, flawed as it is, is via Interstate 35 and Highway 31. This route is the most direct connection between the Interstate 35 cities of Waco, Austin & San Antonio, plus points south & west, and the Interstate 20 cities of Kilgore, Longview and Shreveport, plus points north and east.</p> <p>Other than the Tyler-Kilgore segment of Hwy 31, the only segment of that route not four-lane is about 10 miles between Waco and Corsicana. And most of the entire four lane artery is of a safe, divided design. The primary mar on this route is the segment between Tyler and Kilgore. The efficiency and safety of interstate and intrastate travel on this important route through Texas is hindered by the Tyler-Kilgore segment of Hwy 31.</p> <p>The issue of safety and efficiency applies, however, not only to those traveling the longer routes, but also to the daily commuters of East Texas. Kilgore is a net importer of employees, with many traveling daily to their jobs in Kilgore. While there are hundreds of employers in the immediate Kilgore area, Kilgore is also a regional governmental center. Regional offices in Kilgore of the Railroad Commission, East Texas Council of Governments, Region VII Education Service Center, as well as the many programs of Kilgore College, bring people daily to Kilgore. Like other Kilgore residents, my wife and I travel regularly to Tyler for medical visits, dining, shopping and other activities.</p>	<p>Thank you for your comments regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated support for the project, preferring a fast-tracked solution to expeditiously address current safety and travel inefficiencies. Thank you for your meaningful comments and support.</p> <p>You mentioned a divided-median design is the safest alternative for reducing the potential for head-on collisions and TxDOT agrees; however, you suggest erecting concrete barriers to reduce costs. The use of barriers was considered, but deemed impractical for the given project. Barriers would pose access challenges, require more frequent turn-lanes with deceleration at road intersections, and may increase emergency service response times.</p> <p>Additionally, you voiced a need for flush-median roadway in high residential areas. This suggestion will be used in areas with high driveway density.</p> <p>You also commented on existing embankment slopes, suggesting use of guardrail as protection. Regardless which alternative is eventually selected, we will follow TxDOT standards to design embankment slopes and where required install guard fence for protection.</p>

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November 14, 2017 – Kilgore Public Meeting					
				<p>More important than the efficient flow of traffic along this artery is the safety of those traveling it. There are two major aspects to the safety of this highway design.</p> <p>A) Whether to have flush medians or depressed medians was opened for comment. While flush medians might be more convenient for 50 or so residents, I don't recall any highway projects on property I've been involved with giving much consideration to the convenience of the property owners. The paramount rule has always appeared to be the design which gives the best flow of traffic. If residents have to first turn right to go left, I have never observed that being a design consideration on a heavily traveled artery. Nevertheless, there could be intermittent flush median turning opportunities at points of multiple residences. But, that being said, a divided median, depressed or separated by significant barriers, gives the safest and most efficient conveyance of through traffic. One of the greatest dangers in traveling highways like 31 between Kilgore and Tyler is that of a head-on collision with an oncoming vehicle which has crossed the median line for any number of reasons. While a depressed median project would likely cost more, the cost could be contained by erection of concrete barriers in the median.</p> <p>B) Installation of shoulder guard rails on the numerous steep drop-offs on this highway would be the most efficient and effective expenditure to improve it's safety. I'm concluding construction of a 2nd Nardis Gun Club in San Antonio and have just been told we have to install guard rails of 4 inch structural pipe to keep our 10-15 mph parking lot traffic from dropping 1-2 feet onto the adjoining undeveloped property, at a cost of about \$10,000 for 175 feet. Such regulations imposed upon private property owners is particularly ridiculous in light of drop-off exposures of 20-30 feet or more to 70 mph traffic on Hwy 31 between Tyler and Kilgore. It definitely exhibits a double standard for that imposed on private property owners versus that practiced by our state highway department.</p> <p>Could we add an average of another 10 feet or so to the width of the current highway, supplemented by concrete median barriers, guard rail protection at all drop-offs, and periodic wide shoulders for disabled vehicles spaced at quarter to half mile intervals, to accomplish an effective solution at a much lower cost than your \$200 million cost projection which might keep it years away from reality? Most of the center turn lanes are of no value, in areas with no potential turns, and could be contributed to such a more efficient four-lane artery.</p>	

Comment Number	Name	Date Received	Source	Topic	Response
November 14, 2017 – Kilgore Public Meeting					
				Please consider these comments as constructive and appreciative of your finally addressing the matter of Highway 31 between Kilgore and Tyler. At this point, a fast-tracked solution to this problem should be the highest priority.	
25	Floydine & Calvin Taylor 4147 State Highway 31 West Kilgore, Texas	11/29/17	Email	<p>I could benefit monetarily from the project or other item about which I am commenting. See comments below:</p> <p>My comments regarding the proposed SH 31 improvements are since I am aware that there will be something done to widen the highway 31 where I live. It does not matter whether the project takes up 50 ft., of my property or 85 ft. I would not want to live in the area any longer, and would be okay with changing my location. I would like to find a home in a nice community where I will never need to be bothered about being uprooted again. My husband and I already have problems turning into and going out of the driveway. We are an older couple and will definitely need whatever type of relocation assistance we are eligible for. We would also like to be given the appraised value of our home. I am aware that the noise factor will increase, the danger factor will increase, if I try to keep my home, and eventually want to sell the home, the value of my home will decrease because it will be too close to a major highway where no one will possibly want to live. Exposure to traffic pollution will also be a problem for us, because living in conditions of severe air pollution is extremely unhealthy, and unpleasant. Therefore, I am up for the change of finding a new home that is comparable to my home now!</p>	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated support for the project. Specifically, you noted preference for an option that would "take" your home and require residential relocation assistance from TxDOT. Thank you for your support.</p> <p>Your comments about desiring to be relocated based on traffic conditions, future noise and pollution issues, and potential decreased property value, are valid and will be considered. Based on the alternatives shown at the meeting, a depressed-median option with south widening would bring the proposed TxDOT right-of-way (ROW) to within 15 feet of your home. If this alternative is ultimately chosen, an independent appraiser would make a determination about the habitability of your residence. And based on that determination, the ROW acquisition process may begin; however, ROW acquisition is not expected to begin until 2020.</p>
26	<p>Mrs. Katherine Wooten 20079 SH 31 E Tyler, TX 75705</p> <p>Representing: Lily of the Valley Church of God in Christ</p>	11/29/17	Email	<p>I am writing on behalf of the Lily of the Valley Church of God in Christ located right off Highway 31 east.</p> <p>The members of the church agree with the proposal to widen highway 31 with four lanes. However, the proposal to have four lanes and a turning lane is what we think would be our preference. We would not have to move the church. The turning lane would make it safer for the patrons to come upon the church ground, especially traveling west. That is the church's input.</p>	<p>Thank you for your comments regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You, representing Lily of the Valley Church of God in Christ, indicated support for the project. Specifically, you noted preference for a flush median with south widening, based on the safety of parishioners and visitors of the church, and reduced right-of-way impacts. Thank you for your support.</p>
27	Mr. Gregory Muckelroy 4415 SH 31 W Kilgore, TX 75662	11/14/17	Comment Form	The depressed options are not acceptable because of east-west access difficulties. Many of the current residents are retired or elderly. The flush north option is best because of the current south side lane expansion on this section of Hwy 31. The greatest problem is the excessive speed (70 mph) for this section because of the number of people and businesses in the Gregg County segment of Hwy 31. 55 mph would be much safer now and in the future.	<p>Thank you for your comments regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated support for the project. Specifically, you noted preference for a flush-median, north-widening alternative based on potential access difficulties for elderly residents in the area. Thank you for your support.</p> <p>Additionally, you indicated the speed limit is currently too high and should be lowered throughout the Gregg County section of the project. We have noted this concern.</p>

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November 14, 2017 – Kilgore Public Meeting					
28	Mr. and Mrs. Johnny Jackson 23482 SH 31 E Kilgore, TX 75662	11/14/17	Comment Form	I/we are aware that increasing the amounts of lane on Highway 31 west will cause major problems for us in our home, especially if it decided to widen to the south. We are an older couple and do realize that it will make situations more dangerous than what they are now. Turning in and out of my property is already a major problem, traffic is too dangerous. Therefore, age will play a major factor in the decision I will make. My wife and I decided that no matter what, it will be safer to move to a new location, and we would definitely like be compensated for the appraised value of our property, and would like to quality for moving assistance program.	<p>Thank you for attending our November 14, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You did not indicate support for the project. Specifically, you noted increased travel lanes would make entering and exiting your property more dangerous than the existing design.</p> <p>Separating opposing traffic via a depressed-or flush-median, increasing the number of travel lanes, and widening shoulders will increase the safety of the roadway. A noteworthy safety feature of a four-lane divided highway design is that it creates separation between opposing traffic; which significantly reduces the potential for vehicle accidents, and consequently minimizes the propensity for severe head-on collisions. Added travel lanes in either direction allow continuous passing opportunities for faster vehicles, while permitting safer turning onto and off the roadway -like entering and exiting your property, or other businesses, etc. Additionally, widening the shoulders increases overall safety by widening the effective roadway surface, creating an extra "out" for motorist, and allows for unimpeded lane travel for emergency vehicles.</p> <p>Your desire to be relocated, based on traffic conditions, are noted. If the final alternative makes your current residence inhabitability, TxDOT will work to relocate you during the right-of-way acquisition process. This phase of the project is currently slated to begin in 2020. An independent appraiser will make the determination about your current home.</p>
29	Clifford and Rebecca Lasseter 13988 SH 31 E Tyler, TX 75705	11/15/17	Email	Please widen the road! We live out there.	
30	Neva Christine & Kenneth Blackwell 5129 SH 31 W Kilgore, TX 75662		Comment Form	None of the proposed changes are good. With that said, the South widening Flush median option is the lessor of the evils. The Depressed (Grass) Median options would cause us the added danger of U-turn in 70mph traffic in order to get into our driveway.	

Comment Number	Name	Date Received	Source	Topic	Response
November 16, 2017 – Tyler Public Meeting					
1	Mr. Roger Barker 2530 Shenandoah Dr. Tyler, TX 75701	11/16/17	Comment Form	Thanks for preparation/presentation to the public! Your service is truly appreciated in planning/constructing safer highway systems for the public.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Thank you for your support. Our goal is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increases to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway.</p>
2	Mrs. Rubie Battise 18774 SH 31 E Tyler, TX 75705	11/16/17	Comment Form	I am not for this project on SH 31 improvements. Don't see how this will stop so much driving fast, texting on cell phone and drinking while driving. The speed needs to be lower and have police cars always riding the highway. If this project happen would prefer that they go on the other side of the highway.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated you do not support the project. You mention this project will not stop dangerous high-speed travel and distracted driving. While you are correct that the safety improvements, in and of themselves, will not eliminate dangerous driving; however, our aim is to mitigate and minimize the propensity and potential impacts of dangerous motorists. Providing extra travel lanes, widening shoulders, and separating opposing traffic by either a flush- or depressed-median, allows for greater passing ability, safer turning onto and off of the highway, and will significantly decrease accidents and markedly improve safety.</p> <p>Your concern about posted speed limits is valid and will be considered in future design development. Your comment about increasing law enforcement activity along the corridor is outside TxDOT purview, and those concerns may be directed toward your local Department of Public Safety office.</p>
3	Mr. Danny O Beal 16297 SH 31 E Tyler, TX 75701	11/16/17	Comment Form	I am completely opposed to the proposed widening north. In doing so, my home would be completely consumed. Widening south seems to be a more feasible solution, considering there seems to be more vacant space between highway and houses. I personally believe that space from both sides of the highway (north and south) would be a much better proposal or feasible solution. Hopefully this has helped.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You, representing Emmer Beal Williams, indicated your support for the project. Specifically, you noted your preference for south widening, or a hybrid where right-of-way is taken from both sides of the roadway because widening to the north alone would severely impact your residence and potentially require relocation. Thank you for your support. Your concerns about the potential impacts to your residence are valid and will be diligently considered in future design development. TxDOT will take measures to minimize, to the extent practicable, impacts to residences while improving safety along the roadway.</p>
4	Mr. Samson Berhe 213 Howley Ct. Irving, TX 75063	11/16/17	Comment Form	I prefer the depressed median because of safety.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. It was a pleasure to meet you. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference for a depressed-median alternative based on safety considerations. Thank you for your support.</p>

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5	Mr. Herbert R Buie PO Box 1116 Tyler, TX 75701	11/16/17	Comment Form	<p>1st Comment Form: Corner of 850 and Hwy 31 west corner. We show we own this – if not would be good to clear trees to people can see more of 31 as the approach coming from the north.</p> <p>2nd Comment Form: Better to go northside of 31. Depressed would be best – cause it would be less accidents and everyone would have to drive in their lanes. Flush – No – people would still use turning lane to pass in – more accidents. Please relocated road stockpile areas. I suggest depressed but taking frontage from both north and south – the would be the right thing to do.</p>	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>The private property lines shown at the meeting were taken from Smith County Appraisal District. It appears the H & M Buie Investments Ltd. property is south of SH 31, abutting existing TxDOT right-of-way westerly to a point at the FM 850 interchange. The trees north of SH 31 and west of FM 850 are beyond the clear-zone; however, your comment about increasing sight distance as vehicles travel from the north is valid and will be considered.</p>
6	Mr. Billy Mack Canada Jr. 15687 SH 31 E Tyler, TX 75705	11/16/17	Comment Form	North side depressed median option.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference for a depressed-median alternative with widening to the north. Thank you for your support.</p>
7	Mr. and Mrs. Philip Chacko 24070 SH 31 E Tyler, TX 75705	11/16/17	Comment Form	<ol style="list-style-type: none"> 1. It appears that widening south effects more structures than widening to the north. 2. Depressed median is good in the long run. 3. Is it necessary to widen more than what is new after the recent construction? 	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You, also representing Mr. and Mrs. Pedro Alvarez at 16716 SH 31 E, indicated support for the project. Specifically, you noted preference for a depressed-median alternative with widening to the north, based on fewer impacts to existing structures. Thank you for your support.</p> <p>Additionally, you questioned the necessity for this project given recent safety improvements. This is a valid concern. TxDOT is doing all it can, given available funding, to improve the safety of SH 31. In the past seven years there have been more than 700 serious-injury accidents, and nearly 40 fatalities within the project limits. While our recent SH 31 safety improvements have reduced the rate of accidents, the numbers are still too high. TxDOT is expecting to have increased funding to significantly increase the safety of SH 31 by adding travel lanes and separating opposing traffic.</p> <p>Our goal is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increases to traffic volumes. We believe the proposed SH 31 widening will improve the safety and mobility of the roadway.</p>

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8	Mrs. Beverly English 14621SH 31 E Tyler, TX 75705 & Mrs. Beverly English (MWBE Properties LLC) 15700 SH 31 E Tyler, TX 75705	11/16/17	Comment Form	South widening – flush median option – as widening to the north would reduce the amount of land we have for our cows to graze and make it difficult to pull a trailer in and out of the driveway without offsetting and take up even more grazing land. No median as trying to u-turn or get out with a trailer would be even more dangerous.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference for a flush-median alternative with widening to the south, citing impacts to your property and available grazing land for livestock if right-of-way were acquired to the north. Thank you for your support.</p> <p>You also highlighted the potential challenges of entering and exiting your property with large trucks and trailers if a depressed-median alternative were selected. These concerns are valid and will be considered in future design development.</p>
9	Mr. Tyler English 14621SH 31E Tyler, TX 75705	11/16/17	Comment Form	<p>1st Comment Form: South widening flush median option is my pick as to doing to the north would affect our driveway bringing in trailers to our farm as it is we can hardly fit truck and trailer in driveway since making passing lanes, and also takes away grazing land for the cattle.</p> <p>2nd Comment Form: South widening flush median option this will essentially affect our business but I believe it is the best option. No median as it would make it even harder and more dangerous getting out onto the highway and getting across to go the opposite direction.</p>	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You, representing MWBE Properties LLC, indicated your support for the project. Specifically, you noted preference for a flush-median alternative with widening to the south, citing impacts to your property and available grazing land for livestock if right-of-way were acquired to the north. Thank you for your support.</p> <p>You also highlighted the potential challenges and dangers of entering and exiting your property with large trucks and trailers if a depressed-median alternative were selected. These concerns are valid and will be considered in future design development.</p>
10	Mrs. Randi Evans 106A Cherie Ln Longview, TX 75604	11/16/17	Comment Form	I just wanted to meeting people I work with at TxDOT and the Engineering Company since I provide ownership info. Very nice presentations!	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>We are glad you enjoyed our presentation, and were able to meet people you do business with at TxDOT and Lochner.</p> <p>Our goal is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increases to traffic volumes. TxDOT believes the proposed SH 31 widening will improve the safety and mobility of the roadway.</p>
11	Mr. C.H. Ford 120 Surrey Tr. Tyler, TX 75705	11/16/17	Comment Form	I prefer the option of the depressed median. I think it will be safer which seems to be the strongest reason for the widening. It makes me no difference which side the extra right of way is taken.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference for a depressed-median alternative based on safety concerns. You expressed no preference about widening direction, north or south. Thank you for your support.</p>

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12	Mrs. Danielle Ford 18877 SH 31 E. Tyler, TX 75705	11/16/17	Comment Form	Chapel Hill area is residential area – a lot of families and kids that ride school buses. Speed limit is incredibly too high – too many deaths and more DPS. Favoring flush median (turning lane) and two lanes on each side. Child playing in the yard. Having grass in the middle for the north or south side – too many u-turns to get into your own driveway. This option doesn't consider school buses.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference for a flush-median alternative based on safety concerns. Thank you for your support.</p> <p>Your concerns about the numbers of children and the potential challenges of school bus traffic with a depressed median in residential areas, coupled with reducing the speed limit, are valid and will be considered in future design development. Your comment about increased law enforcement presence is beyond TxDOT's purview and should be directed toward your local Department of Public Safety office.</p>
13	Mr. Gregory Ford 18877 SH 31 E. Tyler, TX 75705	11/16/17	Comment Form	I understand we need safety on Hwy 31, my proposal is to us to flush median application so many ft to the north and so many ft to the south in the area's where the most houses are located then go within the depressed. Flush median at CR 25 to CR 233 then go to depressed median all the way to Gregg County line. We have kids playing in our yards so speed reduction is needed to ensure safety.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference for a flush median with an equal distribution of widening north and south, in higher-density residential areas (from CR 25 east to CR 233). You also indicated support for a depressed-median alternative in more rural areas (CR 233 east to Gregg County line). Thank you for your meaningful comments and support.</p> <p>You expressed concerns about the numbers of children playing in yards adjacent the roadway, and the necessity for reduced speed limit in residential areas. These concerns are valid and will be considered in future design development.</p>
14	Mrs. Terri Ford 18877 SH 31 E. Tyler, TX 75705	11/16/17	Comment Form	Favoring flush median (turning lane). Reduce speed limit. Leave it with two lanes with a turning lane in the middle.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You stated you favor a center turning lane, but would like to see the roadway remain two lanes overall. In 2015, average daily traffic was approximately 12,000 vehicles per day. By 2035, that number is expected to increase to more than 22,000. The two additional travel lanes would help alleviate the anticipated future traffic congestion and create a safer turning procedure for residents and business goers.</p> <p>You also expressed a desire to reduce the speed limit. Your concern is valid and will be considered in future design development.</p>
15	Mr. and Mrs. Merlin Hilbrand 11653 SH 31 Tyler, TX 75705	11/16/17	Comment Form	We feel the depressed median would be the best option for the safety of people traveling on 31.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference for a depressed-median alternative, citing safety as a concern. Thank you for your support.</p>

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16	Mr. Malcolm L Jackson 21187 CR 240 Tyler, TX 75705	11/16/17	Comment Form	Prefer the cheapest and quickest option. Main thing right now is to have a shoulder for the trash trucks, school buses, mail carriers and emergency. This is probably now with the widening.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference for the cheapest and quickest option. Thank you for your support.</p> <p>You commented about the need for increased shoulder width for garbage trucks, school busses, emergency personnel, and mail delivery. The shoulders will be widened in each alternative presented.</p>
17	Mrs. Mollie Leonard 15622 SH 31 E Tyler, TX 75705	11/16/17	Comment Form	I think the flush median is the best and much needed.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference for a flush-median alternative. Thank you for your support.</p>
18	Mr. Ronald W Perdue 1215 Regency Ln Tyler, TX 75703	11/16/17	Comment Form	Our family leases a cell tower to Verizon/AM Tower located 1 mile east of Loop 323, on the south side of SH 31 at Station 374+00. We suggest that you widen Hwy 31 on the north side, where you do not impact the cell tower. This would be a large expense for TxDOT to relocate the tower. Also, American Tower could possibly want to re-locate the tower off of our land. We do not want to run the risk of lost income. Note: I have discussed this matter with your Mr. David Wicks, Utilities Dept.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You, representing Ms. Doris Perdue, indicated your support for the project. Specifically, you noted preference for a north-widening option, based on the potential of lost income from a cell-tower leased on your property (STA 374+00) if right-of-way were acquired to the south. Thank you for your support.</p>
19	Mr. James Pike 2505 US 79 E Henderson, TX 75652	11/16/17	Comment Form	For the safest roadway it should have a depressed median. The flat median would require some type of barrier to prevent vehicles from coming over into on coming traffic.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You, as a representative of Pay Attention East Texas, indicated your support for the project. Specifically, you noted preference for a depressed-median alternative, based on safety considerations. Thank you for your support.</p> <p>Your suggestion regarding a barrier to further minimize the potential of head-on collisions, if a flush-median alternative is chosen, is valid and will be considered during future design development.</p>

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20	Mr. and Mrs. Jeff Rowe 14122 SH 31 E Tyler, TX 75705	11/16/17	Comment Form	I would like to see a depressed median for Hwy 31 E. We have seen too many accidents with the turn lane that you put in from Loop 323 to CR 850. People use the turn lane as a passing lane. We had a head on accident in front of our house. That was just a turn lane for CR 2908. Also people on CR 2908 do not stop for the stop sign and go into the ditch. It is 2 lanes right now. If this happens when we have 4 lanes it could be a lot worse. Stop sign.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference for a depressed-median alternative, based on safety considerations. Thank you for your support.</p> <p>You also expressed concern regarding the intersection at CR 2908, citing dangerous driving conditions. Your concern is valid and increased safety measures at the SH 31/CR 2908 intersection will be considered during future design development.</p>
21	Mr. Michael Rowe 141705H 31E Tyler, TX 75705	11/16/17	Comment Form	Having lived on Hwy 31 since 1996 I've seen and heard of accidents that have taken lives. To protect citizens I believe a divided or depressed median should be the one proposed. I have also seen a lot of accidents on the side road CR 2908 since I live across from it. People coming down the hill on 2908 have failed to stop and have hit our fence across 3 lanes of traffic.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference for a depressed-median alternative, based on safety considerations. Thank you for your support.</p> <p>You also expressed concern regarding the intersection at CR 2908, citing dangerous driving conditions. Your concern is valid and increased safety measures at the SH 31/CR 2908 intersection will be considered during future design development.</p>
22	Mr. Neal Tarps 3030SH 31 E Tyler, TX 75702	11/16/17	Comment Form	<ol style="list-style-type: none"> 1. How many people have died from 1987-present on Hwy 31? 2. How many people have died since Tyler went wet – prom? 3. What's the proposed starting date? 4. What is the expected completion date? 5. Why has this taken so long – lack of funds is a lame go to excuse. Texas has a huge rainy day fund - It is raining blood on Hwy 31. 	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You did not directly indicate your support for the project, but you did echo a sentiment that you wished this project were started sooner. TxDOT does not have sufficient data to accurately answer your question regarding the number of deaths on SH 31 since 1987. Since Smith County legalized the sale of alcohol, in 2010, there have been 38 deaths from vehicle accidents within the project limits.</p> <p>We began preliminary engineering development in February, 2017. That process will take approximately two years; will include another public meeting and a public hearing. Right-of-way (ROW) acquisitions are expected to begin in the spring of 2020, and be completed by the summer of 2023. Construction will begin after ROW is complete and utilities are relocated.</p> <p>TxDOT has worked diligently in recent years, with available funds, to improve the safety of SH 31 by adding passing lanes, turning lanes, and widening shoulders. Anticipated increases to available funding are driving this project to become reality. Our goal is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increases to traffic volumes. We believe the proposed SH 31 widening will improve the safety and mobility of the roadway.</p>

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23	Mrs. Jacqueline Everhart-Thompson 3101 SH 31 E #88 Tyler, TX 75702	11/16/17	Comment Form	I would like to see the road widened equally north and south. I would like to see the speed limit lowered to 60 mph the entire route from 850 into Kilgore when the speed limit goes to 60. I would like for the highway to be divided with 4 lanes the entire way. The added revenue from tickets that will be written for people continuing to drive 70 (as we know they will) can serve a two-fold purpose and raise additional revenue to off the additional expense of widening both sides of the highway instead of widening only one side and secondly the hope that the lower speed will help to reduce the death toll on this road. It is my hope that this project once completed will help bring additional businesses and traffic for the businesses which in turn will generate more revenue for the state to funnel back into road improvement projects – hopefully slated for additional funding for the Highway 31 project.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference for a depressed-median alternative, with widening distributed equally from the north and south. Thank you for your meaningful comments and support.</p> <p>You also expressed concern regarding the posted speed limits, requesting 60mph from FM 850 east to Kilgore. Your concern is valid and will be considered in future design development. Your economic revenue plan to pay for construction costs is clever, but funding highway construction is complex. Nonetheless, it would be an added and welcomed bonus if TxDOT's safety improvements generated economic benefits for the community.</p>
24	Mr. Stephen L Ward 6742 Lila Ln. Tyler, TX 75707	11/16/17	Comment Form	First, you need to get the property lines corrected. Second, when you correct the property lines we would like the South widening depressed median option.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference for a depressed-median alternative, with widening to the south. Thank you for your support.</p> <p>You also expressed concern regarding the property lines shown on the schematics. The property lines shown were taken from Smith County Appraisal District. TxDOT schematics are used for Informational purposes only and every effort is made to print current and accurate information - property boundaries do not represent on-the-ground surveys. We will do our due diligence to see property lines accurately reflect public information provided by the Appraisal Districts, but any discrepancy beyond that should be directed to their offices. During the right-of-way acquisition process a Texas Registered Professional Land Surveyor will be used to research the deeds for ownership information and boundary locations.</p>
25	Mr. Roland Williams 889, Norris Rd. Kilgore, TX 75662	11/16/17	Comment Form	I prefer the depressed median. My concerns are at FM 3053 and FM 2767 even on the depressed it goes to a raised in that section. I would like to see a depressed in that area or have something better than blinking lights.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated your support for the project. Specifically, you noted preference for a depressed-median alternative. Thank you for your support.</p> <p>You also expressed concern regarding the intersections at FM 3053 and FM 2767, stating you would like to see depressed median through this area and better signalling. There are some unique challenges there with the proximity of two FM roads, but your concerns are valid and will be considered.</p>

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26	Carlos Alfred 10331 State Highway 31 E Tyler, TX 75705	11/16/17	Comment Form	My concern is the amount of new ROW that will be needed for this project. Looking at the proposed, the additional ROW would eliminate my driveway. I am wondering why the use of curb and gutter cannot extend past CR 279 to reduce the amount of ROW needed.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You did not indicate support for the project, but expressed concern about the amount of right-of-way (ROW) needed for the project. A project of this magnitude inevitably requires ROW acquisition. You are correct with your statement that if the widening alternative to the north is ultimately selected as the preferred alternative then you would likely have impacts to your driveway. Please keep in mind if that does occur TxDOT will match or improve your existing driveway conditions; both in size and composition.</p> <p>You also questioned the use of curb-and-gutter beyond CR 279 to reduce the amount of proposed ROW required. At this stage of preliminary project development, it has not yet been determined where curb-and-gutter will actually be utilized. Your concern about minimizing the amount of ROW required is certainly valid and will be considered.</p>
27	Myron and Marshunda Cobb 16707 State Highway 31 East Tyler, TX 75705	11/16/17	Comment Form	I really do not think it will make a difference. The object seems clear. I've spent almost 18 years on the highway. I very much oppose using the north side and the south side. I would much rather the highway stay the way it is.	
28	Michael Crist 10200 Hwy 31 East & 10786 Hwy 31 East Tyler, TX 75705	11/16/17	Comment Form	As a lifelong resident and business owner on Hwy 31 East and having two properties that could be affected by the current proposal, I am asking that you consider different options. I feel that the stretch of Hwy 31 East from the Loop 323 to FM 850 will hurt many homes and business owners. The current proposals threaten to take my cell established 26 year old business. The compensation offered is not enough to rebuild my business or relocate it. If you take this from me I will be left with no way to provide for my family as this is our main source of income. I feel that there are other options to consider. One idea being hold off on this construction until Loop 49 is complete on our side of town and see how much traffic is relieved by that. Then if it is still needed consider starting the widening project at FM 850 to avoid taking property from so many businesses and new homes. Another option to consider would be just widen to four lanes with center turn lane the same as Hwy 64 east in Chapel Hill and take a small amount of property on each side of the Hwy so that nobody on one side losses everything. We just feel there are many more options that won't threaten to take our business and personal property away. We ask you to please reconsider other options. As a witness on this highway over the years never once was it the way the road was built fault. Unfortunately, we can not stop people careless behaviour behind the wheel.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You did not expressly indicate support for the project. You commented that widening between SL 323 and FM 850 will negatively impact homes and businesses in this area. In 2015, average daily traffic in that stretch was approximately 12,000 vehicles per day. By 2035, that number is expected to increase to more than 22,000. The two additional travel lanes would help alleviate the anticipated future traffic congestion and create a safer turning procedure for residents and business goers.</p> <p>As depicted, both southern widening alternatives* flush or depressed median -would likely "take" the current building Mike's Automotive operates from. You have not been offered any compensation for any take since an alternative alignment has not been selected. If a south widening were selected, TxDOT would be required to fully compensate you for any losses and relocation. It appears TxDOT would be able to fully relocate Mike's Automotive on the same property, if desired. But it must be stressed that we are not to that stage yet. A preferred alignment for the project has not been selected and right-of-way acquisitions are not expected to begin until 2020.</p> <p>You did suggest a hybrld north/south widening with a flush median would cause minimal business or structure relocations, and none to your properties. This will be strongly considered in future design development. A flush-median alternative would look similar to SH 64 through New Chapel Hill as mentioned. We do not feel postponing this project is a</p>

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					<p>viable option. In the last seven years there have been 38 deaths within the project limits, and more than 700 accidents that caused injuries. While your statement about the crashes along SH 31 being caused by reckless driving is not necessarily incorrect, TxDOT will continue to do everything within reason to improve safety along our roadways. This proposed project should reduce the numbers of serious and injury-sustaining accidents due to separating opposing traffic, increasing the number of through traffic lanes, and providing wider shoulders.</p> <p>TxDOT empathizes with any loss of business and personal property, and consistently takes measures to minimize and mitigate any take, to the greatest extent practicable. This holds true for the entire SH 31 corridor, Mike's Automotive, and your personal residence.</p>
29	Dr. James M. Ford 18629 State Highway 31 Tyler, TX 75705	12/21/17	Mailed Comment Form	<ol style="list-style-type: none"> 1. It is our desire to have the speed limit lowered to 60 miles per hour. 2. It is our desire to have a center turn lane added to Hwy 31 E. 3. It is our desire to have southside flush median. 4. We do not desire a flush depressed median. 5. Our son died as a passenger in a head on auto crash less than a 8th of a mile from our home. 	
30	Royal C. Ford 15960 Hwy 31 E. Tyler, TX 75705	11/16/17	Comment Form	Put a shoulder on left and right using land you already have to widen the road. We do not need the grassy middle lane. The speed limit needs to be lower. It's 60 miles from 850 to town.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You did not indicate support for the project. Instead you suggested TxDOT add a shoulder on either side of the road. There currently are shoulders there today. Based on the number of serious accidents and projected traffic increases, additional safety improvement measures are warranted. TxDOT proposes to increase the number of travel lanes to accommodate future traffic volume, establish a flush median which functions as a continuous-center turn lane while separating opposing traffic, and widening shoulders to allow access for emergency vehicles and safer entry onto and exit off of the roadway. Additionally, you expressed concern about the speed limit and requesting it be lowered. Your concern has been noted.</p>
31	Richard Hillard 9033608070	11/30/17	Email	Hi, I'm Richard Hillard and own property at 10226 hwy 31e tyler. I have a business East of Mikes Automotive. I came to the meeting a few weeks ago and looked everything over and the staff was very friendly and helpful. After thinking it over here is what I see. Of course I'm biased but it appears the north side is going to be the side to widen 31e. There's a lot of business on the south side, power lines, cell tower, etc. If the highway gets closer to me or Mikes auto we will lose our parking and our businesses, or lose our buildings also. I just built my building 6 months ago. It looks like Home Health to the west of us would lose a lot also. I don't like a grass median since that would hurt our businesses also and be very inconvenient for us. I think the grass median could be put past 850 and work great. I like the idea of road bumps to slow traffic down and the speed limit drop written on the highway also along with a light at 850. Thanks for your time.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated support for the project. Specifically, you noted preference for a hybrid of the flush-and depressed-median designs with north widening, based on impacts to local businesses. You expressly suggested a flush-median design with north widening from SL 323 in Tyler, east to FM 850, where beyond you feel a depressed median is warranted. Thank you for your support.</p> <p>Additionally, you suggest a traffic signal at FM 850, speed bumps, and the speed limit reduction to be painted on the road surface. These suggestions and concerns will be considered in future design development.</p>

Comment Number	Name	Date Received	Source	Topic	Response
November 16, 2017 – Tyler Public Meeting					
32	Barbara Lewis 16164 State Hwy 31 E	11/16/17	Comment Form	I have live on this land all my life (Hwy 31). The land have belong to my great-grand; grand parent and my parent. I wish not to move or sell my land. Making the road wider do not stop wreck. I have retired and have been looking forward in enjoy this land. We don't need improvement.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You did not indicate support for the project. You noted the road does not need improvements and widening will not stop wrecks. While making the road wider will not inherently prevent vehicle collisions, what it will do, by increasing the distance and separation of opposing traffic, is significantly reduce the potential and propensity for serious-injury wrecks. Additionally, adding through travel lanes will aid in allowing motorist to pass safely and accommodate future traffic volumes, and widened shoulders will allow access for emergency vehicles and safer entry onto and exit off of the roadway.</p> <p>Our goal is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increases to traffic volumes and minimizing impacts to the adjacent property owners.</p>
33	Hannah Neill 193 Surrey Trails	11/30/17	Email	<p>My input on the various plan: we need a hybrid of the 4 four plans: I like the idea of median for much of the length of the project. It is a good safety feature (can you get one added on Hwy 21 between San Marcos and College Station? lol</p> <p>However, because we often enter our neighborhood from the east, we recommend the median not start until a couple of miles beyond the Loop. Having no median for a few miles will ensure development on the south side of the highway will be accessible from the east without dangerous u-turns</p> <p>Please plan to keep the center turn lane; it is a must in the area where there is no median - As a whole, I prefer the North Flush option - at least in the first 1.5 miles leaving Tyler.</p> <p>Homes were built in Surrey Trails with planned and specific buffers (distance and trees) between residences and the highway. Distance from the highway is important for noise reduction and for safety from strangers/transients, (not to mention aesthetics and property value preservation).</p> <p>I realize curves in the road are more expensive than strait-a-ways, but I would really like to see this project minimize the impact on homesteads. Most have built homes on this highway with specific buffers.</p>	<p>Thank you for your comments regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated support for the project. Specifically, you noted preference for a flush median with north widening, based on the improved turning into and out of the Surrey Trail subdivision. Thank you for your support. Your concerns regarding accessibility into the residential community are valid and will be considered. Our goal is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increases to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway.</p>
34	Quentin Neill 512-983-5516	11/30/17	Email	Regarding the SH 31 widening, my mother lives in the Surrey Trails subdivision. She would highly prefer the "Flush North" option as it looks like it would allow left turns (west bound) from the second entrance, which is near her house.	
35	Chontyana Polk 16148 State Highway 31 E Tyler, TX 75705	11/16/17	Comment Form	Use what you have and put traffic light at 850 and 757 plus lower the speed limit.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You did not indicate support for the project. You did express the need for traffic signals at FM 850 and FM 757 and reducing the speed limit throughout the corridor. Both suggestions are valid and will be considered as we move forward with future design development.</p>

Comment Number	Name	Date Received	Source	Topic	Response
November 16, 2017 – Tyler Public Meeting					
36	Jacqueline Warren 16148 State Highway 31 E Tyler, TX 75705	11/16/17	Comment Form	Use the land you already have you have enough land to make a four lane highway. When they purchased land 14-15 years ago, they said they had enough land to make a 4 lane highway then. Lower the speed limit and patrol it.	<p>Thank you for attending our November 16, 2017 public meeting regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You did not indicate support for the project. You did express concern about the amount of right-of-way (ROW) needed for the project. There is not quite enough existing ROW to accomplish the needed safety improvements to meet required current design standards. TxDOT's proposed safety measures include increased travel lanes, a continuous-center turn lane, and widened shoulders.</p> <p>Additionally you expressed concern about the speed limit and requesting it be lowered. Your concern is valid and will be considered in future design development. Your comment about the need for the highway to be patrolled (by law enforcement) is beyond TxDOT's purview and should be directed toward your local Department of Public Safety office.</p>

Comment Number	Name	Date Received	Source	Topic	Response
1	Mr. J.C. Arthur 3772 SH 31 W Kilgore, TX 75662	July 24, 2018	Comment Card	<p>The intersection at 31 & 757. Please go back to drawing board.</p> <p>All of these U-turns are just as bad.</p> <p>Simply drive around the loop in or Tyler. You will be locking your brakes up.</p> <p>Thank you.</p>	<p>Thank you for attending our second public meeting on July 24, 2018, regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You expressed concern with the Restricted Crossing U-turn (RCUT) intersection design at SH 31 and FM 757. Empirical data evidence, from within Texas and throughout the country, show RCUT intersections markedly improve roadway intersection safety.</p> <p>TxDOT is of the opinion that the proposed RCUT intersection along SH 31 will significantly reduce conflict points compared to a convention intersection, effectively and efficiently manage access, reduce travel times, and increase capacity. RCUT intersections have a smaller overall footprint, which preserves adjacent properties and reduces its environmental impacts. This type of intersection also has a lower construction cost combine to a grade-separated interchange.</p> <p>Our goal is to is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increase to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway.</p>
2	Mr. Rufus Currington 19664 SH 31 E Tyler, TX 75705	July 24, 2018	Comment Card	<p>I was mainly concerned on my right of way because last meeting I was told that I could possibly lose 30 to 60 feet or possibly none but I'm ok either way. Just glad to see 4-lane highway flowing traffic safely.</p>	<p>Thank you for attending our second public meeting on July 24, 2018, regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated support for the project. You expressed some concern about potential right-of-way acquisition of your property. The schematic presented at the recent public meeting shows all widening of SH 31 near your property to the north. Thank you for your support.</p> <p>Our goal is to is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increase to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway.</p>
3	Mr. Michael Davis 19019 SH 31 E Tyler, TX 75705	July 24, 2018	Comment Card	<p>Concern about turning into any driveway with a 40' trailer. Requesting a wider (18 wheeler driveway) driveway. In order to negotiate the turn from Kilgore. After speaking with Mr. Carson I would like to request a wider driveway.</p>	<p>Thank you for attending our second public meeting on July 24, 2018, regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated concern about entering your driveway with a 40-foot trailer, and requested a wider driveway to handle the load. Your concern is valid and requesting an adequately sized driveway is reasonable. Texas Department of Transportation will ensure the width and radius of your driveway is constructed to safely maneuver 40-foot trailers.</p> <p>Our goal is to is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increase to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway.</p>
4	Dr. Charles B. Florio, Ph.D.	August 6, 2018	Mail	<p>Very good proposal. U-turns work very well on Loop 281 in Longview. Speed limits need reduced in Johnson Hts area. Thank you.</p>	<p>Thank you for attending our second public meeting on July 24, 2018, regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated support for the project and noted how well the u-turns worked on Loop 281 in Longview. Thank you for your support. We expect the u-turns on SH 31 to be just as successful.</p>

Comment Number	Name	Date Received	Source	Topic	Response
					<p>You also suggested reducing speed limits in the Jackson Heights area. The flush median section (through Jackson Heights) will have a lower speed limit than the depressed-median section, to allow for safer turning movements.</p> <p>Our goal is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increase to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway.</p>
5	Ken Garrett 23174 Hwy 31 E Tyler, TX 75705	August 10, 2018	E-mail	<p>Carson,</p> <p>Thank you for explaining the current expansion plan for Hwy 31 and taking the time to address my concerns.</p> <p>While I believe expansion is overdue, I need to ensure that the impact to my family is minimal and most important, safe.</p> <p>We have walked the current & proposed ROWs. After many measurements & much reasoning on access I have the following thoughts.</p> <p>Presently our fence at the ROW leaves enough distance to the roadway for a truck & trailer to be completely out of the road while unlocking the gate. The proposed ROW will not leave enough distance which will require a set back of the gate. This solution will not work due to the northward position of the new ROW. There will not be enough front yard to accommodate the set back of the gate & allow us to make the turn.</p> <p>It appears that we will need to use the driveway in the east pasture with a set back on the gate for the longer trailers. That is acceptable & I can make that work with a driveway wide enough to keep the trailers out of the ditch while making a right turn.</p> <p>The Pannells have a driveway directly across 31 from us on the south side of the Hwy. It is their access to that property. They also own the property adjacent to our east fence line, on the north side of Hwy 31. The driveway to that property is on the west side of the property. They run cattle on</p>	<p>Thank you for attending our second public meeting on July 24, 2018, regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated support for the project. You expressed some concerns about potential accessibility issues to your property near station 1064+00. Your first concern is potentially not having enough offset from the roadway to safely maneuver trucks with trailers through your gate. The current distance from the edge-of-pavement to the right-of-way (ROW) is approximately 85 feet. The proposed design shows an offset from edge-of-pavement to the new ROW at approximately 88 feet. Thus, the design will provide you with a similar setup to operate trailers through your gate as the current conditions.</p> <p>Your second concern relates to making U-turns, due to the divided median, when heading east from your driveway. You feel this maneuver is unsafe. You requested a crossover separate from the one shown at CR 246. TxDOT has not yet identified crossover locations, except for those at Farm-to-Markets and County Roads. We will do so in the next phase of development. Factors we will consider to justify additional crossovers include engineering evaluations of overall safety, emergency service needs, sight distance, access management, and population density.</p> <p>Particularly in high-speed areas, a depressed median with U-turns is markedly safer, than a flush median design. U-turns allow motorists to navigate traffic from each direction independently, while a five-lane section require motorists to simultaneously travers traffic across all four travel lanes and the center turn lane. TxDOT concurs that proper consideration must be given at U-turn locations for trucks with trailers. The proposed design offers separate turn lanes with ample storage as well as 10-ft shoulders for vehicles to complete the u-turn. The shoulders also provide an area for trucks with trailers to accelerate before merging into the higher speed traffic.</p> <p>Thank you for your support. Our goal is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increase to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway.</p>

Comment Number	Name	Date Received	Source	Topic	Response
				<p>both tracts & regularly move them across Hwy 31 to rotate their pastures.</p> <p>The present plan to have a depressed grass median has us making U-Turns at CR-246 to go east toward Kilgore. That is not safe, with or without a trailer. A paved median between the two Pannell driveways would be the safest access for us & The Pannells. We have to be able to get out of the traffic lanes to wait for our turns to be safe.</p> <p>The new west bound passing lane has created problems for us & the Pannells to turn in and out of our driveways. The single lane kept the traffic sequenced and allowed us to find a gap to get out of the driveway or make a left turn into it. The new passing lane allows the traffic to be staggered & creates problems finding a gap.</p> <p>I realize you have twenty miles of access issues to deal with on this project. We have owned this property since 1988. It is my intention to live here the rest of my life. We need safe access to do that. Thank you</p>	
6	Mr. and Mrs. Johnny Jackson	July 24, 2018	Comment Card	Please consider putting a turning lane in front our house from east to west from Kilgore We are approx. 6 miles.	<p>Thank you for attending our second public meeting on July 24, 2018, regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You asked TxDOT to consider putting a turn-lane in the SH 31 westbound lanes, in front of your property. Generally, TxDOT constructs turning lanes at roadway intersections, like at a Farm-to-Market or County Road. Only under extremely rare circumstances does TxDOT install turning lanes for private residences. However, we will consider your request and evaluate your location.</p> <p>Thank you for your support. Our goal is to is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increase to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway</p>
7	Mr. Dennis Jennings 21354 SH 31 E Tyler, TX 75705	July 24, 2018	Comment Card	A flush median from station #982 to 1005 would provide better access to driveways. If that is not possible then a crossover at #982 and 1005 would help many on Wildwood and seven families on 31.	<p>Thank you for attending our second public meeting on July 24, 2018, regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You, representing yourself, David and Patricia Jennings, and Teah Smiley, indicated a desire to see design accommodations in the form of crossover(s) or a flush-median near station 982+00 through 1005+0+, to help residents in the area of Wildwood Drive.</p> <p>The amount of traffic and turning movements through this area does not warrant a flush-median roadway. The schematic, presented at the meeting, shows a crossover</p>

Comment Number	Name	Date Received	Source	Topic	Response
					<p>with designated turn lanes at Wildwood Drive, neat station 994+00. It also shows full intersections with turn lanes at CR 233 (near 907+00) and similarly at CR 246 (near station 1026+00). The specific locations of additional crossovers have not yet been determined; however, we will evaluate if a crossover between CR 233 and Wildwood Drive warrants. Factors we consider to justify additional crossovers include engineering evaluation of overall safety, emergency service needs, sight distance, access management, and population density.</p> <p>Thank you for your support. Our goal is to is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increase to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway.</p>
8	Mr. Alex Morgan 3088 Old Omen Rd. #326 Tyler, TX 75707	July 24, 2018	Comment Card	The intersection at family Dollar close to Tyler, could you put a bridge there instead which would be safer and it would keep traffic moving on both sides.	<p>Thank you for attending our second public meeting on July 24, 2018, regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated concern about the intersection of SH 31 and FM 757, and suggested an overpass across FM 757 would be safer and improve traffic flows. Your concern and suggestion are valid. A grade-separation interchange, at this location, was briefly considered early in the design. However, we ultimately determined the safety benefits of an overpass at FM 757 were similar to that gained with the Restricted Crossing U-turn (RCUT) intersection design, presented at the second public meeting.</p> <p>The RCUT intersection improves the roadway's overall safety by managing conflict points and the design reduced intersection delays. It also requires less right-of-way than a grade-separated interchange and comes with lower construction costa and shorter construction timeframe.</p> <p>Our goal is to is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increase to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway.</p>
9	Mr. Rickey Mosley 16071 SH 31 E Tyler, TX 75705	July 24, 2018	Comment Card	As a current occupant in the said area being considered, I see the need of the change for safety reasons. I've seen vehicles leave the highway as well as been involved in a head-on on rear-ended. The turning lane may be the best for the older individuals. However, the grass nose would be ideal way to go to separate the traffic best.	<p>Thank you for attending our second public meeting on July 24, 2018, regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated support for the project Specifically, you noted preference for the depressed median as the safest alternative. TxDOT appreciates haring your perspective as someone who lives on SH 31 and was personally involved in several accidents. Your concerns and suggestion will be considered in the future design development. Thank you for your support.</p> <p>Our goal is to is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increase to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway.</p>
10	Mrs. Josephine Nance 16619 SH 31 E Tyler, TX 75705	July 24, 2018	Comment Card	I prefer flush median near station 730.	<p>Thank you for attending our second public meeting on July 24, 2018, regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated support for the project, with a preference for the flush median alternative near your residence at station 730+00. This preference is understandable, since the</p>

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					<p>depressed median design requires the acquisition of your home. Thank you for the comment. We will evaluate your suggestion as we continue to develop the project.</p> <p>Our goal is to is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increase to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway.</p>
11	Mr. J. H. Roberson 16187 SH 31 E Tyler, TX 75705	July 24, 2018	Comment Card	My concern would be the flush median where I would not have to move.	<p>Thank you for attending our second public meeting on July 24, 2018, regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated support for the project, with a preference for the flush-median alternative near your residence at station 708+50. This preference is understandable, since the depressed median design requires the acquisition of your home. Than you for the comment. We will evaluate your suggestion as we continue to develop the project.</p> <p>Our goal is to is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increase to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway.</p>
12	Mr. Cecil Taylor 4071 SH 31 W Kilgore, TX 75662	July 24, 2018	Comment Card	It's a good idea. Need the work done.	<p>Thank you for attending our second public meeting on July 24, 2018, regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated support for the project. Thank you for your support. Our goal is to is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increase to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway.</p>
13	Dr. Mattye Mauldin Taylor 16021 SH 31 E Tyler, TX 75705	July 24, 2018	Comment Card	I live at 16021 State Highway 31 East and my family has lived here for over 50 years. Recently upon retiring, I am continuously reminded how scary it can be on this this highway. My 26 year cousin was killed about 2 years ago attempting to turn into his residency on 31. My recommendation is to install the median while widening the highway. It is a permanent ix; not a makeshift one. Cars exceed 70 miles per hr. all the time. Assuming the turn lane only will fix the problem is short-sighted. It fix satisfies the current residents but what about what is best now and in the future. Install the median.	<p>Thank you for attending our second public meeting on July 24, 2018, regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You representing the James Mauldin family, indicated support for the project. Specifically, you noted preference for the depressed median as the safest alternative and the most sensible long-term solution to improving safety along SH 31.</p> <p>TxDOT sincerely appreciates hearing your perspective, as someone who lives in the community and has lost a loved one on SH 31. Your concerns will be earnestly considered as we advance the development of this project. Thank you for your support.</p> <p>Our goal is to is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increase to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway.</p>
14	Bill Woodall	July 24, 2018	Comment Card	Depressed median looks best to me.	<p>Thank you for attending our second public meeting on July 24, 2018, regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You indicated support for the project. Specifically, you noted preference for the depressed median alternative. Thank you for your support. Our goal is to is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increase to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway.</p>

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15		July 24, 2018	Comment Card	<p>We have a ranch along State Hwy 31 with frontage from crossovers 745-780. We routinely have large trucks and trailers entering and exiting our property @ crossover 764.</p> <p>I am requesting a crossover be added at 764+50 that 18 wheelers do not have to make U-turns further down.</p> <p>Thank you.</p>	<p>Thank you for attending our second public meeting on July 24, 2018, regarding the widening of SH 31 between Tyler and Kilgore. Your comments are now part of the project's official record.</p> <p>You requested a crossover be added at your driveway, near station 764+0, to allow for 18-wheeler trucks to safely enter and exit your property.</p> <p>TxDOT has not yet identified crossover locations, except for those at Farm-to-Markets and County Roads. We will do so in the next phase of development. Factors we will consider to justify additional crossovers include engineering evaluations of overall safety, emergency service needs, sight distance, access management, and population density.</p> <p>On August 10, 2018, our office received a hand-delivered letter from Adams & Coker, P.C. stating they been hired to represent you. Moving forward we will direct all correspondence regarding the Roddy Property through this law office. Please understand now that legal representative is declared, we are unable to answer you questions directly, either in writing or in-person at any future meetings.</p> <p>Our goal is to is to improve the safety of the SH 31 corridor between Tyler and Kilgore, while accommodating for future increase to traffic volumes. The proposed SH 31 widening will improve the safety and mobility of the roadway.</p>

This report was written on behalf of the Texas Department of Transportation by



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