Final
Environmental Assessment

US 82, Wichita Falls District

From FM 1197/Bridge St. in Henrietta to SH 175/Montague St. in Nocona

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Clay and Montague Counties, Texas

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

TABLE OF CONTENTS

1.0 Introduction 1
2.0 Project Description 1
2.1 Existing Facility 1
2.2 Proposed Project 1
3.0 Purpose and Need 2
3.1 Need 2
3.2 Supporting Facts and Data 3
3.3 Purpose 3
4.0 Alternatives 3
4.1 Build Alternative 3
4.2 No Build Alternative 3
4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration 3
5.0 Affected environment and environmental consequences 4
5.1 Right-of-Way/Displacements 4
5.2 Land Use 5
5.3 Farmlands 6
5.4 Utilities/Emergency Services 6
5.5 Bicycle and Pedestrian Facilities 7
5.6 Community Impacts 7
5.6.1 Environmental Justice 7
5.6.2 Limited English Proficiency 9
5.7 Visual/Aesthetic Impacts 9
5.8 Cultural Resources 10
5.8.1 Archeology 10
5.8.2 Historic Properties 11
5.9 DOT Act Section 4(f), LWCF Act Section 6(f) and PWC Chapter 26 12
5.10 Water Resources 12
5.10.1 Clean Water Act Section 404 12
5.10.2 Clean Water Act Section 401 13
5.10.3 Executive Order 11990 Wetlands 14
5.10.4 Rivers and Harbors Act 14
5.10.5 Clean Water Act Section 303(d) 14
5.10.6 Clean Water Act Section 402 15

5.10.7 Floodplains 15
5.10.8 Wild and Scenic Rivers 15
5.10.9 Coastal Barrier Resources 16
5.10.10 Coastal Zone Management 16
5.10.11 Edwards Aquifer 16
5.10.12 International Boundary and Water Commission 16
5.10.13 Drinking Water Systems 16
5.11 Biological Resources 17
5.11.1 Texas Parks and Wildlife Coordination 17
5.11.2 Impacts to Vegetation 17
5.11.3 Executive Order 13112 on Invasive Species 18
5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping 18
5.11.5 Impacts to Wildlife 18
5.11.6 Migratory Bird Protections 19
5.11.7 Fish and Wildlife Coordination Act 19
5.11.8 Bald and Golden Eagle Protection Act of 2007 19
5.11.9 Magnuson-Stevens Fishery Conservation Management Act 19
5.11.10 Marine Mammal Protection Act 20
5.11.11 Threatened, Endangered, and Candidate Species 20
5.12 Air Quality 20
5.13 Hazardous Materials 21
5.14 Traffic Noise 22
5.15 Induced Growth 30
5.16 Cumulative Impacts 30
5.17 Construction Phase Impacts 30
6.0 Agency Coordination 31
6.1 Texas Commission on Environmental Quality (TCEQ) 31
6.2 Texas Parks and Wildlife Department 31
6.3 Texas Historical Commission 32
7.0 Public Involvement 32
8.0 Post-Environmental Clearance Activities and Contractor Communications 33
8.1 Post-Environmental Clearance Activities 33
8.2 Contractor Communications 34

9.0 Conclusion 35
10.0 References.....36

TABLES

Table 1: Noise Abatement Criteria 23
Table 2: Traffic Noise Levels dB(A) L_{eq} 24
Table 3: 2036 Noise Impact Contours.....27
Table 4: Post-Environmental Clearance Activities.....33
Table 5: Contractor Communications.....34

APPENDICES

Appendix A: Project Location Map
Appendix B: Photos of Existing Facility
Appendix C: Schematics and Proposed Typical Sections
Appendix D: Existing Typical Sections
Appendix E: Plan and Program Excerpts
Appendix F: Resource-Specific Maps and Forms
Appendix G: Resource Agency Coordination

ACRONYMS

AADT	Annual Average Daily Traffic
APE	Area of Potential Effects
BMP	Best Management Practice
CBRA	Coastal Barrier Resources Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CGP	Construction General Permit
CO	Carbon Monoxide
CPRTC	Cross Plains Rural Transportation Council
CT	Census Tract
CWA	Clean Water Act
dB(A)	A-weighted decibel
EA	Environmental Assessment
EIS	Environmental Impact Statement
EMST	Ecological Mapping Systems of Texas
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FM	Farm-to-Market Road
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FWCA	Fish and Wildlife Coordination Act of 1958
ISA	Initial Site Assessment
LCWF	Land and Water Conservation Fund
LEP	Limited English Proficiency
MBTA	Migratory Bird Treaty Act
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSAT	Mobile Source Air Toxics
MS4	Municipal Separate Storm Sewer System
MTP	Metropolitan Transportation Plan
NDD	National Diversity Database
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHL	National Historic Landmarks
NMFS	National Marine Fisheries Service
NOI	Notice of Intent
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
NWP	Nationwide Permit
PWC	Parks and Wildlife Code
ROE	Right-of-Entry
ROW	Right-of-Way
RTHL	Recorded Texas Historic Landmarks
SH	State Highway
STIP	Statewide Transportation Improvement Program

SP	Sample Point
SW3P	Storm Water Pollution Prevention Plan
TCEQ	Texas Commission on Environmental Quality
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TIP	Transportation Improvement Program
TKR	Texas kangaroo rat
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
TRTP	Texas Rural Transportation Plan
TSS	Total Suspended Solids
TxDOT	Texas Department of Transportation
US	United States
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USIBWC	U.S. International Boundary and Water Commission
UTP	Unified Transportation Program
VPD	Vehicles Per Day

1.0 INTRODUCTION

The Texas Department of Transportation (TxDOT) proposes to expand the existing United States (US) highway 82 from Farm-to-Market (FM) 1197/Bridge Street in Henrietta to State Highway (SH) 175/Montague Street in Nocona in Clay and Montague Counties, Texas, respectively. The proposed project would consist of widening the existing 2-lane undivided highway to a 4-lane divided highway. Some areas of proposed US 82 would be divided by a depressed grassy median and other areas would be divided by a center left turn lane. The construction of the facility would be from Barrett Street in Henrietta to approximately 275 feet west of Flynt Street/Legion Street in Nocona. The proposed construction area would be approximately 26.6 miles in length. The purpose of this Environmental Assessment (EA) is to study the potential environmental consequences of the proposed project and determine whether such consequences warrant preparation of an Environmental Impact Statement (EIS). **Appendix A** provides the project location map.

This EA has been prepared to comply with both TxDOT's environmental review rules and the National Environmental Policy Act (NEPA). This EA will be made available for public review and 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 (FONSI), which will be made available to the public.

2.0 PROJECT DESCRIPTION

2.1 Existing Facility

The existing facility is a two-lane undivided east-west roadway that goes through Henrietta, Ringgold and Nocona. Currently, there are two 10-foot wide outside shoulders, one 12-foot wide eastbound lane, one 12-foot wide westbound lane, and an occasional 12-foot wide passing lane. The total existing ROW width is approximately 100 feet. Photos of the existing facility are included in **Appendix B**.

2.2 Proposed Project

The proposed US 82 project would upgrade the existing two-lane undivided highway to a four-lane rural divided highway. In the areas where proposed US 82 would be divided by a depressed grassy median, the typical section would consist of four 12-foot wide lanes (two in each direction) with 4-foot wide inside shoulders and 10-foot wide outside shoulders divided by a 68-foot wide depressed grassy median. In the areas where proposed US 82 would be divided by a center left turn lane, the typical section would consist of four 12-foot wide lanes (two in each direction) with 10-foot wide outside shoulders divided by a 16-foot wide center left turn lane. The construction length of the project would be approximately 26.6 miles. Construction would include some minor realignments of intersecting roads which would provide safer, more convenient intersections. Median crossovers would be provided to accommodate residents and businesses.

Federal regulations require that federally funded transportation projects have logical termini (23 Code of Federal Regulations (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. FM 1197/Bridge Street was selected as the western project limit and SH 175/Montague Street was selected as the eastern project limit for logical termini purposes. FM 1197/Bridge Street was chosen so that the proposed construction could transition smoothly to the existing four lanes through Henrietta. SH 175/ Montague Street was chosen so that the four-lane divided roadway could transition smoothly into the existing four-lane divided roadway with a center left turn lane going through Nocona.

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area (23 CFR 771.111(f)(2)). This means a project must be able to provide benefit by itself, and that the project not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built. The proposed project would have independent utility by providing connectivity and mobility improvements along US 82 between Henrietta and Nocona, which satisfies the project's need. This would be true even if no other roads were built nearby. Since the proposed project stands alone, it cannot and does not irretrievably commit 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. The proposed project would not restrict the consideration of alternatives for other foreseeable transportation improvements because the proposed project would be constructed so that in the future it could be upgraded to include more lanes if there were a need to further increase the capacity.

A project schematic and proposed typical sections can be seen in **Appendix C** and existing typical sections can be seen in **Appendix D**. The proposed typical Right-of-Way (ROW) would be approximately 200 feet in width. Approximately 334 acres of additional ROW would be required. Approximately 100 feet of additional ROW would be taken either north, south or a combination of both sides of the existing facility to minimize impacts for the entire length of the project. The design speed would be 55 miles-per hour (MPH) in areas that would be divided by a center left turn lane and 70 MPH in areas that would be divided by a depressed grassy median. The proposed project would not require detours or road closures during construction. Access to homes and businesses would be maintained throughout construction. The proposed project would cost an estimated $68,000,000. At this time this project is not fully funded. The project would include 80% federal funds and 20% state funds.

The proposed project is outside the Wichita Falls Metropolitan Planning Organization (MPO) boundary; therefore, it is not included in the Transportation Improvement Program (TIP) or the Metropolitan Transportation Plan (MTP). The proposed project is included in, and consistent with, the Texas Rural Transportation Plan (TRTP) 2035 and the Texas Statewide Long-Range Transportation Plan 2035. However, only two portions of the proposed project are currently included in, and consistent with, the 2019-2022 Statewide Transportation Improvement Program (STIP) and the 2019 Unified Transportation Program (UTP). The limits for the first portion are from SH 175/Montague Street to near FM 1816 and the limits for the second portion are from 0.5 mile east of US 81 to near FM 1816. Plan and program excerpts are included in **Appendix E**. However, in accordance with current rules and guidelines, this proposed project is exempt from transportation conformity requirements because it is located in Clay and Montague Counties which have been designated by U.S. Environmental Protection Agency (EPA) as being in attainment or unclassifiable for all national ambient air quality standards (NAAQS).

3.0 PURPOSE AND NEED

3.1 Need

The project is needed to improve connectivity and mobility in the project area. Existing US 82 within the project limits has one eastbound lane and one westbound lane, and an occasional passing lane, whereas US 82 in Henrietta has four lanes of traffic (two in each direction) and in Nocona has five lanes of traffic, (two eastbound lanes, two westbound lanes, and a center left turn lane). This project is needed to upgrade the facility, which is part of the Texas Trunk

System, so that it has the same number of mainlanes as existing US 82 at the connection points at each end of the project.

The project is also needed because of reduced mobility due to the lack of a sufficient number of lanes. Currently, US 82 is a two-lane undivided roadway. US 82 does not have any designated left or right turn lanes and only has outside shoulders. There are several intersecting roadways along US 82 as well as driveways to properties that are adjacent to US 82. Upgrading this facility to a four-lane divided roadway would add capacity and would better accommodate turning vehicles. The roadway would be designed according to the current TxDOT design standards. Where the facility would be divided by a depressed grassy median, median crossovers would be provided to accommodate residents and businesses along the roadway.

3.2 Supporting Facts and Data

The project is listed as the Cross Plains Rural Transportation Council's (CPRTC) highest priority project for both the 2017 and 2016 Fiscal Year. The CPRTC communicates local project needs so that towns, counties, and rural cities have the opportunity to get more involved in the early stages of highway project planning and selection. They incorporate county, state, and other political officials from outside the Wichita Falls metropolitan area into one unified group and serves to represent the rural communities of the nine counties of TxDOT's Wichita Falls District and to assist local TxDOT officials.

US 82 is a regional roadway that is on the Texas Trunk System. The Texas Trunk System is a network of rural highways that improve rural mobility, connect major activity centers, and connect with principal highways from adjacent states.

3.3 Purpose

The purpose of the proposed project is to improve connectivity, increase mobility and improve safety along US 82 between the towns of Henrietta and Nocona, including Ringgold. The proposed project would accomplish this purpose by increasing the capacity of US 82 and providing additional lanes which would be separated by a depressed grassy median or a center left turn lane.

4.0 ALTERNATIVES

4.1 Build Alternative

The Preferred Build Alternative would meet the purpose and need by adding an additional travel lane in both the eastbound and westbound direction. This would improve connectivity, mobility, and improve safety.

4.2 No Build Alternative

The No-Build Alternative would not provide improved connectivity between Henrietta and Nocona. This alternative would not meet the purpose and need of the project. Therefore, the build alternative described above is the Preferred Alternative.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

During project development relief routes around Henrietta and Nocona were considered and presented to the public at two rounds of public meetings to receive feedback. After public input was received, the relief routes were eliminated from further consideration due to the amount of public opposition. Criteria used in the development of the Build Alternative to eliminate some of the alternatives were displacement of residences and businesses, and other social, economic, and environmental impacts.

The four new location build alternatives around Henrietta and two new location build alternatives around Nocona were examined but dismissed early in the alternatives analysis process because these alternatives would result in greater adverse social, economic, and environmental impacts than the preferred alternative and received a substantial amount of public opposition.

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

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

- Air Quality Technical Report
- Purpose and Need Technical Report
- Documentation of Public Meeting
- Water Quality Technical Report
- Wetland Determination Technical Report
- Noise Technical Report
- Biological Evaluation Form (including Tier 1 Site Assessment)
- Community Impacts Assessment Technical Report Form
- Hazardous Materials Initial Site Assessment (ISA) Report
- Project Coordination Request for Historical Studies Project
- Historical Studies Research Design
- Report for Historical Studies Survey
- Archeological Resources Background Study
- Archeological Survey Report

These technical reports may be viewed upon request at the TxDOT Wichita Falls District Office.

5.1 Right-of-Way/Displacements

A Community Impacts Assessment Technical Report Form for the proposed project which discusses ROW and displacements has been completed and is on file at TxDOT's Wichita Falls District Office. The summary provided below is a description of anticipated residential displacement types.

Approximately 334 acres of additional ROW would be required. The proposed additional ROW can be seen on the schematics in **Appendix C**. It is anticipated that the project would result in seven displacements: three residential, three vacant structures, and one commercial displacement. These potential displacements are subject to final design considerations. These properties are listed in the Community Impacts Assessment Technical Report Form. Relocation assistance would be provided. TxDOT would ensure that the needs of all displaced residents, including any disabled, minority, or elderly persons, are considered and accommodated to the extent practicable. All ROW acquisition and displacements/relocations would be conducted in

accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Early ROW Acquisition is being requested for two parcels adjacent to the project, one of which contains one of the vacant structures that would be displaced by the proposed project (Parcel 98). This structure is an abandoned commercial structure that is not currently in use. The second parcel is undeveloped (Parcel 98E). These parcels are north of US 82, approximately 0.22 mile west of Flynt Street in Nocona. The property owner purchased this property last year (2018) and was unaware at the time that TxDOT's proposed project required additional ROW from this property. He plans to fix up the existing abandoned commercial structure on the property to move an existing business owned by him several miles away into this building. He learned late last year that TxDOT was going to be purchasing additional ROW and impacting the building, and he has put his plans on hold until TxDOT purchases this property from him. By purchasing this property through advance acquisition, he can determine how he will proceed with this property potentially several months sooner than if TxDOT acquired this property through the normal process. The parcel that has the displaced structure has an area of 3.3756 acres, the proposed project would acquire 0.0744 acre, leaving 3.3012 acres remaining. The second parcel has an area of 3.3756 acres, the proposed project would acquire 0.0904 acre, leaving 3.2852 acres remaining. The surveys that were completed for these parcels can be seen in **Appendix F.** The purchase of the two parcels would not limit the evaluation of alternatives. There would be no impacts to any low income or minority communities. All early ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The documentation for this proposed early ROW acquisition is available for inspection by Federal Highway Administration (FHWA).

Of the three total residential structures that could be potentially displaced by the proposed project based on best available data, they are all single-family residences. As of July 2018, Zillow had only two active listings for houses in the community of Ringgold. However, there were several active listings in Nocona and Henrietta. The available homes appeared to be similar to the homes that would be displaced by the proposed project. They serve the same function and utility and are in an area not subject to unreasonable adverse environmental conditions.

Regarding the commercial displacement, the business would not be able to continue operations as a result of the proposed project because of physical impacts to the structure. The displacement of this commercial structure would require relocation. The commercial structure, Fee’s Knick Knack Café, has indicated that they would be relocating.

There are approximately 12 drainage easements proposed throughout the project; however, these are still subject to final design.

The No Build Alternative would not require any ROW acquisitions and would leave the existing surrounding area intact. No displacements or relocations would occur under the No Build Alternative.

5.2 Land Use

This portion of US 82 passes through unincorporated areas of Clay and Montague County. Existing land use varies from mixed agriculture and residential, to small businesses and undeveloped. Most of the land that is large enough is used for cattle grazing and some parcels

have single family homes on the property. The proposed project would not result in substantial land use impacts.

The No-Build Alternative would not result in the conversion of existing land uses. Land use changes would continue to occur based on market conditions and as parcels are platted for development.

5.3 Farmlands

The purpose of the Farmland Protection Policy Act (FPPA) is to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to non-agricultural uses. The proposed project would convert farmland subject to the FPPA to a non-agricultural, transportation use, but the combined scores of the relative value of the farmland and the site assessment, as documented on the Natural Resources Conservation Service (NRCS) Form NRCS-CPA-106 and supporting documentation, are such that the corridor need not be given further consideration for protection and no additional sites need to be evaluated. Form NRCS-CPA-106 can be found in **Appendix F** and as an attachment to the Biological Evaluation Form.

The No-Build Alternative would not require the conversion of any farmland to non-agricultural uses and would leave the existing surrounding area intact.

5.4 Utilities/Emergency Services

Overhead electrical lines and petroleum pipelines exist along the proposed project. Other utilities such as water lines, sewer lines, gas lines, telephone cables, and other subterranean and aerial utilities may exist and may require adjustment. Aerial and/or underground utilities would be adjusted, and the required adjustments may or may not be provided for by the affected utility company. The extent of utility adjustments is not known at this time and would be determined during final design. Coordination of any utility adjustments would take place during the design phase or before construction begins. All utility adjustments would be in accordance with TxDOT, city, and county design policy guidelines. The adjustment and relocation of any utilities would be handled so that no substantial interruptions would take place while these adjustments are being made.

Emergency services in the project area include the Henrietta Volunteer Fire Department, Clay County Ambulance, Clay County Sheriff's Office, Clay County Constable, Nocona Police Department, Nocona Volunteer Fire Department, Nocona General Hospital Ambulance Services, Montague County Sheriff, and Montague County Constable. There would be no negative impact to emergency services. Emergency response times should be decreased by the proposed project. The addition of depressed grassy medians could negatively impact emergency response times if the vehicle needs to use a median crossover to reach their destination. However, adding an additional lane in each direction would give traffic the opportunity to safely pull over into the additional traffic lane, out of the way of emergency response vehicles. It is anticipated that even with the additional travel time that would result from the addition of median crossovers, the time saved by adding a travel lane would ultimately decrease emergency response times.

The No-Build Alternative would not require the adjustment of any utilities nor would there be any change to emergency response vehicles existing travel times.

5.5 Bicycle and Pedestrian Facilities

Due to the rural makeup of the project area, the project does not propose to construct sidewalks. The proposed 10-foot outside shoulder would accommodate bicyclists.

The No-Build Alternative would not construct sidewalks.

5.6 Community Impacts

A Community Impacts Assessment Technical Report Form for the proposed project has been completed and is on file at TxDOT's Wichita Falls District Office.

US 82 is an existing 2-lane undivided roadway. The proposed roadway would include upgrading the facility to a four-lane divided highway separated by either depressed grassy medians or a center left turn lane; however, all existing intersecting roadways within this area would be maintained through the improvement of intersections with US 82 and local roads. Residences in this general area consist of large lot single-family residences in a rural setting.

The overall impact of the US 82 expansion is anticipated to result in both positive and negative impacts to community cohesion. Overall mobility along US 82 and the communities of Henrietta and Nocona would be enhanced and the added connectivity between major cities such as Wichita Falls and Gainesville. This would allow people to access local community assets more efficiently. The proposed project would not change the way people access other parts of their communities that may be north or south of US 82 since Henrietta and Nocona would include center left turn lanes. In Ringgold, where US 82 is divided by a depressed grassy median, all of the facilities south of US 82 would still be accessible to residents living north of US 82. The potential residential displacements could result in community members moving to a different location within the same community or an adjacent community. The proposed project would not effect, separate, or isolate any distinct neighborhoods, ethnic groups, or other specific groups. However, the proposed roadway would affect some residences and businesses from directly accessing their properties once the depressed grassy median has been constructed. Median crossovers would be provided to maintain access to properties. The community cohesion among individual property owners would not be impacted.

The main change to access and travel patterns that the proposed project would create is a change in access for residents and businesses in the areas of the depressed grassy medians. Since the proposed project would upgrade US 82 to a 4-lane divided highway, median crossovers would be constructed in order to accommodate changes to access. Median crossovers would typically be constructed at major cross streets that intersect with US 82. If there are no major cross streets in the area, median crossovers would be spaced to provide any residents in between those areas with a location to turn around. Residents could have to travel 1 to 2 miles to reach the next crossover in some areas. No community facilities would be affected by the proposed project. The proposed project would reduce emergency response times despite the addition of depressed grassy medians, since the additional lanes would allow vehicles to pull over into the additional travel lane and out of the way of emergency vehicles. There would be no permanent impacts to mass transit, walking, or cycling.

The No-Build Alternative would not have an impact on travel patterns or community cohesion.

5.6.1 Environmental Justice

For the purpose of this analysis, an environmental justice population is present when the total minority population percentage equals or exceeds 50 percent. The project area is primarily

populated by Non-Hispanic white residents with smaller populations of Hispanic or Latino, Non-Hispanic Black/African-American, American Indian/Alaskan Native, and Asian residents throughout the project length. The average racial make-up of the block groups in Clay County is approximately 90.7 percent white and 9.3 percent minority population. The average racial make-up of the two block groups in Montague County is approximately 87.2 percent white and 12.8 percent minority population. Blocks 1052, 1053, and 1061 in Block Group 1 in Census Tract (CT) 302 have a 71.4%, 100%, and 75% minority population respectively. However, these blocks contain a total population of seven, three, and eight and do not accurately represent a population size that represents the community. Blocks 2033, and 2097 in Block Group 2 CT 9502 have 100% and 70% minority population respectively. However, these blocks contain a total population of three and twenty people and do not accurately represent the population of the community. Block 2077 in Block Group 2 CT 9503 has 100% minority population. Similar to the previously mentioned blocks in the census tracts in Montague County, this block contains a total population of three people and does not accurately represent a large population size. There would be no displacements or impacts to travel patterns within minority and/or low-income census geographies.

None of the project area Census Tracts were reported to have a median household income below $25,100, the 2018 poverty guideline set by the U.S. Department of Health and Human Services. Median household income averages approximately $43,005 across the census tracts in the project area, which is $17,905 above the national poverty level for a household of four.

The proposed project would not have any disproportionately high and adverse impacts on minority and/or low-income populations. None of the census tracts that were studied contained any tracts that had a Median Household Income less than $25,100. Three blocks in Clay County had a minority population greater than 50%; however, these blocks did not contain large numbers of residents. Of all of the blocks in Clay County that are within the study area, there is a total population of 322 people, the minority population makes up approximately 9.3% of the population in this area, despite the three blocks that contain a minority population greater than 50%. Three blocks in Montague County had a minority population greater than 50% however, these blocks did not contain large numbers of residents. Tract 9502, Block Group 2, Block 2097 had a 70% minority population; however, this block contained only 20 people. This block does not represent the majority of the block group. No Block Groups or Census Tracts in Clay County contained a minority population greater than 50%.

The proposed project would improve mobility, and connectivity, for existing and future residences and businesses within the communities of Henrietta, Ringgold and Nocona. The proposed project would add capacity to the roadway. Environmental justice populations are present in the proposed project area. None of the relocations or displacements occurs within the census blocks containing a majority of minority or low-income populations. No existing neighborhoods would be divided, and permanent disruptions to normal daily activities are not expected. The design process aimed to minimize adverse impacts on the community, but some land owners would still be adversely affected. Surrounding communities would benefit equally from increased mobility along US 82. No disproportionately high and adverse impacts on minority or low-income populations are anticipated as a result of the proposed project.

The No-Build Alternative would not have an impact on any environmental justice population.

5.6.2 Limited English Proficiency

Executive Order (EO) 13166, “Improving Access to Services for Persons with Limited English Proficiency (LEP),” requires agencies to examine the services they provide, identify any needs for services to those with LEP, and develop and implement a system to provide those services so that LEP persons can have meaningful access to them. This EO requires federal agencies to work to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. Failure to ensure that LEP persons can effectively participate in or benefit from federally assisted programs and activities may violate the discrimination prohibition under Title VI of the Civil Rights Act and Title VI regulations.

The LEP populations in individual census tracts within the project area range from approximately 0.3 to 8.6 percent. LEP is defined as persons who speak English "less than very well." Of the 14,196 people over five years of age in the adjacent five census tracts, approximately three percent speak English "less than very well." The largest LEP population speaks Spanish followed by Asian/Pacific Islander languages and then Indo-European. In tract 9503 in Montague County, approximately 8.6 percent of the population speaks Spanish.

The data indicates that there is an LEP population dispersed throughout the project area within census tracts adjacent to the proposed project. CT 302 has a Spanish-speaking LEP population (0.3 percent) while CT 303.01 has an Asian/Pacific Islander LEP (0.4 percent). An average of 0.1 percent of the population within the project area census tracts is Asian/Pacific Islander languages LEP. There were no LEP populations speaking ‘other languages’ identified within the project area. No indicators of LEP populations such as signage in languages other than English were observed during a May 2018 windshield survey.

In order to comply with EO 13166, TxDOT has provided opportunities for citizens to request language interpreters (e.g. Spanish and/or Asian and Pacific Island languages). The Public Meeting flyer was published in both the Clay County Leader and the Nocona News. There were no bilingual news publications available for the communities of Henrietta and Nocona; therefore, the flyers were only published in English. TxDOT would continue to comply with EO 13166 by offering to meet the needs of persons requiring special communication or accommodations in all public involvement activities and notices. Therefore, the requirements of EO 13166 would be met. Future public involvement/outreach would continue to be conducted in a manner such that all interested parties would be given an opportunity to provide both verbal and written comments concerning the proposed project. This may include but is not limited to letters sent to adjacent property owners to notify them of the proposed project and invite them to public meetings/hearings, notices of public meetings/hearings, and public meeting/hearing handouts and comments provided in English and a second language if necessary.

LEP persons have been and will continue to be given an opportunity for meaningful involvement in the NEPA process up to and including the need for translation services. The total LEP percentage in Clay county is 1.8% and 4.4% in Montague County. The census tract with the highest LEP percentage is in Montague County (Tract 9503) with 8.6%.

The No-Build Alternative would have no impact on any LEP persons.

5.7 Visual/Aesthetic Impacts

Any environmental effects anticipated may result from additional highway lighting systems, and other visual elements introduced to the corridor. Highway lighting systems sometimes cause disruptions to adjacent neighborhoods by creating unacceptable light levels at night. The

proposed addition of a second elevated US 82 overpass (eastbound lanes) over US 81 shouldn't have a substantial adverse visual impact because existing US 82 overpasses US 81. This overpass is the only elevated structures along the proposed project.

Visual and aesthetic resources within the project area were identified through field survey. Most of the visual and aesthetic resources within the project area are undeveloped grassland and open spaces dedicated to ranching.

Temporary impacts on the visual character of the surrounding environment related to construction activities include those related to vehicle and equipment activity, construction staging, stockpiling of excavated material, temporary signage, and traffic congestion. Developed and naturally vegetated areas within the proposed ROW may be cleared for the construction of the roadway lanes, and topography would be modified to fill and cut slopes for retaining walls. Construction activities would result in increased levels of dust, indirect transfer of dirt between locations, and localized glare from lighting sources assembled to ensure the safety of construction crews and vehicle drivers. Staging areas would be located away from visually sensitive areas where practicable and where land is available. Construction activities would be primarily limited to daylight hours to eliminate the need to use high-wattage lighting sources to operate during nighttime hours. Revegetation would take place in areas disturbed during construction.

Construction of the roadway which requires new ROW could result in homes and businesses being located closer to the roadway. Removal of vegetation in the form of scattered trees and along the new ROW would result in a reduction of vegetative screening. Additional light impacts may result from new illumination, particularly at the grade separated overpasses over US 81.

Stream crossings would be constructed at or near the same elevation as the existing crossings and as such, they are not considered elevated structures for the purposes of the above discussion. At most crossings their visual impact would be the same as the existing roadway since the proposed project is adding lanes either north or south of the existing lanes.

Overall, the proposed US 82 project would not have substantial impacts on visual quality and aesthetics.

The No-Build Alternative would not have visual or aesthetic impacts.

5.8 Cultural Resources

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

5.8.1 Archeology

An Archeological Background Study has been prepared and is on file at TxDOT's Wichita Falls District Office. The Area of Potential Effects (APE) is the area within the existing and proposed ROW and includes approximately 656.4 acres. The maximum depth of impacts would be approximately eight feet, except at bridges where piers will extend at least 25 feet into the subsurface. There are two sections of US 82 between Ringgold and Nocona where the maximum depth of impacts would be approximately 20-21 feet into the subsurface. The natural

terrain in these areas have a higher elevation than the typical elevation along the project and would require more excavation.

A review of the Texas Archeological Sites Atlas maintained by the Texas Historical Commission (THC) and the Texas Archeological Research Laboratory was conducted in order to identify archeological sites, Recorded Texas Historic Landmarks (RTHLs), properties or districts listed on the National Register of Historic Places (NRHP), State Antiquities Landmarks (SALs), cemeteries, or other cultural resources that may have been previously recorded in the APE, as well as previous surveys undertaken in the area. In addition, a review of the Wichita Falls Potential Archeological Liability Map was undertaken to determine archeological probability in the APE.

Based on a review of the Wichita Falls Potential Archeological Liability Map (PALM) scores ranging from 1 (low potential) to 9 (high potential) were observed along the length of the project. Over 50 percent of the project area is designated as moderate to high potential areas. The high potential areas are concentrated around the Dry Fork of the Little Wichita River, the East Fork of the Little Wichita River, Beaver Creek, Belknap Creek, Barrel Springs Creek, Salt Creek and their associated drainages. Less than 15 percent of the project area has been previously surveyed and based on the soils, historic maps, and evidence of Native American occupation near the APE well into the historic period, the background study found the overall potential for buried archeological deposits is moderate to high within the APE.

An intensive archeological survey was recommended based on the findings of the archeological background study. The archeological work is ongoing, and the Section 106 process will be completed when ROW is acquired, since ROE has not been granted for the entire length of the project.

The No-Build Alternative would not have any impacts to archeological resources and would not require archeological studies to be performed.

5.8.2 Historic Properties

A Project Coordination Request for Historical Studies Project has been prepared and is on file at TxDOT's Wichita Falls District Office.

A search of the Texas Historic Sites Atlas maintained by the THC was conducted in order to identify properties or districts listed on the NRHP, National Historic Landmarks (NHLs), RTHLs, Official Texas Historical Markers, cemeteries, or other cultural resources that may have been previously recorded in the APE, defined as all parcels intersected by a 150-foot buffer from the proposed ROW. According to the Texas Historic Sites Atlas, the following resources are located within 0.25 mile of US 82: Clay County Courthouse and Jail (NRHP, RTHL with 2 OTHMs), Elmo Hotel (RTHL, OTHM), Central Christian Church (RTHL, OTHM), and four OTHM: Cambridge, Early County Seat, Clay County (1936 Centennial Marker), Early Trails in Montague County, and Farmers and Merchants National Bank. There are 14 historic age bridges within the project area and they are all not eligible for the NRHP. One bridge was eligible, the OKLA KAN TX RR @ US 82 (NBI #031690004404133). It was originally built in 1936; however, this bridge was replaced in 2012 after coordination. The full list of all of the historic age bridges can be found in the Project Coordination Request for Historical Studies.

One of the historical markers above is located within the existing along the south side of US 82 and this marker would be relocated within the ROW for the proposed project.

Based on the findings of the Project Coordination Request for Historical Studies Project, it was determined that a reconnaissance level survey with research design would be required for the proposed project.

TxDOT historians determined one property within the project area that is eligible for NRHP-listing, the Bryant Edwards Ranch. The Bryant Edwards Ranch in Clay County is determined eligible for its association with leading agricultural practices in the 1930s and 1940s and its operation by a well-known local rancher and leader of statewide agricultural organizations. It was determined that the proposed project meets the requirements for a Section 4(f) *de minimis* impact finding under 23 CFR 774. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship. The Texas SHPO concurred with this determination and the Section 4(f) *de minimis* determination and all supporting documentation for this property can be found in **Appendix G**.

The No-Build Alternative would not have any impacts to historic properties.

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

The proposed project would require the use of land from a property that is eligible for NRHP-listing; therefore, a Section 4(f) evaluation was conducted for this property. The project would not use or substantially impair the purposes of any publicly owned land from a public park, recreational area, wildlife and waterfowl refuge land.

TxDOT historians determined one property within the project area that is eligible for NRHP-listing, the Bryant Edwards Ranch. It was determined that the proposed project meets the requirements for a Section 4(f) *de minimis* impact finding under 23 CFR 774. The use for Bryant Edwards Ranch amounts to less than 10% of the property's overall acreage and the project will have no adverse effect on the NRHP-eligible property. The Texas SHPO concurred with this determination and the Section 4(f) *de minimis* determination and all supporting documentation for this property can be found in **Appendix G**.

There are no Land and Water Conservation Fund (LCWF) 6(f) or Parks and Wildlife Code (PWC) Chapter 26 properties in the project area.

The No-Build Alternative would not require the use of any publicly owned land from a public park, recreational area, wildlife and waterfowl refuge lands or historic sites of national, state, or local significance.

5.10 Water Resources

Both a Water Quality Technical Report and a Wetland Determination Technical Report have been completed and are on file with TxDOT's Wichita Falls District Office.

5.10.1 Clean Water Act Section 404

The Wetland Delineation Technical Report includes the wetland and waters of the U.S. wetland determinations, delineations and permitting requirements. The U.S. Army Corps of Engineers (USACE) regulates impacts to jurisdictional waters, including waters of the U.S. and wetlands, under Section 404 of the Clean Water Act (CWA).

Thirty-two (32) mapped intermittent streams and one perennial stream cross US 82 within the existing and proposed ROW. These crossings include the Dry Fork Little Wichita River, East

Fork Little Wichita River, Beaver Creek, Barrel Springs Creek, Belknap Creek, and Salt Creek, as well as several unnamed tributaries to these creeks and rivers. As reported in the technical report, these crossings are considered jurisdictional waters of the U.S. within the project limits.

None of the proposed project crossings would cause the loss of more than 0.5 acre of jurisdictional waters of the U.S. and would be authorized under separate Nationwide Permit 14 (NWP 14), Linear Transportation Projects. At this point in project development, the proposed design is not advanced enough to be able to accurately estimate impacts to jurisdictional waters. However, based on the latest schematic design and the wetland delineations, most if not all of the stream crossings should have less than 0.1 acre of impact. It is possible that two or three stream impacts could exceed 0.1 acre, and if that is the case, a Pre-Construction Notification (PCN) for those single and complete crossings would be required. No wetlands were identified during the delineations so a PCN would not be required in order to account for impacts to wetlands. No Individual Permit would be required for any crossing.

Wetland delineations were performed at sample points (SPs) within the existing and proposed ROW. Right-of-Entry (ROE) was not granted for every parcel needing additional ROW. U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) maps show seven NWI signatures within the proposed ROW. There are approximately 8.648 acres of freshwater pond and 0.875 acre of freshwater emergent wetland mapped within the proposed ROW. SPs were taken at NWI signatures where ROE was granted; however, there were several locations where all of the parameters could not be recorded due to lack of access. In these areas, a desktop survey was conducted. There are some locations where there could be potential impacts, but these would need to be determined when ROW is acquired.

The proposed project's impact on waters of the U.S., including potential wetlands, have been avoided or minimized where possible. The cumulative impact of reasonably foreseeable future actions to waters of the U.S. would also be avoided or minimized by enforcement of applicable USACE regulations.

Assuming appropriate implementation of regulation control strategies and policies, future potential impacts to the area's waters of the U.S., including wetlands could be expected to be reduced, or have no net loss. The proposed project would not contribute to substantial cumulative impacts to the area's waters of the U.S.

The No Build Alternative would not involve any impacts to wetlands or other waters of the U.S. and would not require any permits.

5.10.2 Clean Water Act Section 401

The Texas Commission on Environmental Quality (TCEQ) issued conditional Section 401 Water Quality Certification for NWP 14. The certification approval condition is that at least one Best Management Practice (BMP) is used for Erosion Control, Sedimentation Control, and Post-Construction Total Suspended Solids (TSS) Control. TxDOT would ensure that this condition is met.

No long-term water quality impacts are expected as a result of the proposed project. Subsurface water would not be required for this project; therefore, no adverse effects to groundwater are expected to occur. The proposed project is not expected to alter rainfall drainage patterns or contaminate or otherwise adversely affect the public water supply, water treatment facilities, or water distribution systems.

The No Build Alternative would not involve any impacts to water quality.

5.10.3 Executive Order 11990 Wetlands

EO 11990 prohibits new construction in wetlands unless there is no practicable alternative to such construction and the project includes all practicable measures to minimize harm to wetlands.

No wetlands were delineated within the existing or proposed ROW during the field investigations. There is one potential wetland area within the project area; however, wetland delineations could not be performed due to a lack of ROE for this property. Once ROW is acquired, wetland delineations would be conducted in order to determine if this area meets all three wetland parameters and how many acres would be impacted by the proposed project.

If the wetland area is determined to be a wetland according to all three wetland parameters, an alternative analysis would be conducted to demonstrate that there is no practicable alternative to the wetland impact, and that all practicable measures have been taken to minimize harm to the wetland.

The No Build Alternative would not involve any impacts to wetlands or other waters of the U.S.

5.10.4 Rivers and Harbors Act

None of the waterways in the project area meet the definition of a navigable water of the U.S. (e.g. is used to transport substantial interstate commerce or is subject to tidal influence); therefore, Section 9 of the General Bridge Act and Section 10 of the Rivers and Harbors Act do not apply. Coordination with the U.S. Coast Guard (Section 9) and USACE (Section 10) would not be required.

The No Build Alternative would not involve any impacts to navigable waters of the U.S. and would not require any coordination.

5.10.5 Clean Water Act Section 303(d)

The proposed project is within five linear miles of the impaired section of the Little Wichita River, according the TCEQ's 2014 Texas Integrated Report – Texas 303(d) List (Category 5). Runoff from this project would discharge into the Little Wichita River Segment 0211. The project would discharge into assessment unit 0211_01, which is impaired for chlorine, sulfate, and total dissolved solids. The US 82 crossing of East Fork Little Wichita River is approximately 4.8 miles from its confluence with the Little Wichita River.

To date, TCEQ has not required (through either a total maximum daily load (TMDL) or the review of projects under the TCEQ Memorandum of Understanding (MOU)) a need to implement control measures beyond those required by the construction general permit (CGP) on road construction projects. Therefore, compliance with a 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.

The assessment unit does not have an EPA-approved TMDL. The project will be implemented, operated, and maintained using best management practices to control the discharge of pollutants from the project site.

The No Build Alternative would not impact water quality.

5.10.6 Clean Water Act Section 402

The proposed project would disturb approximately 334 acres. TxDOT would comply with the TCEQ Texas Pollutant Discharge Elimination System (TPDES) CGP.

Since TPDES 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 (SW3P) 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 (NOI) and construction site notice) be completed, posted, and submitted, when required by the CGP, to TCEQ and the Municipal Separate Storm Sewer System (MS4) 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 506-003 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SW3P and complete the appropriate authorization documents.

A SW3P would be implemented, and a construction site notice would be posted on the construction site. A NOI would be required. This proposed project is not located within the boundaries of a regulated MS4.

The No Build Alternative would not require a TPDES permit.

5.10.7 Floodplains

Portions of the proposed project are located within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain. **Appendix F** shows the project location and the mapped 100-year floodplain locations. Clay and Montague Counties are not mapped entirely. The proposed project would impact approximately 20.23 acres of mapped floodplain. Clay and Montague Counties within the project area are participants in the National Flood Insurance Program (NFIP).

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 rule implementing Executive Order 11988 at 23 CFR 650.105(q).

The No Build Alternative would not result in any encroachment on the floodplain.

5.10.8 Wild and Scenic Rivers

This project would not involve work near any designated Wild and Scenic River; therefore, no impacts would occur.

The No-Build Alternative would not impact any designated Wild and Scenic River.

5.10.9 Coastal Barrier Resources

The Coastal Barrier Resources Act (CBRA) established the Coastal Barrier Resources System to protect a defined set of geographic units along the coast of the U.S.

This project is not located within a designated CBRA map unit. Coordination with the USFWS is not required.

The No-Build Alternative would not impact any CBRA units or require coordination with the USFWS.

5.10.10 Coastal Zone Management

This project is located within Clay and Montague Counties and is not within the Texas Coastal Management Program boundary; therefore, no impacts would occur.

The No-Build Alternative would not involve any impacts to the Coastal Management Program.

5.10.11 Edwards Aquifer

This project is located within Clay and Montague Counties; therefore, this project is not subject to regulation under TCEQ's Edwards Aquifer rules.

The No-Build Alternative would not involve any impacts to the Edwards Aquifer.

5.10.12 International Boundary and Water Commission

This project does not cross or encroach upon the floodplains of the U.S. International Boundary and Water Commission (USIBWC) flood control projects or ROW; therefore, a license or permit from the USIBWC is not needed.

The No-Build Alternative would not involve any impacts to floodplains of the USIBWC.

5.10.13 Drinking Water Systems

A Water Quality Technical Report, which includes Water Wells, has been completed and is on file with TxDOT's Wichita Falls District Office. A total of 155 water supply wells are located within a one-half mile radius of the proposed project. These wells consist of 79 domestic water supply wells, 35 monitor wells, 17 unused wells, 12 stock wells, 6 environmental soil boring wells, 2 uses are not documented, 2 irrigation wells, 1 plugged or destroyed well, and 1 public supply well.

Fifty-two (52) wells are listed to be within 660 feet from existing US 82. Of the 52 wells that are mapped within 660 feet from the existing US 82 ROW eight were mapped within the proposed ROW. Of the eight that were mapped to be within either the existing or the proposed ROW, two locations appeared to have equipment associated with a water well. During the field investigations it could not be confirmed that the equipment near the mapped water well site was part of the water well. The equipment is located outside of the existing ROW and would not be displaced by the proposed project. The remaining six mapped wells could not be confirmed. The proposed project could potentially displace these water wells if they are found to be within the proposed ROW. They would be plugged and abandoned in accordance with all applicable local, state and federal laws.

The No-Build Alternative would not involve any impacts to drinking water systems.

5.11 Biological Resources

A Biological Evaluation Form (BEF) and Tier I Site Assessment have been completed for the proposed project and are on file with TxDOT's Wichita Falls District Office. The results for vegetation, wildlife, and threatened and endangered species are summarized below.

5.11.1 Texas Parks and Wildlife Coordination

According to the Tier I Site Assessment, coordination with Texas Parks and Wildlife Department (TPWD) would be required.

The project is within range and suitable habitat of the plains spotted skunk, cave myotis bat and the black-tailed prairie dog which are all Species of Greatest Conservation Need (SGCN). The project is also within range and suitable habitat for the state threatened Texas kangaroo rat. Fossorial Mammal and Bat BMP's would be implemented for the black-tailed prairie dog and the cave myotis bat. Plains spotted skunk BMP's would also be implemented. There are currently no BMPs for the Texas kangaroo rate (TKR); however, in lieu of BMPs the following shall occur: survey potentially disturbed areas for TKR habitat prior to construction. If TKR habitat is observed in the area, disturbance of this habitat should be avoided to the extent feasible. If avoidance of suitable habitat is not possible survey the habitat for TKR burrows to determine if the site is occupied by the species. Individual TKRs on the project site should be allowed to safely leave the project site or be relocated by a permitted individual to an area that would not be disturbed by construction. Monitor the listing status of the TKR throughout construction. Consultation, permitting, and mitigation may be required if this species becomes listed under the Endangered Species Act (ESA).

Early coordination with TPWD has been completed. Correspondence with TPWD has been included in **Appendix G.**

5.11.2 Impacts to Vegetation

The project area is located within Crosstimbers and Prairies EcoRegion of Texas (TPWD 2012). The footprint of the proposed ROW was overlaid on Ecological Mapping Systems of Texas (EMST) vegetation type maps.

No rare plant communities, as identified by the Texas Conservation Action Plan, are mapped as occurring within or adjacent to the project area (TPWD, 2012).

Special Habitat Features – Special habitat features can include bottomland hardwoods, caves, cliffs and bluffs, native prairies, seeps or springs, snags or groups of snags, existing bridges with known or observed bird or bat colonies, rookeries, and prairie dog towns. No special habitat features occur within the existing or proposed ROW.

Unusual Vegetation Features – Unusual vegetation features can include unmaintained vegetation, fencerow vegetation, riparian vegetation, trees that are considered historically significant, ecologically significant, or locally important, and unusual stands or islands of vegetation. It is anticipated that there may be some riparian vegetation along the stream crossings that the proposed ROW crosses.

The proposed project would exceed the impact threshold in the Threshold Table PA between TxDOT and TPWD for Riparian MOU Vegetation. Approximately 1.04 acres of Central Texas:

Riparian Hardwood and 14.46 acres of Central Texas: Riparian Herbaceous Vegetation are mapped within the proposed ROW according to the EMST, all of which would be impacted. The threshold for disturbance of this vegetation type is 0.10 acre. The project would also exceed the impact threshold in the Threshold Table PA for Crosstimbers Woodland and Forest. Approximately 25.30 acres of Crosstimbers: Post Oak Woodland is mapped within the proposed ROW, all of which would be impacted. The threshold for disturbance of this vegetation type is 2 acres.

Areas adjacent to US 82 that were outside of the mowed and maintained ROW were dominated by Hackberry (*Celtis occidentalis*), Bermudagrass (*Cynodon dactylon*), Johnsongrass (*Sorghum halepense*), and bull thistle (*Circium vulgare*). These areas included locations where the proposed ROW was mapped as Central Texas: Riparian herbaceous vegetation, Central Texas: Riparian hardwood and Crosstimbers: Post Oak Woodland, which were vegetation types that exceeded the Threshold Table PA. Typically, creeks and streams that intersect US 82 had less herbaceous vegetation and were forested. The areas that had smaller streams that usually ran through fields were dominated with herbaceous vegetation and smaller trees or saplings.

Early coordination with TPWD has been completed. TPWD requested that TxDOT minimize impacts to the vegetation adjacent to the project, both in grassland and riparian areas. Correspondence with TPWD has been included in **Appendix G.**

The No-Build Alternative would not impact any vegetation communities and would not require coordination with TPWD.

5.11.3 Executive Order 13112 on Invasive Species

This project is subject to 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.

Re-vegetation of disturbed areas would be in compliance with EO 13112 on Invasive Species. Regionally native and non-invasive plants would be used to the extent practicable. If additional landscaping activities beyond re-seeding are proposed, they would be developed during final design.

5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

This project is subject to and will comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping, effective April 26, 1994.

Disturbed areas would be re-vegetated according to TxDOT's standard practices for rural areas, which to the extent practicable, is in compliance with Executive Memorandum on Beneficial Landscaping.

5.11.5 Impacts to Wildlife

Wildlife located within the vicinity of the project area may include those common species normally found in rural areas. The species for this area may include squirrels, rabbits, raccoons, migratory songbirds, and various rodents. Other species could include opossums, frogs, lizards, and snakes. Any disturbance beyond the normal conditions of the study area is expected to be limited to the immediate vicinity of construction of the proposed project.

Section 5.11.1 discusses species that could be found near the proposed project and measures that would be implemented to avoid harm to wildlife.

As discussed in Section 5.11.1, the TKR may be impacted by the proposed project. The National Diversity Database (NDD) indicates an occurrence east of Henrietta and the proposed project does present suitable habitat. No evidence of burrows was found during the site survey. According to the USFWS Fact Sheet about the species (July 2016), Clay and Montague counties is within the historic range of the species, but the counties have not had a confirmed occurrence since 2000. It is unlikely that the species would be impacted, despite the presence of suitable habitat. The actions discussed in Section 5.11.1 will be taken in order to avoid unnecessary impacts to the TKR if they are found within the project area.

The No Build Alternative would not impact any wildlife.

5.11.6 Migratory Bird Protections

The Migratory Bird Treaty Act (MBTA) states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a federal permit issued in accordance within the Act's policies and regulations.

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 of the typical nesting season.

5.11.7 Fish and Wildlife Coordination Act

Fish and Wildlife Coordination Act (FWCA) of 1958 requires that federal agencies obtain comments from USFWS. This coordination is required whenever a project involves impounding, diverting, or deepening a stream channel or other body of water.

The proposed project would not impound, divert, or deepen a stream channel or other body of water; therefore, no coordination under FWCA would be required.

5.11.8 Bald and Golden Eagle Protection Act of 2007

The Bald and Golden Eagle Protection Act (BGEPA) of 2007 provides for the protection of the Bald Eagle and Golden Eagle by prohibiting, except under certain specified conditions, the taking, possession, and sale of such birds.

The proposed project does not have the potential to impact Bald or Golden Eagles. The proposed project does not have a suitable habitat for Bald or Golden Eagles.

According to the findings of the BEF, coordination with USFWS is not required.

5.11.9 Magnuson-Stevens Fishery Conservation Management Act

Essential fish habitat is defined by the Magnuson-Stevens Fishery Conservation and Management Act as those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity.

The proposed project is not located in a coastal county, and tidally influenced waters do not occur within the project area. Coordination with National Marine Fisheries Service (NMFS) is not required.

5.11.10 Marine Mammal Protection Act

Marine mammals are protected under the Marine Mammal Protection Act. The Texas coast provides suitable habitat and is within range of several marine mammals including the West Indian Manatee (*Trichechus manatus*), and bottlenose dolphin (*Tursiops truncatus*). The proposed project is not located in a coastal county and would not impact any marine mammals.

The project area does not contain suitable habitat for marine mammals. Coordination with NMFS is not required.

5.11.11 Threatened, Endangered, and Candidate Species

Field reconnaissance (May 2018), review of the USFWS Endangered Species List (June 2018), the TPWD Annotated County List of Rare Species for both Clay and Montague Counties (May and December 2016), the Information for Planning and Conservation (June 2018), and a search of the NDD, in conjunction with Geographic Information System, was conducted to determine the potential occurrence of State and Federally listed threatened and endangered species and their habitat (See the BEF for the complete list of species and habitat descriptions).

No suitable habitat was observed for any federally listed species; therefore, there would be no effect on federally listed species. However, measures to avoid harm to any threatened and endangered species would be taken should they be observed during construction of the proposed project. Coordination with the USFWS would not be required. The USFWS County list was accessed on June 11, 2018. The official species list can be found in **Appendix F.**

Lists of threatened and endangered species maintained by the USFWS and TPWD were consulted to determine species of potential occurrence in the vicinity of the proposed project. The proposed project contains potential habitat for three SGCN's: plains spotted skunk (*Spilogale putorius interrupta*), cave myotis bat (*Myotis velifer*), and the black-tailed prairie dog (*Cynomys ludovicianus*). The proposed project contains potential habitat for the Texas kangaroo rat (*Dipodomys elator*) which is a state listed threatened species. Actions to avoid impacts to the Texas kangaroo rat are discussed in Section 5.11.1.

The No Build Alternative would not affect or impact any threatened and endangered species. No coordination would be required.

5.12 Air Quality

This project is located in both Clay and Montague Counties which have been designated by the EPA as being in attainment or unclassifiable for all NAAQS; therefore, the transportation conformity rules do not apply.

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

According to traffic data provided by the Transportation Planning and Programming Division, the annual average daily traffic (AADT) for US 82 in 2016 was 3,200 vehicles per day (VPD) and 4,400 VPD in 2036. Traffic data for the proposed 2036 design year is less than 140,000 VPD. A

prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that a CO standard would ever be exceeded as a result of any project with an AADT below 140,000. The AADT projections for the project do not exceed 140,000 VPD; therefore, a Traffic Air Quality Analysis was not required.

A Mobile Source Air Toxics (MSAT) Qualitative Analysis was included in the Air Quality Technical Report that has been completed for the proposed project and is on file at TxDOT's Wichita Falls District Office. This assessment has acknowledged that the Build Alternative may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain, and because of this uncertainty, the health effects from these emissions cannot be estimated. 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.

The Congestion Management Process (CMP) is a systematic process for managing congestion that provides information on transportation systems performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The project is within an attainment or unclassifiable area for ozone and CO; therefore, a project level CMP analysis is not required.

There would be no change to the existing air quality under the No Build Alternative.

5.13 Hazardous Materials

A Hazardous Materials Initial Site Assessment (ISA) for the proposed project has been completed and filed with TxDOT's Wichita Falls District Office.

The ISA was conducted for the proposed project to identify sites within the project area that may have experienced soil and/or groundwater contamination by hazardous materials. The assessment consisted of a regulatory/governmental agency database records review and an onsite investigation.

The proposed project would require approximately 334 acres of new ROW and there is proposed demolition and/or relocation of 4 residential or associated outbuildings, two vacant structures and one commercial displacement. None of these facilities were listed as potentially containing hazardous materials in the hazardous materials database search.

There are seven mapped oil and gas wells within the proposed ROW. Three of the sites are listed as plugged oil wells, two are listed as a "dry hole", and two are listed as oil wells. No evidence of the sites listed as plugged oil well was identified by aerial imagery or during the field investigations. No evidence of the sites listed as dry hole was identified by aerial imagery or during the field investigations. One of the sites is mapped as an oil well within the proposed ROW but the actual oil derrick is outside of the proposed ROW. A site is mapped as an oil well within the existing TxDOT ROW; however, it was not identified, and the mapped location could be incorrect.

Buildings or structures acquired through the acquisition process are assessed and mitigated for asbestos, as needed, within the ROW process according to the TxDOT ROW Manual ROW Vol. 6, Miscellaneous Chapter 1, Section 5. Bridge structures being demolished or renovated are assessed and mitigated for asbestos and lead-containing-paint, as needed, within the

construction process according to Standard Specification Item 6.10 (and applicable Provisions), and the TxDOT guidance document: Guidance for Handling Asbestos in Construction Projects, dated January 26, 2007.

Five leaking petroleum storage tanks (LPST) were identified within 0.25 mile of the proposed project. Three of the sites are listed as having groundwater impacts to domestic/public water supply well within 0.25 mile. Final concurrence has been issued for three sites. One site is listed as no groundwater impacts and final concurrence has been issued for this site. The last site is listed as assessment incomplete; however, no apparent receptors impacted.

Excavations would be required for the improvements to the US 82 interchange with US 81 and for roadside drainage ditches. Dewatering may be required to culvert creek crossings.

During any construction project there exists the potential to encounter contaminated soil or water. Included in the contract would be the TxDOT standard specifications for construction that require the contractor to be familiar with and comply with all federal, state, and local laws, ordinances, and regulations related to the treatment and disposal of hazardous materials. Should hazardous materials/substances be encountered the TxDOT Wichita Falls District Office would be notified and steps would be taken to protect personnel and the environment.

The contractor would respond appropriately to prevent, minimize, and control the spill of hazardous materials in the construction staging area. The use of construction equipment, particularly the storage of fuels and chemicals, within sensitive areas, including water resources such as floodplains and streams, would be minimized or eliminated. Any unanticipated hazardous materials and/or petroleum contamination encountered during construction would be handled according to applicable federal, state, and local regulations per TxDOT Standard Specifications. All construction materials used for this project would be removed as soon as work schedules permit.

The No Build Alternative would not have any hazardous material impacts.

5.14 Traffic Noise

This analysis was accomplished in accordance with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011). The analysis is documented in the Noise Technical Report which is on file at TxDOT's Wichita Falls District Office.

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

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

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

The traffic noise analysis typically includes the following elements:

- Identification of land use activity areas that might be impacted by traffic noise.

- Determination of existing noise levels.
- Prediction of future noise levels.
- Identification of possible noise impacts.
- Consideration and evaluation of measures to reduce noise impacts.

The FHWA has established the following Noise Abatement Criteria (NAC) (**Table 1**) for various land use activity areas that are used as one of two means to determine when a traffic noise impact would occur.

Table 1: Noise Abatement Criteria

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

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

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

Relative criterion – the predicted noise level substantially exceeds the existing noise level at a receiver even though the predicted noise level does not approach, equal or exceed the NAC. “Substantially exceeds” is defined as more than 10 dB(A). For example: a noise impact would

occur at a Category B residence if the existing level is 54 dB(A) and the predicted level is 65 dB(A).

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

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

Existing and predicted traffic noise levels were modelled at receiver locations (**Table 2** and **Appendix F**) that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement.

Table 2: Traffic Noise Levels dB(A) L_{eq}

Receiver	NAC Category	NAC Level	Existing 2016	Predicted 2036	Change (+/-)	Noise Impact
R1 – Residence	B	67	60	60	0	No
R2 – Residence	B	67	61	62	+1	No
R3 – Residence	B	67	64	65	+1	No
R4 – Church	C	67	61	62	+1	No
R5 – Residence (Duplex)	B	67	60	60	0	No
R6 – Residence (Duplex)	B	67	54	55	+1	No
R7 – Residence	B	67	60	60	0	No
R8 – Residence	B	67	61	61	0	No
R9 – Residence	B	67	60	61	+1	No
R10 – Residence	B	67	60	61	+1	No
R11 – Residence	B	67	60	61	+1	No
R12 – Residence	B	67	60	61	+1	No
R13 – Residence	B	67	60	61	+1	No
R14 – Residence	B	67	60	61	+1	No
R15 – Residence	B	67	58	58	0	No
R16 – Residence	B	67	57	57	0	No
R17 – Residence	B	67	58	59	+1	No
R18 – Residence	B	67	59	60	+1	No
R19 – Residence	B	67	63	63	0	No
R20 – Residence	B	67	58	58	.0	No

Receiver	NAC Category	NAC Level	Existing 2016	Predicted 2036	Change (+/-)	Noise Impact
R21 – Residence	B	67	61	61	0	No
R22 – Residence	B	67	52	53	+1	No
R23 – Residence	B	67	54	52	-2	No
R24 – Residence	B	67	51	49	-2	No
R25 – Residence	B	67	54	54	0	No
R26 – Residence	B	67	50	53	+3	No
R27 – Residence	B	67	60	60	0	No
R28 – Residence	B	67	65	64	-1	No
R29 – Residence	B	67	61	61	0	No
R30 – Residence	B	67	55	60	+5	No
R31 – Residence	B	67	54	58	+4	No
R32 – Residence	B	67	64	65	+1	No
R33 – Residence	B	67	57	58	+1	No
R34 – Residence	B	67	55	57	+2	No
R35 – Residence	B	67	53	54	+1	No
R36 – Residence	B	67	57	57	0	No
R37 – Residence	B	67	61	63	+2	No
R38 – Residence	B	67	55	57	+2	No
R39 – Residence	B	67	55	55	0	No
R40 – Residence	B	67	54	55	+1	No
R41 – Residence	B	67	67	65	-2	No
R42 – Residence	B	67	64	63	-1	No
R43 – Restaurant	E	72	61	61	0	No
R44 – Residence	B	67	61	61	0	No
R45 – Residence	B	67	61	67	+6	Yes
R46 – Residence	B	67	57	58	+1	No
R47 – Residence	B	67	55	58	+3	No
R48 – Residence	B	67	57	58	+1	No
R49 – Residence	B	67	60	64	+4	No
R50 – Residence	B	67	55	58	+3	No
R51 – Residence	B	67	61	62	+1	No
R52 – Residence	B	67	55	56	+1	No
R53 – Residence	B	67	67	67	0	Yes
R54 – Residence	B	67	60	60	0	No

Receiver	NAC Category	NAC Level	Existing 2016	Predicted 2036	Change (+/-)	Noise Impact
R55 – Residence	B	67	52	55	+3	No
R56 – Residence	B	67	59	61	+2	No
R57 – Residence	B	67	67	65	-2	No
R58 – Residence	B	67	61	68	+7	Yes
R59 – Residence	B	67	63	66	+3	Yes
R60 – Residence	B	67	59	63	+4	No
R61 – Residence	B	67	62	65	+3	No
R62 – Residence	B	67	60	62	+2	No
R63 – Residence	B	67	57	60	+3	No
R64 – Residence	B	67	57	61	+4	No
R65 – Residence	B	67	60	63	+3	No
R66 – Residence	B	67	61	65	+4	No
R67 – Residence	B	67	61	65	+4	No
R68 – Residence	B	67	53	58	+5	No
R69 – Residence	B	67	54	58	+4	No

As shown in **Table 2**, Receivers R23 and R24 have a decrease in dB(A) between the existing 2016 and the predicted 2036 noise levels. This is due to proposed US 82 westbound main lanes shifting from their current position to further away from these receivers. As shown in **Table 2**, Receivers R28, R41, R42 and R57 have a decrease in dB(A) between the existing 2016 and the predicted 2036 noise levels. This is due to proposed US 82 eastbound main lanes shifting from their current position to further away from these receivers. As a result, the receivers' noise levels have decreased even though the US 82 traffic increased. Refer to **Appendix C** for a project schematic.

As indicated in **Table 2**, the proposed project would result in traffic noise impacts 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 five 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 five dB(A) and the abatement measure must be able to reduce the noise level at least one impacted, first row receiver by at least seven 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 proposed alignment would displace existing businesses, other residences and structures and not be 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 barriers – This is the most commonly used noise abatement measure. Noise barriers were evaluated for each of the impacted receiver locations with the following results:

R45, R53, R58 and R59 – These receivers are separate, individual residences. Noise walls that would achieve the minimum feasible reduction of 5 dB(A) while achieving a 7 dB(A) noise reduction design goal at 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, no new activities are planned or constructed along or within the following predicted (2036) noise impact contours.

Table 3: 2036 Noise Impact Contours

Land Use	Impact Contour	Distance from ROW
North of US 82 from Beginning of the Project to Spur 510		
NAC Category B & C	66 dB(A)	25 feet
NAC Category E	71 dB(A)	Inside ROW
North of US 82 from Spur 510 to North Centennial Pkwy		
NAC Category B & C	66 dB(A)	45 feet
NAC Category E	71 dB(A)	Inside ROW
North of US 82 from North Centennial Pkwy to the Beginning of the Depressed Grassy Median		
NAC Category B & C	66 dB(A)	66 feet
NAC Category E	71 dB(A)	Inside ROW
North of US 82 from the Beginning of the Depressed Grassy Median to FM 1134		
NAC Category B & C	66 dB(A)	50 feet
NAC Category E	71 dB(A)	Inside ROW
North of US 82 from FM 1134 to SH 19 Loop		
NAC Category B & C	66 dB(A)	55 feet
NAC Category E	71 dB(A)	Inside ROW

Land Use	Impact Contour	Distance from ROW
North of 82 from SH 19 Loop to Mesquite St		
NAC Category B & C	66 dB(A)	28 feet
NAC Category E	71 dB(A)	Inside ROW
North of 82 from Mesquite St to Fite Rd		
NAC Category B & C	66 dB(A)	16 feet
NAC Category E	71 dB(A)	Inside ROW
North of 82 from Fite Rd to FM 1816		
NAC Category B & C	66 dB(A)	45 feet
NAC Category E	71 dB(A)	Inside ROW
North of 82 from FM 1816 to End of the Depressed Grassy Median		
NAC Category B & C	66 dB(A)	95 feet
NAC Category E	71 dB(A)	40 feet
North of 82 from end of the Depressed Grassy Median to End of the Project		
NAC Category B & C	66 dB(A)	95 feet
NAC Category E	71 dB(A)	Inside ROW
South of US 82 from Beginning of the Project to Spur 510		
NAC Category B & C	66 dB(A)	25 feet
NAC Category E	71 dB(A)	Inside ROW
South of US 82 from Spur 510 to North Centennial Pkwy		
NAC Category B & C	66 dB(A)	35 feet
NAC Category E	71 dB(A)	Inside ROW
South of US 82 from North Centennial Pkwy to the Beginning of the Depressed Grassy Median		
NAC Category B & C	66 dB(A)	66 feet
NAC Category E	71 dB(A)	Inside ROW
South of US 82 from the Beginning of the Depressed Grassy Median to FM 1134		
NAC Category B & C	66 dB(A)	50 feet
NAC Category E	71 dB(A)	Inside ROW
South of US 82 from FM 1134 to SH 19 Loop		
NAC Category B & C	66 dB(A)	55 feet
NAC Category E	71 dB(A)	Inside ROW
South of 82 from SH 19 Loop to Fite Rd		
NAC Category B & C	66 dB(A)	28 feet
NAC Category E	71 dB(A)	Inside ROW

Land Use	Impact Contour	Distance from ROW
South of 82 from Fite Rd to FM 1816		
NAC Category B & C	66 dB(A)	50 feet
NAC Category E	71 dB(A)	Inside ROW
South of 82 from FM 1816 to End of the Depressed Grassy Median		
NAC Category B & C	66 dB(A)	95 feet
NAC Category E	71 dB(A)	Inside ROW
South of 82 from End of the Depressed Grassy Median to End of the Project		
NAC Category B & C	66 dB(A)	55 feet
NAC Category E	71 dB(A)	Inside ROW
East of US 81 from Begin Construction on US 81 to Beginning of Ramps South of US 82		
NAC Category B & C	66 dB(A)	60 feet
NAC Category E	71 dB(A)	Inside ROW
East of US 81 from Beginning of Ramps South of US 82 to End of Ramps North of US 82		
NAC Category B & C	66 dB(A)	Inside ROW
NAC Category E	71 dB(A)	Inside ROW
East of US 81 from End of Ramps North of US 82 to End of Construction on US 81		
NAC Category B & C	66 dB(A)	55 feet
NAC Category E	71 dB(A)	Inside ROW
West of US 81 from Begin Construction on US 81 to Beginning of Ramps South of US 82		
66 dB(A)	66 dB(A)	55 feet
71 dB(A)	71 dB(A)	Inside ROW
West of US 81 from Beginning of Ramps South of US 82 to US 82		
66 dB(A)	66 dB(A)	43 feet
71 dB(A)	71 dB(A)	Inside ROW
West of US 81 from US 82 to End of Ramps North of US 82		
66 dB(A)	66 dB(A)	28 feet
71 dB(A)	71 dB(A)	Inside ROW
West of US 81 from End of Ramps North of US 82 to End of Construction on US 81		
66 dB(A)	66 dB(A)	65 feet
71 dB(A)	71 dB(A)	Inside ROW

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more

tolerable. None of the receivers is expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

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

Under the No-Build Alternative, traffic noise levels would be expected to increase with an associated increase in traffic volumes.

5.15 Induced Growth

Indirect impacts are defined as those caused by an action and are later in time or farther removed in distance, but still reasonably foreseeable. Indirect impacts are not directly associated with the construction and operation of the roadway and are often caused by related development and growth. This, in turn, can result in a variety of related impacts such as changes in land use, population density or growth rate, economic vitality, and impacts on air and water and other natural resources. According to the Scope Development Tool prepared for this project and TxDOT's Induced Growth Indirect Impacts Decision Tree, no Induced Growth Impacts Analysis is required because the Purpose and Need does not include economic development and the project is not proposed to serve a specific development; economic development or new opportunities for growth/development are not cited as benefits of the project; and the proposed project is located in a rural area outside of the MPO boundary.

There would be no induced growth impacts under the No-Build Alternative.

5.16 Cumulative Impacts

Cumulative impacts are those that 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.

According to the Scope Development Tool prepared for this project and TxDOT's Cumulative Impacts Decision Tree, cumulative impact analysis is not required because the proposed project would not have substantial direct or indirect impacts on any resource and the proposed project area has no resources in poor or declining health.

There would be no cumulative impacts under the No-Build Alternative.

5.17 Construction Phase Impacts

The proposed project construction would not require detours. Ingress and egress to any affected private, commercial, or retail establishments would be maintained throughout the construction period. Every effort would be made to preserve as much vegetation as possible within the ROW.

During the construction phase of the project, due to operations normally associated with road construction, there is a possibility that noise levels would be greater than normal in the areas adjacent to the ROW. Construction is normally limited to daylight hours when occasional loud

noises are more tolerated. Due to the relatively short-term exposure periods imposed on any one receiver, extended disruption of normal activities is not expected. 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.

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

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.

Reasonable measures would be taken to minimize the inconvenience to vehicles using intersecting roadways during the construction phase. Residential and business properties would be accessible during and after construction. The proposed project would improve the safety, efficiency, and operations of the roadway.

During project development, TxDOT would design, use, and promote construction practices that minimize adverse effects on both regulated and unregulated wildlife habitat. Existing vegetation, especially native trees, would be avoided and preserved wherever practicable.

The No Build Alternative does not include constructing the proposed project. Maintenance activities would continue on the existing roadway.

6.0 AGENCY COORDINATION

6.1 Texas Commission on Environmental Quality (TCEQ)

Coordination with TCEQ was initiated on June 6, 2019, with the submission of the Public Hearing Notice. A copy of the Draft EA was requested and submitted on June 10, 2019. In accordance with 43 TAC 2.305, coordination is considered complete, the 30-day review deadline was met on July 10, 2019. No comments were received, and a 15-day extension was not requested. Email correspondence with TCEQ is included in **Appendix G**.

6.2 Texas Parks and Wildlife Department

In accordance with the TxDOT/TPWD MOU (effective September 1, 2013), a Tier I Site Assessment was conducted in order to define the amount and type of potential habitat within the project area and to determine the potential need for coordination with TPWD. The proposed project would disturb habitat that exceeds the amount indicated in the Threshold PA; therefore, coordination with TPWD is required.

The proposed project does contain suitable habitat for the Texas kangaroo rat and there are currently no BMP's for the species. The project may impact the species; however, there has not been a confirmed occurrence of the species since 2002 according to the USFWS Fact Sheet. Early coordination has been completed. Correspondence with TPWD has been included in **Appendix G.**

6.3 Texas Historical Commission

An intensive archeological survey is ongoing; however, ROE has not been granted for all necessary parcels. The Section 106 process will be completed when ROW is acquired, and the intensive archeological survey is complete.

7.0 PUBLIC INVOLVEMENT

TxDOT has conducted two rounds of public meetings (four total) concerning the proposed expansion of US 82 from Henrietta to Nocona. The first round of public meetings was held on January 31, 2017 at the Holman Center in Henrietta and on February 1, 2017 at the City of Nocona Community Center in Nocona. The goal of the public meetings was to receive feedback from the public about the proposed expansion of US 82, as well as the by-pass routes that were proposed around Henrietta and Nocona. These meetings were conducted in an open house format and an online open house was also available. The public was invited to submit comments on the proposed project and for this round of meetings, a survey was available in both paper format and online. Comments received from the first round of public meetings indicated that residents of Henrietta and Nocona would favor the expansion of US 82 but were not in favor of a by-pass route around Henrietta and Nocona.

The second round of public meetings were held on January 22, 2018 at the Holman Center in Henrietta and on January 23, 2018 at the VFW Ballroom in Nocona. The second round of public meetings focused on the build alternative discussed in this document. Both public meetings were conducted in an open house format. At both public meetings, the public was invited to submit comments on the proposed project. This information was then used in development of the project.

Comment cards, emails, responses to open-ended survey questions, verbal comments, and mailed letters were received during the comment period following the first round of public meetings. Comment cards and emails were received during the comment period following the second round of public meetings. Several comments stated support for the proposed project. Comments also brought attention to environmental constraints. Common reasons for opposition included impacts to private property.

A round of public hearings were held on June 24, 2019 at the Holman Center in Henrietta and June 25, 2019 at the Veranda Inn in Nocona. The public hearing included a formal presentation and comment period. Twenty-eight (28) comments were received during the official comment period. There were several comments that had questions about why ROW was proposed either north or south of the existing roadway and impacts to private property. There were comments pertaining to reroute options around Henrietta, concerns about flooding and locations of utilities such as water wells. No design changes occurred as a result of the comments from the Public Hearing.

Documentation of both rounds of public meetings including the results of the survey that was conducted at the first round of public meetings, documentation of both public hearings, and all the public comments and TxDOT responses has been completed and filed with TxDOT's Wichita Falls District Office.

8.0 POST-ENVIRONMENTAL CLEARANCE ACTIVITIES AND CONTRACTOR COMMUNICATIONS

8.1 Post-Environmental Clearance Activities

Table 4 is a list of any unresolved environmental activities that could not be completed prior to the issuance of a FONSI and the anticipated phase that the task would be completed:

Table 4: Post-Environmental Clearance Activities

	Environmental Activity	Phase of Completion
1	Asbestos/Lead Testing	Buildings and Structures – Prior to Construction Bridges – During Construction
2	Archeological	Prior to Construction
3	Displacements	Prior to Construction
4	Drinking Water Systems	Prior to Construction
5	Executive Order (EO) 11990 Wetlands – Wetland Determination for the potential wetland area that could not be accessed during field investigations.	Prior to letter of authority
7	Section 404 of the Clean Water Act – Acquiring 32 NWP 14 permits and potentially PCN's for locations where impacts would be greater than 0.1 acre	Prior to Construction
8	Threatened and Endangered Species – (1) Contractor will be advised to survey potentially disturbed areas for TKR habitat prior to construction. If TKR habitat is observed in the area, disturbance of this habitat should be avoided to the extent feasible. If avoidance of suitable habitat is not possible TPWD recommends TxDOT survey the habitat for TKR burrows to determine if the site is occupied by this species. Individual TKRs on the project site should be allowed to safely leave the project site or be relocated by a permitted individual to an area that would not be disturbed by construction. The TKR is highly nocturnal, and relocation may involve live trapping. (2) Monitor the listing status of the TKR throughout project planning, design, and construction. Consultation, permitting, and mitigation with the USFWS may be required if this species becomes listed under the Endangered Species Act (ESA).	Prior to construction

8.2 Contractor Communications

Table 5 is a list of project-specific avoidance measures or special instructions that will be conveyed to the design or construction contractor as a result of the departments environmental review of the project:

Table 5: Contractor Communications

	Environmental Activity	Project Specific Avoidance Measures or Special Instructions
1	Archeology	In the event that previously unidentified cultural materials are discovered during construction, work in the immediate area of discovery would cease and TxDOT will be contacted.
2	Construction	Plans to ensure safe and efficient traffic flow during construction would be developed as part of the detailed construction plans for the proposed project. Potential air quality impacts from particulate matter emissions would be minimized by using fugitive dust control measures such as covering or treating disturbed areas with dust suppression techniques, sprinkling, covering loaded trucks, and other dust abatement controls, as appropriate. Other construction-related impacts would be addressed in compliance with standard TxDOT policies and procedures. 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. During project development, TxDOT would design, use, and promote construction practices that minimize adverse effects on both regulated and unregulated wildlife habitat. Existing vegetation, especially native trees, would be avoided and preserved wherever practicable.
3	Executive Order 11988-Floodplain Management	Hydraulic design information will be coordinated with the local Floodplain Administrator.
4	Hazardous Materials	The contractor would take appropriate measures to prevent, minimize, and control spillage of hazardous materials in the construction staging area(s). All material being removed or disposed of by the contractor would be done in accordance with applicable State and Federal laws as not to degrade ambient water quality. All of these measures would be enforced under appropriate specifications in the plan, specification and estimate stage of project development.
5	Invasive Species and Beneficial Landscaping	Re-vegetation of disturbed areas would be in compliance with EO 13112 on Invasive Species. Regionally native and non-invasive plants would be used to the extent practicable. Disturbed areas would be re-vegetated according to TxDOT's standard practices for rural areas, which to the extent practicable, is in compliance with Executive Memorandum on Beneficial Landscaping.
6	Migratory Bird Treaty Act	TxDOT would take all appropriate actions to prevent the take of migratory birds, their active nests, eggs, or young by the use of proper phasing of the project or other appropriate actions. A MBTA appropriate Environmental Permits, Issues, & Commitments will be included in the Plans, Specifications, and Estimates.

	Environmental Activity	Project Specific Avoidance Measures or Special Instructions
7	Texas Pollutant Discharge Elimination System	This project would include five or more acres of earth disturbance. TxDOT would comply with the TCEQ-TPDES-CGP. A SW3P would be implemented, and a construction site notice would be posted on the construction site. A NOI would be required.
8	Threatened and Endangered Species	(1) Contractor will be advised to survey potentially disturbed areas for TKR habitat prior to construction. If TKR habitat is observed in the area, disturbance of this habitat should be avoided to the extent feasible. If avoidance of suitable habitat is not possible TPWD recommends TxDOT survey the habitat for TKR burrows to determine if the site is occupied by this species. Individual TKRs on the project site should be allowed to safely leave the project site or be relocated by a permitted individual to an area that would not be disturbed by construction. The TKR is highly nocturnal, and relocation may involve live trapping. (2) Monitor the listing status of the TKR throughout project planning, design, and construction. Consultation, permitting, and mitigation with the USFWS may be required if this species becomes listed under the Endangered Species Act (ESA). (3) Fossorial Mammal and Bat BMP's would be implemented for the black-tailed prairie dog and the cave myotis bat. (4) Plains spotted skunk BMP's would also be implemented.
	Water Quality	At least one BMP from each of the three categories of onsite water quality management (erosion control, post-construction TSS control, and sedimentation control) would be used on the proposed project. Other approved BMPs may be substituted, if necessary, using one of the BMPs from the same category. The construction contractor would take appropriate measures to prevent, minimize and control the spill of fuels, lubricants, and hazardous materials in the construction staging area. BMP's would be implemented in accordance with the SW3P.

9.0 CONCLUSION

The Preferred Alternative would meet the purpose and need of the proposed project.

The proposed construction of the widening of US 82 would minimize and avoid, where possible, impacts to the natural and human environment. The proposed project would improve connectivity and safety along US 82.

The engineering, social, economic, and environmental investigations conducted thus far on the proposed project, as proposed by the Preferred Alternative; indicate that the proposed project would result in no significant impacts of a level that would warrant an Environmental Impact Statement. Alternative selection would be finalized after completion of the public review period, which included a public hearing. No significant impacts are identified as a result of public review or at the public hearing and a FONSI has been prepared for the proposed project as a basis for Federal-aid corridor location approval.

10.0 REFERENCES

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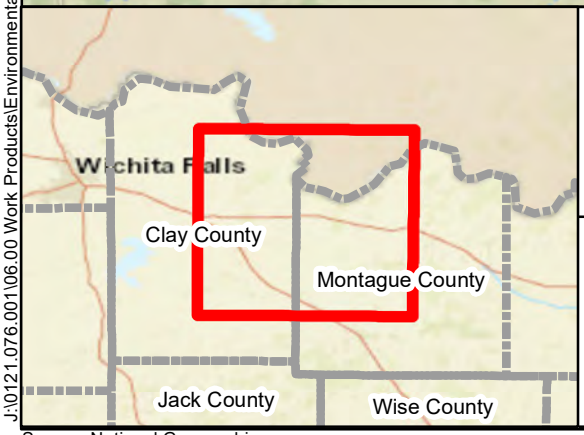
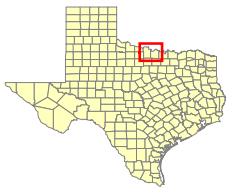
APPENDIX A
PROJECT LOCATION MAP





Legend

Project Limits

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T 281 589 7257 E usinfrastructure@rpsgroup.com

Project Location Map

US 82 from FM 1197/Bridge St. to SH 175/Montague St.

RPS PROJ. NO.: 0121.076.001
SCALE: 1 " = 4 miles
DATE: November 2017

EXHIBIT A

J:\0121.076.001\06.00 Work Products\Environmental\GIS\A Vic Map.mxd

Source: National Geographic

APPENDIX B
PHOTOS OF EXISTING FACILITY

Existing Facility Photos

Taken: December 2015

Photo shows US 82 in Nocona, photo is facing west.

Taken: December 2015

Photo shows US 82 in Nocona, photo is facing east.

Taken: May 2018

Photo shows US 82 in Ringgold, photo is facing west.

Taken: May 2018

Picture shows US 81 and the interchange with US 82, photo is facing north.

Taken: December 2015

Photo shows US 82 outside of Henrietta, the occasional eastbound passing lane on the can be seen. Photo is facing east.

Taken: December 2015

Photo shows US 82 in between Henrietta and Nocona, the occasional passing lane on the westbound side can be seen. Photo is facing east.

Taken: May 2018

Photo shows the US 82 bridge at Salt Creek, this was what was typically found at the larger water crossings that exist throughout the project.

Taken: December 2015

Photo shows the typical view of US 82 found throughout the length of the project where the roadway is only two lanes.

Taken: May 2018

Photo shows US 82 in Henrietta, photo is facing west.

Taken: May 2018

Photo shows US 82 in Henrietta, photo is facing east.

APPENDIX C
PROJECT SCHEMATIC

Texas Department of Transportation

US 82 SCHEMATIC DESIGN

WIDEN FROM 2 TO 4 LANES
CLAY COUNTY & MONTAGUE COUNTY

LIMITS: FROM FM 1197/BRIDGE ST IN HENRIETTA TO SH 175/MONTAGUE ST IN NOCONA

PROJECT LENGTH: 27.43 MILES

WICHITA FALLS DISTRICT

DATE: JUNE 20, 2019

INTERIM REVIEW DOCUMENT
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

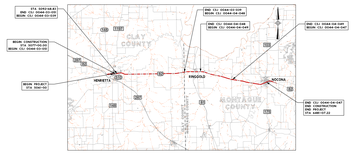
MARTIN GONZALES, IV, P.E. — 80403 P.E. # — JUNE 20, 2019 DATE

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASS	AADT US 82(SECTION 1)	AADT US 82(SECTION 2)
US 82 (UNDIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2014 = 4,100	2014 = 3,200
US 82 (DIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2036 = 8,500	2036 = 4,400
US 81 (RAMPS)	35 MPH	MAJOR COLLECTOR		
US 81 (RAMPS)	40 MPH			

0 200 400 600 800
SCALE: 1" = 200'

NOTE: GRID TO SURFACE SCALE FACTOR = 1.00012

PRELIMINARY - SUBJECT TO CHANGE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END CSJ: 0044-03-026
BEGIN CSJ: 0044-04-046
END CSJ: 0044-04-047
BEGIN CSJ: 0044-04-047
END CSJ: 0044-04-048
BEGIN CONSTRUCTION
END CONSTRUCTION
BEGIN CSJ: 0044-03-052
BEGIN PROJECT
STA: 1000+00
END CSJ: 0044-04-047
END CONSTRUCTION
BEGIN CONSTRUCTION
STA: 1089+07.23
CLAY COUNTY
MONTAGUE COUNTY
HENRIETTA
PRESTON
NOCONA
US 82
US 81
FM 1197
FM 2384
FM 2384
FM 1655
FM 1655
FM 2384
FM 2384
FM 1655
FM 1655
FM 2384
FM 2384
FM 1655
FM 1655

Texas Department of Transportation

US 82
SCHEMATIC DESIGN

WIDEN FROM 2 TO 4 LANES
CLAY COUNTY & MONTAGUE COUNTY

LIMITS: FROM FM 1197/BRIDGE ST IN HENRIETTA
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PROJECT LENGTH: 27.43 MILES

WICHITA FALLS DISTRICT

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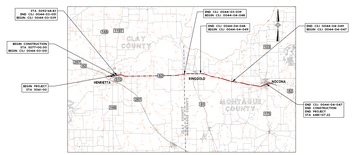
MARTIN GONZALES, IV, P.E. — 80403 — JUNE 20, 2019
NAME — P.E. # — DATE

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASS	AADT US SECTION ID
US 82 (UNDIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2014 = 3,200
US 82 (DIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2014 = 4,400
US 81 (MAINLANES)	55 MPH	MAJOR COLLECTOR	
US 81 (RAMPS)	40 MPH		

0 200 400 600 800
SCALE 1" = 200'

NOTE: GRID TO SURFACE SCALE FACTOR = 1.00012

PRELIMINARY - SUBJECT TO CHANGE



LEGEND

ROADWAY

- EXISTING TRAFFIC DIRECTION
- PROPOSED TRAFFIC DIRECTION
- EDGE OF PAVEMENT (NON-CURB)
- EDGE OF PAVEMENT (CURB)
- EXISTING ROW
- EXISTING PROPERTY LINE
- PROPOSED ROW
- PROPOSED DRAINAGE EASEMENT
- PROPOSED CONSTRUCTION EASEMENT
- DITCH FLOW LINE
- XX TRAFFIC COUNT YEAR (2006) DHV
- EXIST EASEMENT
- FLOW ARROW
- PROPOSED MAINLANE
- PROPOSED RAMP
- PROPOSED BRIDGE
- PROPOSED LOCAL ROAD
- PROPOSED RAISED ISLAND
- EXISTING PAVEMENT TO REMAIN (2" OVERLAY)
- EXISTING BASE TO REMAIN
- PAVEMENT TO BE REMOVED
- 0.0000 CURVE NUMBER

UTILITIES

- ELECTRIC POWER
- TELEPHONE PEDESTAL
- ELECTRIC PULL BOX
- ELECTRIC POLE
- WATER METER

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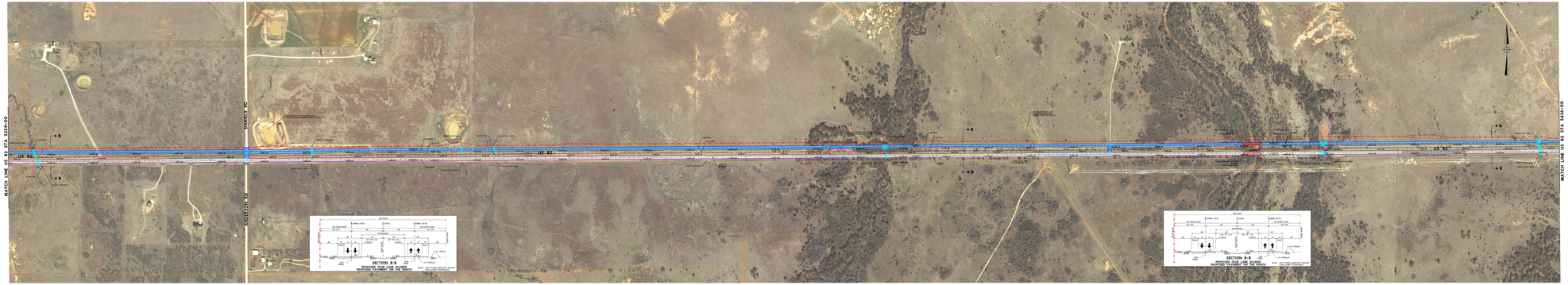
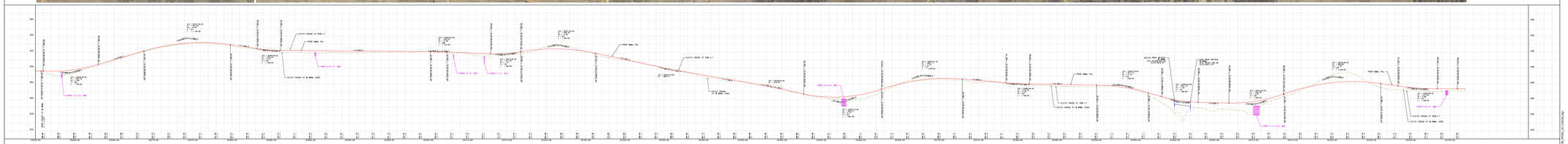
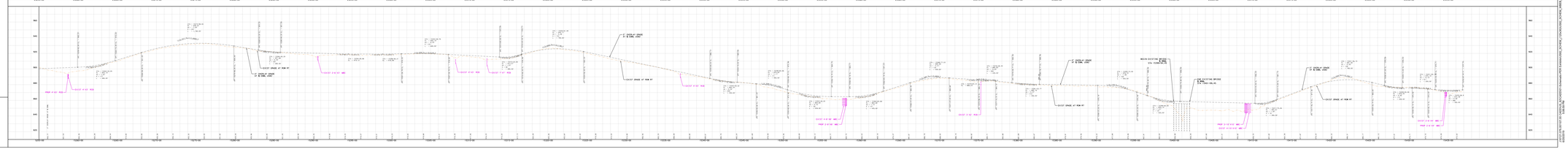
1160 Dairy Ashford, Suite 500, Houston, Texas 77079
T +1 281 589 7257 E usinfrastructure@rpsgroup.com







Texas Department of Transportation

US 82 SCHEMATIC DESIGN

WIDEN FROM 2 TO 4 LANES
CLAY COUNTY & MONTAGUE COUNTY

LIMITS: FROM FM 1197/BRIDGE ST IN HENRIETTA TO SH 175/MONTAGUE ST IN NOCONA

PROJECT LENGTH: 27.43 MILES

WICHITA FALLS DISTRICT

DATE: JUNE 20, 2019

INTERIM REVIEW DOCUMENT
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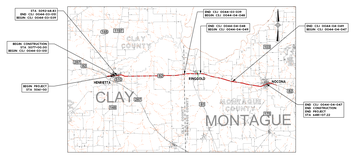
MARTIN GONZALEZ, IV, P.E. — 80403 — P.E. # — JUNE 20, 2019 — DATE

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASS	AADT US 82SECTION ID
US 82 (UNDIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2014 = 3,200
US 82 (DIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2036 = 4,400
US 81 (MAINLANE)	55 MPH	MAJOR COLLECTOR	
US 81 (RAMPS)	40 MPH		

0 200 400 600 800
SCALE: 1" = 200'

NOTE: GRID TO SURFACE SCALE FACTOR = 1.00012

PRELIMINARY - SUBJECT TO CHANGE



LEGEND

ROADWAY

- EXISTING TRAFFIC DIRECTION
- PROPOSED TRAFFIC DIRECTION
- EDGE OF PAVEMENT (NON-CURB)
- EDGE OF PAVEMENT (CURB)
- EXISTING ROW
- EXISTING PROPERTY LINE
- PROPOSED ROW
- PROPOSED DRAINAGE EASEMENT
- PROPOSED CONSTRUCTION EASEMENT
- DITCH FLOW LINE
- XX TRAFFIC COUNT YEAR (2036) DHV
- EXIST EASEMENT
- FLOW ARROW
- PROPOSED MAINLANE
- PROPOSED RAMP
- PROPOSED BRIDGE
- PROPOSED LOCAL ROAD
- PROPOSED RAISED ISLAND
- EXISTING PAVEMENT TO REMAIN (2" OVERLAY)
- EXISTING BASE TO REMAIN
- PAVEMENT TO BE REMOVED
- 0.00 CURVE NUMBER

UTILITIES

- ELECTRIC POWER
- TELEPHONE PEDESTAL
- ELECTRIC PULL BOX
- ELECTRIC POLE
- WATER METER

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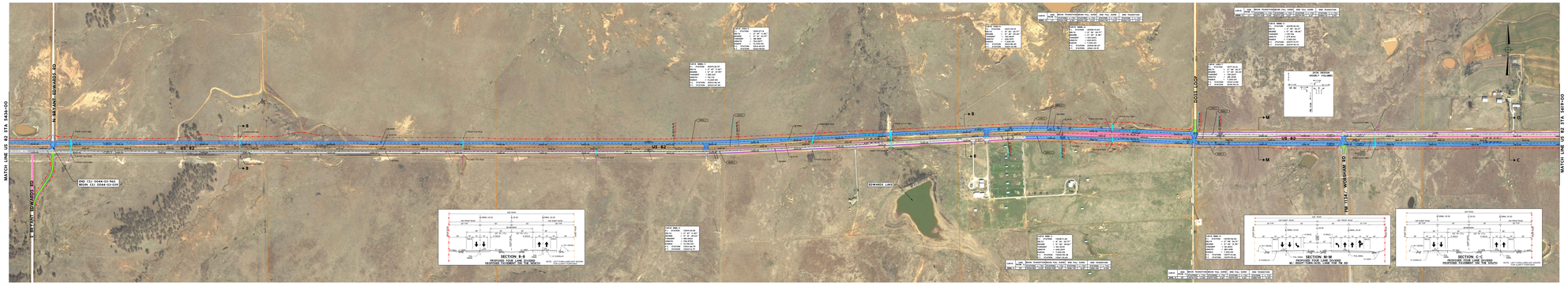
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N. BRYANT-CONNAUGHT RD
US 82
CR 3250 (N. BRYANT RD)
END CSJ: 0044-01-042
BEGIN CSJ: 0044-01-041
SECTION B-B
PROPOSED FIVE LANE BRIDGE
PROPOSED PAVEMENT ON THE NORTH
CR 3250 (N. BRYANT RD)
CR 3250 (N. BRYANT RD)
CR 3250 (N. BRYANT RD)

Texas Department of Transportation

US 82 SCHEMATIC DESIGN

WIDEN FROM 2 TO 4 LANES
CLAY COUNTY & MONTAGUE COUNTY

LIMITS: FROM FM 1197/BRIDGE ST IN HENRIETTA TO SH 175/MONTAGUE ST IN NOCONA

PROJECT LENGTH: 27.43 MILES

WICHITA FALLS DISTRICT

DATE: JUNE 20, 2019

INTERIM REVIEW DOCUMENT
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

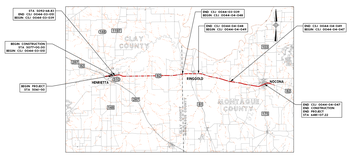
80403 JUNE 20, 2019
MARTIN GONZALES, IV, P.E. P.E. # DATE

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASS	AADT US SECTION ID
US 82 (UNDIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2014 = 3,200
US 82 (DIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2016 = 4,400
US 81 (RAMPS)	35 MPH	MAJOR COLLECTOR	
US 81 (RAMPS)	40 MPH		

0 200 400 600 800
SCALE: 1" = 200'

NOTE: GRID TO SURFACE SCALE FACTOR = 1.00012

PRELIMINARY - SUBJECT TO CHANGE



LEGEND

ROADWAY

- EXISTING TRAFFIC DIRECTION
- PROPOSED TRAFFIC DIRECTION
- EDGE OF PAVEMENT (NON-CURB)
- EDGE OF PAVEMENT (CURB)
- EXISTING ROW
- EXISTING PROPERTY LINE
- PROPOSED ROW
- PROPOSED DRAINAGE EASEMENT
- PROPOSED CONSTRUCTION EASEMENT
- DITCH FLOW LINE
- ADT — TRAFFIC COUNT YEAR (2006) DHV
- EXIST EASEMENT
- FLOW ARROW
- PROPOSED MAINLINE
- PROPOSED RAMP
- PROPOSED BRIDGE
- PROPOSED LOCAL ROAD
- PROPOSED RAISED ISLAND
- EXISTING PAVEMENT TO REMAIN (2" OVERLAY)
- EXISTING BASE TO REMAIN
- PAVEMENT TO BE REMOVED
- 0.00 — CURVE NUMBER

UTILITIES

- ELECTRIC POWER
- TELEPHONE PEDESTAL
- ELECTRIC PULL BOX
- ELECTRIC POLE
- WATER METER

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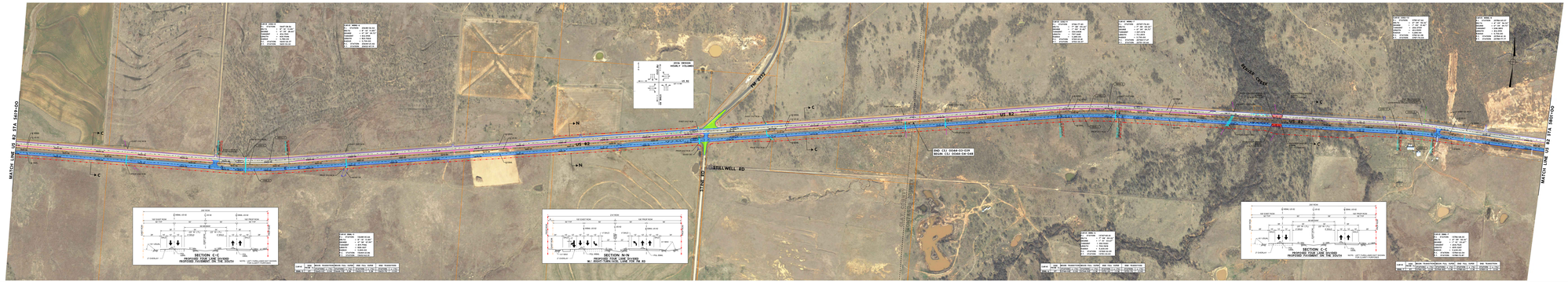
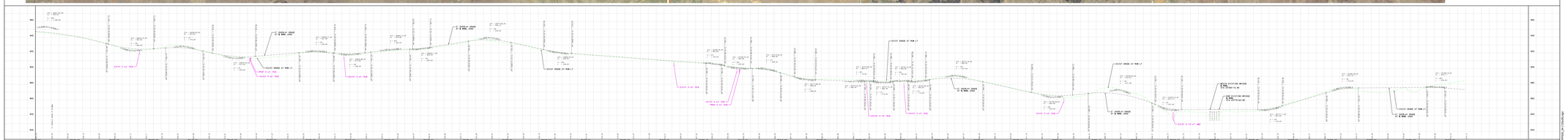
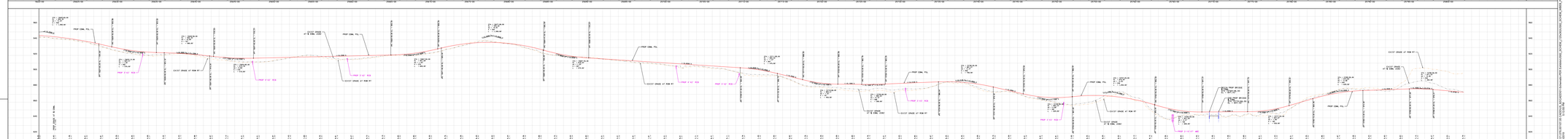






Texas Department of Transportation

WICHITA FALLS DISTRICT

US 82 SCHEMATIC DESIGN

WIDEN FROM 2 TO 4 LANES
CLAY COUNTY & MONTAGUE COUNTY

LIMITS: FROM FM 1197/BRIDGE ST IN HENRIETTA
TO SH 175/MONTAGUE ST IN NOCONA

PROJECT LENGTH: 27.43 MILES

DATE: JUNE 20, 2019

INTERIM REVIEW DOCUMENT
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

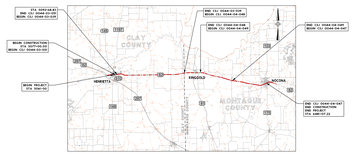
80603 JUNE 20, 2019
MARTIN GONZALEZ, IV, P.E. P.E. # DATE

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASS	AADT US 82 SECTIONS 2D
US 82 (UNDIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2014 = 3,200
US 82 (DIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2036 = 4,400
US 81 (MAINLANE)	70 MPH	MAJOR COLLECTOR	
US 81 (RAMPS)	40 MPH		

0 200 400 600 800
SCALE: 1" = 200'

NOTE: GRID TO SURFACE SCALE FACTOR = 1.00012

PRELIMINARY - SUBJECT TO CHANGE



LEGEND

ROADWAY

- EXISTING TRAFFIC DIRECTION
- PROPOSED TRAFFIC DIRECTION
- EDGE OF PAVEMENT (NON-CURB)
- EDGE OF PAVEMENT (CURB)
- EXISTING ROW
- EXISTING PROPERTY LINE
- PROPOSED ROW
- PROPOSED DRAINAGE EASEMENT
- PROPOSED CONSTRUCTION EASEMENT
- DITCH FLOW LINE
- XX TRAFFIC COUNT YEAR (2036) DHV
- EXIST EASEMENT
- FLOW ARROW
- PROPOSED MAINLANE
- PROPOSED RAMP
- PROPOSED BRIDGE
- PROPOSED LOCAL ROAD
- PROPOSED RAISED ISLAND
- EXISTING PAVEMENT TO REMAIN (2" OVERLAY)
- EXISTING BASE TO REMAIN (8" OVERLAY)
- PAVEMENT TO BE REMOVED
- 0.00 CURVE NUMBER

UTILITIES

- ELECTRIC POWER
- TELEPHONE PEDESTAL
- ELECTRIC PULL BOX
- ELECTRIC POLE
- WATER METER

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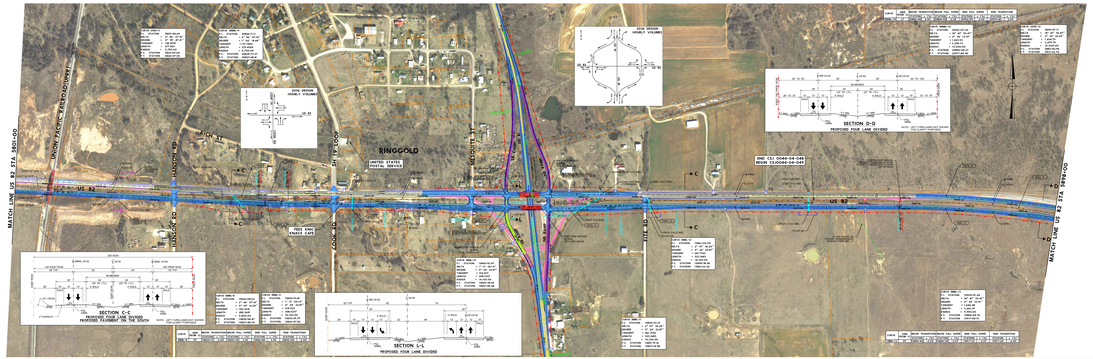
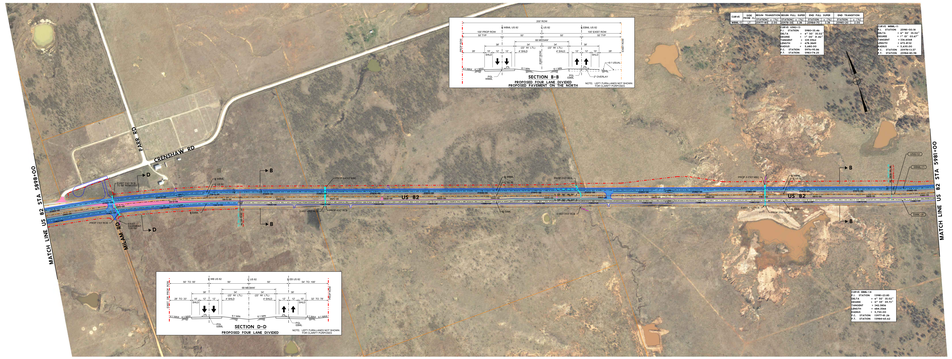
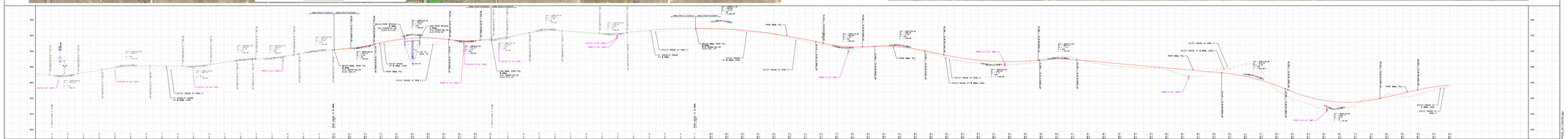
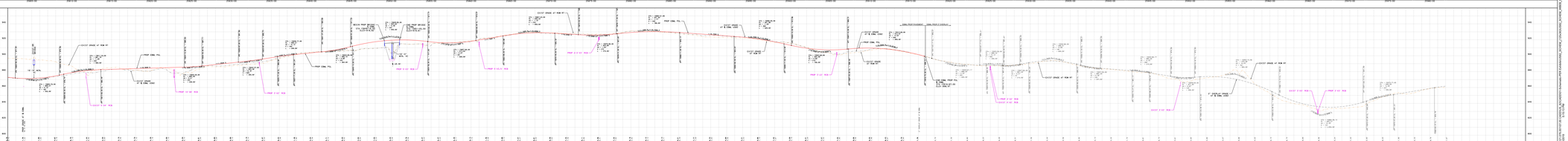








Texas Department of Transportation

US 82 SCHEMATIC DESIGN

WIDEN FROM 2 TO 4 LANES
CLAY COUNTY & MONTAGUE COUNTY

LIMITS: FROM FM 1197/BRIDGE ST IN HENRIETTA TO IH 175/MONTAGUE ST IN NOCONA

PROJECT LENGTH: 27.43 MILES

WICHITA FALLS DISTRICT

DATE: JUNE 20, 2019

INTERIM REVIEW DOCUMENT
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

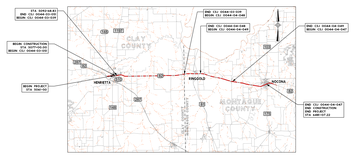
MARTIN GONZALES, IV, P.E. 80403 P.E. OF JUNE 20, 2019 DATE

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASS	AADT US SECTION 2)
US 82 (UNDIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2014 = 3,200
US 82 (DIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2036 = 4,400
US 81 (RAMPS/LOOP)	35 MPH	MAJOR COLLECTOR	
US 81 (RAMPS)	40 MPH		

0 200 400 600 800
SCALE: 1" = 200'
1" = 60 METERS

NOTE: GRID TO SURFACE SCALE FACTOR = 1.00012

PRELIMINARY - SUBJECT TO CHANGE



LEGEND

ROADWAY

- EXISTING TRAFFIC DIRECTION
- PROPOSED TRAFFIC DIRECTION
- EDGE OF PAVEMENT (NON-CURB)
- EDGE OF PAVEMENT (CURB)
- EXISTING ROW
- EXISTING PROPERTY LINE
- PROPOSED ROW
- PROPOSED DRAINAGE EASEMENT
- PROPOSED CONSTRUCTION EASEMENT
- DITCH FLOW LINE
- XX TRAFFIC COUNT YEAR (2036) DHV
- EXIST EASEMENT
- FLOW ARROW
- PROPOSED MAINLINE
- PROPOSED RAMP
- PROPOSED BRIDGE
- PROPOSED LOCAL ROAD
- PROPOSED RAISED ISLAND
- EXISTING PAVEMENT TO REMAIN (2" OVERLAY)
- EXISTING BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- 000 CURVE NUMBER

UTILITIES

- ELECTRIC POWER
- TELEPHONE PEDESTAL
- ELECTRIC PULL BOX
- ELECTRIC POLE
- WATER METER

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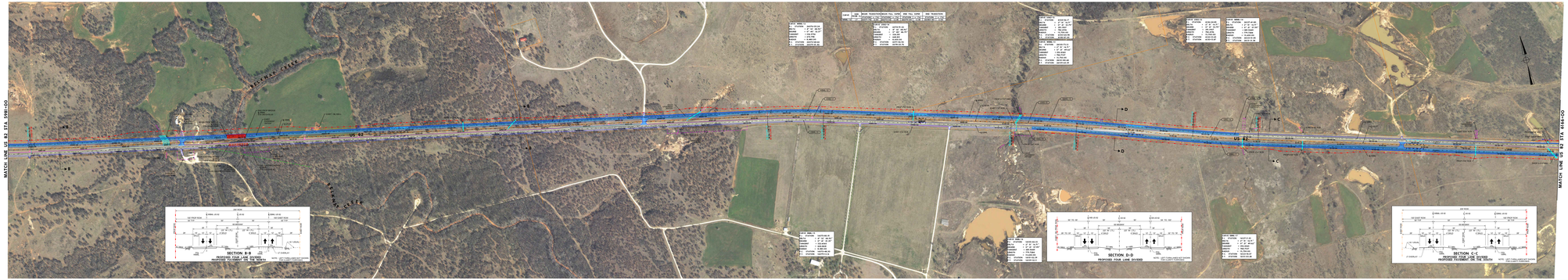
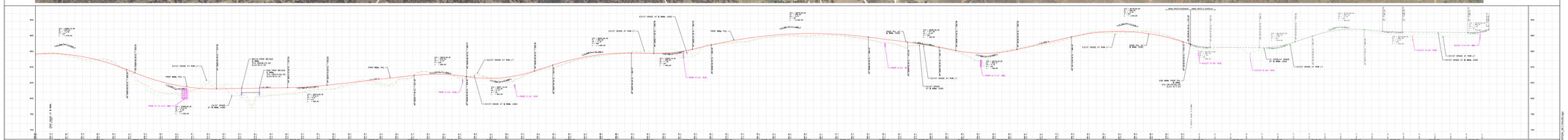
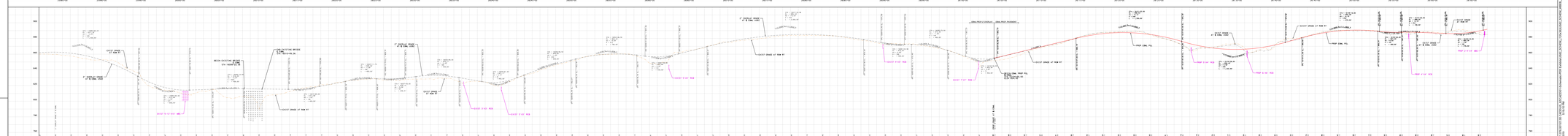
1160 Daily Ashford, Suite 500, Houston, Texas 77079
T +1 281 589 7257 E usinfrastructure@rpsgroup.com







Texas Department of Transportation

US 82 SCHEMATIC DESIGN

WIDEN FROM 2 TO 4 LANES
CLAY COUNTY & MONTAGUE COUNTY

LIMITS: FROM FM 1197/BRIDGE ST IN HENRIETTA
TO SH 175/MONTAGUE ST IN NOCONA

PROJECT LENGTH: 27.43 MILES

WICHITA FALLS DISTRICT

DATE: JUNE 20, 2019

INTERIM REVIEW DOCUMENT
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

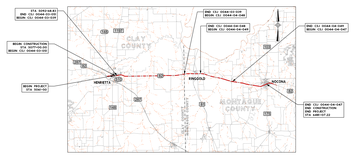
MARTIN GONZALES, IV, P.E. — 80403 P.E. # — JUNE 20, 2019 DATE

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASS	AADT US SECTION ID
US 82 (UNDIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2014 = 3,200
US 82 (DIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2036 = 4,400
US 81 (MAIN LANE)	55 MPH	MAJOR COLLECTOR	
US 81 (RAMPS)	40 MPH		

0 200 400 600 800
SCALE: 1" = 1,000'

NOTE: GRID TO SURFACE SCALE FACTOR = 1.00012

PRELIMINARY - SUBJECT TO CHANGE



LEGEND

ROADWAY

- EXISTING TRAFFIC DIRECTION
- PROPOSED TRAFFIC DIRECTION
- EDGE OF PAVEMENT (NON-CURB)
- EDGE OF PAVEMENT (CURB)
- EXISTING ROW
- EXISTING PROPERTY LINE
- PROPOSED ROW
- PROPOSED DRAINAGE EASEMENT
- PROPOSED CONSTRUCTION EASEMENT
- DITCH FLOW LINE
- A.X. TRAFFIC COUNT YEAR (2036) DHV
- EXIST EASEMENT
- FLOW ARROW
- PROPOSED MAINLINE
- PROPOSED RAMP
- PROPOSED BRIDGE
- PROPOSED LOCAL ROAD
- PROPOSED RAISED ISLAND
- EXISTING PAVEMENT TO REMAIN (2" OVERLAY)
- EXISTING PAVEMENT TO REMAIN
- PAVEMENT TO BE REMOVED
- 0.0 CURVE NUMBER

UTILITIES

- ELECTRIC POWER
- TELEPHONE PEDESTAL
- ELECTRIC PULL BOX
- ELECTRIC POLE
- WATER METER

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1160 Dairy Ashford, Suite 500, Houston, Texas 77079
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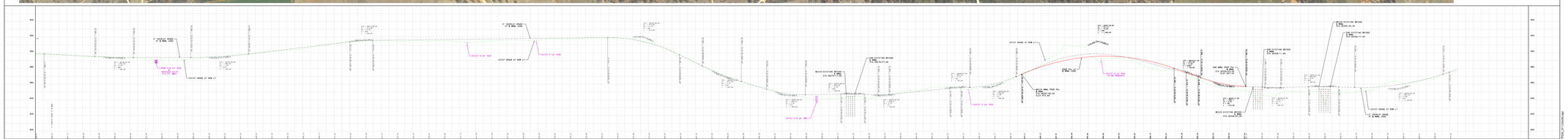
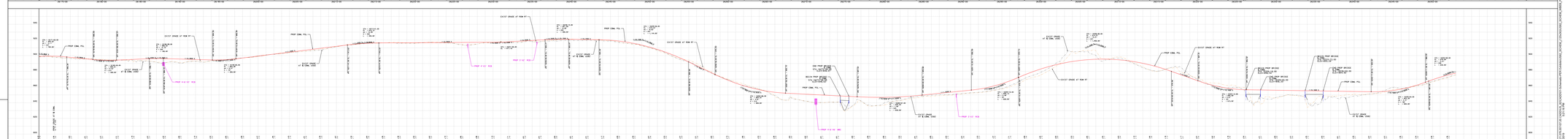




Texas Department of Transportation

US 82 SCHEMATIC DESIGN

WIDEN FROM 2 TO 4 LANES
CLAY COUNTY & MONTAGUE COUNTY

LIMITS: FROM FM 1197/BRIDGE ST IN HENRIETTA
TO SH 175/MONTAGUE ST IN NOCONA

PROJECT LENGTH: 27.43 MILES

WICHITA FALLS DISTRICT

DATE: JUNE 20, 2019

INTERIM REVIEW DOCUMENT
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

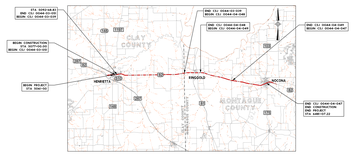
80603 JUNE 20, 2019
MARTIN GONZALEZ, IV, P.E. P.E. #

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASS	AADT US SECTION 20
US 82 (UNDIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2014 = 3,200
US 82 (DIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2036 = 4,400
US 81 (MAINLANES)	70 MPH	MAJOR COLLECTOR	
US 81 (RAMPS)	40 MPH		

0 200 400 600 800
SCALE: 1" = 200'
SCALE: 1:2,400

NOTE: GRID TO SURFACE SCALE FACTOR = 1.00012

PRELIMINARY - SUBJECT TO CHANGE



LEGEND

ROADWAY

- EXISTING TRAFFIC DIRECTION
- PROPOSED TRAFFIC DIRECTION
- EDGE OF PAVEMENT (NON-CURB)
- EDGE OF PAVEMENT (CURB)
- EXISTING ROW
- EXISTING PROPERTY LINE
- PROPOSED ROW
- PROPOSED DRAINAGE EASEMENT
- PROPOSED CONSTRUCTION EASEMENT
- DITCH FLOW LINE
- XX TRAFFIC COUNT YEAR (2036) DHV
- EXIST EASEMENT
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- PROPOSED BRIDGE
- PROPOSED LOCAL ROAD
- PROPOSED RAISED ISLAND
- EXISTING PAVEMENT TO REMAIN (2" OVERLAY)
- EXISTING BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- 0000 CURVE NUMBER

UTILITIES

- ELECTRIC POWER
- TELEPHONE PEDESTAL
- ELECTRIC PULL BOX
- ELECTRIC POLE
- WATER METER

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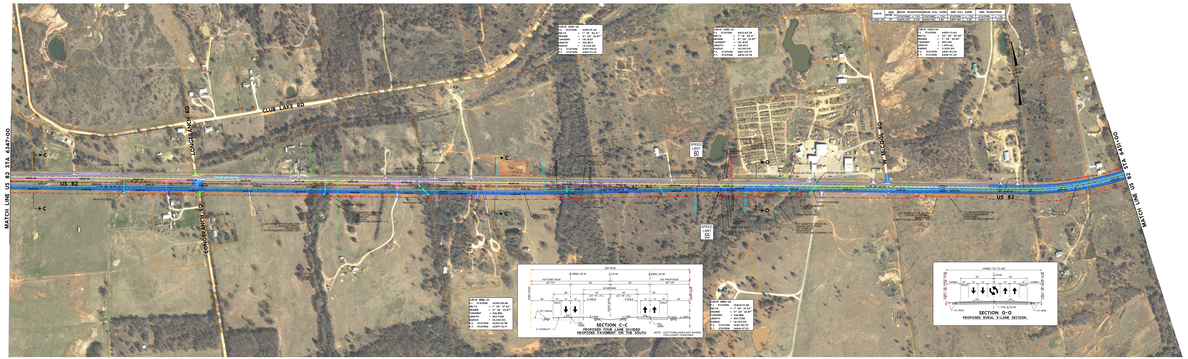

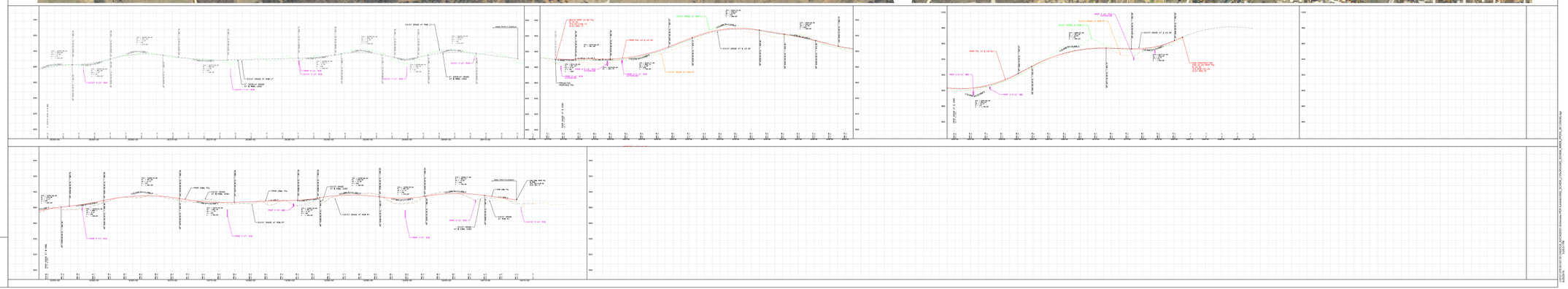

Texas Department of Transportation

US 82 SCHEMATIC DESIGN

WIDEN FROM 2 TO 4 LANES
CLAY COUNTY & MONTAGUE COUNTY

LIMITS: FROM FM 1197/BRIDGE ST IN HENRIETTA TO SH 175/MONTAGUE ST IN NOCONA

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MARTIN GONZALEZ, IV, P.E. — 80603 P.E. # — JUNE 20, 2019 DATE

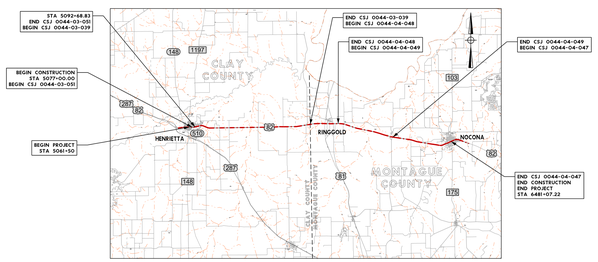
ROADWAY	DESIGN SPEED	FUNCTIONAL CLASS	AADT US 82(SECTION 2)
US 82 (UNDIVIDED SECTION)	55 MPH	PRINCIPAL ARTERIAL	2016 = 3,200
US 82 (DIVIDED SECTION)	60 MPH	PRINCIPAL ARTERIAL	2036 = 4,400
US 81 (MAINLANE)	70 MPH	MAJOR COLLECTOR	
US 81 (RAMPS)	40 MPH		

0 200 400 600 800

SCALE: H: 1"= 200'
V: 1"= 20'

NOTE: GRID TO SURFACE SCALE FACTOR = 1.00012

PRELIMINARY - SUBJECT TO CHANGE



LEGEND

ROADWAY

- EXISTING TRAFFIC DIRECTION
- PROPOSED TRAFFIC DIRECTION
- EDGE OF PAVEMENT (NON-CURB)
- EDGE OF PAVEMENT (CURB)
- EXISTING ROW
- EXISTING PROPERTY LINE
- PROPOSED ROW
- PROPOSED DRAINAGE EASEMENT
- PROPOSED CONSTRUCTION EASEMENT
- DITCH FLOW LINE
- XX TRAFFIC COUNT YEAR (2036) DHV
- EXIST EASEMENT
- FLOW ARROW
- PROPOSED MAINLANE
- PROPOSED RAMP
- PROPOSED BRIDGE
- PROPOSED LOCAL ROAD
- PROPOSED RAISED ISLAND
- EXISTING PAVEMENT TO REMAIN (2" OVERLAY)
- EXISTING BRIDGE TO REMAIN (2" OVERLAY)
- PAVEMENT TO BE REMOVED
- USBZ## CURVE NUMBER

UTILITIES

- ELECTRIC/POWER
- TELEPHONE PEDESTAL
- ELECTRIC PULL BOX
- ELECTRIC POLE
- WATER METER

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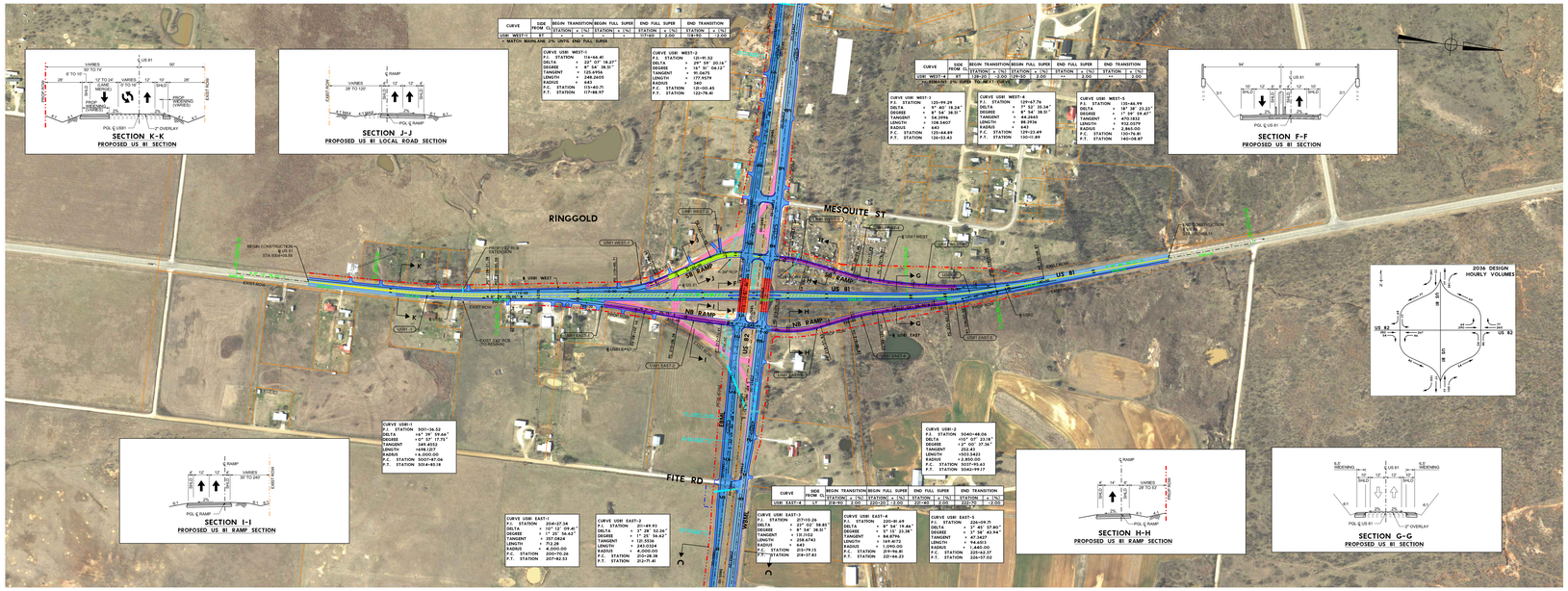
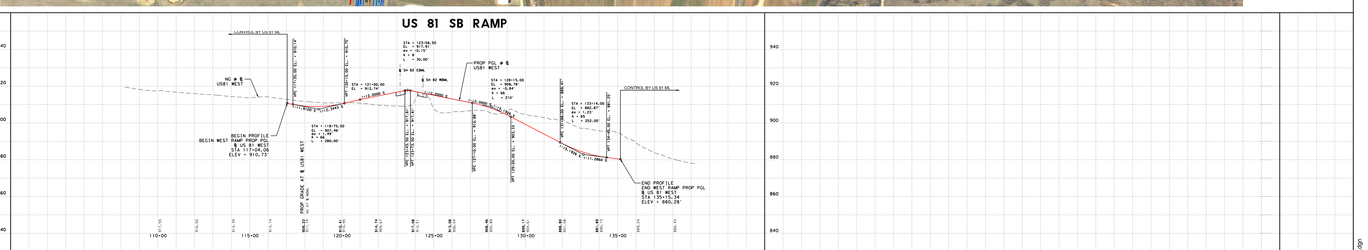
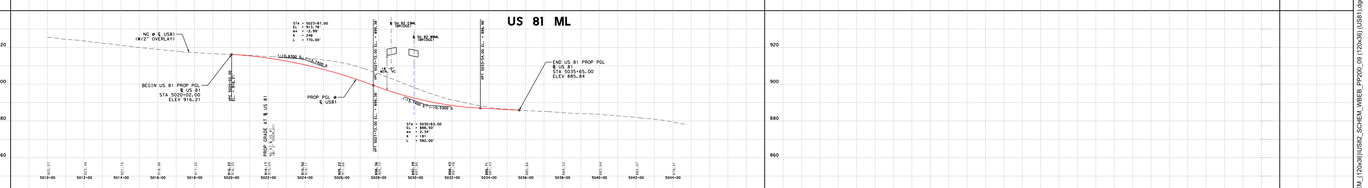
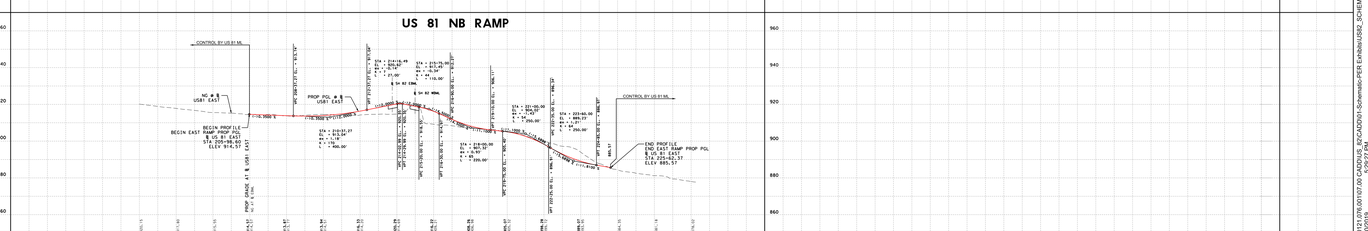




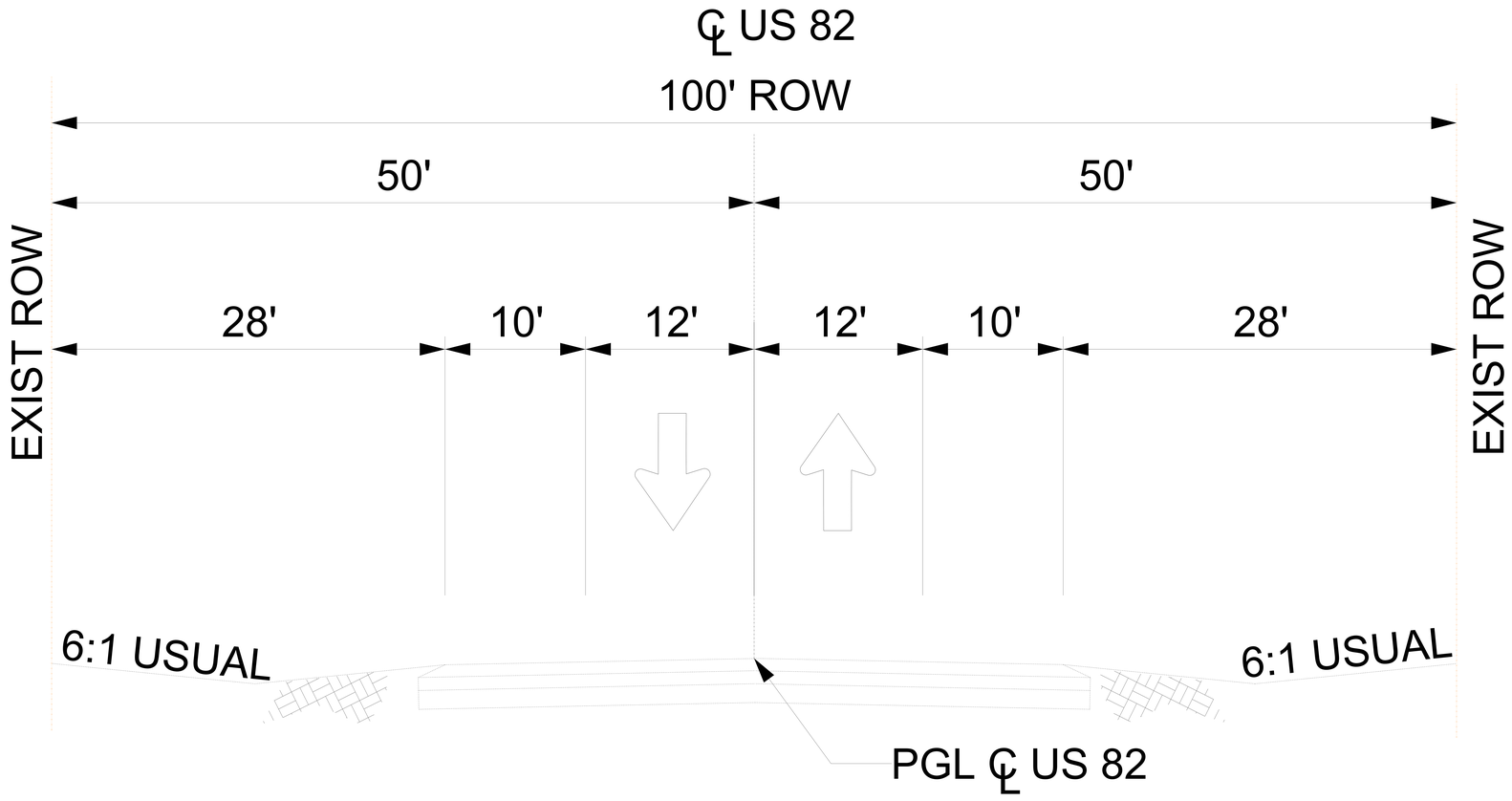




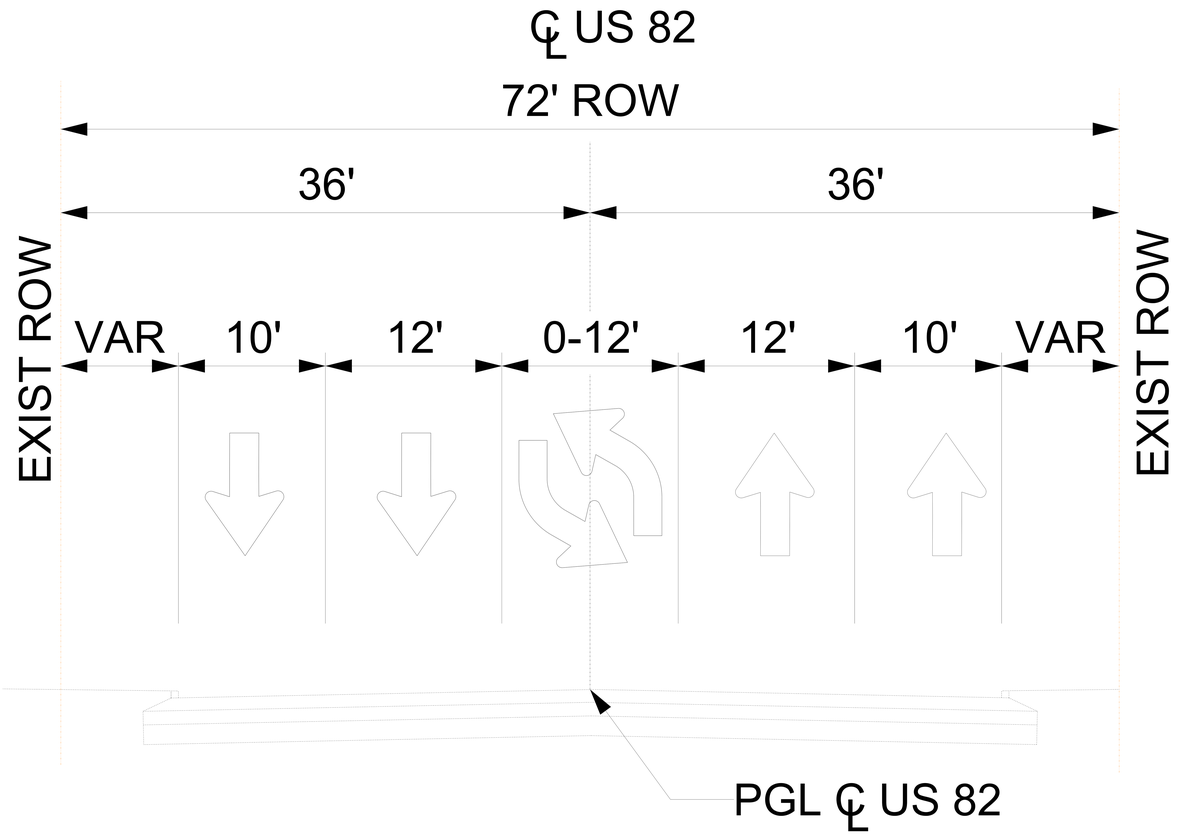
SHEET 9 OF 9

APPENDIX D
EXISTING TYPICAL SECTIONS

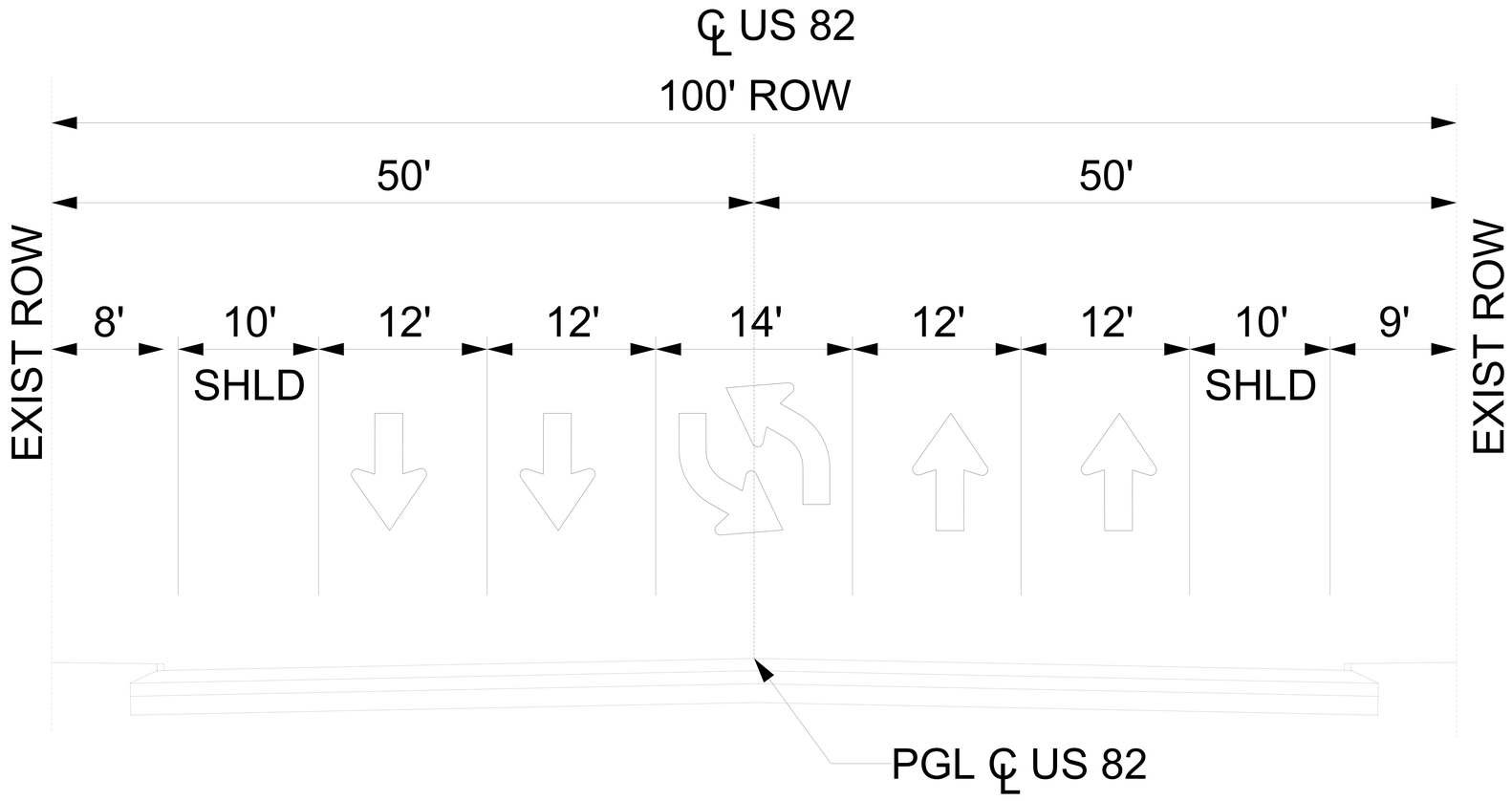
Note: For Proposed Typical Sections see the Schematic in Appendix C



EXISTING RURAL SECTION



EXISTING URBAN SECTION (HENRIETTA)



EXISTING URBAN SECTION (NOCONA)

APPENDIX E
PLAN AND PROGRAM EXCERPTS

2019-2022 Statewide Transportation Improvement Program

TxDOT Wichita Falls District

Highway Projects

2019-2022 STIP — **02/2019 Revision: Approved 04/04/2019**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
WICHITA FALLS		MONTAGUE	0044-04-047	2021	US 82	C	OTHER	$ 10,115,087

LIMITS FROM SH 175 / MONTAGUE STREET
LIMITS TO NEAR FM 1816
PROJECT DESCR UPGRADE 2 LANE FACILITY TO 4 LANE DIVIDED FACILITY
REMARKS
P7
PROJECT SPONSOR
REVISION DATE 02/2019
MPO PROJ NUM
FUNDING CAT(S) 4
PROJECT HISTORY

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 701,607		
ROW PURCH	$ 3,325,319	COST OF	
CONSTR	$ 10,115,087	APPROVED	
CONST ENG	$ 710,199	PHASES	
CONTING	$ 284,938	$	10,115,087
INDIRECT	$ 0		
BOND FIN	$ 0		
PT CHG ORD	$ 523,469		
TOTAL CST	$ 15,660,619		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
4	$ 8,092,070	$ 2,023,017	$ 0	$ 0	$ 0	$ 10,115,087
TOTAL	$ 8,092,070	$ 2,023,017	$ 0	$ 0	$ 0	$ 10,115,087

2019-2022 STIP — **02/2019 Revision: Approved 04/04/2019**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
WICHITA FALLS		MONTAGUE	0044-04-049	2021	US 82	C	OTHER	$ 9,813,447

LIMITS FROM 0.5 MI EAST OF US 81
LIMITS TO NEAR FM 1816
PROJECT DESCR UPGRADE FROM 2 LANE TO 4 LANE DIVIDED FACILITY
REMARKS
P7
PROJECT SPONSOR
REVISION DATE 02/2019
MPO PROJ NUM
FUNDING CAT(S) 4
PROJECT HISTORY UPGRADE TO 4 LANE DIVIDED FACILITY

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 717,924		
ROW PURCH	$ 3,058,958	COST OF	
CONSTR	$ 9,813,447	APPROVED	
CONST ENG	$ 726,715	PHASES	
CONTING	$ 291,565	$	9,813,447
INDIRECT	$ 0		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 14,608,609		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
4	$ 7,850,758	$ 1,962,689	$ 0	$ 0	$ 0	$ 9,813,447
TOTAL	$ 7,850,758	$ 1,962,689	$ 0	$ 0	$ 0	$ 9,813,447

2019-2022 STIP — **02/2019 Revision: Approved 04/04/2019**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
WICHITA FALLS		COOKE	0195-01-119	2021	IH 35	C,E	OTHER	$ 183,700,000

LIMITS FROM 1.4 MI SOUTH OF SPRING CREEK ROAD
LIMITS TO 0.2 MI SOUTH OF US 82
PROJECT DESCR WIDEN FROM 4 TO 6 LANE FREEWAY FACILITY
REMARKS
P7
PROJECT SPONSOR
REVISION DATE 02/2019
MPO PROJ NUM
FUNDING CAT(S) 12,4,1
PROJECT HISTORY WIDEN TO 6 LANES

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 9,444,729		
ROW PURCH	$ 7,011,586	COST OF	
CONSTR	$ 192,749,584	APPROVED	
CONST ENG	$ 8,288,232	PHASES	
CONTING	$ 346,949	$	183,700,000
INDIRECT	$ 0		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 217,841,080		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
12	$ 50,560,000	$ 12,640,000	$ 0	$ 0	$ 0	$ 63,200,000
4	$ 96,400,000	$ 24,100,000	$ 0	$ 0	$ 0	$ 120,500,000
1	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0
TOTAL	$ 146,960,000	$ 36,740,000	$ 0	$ 0	$ 0	$ 183,700,000

Texas Department of Transportation

UNIFIED TRANSPORTATION PROGRAM

Texas Department of Transportation

2019

Wichita Falls District

2019 Unified Transportation Program (UTP)

With possibilities of blizzards, tornadoes, flooding, and wildfires in our rural district, we are ready for any type of weather. We stay prepared for these extreme conditions through a focus on preventive maintenance and rehabilitation. As a key connector district, we also work to improve safety on our busiest thoroughfares by adding shoulders and passing lanes throughout our nine counties.

Did You Know?

- Sheppard Air Force Base draws pilots from around the globe for North American Treaty Organization (NATO) training, the only multi-national program of its kind.
- Our district's key freight corridors support Texas' energy sector, carrying traffic for drilling in the Barnett Shale oil fields, as well as wind energy activities.

DISTRICT HIGHLIGHTS

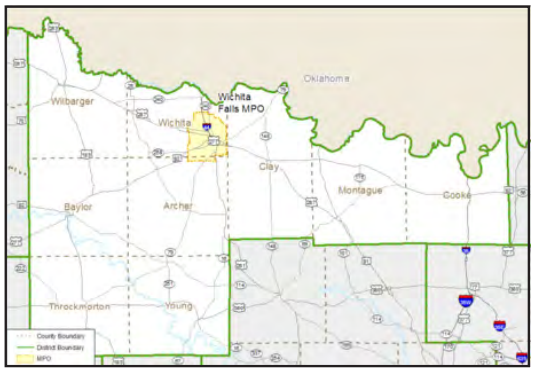
Each August, Wichita Falls welcomes more than 13,000 cyclists for the Hotter'N Hell Hundred race. Considered a "ride of passage" for bike enthusiasts, crowds of spectators also flock to witness this annual display of endurance. Each year, our district supports this influx of competitors and supporters through traffic management and special event planning.

Locally, Hotter'N Hell also fosters recreational and commuter cycling in Wichita Falls. As a result, our district has a unique focus on bike and pedestrian planning, which we deliver through partnerships with the Wichita Falls Metropolitan Planning Organization (MPO) and City of Wichita Falls. Currently, we have more than 18 miles of recreational trails, with more under construction. At completion, 24 miles will encircle the city. We are proud of this trail system as a resource for active transportation and recreation.

Planning and Programming

Wichita Falls takes a proactive approach to maintenance by working to keep roads and bridges in good shape before major issues arise. We diligently review roadway conditions and survey residents, matching our data with public input to prioritize projects. This feedback is especially important to our planning process because first-hand knowledge from drivers is more current than the most up-to-date data source.

We stay aware of these needs through our dedicated public involvement efforts. In addition to traditional in-person forums, we reach our residents using innovative online engagement tools. For example, when we posted online open houses for three separate projects last year, each saw almost 700 unique page views.



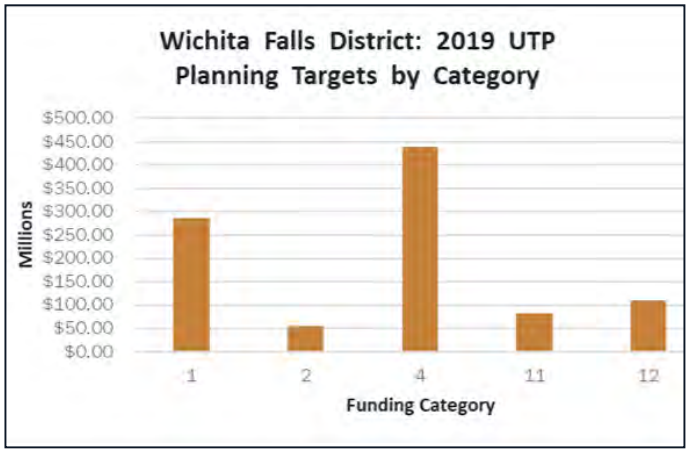
FAST FACTS

Population	250,000
Square Miles	More than 8,000
Daily Vehicle Miles	Nearly 7 Million
Lane Miles	Nearly 6,500
Registered Vehicles	More than 250,000

How to Stay Involved

- Wichita Falls TxDOT District ***page***
- District Projects and Studies ***page***
- TxDOT Hearings and Meetings ***schedule***
- ***Wichita Falls Metropolitan Planning Organization***: get involved with regional transportation plans
- ***Cross Plains Rural Transportation Council***: provide early input for rural transportation planning
- ***City of Wichita Falls***: Trail Maps
- Contact the district by ***email***

@TXDOTWF *ADELE.LEWIS@TXDOT.GOV* **1601 SOUTHWEST PARKWAY, WICHITA FALLS, TX, 76302** **(940) 720-7728**



Priorities

Due to our location between the panhandle, North Texas, and Oklahoma, our main focus is connectivity. Most of our larger projects seek to ensure safe, swift travel through our district. The I-35 highway expansion in Cooke County is currently our most significant project, and we meet regularly with the Oklahoma Department of Transportation and the Dallas District to coordinate planning. Within the UTP, these connectivity projects are generally funded through Category 4.

Like other rural districts, we have ongoing maintenance needs in our district and regularly receive Category 1 funding to address those needs. About one-third of these funds are dedicated toward sealcoat and rehabilitation programs. In addition to extending the life of our current network, these projects also make our district roads safer. We often widen lanes of older FM roads and improve the shoulders. These small-scale improvements greatly increase the safety of our roads.

We are host to steady traffic from the energy industry due to drilling in North Texas' Barnett Shale. Active oil and gas wells dot the eastern portion of our district, especially Montague County. Associated maintenance needs are greater than our typical Category 1 funding, so we rely upon energy sector funds through Category 11 to keep these roads safe and well-maintained.

For urban projects, we partner with the Wichita Falls MPO to strategically distribute Category 2 funding. Category 2 funds support important metropolitan projects within Wichita Falls, such as rehabilitation and maintenance of I-44, Kell Freeway, and Southwest Parkway. The Wichita Falls MPO was also recently awarded Category 9 funding for three of the four remaining hike and bike trail projects, with proposed local bond funding to complete the final segment.

Make sure to visit TxDOT's Project Tracker website to view up-to-date information transportation projects: ***www.txdot.gov/pt***

12

TxDOT FUNDING CATEGORIES

1 Preventive Maintenance and Rehabilitation
2 Metropolitan and Urban Area Corridor Projects
3 Non-Traditionally Funded Transportation Projects
4 Statewide Connectivity Corridor Projects
5 Congestion Mitigation and Air Quality Improvement
6 Structures Replacement and Rehabilitation
7 Metropolitan Mobility and Rehabilitation
8 Safety
9 Transportation Alternatives Program
10 Supplemental Transportation Projects
11 District Discretionary
12 Strategic Priority

Start of Hotter'N Hell Hundred race

KEY DISTRICT PROJECTS & PROGRESS

Long Term (Five or more years)

- I-35, Cooke County: upgrade to 6-lane highway from Gainesville across the Red River to Exit 1 in Oklahoma – estimated $230 million
- US 82, Clay, Montague Counties: upgrade to 4-lane divided highway from Henrietta to Ringgold – estimated $43 million
- SH 114, Baylor, Archer, Young Counties: add passing lane from Seymour to Jean – estimated $32 million

Short Term (Four or fewer years)

- I-35, Cooke County: upgrade to 6-lane highway from near Denton County line to Gainesville – estimated $370 million
- US 82, Montague County: upgrade to 4-lane divided highway from Ringgold to Nocona – estimated $27 million
- SH 114, Young County: add passing lane from Jean to Jack County – estimated $6 million

@TXDOTWF ADELE.LEWIS@TXDOT.GOV 1601 SOUTHWEST PARKWAY, WICHITA FALLS, TX, 76302 (940) 720-7728

2019 Unified Transportation Program | Wichita Falls

Project Listing
Page 2 of 4

Montague County

CSJ	District	COUNTY	UTP AUTHORITY	TOLL		Ranking Tier
0044-04-047	WICHITA FALLS	MONTAGUE	Construct	No	US 82	2

Limits From: SH 175 / MONTAGUE STREET
Limits To: NEAR FM 1816
Project Description: UPGRADE TO 4 LANE DIVIDED FACILITY

Previously Authorized

Est Const Cost: $10,115,088

Programmed Construction Funding

Category	Description	Authorized	Other	Total
4	REGIONAL CONNECTIVITY	$10,115,088	$0	$10,115,088
	Total	**$10,115,088**	**$0**	**$10,115,088**

CSJ	District	COUNTY	UTP AUTHORITY	TOLL		Ranking Tier
0044-04-049	WICHITA FALLS	MONTAGUE	Construct	No	US 82	2

Limits From: 0.5 MI EAST OF US 81
Limits To: NEAR FM 1816
Project Description: UPGRADE TO 4 LANE DIVIDED FACILITY

Previously Authorized

Est Const Cost: $9,813,448

Programmed Construction Funding

Category	Description	Authorized	Other	Total
4	REGIONAL CONNECTIVITY	$9,813,448	$0	$9,813,448
	Total	**$9,813,448**	**$0**	**$9,813,448**

Wichita County

CSJ	District	COUNTY	UTP AUTHORITY	TOLL		Ranking Tier
0044-01-105	WICHITA FALLS	WICHITA	Let	No	US 82	2

Limits From: MCKINNEY ROAD
Limits To: CLAY COUNTY LINE
Project Description: MILL AND OVERLAY

New Project

Est Const Cost: $750,000

Programmed Construction Funding

Category	Description	Authorized	Other	Total
2U	URBAN CORRIDOR	$750,000	$0	$750,000
	Total	**$750,000**	**$0**	**$750,000**

CSJ	District	COUNTY	UTP AUTHORITY	TOLL		Ranking Tier
0044-10-017	WICHITA FALLS	WICHITA	Let	No	BU 287J	2

Limits From: OLD WINDTHORST RD
Limits To: SH 240
Project Description: OVERLAY

New Project

Est Const Cost: $350,000

Programmed Construction Funding

Category	Description	Authorized	Other	Total
2U	URBAN CORRIDOR	$350,000	$0	$350,000
	Total	**$350,000**	**$0**	**$350,000**

CSJ	District	COUNTY	UTP AUTHORITY	TOLL		Ranking Tier
0044-11-003	WICHITA FALLS	WICHITA	Let	No	BU 287J	3

Limits From: SH 240
Limits To: SS 213
Project Description: OVERLAY

New Project

Est Const Cost: $125,000

Programmed Construction Funding

Category	Description	Authorized	Other	Total
2U	URBAN CORRIDOR	$125,000	$0	$125,000
	Total	**$125,000**	**$0**	**$125,000**

CSJ	District	COUNTY	UTP AUTHORITY	TOLL		Ranking Tier
0156-02-030	WICHITA FALLS	WICHITA	Let	No	SH 240	2

Limits From: IH 44
Limits To: ROBINSON RD
Project Description: SEAL COAT

New Project

Est Const Cost: $260,000

Programmed Construction Funding

Category	Description	Authorized	Other	Total
2U	URBAN CORRIDOR	$260,000	$0	$260,000
	Total	**$260,000**	**$0**	**$260,000**

The
Texas Rural Transportation Plan

Component of the Statewide Long-Range Transportation Plan

Volume 1

Adopted by Texas Transportation Commission Action June 28, 2012

Texas Department of Transportation
Transportation Planning and Programming Division

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RTP ID	Score	District Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
1310	460.9	5	Wichita Falls	Wichita	US 82	UPGRADE TO 4 LANE DIVIDED FACILITY	ARCHER COUNTY LINE	0.7 MILES WEST OF FM 369	4.4
13	404.5	6	Wichita Falls	Clay	US 82	UPGRADE TO 4 LANE DIVIDED FACILITY	US 287	MONTAGUE CL	14.0
11	400.8	7	Wichita Falls	Baylor	US 277	UPGRADE TO 4 LANE FACILITY	KNOX COUNTY LINE	2.155 MILES WEST OF US 183	11.3
14	378.6	8	Wichita Falls	Montague	US 82	UPGRADE TO 4 LANE DIVIDED FACILITY	NOCONA, WEST	NEAR FM 1816	5.7
9	341.4	9	Wichita Falls	Archer	US 277	UPGRADE TO 4 LANE DIVIDED FACILITY	1.69 MILES WEST OF SH 25	0.795 MILES EAST OF FERGUSON ROAD	5.9
587	337.8	10	Wichita Falls	Archer	US 277	UPGRADE TO 4 LANE DIVIDED FACILITY	2.083 MILES WEST OF FM 2846	1.69 MILES WEST OF SH 25	5.3
595	334.8	11	Wichita Falls	Montague	US 82	UPGRADE TO 4 LANE DIVIDED FACILITY	0.5 MI EAST OF US 81	NEAR FM 1816	5.8
1311	328.4	12	Wichita Falls	Archer	US 281	UPGRADE TO SUPER 2	SH 25	JACK COUNTY LINE	8.7
15	313.0	13	Wichita Falls	Montague	US 82	UPGRADE TO 4 LANE DIVIDED FACILITY	CLAY C/L	APPROX 0.5 MI. E OF US 81 (RINGGOLD	2.8
1312	255.8	14	Wichita Falls	Baylor	US 82	UPGRADE TO SUPER 2	KNOX COUNTY LINE	BU 183 B	12.6
99	729.7	1	Yoakum	Austin	IH 10	ADD LANES FOR 6-LANE FACILITY	COLORADO C/L	FM 3538	8.9
601	708.8	2	Yoakum	Austin	IH 10	ADD TWO LANES FOR 6 LANE FACILITY	BRAZOS RIVER	SH 36 IN SEALY	7.2
107	670.9	3	Yoakum	Colorado	IH 10	ADD LANES FOR 6-LANE FACILITY	SH 71	COLORADO RIVER BRIDGE	2.7
103	665.4	4	Yoakum	Austin	SH 36	CONSTRUCT 4-LANE DIVIDED FACILITY	IH 10	CR 380	4.5
118	664.7	5	Yoakum	Wharton	BU 59-R	WIDEN TO 4 LANE DIVIDED	US 59	NORTH OF JOAN STREET IN WHARTON	1.8
108	663.8	6	Yoakum	Colorado	IH 10	ADD LANES FOR 6-LANE FACILITY	COLORADO RIVER BRIDGE	AUSTIN C/L	13.7
3066	659.2	7	Yoakum	Colorado	US 90A	Add Two-Way Left turn lanes	SH 71	Eagle Lake	6.9
596	645.7	8	Yoakum	Austin	SH 36	CONSTRUCT AUXILLARY LANES for Super 2	ALLENS CREEK IN SEALY	CR 380 (MIXVILLE ROAD)	4.1
604	624.5	9	Yoakum	Fayette	US 77	ADD 2 LANES FOR 4-LANE UNDIVIDED	LEE C/L	SH 71 NORTH OF LAGRANGE	11.7
611	619.7	10	Yoakum	Jackson	US 59	UPGRADE TO RURAL FREEWAY	FM 710	SH 111	9.4
98	618.2	11	Yoakum	Austin	IH 10	RECONSTRUCT RAMPS & ADD FRONTAGE ROAD	REXVILLE ROAD	SH 36	1.3
598	613.5	12	Yoakum	Austin	SH 36	CONSTRUCT 4 LANE DIVIDED FACILITY	CR 380	1.0 MI NORTH OF WALLIS	5.0
599	610.6	13	Yoakum	Austin	SH 36	CONSTRUCT AUXILLARY LANES for Super 2	CR 380 (MIXVILLE ROAD)	FM 1093	6.0
121	605.8	14	Yoakum	Wharton	SH 71	ADD 2 LANES FOR 4 LANE DIVIDED URBAN SECTION	FIRST ST	US 59 LP IN EL CAMPO	1.2
104	598.9	15	Yoakum	Austin	SH 36	ADD 2 LANES FOR 4-LANE DIVIDED FACILITY	WASHINGTON C/L	SH 159	10.8
610	596.2	16	Yoakum	Jackson	US 59	UPGRADE TO RURAL FREEWAY	SH 111	VICTORIA C/L	9.3
102	585.7	17	Yoakum	Austin	SH 36	ADD 2 LANES FOR 4-LANE DIVIDED HIGHWAY	1.0 MI. N. OF WALLI	FT. BEND C/L	4.1
615	583.1	18	Yoakum	Wharton	US 59	UPGRADE TO RURAL FREEWAY	FT. BEND C/L	CANEY CREEK	9.9
609	582.9	19	Yoakum	Gonzales	US 183	ADD 2 LANES FOR 4-LANE DIVIDED FACILITY	CALDWELL C/L	0.29 MI. NORTH OF BU 183	10.5
97	569.7	20	Yoakum	Austin	SH 36	CONSTRUCT AUXILLARY LANES for Super 2	WASHINGTON COUNTY LINE	SH 159 NORTH OF BELLVILLE	10.9
600	563.5	21	Yoakum	Austin	IH 10	RECONSTRUCT RAMPS & ADD FRONTAGE ROADS	SH 36	BNSF RAILROAD	0.2
607	556.4	22	Yoakum	Fayette	US 77	REPLACE 3 UNDERPASSES & APPRS.	AT UPRR, N. & S. MAIN UNDERPASSES	STR #0269-01-001, 036 AND 037	0.2
109	547.9	23	Yoakum	Colorado	SH 71	CONSTRUCT GRADE SEPARATION INTERCHANGE	0.5 MI. NORTH OF US 90A	0.16 MI. NORTH OF US 90A	0.3
3065	535.3	24	Yoakum	Colorado	US 90A	Add Two-Way Left turn lanes	Eagle Lake	FM 2764	3.8
116	527.1	25	Yoakum	Lavaca	US 77	ADD 2 LANES FOR 4 LANE DIVIDED HIGHWAY	FM 318	FM 531	9.5
613	520.1	26	Yoakum	Lavaca	US 77	ADD 2 LANES FOR 4-LANE UNDIVIDED	FAYETTE C/L	1.0 MI. NORTH OF HALLETTSVILE C-L	11.6
115	519.2	27	Yoakum	Lavaca	US 77	ADD 2 LANES FOR 4-LANE DIVIDED	FM 531	0.9 MI N OF SH 111	5.6
614	518.6	28	Yoakum	Wharton	US 59	UPGRADE TO RURAL FREEWAY	FM 1163	JACKSON C/L	12.8
602	492.5	29	Yoakum	Colorado	SH 71	CONSTRUCT GRADE SEPARATION INTERCHANGE	0.16 MI. NORTH OF US 90A	0.5 MI. SOUTH OF US 90A	0.7
605	491.5	30	Yoakum	Fayette	US 77	ADD 2 LANES FOR 4-LANE DIVIDED	1.0 MI. NORTH OF FM 2436	1.03 MI. SOUTH OF FM 2436	2.0
120	482.2	31	Yoakum	Wharton	FM 1301	EXTEND ROAD ON NEW LOCATION	SH 60 IN WHARTON	US 59	1.8
101	478.1	32	Yoakum	Austin	SH 36	CONSTRUCT 2 LANES OF ULTIMATE 4 LANE FACILITY	SH 36 N OF BELLVILLE	SH 36 S OF BELLVILLE	6.0
123	451.7	33	Yoakum	Wharton	US 59	UPGRADE TO RURAL FREEWAY	CANEY CREEK	FM 1163	15.5
122	451.1	34	Yoakum	Wharton	US 59	CONSTRUCT FRONTAGE ROAD	0.17 MI. WEST OF SH 71	0.12 MI. EAST OF FM 1163	0.7
113	446.3	35	Yoakum	Fayette	US 77	CONSTRUCT 2 LANE UNDIVIDED RURAL SECTION	INT US 77 NEAR HOSTYN, NW	SH 71 W OF FM 609	4.8
606	438.6	36	Yoakum	Fayette	US 77	ADD 2 LANES FOR 4-LANE DIVIDED	1.03 MI. SOUTH OF FM 2436	IH 10 IN SCHULENGURG	9.7
612	392.3	37	Yoakum	Lavaca	US 77	CONSTRUCT 2 LANES OF UTLTIMATE 4 LANE FACILITY	NORTH OF HALLETTSVILLE	SOUTH OF HALLETTSVILLE	7.0
597	376.3	38	Yoakum	Austin	SH 36	CONSTRUCT RELIEF ROUTE AROUND SEALY	SH 36 NORTH OF SEALY	SH 36 SOUTH OF SEALY	5.3
106	358.9	39	Yoakum	Calhoun	SH 185	CONSTRUCT OVERPASS AT SH 35	.8 MI SOUTH OF SH 35	1.2 MI NORTH OF SH 35	2.0
3070	346.1	40	Yoakum	DeWitt	US 183	Add Passing Lanes	US 87	Goliad County Line	10.2
117	328.1	41	Yoakum	Matagorda	SH 35	CONSTRUCT 2 LANE RURAL HIGHWAY ON NEW LOCATION	SH 35 NE OF BAY CITY	SH 35 W OF BAY CITY	11.4
603	319.6	42	Yoakum	DeWitt	US 87	REPLACE BRIDGE AND APPROACHES	AT GUADALUPE RIVER	STR # 0143-08-037	0.3

RTP ID	Score	District Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
1	522.1	24	Paris	Delta	SH 24	CONSTRUCT SUPER 2	FM 64	FM 904	10.8
6	629.7	5	Paris	Lamar	US 271	WIDEN FROM 2-LANE TO 4-LANE DIVIDED	LP 286 IN PARIS	PATTONVILLE	8.0
7	491.4	31	Paris	Rains	US 69	WIDEN FROM 2-LANE WITH SHOULDERS TO 4-LANE, DIVIDED MEDIAN, WITH SHOULDERS ROADWAY	HUNT COUNTY LINE	FM 47	4.5
8	456.2	39	Paris	Rains	US 69	WIDEN FROM 2-LANE TO 4-LANE DIVIDED	FM 2795, SE	0.45 MI N OF SH 182 (WOOD C/L)	1.6
9	341.4	9	Wichita Falls	Archer	US 277	UPGRADE TO 4 LANE DIVIDED FACILITY	1.69 MILES WEST OF SH 25	0.795 MILES EAST OF FERGUSON ROAD	5.9
11	400.8	7	Wichita Falls	Baylor	US 277	UPGRADE TO 4 LANE FACILITY	KNOX COUNTY LINE	2.155 MILES WEST OF US 183	11.3
13	404.5	6	Wichita Falls	Clay	US 82	UPGRADE TO 4 LANE DIVIDED FACILITY	US 287	MONTAGUE CL	14.0
14	378.6	8	Wichita Falls	Montague	US 82	UPGRADE TO 4 LANE DIVIDED FACILITY	NOCONA, WEST	NEAR FM 1816	5.7
15	313.0	13	Wichita Falls	Montague	US 82	UPGRADE TO 4 LANE DIVIDED FACILITY	CLAY C/L	APPROX 0.5 MI. E OF US 81 (RINGGOLD	2.8
20	434.4	2	Amarillo	Dallam	US 54	RECONSTRUCT AND ADD 2 LANES	HARTLEY COUNTY LINE	1 MILE SW OF CHAMBERLIN	10.2
21	302.8	12	Amarillo	Gray	FM 282	CONSTRUCT RURAL INTERCHANGE AT FM 282 AND US 60 JUNCTION	FM 750 JUNCTION	0.4 MILES N. OF US 60 INTERSECTION	0.1
22	310.5	11	Amarillo	Gray	NR	NEW LOCATION	SH 70, WEST	FM 282	2.0
23	398.3	3	Amarillo	Hartley	US 87	RECONSTRUCT AND ADD 2 LANES	US 87/US 385 INTERCHANGE	MOORE COUNTY LINE	13.2
24	325.8	10	Amarillo	Hartley	US 54	RECONSTRUCT AND ADD 2 LANES	NEW MEXICO STATE LINE	MIDDLEWATER	19.8
27	373.8	7	Amarillo	Sherman	US 287	RECONSTRUCT AND ADD 2 LANES	DALLAM COUNTY LINE	JCT. US 54 IN STRATFORD	8.1
28	391.0	4	Amarillo	Sherman	US 54	RECONSTRUCT AND ADD 2 LANES	END OF C&G AT N C/L OF STRATFORD	OKLAHOMA STATE LINE	18.6
32	280.3	6	Lubbock	Dawson	NR	NEW LOCATION NON-FREEWAY	CR 22 SOUTH OF LAMESA	PROPOSED US 87	3.7
33	424.6	1	Lubbock	Dawson	NR	NEW LOCATION FREEWAY	1500 FT S OF INTER OF US 87 / 180	4300 FT N OF INTER OF US 87&FM 825	6.4
35	265.9	2	Odessa	Crane	US 385	WIDENING TO AN ULTIMATE 4-LANE DIVIDED HIGHWAY	UPTON COUNTY LINE	IN CRANE AT LILLEY LANE	13.2
41	370.9	28	San Angelo	Menard	US 83	REHABILITATE AND WIDEN TO 4 LANE DIVIDED	MENARD	BEGINNING OF DIVIDED SECTION	1.1
42	368.4	29	San Angelo	Menard	US 83	REHABILITATE AND WIDEN TO 4 LANE DIVIDED	RM 3463	0.094 MILES SOUTH OF US 190	5.5
43	345.9	30	San Angelo	Sterling	SH 158	RECONSTRUCT AND WIDEN TO 4 LANE DIVIDED	4.75 MI WEST OF US 87	US 87	4.8
46	287.2	9	Abilene	Jones	US 83	NEW 4 LANE DIVIDED AROUND ANSON (RELIEF ROUTE)	at US 83/277, 2.0 MI N OF ANSON	at FM 2746 & US 277, 2.0 MI S OF ANSON (BYP	5.9
47	480.6	11	Waco	Coryell	FM 116	ADD PASSING LANES AND 10' SHOULDERS	SH 9	US 84	17.0
48	433.8	17	Waco	Coryell	SH 36	WIDEN TO FOUR LANE DIVIDED HIGHWAY	BELL CO LINE	SH 236	0.8
50	386.6	23	Waco	Hamilton	US 281	REHAB ROADWAY AND ADD PASSING LANES	SOUTH HAMILTON C/L	US 84 IN EVANT	14.5
51	361.0	24	Waco	Hamilton	US 281	ADD PASSING LANES	HICO CITY LIMIT	HAMILTON CITY LIMIT	18.9
52	501.4	7	Waco	Hill	SH 22	REHABILITATE ROADWAY AND ADD PASSING LANES	FM 933	SH 171	12.5
54	620.2	1	Waco	Hill	SH 22	WIDEN FROM TWO LANE TO 4 LANE WITH LEFT TURN LANE	SH 81 IN HILLSBORO	0.9 MI EAST	0.9
55	487.7	8	Waco	Hill	FM 933	WIDEN FROM TWO LANES TO FOUR LANES WITH CONTINUOUS LEFT TURN LANE	FM 2604	FM 1713	2.9
56	610.0	2	Waco	Hill	SH 31	CONSTRUCT SUPER 2 NEW LOCATION BYPASS OF HUBBARD	CR 3344	NAVARRO CO LINE	7.9
57	627.1	11	Tyler	Anderson	US 79	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	2.8 MI NE OF FM 2574, SW	0.5 MI NE OF LP 256 IN PALESTINE	9.0
58	562.6	19	Tyler	Anderson	US 79	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	CHEROKEE C/L AT NECHES RIVER, SE	2.8 MI NE OF FM 2574	4.1
59	723.4	1	Tyler	Anderson	US 79	WIDEN TO 4 LANE DIVIDED RURAL (DEPRESSED MEDIAN)	1.6 MI SW OF LP 256 IN PALESTINE, S	0.4 MI SW OF FM 645	5.3
60	578.8	12	Tyler	Anderson	US 175	RECONSTRUCT AS 4-LANE DIVIDED RURAL W/FLUSH MEDIDAN	0.4 MI SE OF SH 155, SE	CHEROKEE C/L AT NECHES RIVER	3.8
61	717.7	2	Tyler	Cherokee	US 79	RECONSTRUCT AS 4-LANE DIVIDED RURAL WITH FLUSH MEDIAN	2.7 MI W OF SH 110, W	0.1 MI E OF SH 204 IN JACKSONVILLE	4.9
63	571.2	14	Tyler	Cherokee	US 79	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	1.3 MI N OF FM 2274(S)	(RUSK C/L),S	5.8
64	642.6	8	Tyler	Cherokee	US 175	RECONSTRUCT AS 4-LANE DIVIDED RURAL WITH FLUSH MEDIAN	2 MI NW OF FM 855 (ANDERSON C/L) SE	FM 347, IN JACKSONVILLE	10.6
65	654.0	7	Tyler	Cherokee	US 69	WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED CURB & GUTTER ROADWAY	2.0 MI N OF FM 1247,NEAR WELLS,S	0.9 MI S OF FM 1247 (ANGELINA C/L)	2.9
68	484.2	30	Tyler	Gregg	SH 135	WIDEN FROM 2 LANE TO 4 LANE DIVIDED ROADWAY	1.8 MI N OF FM 1252 IN LIBRTY CTY,N	US 271, IN GLADEWATER	4.5
69	553.4	20	Tyler	Henderson	US 175	RECONSTRUCT AS 4-LANE DIVIDED RURAL WITH DEPRESSED MEDIAN	0.1 MI SE OF FM 804, SE	CR 4712 (END OF C-S)	1.3
70	564.1	18	Tyler	Henderson	US 175	RECONSTRUCT AS 4-LANE DIVIDED RURAL WITH DEPRESSED MEDIAN	1.1 MI E OF LP 60E @ LARUE	1.9 MI SE OF FM 315 (ANDERSON C/L)	5.7
71	526.2	24	Tyler	Henderson	SH 198	RECONSTRUCT AS 4-LN DIVIDED URBAN FACILITY W/FLUSH MEDIAN	CANEY CRK BR(.6 MI S OF FM01214),S	1.0 MI N OF SH 31 IN MALAKOFFF	1.6
72	469.4	31	Tyler	Henderson	SH 198	RECONSTRUCT AS 4 LN DIVIDED URBAN FACILITY W/FLUSH MEDIAN	CLEAR CRK BR (.6 MI N OF RM 3054),S	CANEY CRK BR (.3 MI S OF FM 1214)	1.7
73	513.7	25	Tyler	Henderson	SH 334	RECONSTRUCT AS 4 LANE DIVIDED URBAN (FLUSH MEDIAN)	SH 198, E	US 175 IN GUN BARREL CITY	4.1
74	310.3	34	Tyler	Rusk	LP 571	CONSTRUCT 2 LANE ROADWAY ON NEW LOCATION (PH 1 OF 4 LN DIVIDED HIGHWAY)	US 79, SW OF HENDERSON, SE & E	US 259, S OF HENDERSON	3.0
75	505.2	27	Tyler	Rusk	SH 64	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	0.2 MI E OF FM 15 (SMITH C/L), E	WCL OF HENDERSON, 0.2 MI W OF SL 571	9.4
76	628.2	10	Tyler	Rusk	US 79	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	1.5 MI NE OF SH 42, SW	CHEROKEE C/L	6.4
77	694.3	3	Tyler	Smith	IH 20	FEASIBILTY STUDY FOR ADDING MANAGED LANES TO IH 20 IN THE TYLER DISTRICT	ON IH 20 FROM THE KAUFMAN C/L, E	THE HARRISON C/L	83.4
78	528.0	23	Tyler	Smith	FM 2493	WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN	FM 346 IN FLINT, S	0.3 MI S OF FM 344 (CHEROKEE C/L)	5.2
79	489.5	29	Tyler	Smith	SH 64	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	SH 135, IN ARP, SE	0.16 MI SE OF 15 (SMITH C/L)	4.4

RTP ID	Score	District Rank	District	County	Highway	Project Description	Limit From	Limit To	Project Length
521	413.8	19	San Angelo	Sterling	SH 158	ADD SUPER 2 PASSING LANES	GLASSCOCK COUNTY LINE	US 87	14.9
523	431.4	13	San Angelo	Sutton	US 277	ADD PASSING LANES	ST. ANN'S STREET IN SONORA	12.373 MI NORTH OF EDWARDS CO LINE	8.3
524	379.5	27	San Angelo	Sutton	US 277	ADD PASSING LANES	12.373 MI NORTH OF EDWARDS CO LINE	EDWARDS COUNTY LINE	12.4
527	635.7	8	San Antonio	Atascosa	IH 35	EXPAND FROM 4 TO 6 LANE EXPRESSWAY	ATASCOSA/ MEDINA COUNTY LINE	ATASCOSA/ BEXAR COUNTY LINE	2.5
528	580.3	16	San Antonio	Atascosa	IH 37	EXPAND FROM 4 TO 6 LANE EXPRESSWAY	US 281	ATASCOSA/BEXAR COUNTY LINE	15.0
531	618.0	14	San Antonio	Comal	LP 337	EXPAND FROM 2 TO 4 LANE DIVIDED	SH 46, SOUTHERLY	IH 35	3.0
536	673.8	3	San Antonio	Guadalupe	IH 10	EXPAND FROM 4 TO 6 LANE EXPRESSWAY	BEXAR/GUADALUPE COUNTY LINE	1.7 MI S OF GUADALUPE RIVER	9.2
538	631.3	10	San Antonio	Guadalupe	SH 123	EXPAND 2 TO 4 LANES DIVIDED	FM 466	WILSON/GUADALUPE COUNTY LINE	13.1
539	649.3	7	San Antonio	Guadalupe	IH 10	EXPAND FROM 4 TO 6 LANE EXPRESSWAY	1.7 MI S OF THE GUADALUPE RIVER	US 90 EAST OF SEGUIN	8.4
540	394.4	31	San Antonio	Guadalupe	FM 1044	CONSTRUCT 2 LANE ROADWAY ON NEW LOCATION	COMAL COUNTY LINE	EXISTING FM 1044/WEIL ROAD	2.4
541	579.9	17	San Antonio	Kendall	IH 10	EXPAND FROM 4 TO 6 LANE EXPRESSWAY	US 87 AT NORTH "Y"	CIBOLO CREEK	0.6
543	578.6	18	San Antonio	Kendall	IH 10	EXPAND FROM 4 TO 6 LANE EXPRESSWAY	CIBOLO CREEK	US 87 AT SOUTH "Y"	4.2
544	624.7	12	San Antonio	Kendall	IH 10	EXPAND FROM 4 TO 6 LANE EXPRESSWAY	US 87 SOUTH "Y"	BEXAR/KENDALL COUNTY LINE	2.7
548	611.6	15	San Antonio	Kerr	SH 27	WIDEN ROADWAY TO PROVIDE PASSING LANES AND OPERATIONAL IMPROVEMENTS	SPUR 100	FM 1350	8.7
549	628.6	11	San Antonio	Medina	IH 35	EXPAND FROM 4 TO 6 LANE EXPRESSWAY	SH 173	MEDINA/ATASCOSA COUNTY LINE	8.0
550	410.0	29	San Antonio	Uvalde	US 90	EXPAND 2 TO 4 LANES DIVIDED	KINNEY CO LINE	FM 481	18.6
556	456.0	27	San Antonio	Wilson	SH 123	EXPAND 2 TO 4 LANES DIVIDED	GUADALUPE/WILSON COUNTY LINE	B 87 IN STOCKDALE	9.9
558	372.0	33	San Antonio	Wilson	SH 123	EXPAND 2 TO 4 LANES DIVIDED	KARNES/WILSON COUNTY LINE COUNTY	B 87 IN STOCKDALE	11.7
562	550.1	21	Tyler	Anderson	US 175	RECONSTR AS 4-LANE DIVIDED RURAL W/FLUSH MEDIAN	1.9 MI S OF FM 315 (HENDERSON C/L)	0.5 MI NW OF SH 155 AT FRANKSTON	3.3
563	668.9	5	Tyler	Anderson	US 79	WIDEN TO 4 LANE DIVIDED RURAL (DEPRESSED MEDIAN)	0.4 MI SW OF FM 645	0.7 MI W OF SH 294	3.3
565	427.7	32	Tyler	Cherokee	FM 2493	WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN	0.3 MI S OF FM 344 (SMITH C/L)	US 69 NEAR BULLARD	1.4
566	662.1	6	Tyler	Cherokee	US 79	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	1.2 MI NE OF FM 747, SW	ANDERSON C/L AT NECHES RIVER	9.5
567	639.5	9	Tyler	Cherokee	US 79	RECONSTRUCT AS 4-LANE DIVIDED RURAL WITH FLUSH MEDIAN	0.8 MI E OF SH 110, W	2.7 MI W OF SH 110 IN NEW SUMMERFLD	3.5
569	564.7	16	Tyler	Henderson	US 175	RECONSTRUCT AS 4-LANE DIVIDED RURAL W/DEPRESSED MEDIAN	1.4 MI S OF FM 804 (CR 4712), SE	1.1 MI E OF LP 60E, AT LARUE	5.4
571	367.6	33	Tyler	Henderson	SH 198	REPLACE EXISTING STRUCTURE	AT CLEAR CRK BR, 1 MI N OF RM 3054	STR# 026, CEDAR CREEK RESERVOIR	0.3
572	576.2	13	Tyler	Henderson	SH 334	REPLACE EXISTING 2-LN FACILITIES W/4-LN STRUCTURES	W END PERSIMMON CRK BR(IN 7 PTS), E	E END CEDAR CRK BR, IN GUN BARL CTY	1.6
573	677.8	4	Tyler	Rusk	US 79	WIDEN 2 LN ROADWAY TO SUPER-2 (3 LANE) CRITERIA	0.4 MI SW OF LP 571 (CR 403), SW	1.5 MI NE OF SH 42	5.8
577	447.7	16	Waco	Coryell	SH 36	REHABILITATE ROADWAY AND ADD PASSING LANES	BU 36E IN GATESVILLE	FM 217 IN JONESBORO	12.3
578	505.3	6	Waco	Coryell	SH 36	WIDEN TO FOUR LANE DIVIDED FREEWAY	LEON RV (N FT HOOD)	FM 1829	5.2
580	524.6	5	Waco	Falls	US 77	PLANING, SURFACING, ADD PASSING LANES	MCLENNAN CO LINE	FM 935	9.0
581	487.6	9	Waco	Falls	US 77	PLANING, SURFACING, ADD PASSING LANES	FM 935	FM 431	7.8
582	255.8	28	Waco	Hamilton	US 84	ADD PASSING LANES	MILLS CO LINE	US 281 IN EVANT	9.6
583	460.4	13	Waco	Hamilton	US 281	UPGRADE OF A NON-FREEWAY FACILITY	0.8 MI N OF SH 36	SH 36	0.8
584	411.7	21	Waco	Hamilton	US 281	UPGRADE OF A NON-FREEWAY FACILITY	SH 36	0.9 MI S OF SH 36	0.9
585	417.5	19	Waco	Hill	VA	CONSTRUCT STATE HIGHWAY ON NEW LOCATION FOR SH 22 RELIEF ROUTE NORTH OF HILLSBORO	SH 171 E OF HILLSBORO	FM 309 W OF HILLSBORO	5.8
586	602.6	3	Waco	Limestone	US 84	WIDEN FROM TWO LANE TO FOUR LANE DIVIDED	FM 1365	1.05 MI E OF FM 1365 (MEXIA C/L)	1.0
587	337.8	10	Wichita Falls	Archer	US 277	UPGRADE TO 4 LANE DIVIDED FACILITY	2.083 MILES WEST OF FM 2846	1.69 MILES WEST OF SH 25	5.3
591	591.8	4	Wichita Falls	Cooke	IH 35	WIDENING OF A FREEWAY FACILITY	ON IH 35 AT THE RED RIVER BRIDGE	.	0.2
592	619.0	2	Wichita Falls	Cooke	IH 35	WIDENING OF A FREEWAY FACILITY	RED RIVER BRIDGE	0.2 MILES SOUTH OF US 82	6.4
593	636.6	1	Wichita Falls	Cooke	IH 35	WIDENING OF A FREEWAY FACILITY	DENTON COUNTY LINE	0.2 MILES SOUTH OF US 82	15.2
594	604.6	3	Wichita Falls	Cooke	VA	GRADING, CONCRETE PAVEMENT AND STRUCTURES	ON IH 35 AT TEXAS/OKLAHOMA STATE LN	EXIT 1 IN OKLAHOMA	1.0
595	334.8	11	Wichita Falls	Montague	US 82	UPGRADE TO 4 LANE DIVIDED FACILITY	0.5 MI EAST OF US 81	NEAR FM 1816	5.8
596	645.7	8	Yoakum	Austin	SH 36	CONSTRUCT AUXILLARY LANES for Super 2	ALLENS CREEK IN SEALY	CR 380 (MIXVILLE ROAD)	4.1
597	376.3	38	Yoakum	Austin	SH 36	CONSTRUCT RELIEF ROUTE AROUND SEALY	SH 36 NORTH OF SEALY	SH 36 SOUTH OF SEALY	5.3
598	613.5	12	Yoakum	Austin	SH 36	CONSTRUCT 4 LANE DIVIDED FACILITY	CR 380	1.0 MI NORTH OF WALLIS	5.0
599	610.6	13	Yoakum	Austin	SH 36	CONSTRUCT AUXILLARY LANES for Super 2	CR 380 (MIXVILLE ROAD)	FM 1093	6.0
600	563.5	21	Yoakum	Austin	IH 10	RECONSTRUCT RAMPS & ADD FRONTAGE ROADS	SH 36	BNSF RAILROAD	0.2
601	708.8	2	Yoakum	Austin	IH 10	ADD TWO LANES FOR 6 LANE FACILITY	BRAZOS RIVER	SH 36 IN SEALY	7.2
602	492.5	29	Yoakum	Colorado	SH 71	CONSTRUCT GRADE SEPARATION INTERCHANGE	0.16 MI. NORTH OF US 90A	0.5 MI. SOUTH OF US 90A	0.7
603	319.6	42	Yoakum	DeWitt	US 87	REPLACE BRIDGE AND APPROACHES	AT GUADALUPE RIVER	STR # 0143-08-037	0.3
604	624.5	9	Yoakum	Fayette	US 77	ADD 2 LANES FOR 4-LANE UNDIVIDED	LEE C/L	SH 71 NORTH OF LAGRANGE	11.7
605	491.5	30	Yoakum	Fayette	US 77	ADD 2 LANES FOR 4-LANE DIVIDED	1.0 MI. NORTH OF FM 2436	1.03 MI. SOUTH OF FM 2436	2.0
606	438.6	36	Yoakum	Fayette	US 77	ADD 2 LANES FOR 4-LANE DIVIDED	1.03 MI. SOUTH OF FM 2436	IH 10 IN SCHULENGURG	9.7
607	556.4	22	Yoakum	Fayette	US 77	REPLACE 3 UNDERPASSES & APPRS.	AT UPRR, N. & S. MAIN UNDERPASSES	STR #0269-01-001, 036 AND 037	0.2
609	582.9	19	Yoakum	Gonzales	US 183	ADD 2 LANES FOR 4-LANE DIVIDED FACILITY	CALDWELL C/L	0.29 MI. NORTH OF BU 183	10.5
610	596.2	16	Yoakum	Jackson	US 59	UPGRADE TO RURAL FREEWAY	SH 111	VICTORIA C/L	9.3
611	619.7	10	Yoakum	Jackson	US 59	UPGRADE TO RURAL FREEWAY	FM 710	SH 111	9.4
612	392.3	37	Yoakum	Lavaca	US 77	CONSTRUCT 2 LANES OF UTLTIMATE 4 LANE FACILITY	NORTH OF HALLETTSVILLE	SOUTH OF HALLETTSVILLE	7.0
613	520.1	26	Yoakum	Lavaca	US 77	ADD 2 LANES FOR 4-LANE UNDIVIDED	FAYETTE C/L	1.0 MI. NORTH OF HALLETTSVILE C-L	11.6
614	518.6	28	Yoakum	Wharton	US 59	UPGRADE TO RURAL FREEWAY	FM 1163	JACKSON C/L	12.8

APPENDIX F
RESOURCE-SPECIFIC MAPS AND FORMS

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request	4. Sheet 1 of 1
1. Name of Project **US 82 Expansion**	5. Federal Agency Involved **TxDOT**	
2. Type of Project **Roadway widening project**	6. County and State **Clay and Montague Counties, 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 ☐ NO ☐		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		Approx. 334			
B. Total Acres To Be Converted Indirectly, Or To Receive Services		0			
C. Total Acres In Corridor		Approx. 656			
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	13			
2. Perimeter in Nonurban Use	10	10			
3. Percent Of Corridor Being Farmed	20	0			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	0			
6. Creation Of Nonfarmable Farmland	25	2			
7. Availablility Of Farm Support Services	5	2			
8. On-Farm Investments	20	10			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	1			
TOTAL CORRIDOR ASSESSMENT POINTS	160	38			
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100	100			
Total Corridor Assessment (From Part VI above or a local site assessment)	160	38			
TOTAL POINTS *(Total of above 2 lines)*	260	138			

1. Corridor Selected: **A**	2. Total Acres of Farmlands to be Converted by Project: **0**	3. Date Of Selection: **8/30/18**	4. Was A Local Site Assessment Used? YES ☐ NO ☑

5. Reason For Selection:

In accordance with NRCS regulation (7 CFR 658.4(c)(2)), of the Farmland Protection Policy Act, "Sites receiving a total score of less than 160 need not be given further consideration for protection and no additional sites need to be evaluated." The maximum score that can be assigned to the land evaluation (Part V) is 100 points. Therefore, where the corridor assessment (Part VI) is less than 60 points, the total score (parts V and VI) would always be less than 160 points. Therefore the site need not be given further consideration for protection and no additional sites need to be evaluated.

Signature of Person Completing this Part: | DATE

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

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Arlington Ecological Services Field Office
2005 Ne Green Oaks Blvd
Suite 140
Arlington, TX 76006-6247
Phone: (817) 277-1100 Fax: (817) 277-1129
http://www.fws.gov/southwest/es/arlingtontexas/
http://www.fws.gov/southwest/es/EndangeredSpecies/lists/

In Reply Refer To: July 10, 2018
Consultation Code: 02ETAR00-2018-SLI-0314
Event Code: 02ETAR00-2018-E-03098
Project Name: US 82 (0044-03-039, etc.)

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, which may occur within the boundary of your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under section 7(a)(1) of the Act, Federal agencies are directed to utilize their authorities to carry out programs for the conservation of threatened and endangered species. Under and 7(a)(2) and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to determine whether their actions may affect threatened and endangered species and/or designated critical habitat. A Federal action is an activity or program authorized, funded, or carried out, in whole or in part, by a Federal agency (50 CFR 402.02).

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For Federal actions other than major construction activities, the Service suggests that a biological evaluation (similar to a Biological Assessment) be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

After evaluating the potential effects of a proposed action on federally listed species, one of the following determinations should be made by the Federal agency:

1. *No effect* - the appropriate determination when a project, as proposed, is anticipated to have no effects to listed species or critical habitat. A "no effect" determination does not require section 7 consultation and no coordination or contact with the Service is necessary. However, the action agency should maintain a complete record of their evaluation, including the steps leading to the determination of affect, the qualified personnel conducting the evaluation, habitat conditions, site photographs, and any other related information.
2. *May affect, but is not likely to adversely affect* - the appropriate determination when a proposed action's anticipated effects are insignificant, discountable, or completely beneficial. Insignificant effects relate to the size of the impact and should never reach the scale where "take" of a listed species occurs. Discountable effects are those extremely unlikely to occur. Based on best judgment, a person would not be able to meaningfully measure, detect, or evaluate insignificant effects, or expect discountable effects to occur. This determination requires written concurrence from the Service. A biological evaluation or other supporting information justifying this determination should be submitted with a request for written concurrence.
3. *May affect, is likely to adversely affect* - the appropriate determination if any adverse effect to listed species or critical habitat may occur as a direct or indirect result of the proposed action, and the effect is not discountable or insignificant. This determination requires formal section 7 consultation.

The Service recommends that candidate species, proposed species, and proposed critical habitat be addressed should consultation be necessary. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/

eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

For additional information concerning migratory birds and eagle conservation plans, please contact the Service's Migratory Bird Office at 505-248-7882.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Arlington Ecological Services Field Office
2005 Ne Green Oaks Blvd
Suite 140
Arlington, TX 76006-6247
(817) 277-1100

Project Summary

Consultation Code: 02ETAR00-2018-SLI-0314

Event Code: 02ETAR00-2018-E-03098

Project Name: US 82 (0044-03-039, etc.)

Project Type: ** OTHER **

Project Description: Widen Non-Freeway

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/33.79883677221176N97.85042538483702W

Counties: Clay, TX | Montague, TX

Endangered Species Act Species

There is a total of 4 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 2 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

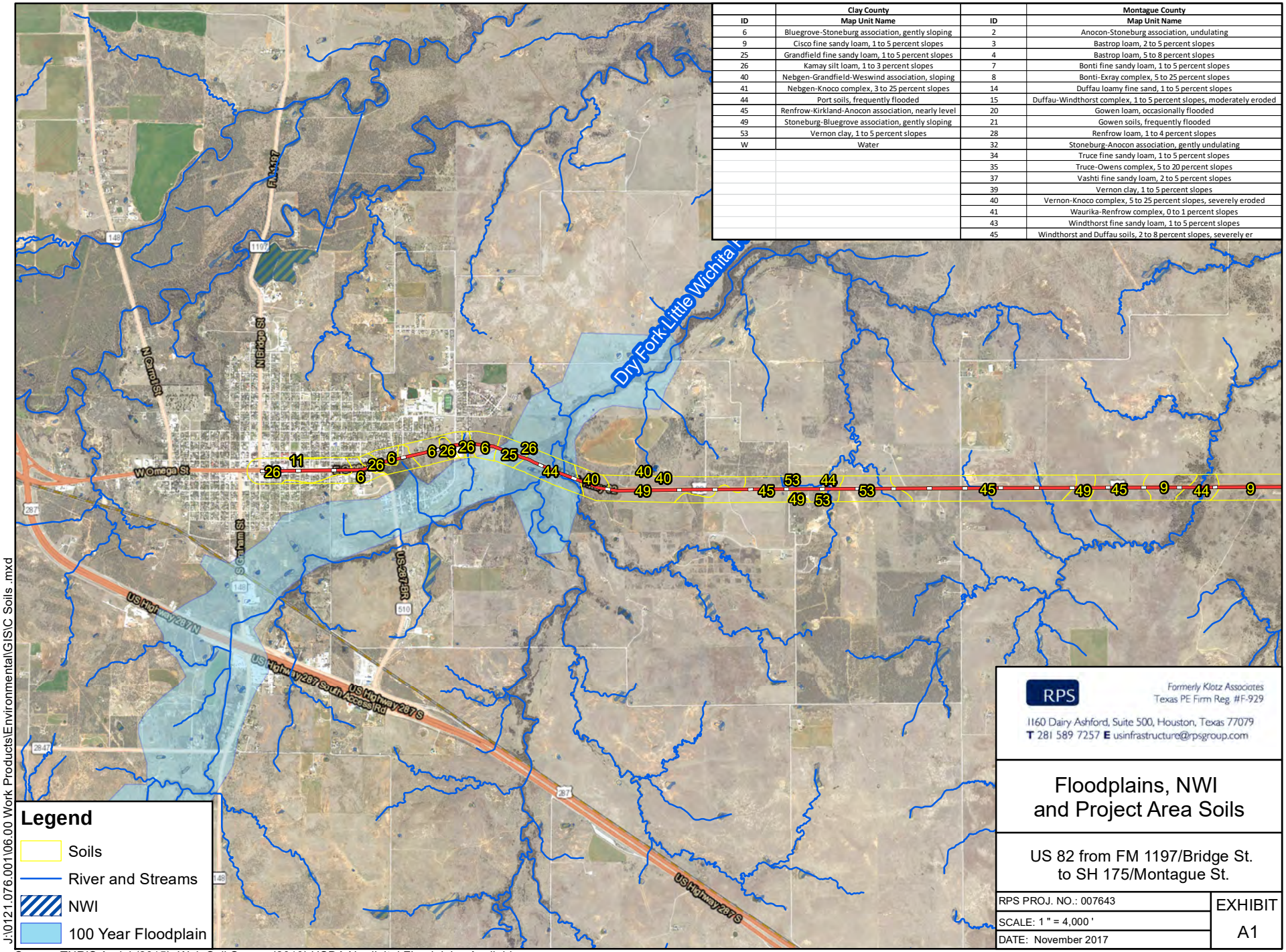
1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Birds

NAME	STATUS
Least Tern *Sterna antillarum* Population: interior pop. No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8505	Endangered
Piping Plover *Charadrius melodus* Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is **final** critical habitat for this species. Your location is outside the critical habitat. This species only needs to be considered under the following conditions: ▪ Wind Energy Projects Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot *Calidris canutus rufa* No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ Wind Energy Projects Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened
Whooping Crane *Grus americana* Population: Wherever found, except where listed as an experimental population There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/758	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



	Clay County		Montague County
ID	Map Unit Name	ID	Map Unit Name
6	Bluegrove-Stoneburg association, gently sloping	2	Anocon-Stoneburg association, undulating
9	Cisco fine sandy loam, 1 to 5 percent slopes	3	Bastrop loam, 2 to 5 percent slopes
25	Grandfield fine sandy loam, 1 to 5 percent slopes	4	Bastrop loam, 5 to 8 percent slopes
26	Kamay silt loam, 1 to 3 percent slopes	7	Bonti fine sandy loam, 1 to 5 percent slopes
40	Nebgen-Grandfield-Weswind association, sloping	8	Bonti-Exray complex, 5 to 25 percent slopes
41	Nebgen-Knoco complex, 3 to 25 percent slopes	14	Duffau loamy fine sand, 1 to 5 percent slopes
44	Port soils, frequently flooded	15	Duffau-Windthorst complex, 1 to 5 percent slopes, moderately eroded
45	Renfrow-Kirkland-Anocon association, nearly level	20	Gowen loam, occasionally flooded
49	Stoneburg-Bluegrove association, gently sloping	21	Gowen soils, frequently flooded
53	Vernon clay, 1 to 5 percent slopes	28	Renfrow loam, 1 to 4 percent slopes
W	Water	32	Stoneburg-Anocon association, gently undulating
		34	Truce fine sandy loam, 1 to 5 percent slopes
		35	Truce-Owens complex, 5 to 20 percent slopes
		37	Vashti fine sandy loam, 2 to 5 percent slopes
		39	Vernon clay, 1 to 5 percent slopes
		40	Vernon-Knoco complex, 5 to 25 percent slopes, severely eroded
		41	Waurika-Renfrow complex, 0 to 1 percent slopes
		43	Windthorst fine sandy loam, 1 to 5 percent slopes
		45	Windthorst and Duffau soils, 2 to 8 percent slopes, severely er

RPS
Formerly Klotz Associates
Texas PE Firm Reg. #F-929
1160 Dairy Ashford, Suite 500, Houston, Texas 77079
T 281 589 7257 E usinfrastructure@rpsgroup.com

Floodplains, NWI and Project Area Soils

US 82 from FM 1197/Bridge St. to SH 175/Montague St.

RPS PROJ. NO.: 007643
SCALE: 1 " = 4,000 '
DATE: November 2017

EXHIBIT A1

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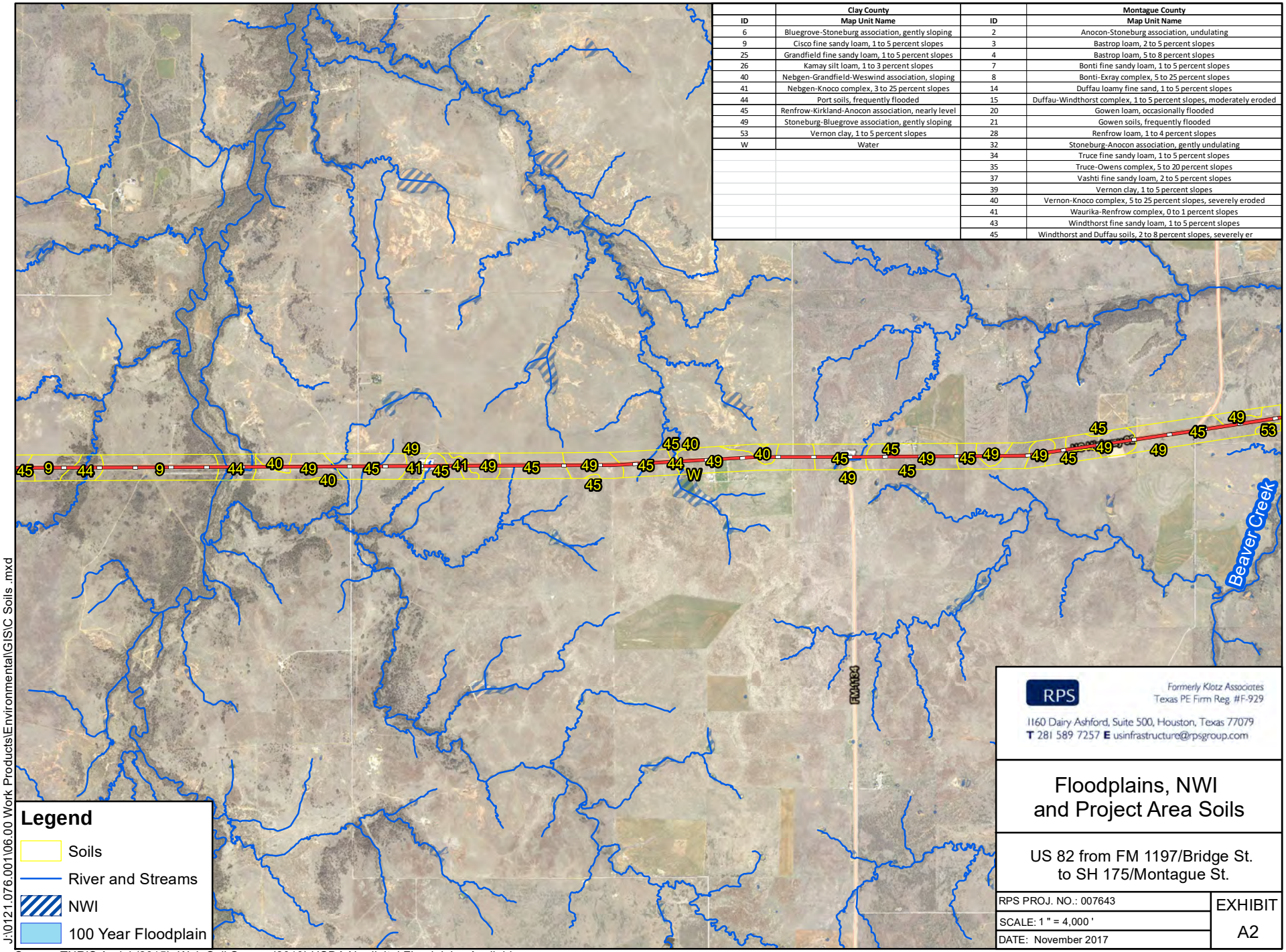
Source: TNRIS Aerial (2015), Web Soil Survey (2010) USDA No digital Floodplains Available



	Clay County		Montague County
ID	Map Unit Name	ID	Map Unit Name
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W	Water	32	Stoneburg-Anocon association, gently undulating
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		39	Vernon clay, 1 to 5 percent slopes
		40	Vernon-Knoco complex, 5 to 25 percent slopes, severely eroded
		41	Waurika-Renfrow complex, 0 to 1 percent slopes
		43	Windthorst fine sandy loam, 1 to 5 percent slopes
		45	Windthorst and Duffau soils, 2 to 8 percent slopes, severely er

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Floodplains, NWI and Project Area Soils

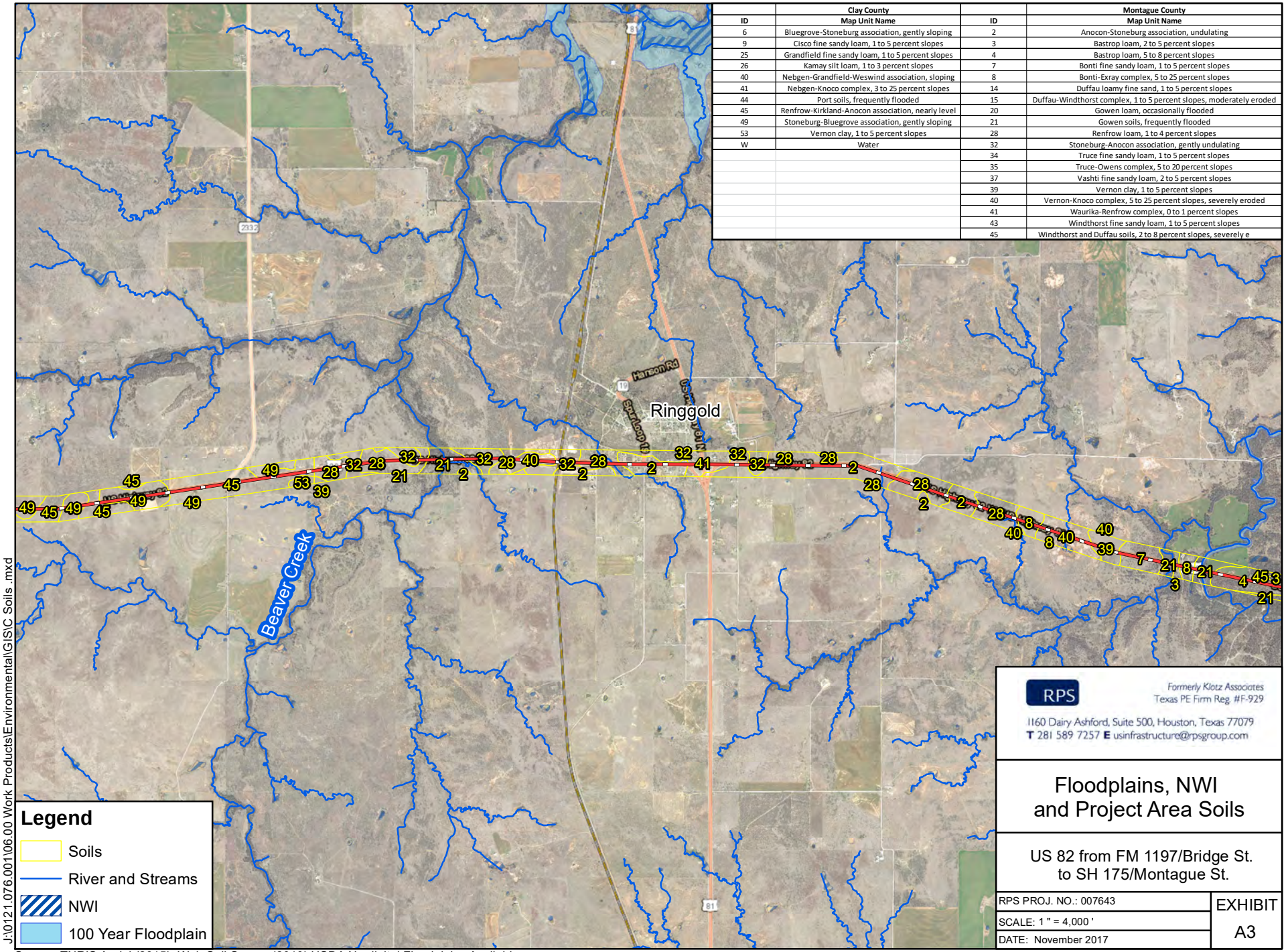
US 82 from FM 1197/Bridge St. to SH 175/Montague St.

RPS PROJ. NO.: 007643
SCALE: 1 " = 4,000 '
DATE: November 2017

EXHIBIT A2

J:\0121.076.001\06.00 Work Products\Environmental\GIS\C Soils .mxd

Source: TNRIS Aerial (2015), Web Soil Survey (2010) USDA No digital Floodplains Available



	Clay County		Montague County
ID	Map Unit Name	ID	Map Unit Name
6	Bluegrove-Stoneburg association, gently sloping	2	Anocon-Stoneburg association, undulating
9	Cisco fine sandy loam, 1 to 5 percent slopes	3	Bastrop loam, 2 to 5 percent slopes
25	Grandfield fine sandy loam, 1 to 5 percent slopes	4	Bastrop loam, 5 to 8 percent slopes
26	Kamay silt loam, 1 to 3 percent slopes	7	Bonti fine sandy loam, 1 to 5 percent slopes
40	Nebgen-Grandfield-Weswind association, sloping	8	Bonti-Exray complex, 5 to 25 percent slopes
41	Nebgen-Knoco complex, 3 to 25 percent slopes	14	Duffau loamy fine sand, 1 to 5 percent slopes
44	Port soils, frequently flooded	15	Duffau-Windthorst complex, 1 to 5 percent slopes, moderately eroded
45	Renfrow-Kirkland-Anocon association, nearly level	20	Gowen loam, occasionally flooded
49	Stoneburg-Bluegrove association, gently sloping	21	Gowen soils, frequently flooded
53	Vernon clay, 1 to 5 percent slopes	28	Renfrow loam, 1 to 4 percent slopes
W	Water	32	Stoneburg-Anocon association, gently undulating
		34	Truce fine sandy loam, 1 to 5 percent slopes
		35	Truce-Owens complex, 5 to 20 percent slopes
		37	Vashti fine sandy loam, 2 to 5 percent slopes
		39	Vernon clay, 1 to 5 percent slopes
		40	Vernon-Knoco complex, 5 to 25 percent slopes, severely eroded
		41	Waurika-Renfrow complex, 0 to 1 percent slopes
		43	Windthorst fine sandy loam, 1 to 5 percent slopes
		45	Windthorst and Duffau soils, 2 to 8 percent slopes, severely e

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Floodplains, NWI and Project Area Soils

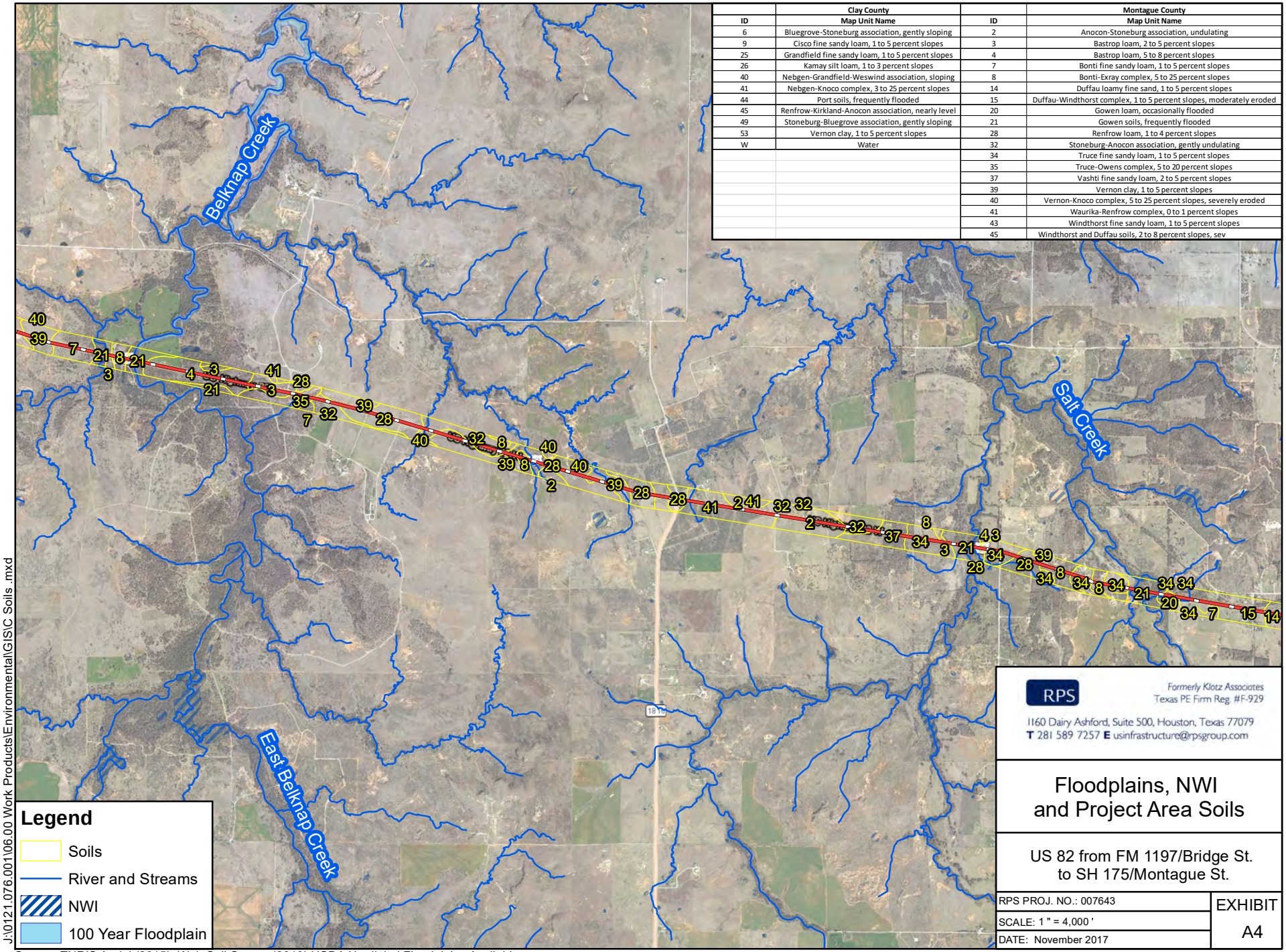
US 82 from FM 1197/Bridge St. to SH 175/Montague St.

RPS PROJ. NO.: 007643
SCALE: 1 " = 4,000 '
DATE: November 2017

EXHIBIT A3

J:\0121.076.001\06.00 Work Products\Environmental\GIS\C Soils .mxd

Source: TNRIS Aerial (2015), Web Soil Survey (2010) USDA No digital Floodplains Available



	Clay County		Montague County
ID	Map Unit Name	ID	Map Unit Name
6	Bluegrove-Stoneburg association, gently sloping	2	Anocon-Stoneburg association, undulating
9	Cisco fine sandy loam, 1 to 5 percent slopes	3	Bastrop loam, 2 to 5 percent slopes
25	Grandfield fine sandy loam, 1 to 5 percent slopes	4	Bastrop loam, 5 to 8 percent slopes
26	Kamay silt loam, 1 to 3 percent slopes	7	Bonti fine sandy loam, 1 to 5 percent slopes
40	Nebgen-Grandfield-Weswind association, sloping	8	Bonti-Exray complex, 5 to 25 percent slopes
41	Nebgen-Knoco complex, 3 to 25 percent slopes	14	Duffau loamy fine sand, 1 to 5 percent slopes
44	Port soils, frequently flooded	15	Duffau-Windthorst complex, 1 to 5 percent slopes, moderately eroded
45	Renfrow-Kirkland-Anocon association, nearly level	20	Gowen loam, occasionally flooded
49	Stoneburg-Bluegrove association, gently sloping	21	Gowen soils, frequently flooded
53	Vernon clay, 1 to 5 percent slopes	28	Renfrow loam, 1 to 4 percent slopes
W	Water	32	Stoneburg-Anocon association, gently undulating
		34	Truce fine sandy loam, 1 to 5 percent slopes
		35	Truce-Owens complex, 5 to 20 percent slopes
		37	Vashti fine sandy loam, 2 to 5 percent slopes
		39	Vernon clay, 1 to 5 percent slopes
		40	Vernon-Knoco complex, 5 to 25 percent slopes, severely eroded
		41	Waurika-Renfrow complex, 0 to 1 percent slopes
		43	Windthorst fine sandy loam, 1 to 5 percent slopes
		45	Windthorst and Duffau soils, 2 to 8 percent slopes, sev

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Floodplains, NWI and Project Area Soils

US 82 from FM 1197/Bridge St. to SH 175/Montague St.

RPS PROJ. NO.: 007643
SCALE: 1 " = 4,000 '
DATE: November 2017

EXHIBIT A4

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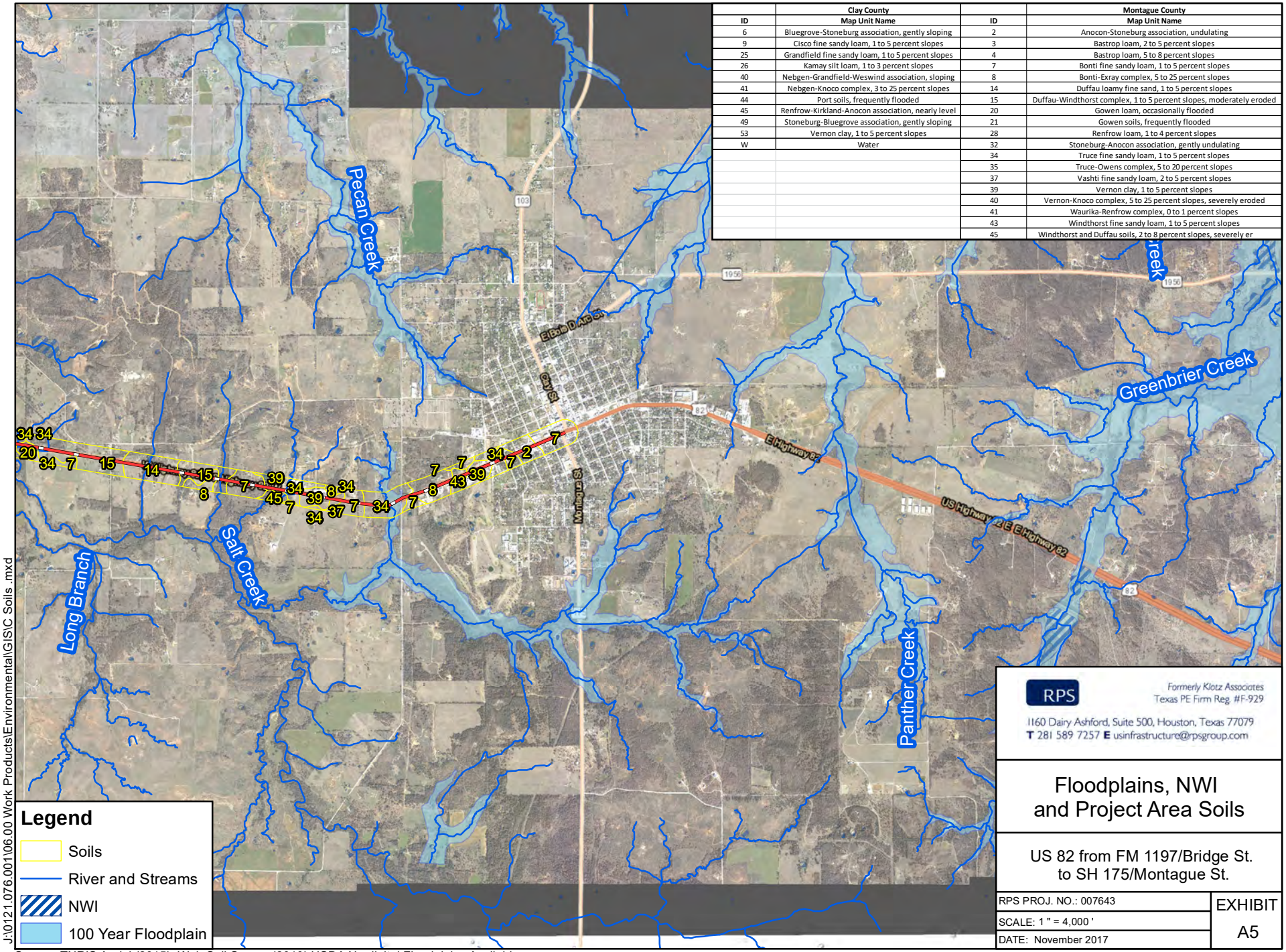
Source: TNRIS Aerial (2015), Web Soil Survey (2010) USDA No digital Floodplains Available



	Clay County		Montague County
ID	Map Unit Name	ID	Map Unit Name
6	Bluegrove-Stoneburg association, gently sloping	2	Anocon-Stoneburg association, undulating
9	Cisco fine sandy loam, 1 to 5 percent slopes	3	Bastrop loam, 2 to 5 percent slopes
25	Grandfield fine sandy loam, 1 to 5 percent slopes	4	Bastrop loam, 5 to 8 percent slopes
26	Kamay silt loam, 1 to 3 percent slopes	7	Bonti fine sandy loam, 1 to 5 percent slopes
40	Nebgen-Grandfield-Weswind association, sloping	8	Bonti-Exray complex, 5 to 25 percent slopes
41	Nebgen-Knoco complex, 3 to 25 percent slopes	14	Duffau loamy fine sand, 1 to 5 percent slopes
44	Port soils, frequently flooded	15	Duffau-Windthorst complex, 1 to 5 percent slopes, moderately eroded
45	Renfrow-Kirkland-Anocon association, nearly level	20	Gowen loam, occasionally flooded
49	Stoneburg-Bluegrove association, gently sloping	21	Gowen soils, frequently flooded
53	Vernon clay, 1 to 5 percent slopes	28	Renfrow loam, 1 to 4 percent slopes
W	Water	32	Stoneburg-Anocon association, gently undulating
		34	Truce fine sandy loam, 1 to 5 percent slopes
		35	Truce-Owens complex, 5 to 20 percent slopes
		37	Vashti fine sandy loam, 2 to 5 percent slopes
		39	Vernon clay, 1 to 5 percent slopes
		40	Vernon-Knoco complex, 5 to 25 percent slopes, severely eroded
		41	Waurika-Renfrow complex, 0 to 1 percent slopes
		43	Windthorst fine sandy loam, 1 to 5 percent slopes
		45	Windthorst and Duffau soils, 2 to 8 percent slopes, severely er

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Floodplains, NWI and Project Area Soils

US 82 from FM 1197/Bridge St. to SH 175/Montague St.

RPS PROJ. NO.: 007643
SCALE: 1 " = 4,000 '
DATE: November 2017

EXHIBIT A5

J:\0121.076.001\06.00 Work Products\Environmental\GIS\C Soils .mxd

Source: TNRIS Aerial (2015), Web Soil Survey (2010) USDA No digital Floodplains Available

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet
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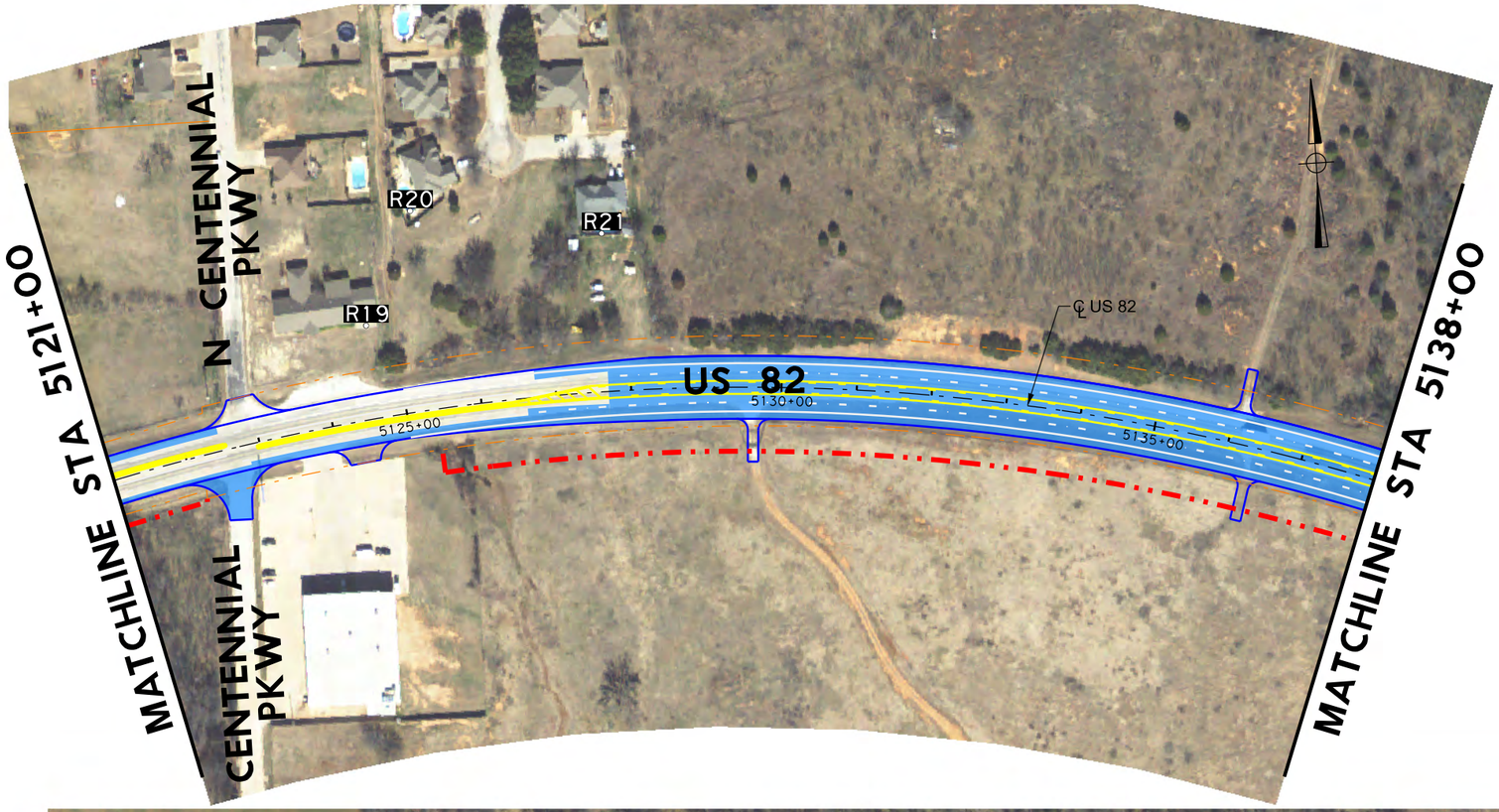

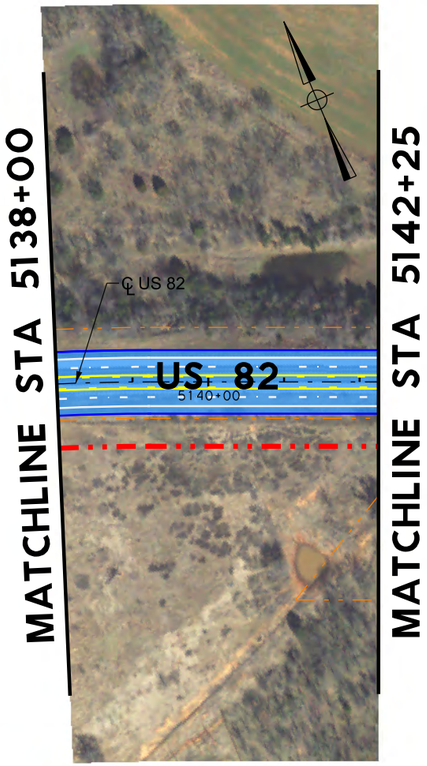

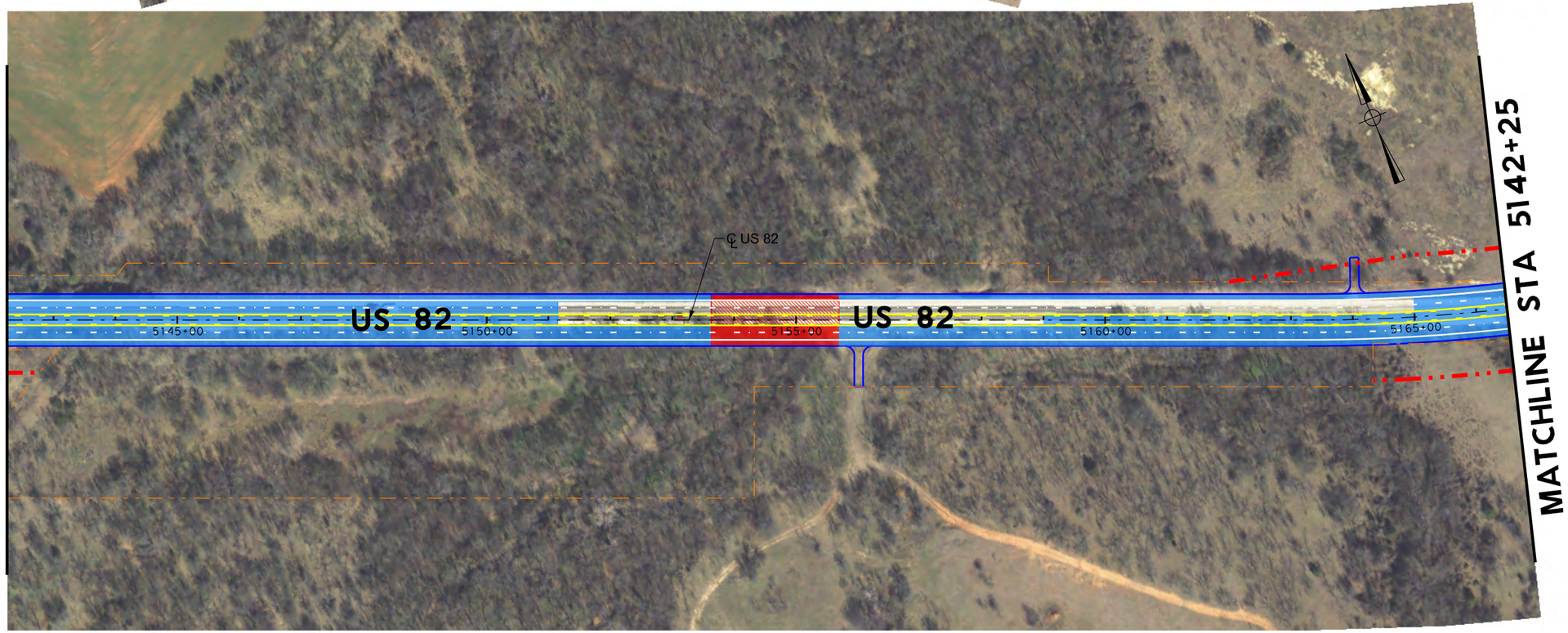

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet
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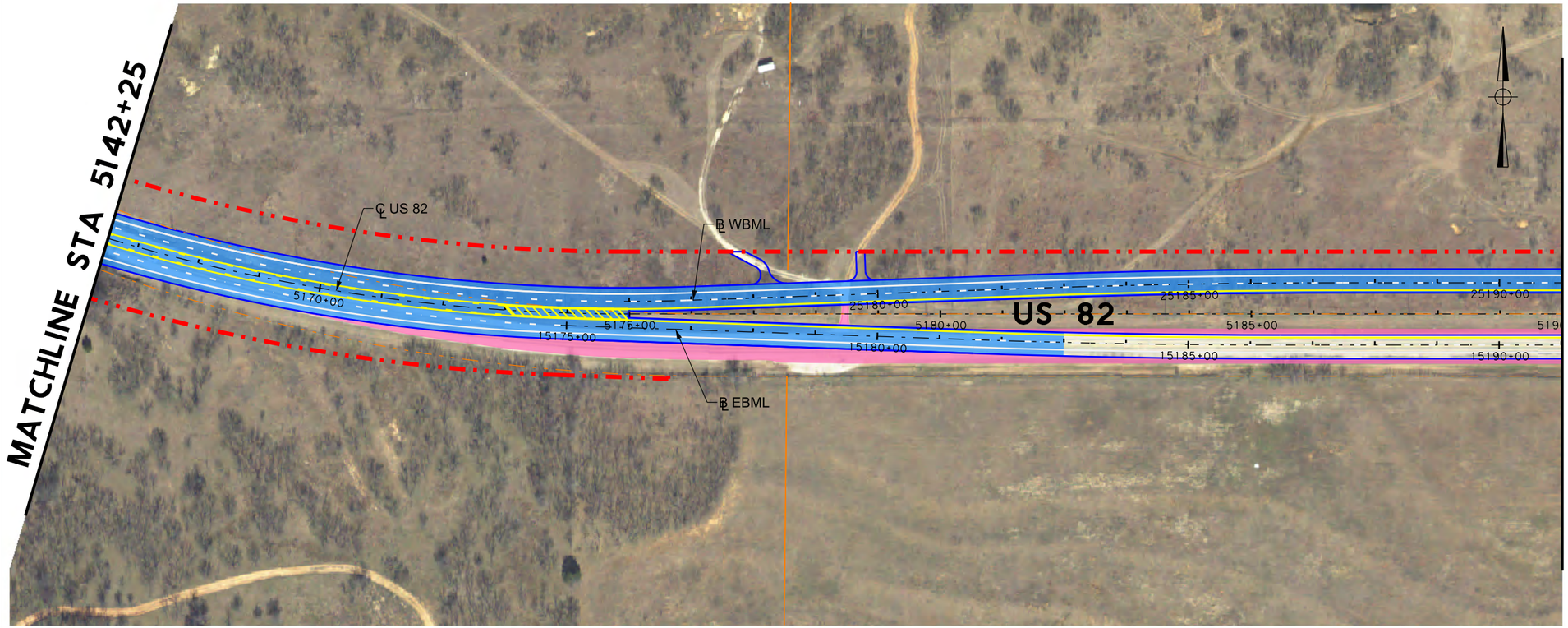

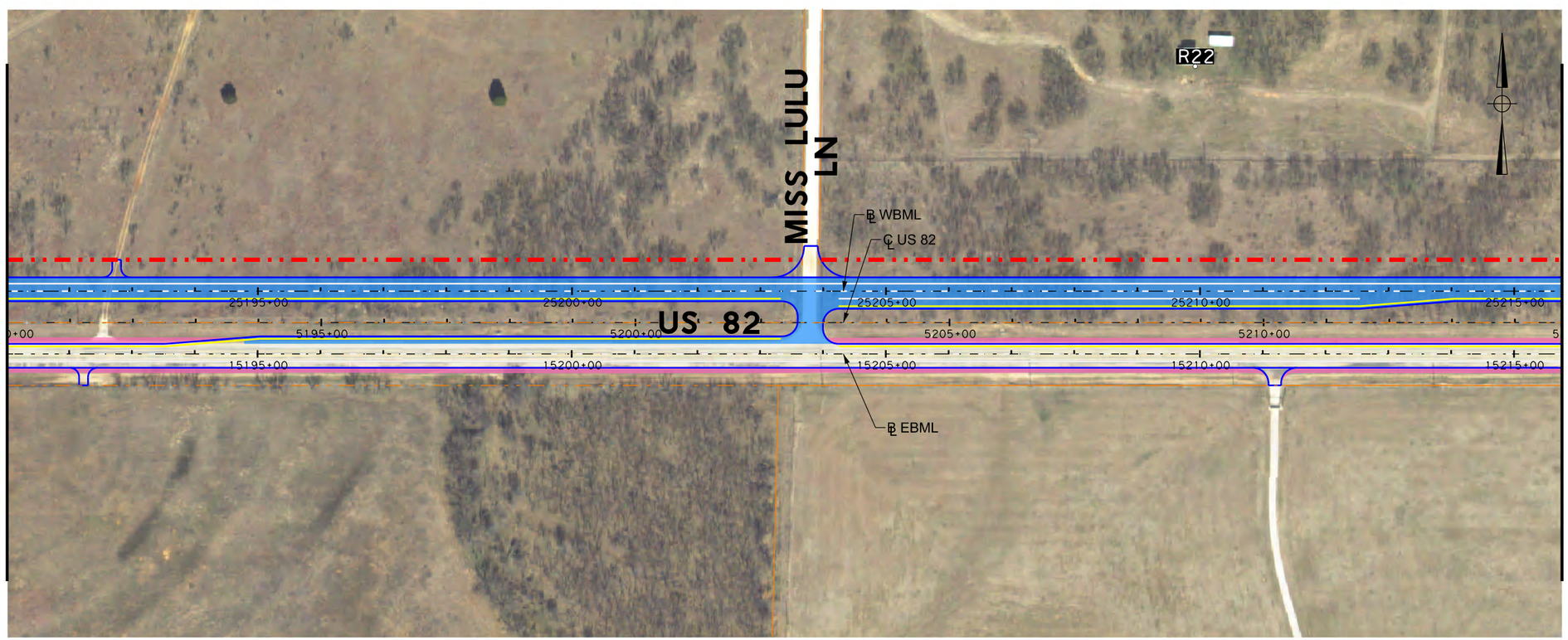

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet
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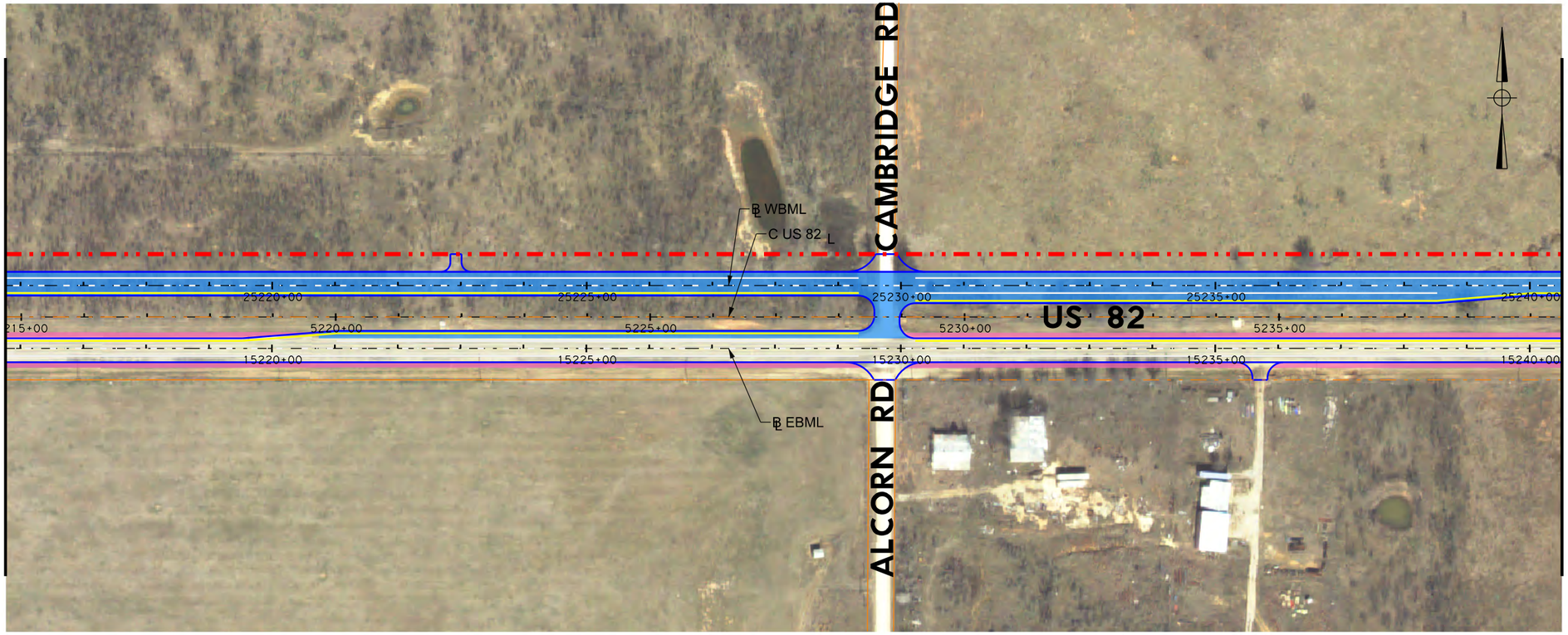

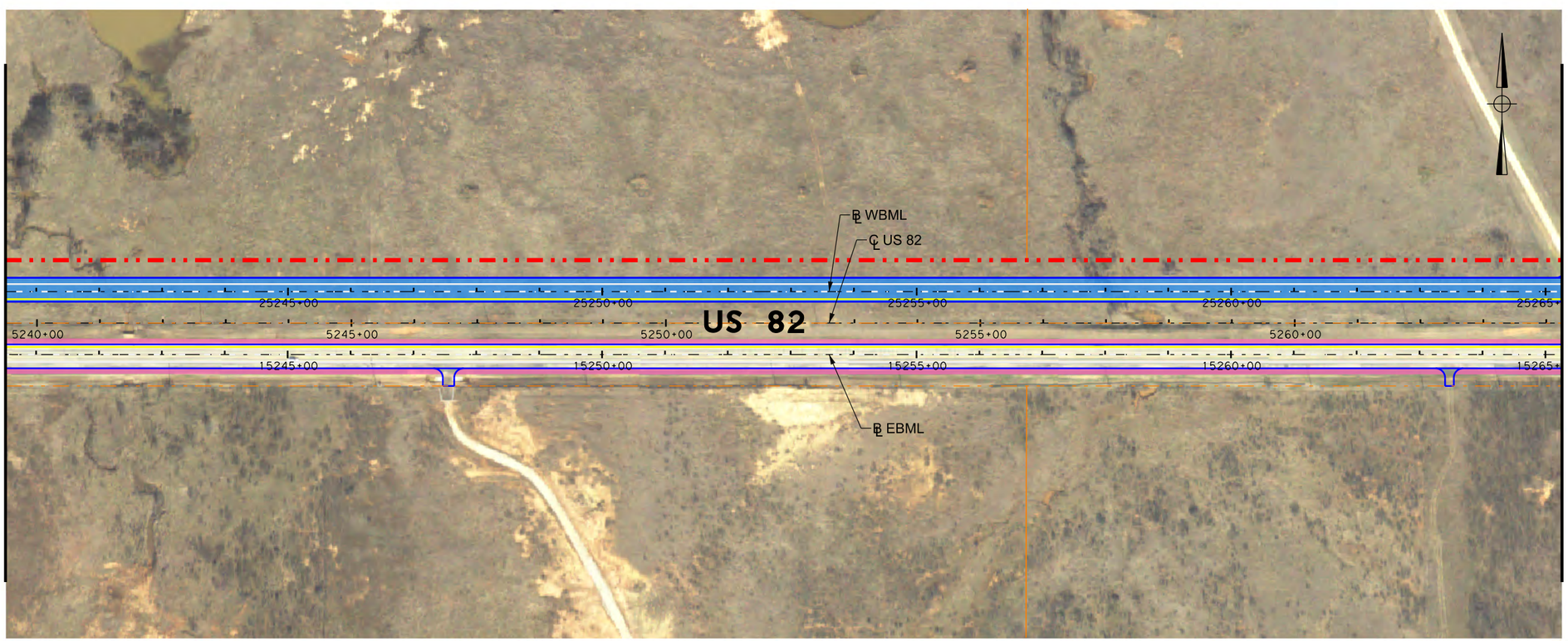

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet 4
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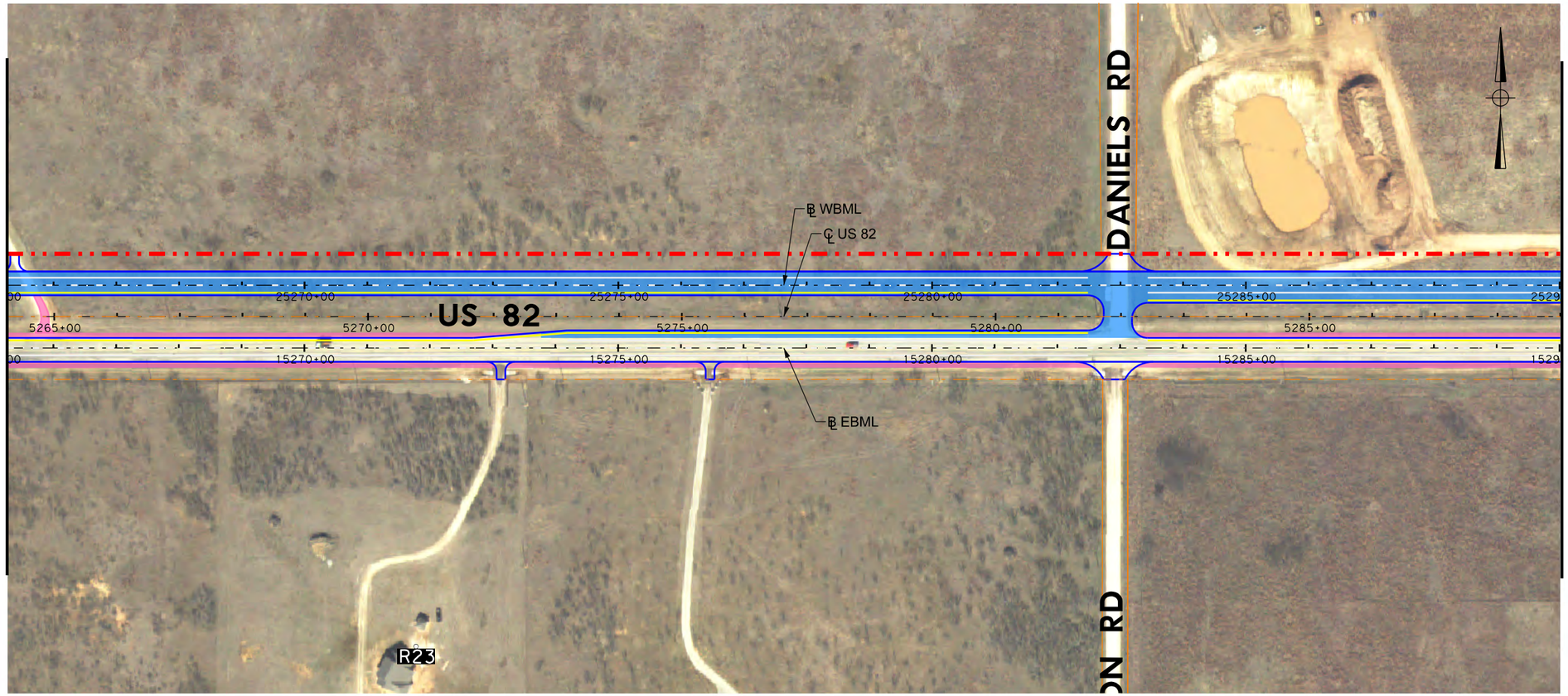

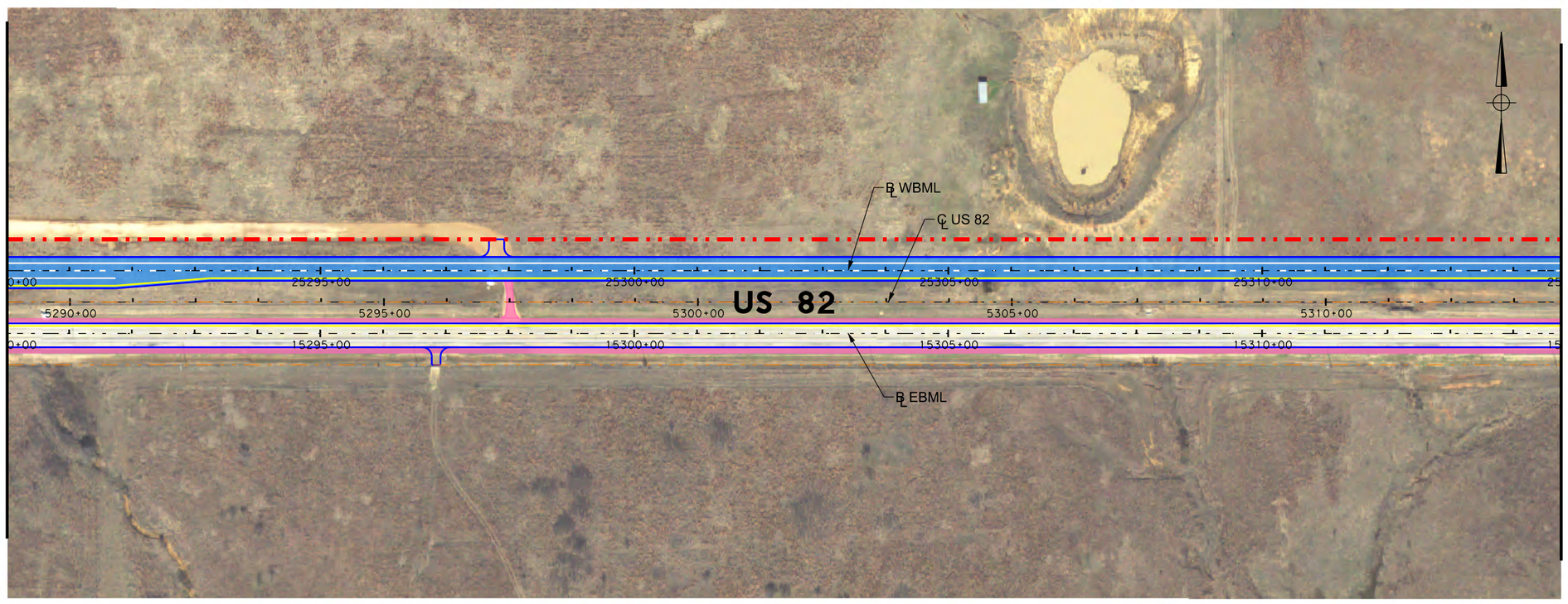

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

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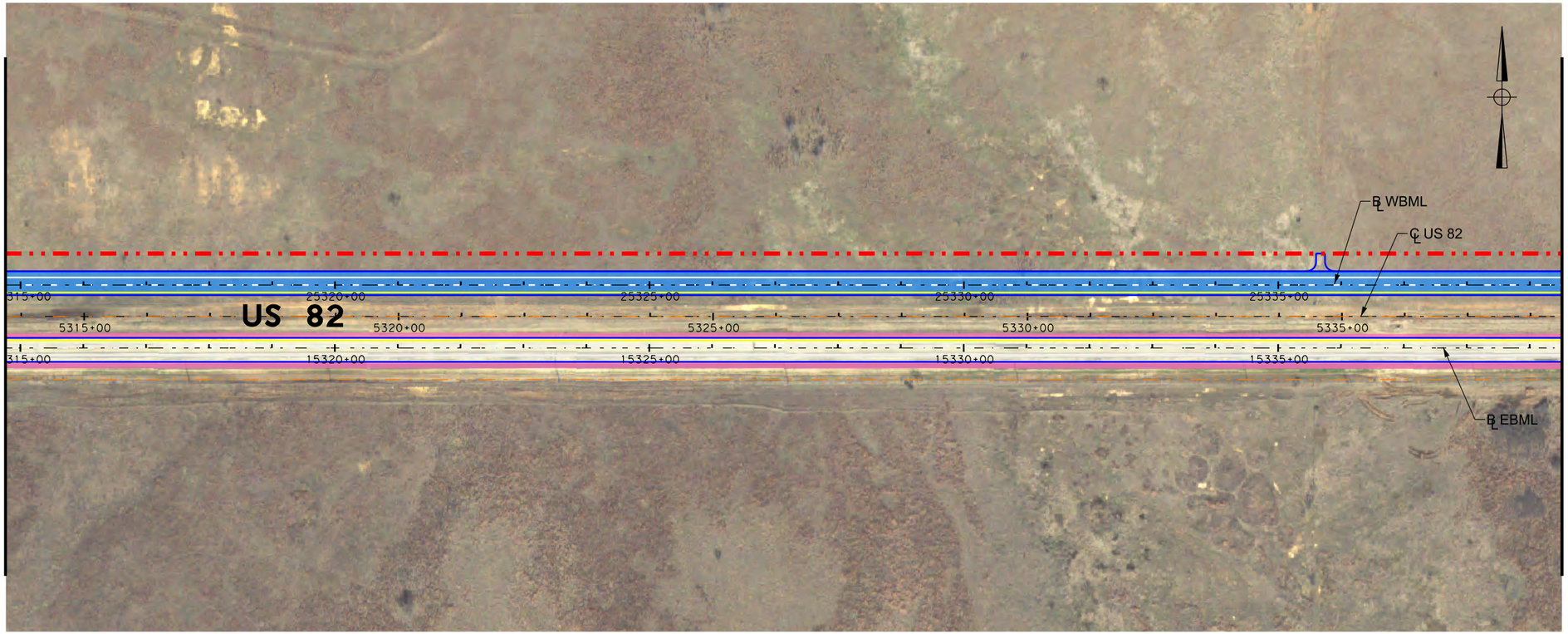
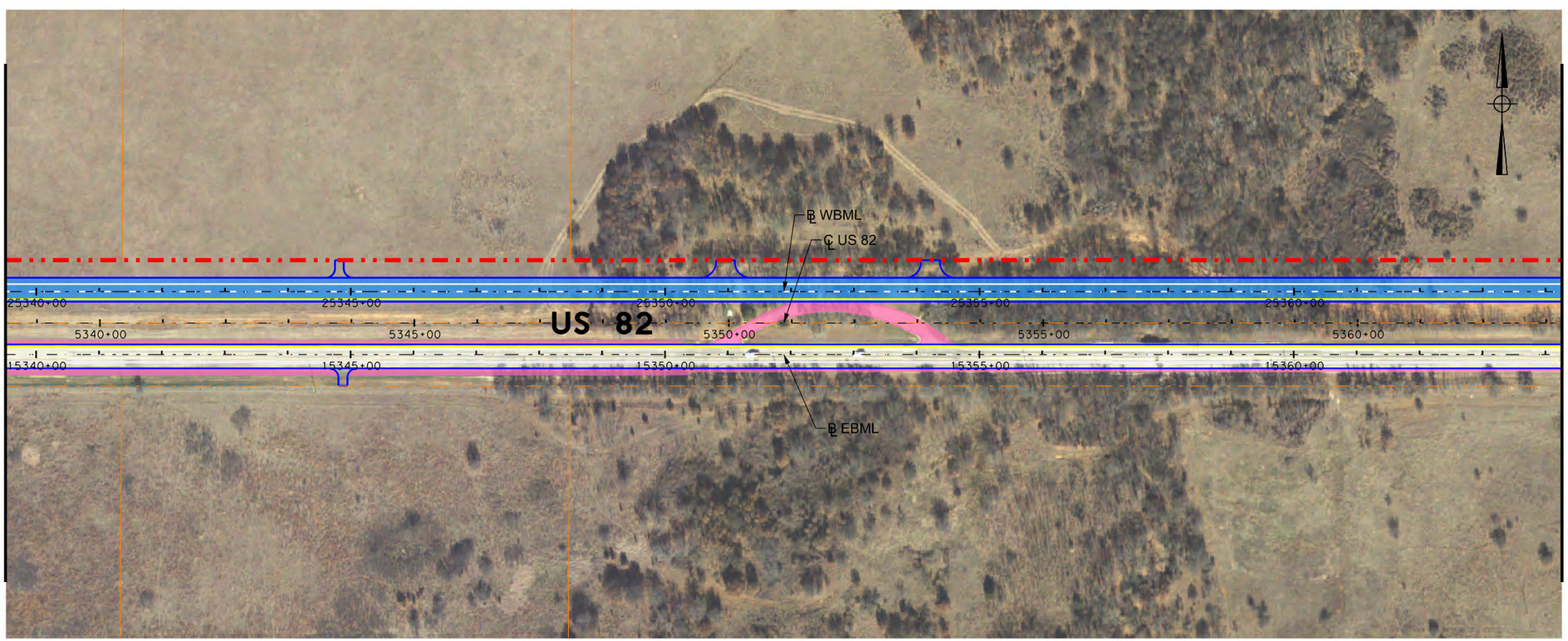
MATCHLINE STA 5313+75



MATCHLINE STA 5338+50

MATCHLINE STA 5338+50



MATCHLINE STA 5363+25

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet
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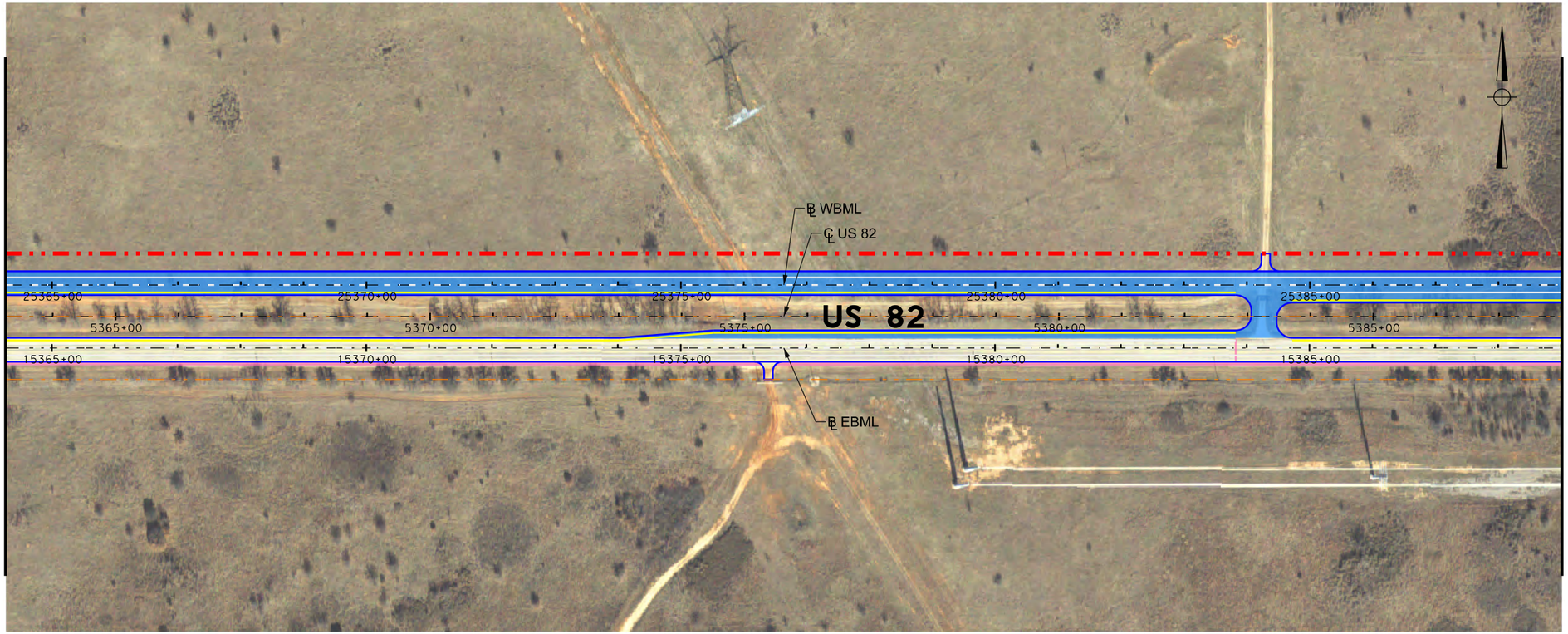
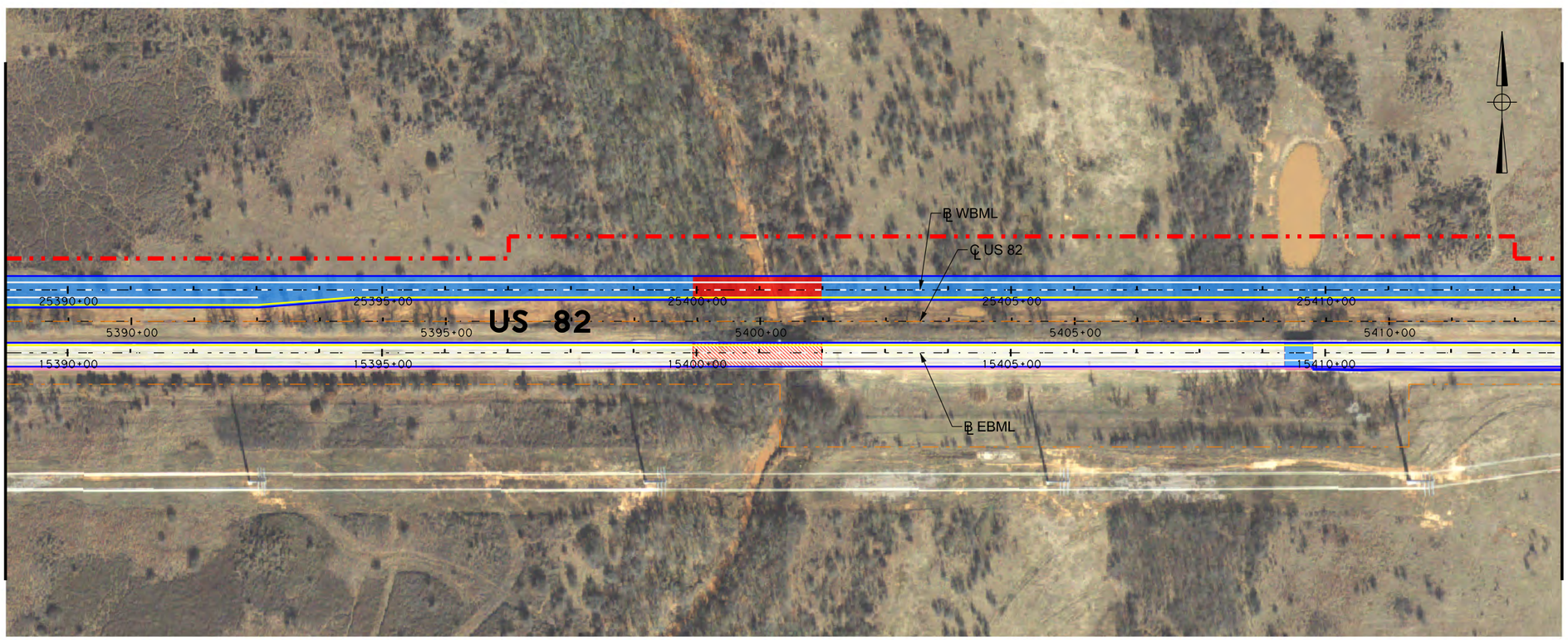
charles.gauzer

MATCHLINE STA 5363+25



MATCHLINE STA 5388+00

MATCHLINE STA 5388+00



MATCHLINE STA 5412+75

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

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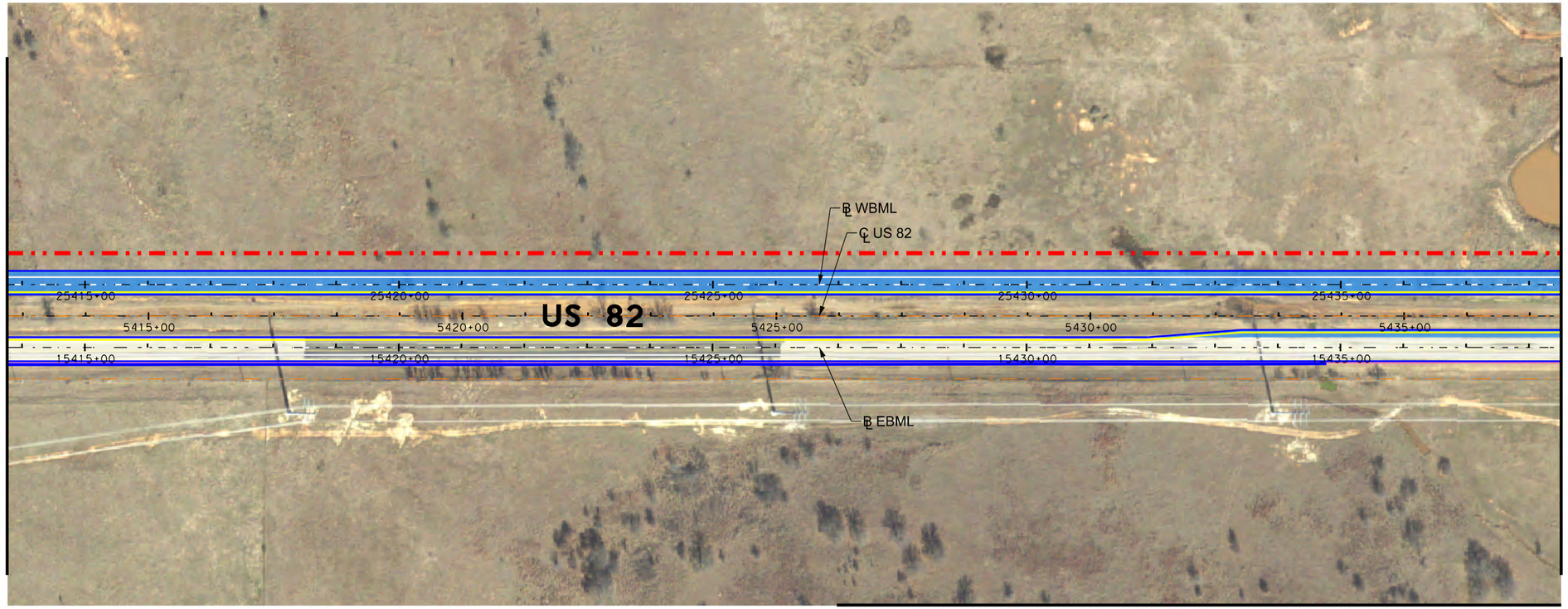
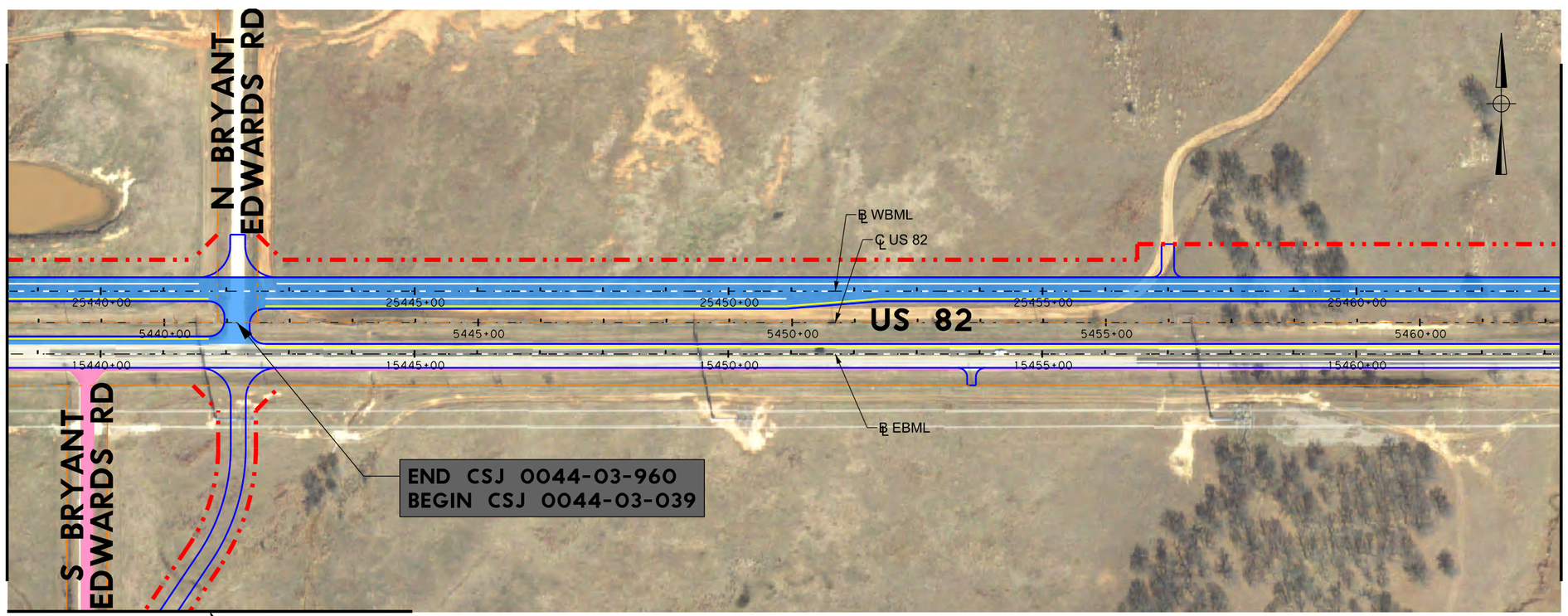


MATCHLINE A-A (SEE EXHIBIT 30)



MATCHLINE A-A (SEE EXHIBIT 30)

LEGEND

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- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400
SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

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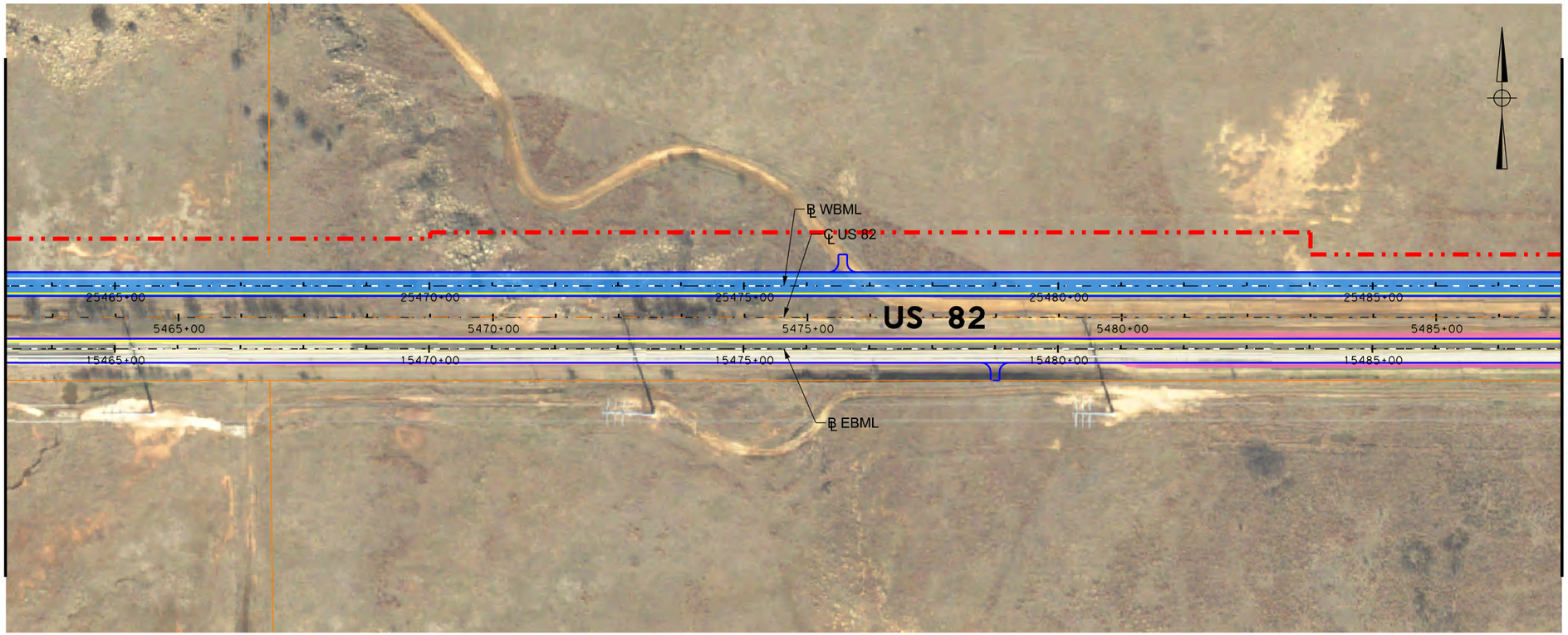

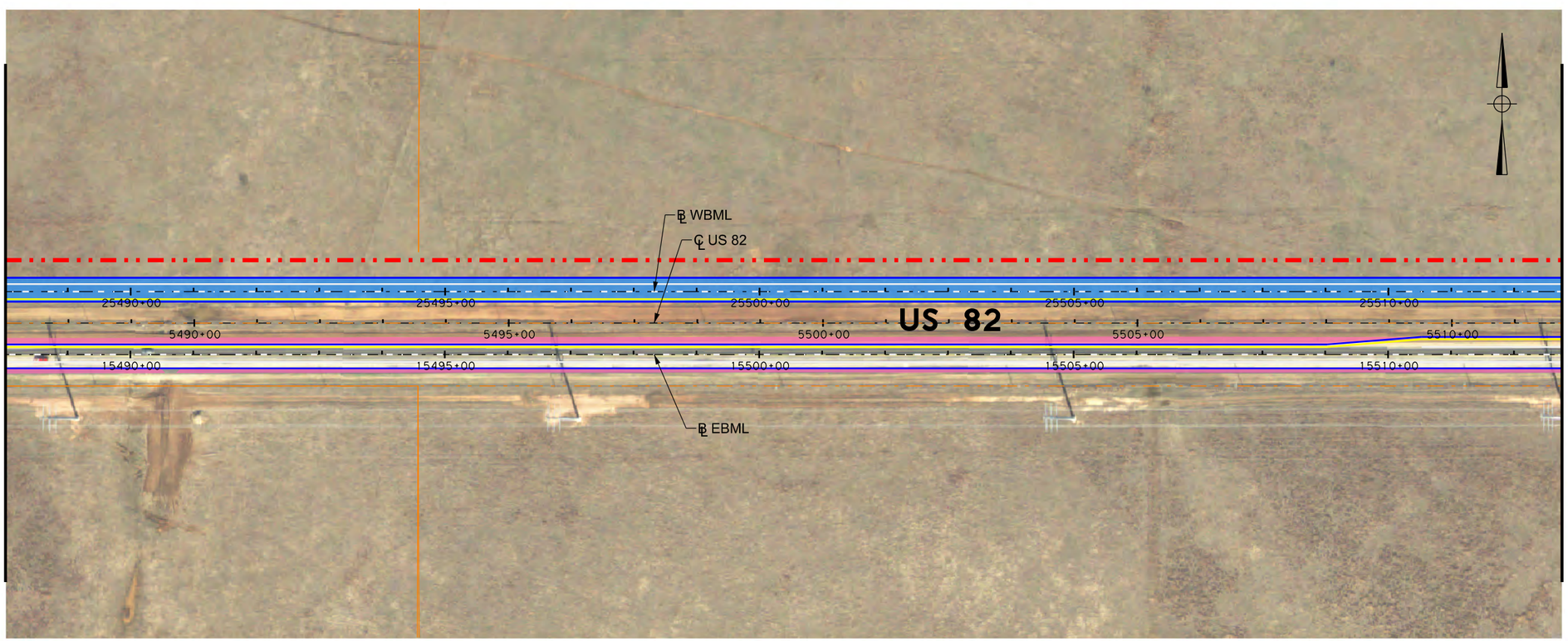

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400
SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet
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Date: OCTOBER 2018	

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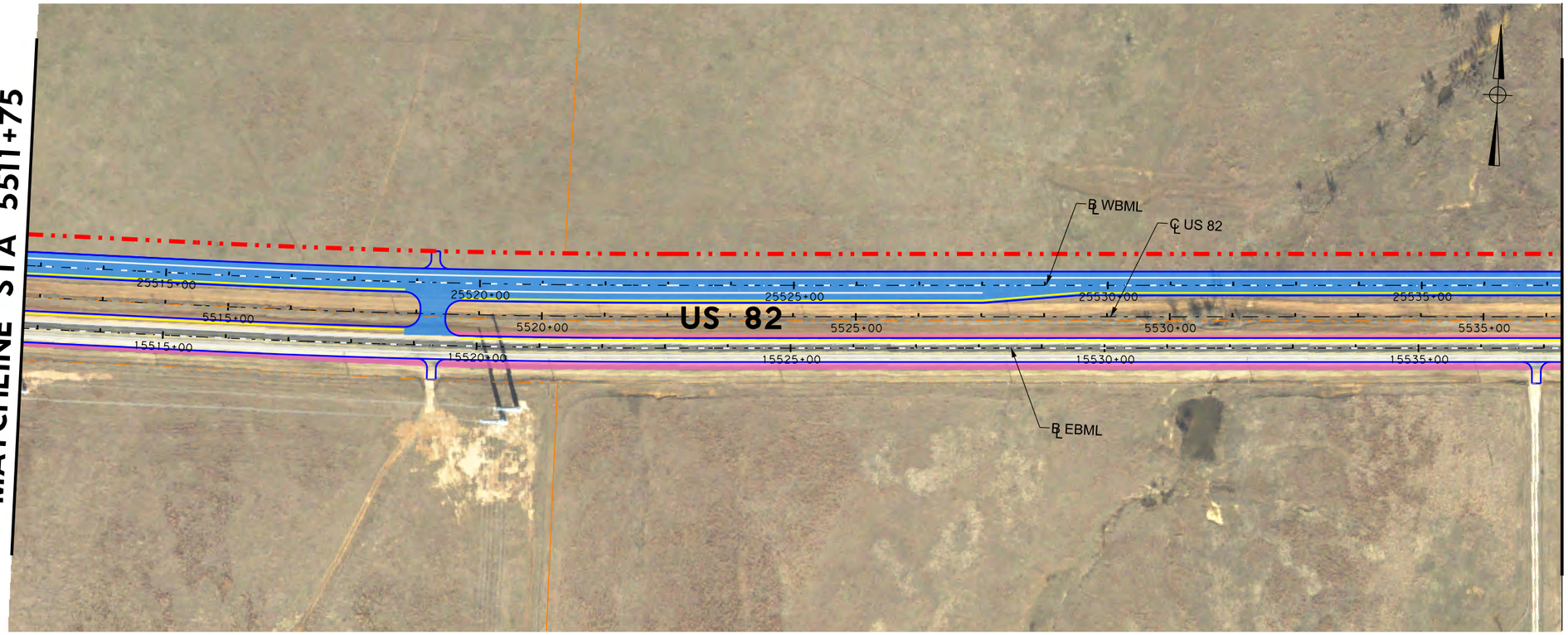
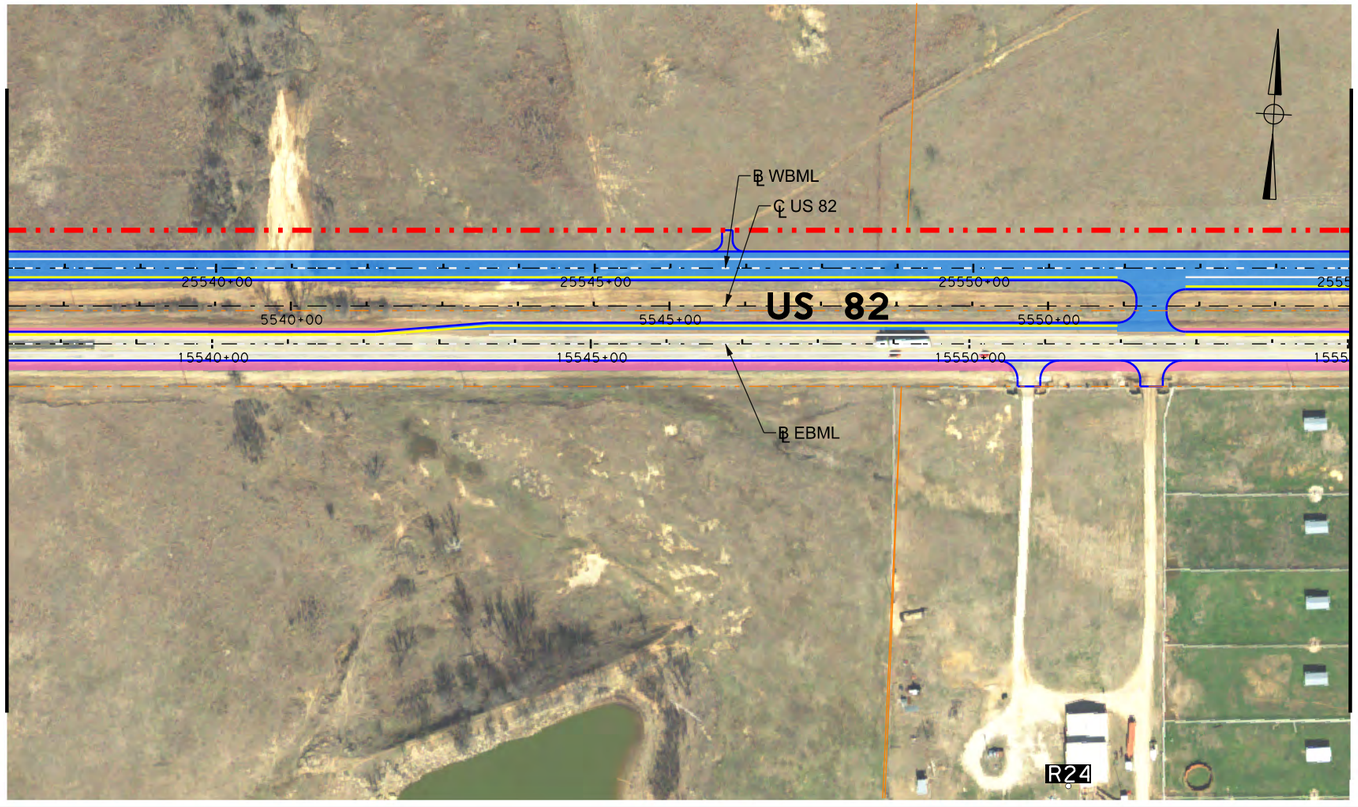
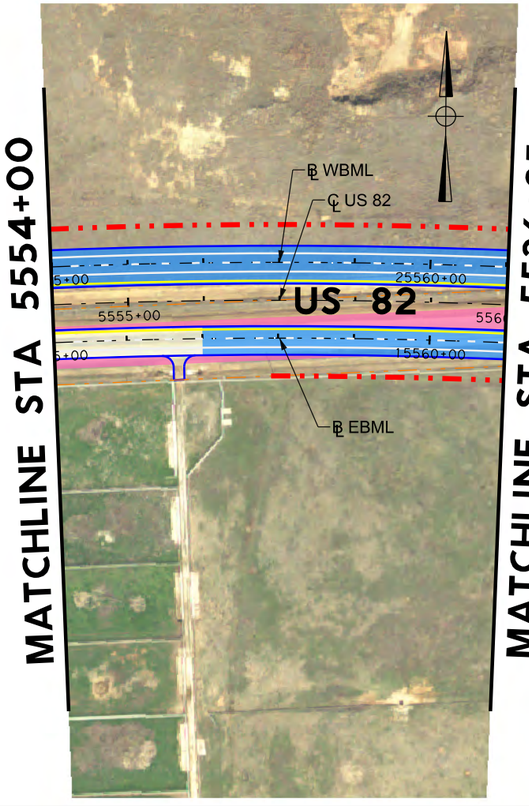
charles.gauzer







LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400
SCALE: 1"=200'

RPS
1160 Dairy Ashford, Suite 500
Houston, Texas 77079
T 281 589 7257
USInfrastructure@rpsgroup.com
Formerly Klotz Associates, Inc.
Texas PE Firm Reg. #F-929

EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet 10
Scale: 1"=200'	
Date: OCTOBER 2018	

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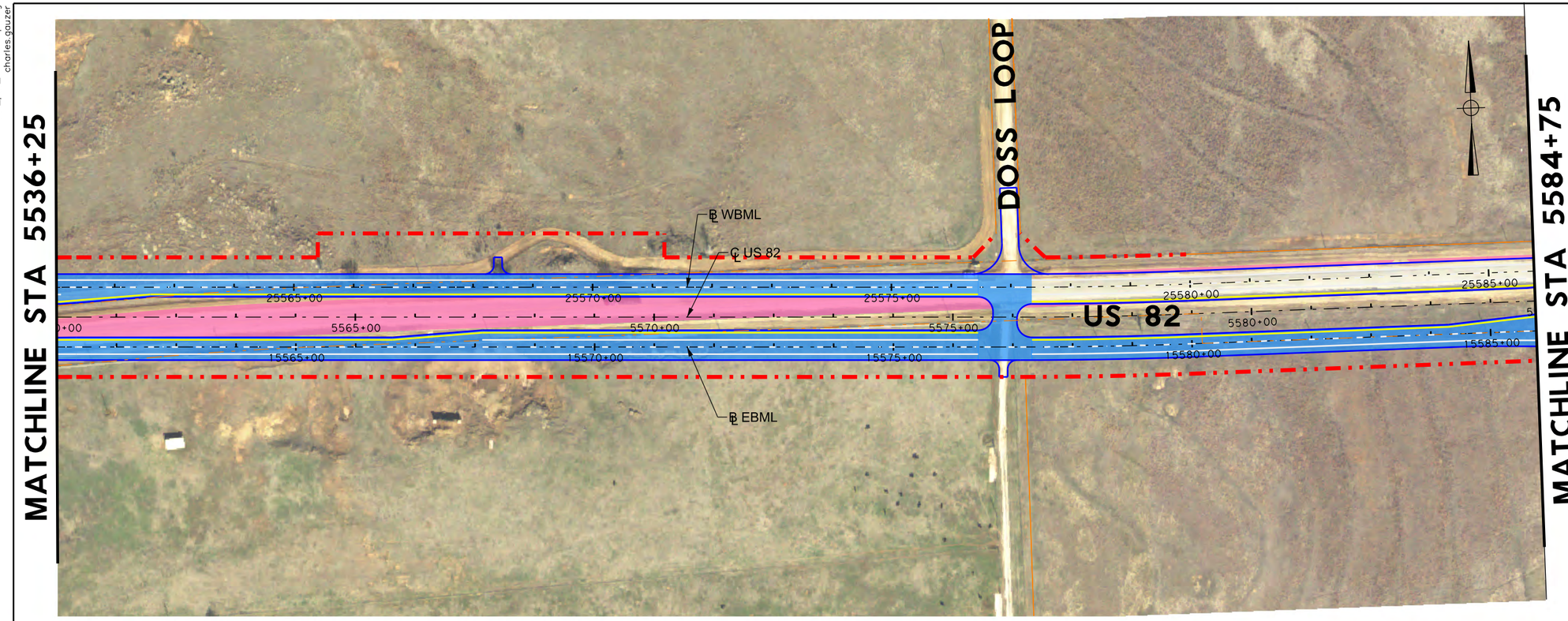

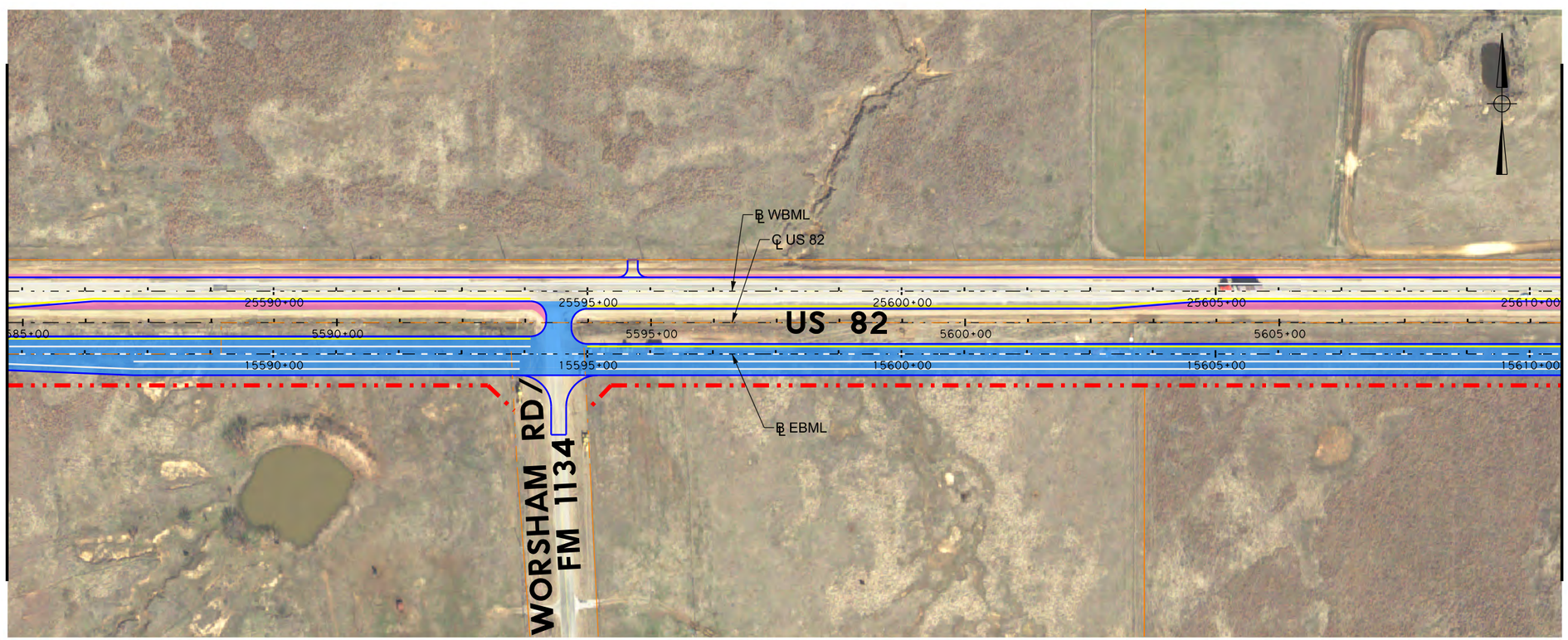

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

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1160 Dairy Ashford, Suite 500
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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet
Scale: 1"=200'	11
Date: OCTOBER 2018	

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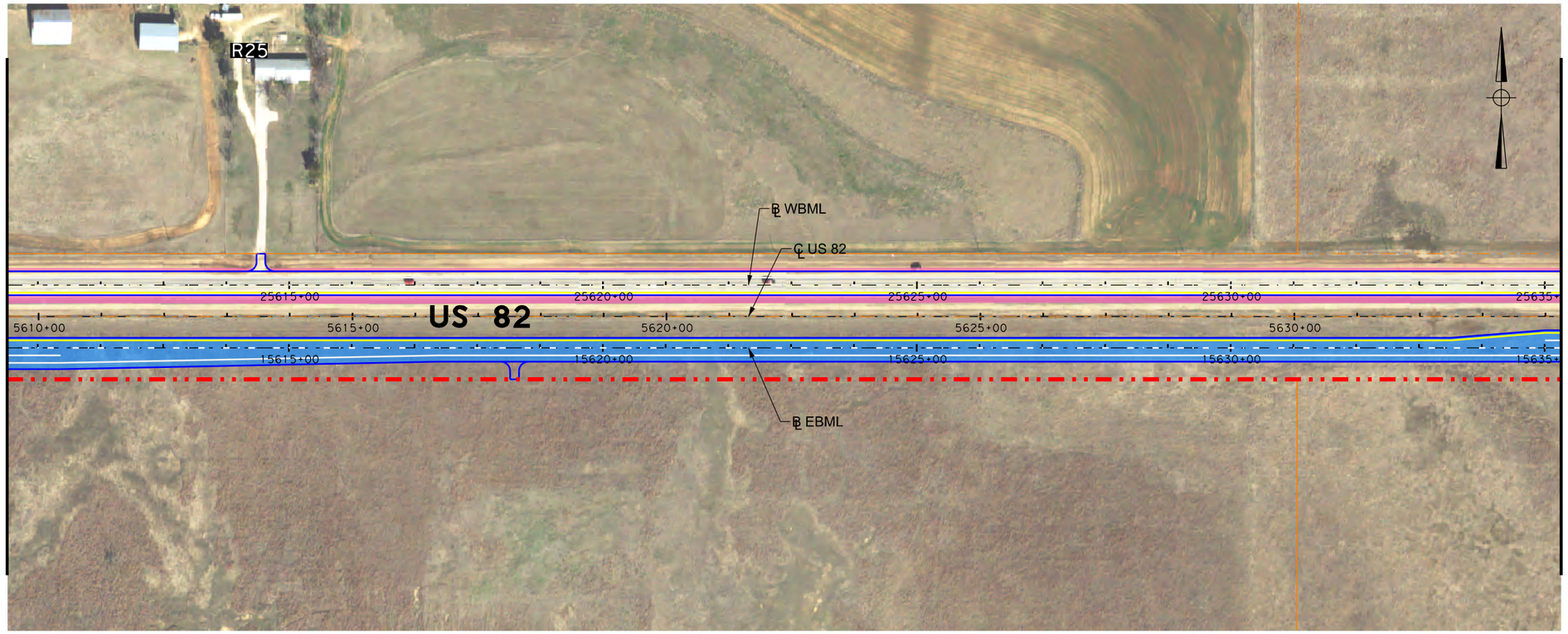

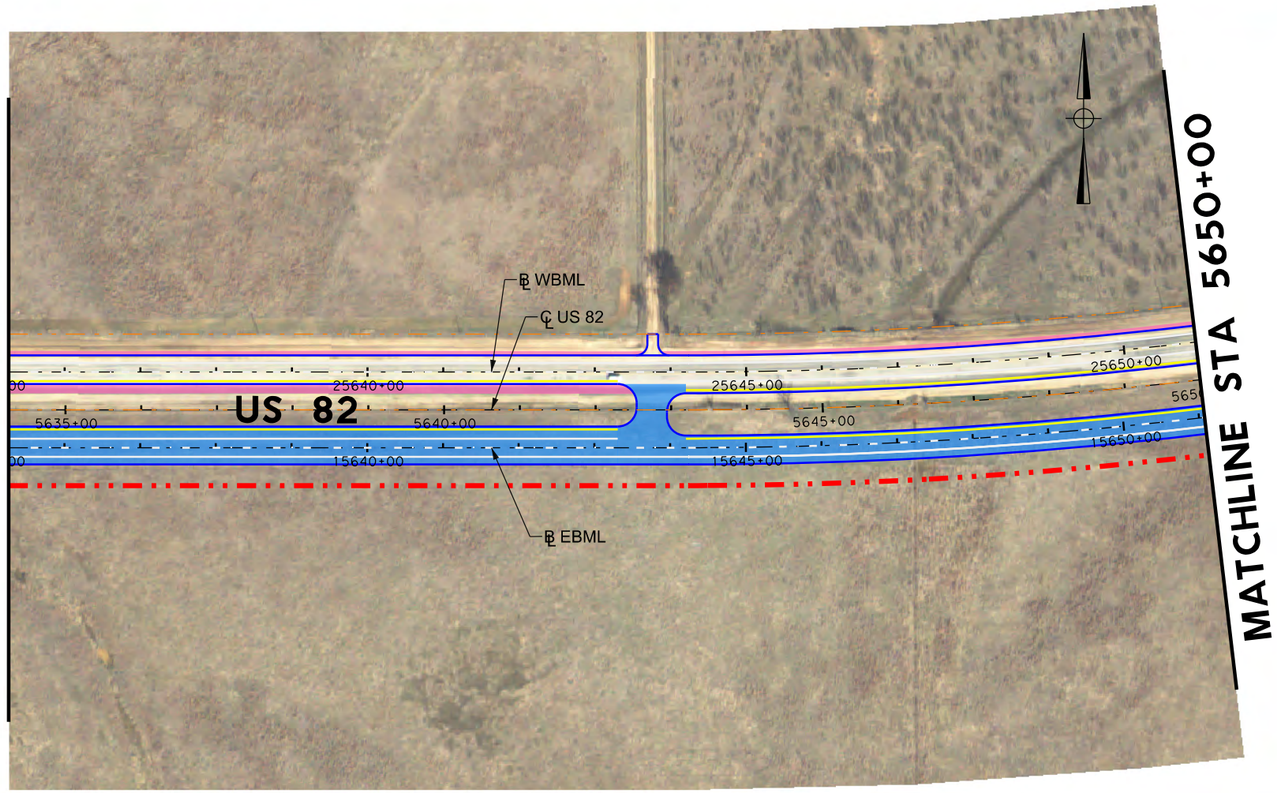

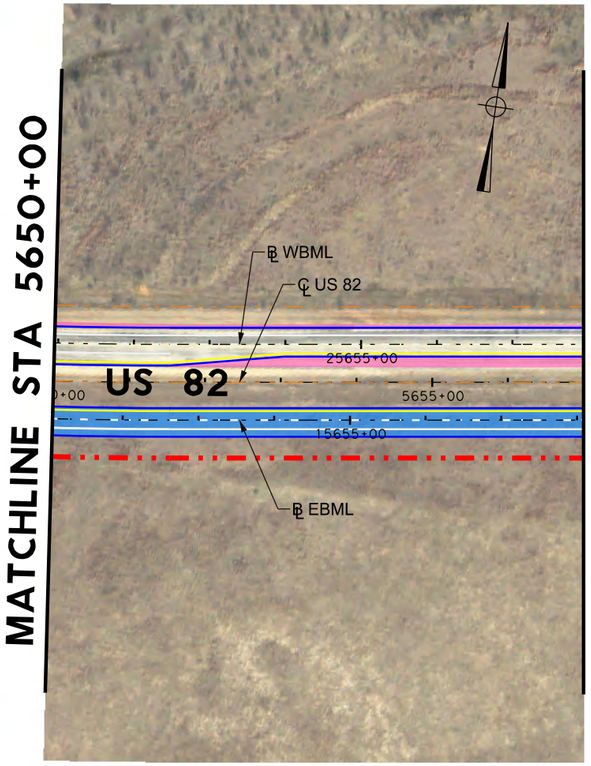

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet
Scale: 1"=200'	12
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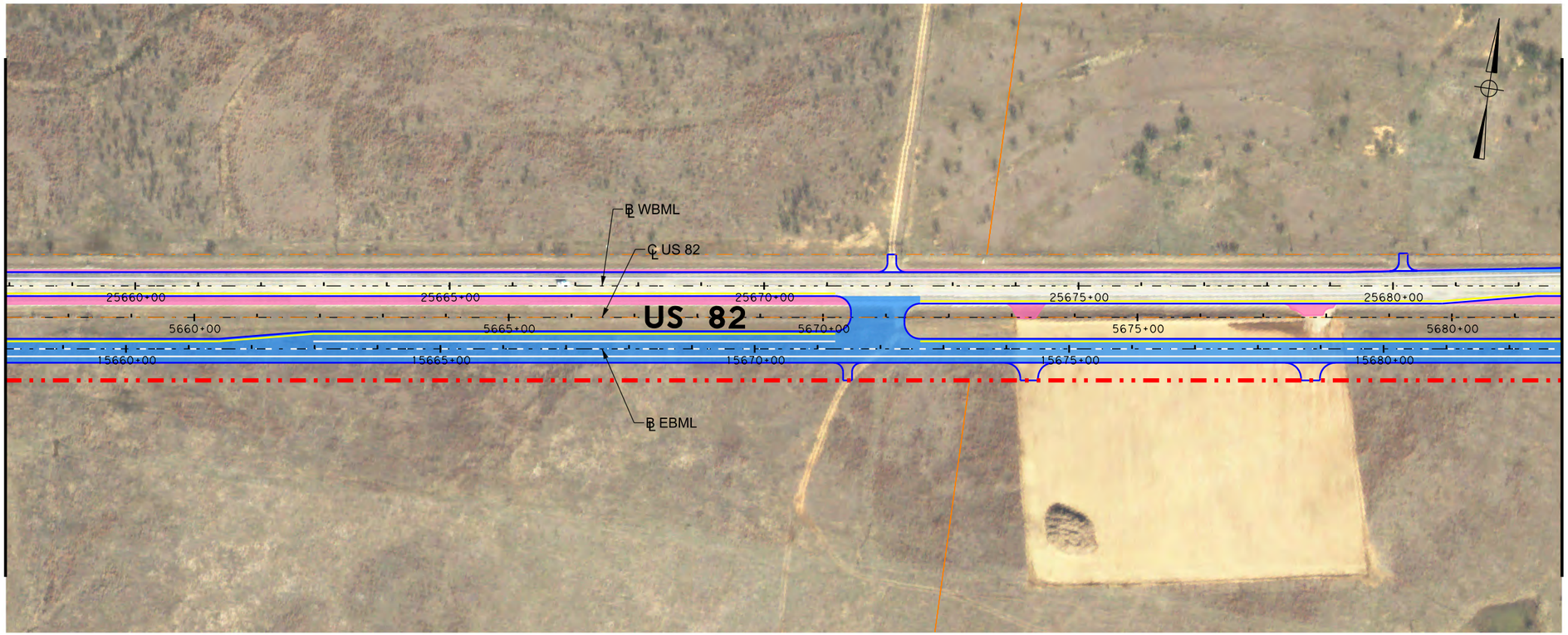
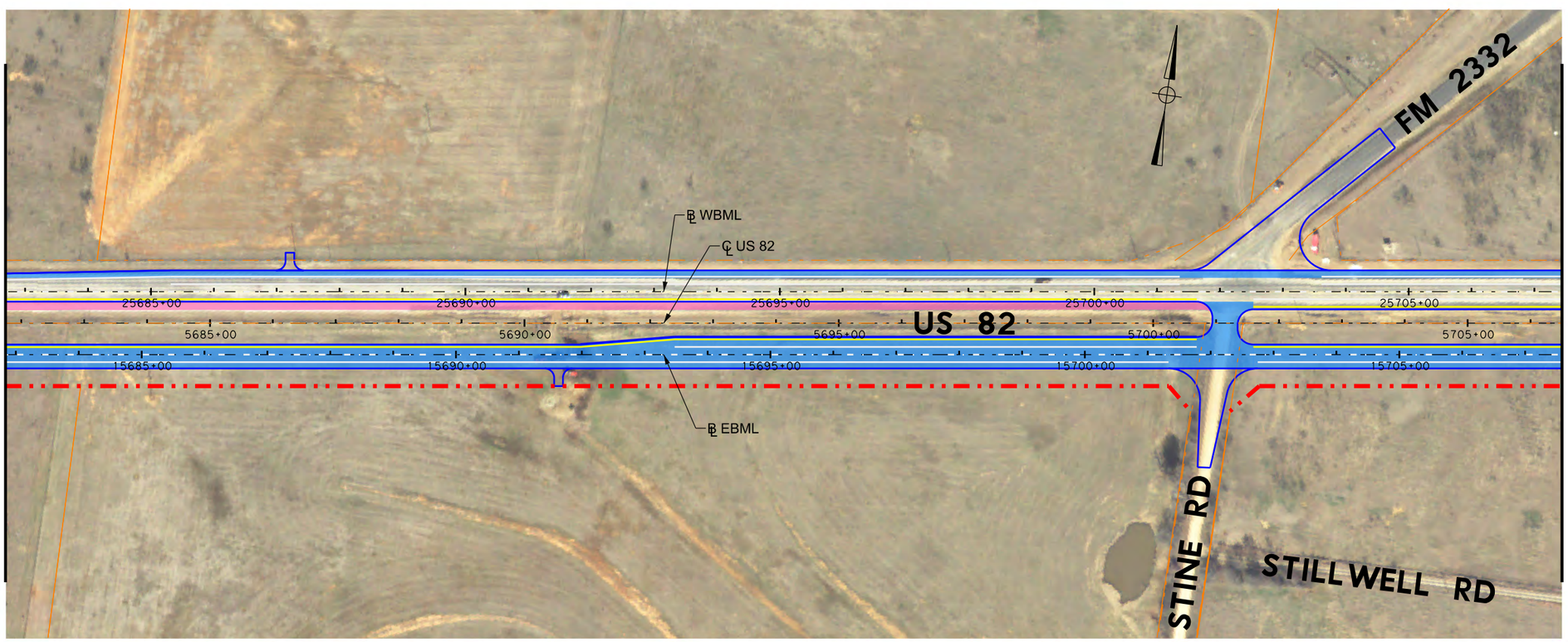
KA_pdf_HALFSIZE.pltcfg
charles.gauzer

MATCHLINE STA 5657+00



MATCHLINE STA 5681+75

MATCHLINE STA 5681+75



MATCHLINE STA 5706+50

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet 13
Scale: 1"=200'	
Date: OCTOBER 2018	

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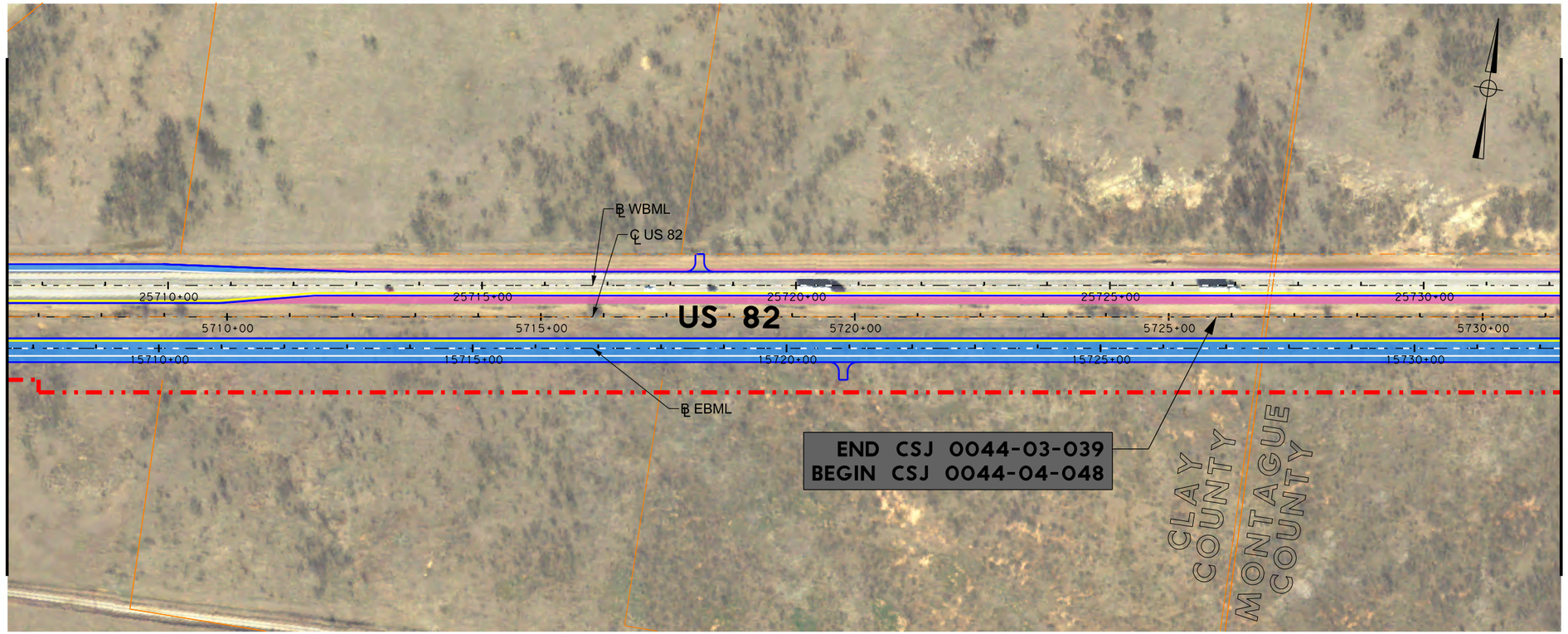

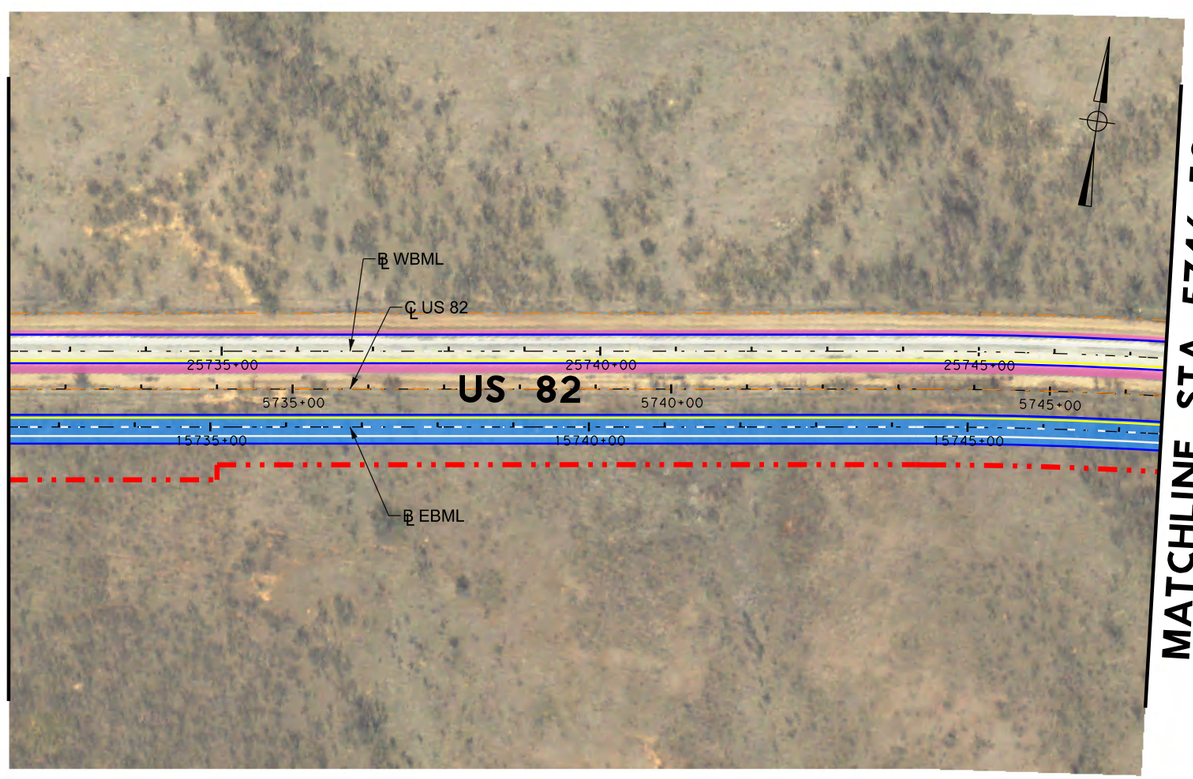

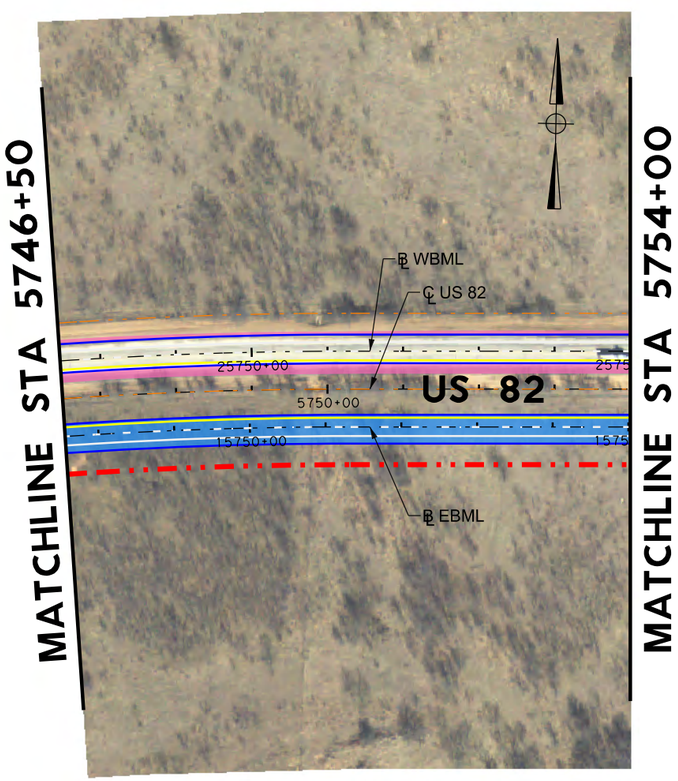

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400
SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet 14
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Date: OCTOBER 2018	

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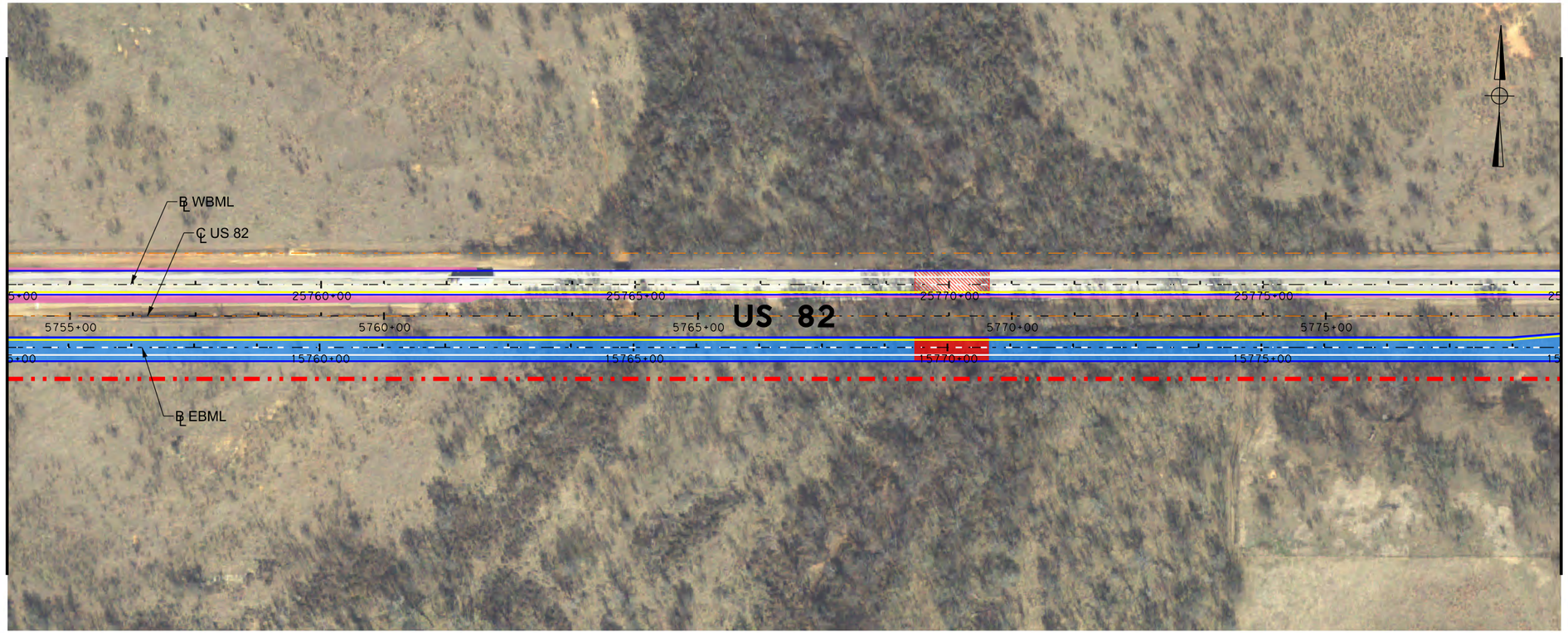

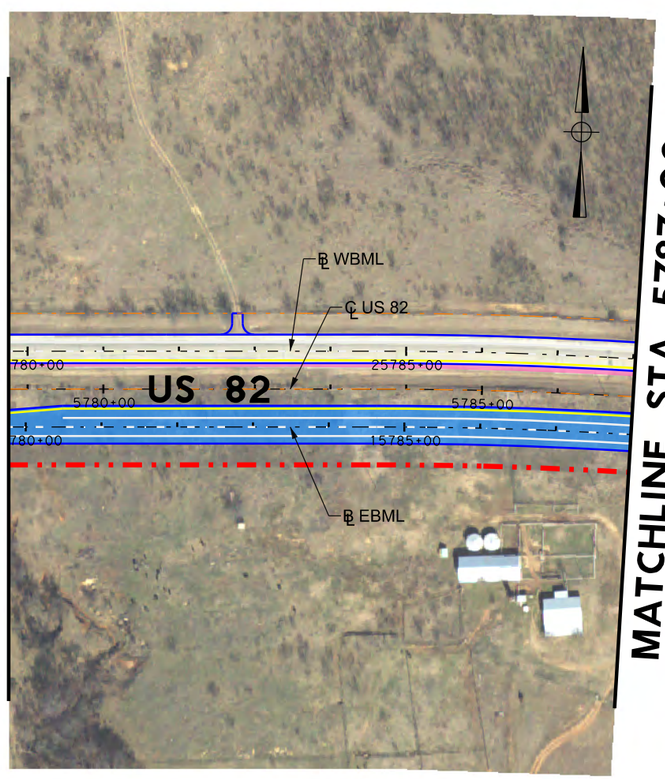

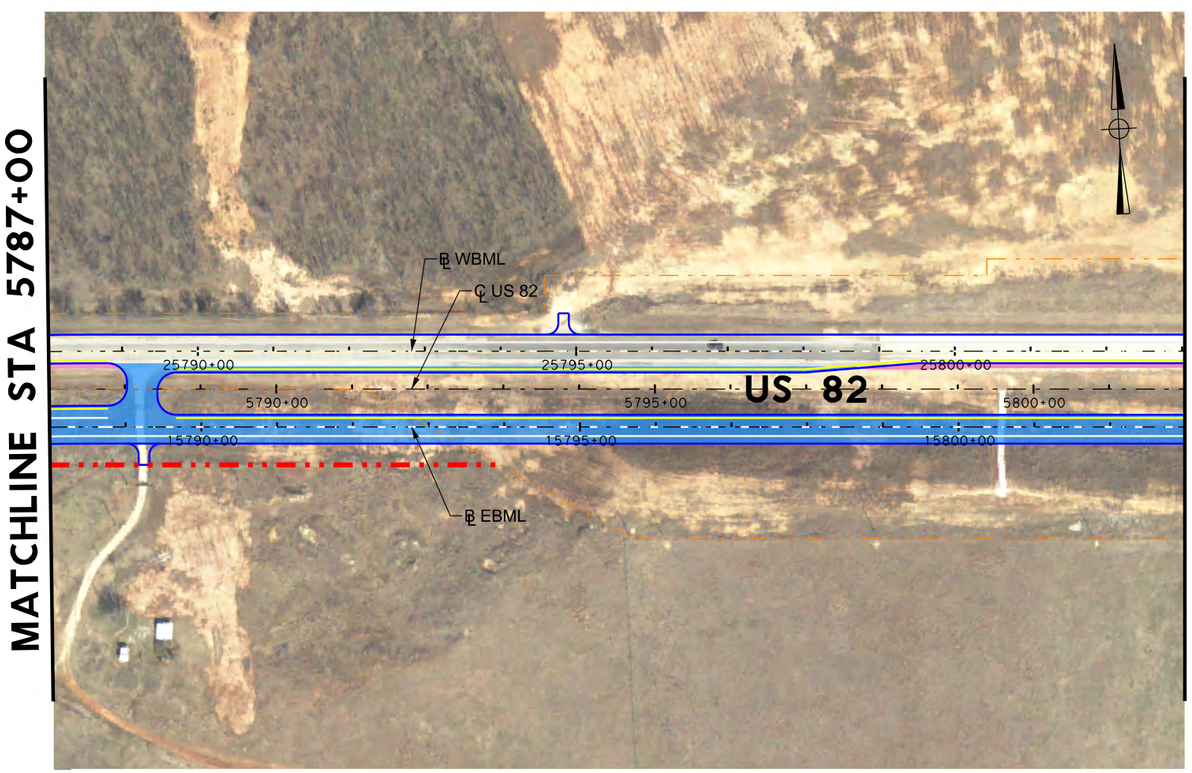

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400
SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet
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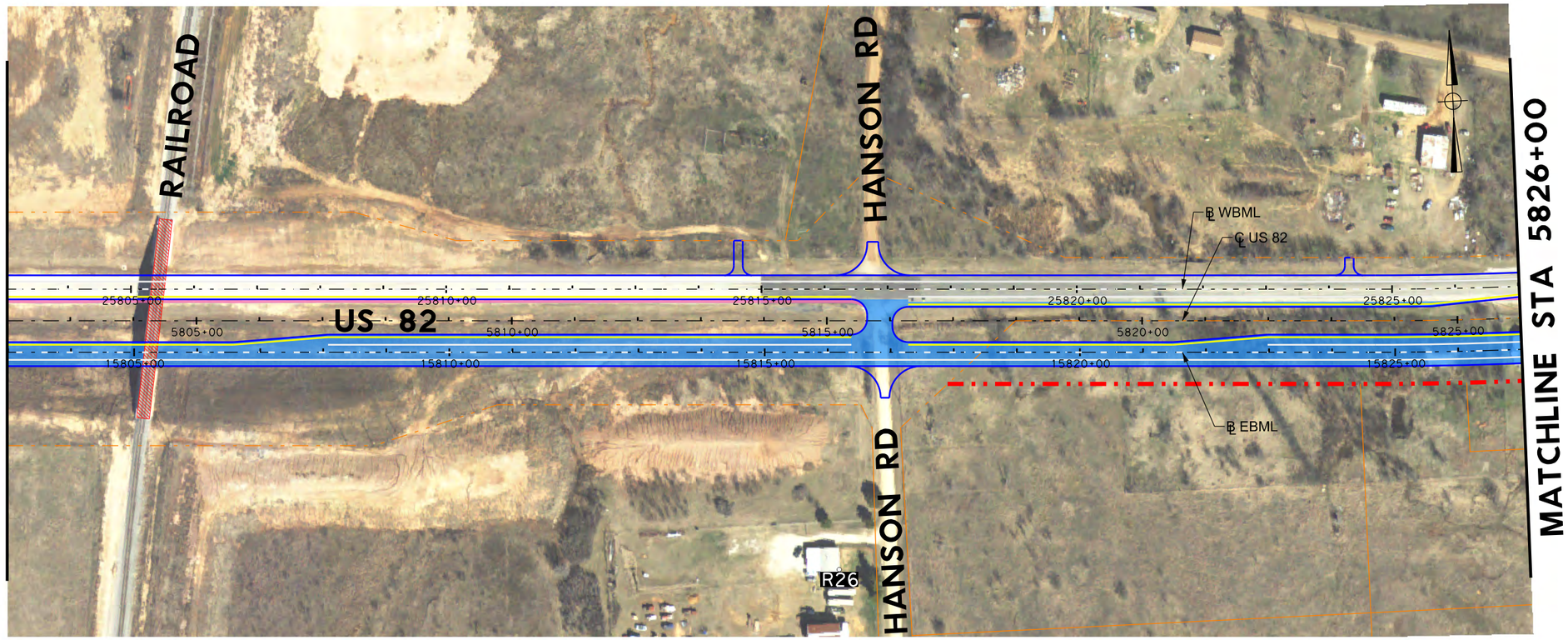
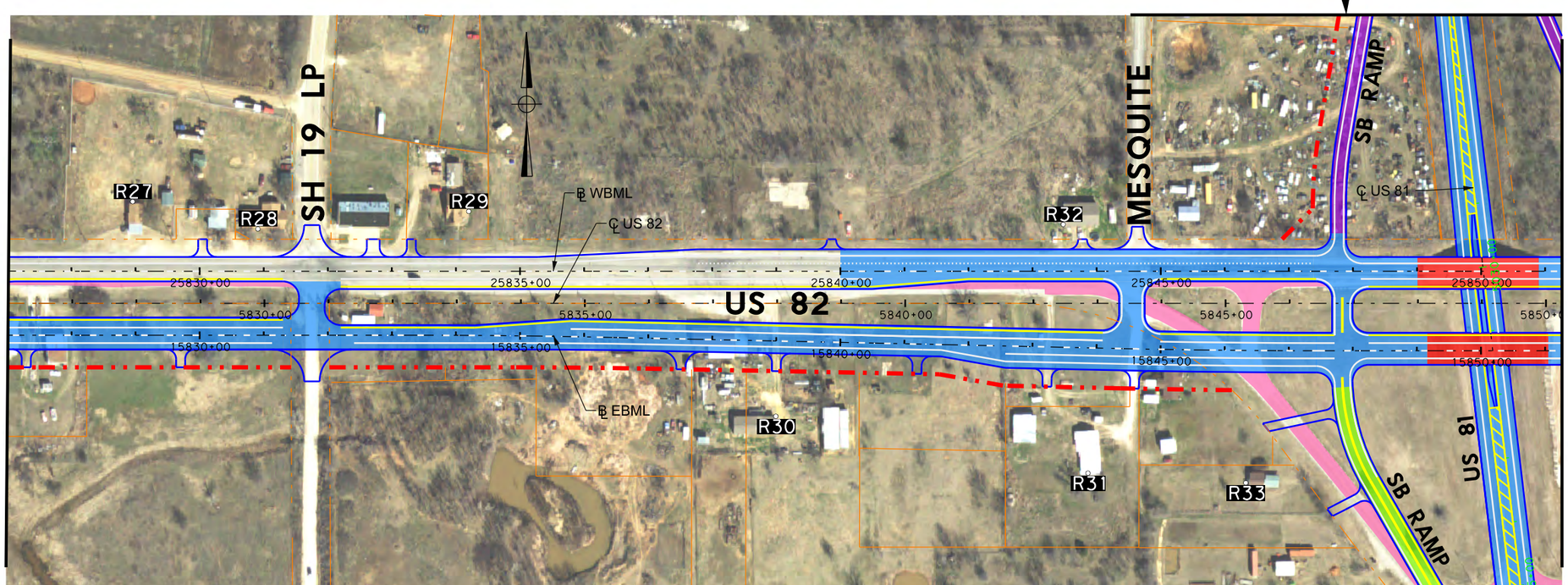


MATCHLINE C-C (SEE EXHIBIT 31)



MATCHLINE B-B (SEE EXHIBIT 31)

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet
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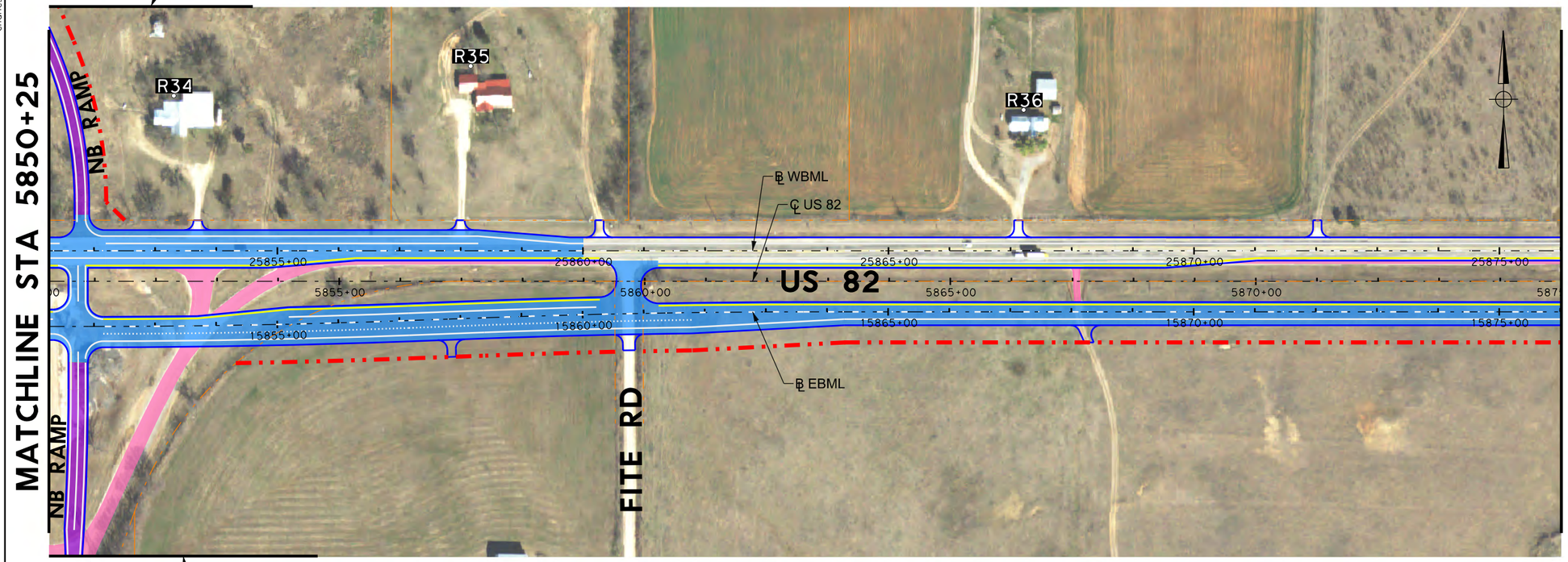
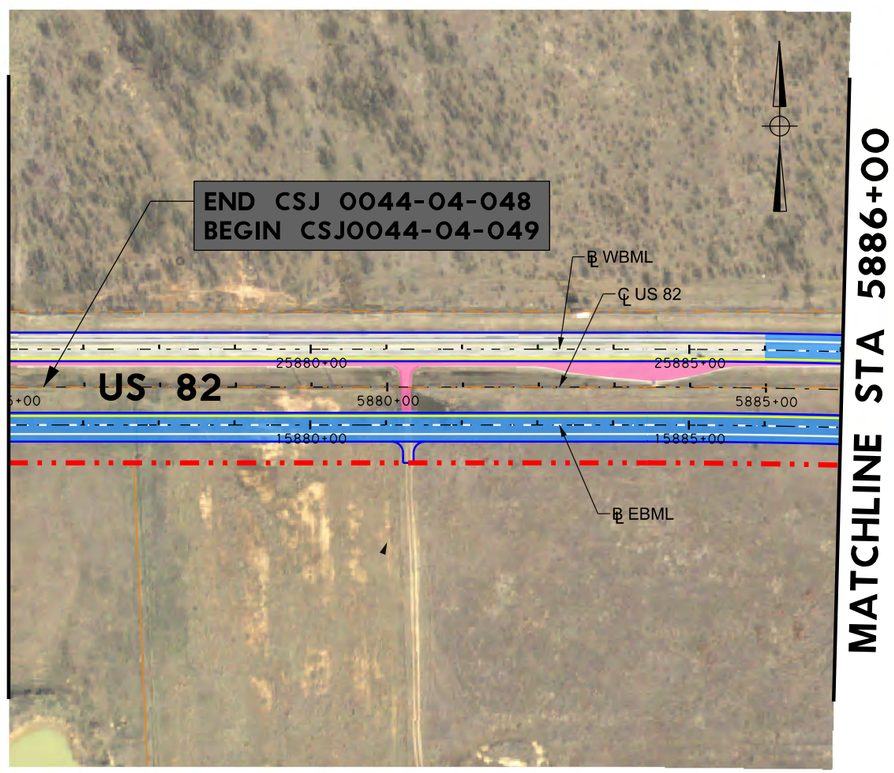
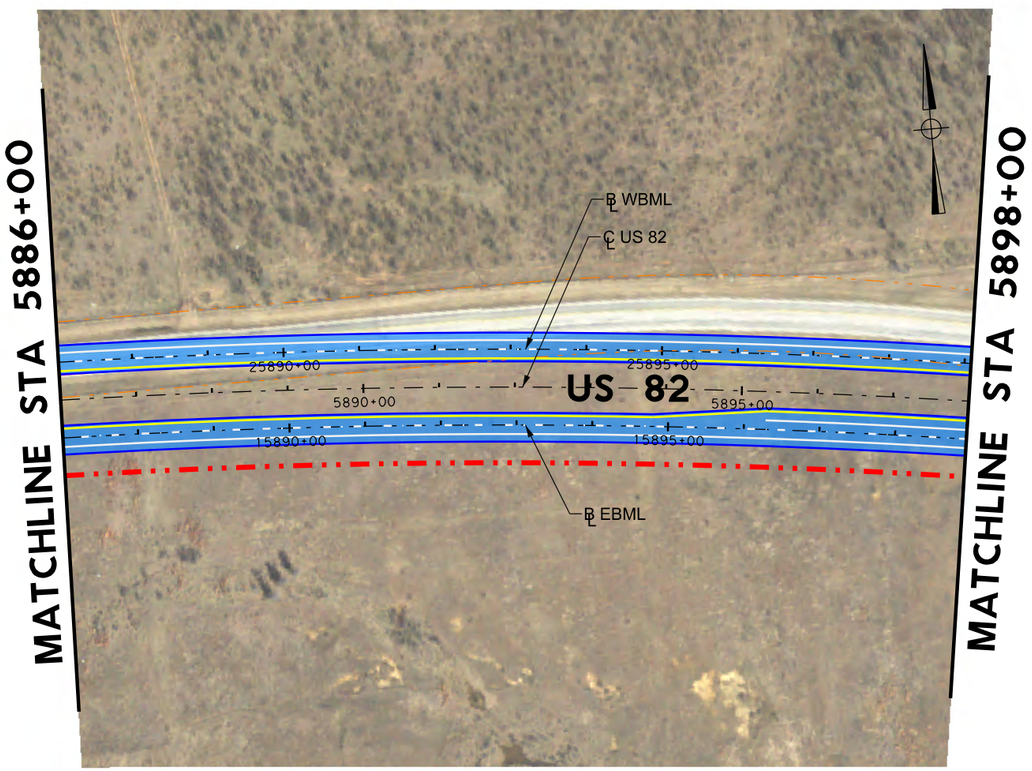
MATCHLINE C-C (SEE EXHIBIT 31)



MATCHLINE B-B (SEE EXHIBIT 31)





LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400
SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet
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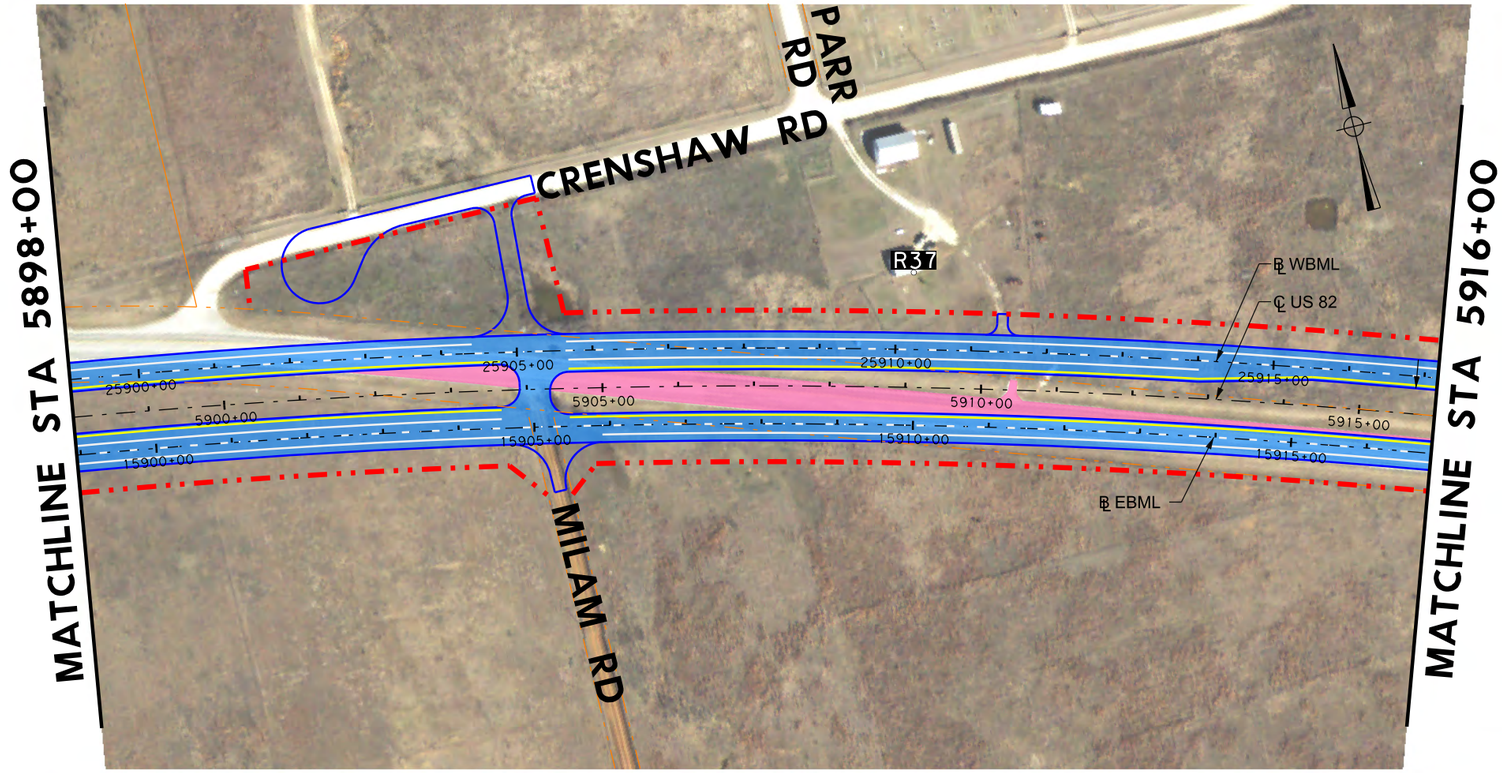
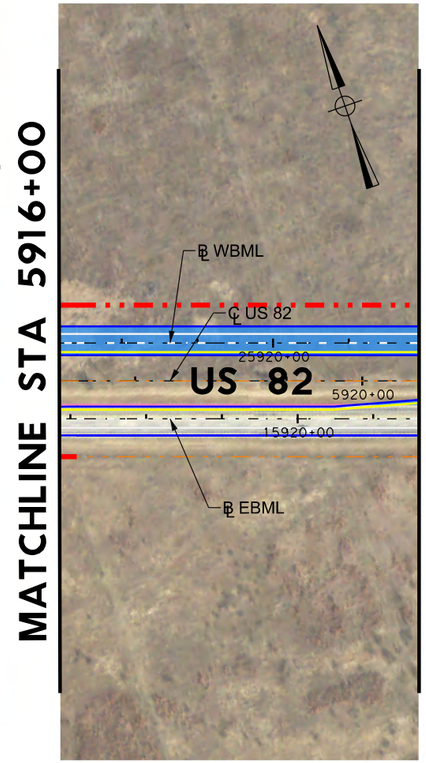
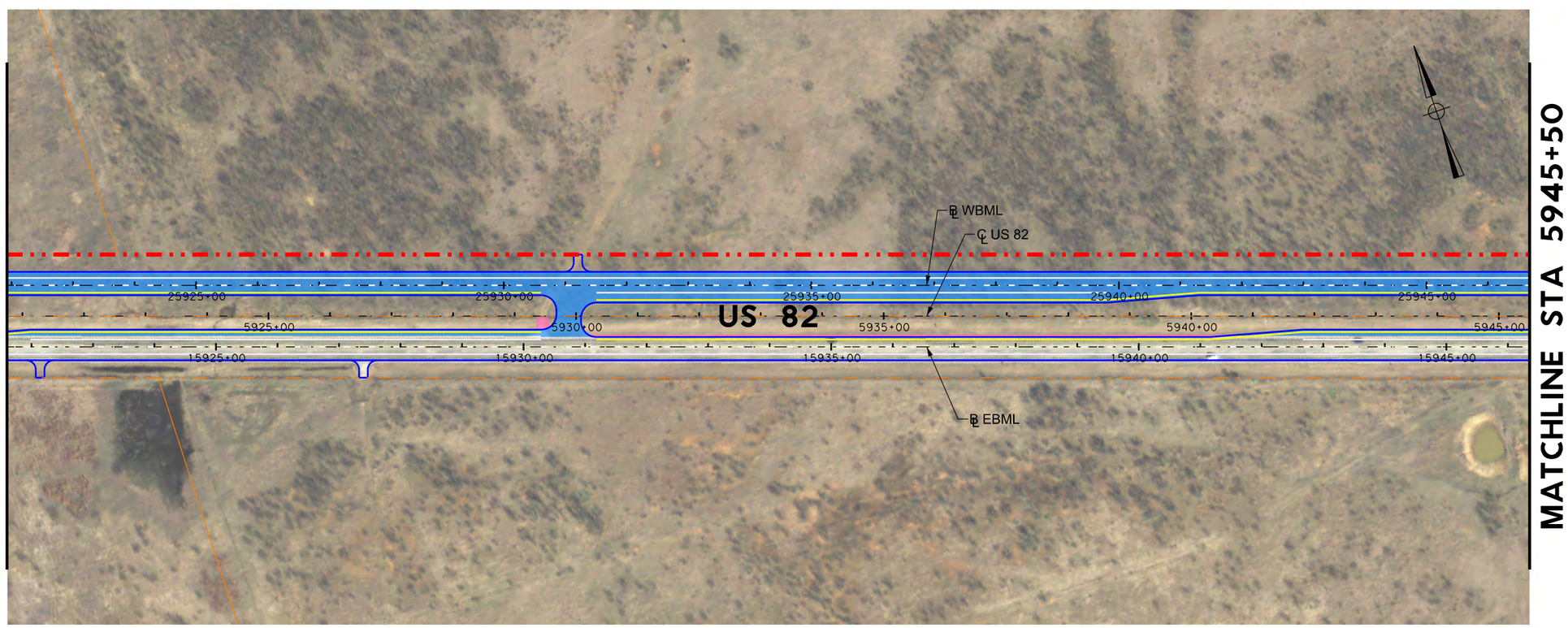




LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER



0 200 400
SCALE: 1"=200'

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Formerly Klotz Associates, Inc.
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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet
Scale: 1"=200'	18
Date: OCTOBER 2018	

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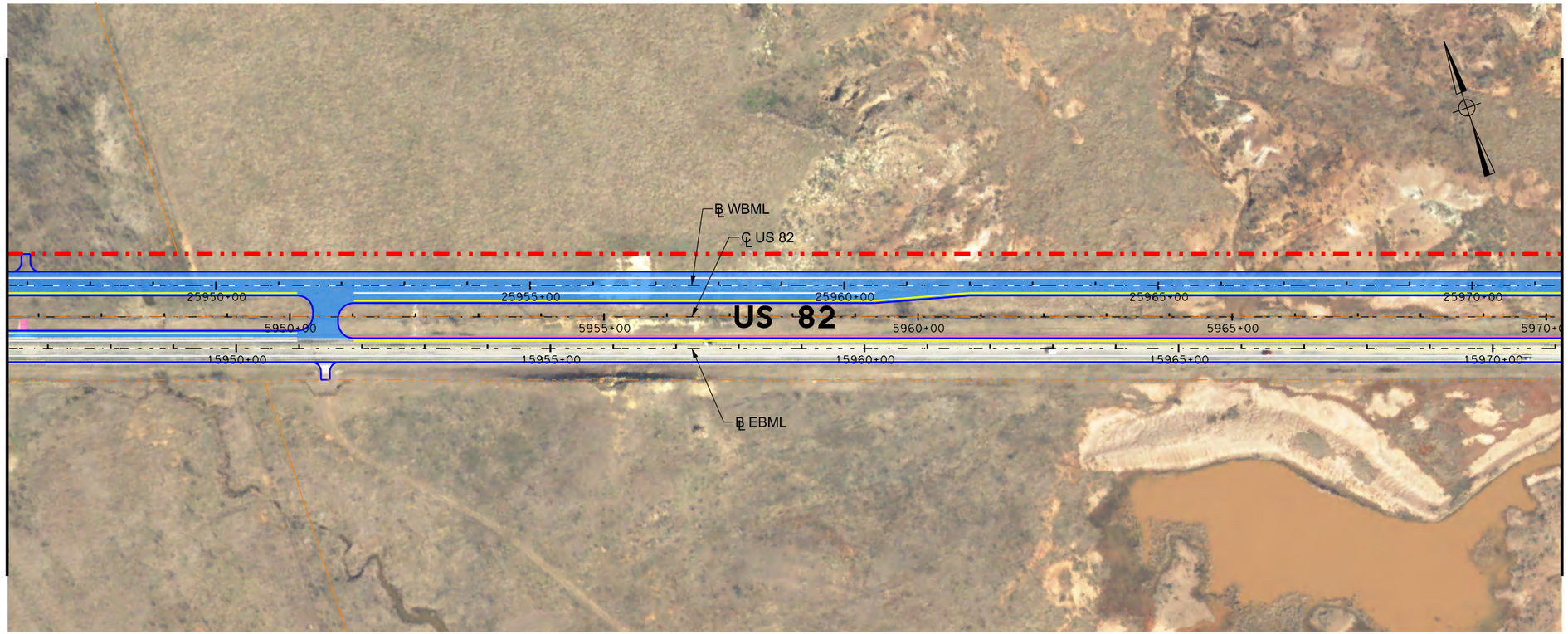

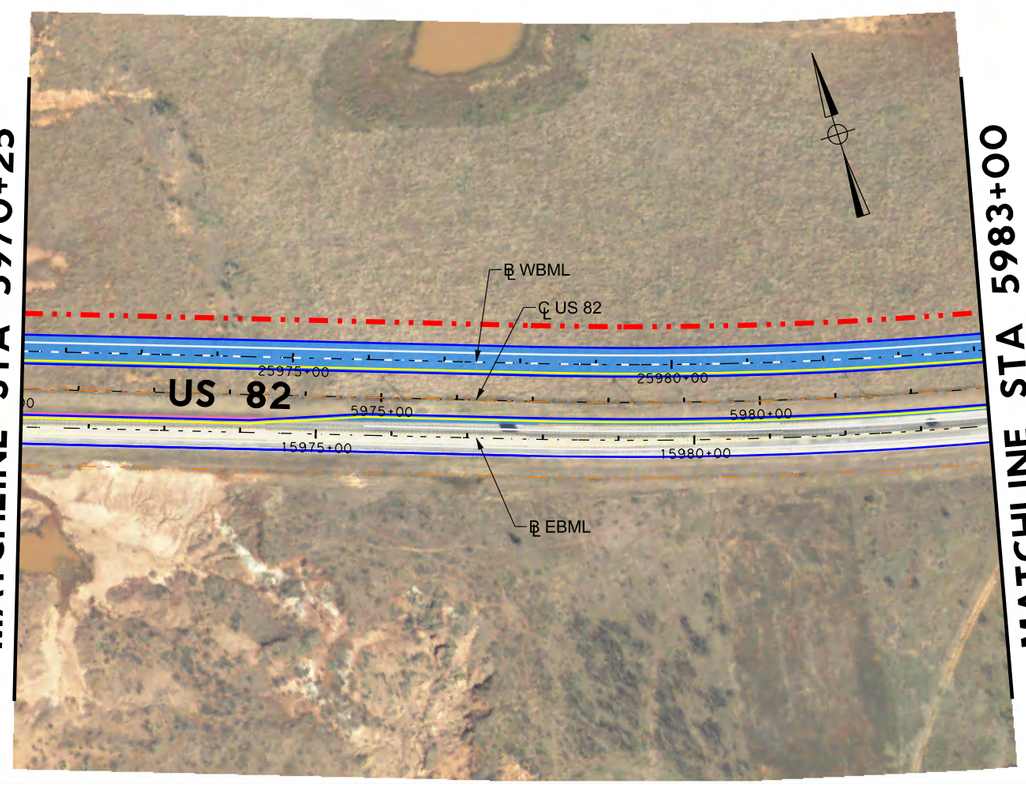

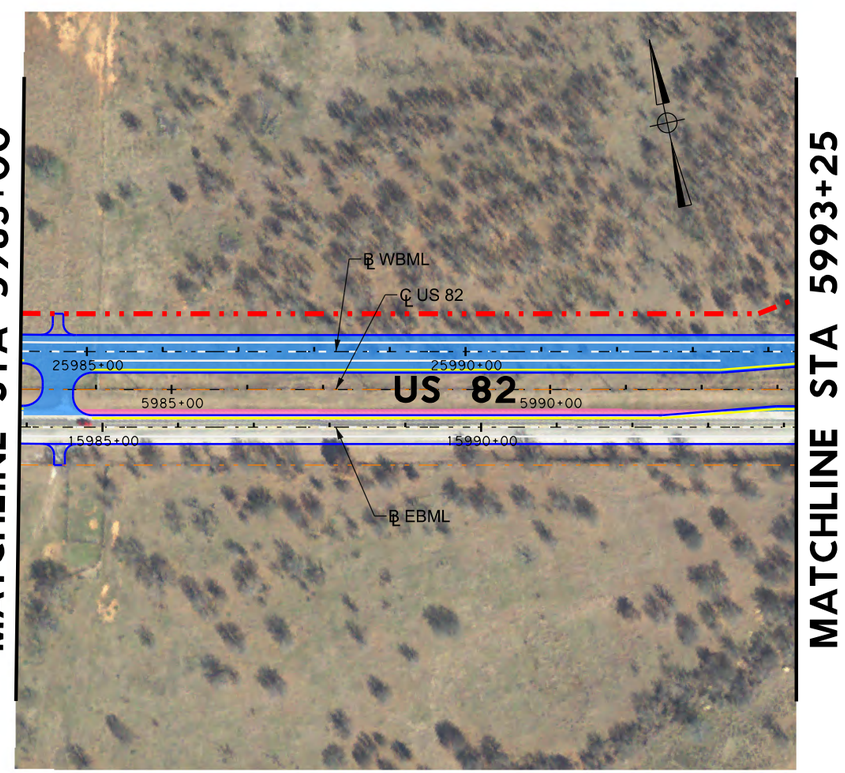

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400
SCALE: 1"=200'

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Texas PE Firm Reg. #F-929

EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet 19
Scale: 1"=200'	
Date: OCTOBER 2018	

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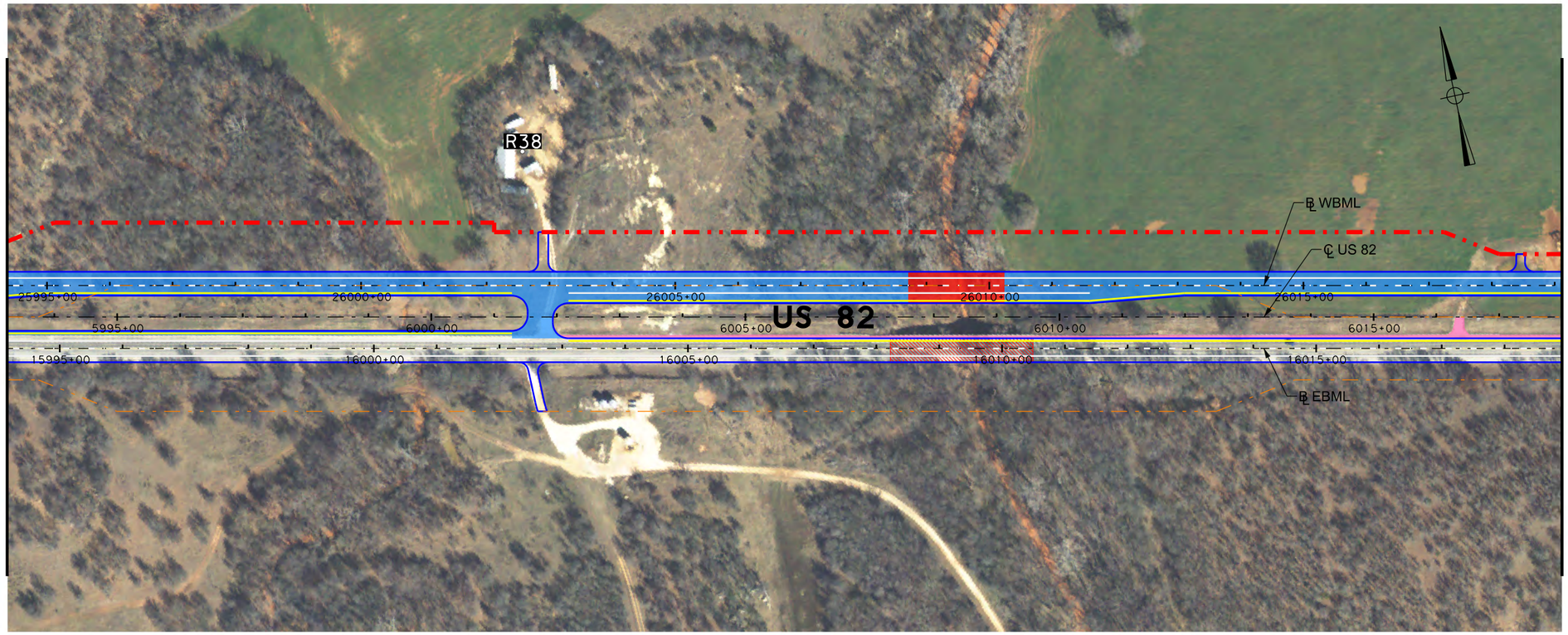
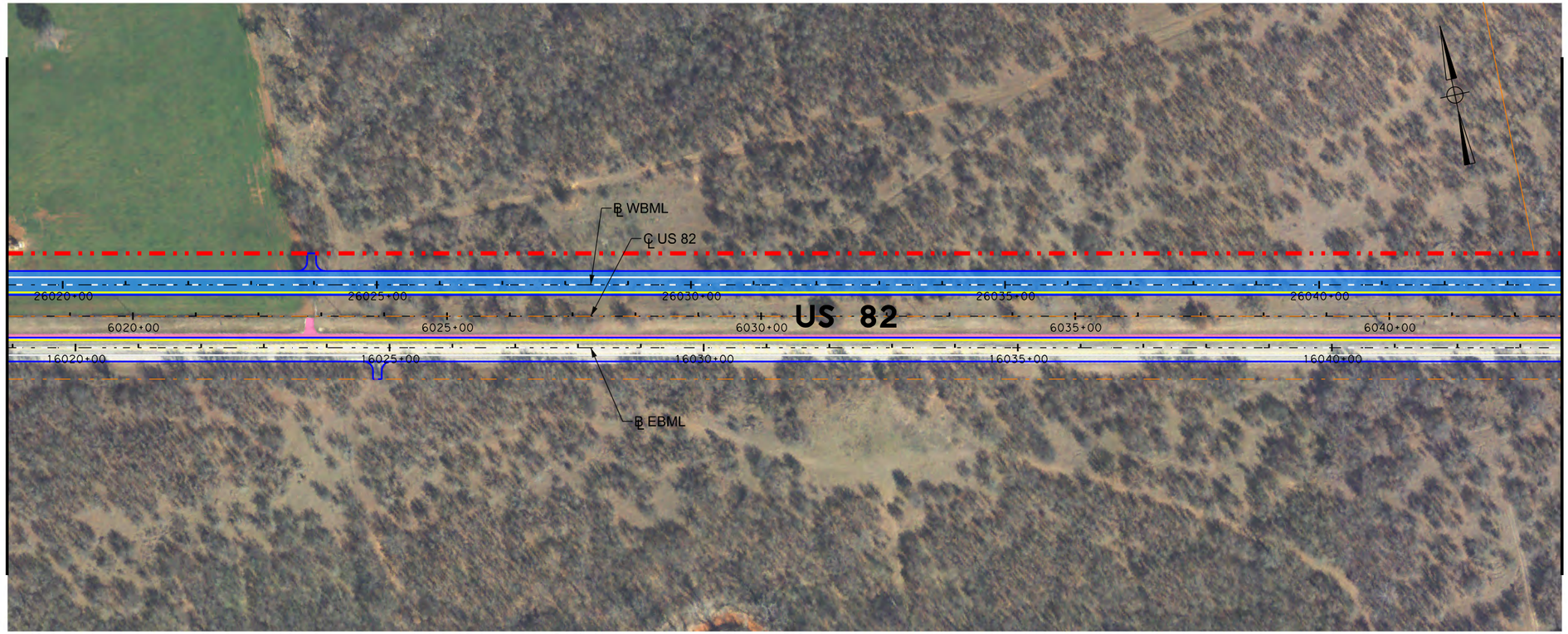
charles.gauzer

MATCHLINE STA 5993+25



MATCHLINE STA 6018+00

MATCHLINE STA 6018+00



MATCHLINE STA 6042+75

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
- EXIST PROPERTY LINE
- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet
Scale: 1"=200'	20
Date: OCTOBER 2018	

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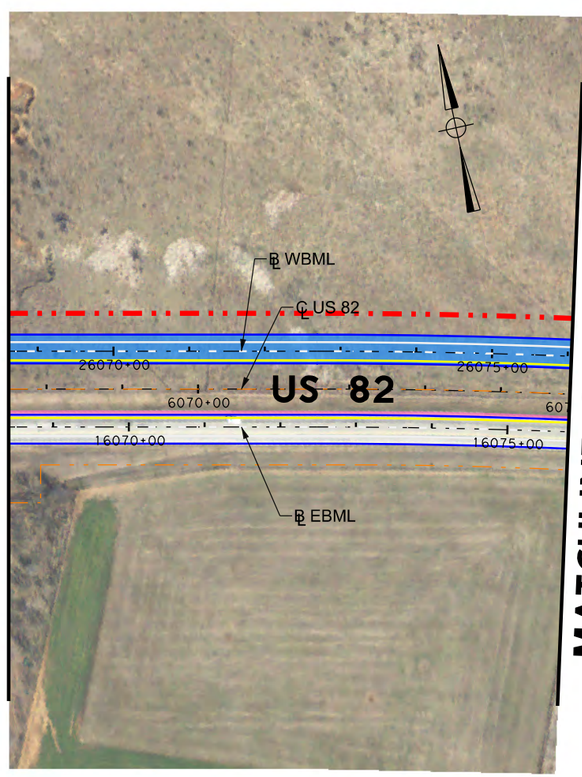

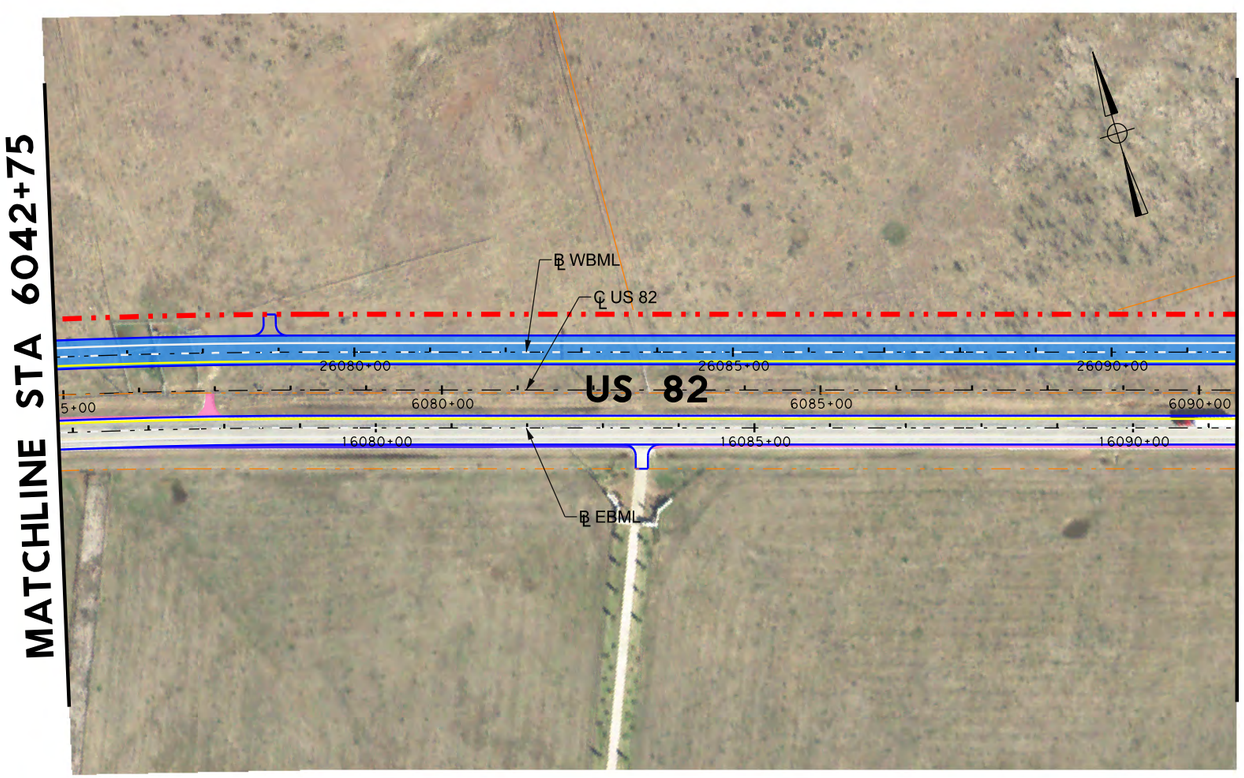

LEGEND

- PROPOSED EDGE OF PAVEMENT
- EXIST ROW
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- PROP ROW
- PROP MAINLANE
- PROP RAMP
- PROP BRIDGE
- PROP LOCAL ROAD
- EXIST PAVEMENT TO REMAIN
- EXIST BRIDGE TO REMAIN
- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400
SCALE: 1"=200'

RPS
1160 Dairy Ashford, Suite 500
Houston, Texas 77079
T 281 589 7257
USInfrastructure@rpsgroup.com
Formerly Klotz Associates, Inc.
Texas PE Firm Reg. #F-929

EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

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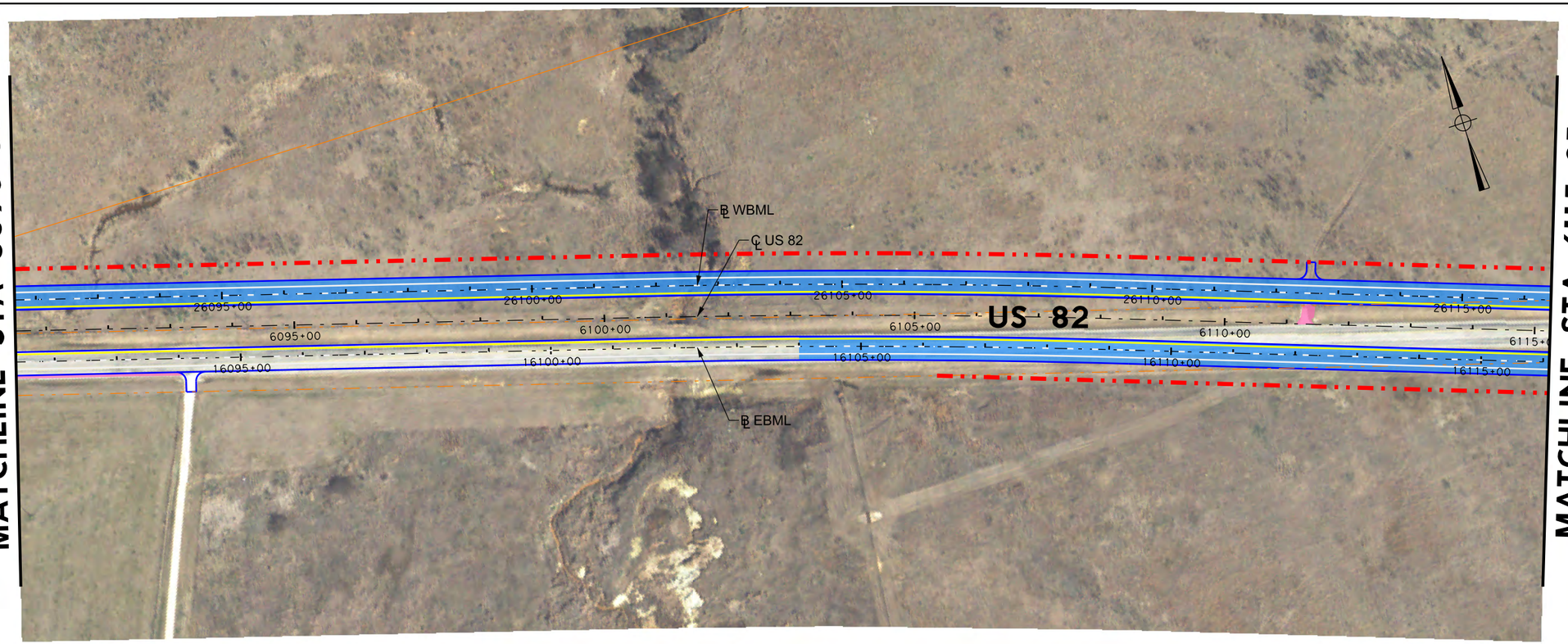

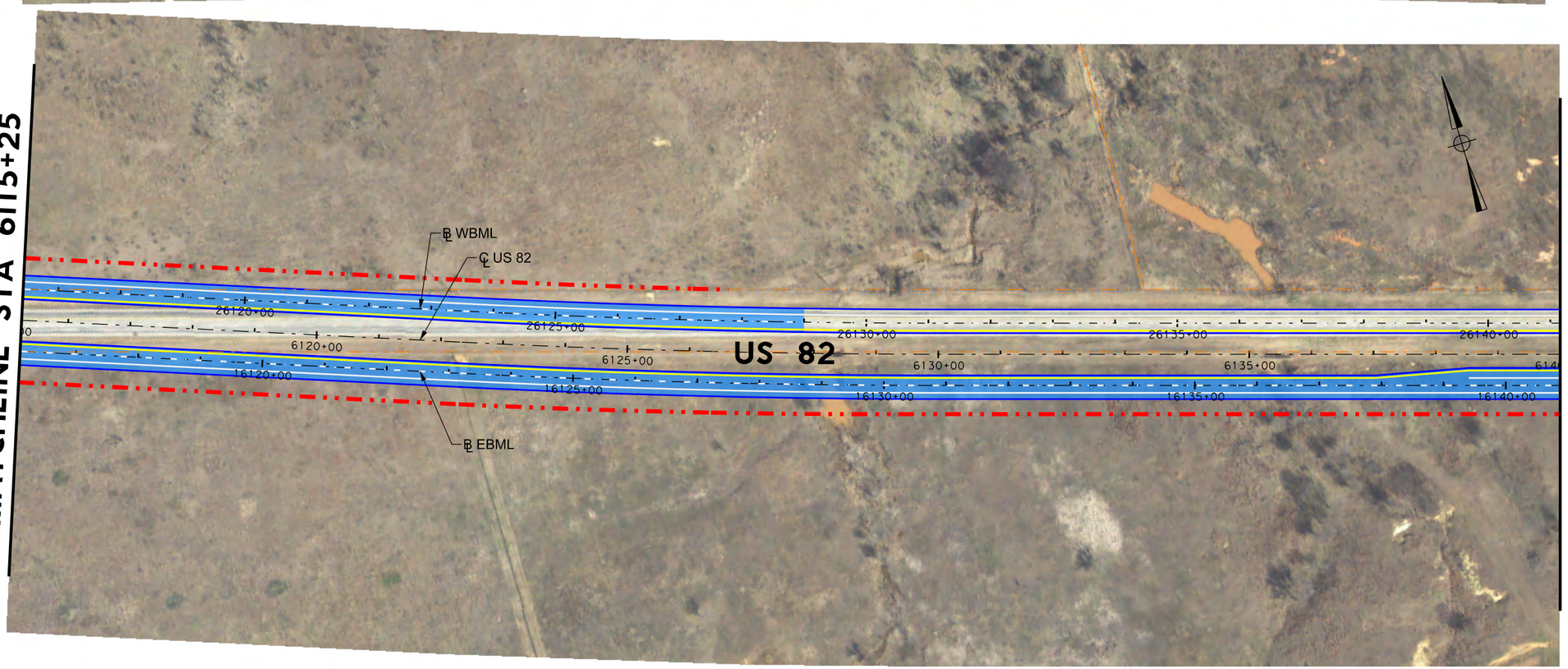

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- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

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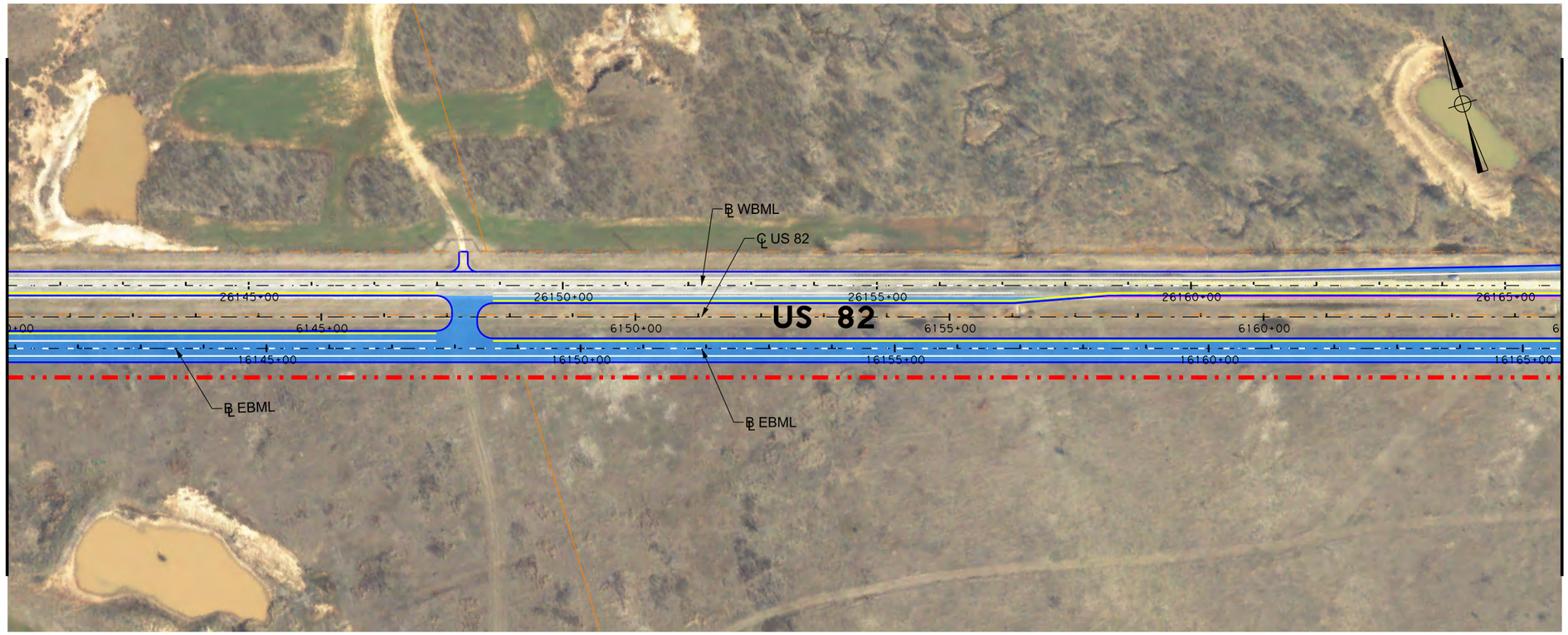

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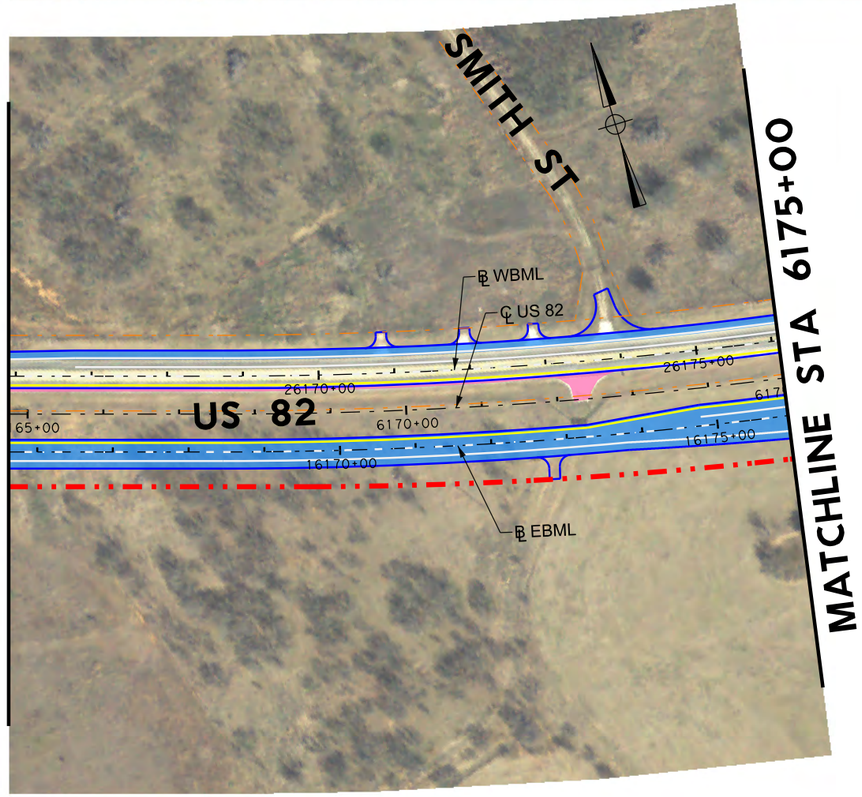

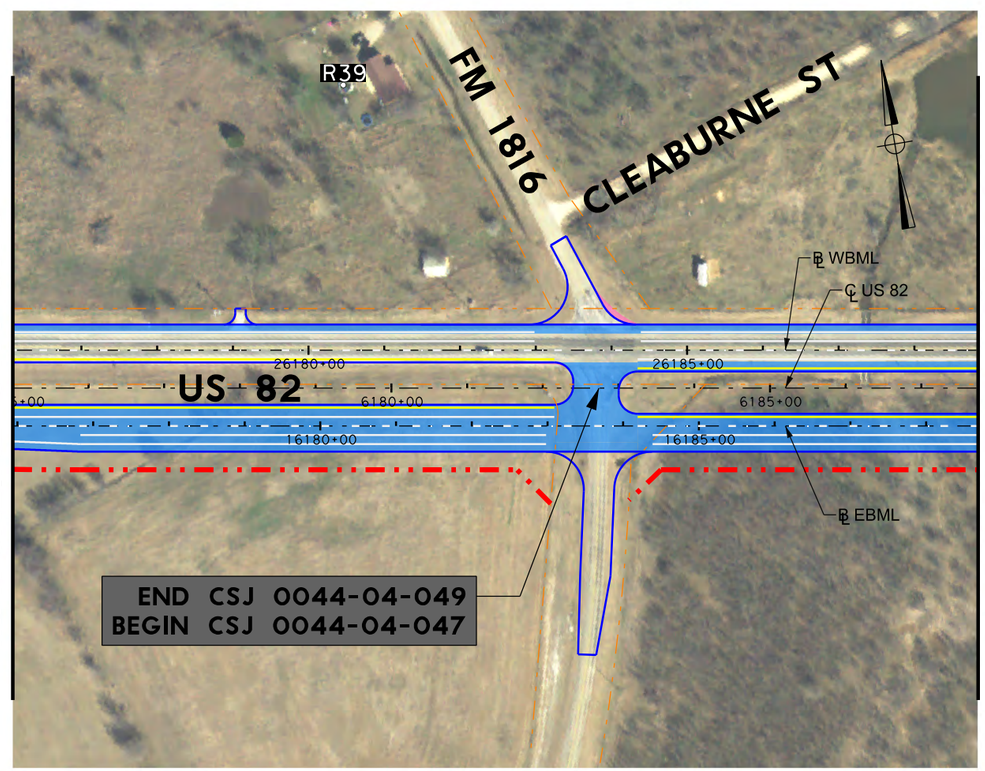

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

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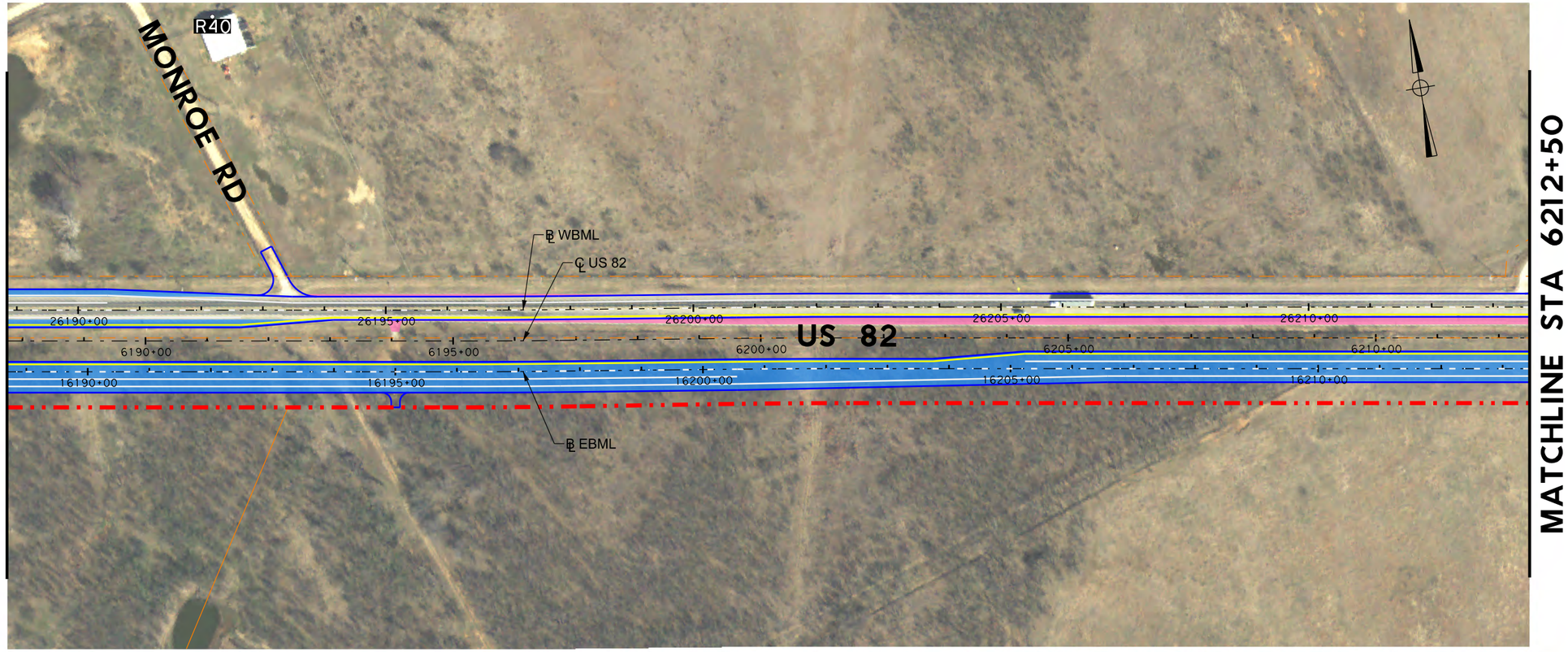

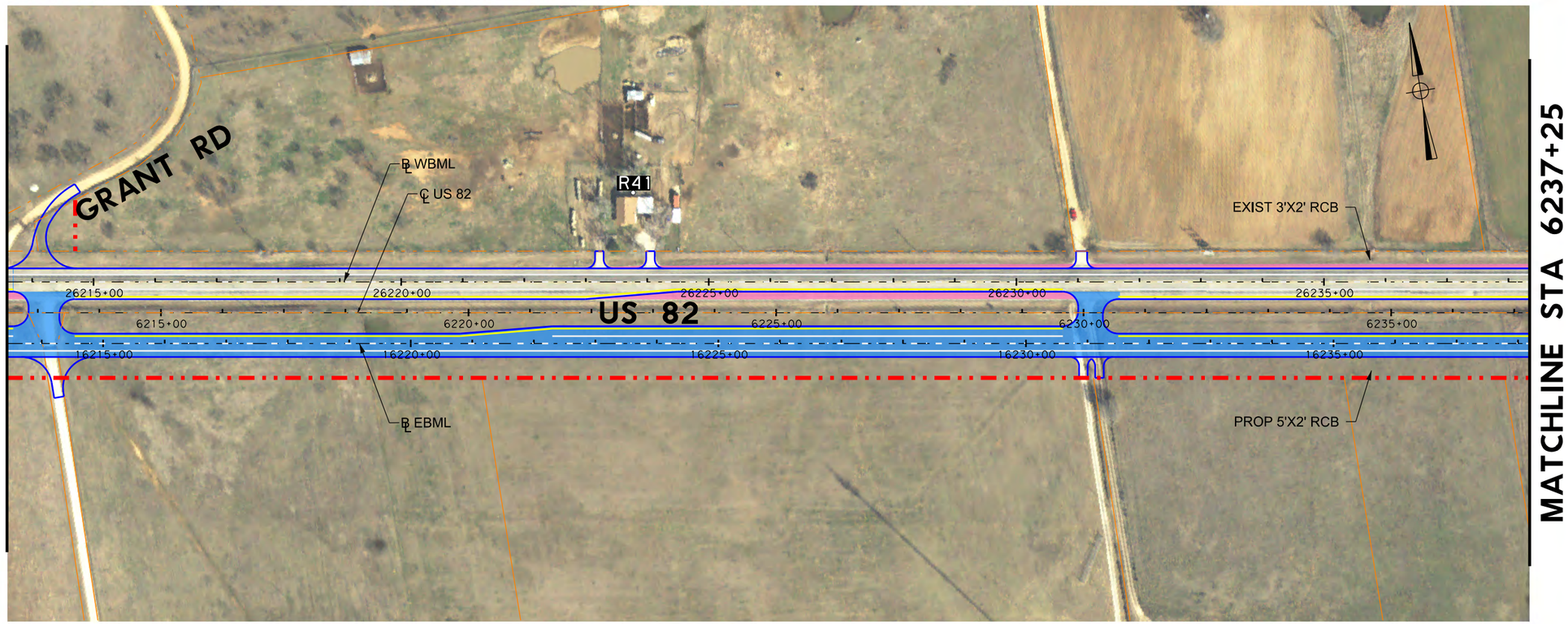

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- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

RPS
1160 Dairy Ashford, Suite 500
Houston, Texas 77079
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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

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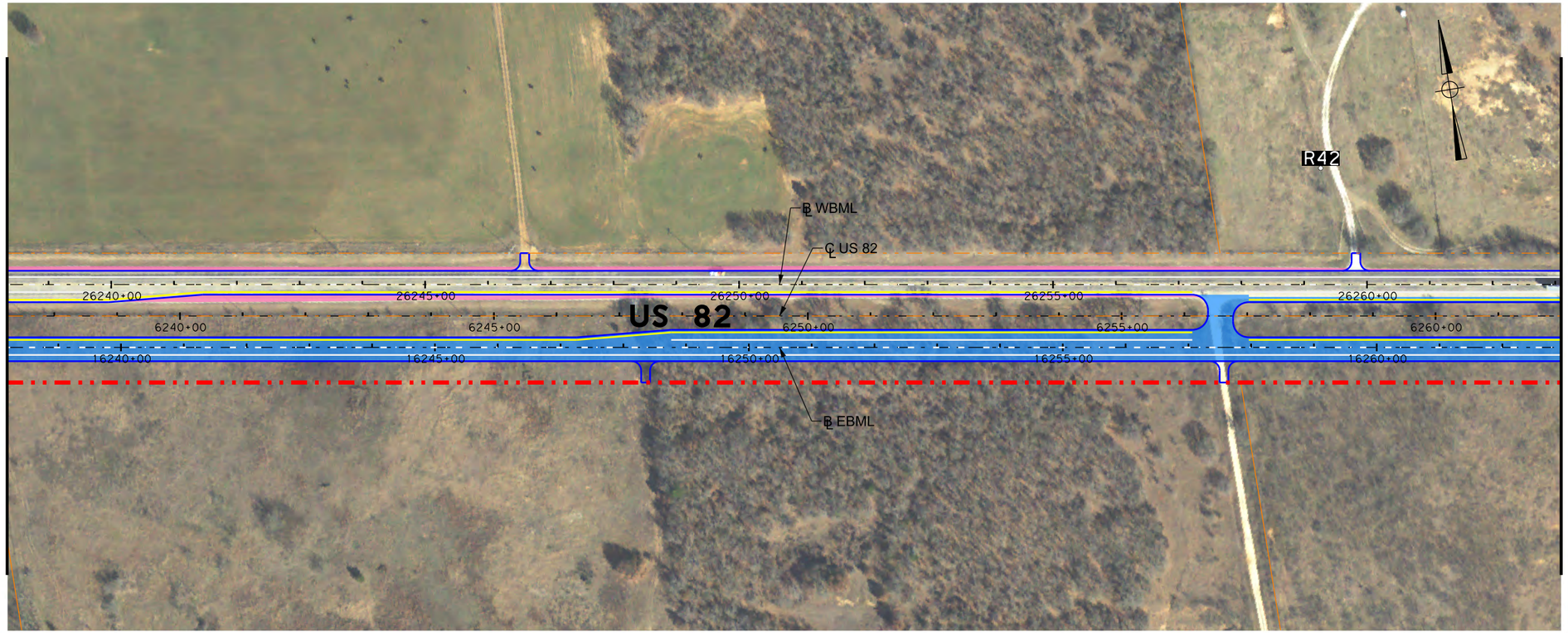

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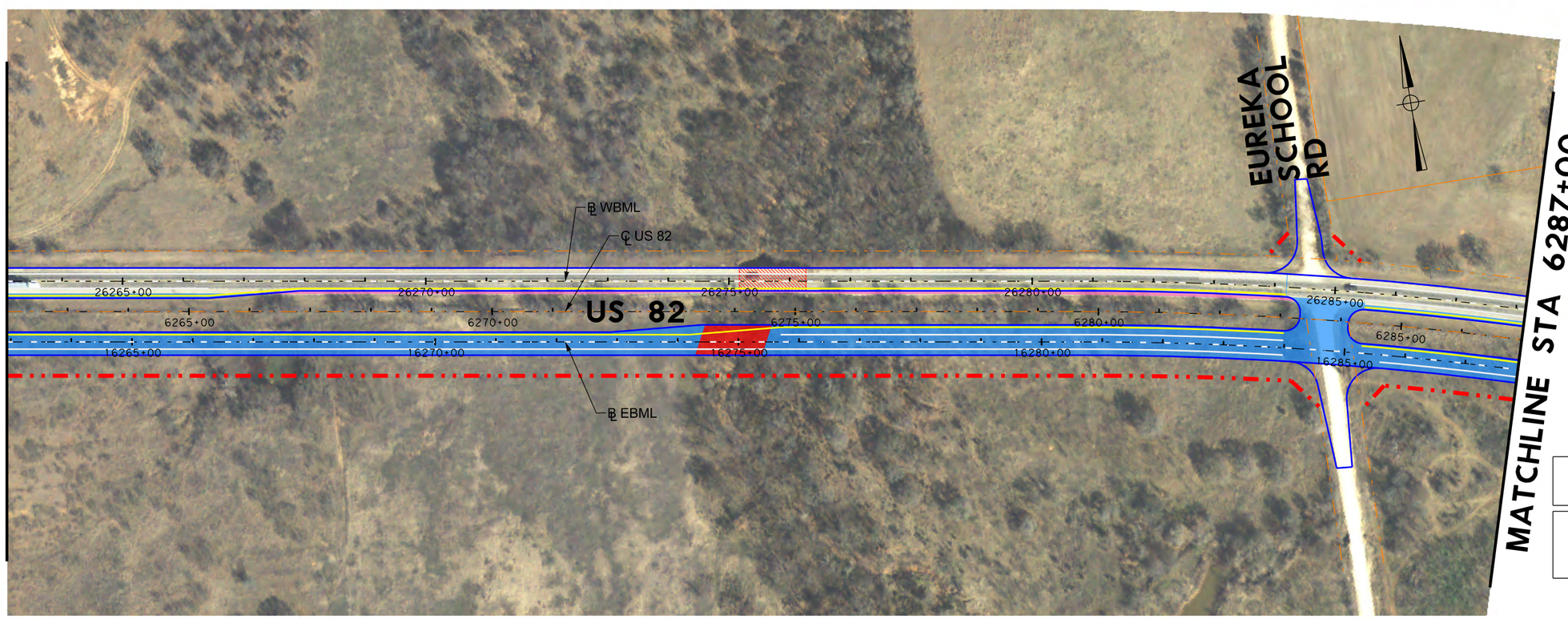

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

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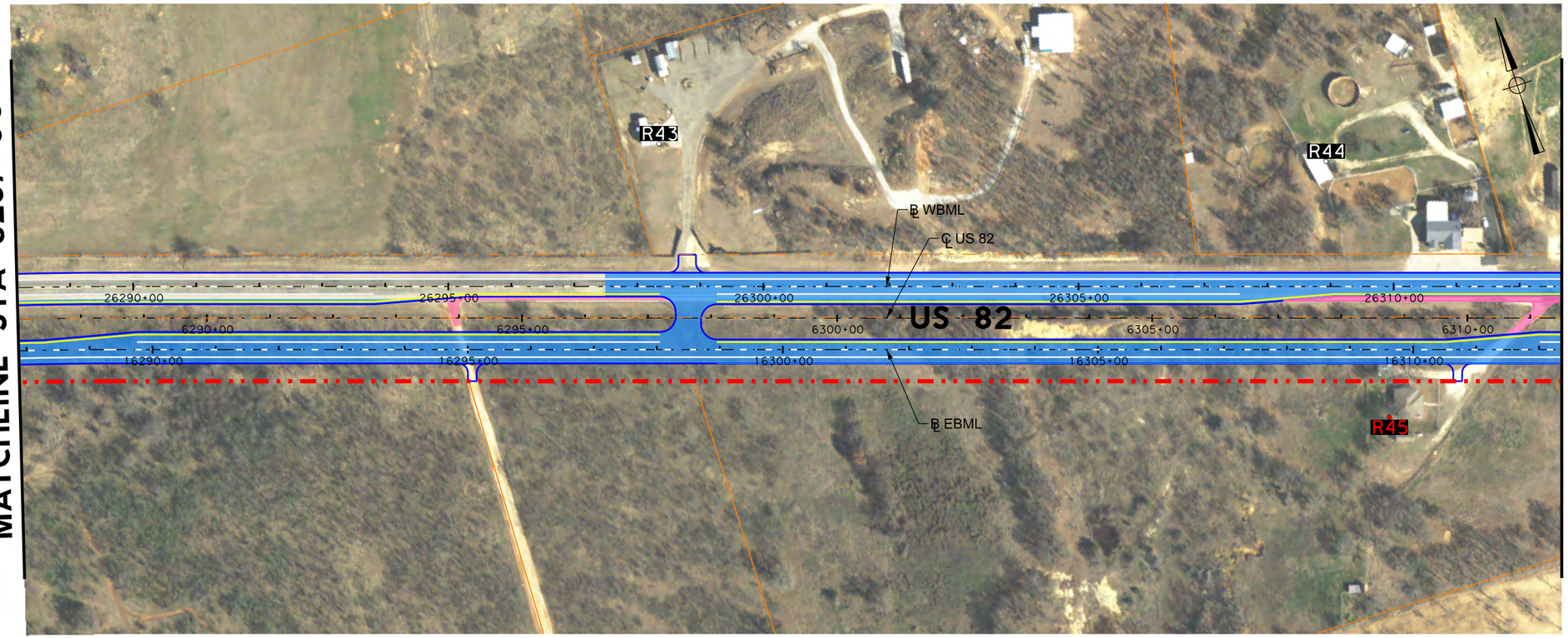

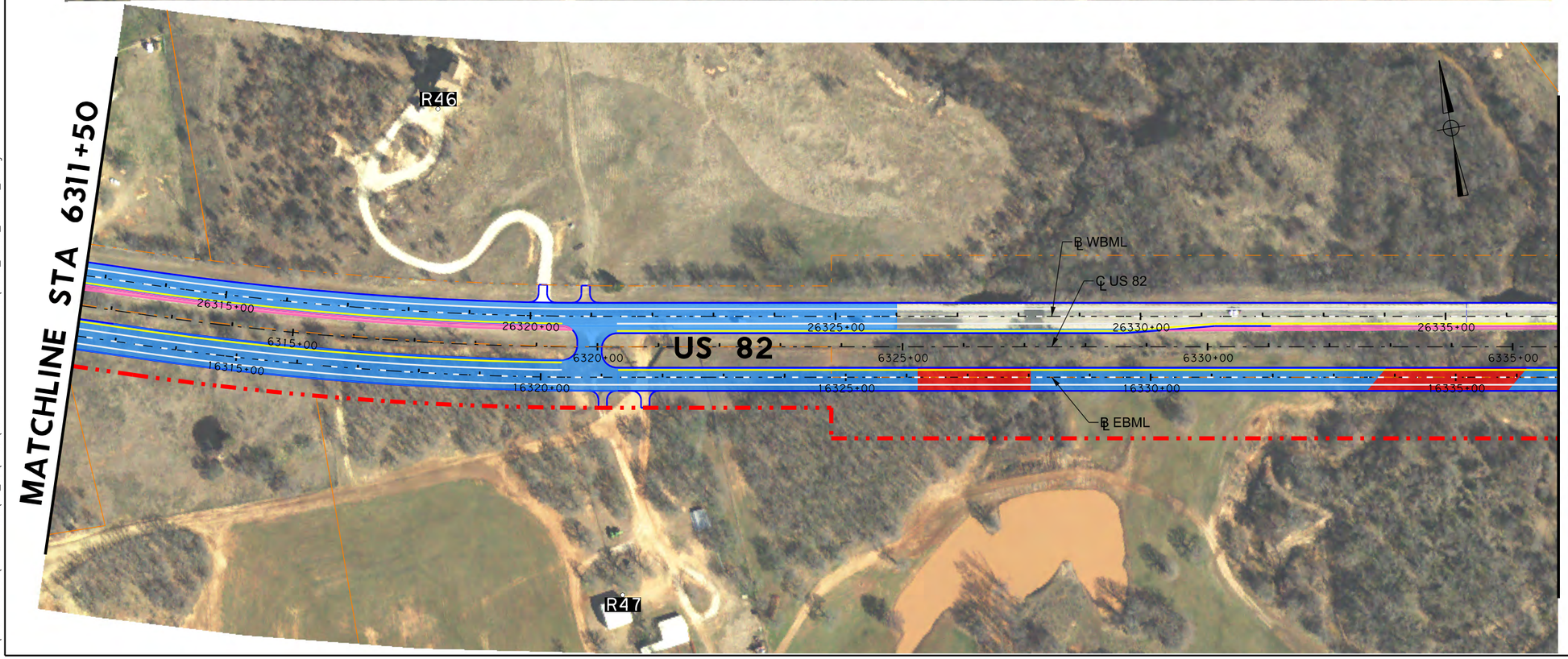

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- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

RPS
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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

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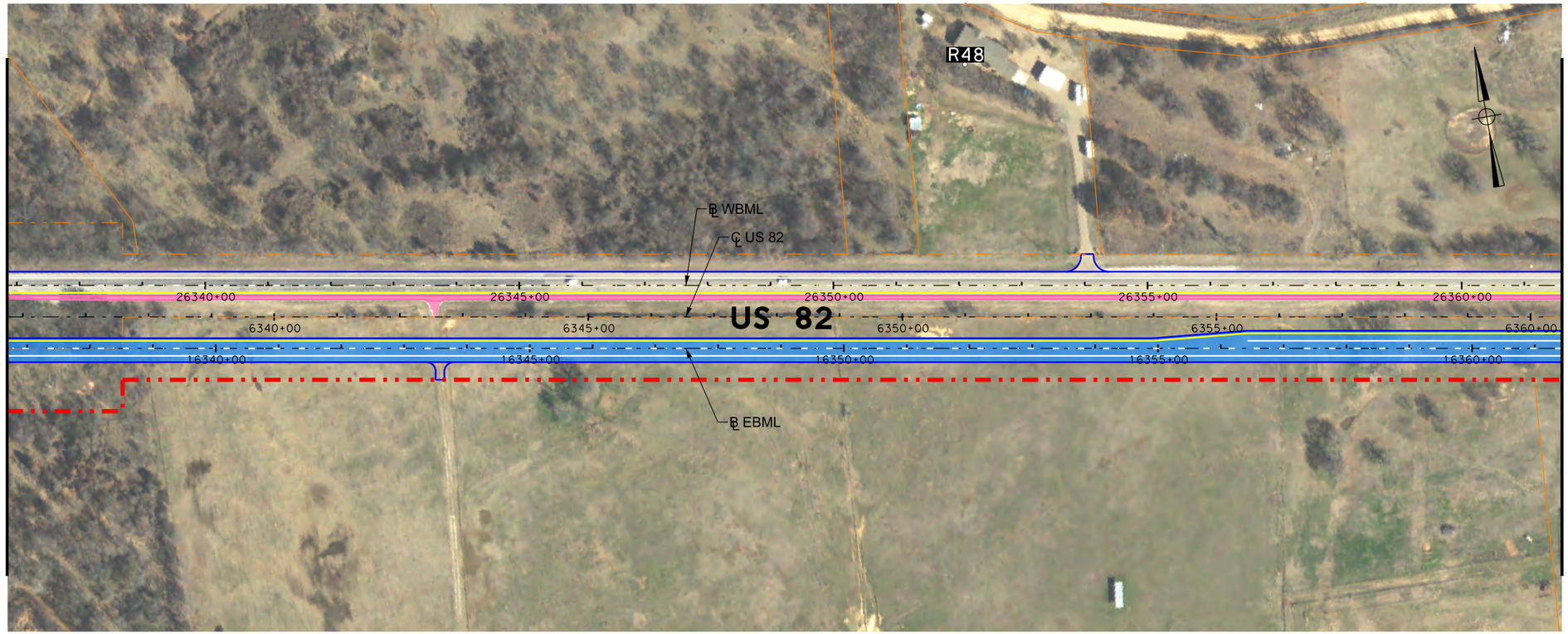

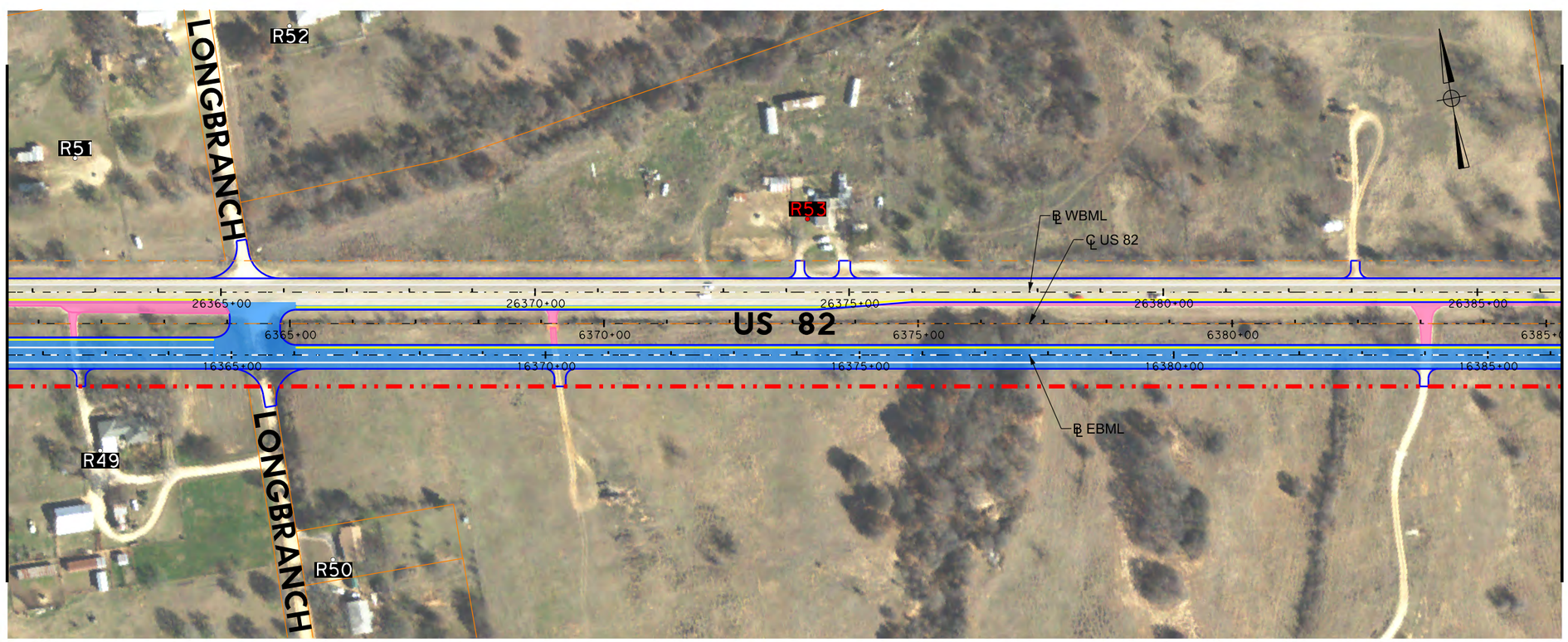

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- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

RPS
1160 Dairy Ashford, Suite 500
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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

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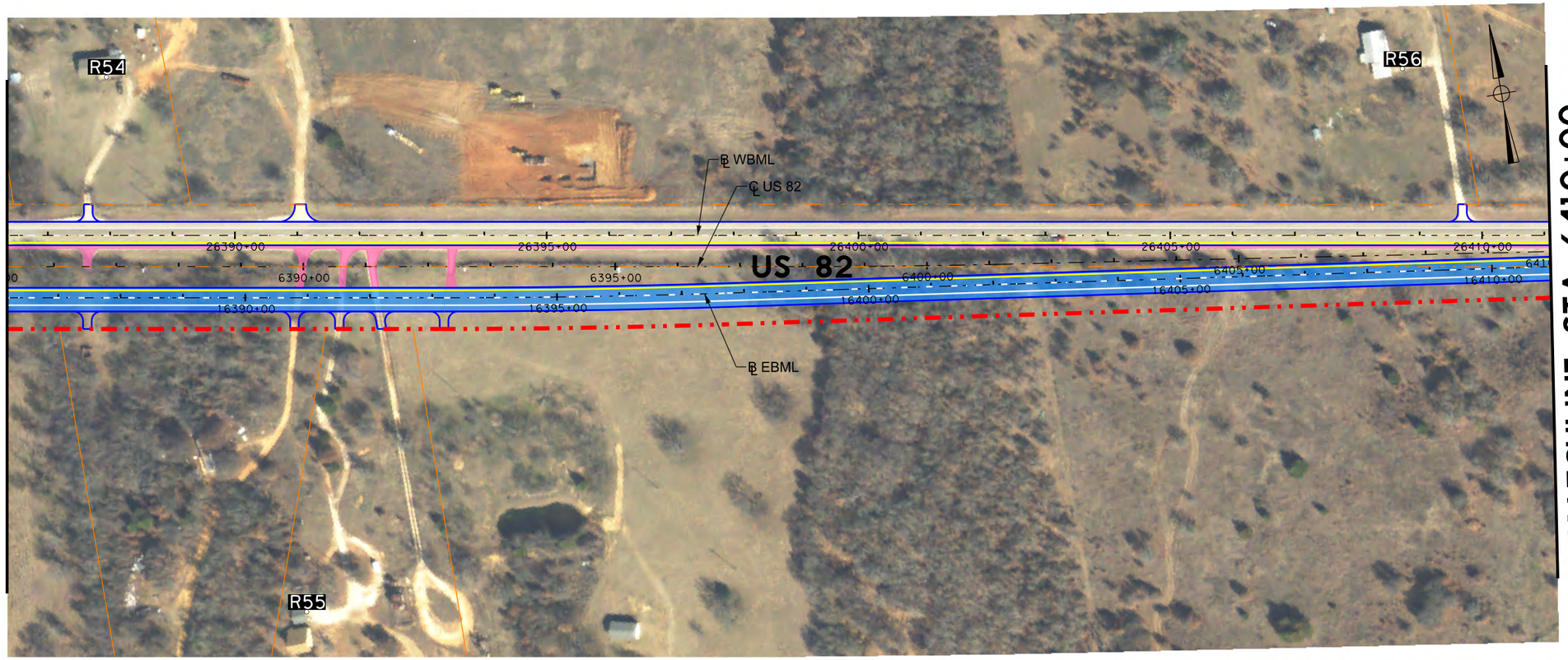

LEGEND

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- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

RPS
1160 Dairy Ashford, Suite 500
Houston, Texas 77079
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USInfrastructure@rpsgroup.com
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Texas PE Firm Reg. #F-929

EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

RPS Klotz Proj. No: 0121.076.001	Sheet 28
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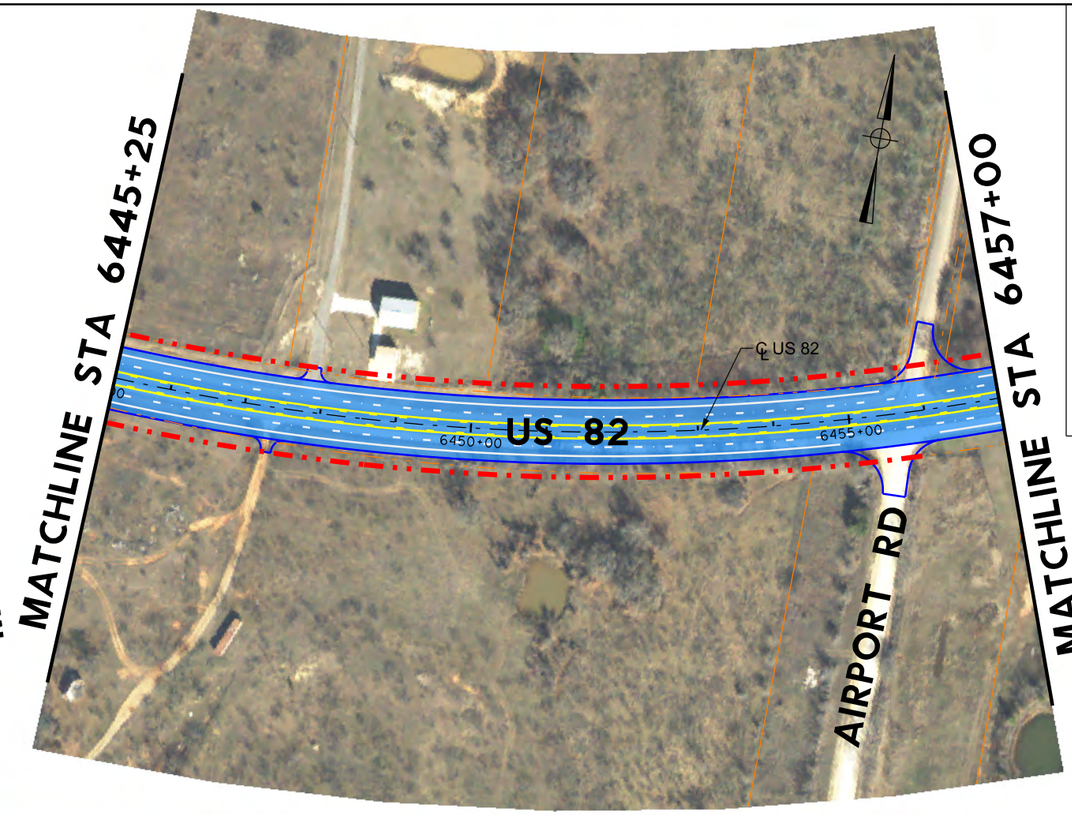

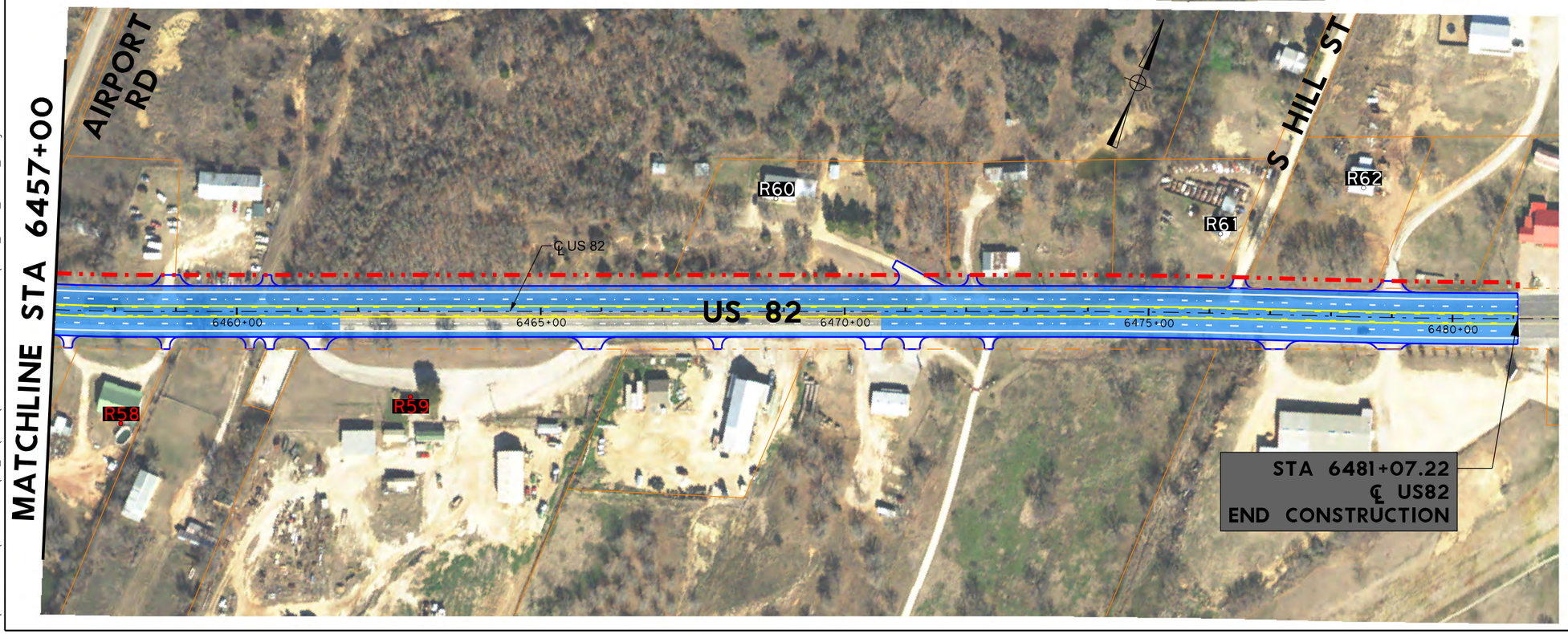

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- PAVEMENT TO BE REMOVED
- R# NON-IMPACTED RECEIVER
- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

RPS
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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

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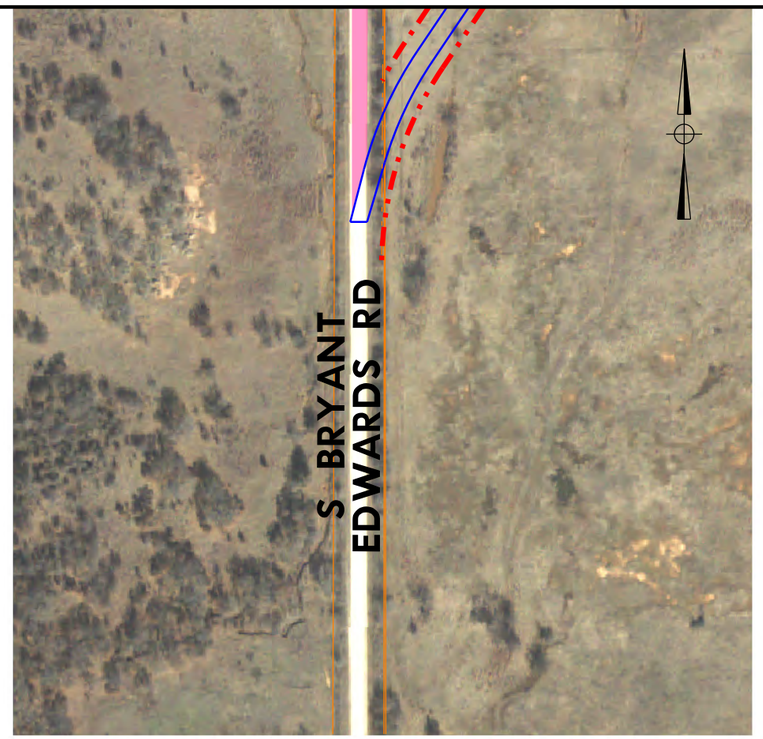
MATCHLINE A-A (SEE EXHIBIT 8)



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- R# IMPACTED RECEIVER

0 200 400

SCALE: 1"=200'

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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
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CLAY AND MONTAGUE COUNTIES

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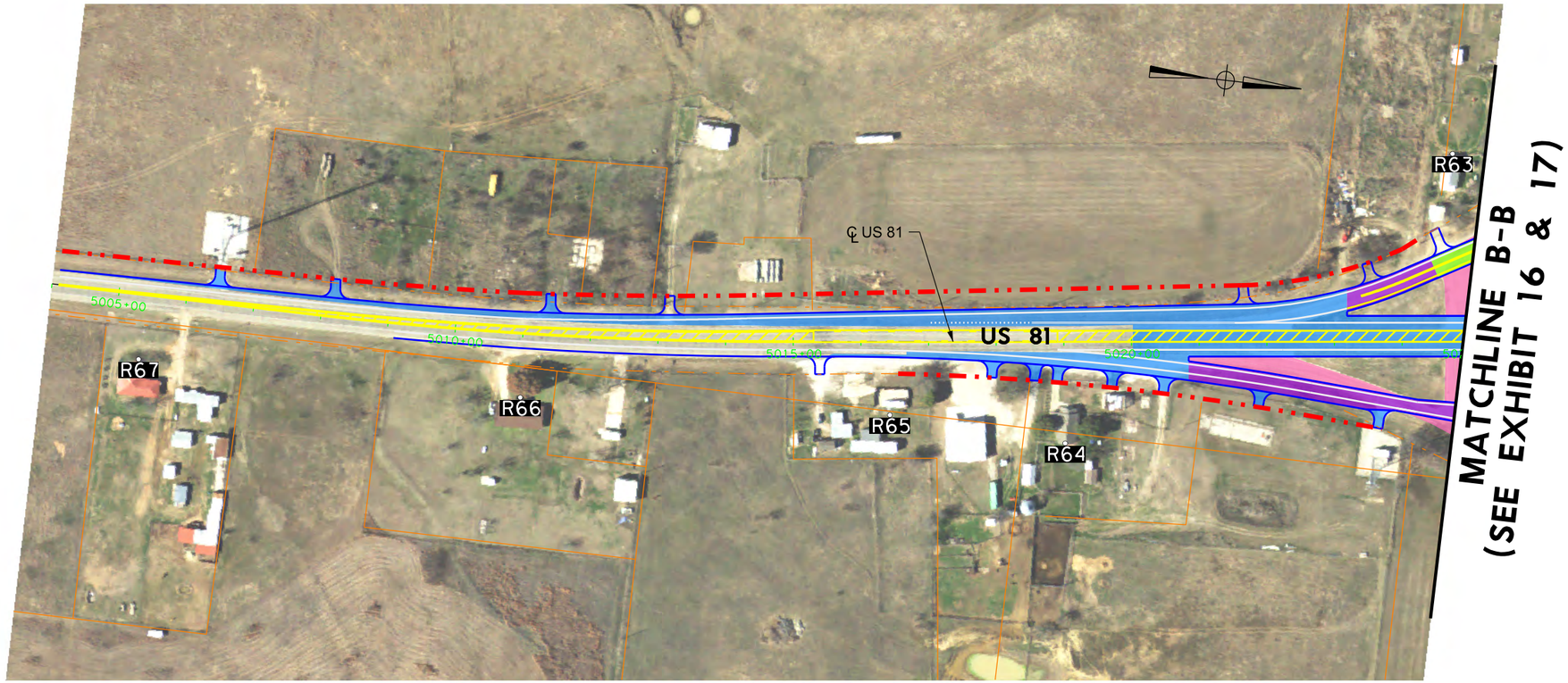

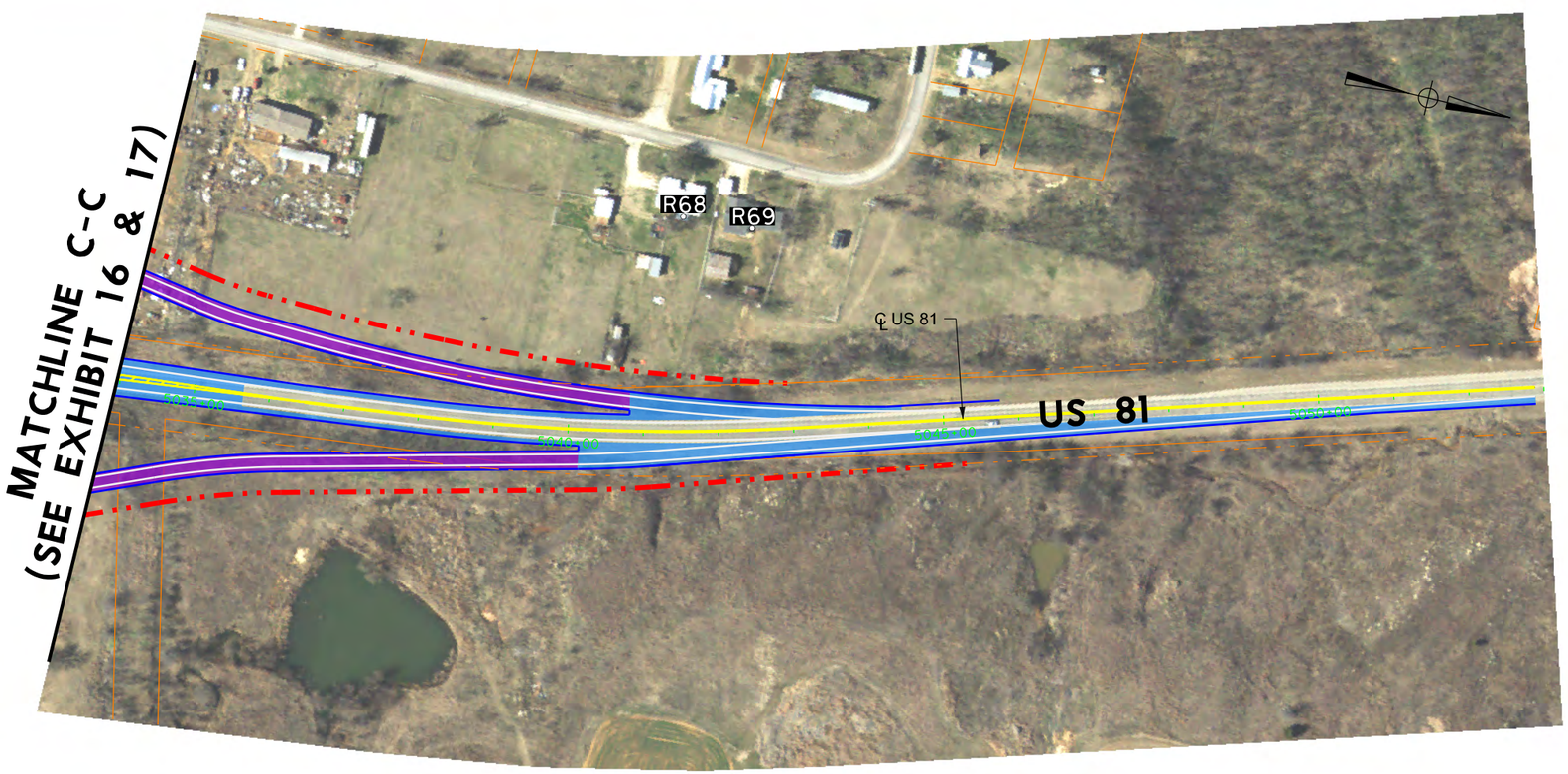

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0 200 400

SCALE: 1"=200'

RPS
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EXHIBIT B
NOISE RECEIVERS

US 82 FROM FM 1197/BRIDGE STREET
TO SH 175/MONTAGUE STREET
CLAY AND MONTAGUE COUNTIES

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EXHIBIT A

County: Montague
Highway: US 82
Limits: FROM: SH 175/Montague Street
TO: Near FM 1816
RCSJ: 0044-04-062

PROPERTY DESCRIPTION FOR PARCEL 98

DESCRIPTION OF A 0.0744 ACRE (3,241 SQ. FT.) PARCEL OF LAND LOCATED IN THE J. D. JENNINGS SURVEY, ABSTRACT NUMBER 389, MONTAGUE COUNTY TEXAS, BEING A PORTION OF A THAT CERTAIN CALLED FOR 3.44 ACRE TRACT OF LAND CONVEYED TO MIKE HUGHES, OF RECORD IN DOCUMENT NUMBER 1804082, OF THE OFFICIAL PROPERTY RECORDS, MONTAGUE COUNTY, TEXAS, (O.P.R.M.C.T.), SAID 0.0744 ACRE (3,241 SQ. FT.) PARCEL, AS SHOWN ON A RIGHT-OF-WAY SKETCH PREPARED BY ZWA FOR THIS PARCEL, BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING at a 1/2-inch iron rod with cap found (Surface Coordinates: N=7,333,403.38, E=2,200,415.39), 49.26 feet left of United States Route 82 (U.S. 82), a variable width right-of-way at Engineer's Baseline Station (E.B.S.) 6474+63.12, being on the existing north line of said U.S. 82, being also the southeast corner of said 3.44 acre tract, being also the southwest corner of that certain 1.00 acre tract of land conveyed to Colm Murphy and Katharine Murphy of record in Document Number 1703109 of the O.P.R.M.C.T. and being the southeast corner of the herein described tract;

1) THENCE, **South 67°33'56" West**, continuing with the south line of said 3.44 acre tract and the existing north line of said U.S. 82 for a distance of **277.90** feet to a 5/8-inch iron rod with TXDOT aluminum cap set, 48.00 feet left of E.B.S. 6471+85.70, for the southwest corner of said 3.44 acre tract and being the southeast corner of that certain tract of land conveyed to Marvin Wayne Cook of record in Volume 595, Page 274, Real Property Records Montague County, Texas and being the southwest corner of the herein described tract;

2) THENCE, **North 23°33'27" West**, with the common line of said Cook tract and said 3.44 acre tract for a distance of **12.00** feet to a 5/8-inch iron rod with TXDOT aluminum cap set, 60.00 feet left of E.B.S. 6471+85.43, on the proposed north right-of-way line of said U.S. 82 and being the northwest corner of the herein described tract, from which an inside "ell" corner of said 3.44 acre tract bears N 23°33'27" W, a distance of 55.89 feet; **

3) THENCE, North 67°42'49" East, with the proposed north line of said U.S. 82 and across said 3.44 acre tract for a distance of **168.84** feet to a 5/8-inch iron rod with TXDOT aluminum cap set, 60.00 feet left of E.B.S. 6473+54.27, at the Point of Curvature and beginning of a curve to the right; **

EXHIBIT A

4) THENCE, continuing along the proposed north line of said U.S. 82, along said curve to the right, an arc distance of **96.25** feet, said curve having a radius of **11,160.00** feet, a central angle of **00°29'39"** and a chord bearing of **North 67°57'38" East**, for a chord distance of **96.25** feet to a 5/8-inch iron rod with TXDOT aluminum cap set, 60.00 feet left of E.B.S. 6474+50.00 at the end of said curve;**

5) THENCE, North 65°50'28" East, for a distance of **16.78** feet to a 5/8-inch iron rod with TXDOT aluminum cap set at 60.71 feet left of E.B.S. 6474+66.68, for the northeast corner of the herein described tract, from which the northeast corner of said 3.44 acre tract bears, N 04°22'39" W, a distance of 304.50 feet; **

6) THENCE, **South 04°22'39" East**, with the east line of said 3.44 acre tract and the west line of said 1.00 acre tract for a distance of **11.99** feet, to the **POINT OF BEGINNING** and containing 0.0744 acres (3,241 sq. ft.) of land.

This parcel description is accompanied by a plat of even date.

Bearing Basis:
All bearings shown are based on Texas State Plane Coordinate System, North Central Zone, NAD 83 (2011) EPOCH (2010), All distances shown are surface and may be converted to grid by a surface adjustment factor of 1.00012. All distances are in U.S. Survey foot.

** The monument described and set in this call may be replaced with a TxDOT Type II right-of-way marker upon completion of the highway construction project under the supervision of a Registered Professional Land Surveyor, either employed or retained by TxDOT.

The square footage calculated and shown herein is based on a computed closure of this parcel(s) and is included for informational purposes only.

That I, G. Rene Zamora, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and belief and that the property described herein was determined by a survey made on the ground under my direction and supervision.

STATE OF TEXAS
REGISTERED
G. RENE ZAMORA
5682
PROFESSIONAL
LAND SURVEYOR

Zamora, L.L.C. dba "ZWA"
1435 South Loop 4
Buda, Texas 78610
TX Firm No. 10062700

G. Rene Zamora — Date
Registered Professional Land Surveyor
No. 5682-State of Texas

"EXHIBIT A"

LEGEND

■	TYPE I CONCRETE MONUMENT FOUND
⊡	TYPE II CONCRETE MONUMENT FOUND
⊡	TYPE II CONCRETE MONUMENT SET
⊙	½" PIPE FOUND UNLESS NOTED
O**	⅝" IRON ROD W/TxDOT ALUM CAP SET UNLESS NOTED TO BE REPLACED
●	½" IRON ROD FOUND WITH CAP
⬡	FENCE POST
△	CALCULATED POINT
℄	PROPERTY LINE
( )	RECORD INFORMATION
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCING
P.O.R.	POINT OF REFERENCE
P.C.	POINT OF CURVATURE
P.T.	POINT OF TANGENCY
P.I.	POINT OF INTERSECTION
P.R.C.	POINT OF REVERSE CURVATURE
N.T.S.	NOT TO SCALE
O.P.R.M.C.T.	OFFICIAL PROPERTY RECORDS OF MONTAGUE COUNTY, TEXAS
R.P.R.M.C.T.	REAL PROPERTY RECORDS OF MONTAGUE COUNTY, TEXAS
—∿—	DISTANCE NOT TO SCALE
— —1— -	DEED LINE (COMMON OWNERSHIP)
—|||—	DENIAL OF ACCESS LINE

NOTES:

1. ALL PROJECT BEARINGS AND COORDINATES ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NAD 83(2010) (EPOCH 2010.00). THE VERTICAL DATUM UTILIZED IS NAVD88, GEOID MODEL 2012A. ALL DISTANCES SHOWN ARE SURFACE AND MAY BE CONVERTED TO GRID BY DIVIDING BY A SURFACE ADJUSTMENT FACTOR OF 1.00012.
2. STATIONING BASED ON ENGINEER'S US 82 BASELINE RECEIVED FROM TXDOT.
3. THIS PARCEL PLAT IS ACCOMPANIED BY A PROPERTY DESCRIPTION OF EVEN DATE.
4. **THE MONUMENT DESCRIBED AND SET IN THIS CALL MAY BE REPLACED WITH A TXDOT TYPE II RIGHT-OF-WAY MARKER UPON THE COMPLETION OF THE HIGHWAY CONSTRUCTION PROJECT UNDER THE SUPERVISION OF A REGISTERED PROFESSIONAL LAND SURVEYOR, EITHER EMPLOYED OR RETAINED BY TXDOT.
5. **THE ACREAGE OF THE PARENT TRACT WAS CALCULATED FROM THE REMAINING PORTION OF THE RECORDED INSTRUMENT AND IS NOT BASED ON FIELD DIMENSIONS.

I HEREBY CERTIFY THAT THIS SURVEY WAS MADE ON THE GROUND UNDER MY DIRECTION AND SUPERVISION AND THAT THIS PLAT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

G. RENE ZAMORA
REGISTERED PROFESSIONAL LAND SURVEYOR
NO. 5682, STATE OF TEXAS

DATE 1/10/19

STATE OF TEXAS
REGISTERED
G. RENE ZAMORA
5682
PROFESSIONAL
LAND SURVEYOR

EXISTING	3.3756 AC. ***	ACQUIRE	0.0744 AC.	REMAINING	3.3012 AC. LEFT
	147,041 SQ. FT.		3,241 SQ. FT.		143,800 SQ. FT.

Texas Department of Transportation

©2019 by TxDOT

ZWA
Zamora, L.L.C.
Professional Land Surveyors
Texas Firm No. 10062700
1425 South Loop 4, Buda, Texas 78610
Tel (512) 295-6201 • Fax (512) 295-6091

DISTRICT: 03

COUNTY: MONTAGUE

HWY No.: US 82

RIGHT-OF-WAY PLAT PARCEL 98
SHOWING PROPERTY OF
MIKE HUGHES
DOCUMENT NO. 1804082, O.P.R.M.C.T.
RCSJ. NO. 0044-04-062

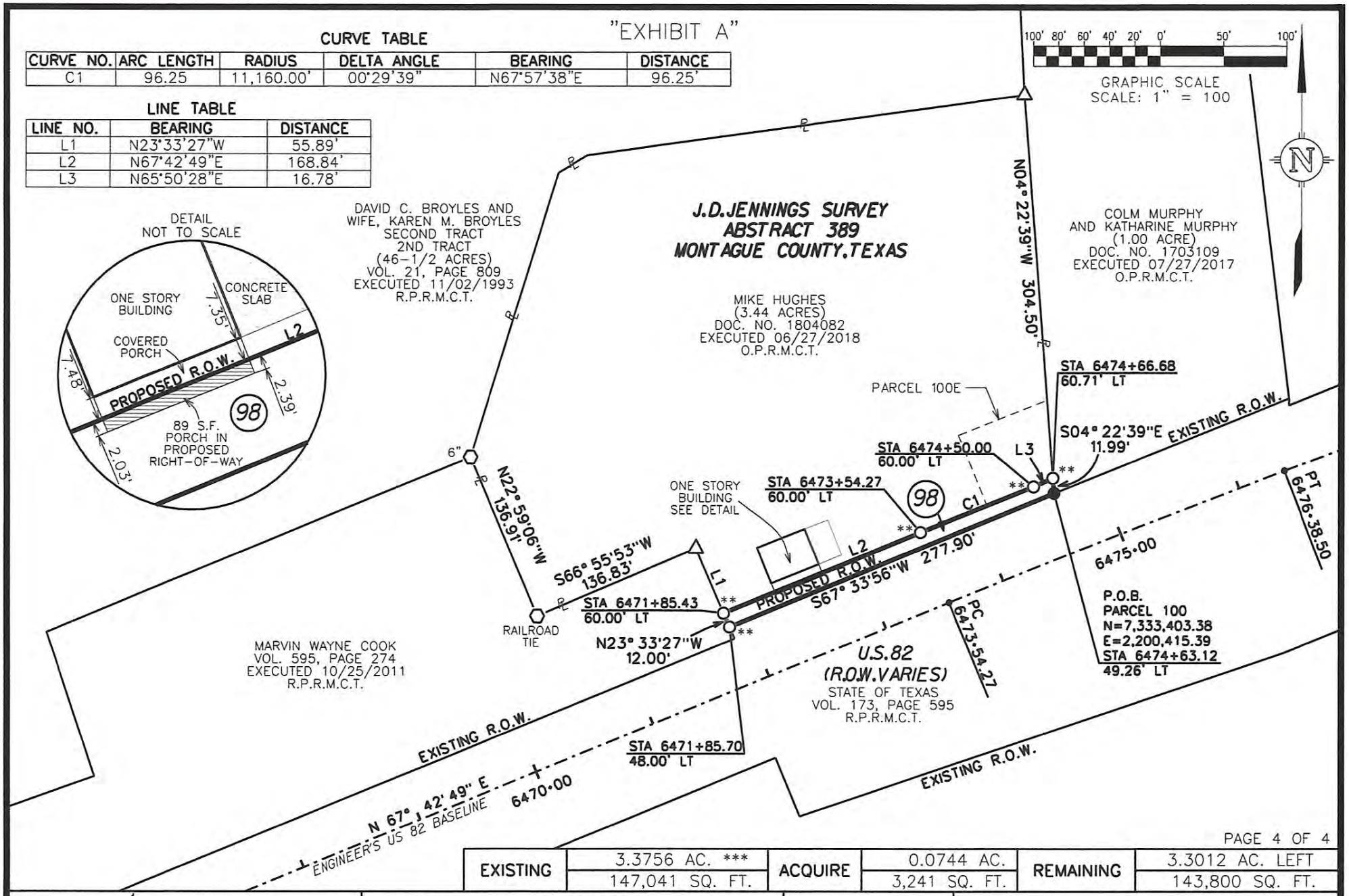
"EXHIBIT A"

CURVE TABLE

CURVE NO.	ARC LENGTH	RADIUS	DELTA ANGLE	BEARING	DISTANCE
C1	96.25	11,160.00'	00°29'39"	N67°57'38"E	96.25'

LINE TABLE

LINE NO.	BEARING	DISTANCE
L1	N23°33'27"W	55.89'
L2	N67°42'49"E	168.84'
L3	N65°50'28"E	16.78'



EXISTING	3.3756 AC. ***	ACQUIRE	0.0744 AC.	REMAINING	3.3012 AC. LEFT
	147,041 SQ. FT.		3,241 SQ. FT.		143,800 SQ. FT.

Texas Department of Transportation

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DISTRICT: 03

COUNTY: MONTAGUE

HWY No.: US 82

RIGHT-OF-WAY PLAT PARCEL 98
SHOWING PROPERTY OF
MIKE HUGHES
DOCUMENT NO. 1804082, O.P.R.M.C.T.
RCSJ. NO. 0044-04-062

EXHIBIT A

County: Montague
Highway: US 82
Limits: FROM: SH 175/Montague Street
TO: Near FM 1816
RCSJ: 0044-04-062

PROPERTY DESCRIPTION FOR PARCEL 98E

DESCRIPTION OF A 0.0904 ACRE (3,937 SQ. FT.) PARCEL OF LAND LOCATED IN THE J. D. JENNINGS SURVEY, ABSTRACT NUMBER 389, MONTAGUE COUNTY TEXAS, BEING A PORTION OF A THAT CERTAIN CALLED FOR 3.44 ACRE TRACT OF LAND CONVEYED TO MIKE HUGHES, OF RECORD IN DOCUMENT NUMBER 1804082, OF THE OFFICIAL PROPERTY RECORDS, MONTAGUE COUNTY, TEXAS, (O.P.R.M.C.T.), SAID 0.0904 ACRE (3,937 SQ. FT.) PARCEL, AS SHOWN ON A RIGHT-OF-WAY SKETCH PREPARED BY ZWA FOR THIS PARCEL, BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING at a 1/2-inch iron rod with cap found (Surface Coordinates: N=7,333,403.38, E=2,200,415.39), 49.26 feet left of United States Route 82 (U.S. 82), a variable width right-of-way at Engineer's Baseline Station (E.B.S.) 6474+63.12, being on the existing north line of said U.S. 82, being also the southeast corner of said 3.44 acre tract, being also the southwest corner of that certain 1.00 acre tract of land conveyed to Colm Murphy and Katharine Murphy of record in Document Number 1703109 of the O.P.R.M.C.T. and being the southeast corner of the herein described tract;

THENCE, **North 04°22'39" West**, with said common line for a distance of **11.99** feet to a 5/8-inch iron rod with TXDOT aluminum cap set, (Surface Coordinates: N=7,333,415.34, E=2,200,414.48), 60.71 feet left of E.B.S. 6474+66.68, for the **POINT OF BEGINNING** and being the southeast corner of the herein described tract; **

1) THENCE, **South 65°50'28" West**, departing said common line and across said 3.44 acre tract and the proposed north line of said U.S. 82 for a distance of **16.78** feet to a 5/8-inch iron rod with TXDOT aluminum cap set, 60.00 feet left of E.B.S. 6474+50, at the beginning of curve to the left; **

2) THENCE, continuing along the proposed north line of said U.S. 82, along said curve to the left, an arc distance of **39.71** feet, said curve having a radius of **11,160.00** feet, a central angle of **00°12'14"** and a chord bearing of **South 68°06'21" West**, for a chord distance of **39.71** feet to a 1/2 inch iron rod with "ZWA" cap set, 60.00 feet left of E.B.S. 6474+10.50 at the end of said curve;

3) THENCE, **North 21°53'51" West**, continuing across said 3.44 acre tract for a distance of **60.00** feet to a 1/2 inch iron rod with "ZWA" cap set, 120.00 feet left of E.B.S. 6474+10.60, being the northwest corner of the herein described tract;

EXHIBIT A

4) THENCE, **North 68°11'53" East**, for a distance of **75.18** feet to a 1/2 inch iron rod with "ZWA" cap set, 120.00 feet left of E.B.S. 6474+84.97, being the northeast corner of the herein described tract;

5) THENCE, **South 04°22'39" East**, with the east line of said 3.44 acre tract and the west line of said 1.00 acre tract for a distance of **62.10** feet, to the **POINT OF BEGINNING** and containing 0.0904 acres (3,937 sq. ft.) of land.

This parcel description is accompanied by a plat of even date.

Bearing Basis:
All bearings shown are based on Texas State Plane Coordinate System, North Central Zone, NAD 83 (2011) EPOCH (2010), All distances shown are surface and may be converted to grid by a surface adjustment factor of 1.00012. All distances are in U.S. Survey foot.

** The monument described and set in this call may be replaced with a TxDOT Type II right-of-way marker upon completion of the highway construction project under the supervision of a Registered Professional Land Surveyor, either employed or retained by TxDOT.

The square footage calculated and shown herein is based on a computed closure of this parcel(s) and is included for informational purposes only.

That I, G. Rene Zamora, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and belief and that the property described herein was determined by a survey made on the ground under my direction and supervision.

STATE OF TEXAS
REGISTERED
G. RENE ZAMORA
5682
PROFESSIONAL
LAND SURVEYOR

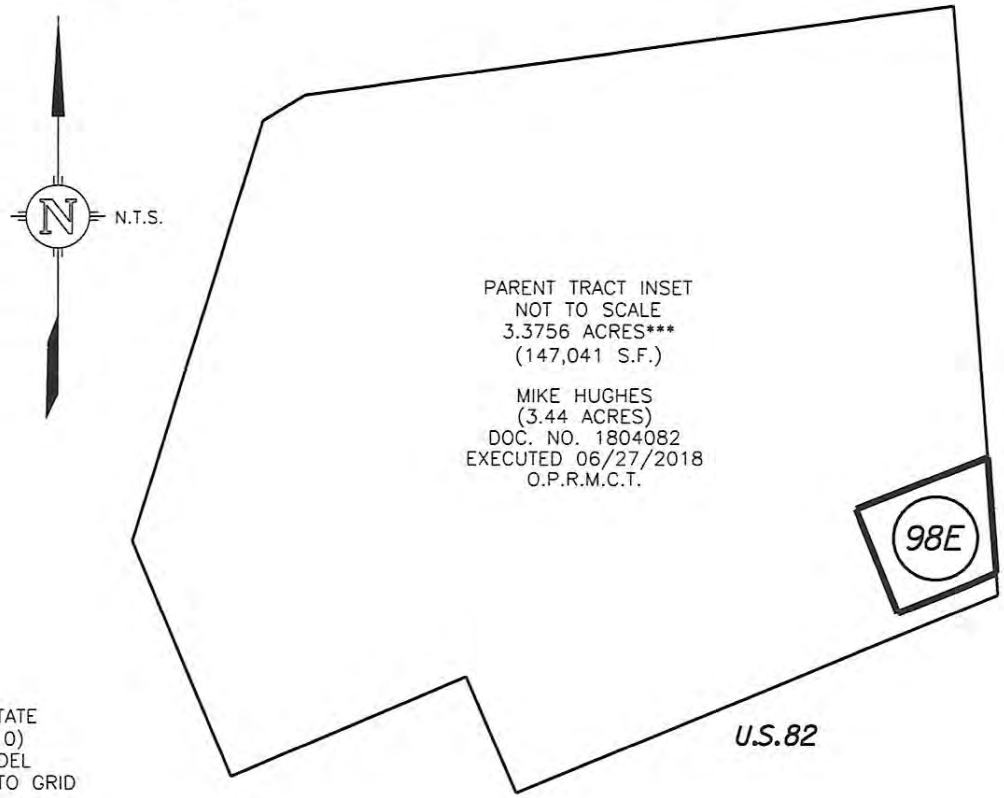
Zamora, L.L.C. dba "ZWA"
1435 South Loop 4
Buda, Texas 78610
TX Firm No. 10062700

G. Rene Zamora — Date
Registered Professional Land Surveyor
No. 5682-State of Texas

LEGEND

■	TYPE I CONCRETE MONUMENT FOUND
⊡	TYPE II CONCRETE MONUMENT FOUND
⊡	TYPE II CONCRETE MONUMENT SET
⊙	½" PIPE FOUND UNLESS NOTED
O**	⅝" IRON ROD W/TxDOT ALUM CAP SET UNLESS NOTED TO BE REPLACED
O^Z	½" IRON ROD WITH ZWA CAP SET
●	½" IRON ROD FOUND WITH CAP
⬡	FENCE POST
△	CALCULATED POINT
℄	PROPERTY LINE
( )	RECORD INFORMATION
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCING
N.T.S.	NOT TO SCALE
O.P.R.M.C.T.	OFFICIAL PROPERTY RECORDS OF MONTAGUE COUNTY, TEXAS
R.P.R.M.C.T.	REAL PROPERTY RECORDS OF MONTAGUE COUNTY, TEXAS
	DISTANCE NOT TO SCALE
	DEED LINE (COMMON OWNERSHIP)
	DENIAL OF ACCESS LINE

"EXHIBIT A"



NOTES:

1. ALL PROJECT BEARINGS AND COORDINATES ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NORTH CENTRAL ZONE (4202), NAD 83(2010) (EPOCH 2010.00). THE VERTICAL DATUM UTILIZED IS NAVD88, GEOID MODEL 2012A. ALL DISTANCES SHOWN ARE SURFACE AND MAY BE CONVERTED TO GRID BY DIVIDING BY A SURFACE ADJUSTMENT FACTOR OF 1.00012.
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5. ***THE ACREAGE OF THE PARENT TRACT WAS CALCULATED FROM THE REMAINING PORTION OF THE RECORDED INSTRUMENT AND IS NOT BASED ON FIELD DIMENSIONS.

I HEREBY CERTIFY THAT THIS SURVEY WAS MADE ON THE GROUND UNDER MY DIRECTION AND SUPERVISION AND THAT THIS PLAT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

G. RENE ZAMORA
REGISTERED PROFESSIONAL LAND SURVEYOR
NO. 5682, STATE OF TEXAS

7/9/19
DATE

STATE OF TEXAS
G. RENE ZAMORA
5682
PROFESSIONAL
LAND SURVEYOR

EXISTING	3.3756 AC. ***	ACQUIRE	0.0904 AC.	REMAINING	3.2852 AC. LEFT
	147,041 SQ. FT.		3,937 SQ. FT.		143,104 SQ. FT.

Texas Department of Transportation

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Professional Land Surveyors
Texas Firm No. 10062700
1425 South Loop 4, Buda, Texas 78610
Tel: (512) 295-6201 • Fax (512) 295-6091

DISTRICT: 03
COUNTY: MONTAGUE
HWY No.: US 82

RIGHT-OF-WAY PLAT PARCEL 98E
SHOWING PROPERTY OF
MIKE HUGHES
DOCUMENT NO. 1804082, O.P.R.M.C.T.
RCSJ. NO. 0044-04-062

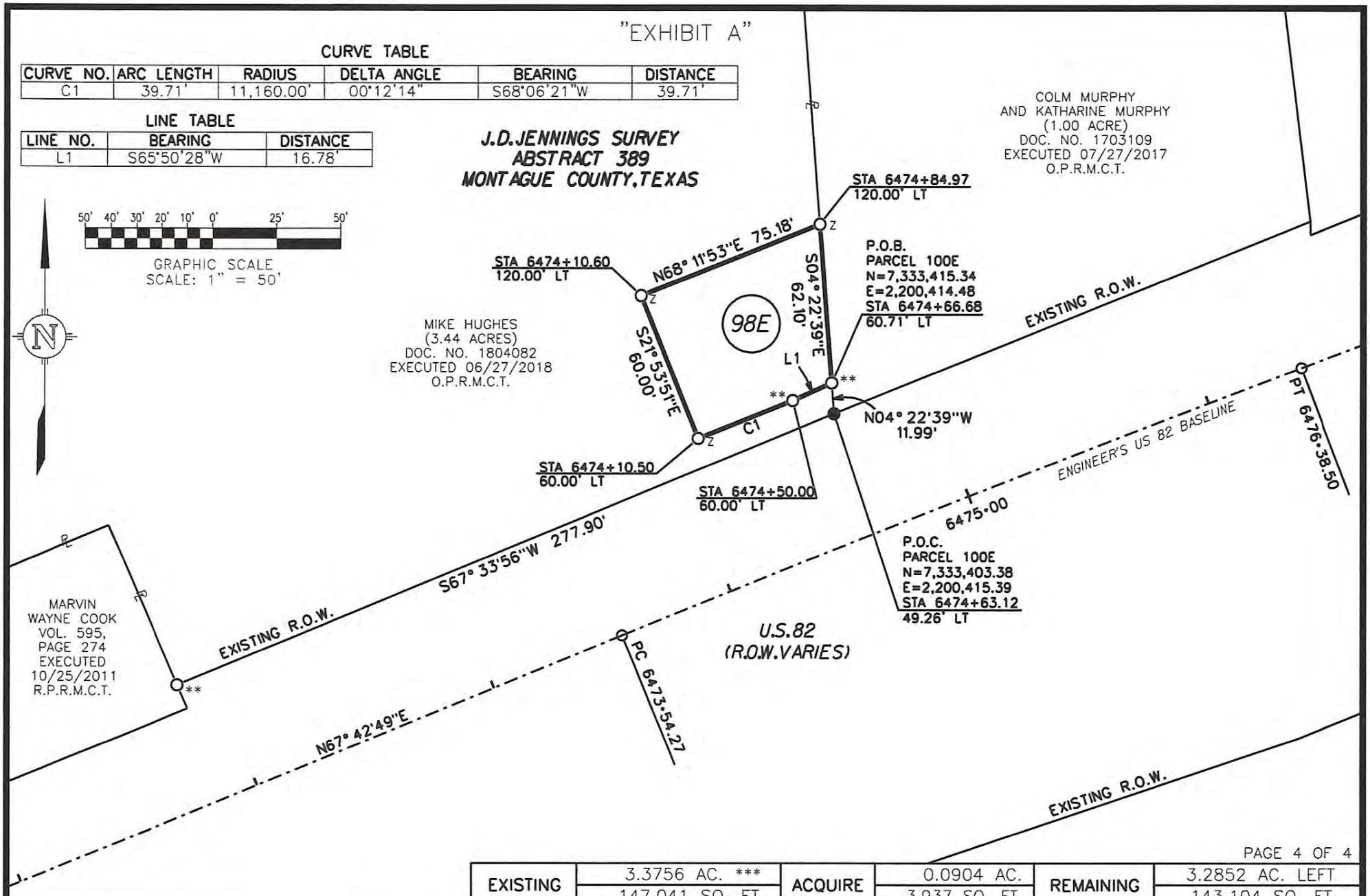
"EXHIBIT A"

CURVE TABLE

CURVE NO.	ARC LENGTH	RADIUS	DELTA ANGLE	BEARING	DISTANCE
C1	39.71'	11,160.00'	00°12'14"	S68°06'21"W	39.71'

LINE TABLE

LINE NO.	BEARING	DISTANCE
L1	S65°50'28"W	16.78'



PAGE 4 OF 4

EXISTING	3.3756 AC. ***	ACQUIRE	0.0904 AC.	REMAINING	3.2852 AC. LEFT
	147,041 SQ. FT.		3,937 SQ. FT.		143,104 SQ. FT.

Texas Department of Transportation

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Tel: (512) 295-6201 • Fax (512) 295-6091

DISTRICT: 03

COUNTY: MONTAGUE

HWY No.: US 82

RIGHT-OF-WAY PLAT PARCEL 98E
SHOWING PROPERTY OF
MIKE HUGHES
DOCUMENT NO. 1804082, O.P.R.M.C.T.
RCSJ. NO. 0044-04-062

APPENDIX G
RESOURCE AGENCY COORDINATION

Catherine Hobbs

From: Catherine Hobbs
Sent: Thursday, June 6, 2019 4:09 PM
To: NEPA@tceq.texas.gov
Cc: Jeff Anderson; Stephanie Manry
Subject: US 82 Public Hearing Notice - TxDOT Wichita Falls District
Attachments: FINAL US 82 Public Hearing Notice 6-5-2019.pdf

Good Afternoon,

In accordance with the Memorandum of Understanding with the Texas Department of Transportation (TxDOT) and the Texas Commission on Environmental Quality 43 TAC Part I, Chapter 2, Subchapter I, Rule §2.305 (Coordination during Environmental Review Process): the "Notice of Public Hearing and Draft Environmental Assessment (EA) Available for Public Review" is attached in order to provide TCEQ with the opportunity to review the Draft EA that has been prepared for this project.

The project is US 82 from FM 1197/Bridge Street in Henrietta to SH 175/Montague Street in Nocona in Clay and Montague Counties (TxDOT Wichita Falls District).

Thank you,

Catherine Hobbs
Environmental Planner
RPS | North America
1160 N Dairy Ashford
Suite 500
Houston, TX 77079, USA
T +1 281 589 7257 **F** +1 281 589 7309
E catherine.hobbs@rpsgroup.com
rpsgroup.com

Catherine Hobbs

From: NEPA <NEPA@tceq.texas.gov>
Sent: Monday, June 10, 2019 9:35 AM
To: Catherine Hobbs
Subject: RE: US 82 Public Hearing Notice - TxDOT Wichita Falls District

CAUTION: This email originated from outside of RPS.

Thank you for the quick response.

Jeff Benavente

From: Catherine Hobbs <catherine.hobbs@rpsgroup.com>
Sent: Monday, June 10, 2019 9:18 AM
To: NEPA <NEPA@tceq.texas.gov>
Cc: Jeff Anderson <Jeff.Anderson@rpsgroup.com>; Stephanie Manry <Stephanie.Manry@txdot.gov>
Subject: RE: US 82 Public Hearing Notice - TxDOT Wichita Falls District

Good Morning Jeff,

Please see the attached Draft EA. The link in the very bottom of this email should allow you to download it.

Please let me know if there are any issues with the download.

Thank you,

Catherine Hobbs
Environmental Planner
T +1 281 589 7257
E catherine.hobbs@rpsgroup.com

From: NEPA <NEPA@tceq.texas.gov>
Sent: Monday, June 10, 2019 8:46 AM
To: Catherine Hobbs <catherine.hobbs@rpsgroup.com>
Subject: RE: US 82 Public Hearing Notice - TxDOT Wichita Falls District

CAUTION: This email originated from outside of RPS.

Ms. Hobbs,

Good morning
I would like to know where can I get access to the EA draft prepared for the project. In order for TCEQ to review the project plan, it is required to have the EA or a draft. Please send me the draft so we can review the project thoroughly.

Thank you,

Jeff Benavente
Pollution Prevention Specialist
External Relations Division
Texas Commission on Environmental Quality
Austin, TX 78711
Jeff.benavente@tceq.texas.gov

(512) 239-2619

From: Catherine Hobbs <catherine.hobbs@rpsgroup.com>
Sent: Thursday, June 6, 2019 4:09 PM
To: NEPA <NEPA@tceq.texas.gov>
Cc: Jeff Anderson <Jeff.Anderson@rpsgroup.com>; Stephanie Manry <Stephanie.Manry@txdot.gov>
Subject: US 82 Public Hearing Notice - TxDOT Wichita Falls District

Good Afternoon,

In accordance with the Memorandum of Understanding with the Texas Department of Transportation (TxDOT) and the Texas Commission on Environmental Quality 43 TAC Part I, Chapter 2, Subchapter I, Rule §2.305 (Coordination during Environmental Review Process): the "Notice of Public Hearing and Draft Environmental Assessment (EA) Available for Public Review" is attached in order to provide TCEQ with the opportunity to review the Draft EA that has been prepared for this project.

The project is US 82 from FM 1197/Bridge Street in Henrietta to SH 175/Montague Street in Nocona in Clay and Montague Counties (TxDOT Wichita Falls District).

Thank you,

Catherine Hobbs
Environmental Planner
RPS | North America
1160 N Dairy Ashford
Suite 500
Houston, TX 77079, USA
T +1 281 589 7257 **F** +1 281 589 7309
E catherine.hobbs@rpsgroup.com
rpsgroup.com

This e-mail message and any attached file is the property of the sender and is sent in confidence to the addressee only.

Internet communications are not secure and RPS is not responsible for their abuse by third parties, any alteration or corruption in transmission or for any loss or damage caused by a virus or by any other means.

RPS Group Plc, company number: 208 7786 (England). Registered office: 20 Western Avenue Milton Park Abingdon Oxfordshire OX14 4SH.

RPS Group Plc web link: http://www.rpsgroup.com

Files attached to this message

Filename	Size	Checksum (SHA256)

Complete Draft US 82 EA 06-5-2019.pdf	219 MB	5ad7b600e7f7ad726c99c2d53acc1402f1546484c68b8819d400c78d1bde6f08

Please click on the following link to download the attachments:
https://filetransfer.rpsgroup.com/message/hGKF8shKnoENkujpxS8huv

This email or download link can be forwarded to anyone.

The attachments are available until: **Monday, 24 June.**

Message ID: hGKF8shKnoENkujpxS8huv

This e-mail message and any attached file is the property of the sender and is sent in confidence to the addressee only.

Internet communications are not secure and RPS is not responsible for their abuse by third parties, any alteration or corruption in transmission or for any loss or damage caused by a virus or by any other means.

RPS Group Plc, company number: 208 7786 (England). Registered office: 20 Western Avenue Milton Park Abingdon Oxfordshire OX14 4SH.

RPS Group Plc web link: http://www.rpsgroup.com

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

Main CSJ: 0044-03-039
District(s): Wichita Falls
County(ies): Clay, Montague
Property ID: Bryant Edwards Ranch
Property Name: Bryant Edwards Ranch

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

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

What Type of Property is Being Evaluated?

- ☐ A park, recreation land, or wildlife/waterfowl refuge
- ☒ A historic property

Section 4(f) Defining Criteria for Historic Properties

1. Yes — Is the property listed or eligible for the NRHP or NHL?

Establishing Section 4(f) Use of the Property

1. Yes — Does the project require a use (i.e., new right of way, new easement(s), etc.)?

Establishing Section 4(f) *De Minimis* Eligibility

1. Yes — Was it determined that the project will not adversely affect the activities features, or attributes that make the property eligible for Section 4(f) protection?
2. Yes — Did the Official with Jurisdiction concur that the project will not adversely affect the features or attributes that make the property eligible for Section 4(f) protection?

Documentation

The following **MUST** be attached to this checklist to ensure proper documentation of the Section 4(f) *De Minimis*:

1. Brief project description
2. Explanation of how the property will be used.
3. A detailed map of the Section 4(f) property including:
   a. Current and proposed ROW
   b. Property boundaries
   c. Existing and planned facilities
4. Concurrence letter with the Official with Jurisdiction

TxDOT Approval Signatures

ENV Technical Expert Reviewer Certification

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

Bruce Jensen — Digitally signed by Bruce Jensen DN: cn=Bruce Jensen, o=TxDOT, ou=CRM Section Director Environmental Affairs, email=bruce.jensen@txdot.gov, c=US Date: 2019.03.08 13:49:55 -06'00'

ENV Personnel Name

March 8, 2019

Date

TxDOT-ENV Section 4(f) *De Minimis* Final Approval

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

Jenise Walton — Digitally signed by Jenise Walton DN: cn=Jenise Walton, o=TxDOT, ou=ENV Division, email=JENISE.WALTON@TXDOT.GOV, c=US Date: 2019.03.11 07:57:26 -05'00'

TxDOT-ENV, PD Director or designee

March 11, 2019

Date

Project description- US 82, Clay & Montague Counties

TxDOT proposes to widen US 82 from Henrietta to Nocona in Clay and Montague Counties, Texas, respectively (see attached HRSR Appendix C, Figure 1 page 455). The proposed project consists of widening the existing two-lane undivided highway (with an occasional passing lane) to a four-lane divided highway. Some areas of US 82 would be divided by a depressed grassy median, and other areas would be divided by a center left-turn lane. In areas of a depressed grassy median, median crossovers would be provided in order to accommodate residents and businesses. The project requires approximately 299 acres of new right-of-way (ROW).

NRHP eligible property

TxDOT historians determined one property within the APE eligible for NRHP-listing, the Bryant Edwards Ranch (comprising properties 5-7 on multiple parcels). The Bryant Edwards Ranch in Clay County is determined eligible under Criteria A and B for its association with leading agricultural practices in the 1930s and 1940s and its operation by a well-known local rancher and leader of statewide agricultural organizations. The period of significance is c. 1930 to 1976, and the National Register boundary, for the purpose of this project, includes the fifteen parcels associated with the Bryant Edwards Ranch that are within the APE: 859, 860, 861, 862, 7385, 8903, 8904, 8905, 8906, 8907, 8908, 8912, 8913, 8914, and 12221, for a total of 7,406 acres. A map of the proposed NRHP boundary is provided in Appendix C, Figure 4 (Page 490). This figure illustrates contributing and non-contributing designations; these designations are also noted on the individual inventory forms in Appendix B (pages 66-98).

De Minimis Impact Finding

The proposed project would require approximately 64.47 acres of land from within the NRHP boundary of the Bryant Edwards Ranch. This area represents approximately 1.01 percent of the 6,405.99 acres within the property's proposed NRHP boundary. Of the larger 20,125.96 acres of the original ranch boundaries that appear to still be intact under ownership of the Birdwell and Clark Ranch and Murray Ranch, the 64.47 acres of ROW acquisition represents 0.32 percent. The acquisitioned ROW constitutes a strip of land adjacent to the current US 82 ROW line (see Figure 4 in Appendix C and Photos 3 and 5 in Appendix E, page 490, 504-505). Except for a small realignment of roadway of South Bryant Edwards Road (see next paragraph), the majority of the proposed ROW would be taken from the parcels on the north side of US Highway 82. The modern ranching operation uses the fields adjacent to the road for pasture. Tall prairie grass, some light brush, and a barbed wire fence separating the ranch property from the existing ROW of US Highway 82 constitutes the land use within the proposed ROW take.

South of US Highway 82, new ROW is required for approximately 600 feet of South Bryant Edwards Road that would be realigned to the east. The property on the south side of US 82 that is part of the ROW acquisition is similarly composed of grazing land, separated from the roadway ROW by barbed wire fence, and characterized by tall prairie grass with some light

brush. In either case, these features are not character-defining elements of the NRHP-eligible property.

With no character-defining features in the proposed new ROW, the project poses no direct adverse effect on the characteristics that make this property eligible for inclusion in the NRHP. The ROW acquisition would have no direct effect on any contributing resources of the historic property. The proposed ROW acquisition would not prevent the property from continuing to convey its significance. Therefore, the proposed project would have no adverse direct effect on the NRHP-eligible Bryant Edwards Ranch property. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

TxDOT determined that the proposed project meets the requirements for a Section 4(f) *de minimis* impact finding under 23 CFR 774. TxDOT is basing its determination on the fact that the use for Bryant Edwards Ranch amounts to less than 10% of the property's overall acreage and the project will have **no adverse effect** on the NRHP-eligible property. The Texas SHPO concurred with this determination and TxDOT notified SHPO of their OWJ role accordingly (see attached correspondence). This de minimis finding does not require the traditional second step of including all possible planning to minimize harm because avoidance, minimization, mitigation, or enhancement measures are included as part of this determination.

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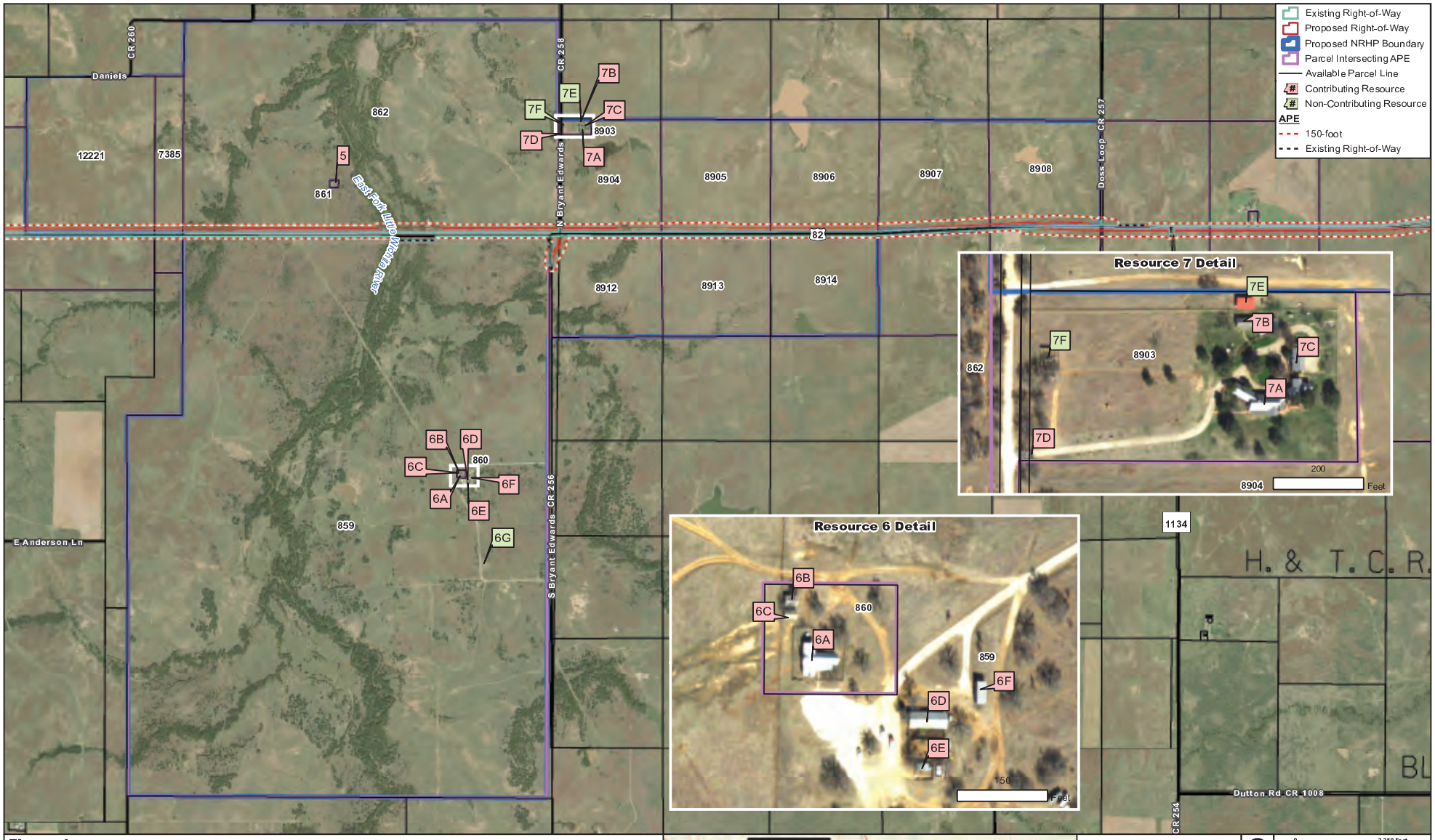

Figure 4

NRHP Eligible Resource - Bryant Edwards Ranch

US 82 From FM 1197/Bridge St to SH 175/Montague St

Data Sources: THC (2018), TxDOT (2017, 2018), FHWA (2018), CCAD (2018), MCAD (2018)
Aerial Source: Digital Globe (2017)

0 2,250 Feet
0 750 Meters

Prepared for: TxDOT	1 in = 2,250 feet
CSJ: 0044-03-960, 0044-03-039, 0044-04-048, 0044-04-049, 0044-04-047	Scale: 1:27,000
	Date: 12/6/2018

G:\Projects\TxDOT_Historic\US82_FM1197_SH175\Hist_Figure 4_NRHP Bryant Edwards Ranch_20181206.mxd

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Photo 3: View from US 82 towards Resource 5 at Parcel 862, showing proposed ROW, 100 feet north of existing ROW. View facing east.

Photo 4: View of Resource 7, Birdwell and Clark Ranch/Bryant Edwards Ranch, from Bryant Edwards Road, approximately 0.4 miles north of US 82. View facing northeast.

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Photo 5: View of US 82 from N Bryant Edwards Road at driveway to Resource 7, approximately 0.5 miles north of US 82. Showing location of proposed ROW. View facing south.

Photo 6: View of Resource 8, a typical midcentury ranch along US 82 with modern infill, east of FM 1134 in Clay County. View facing north-northwest.

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Texas Department of Transportation

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

February 22, 2019

SECTION 106 REVIEW: DETERMINATION OF NO ADVERSE EFFECT
SECTION 4(f) REVIEW: NOTIFICATION OF INTENT TO RENDER *DE MINIMIS* SECTION 4(f) FINDING

District: Wichita Falls
County: Clay, Montague
CSJ#: 0044-03-039, etc
Highway: US 82
Project Limits: FM 1197 to SH 175 (27 miles)
Section 4(f) Property: Bryant Edwards Ranch

Mr. Justin Kockritz

History Programs

Texas Historical Commission

Austin, Texas 78711

Dear Mr. Kockritz:

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. As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency. In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement for Transportation Undertakings (December 2015), this letter initiates Section 106 consultation on the effect the proposed undertaking poses for National Register of Historic Places (NRHP) eligible properties in the area of potential effects (APE) for the project.

Project Description

TxDOT proposes to widen US 82 from Henrietta to Nocona in Clay and Montague Counties, Texas, respectively (see attached HRSR Appendix C, Figure 1 page 455). The proposed project consists of widening the existing two-lane undivided highway (with an occasional passing lane) to a four-lane divided highway. Some areas of US 82 would be divided by a depressed grassy median, and other areas would be divided by a center left-turn lane. In areas of a depressed grassy median, median crossovers would be provided in order to accommodate residents and businesses. The project requires approximately 299 acres of new right-of-way (ROW).

Survey Methods

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

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TxDOT files and found no historically significant resources 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 current or proposed ROW where new ROW is required, and the current ROW where no new ROW is required. A historic resources survey revealed 151 historic-age (built prior to 1976) properties located within the APE.

One Official Texas Historic Marker (OTHM), the Early Trails in Montague County marker, located in the vicinity of Ringgold on the south side of US 82, is located within the proposed project ROW. TxDOT proposes to move this marker to the new ROW line along the south side of the road in this area and will coordinate this move with the County Historical Commission.

Not NRHP-eligible properties

There are 149 historic-age (pre-1976) properties (consisting primarily of residential, transportation, commercial, industrial and agricultural types) within the APE determined **not eligible** for NRHP-listing under any criteria. TxDOT ENV historians determined that the properties are common designs that lack architectural merit, are not works of a master, and have no known historic associations with important events or persons.

NRHP-eligible properties

TxDOT historians determined two properties within the APE eligible for NRHP-listing, the Bryant Edwards Ranch (comprising Properties 5-7 on multiple parcels) and the Seay Ranch house (Resource 28F). In both cases, historic-age resources on the parcels were not visible from the public right-of-way and surveyors did not have right of entry. However, research conducted for the reconnaissance survey indicated both properties may hold significance. The Bryant Edwards Ranch in Clay County is determined eligible under Criteria A and B for its association with leading agricultural practices in the 1930s and 1940s and its operation by a well-known local rancher and leader of statewide agricultural organizations.

Bryant Edwards' significance comes from his role as a major local rancher and for his role as a leader and president of the Texas and Southwestern Cattle Raisers Association and chair of the association's publication, The Cattleman. As president of the Texas and Southwestern Cattle Raisers Association (elected in 1948), he was a prominent and often-quoted expert on key concerns for ranch owners of the time. He and his family were also heavily involved in oil exploration and development on the ranch, with proceeds helping fund the family's major philanthropy efforts in Henrietta and throughout the region. Edwards purchased the ranch in the 1930s, possibly as early as the 1920s, from J. L. Huggins, who owned and operated the ranch from the late nineteenth century until its purchase by Edwards. At its largest, the ranch contained 22,000 acres on both sides of US 82, including multiple parcels from different original land grants. It appears that the entire original ranch remains in use as ranch land, although it has been divided into multiple parcels, owned by two separate ranching enterprises.

The historic headquarters of the ranch (specifically marked on a 1957 1:62,500 USGS topographic map as "Edwards Ranch") is on a parcel outside the APE, five miles north of US 82. Fifteen parcels associated with the historic ranch intersect the project APE: four of these parcels, (8903, 859, 860, and 861) contain historic-age resources. The properties, 5, 6A–6F, and 7A–7F, consist of 11 historic-age resources dating from some time prior to 1953 to c. 1970

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and include three residences, four secondary domestic buildings, one gate, and three agricultural outbuildings. There are also two non-historic-age resources on these parcels.

As the larger historic ranch boundary includes more than 20,000 acres on 80 parcels, a review of all historic-age resources associated with the Bryant Edwards Ranch was outside of the scope of this study. Properties 5 and 6 were not visible from public ROW and surveyors did not have right of entry during this reconnaissance survey. An accurate assessment could not be made regarding the age, condition, and integrity of these resources; therefore, a comprehensive NRHP evaluation was not possible. Property 7 was partially visible from public ROW; photos and maps are found in the HRSR pages 66-98.

The Bryant Edwards Ranch may also have potential for NRHP-eligibility under Criterion C, but lack of visibility from the ROW and lack of right of entry precluded a full analysis for this area of significance. TxDOT determined the Bryant Edwards Ranch should be treated as eligible for listing in the NRHP for the purposes of Section 106 compliance and the historic-age resources on the parcels in the APE should be treated as contributing resources to a historic ranch district. The period of significance is c. 1930 to 1976, and the National Register boundary, for the purpose of this project, includes the fifteen parcels associated with the Bryant Edwards Ranch that are within the APE: 859, 860, 861, 862, 7385, 8903, 8904, 8905, 8906, 8907, 8908, 8912, 8913, 8914, and 12221, for a total of 7,406 acres. A map of the proposed NRHP boundary is provided in Appendix C, Figure 4 (Page 490). This figure illustrates contributing and non-contributing designations; these designations are also noted on the individual inventory forms in Appendix B (pages 66-98).

South of US Highway 82, approximately 600 feet of South Bryant Edwards Road would be realigned to the east. South Bryant Edwards Road is a public road located within the NRHP boundary of the Bryant Edwards Ranch. TxDOT examined the roadway for possible significance under the Historic Road Infrastructure of Texas MPS guidelines. It is a two-lane, gravel road, approximately 20 feet wide, that is owned and maintained by Clay County. Approximately 2.5 miles long, it terminates at a 90 degree turn to the east, and becomes Earl Springs Road. With no engineered features such as bridges or culverts, and a lack of association to statewide initiatives, TxDOT historians determined the road not eligible for NRHP-listing under any criteria. Further, although it certainly would have been used for transportation between the historic domestic and agricultural clusters on the ranch, the road is not a character-defining feature of the NRHP-eligible property.

The Seay Ranch house is determined eligible under Criterion C for Architecture as an early example of a ranch dwelling in Montague County. An accurate assessment could not be made regarding the age, condition, and integrity of the resource; therefore, a comprehensive NRHP evaluation was not possible. However, research conducted for the survey indicated Jefferson Seay purchased 2,800 acres with his brother Oscar in 1899 and then expanded to another 800 acres before buying out his brother and becoming sole owner of this property in 1912. Jefferson operated the ranch from 1899 until his death in 1925. Seay's son Hardy managed the ranch after his father's death until it was sold in 1966. A local newspaper reported that Hardy was building a new home on the ranch in 1922. There is a house represented in the approximate location of 28F on the 1936 Texas State Highway Department map; no building is marked at that location on previous 1905 and 1920 USGS 1:125,000 maps. After Sid Vail purchased the ranch in 1967, bulldozing began "on a hillside northwest of the present house where the Vails

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will build their home, barn, and lots" (The Nocona News, August 24, 1967:1-2). Resource 28A is located northwest of Resource 28F. Based on these newspaper accounts and historic maps, Resource 28F is believed to be the c. 1922 Hardy Seay house. Resource 28F, as the main residential building and center for ranch operations, appears to be the only extant building associated with the Seay Ranch.

Based on this research, Resource 28F may hold significance at the local level under Criterion C as a good example of a late nineteenth to early twentieth-century dwelling that served as headquarters for the Seay Ranch. While the ranch is no longer intact as an agricultural property, Therefore, TxDOT determined Resource 28F eligible for NRHP listing for the purposes of Section 106 compliance. The period of significance is c. 1922, when the resource was likely constructed, and the proposed NRHP boundary is limited to the driveway that circles the house due to a lack of extant historic-age associated resources. (see Appendix C, Figure 5, page 491).

Determination of No Adverse Effect- Bryant Edwards Ranch

Direct Effect:

The proposed project would require approximately 64.47 acres of land from within the NRHP boundary of the Bryant Edwards Ranch. This area represents approximately 1.01 percent of the 6,405.99 acres within the property's proposed NRHP boundary. Of the larger 20,125.96 acres of the original ranch boundaries that appear to still be intact under ownership of the Birdwell and Clark Ranch and Murray Ranch, the 64.47 acres of ROW acquisition represents 0.32 percent. The project would not have an adverse effect on the characteristics that make this property eligible for inclusion in the NRHP. However, since new ROW would be acquired, the proposed project constitutes a de minimis Section 4(f) use of a historic property.

The acquisitioned ROW constitutes a strip of land adjacent to the current US 82 ROW line (see Figure 4 in Appendix C and Photos 3 and 5 in Appendix E, page 490, 504-505). Except for a small realignment of roadway of South Bryant Edwards Road (see next paragraph), the majority of the proposed ROW would be taken from the parcels on the north side of US Highway 82. The modern ranching operation uses the fields adjacent to the road for pasture. Tall prairie grass, some light brush, and a barbed wire fence separating the ranch property from the existing ROW of US Highway 82 constitutes the land use within the proposed ROW take.

South of US Highway 82, new ROW is required for approximately 600 feet of South Bryant Edwards Road that would be realigned to the east. The property on the south side of US 82 that is part of the ROW acquisition is similarly composed of grazing land, separated from the roadway ROW by barbed wire fence, and characterized by tall prairie grass with some light brush. In either case, these features are not character-defining elements of the NRHP-eligible property.

With no character-defining features in the proposed new ROW, the project poses no direct adverse effect on the characteristics that make this property eligible for inclusion in the NRHP. The ROW acquisition would have no direct effect on any contributing resources of the historic property. The proposed ROW acquisition would not prevent the property from continuing to convey its significance. Therefore, the proposed project would have no adverse direct effect on the NRHP-eligible Bryant Edwards Ranch property. The proposed project would not adversely

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affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

Indirect Effect: The new ROW will be over 1100' from Property 5 (see page 70 of HRSR) (the nearest contributing resource of the district) and would not affect or diminish the qualities and characteristics that contribute to the historic significance of the Bryant Edwards Ranch. Potential visual impacts, vibration, and noise impacts are unlikely because the proposed widened roadway is at grade and a buffer of mature trees separates the contributing resources from the highway.

Determination of No Effect- Seay Ranch House

TxDOT does not propose to acquire ROW for construction or easements from within the NRHP boundary of Resource 28F, which is represented on Figure 5 in Appendix C (Page 491, HRSR). There would be no temporary occupancy of land and no permanent incorporation of land into a transportation facility within the proposed boundary. The house is located more than 0.5 miles from the US 82 roadway, shielded by vegetation and topography. The proposed project constitutes **no effect** to the NRHP-eligible Seay Ranch House.

Determination of *De Minimis* Finding- Bryant Edwards Ranch

As part of this coordination, TxDOT determined that the proposed project meets the requirements for a Section 4(f) *de minimis* impact finding under 23 CFR 774. TxDOT based its determination on the fact that the use for the Bryant Edwards Ranch amounts to less than 10% of the property's overall acreage and the project will have **no adverse effect** on the NRHP-eligible property. The function of the property will not be impaired, nor will it cease. This de minimis finding does not require the traditional second step of including all possible planning to minimize harm because avoidance, minimization, mitigation, or enhancement measures are included as part of this determination.

Conclusion

In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement for Transportation Undertakings (December 2015), I hereby request your signed concurrence with TxDOT's finding of **no adverse effect** to the NRHP-eligible Bryant Edwards Ranch. We additionally notify you that SHPO is the designated official with jurisdiction over Section 4(f) resources protected under the provisions of 23 CFR 774 and that your comments on our Section 106 findings will be integrated into decision-making regarding prudent and feasible alternatives for purposes of Section 4(f) evaluations. Final determinations for the Section 4(f) process will be rendered by TxDOT pursuant to 23 U.S.C. 327 and the afore-mentioned MOU dated December 16, 2014. If we do not hear from you in 20 days, we assume concurrence with the Section 106 findings and no comment on the Section 4(f) evaluation.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please contact me at (409) 898-5717 or Renee.Benn@txdot.gov.

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Sincerely,

DocuSigned by:
Renee Benn
7F4A36F3350848D...

Renee Benn, MS

Historic Preservation Specialist

Cc: Bruce Jensen, Cultural Resource Management Section Director: DS BJ

Rebekah Dobrasko, Lead Historian: DS RD

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS:
HISTORIC PROPERTIES PRESENT: NRHP-ELIGIBLE BRYANT EDWARDS RANCH, NRHP-ELIGIBLE SEAY RANCH HOUSE
NO ADVERSE EFFECT: NRHP-ELIGIBLE BRYANT EDWARDS RANCH
NO EFFECT: NRHP-ELIGIBLE SEAY RANCH HOUSE

NAME: _____ DATE: 3/7/2019
for Mark Wolfe, State Historic Preservation Officer

NO COMMENTS ON DETERMINATION OF DE MINIMIS IMPACT UNDER SECTION 4(F) REGULATIONS

NAME: _____ DATE: 3/7/2019
for Mark Wolfe, State Historic Preservation Officer

Catherine Hobbs

From: Stephanie Manry <Stephanie.Manry@txdot.gov>
Sent: Monday, January 28, 2019 7:24 AM
To: Catherine Hobbs; Jeff Anderson; Martin Gonzalez
Cc: Shaun Barnes
Subject: [EXT] FW: US 82 (0044-03-039 etc.) TPWD Early Coordination

See comments below from TPWD. Let me know if you have any questions.

Thanks,
Stephanie Manry
Wichita Falls District Environmental Coordinator
Texas Department of Transportation
1601 Southwest Parkway
Wichita Falls, Texas 76302
(940) 720-7733

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.

From: Sue Reilly [mailto:Sue.Reilly@tpwd.texas.gov]
Sent: Friday, January 25, 2019 5:01 PM
To: Stephanie Manry
Subject: RE: US 82 (0044-03-039 etc.) TPWD Early Coordination

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.

Stephanie,

I'm sorry for the long wait. I am just going to ask that TxDOT minimize impacts to the vegetation adjacent to the project, both in grassland and riparian areas.

Thank you for submitting the following project for early coordination: US 82 widening project in Clay and Montague counties (CSJ 0044-03-039). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I site assessment submitted on October 16, 2018. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.
According to §2.204(g) of the 2013 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link: http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txndd/submit.phtml

Thank you,

Sue Reilly
Transportation Assessment Liaison
Texas Parks and Wildlife

Wildlife Division
512-389-8021

From: Stephanie Manry <Stephanie.Manry@txdot.gov>
Sent: Tuesday, November 20, 2018 2:26 PM
To: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: US 82 (0044-03-039 etc.) TPWD Early Coordination

Thank you! I greatly appreciate it.

Thanks,
Stephanie Manry
Wichita Falls District Environmental Coordinator
Texas Department of Transportation
1601 Southwest Parkway
Wichita Falls, Texas 76302
(940) 720-7733

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.

From: Sue Reilly [mailto:Sue.Reilly@tpwd.texas.gov]
Sent: Tuesday, November 20, 2018 2:25 PM
To: Stephanie Manry
Subject: RE: US 82 (0044-03-039 etc.) TPWD Early Coordination

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.

Stephanie,

I'm still working with the botanist on this project. Just wanted to send an update.

Thanks,
Sue

From: Stephanie Manry <Stephanie.Manry@txdot.gov>
Sent: Tuesday, October 30, 2018 11:45 AM
To: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: US 82 (0044-03-039 etc.) TPWD Early Coordination

Additional information:

The ROW south of US 82 at the Dry Fork Little Wichita River appears to be existing TxDOT ROW according to the latest schematic. The proposed roadway in this area would be a 4-lane roadway divided by a center left turn lane.

Since this is TxDOT ROW, the consultant was able to investigate this area and take some pictures. I have attached them to the email to give you an idea of what this area looked like. We found that south of US 82, the area west of the Dry Fork Little Wichita River (Photos 1-3) contained Hackberry, mountain rush, tapertip flatsedge and spider milkweed. The

vegetation found south of US 82 at the Dry Fork Little Wichita River (Photos 5-7) mainly consisted of Hackberry and Bermudagrass.

Thanks,
Stephanie Manry
Wichita Falls District Environmental Coordinator
Texas Department of Transportation
1601 Southwest Parkway
Wichita Falls, Texas 76302
(940) 720-7733

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.

From: Stephanie Manry
Sent: Tuesday, October 30, 2018 10:04 AM
To: 'Sue Reilly'
Subject: RE: US 82 (0044-03-039 etc.) TPWD Early Coordination

Sue,

Dry Fork Little Wichita River (DFLWR) - Intermittent Stream
Total Acreage of DFLWR within existing & proposed ROW: 0.283
Total Linear Ft. of DFLWR within existing & proposed ROW: 734.33
Potentially Jurisdictional: Yes
Total temporary and permanent impacts to be determined during the PS&E phase. This will also be when permitting requirements will be determined as well; however, will be the minimum necessary to construct the following:

- Existing multiple box culverts (MBC) at Sta. 5158+00 is proposed to be replaced
    - Existing MBC is 4-10'x10' culverts
    - Proposed MBC is 6-10'x10' culverts

Do you have a reference point or station # where the grassland/glade is within the project area that you are referencing?
Also, as with any project we obtain as much right of entry (ROE) as we can but inevitably not all property owners will give us access. Is there a particular area you are interested in and I can see what we have available in regards to ROE?

Thanks,
Stephanie Manry
Wichita Falls District Environmental Coordinator
Texas Department of Transportation
1601 Southwest Parkway
Wichita Falls, Texas 76302

(940) 720-7733

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.

From: Sue Reilly [mailto:Sue.Reilly@tpwd.texas.gov]
Sent: Monday, October 29, 2018 4:42 PM
To: Stephanie Manry
Subject: RE: US 82 (0044-03-039 etc.) TPWD Early Coordination

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.

Stephanie,

Can you tell me more about the extra ROW south of 82 at the Dry Fork Little Wichita River? Is it just a drainage easement or will there be work in this area?

I'm checking in with our botanists about the project's effects on the grassland/glade that shows up in NDD. I may have questions about that as well. Do you have access to all of the ROW yet?

Thank you,

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

From: Stephanie Manry <Stephanie.Manry@txdot.gov>
Sent: Tuesday, October 16, 2018 7:36 AM
To: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: US 82 (0044-03-039 etc.) TPWD Early Coordination

The file has been sent to you so you should receive the Drop Box soon. Let me know if additional information is needed.

Thanks,
Stephanie Manry
Wichita Falls District Environmental Coordinator
Texas Department of Transportation
1601 Southwest Parkway
Wichita Falls, Texas 76302
(940) 720-7733

"If you are not a part of the solution, you are a part of the problem." (Eldridge Cleaver)

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.

From: Sue Reilly [mailto:Sue.Reilly@tpwd.texas.gov]
Sent: Thursday, October 11, 2018 5:44 PM
To: Stephanie Manry
Subject: RE: US 82 (0044-03-039 etc.) TPWD Early Coordination

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 Stephanie,

I am ready for the Dropbox if you're ready to send it, or I can get docs out of ECOS.

Thanks!

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

From: WHAB_TxDOT
Sent: Friday, October 5, 2018 1:14 PM
To: Stephanie Manry <Stephanie.Manry@txdot.gov>
Cc: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: US 82 (0044-03-039 etc.) TPWD Early Coordination

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 40803. 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: Stephanie Manry [mailto:Stephanie.Manry@txdot.gov]
Sent: Thursday, October 04, 2018 11:05 AM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Subject: US 82 (0044-03-039 etc.) TPWD Early Coordination

WHAB,

Please find attached the Early Coordination Documentation for the US 82 Widening project located in Clay & Montague Counties. The report includes the following documentation; however, the documentation package is too large to send via email so I will have to Drop Box it to the Biologist once assigned.

- Cover Page
- Purpose & Need and Project Description Document
- Tier I Site Assessment Form
- Site Assessment Attachments
- Schematic

The project is being submitted for **early coordination**. If additional information is needed please let me know at your earliest convenience.

Thanks,
Stephanie Manry
Wichita Falls District Environmental Coordinator
Texas Department of Transportation
1601 Southwest Parkway
Wichita Falls, Texas 76302
(940) 720-7733

"If you are not a part of the solution, you are a part of the problem." (Eldridge Cleaver)

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.