



Reevaluation Consultation Checklist (RCC)

Original Environmental Decision Date: 6/24/2014

Let Date: September 2016

RCC Date: 3/17/2016

Project Number: 3510-07-003

RCC Prepared by: Stephanie Guillot

RCC Reviewed by: Terri Dedhia

Project Name: Re-Evaluation of the Final Environmental Impact Statement (FEIS) for State Highway 99 (Grand Parkway) Segments H and I-1

Project Limits From: US 59(N)/I-69

Project Limits To: I-10(E)

Control Section Job Number (CSJ): 3510-07-003, 3510-08-001, 3510-09,001, 3510-09,002, 3510-10-001

District(s): Houston

County(ies): Harris, Montgomery

Check this box if the project is being reclassified without a reevaluation.

Yes **Has the project design concept or scope changed since the original environmental decision and subsequent reevaluations?**

Project Description:

A complete description of the Selected Alternative is provided in detail in the FEIS Volume I, Section 2.5.3 "Selection of Preferred Alternative". Previously known as "Preferred Alternative 10R", the preferred alternative was identified as the "Selected Alternative" in the Record of Decision (ROD) dated June 24, 2014. For consistency, the term "Selected Alternative" is used in this re-evaluation when referencing the alternative approved in the ROD.

This re-evaluation is necessary because of design modifications that have occurred subsequent to the ROD as a result of requests from property owners and to minimize impacts to utilities in the area between SH 146 and FM 565. This proposed alignment shift is the second change since the ROD in June 2014. The first re-evaluation was completed on January 25, 2016 and included 5 shifts in alignment, referenced as the "Approved Realignment".

The proposed alignment shift would require approximately 5 acres of additional ROW compared to the Approved Realignment (approved alignment associated with the January 25, 2016 re-evaluation) and is referenced as the "Proposed Realignment" throughout this document. Although the alignment shifts would require an additional 5 acres of ROW, the alignment shift is located on approximately 132 acres of ROW not evaluated in the FEIS. A project location map is included in Attachment 2. The conceptual design for this facility consists of a four-lane at-grade controlled-access tollway with grade separations at major intersections within a 400-foot right-of-way (ROW) width.

This re-evaluation of the FEIS/ROD addresses changes in the project consisting of one shift to the Approved Realignment as follows:

The Approved Realignment in the southeastern area of Segment I-1 was shifted northeast approximately 460 feet near the SH 146 overpass. The Proposed Realignment would connect back to the Approved Realignment approximately 1,500 feet before the Langston Road overpass. The Approved Realignment in this area is approximately 3.37 miles in length and the Proposed Realignment would be approximately 3.45 miles in length.

The line diagrammatic of the Proposed Realignment is included in Attachment 3 and meeting notes with affected property owners which resulted in realignments are included in the Meetings with Affected Property Owners and Stakeholders summary.



Reevaluation Consultation Checklist (RCC)

Project Phasing Plan and Portions Completed (if warranted):

The first phase is anticipated to be an initial two-lane tolled facility that would be open to traffic by summer 2021. The second phase would be to complete the ultimate four-lane tolled facility as proposed and would be open to traffic by 2025.

Portion of Project Currently Being Advanced:

First phase

Date(s) of Prior Reevaluations:

January 25, 2016

Who is the lead agency responsible for the approval of the entire project?

- FHWA (Not Assigned to TxDOT) State
 TxDOT (Assigned by FHWA) FTA
 Other federal agency

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.

I. Project Funding and Planning Consistency

Yes **Is the project still consistent with the current, approved, financially constrained MTP, STIP/ TIP?**

Funding Source(s): Federal, State

II. Environmental Classification

Select the project's environmental classification: Final Environmental Impact Statement (FEIS)

Yes **Have major steps to advance the action occurred within three years after the approval of the FEIS, SEIS, or the last major approval or grant? Major steps include authority to undertake final design, authority to acquire a significant portion of the right-of-way, or approval of the plans, specifications, and estimates.**

III. Project Information

1. Proposed Action

Yes **Have substantial changes occurred to the project design concept and/or scope since the original environmental decision or subsequent reevaluations?**

Explain:

The change to the most recent Approved Realignment includes an alignment shift as a result of requests from property owners and to minimize impacts to utilities in the area between SH 146 and FM 565. The Proposed Realignment locations would consist of a four-lane at-grade controlled-access tollway with proposed grade separations at major intersections within a 400-foot ROW width. The location of the alignment shift is shown in Attachments 2 and 3.

The Approved Realignment in the southeastern area of Segment I-1 was shifted northeast approximately 460 feet near the SH 146 overpass. The Proposed Realignment would connect back to the Approved Realignment approximately 1,500 feet before the Langston Road



Reevaluation Consultation Checklist (RCC)

overpass. The Approved Realignment in this area is approximately 3.37 miles in length and the Proposed Realignment would be approximately 3.45 miles in length.

2. Project Limits

No **Has there been a change to the project limits from what was described in the original environmental decision or subsequent reevaluations?**

3. Right of Way

Yes **Have the ROW requirements changed since the original environmental decision or subsequent reevaluations?**

Yes **Would the changes require the acquisition of any new ROW not covered by the previous decision?**

What was the amount of ROW originally required (in acres): 2001.000

How much did ROW change since the previous decision? (in acres): 4.500

If the required acreage is reduced, enter a negative number.

Total ROW required (in acres): 2005.500

Describe:

The Proposed Realignment would increase the amount of additional ROW by approximately 5 acres from the Approved Realignment requiring a total of 2,006 ac of ROW. Although the Proposed Realignment would require an additional 5 ac of ROW, the alignment shift is located on approximately 132 ac of ROW not evaluated in the FEIS or the Approved Realignment.

No **Would any additional ROW be required from a significant publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site?**

4. Easements

Yes **Have the requirements for temporary or permanent easements changed since the original environmental decision or subsequent reevaluations?**

Yes **Would the changes require the acquisition of any new easements not covered by the previous decision?**

What was the amount of easements originally required (in acres): 82.800

How much did easements change since the previous decision? (in acres): -0.110

If the required acreage is reduced, enter a negative number.

Total easements required (in acres): 82.690

Describe:

The Proposed Realignment will decrease the overall easement acreage, although the proposed alignment shift is located on 1.83 acres of easements not evaluated in the FEIS.

No **Would any additional easements be required from a significant publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site?**



5. Displacements

No Will changes, if any, result in residential or nonresidential displacements that were not covered by the original environmental decision or subsequent reevaluations?

6. Access

No Will changes, if any, to the project design result in a temporary or permanent adverse change of access to any residential or nonresidential properties that were not covered in the original environmental decision or subsequent reevaluations?

7. Traffic

No Have there been substantial changes to the projected ADT from what was described in the original environmental decision or subsequent reevaluations?

8. Laws and Regulations

No Have there been any changes to laws or regulations that would result in the need for any updated analyses since the original environmental decision or subsequent reevaluations?

9. Land Use and Population

No Have there been any substantial changes in land use or population within the project area since the original environmental decision or subsequent reevaluations?

IV. Required Action

Project Name: Re-Evaluation of the Final Environmental Impact Statement (FEIS) for State Highway 99 (Grand Parkway) Segments H and I-1

Control Section Job Number (CSJ): 3510-07-003, 3510-08-001, 3510-09,001, 3510-09,002, 3510-10-001

Responses to the previous questions indicate there are potential changes that may affect the previous environmental decision. Further evaluation is required. Complete the reevaluation and Sections V-XII.

Changed?	Resource/Setting	Comments
<u>No</u>	Environmental Justice	
<u>No</u>	Socio-economics	
<u>Yes</u>	Farmlands	Proposed Realignment would increase prime farmland from 944 ac to 949 ac. Project-related impacts were determined to be minimal according to land evaluation and site assessment scoring from NRCS Form AD-1006. Proposed project would convert FPPA subject farmland subject to nonag, transportation use. However, combined scores do not warrant further consideration for protection. No coordination with NRCS required and ROD conclusion remains the same.



Reevaluation Consultation Checklist (RCC)

Changed?	Resource/Setting	Comments
<u>Yes</u>	Vegetation	The Proposed Realignment would decrease impacts to wetlands by 2.9 acres. The changes have not resulted in impacts to locations that were targeted for avoidance/minimization in previous evaluation. The Proposed Realignment would not exceed the acreage thresholds for agriculture, mixed woodland and forest, and riparian habitat types (Attachment 7). Land use patterns and habitats are nearly identical from those reported in the BE previously submitted on 12/14/15, and approved by TPWD Wildlife Division on 1/21/16. Habitat does not exist for any federally protected species listed in the USFWS Official Species List or the Information, Planning, and Conservation System (IPac) report generated for this project. There is no designated critical habitat for any federally listed species within the project limits. The BE form was completed and it was determined that no additional coordination with TPWD is required. Commitments and BMPs are included in BE Form.
<u>No</u>	Water Quality	
<u>Yes</u>	Wetlands/Waters of the U.S. (including any changes in permitting)	Application for a USACE Individual Permit (IP) was submitted for the previous ROW alignment on 11/6/15. The Proposed Realignment would not affect the requirement for a permit or permitting type or process, and would be coordinated with USACE.
<u>Yes</u>	Floodplains	The Proposed Realignment would increase the acreage of 100-year floodplains within the ROW by app. 5 acres, detailed in Attachments 1 and 7.
<u>No</u>	Air Quality	
<u>Yes</u>	Noise Impacts	The Proposed Realignment is in the vicinity of traffic noise receivers not evaluated in the FEIS. A traffic noise analysis was completed for year 2039 for the alignment shift area following the same methodology of the FEIS. No additional traffic noise receivers were impacted, see Attachment 11.
<u>Yes</u>	Hazardous Materials	Proposed Realignment would impact one less regulated site evaluated in the FEIS. An Initial Site Assessment (ISA) was completed in June 2015 that includes findings and recommendations for the sites affected, see Attachment 9.
<u>Yes</u>	Archeological Resources	Since ROE was not obtained for entire APE, areas not examined during FEIS and new areas associated with re-eval will be examined by a qualified archaeologist as part of developer's responsibility.
<u>No</u>	Historic Resources	
<u>No</u>	Section 4(f)/6(f)	



V. Environmental Setting and Affected Environment

Indicate whether there have been changes in the affected environment since the environmental decision. Changes in the affected environment could result from changes in design, in the environmental setting, or laws and regulations.

Only select NA if a resource was not addressed in the original environmental documentation and does not need to be addressed as a result of the changes.

If Yes is selected, describe the changes in the field provided.

Changed?	Resource/Setting	Comments
<u>No</u>	Visual Resources/Aesthetics	
<u>No</u>	Indirect and Cumulative Impacts	
<u>No</u>	Others	



VI. Resource Agency Coordination

Check the box in the NA Column if no additional coordination was required.

If additional coordination was required, describe it, and enter the dates the original and additional coordination were completed. List documentation of additional coordination in Section XI below.

NA	Agency	Previous Coordination Completed	Additional Completed
	Texas Historical Commission		
<input type="checkbox"/>	Archeology <i>Describe:</i> Further coordination will be conducted by developer.	9/9/2013	N/A
<input checked="" type="checkbox"/>	Historical Structures		
<input type="checkbox"/>	Texas Parks and Wildlife Department <i>Describe:</i> The proposed (2016) right-of-way (ROW) is located slightly north of the previous (2015) ROW, and land use patterns and habitats are nearly identical from those reported in the Biological Evaluation previously submitted on 12/14/15, and approved by TPWD Wildlife Division on 1/21/16.	1/21/2016	N/A
<input type="checkbox"/>	Texas Commission on Environmental Quality <i>Describe:</i> On November 6, 2015, a Section 401 Tier 2 certification questionnaire and alternatives analysis checklist was submitted to the USACE with the Section 404 application, which will initiate coordination with the TCEQ.	N/A	11/6/2015
<input type="checkbox"/>	U.S. Army Corps of Engineers <i>Describe:</i> A Wetland Delineation Report and Request for a Preliminary JD based on the Proposed Realignment was submitted to the USACE on 10/7/2015. A Section 404 individual permit application and wetland mitigation plan was submitted on Nov 6, 2015. A mitigation plan for stream impacts will be submitted when it becomes available.	N/A	11/6/2015
<input checked="" type="checkbox"/>	U.S. Coast Guard		
<input checked="" type="checkbox"/>	U.S. Fish & Wildlife Service		
<input checked="" type="checkbox"/>	FHWA (Conformity Determination)		
<input checked="" type="checkbox"/>	Other:		



VII. Additional Studies

If applicable, describe any additional environmental studies that were conducted. Select NA if changes to the project did not result in a need for new studies. Indicate whether studies have been conducted or remain to be completed. Describe additional studies, and list them in Section XI below.

Yes **Were additional studies needed?**

Describe:

Project Coordination Request (PCR)
Stream Mitigation Plan (see below)
Biological Evaluation form for the areas of new ROW
Initial Site Assessment (ISA)
Traffic Noise Analysis for Proposed Realignment

Yes **Are there studies that remain to be completed?**

Describe:

-Mitigation plan for stream impacts to be submitted to the USACE.

VIII. MTP/TIP Consistency

No **Is the project located outside the MPO area?**

Yes **Is the project listed in the current, approved, financially constrained MTP and TIP?**

What is the ETC? 2021 for Phase 1

Yes **Is the current ETC consistent with the ETC indicated in the initial environmental document or last reevaluation?**

No **Has a revised CO and MSAT analysis been conducted?**

What is the total project cost? \$1.2 billion

Yes **Is the project located in a non-attainment area?**

No **Would any changes to the project result in an inconsistency with the fiscally constrained MTP and TIP?**

Note: Estimated Time of Completion (ETC) is the fiscally constrained MTP/LRTP ultimate proposed project versus an interim and/or intermediate phase of an ultimate proposed project.

No **Will a revised conformity determination be required?**

Note: Shifts, earlier or later not within, in AQ analysis years can cause revisions to conformity.

IX. EPICS

Indicate the status of required any permits and/or commitments, and describe any changes in the related requirements. List any required documentation in Section XI below. Selecting some options will trigger the appearance of a description field. If a field appears after making a selection, a description is required.

Select the applicable finding from the dropdown field below:

All mitigation and/or commitments from the original approval remain the same.



X. Public Involvement

If additional public involvement is required, list summaries or required documentation in Section XI below. If no additional public involvement was required, select NA.

No Is there substantial controversy on environmental grounds?

Yes Was additional public involvement completed for this reevaluation?

Previously Completed Public Involvement Activities:

Meeting with Affected Property Owners

No Does any additional public involvement remain to be completed?

XI. Attachments and References

Attachments:

List any studies, permits, coordination, etc. attached to this checklist. If there are no associated attachments, enter NA into the field.

- Attachment 1 – Support Documentation
- Attachment 2 – Project Location Map
- Attachment 3 – Diagrammatic of Grand Parkway Segments H and I-1
- Attachment 4 – Land Use
- Attachment 5 - Affected Parcels
- Attachment 6 – Prime Farmland Impacts
- Attachment 7 – Wetlands, Vegetative Communities, and Floodplains
- Attachment 8 – Pages from District STIP 2013-2016
- Attachment 9 - Hazardous Materials Exhibit
- Attachment 10 - Census Block Exhibit
- Attachment 11 – Noise Receiver Locations

References:

List any studies, permits, coordination, etc. incorporated into the RCC by reference. Include the names and locations of electronic files. If there are no associated references, enter NA into the field.

N/A

XII. Conclusion and Recommendation

Project Name: Re-Evaluation of the Final Environmental Impact Statement (FEIS) for State Highway 99 (Grand Parkway) Segments H and I-1

Control Section Job Number (CSJ): 3510-07-003, 3510-08-001, 3510-09,001, 3510-09,002, 3510-10-001

Reevaluation Preparer's Recommendation

The environmental decision has been reevaluated as required by 23 CFR 771.129 and/or 43 TAC §2.85 and it has been determined that no substantial changes have occurred to the social, economic or environmental impacts of the proposed action that would substantially impact the quality of the human or natural environment. Therefore, the original environmental decision remains valid. It is recommended that the project be advanced to the next phase of project development.



Reevaluation Consultation Checklist (RCC)

Stephanie Guillot

Reevaluation Preparer Name

Environmental/Transportation Planne

Title

Stephanie Guillot

Reevaluation Preparer Signature

Digitally signed by Stephanie Guillot
DN: cn=Stephanie Guillot, o=HNFB Corporation, ou,
email=stephanie.p.guillot@gmail.com, c=US
Date: 2016.03.14 08:47:45 -05'00'

March 14, 2016

Date

Reevaluation Reviewer's Recommendation

The environmental decision has been reevaluated as required by 23 CFR 771.129 and/or 43 TAC §2.85 and it has been determined that no substantial changes have occurred to the social, economic or environmental impacts of the proposed action that would substantially impact the quality of the human or natural environment. Therefore, the original environmental decision remains valid. It is recommended that the project be advanced to the next phase of project development.

Comments (Optional):

Terri Dedhia

Reevaluation Reviewer Name

Env Specialist V/Lead Worker

Title

Terri Dedhia

Reevaluation Reviewer Signature

Digitally signed by Terri Dedhia
DN: cn=Terri Dedhia, o, ou=TXDOT, email=terri.dedhia@txdot.gov, c=US
Date: 2016.03.17 14:34:06 -05'00'

March 17, 2016

Date

Department Delegate's Decision

The environmental decision has been reevaluated as required by 23 CFR 771.129 and/or 43 TAC §2.85 and it has been determined that no substantial changes have occurred to the social, economic or environmental impacts of the proposed action that would substantially impact the quality of the human or natural environment. Therefore, the original environmental decision remains valid. It is recommended that the project be advanced to the next phase of project development.

Comments (Optional):

Jenise Walton

Department Delegate Name

PD Deputy Section Director

Title

Jenise Walton

Department Delegate Signature

Digitally signed by Jenise Walton
DN: cn=Jenise Walton, o=TXDOT, ou=ENV Division,
email=JENISE.WALTON@TXDOT.GOV, c=US
Date: 2016.03.24 10:20:13 -05'00'

March 24, 2016

Date

Attachment 1
Re-Evaluation Support Documentation

**SUPPORT DOCUMENTATION
FOR THE
RE-EVALUATION 2
OF THE
FINAL ENVIRONMENTAL IMPACT STATEMENT**

FOR

**State Highway 99
Grand Parkway
Segment H and I-1**

**FROM: US 59(N)/I-69
TO: I-10(E)**

MONTGOMERY, HARRIS, LIBERTY and CHAMBERS COUNTIES, TEXAS

CSJs: 3510-07-003, 3510-08-001, 3510-09-001, 3510-09-002, 3510-10-001

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

and

TEXAS DEPARTMENT OF TRANSPORTATION

March 2016

INTRODUCTION & BACKGROUND

This document supports the second re-evaluation of the approved State Highway (SH) 99, Grand Parkway, Segment H and I-1 Final Environmental Impact Statement (FEIS) for the construction of a 37.4-mile new location, four-lane, controlled access toll road with intermittent frontage roads within a 400-foot right-of-way (ROW) from United States Highway (US) 59 North (N)/Interstate Highway (I) 69 to I-10 East (E) in Montgomery, Harris, Liberty and Chambers Counties, Texas (**Attachment 2**). The Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT) jointly approved the FEIS for the project in February 2014. A Record of Decision (ROD) was issued by FHWA on June 24, 2014.

As described in the ROD, the Selected Alignment provided the best opportunity to avoid and minimize impacts to the natural, social, and cultural environment while meeting the transportation need and purpose for the project. Approximately 1,996 acres of ROW was to be required for the Selected Alternative to accommodate the transportation facility, as well as utility line adjustments.

The ROD approved the Selected Alternative alignment was modified and evaluated using the TxDOT Reevaluation Consultation Checklist (RCC); the RCC was approved on January 25, 2016. Approximately 2,001 acres of ROW would be required for the Approved Realignment to accommodate the transportation facility, as well as utility line adjustments. The first re-evaluation considered alignment shifts in 5 areas: (1) future Community Drive, (2) the proposed CMC Rail Development near US 90, (3) a single parcel near FM 1413; (4) near the ExxonMobil Plant expansion; and (5) the existing canal near SH 146 and FM 565. These shifts were located on approximately 480 acres of ROW not evaluated in the FEIS.

DESCRIPTION OF RE-EVALUATION

The purpose of this second re-evaluation is to describe the design modifications that have occurred since the approval of the first realignment (January 25, 2016). Furthermore, this re-evaluation will assess how the proposed realignment would affect the previous environmental impacts analysis and determine whether a new and comprehensive analysis of the entire project is needed. This re-evaluation complies with FHWA regulations (23 Code of Federal Regulations [CFR] 771.129). For comparison purposes, this re-evaluation documentation will compare the proposed realignment environmental impacts with the approved realignment ROW.

The project revisions include a 3.6 mile proposed alignment shift in Mont Belvieu near State Highway (SH) 146. The alignment shift begins at the proposed Grand Parkway approximately 0.5 miles west of SH 146 (or 0.6 miles southwest of the SH 146 and FM 3360 intersection) and shifts north of the FEIS alignment, then connects back to the existing alignment approximately at the proposed Langston Road (or approximately 1.0 mile north of I-10) (see Project Location Map in **Attachment 2**). This proposed alignment shift is referenced as the “Proposed Realignment.”

The Proposed Realignment would increase the amount of additional ROW by approximately 5 acres from the Approved Realignment requiring a total of 2,006 acres of ROW. Although the Proposed Realignment would require an additional 5 acres of ROW, the alignment shift is located on approximately 132 acres of ROW not evaluated in the FEIS or under the Approved Realignment. **Table 1** presents the changes in ROW for the proposed alignment shift.

Table 1: Proposed Right-of-Way

Alignment Shift Area	Selected Alternative (ROD Approved) ROW (acres)	Proposed Realignment ROW (acres)
SH 149 to proposed Langston Road	128	132

Public feedback and preference was taken into consideration throughout the development of the FEIS and has continued subsequent to the issuance of the ROD. TxDOT and GPA individually met with affected property owners and stakeholders throughout February and March 2016 to discuss the potential realignment (see the stand-alone Meetings with Affected Property Owners and Stakeholders Summary Report). **Table 2** presents the meeting dates with seven affected property owners and three stakeholders.

Table 2: Meetings Held During Re-Evaluation

Affected Property Owners		
Property Owner	Point of Contact	Date of Meeting
Placid Refining Co	Ron Hurst	Declined meeting
SRM Petroleum	Syed Mohiuddin	2/29/2016
Texas Home Development Corp	Jim Davis	2/26/2016
Jean Kelly Nicholson	Barclay Nicholson	3/2/2016
Benes Family LTD	Randy Hopper	Declined meeting
Park Block LTD J M Little	John Ballis	2/16/2016
Mont Belvieu Caverns (Enterprise)	John Sanchez	2/3/2016
Stakeholders		
City of Mont Belvieu	Ricardo Villagrand	2/29/2016
Coastal Water Authority	Greg Olinger	3/1/2016
Chambers County	N/A	N/A ¹

Note: 1. Tucker Ferguson, Beaumont District Engineer, met with Chambers County Commissioner Rusty Senac and Chambers County Engineer Bobby Hall on February 25, 2016 and showed them the proposed realignment exhibits and updated them on project status. They offered no comments to the proposed alignment change.

With the alignment shift, the majority of the ROW associated with the Approved Realignment will still require acquisition; however, some parcels will have a different ROW requirement than identified in the first re-evaluation. **Table 3** provides a list of affected parcels, including newly affected parcels and parcels with different ROW requirements, based on the Proposed Realignment (**Attachment 5**).

Table 3: Proposed Realignment ROW

Parcel ID 2014	County	Total Parcel Acres	Approved Realignment Acres in ROW	Proposed Realignment Acres in ROW	Change (Acres)
330	Chambers	258.1	21.82	21.84	0.02
331	Chambers	132.89	22.11	20.93	-1.18
332	Chambers	16.21	6.41	10.46	4.05
333	Chambers	5.93	0.21	0.00	-0.21
334	Chambers	9.25	5.06	0.94	-4.12
335	Chambers	11.18	1.02	1.02	0.00
336	Chambers	3.85	0.50	0.00	-0.50
337	Chambers	0.64	0.37	0.08	-0.29
338	Chambers	1.1	0.20	0.00	-0.20
339	Chambers	28.26	0.39	6.10	5.71
340	Chambers	41.91	6.42	8.06	1.64
341	Chambers	39.76	1.10	0.00	-1.10
342	Chambers	36.13	6.43	6.30	-0.13
343	Chambers	38.82	6.39	6.55	0.16
344	Chambers	69.56	14.55	12.23	-2.32
345	Chambers	64.94	10.19	9.98	-0.21
346	Chambers	80.7	11.74	11.99	0.25
347	Chambers	121.36	9.96	9.88	-0.08
348	Chambers	42.69	0.02	5.48	5.46
349	Chambers	10.74	9.84	0.47	-9.37
350	Chambers	22.75	6.77	11.97	5.20
351	Chambers	37.06	9.08	9.15	0.07
352	Chambers	40.7	7.02	8.44	1.42
353	Chambers	25.51	2.49	0.00	-2.49
354	Chambers	255.93	52.89	55.60	2.71

Desktop surveys were performed to analyze possible environmental impacts associated with the Proposed Realignment. The desktop exercise included, but was not limited to: land use, waters of the U.S., floodplains, threatened and endangered species habitat, noise, socioeconomic resources, cultural resources, hazardous materials, and conformity with planning for Montgomery, Harris, Liberty and Chambers counties.

This re-evaluation examines all the environmental issues that were originally investigated and reported in the ROD and the first re-evaluation approved on January 25, 2016. This examination has determined that the Proposed Realignment would result in no substantial change in project impacts to the natural resources and environmental issues shown in **Table 4**.

Table 4: Comparison of Approved Realigned and Potential Realignment Impacts

Resource/Issue		Proposed Alternative Result in Change to Impacts?	Approved Realignment Impacts	Proposed Realignment Impacts	Proposed Alternative Impacts Change Validity of Original NEPA Determination (ROD)?
Land Use (acres) (H-GAC 2015 Q1 dataset)	Commercial	N	5	5	N
	Gov/Med/Education	N	0.02	0.02	N
	Industrial	Y	0	0	N
	Multiple	Y	70	70	N
	Parks/Open Space	Y	9	9	N
	Residential	Y	92	92	N
	Undevelopable	Y	209	209	N
	Vacant (includes agriculture)	Y	1,270	1,270	N
	Water	Y	13	13	N
	Pavement	Y	66	67	N
	Unknown	Y	267	271	N
	Total ROW	Y	2,001	2,006	N
Natural Resources (acres)	Non-Forested Wetland (ac)	Y	6.44	5.27	N
	Forested Wetlands (ac)	Y	25.08	23.39	N
	Ecologically Significant Streams Crossed	N	3 streams	3 streams	N

Attachment 1

Resource/Issue		Proposed Alternative Result in Change to Impacts?	Approved Realignment Impacts	Proposed Realignment Impacts	Proposed Alternative Impacts Change Validity of Original NEPA Determination (ROD)?
	TES/SOC	N	The habitats and land use patterns are nearly identical between the ROD and Approved Realignment, so the list of species will likely not change. The vegetation communities occurring within the realignment ROW consist primarily of cultivated agricultural land or forested areas dominated by loblolly pine. No suitable habitat for federally-listed species exists within the realignment ROW. A Biological Evaluation (BE) addressing both federal and state listed species was completed for the areas of new ROW and coordination with TPWD was completed on Jan. 21, 2016.	The Proposed Realignment ROW is located slightly north of the Approved Realignment ROW, and land use patterns and habitats are nearly identical from those reported in the BE previously submitted on Dec. 14, 2015, and approved by TPWD Wildlife Division on Jan. 21, 2016. Habitat does not exist for any federally protected species listed in the USFWS Official Species List or the IPac report generated for this project. There is no designated critical habitat for any federally listed species within the project limits.	N
	Floodway (ac)	N	68.94	68.94	N
	100-yr Floodplain (ac)	Y	181	186 See Table 5.	N
	Prime Farmlands (ac)	Y	944	948.76	N ¹
Cultural Resources	Historic Resources	N	For the Approved Realignment, a Supplemental HRSR completed in September 2015. Supplemental HRSR recommended that there were no historic resources on parcels investigated as a result of changes to the Area of Potential Affect resulting from design changes. SHPO concurred on Nov 19, 2015 that the proposed project would have no adverse effect to the historic properties present within the APE.	Project was noted as clear with an EPIC to coordinate the design at two historic canals.	N

Attachment 1

Resource/Issue		Proposed Alternative Result in Change to Impacts?	Approved Realignment Impacts	Proposed Realignment Impacts	Proposed Alternative Impacts Change Validity of Original NEPA Determination (ROD)?
Cultural Resources	Archeological Resources	N	Further investigation of potential Archeological resources in areas of design modifications will be conducted and coordinated with TxDOT ENV and THC prior to construction. Since ROE was not obtained for the entire APE, the areas not examined during the FEIS and the new areas associated with the subsequent re-evaluations will be examined by a qualified archaeologist as part of the developer's responsibility.	Further investigation of potential Archeological resources in areas of design modifications will be conducted and coordinated with TxDOT ENV and THC prior to construction. Since ROE was not obtained for the entire APE, the areas not examined during the FEIS and the new areas associated with the subsequent re-evaluations will be examined by a qualified archaeologist as part of the developer's responsibility.	N
Traffic Noise		Y	The FEIS traffic noise analysis concluded that the Selected Alternative would result in traffic noise impacts with no feasible and reasonable noise abatement. A noise analysis was conducted for the Approved Realignment using the same methodology of the FEIS. The analysis also concluded that noise abatement would not be feasible and reasonable for the traffic noise impacts associated with the alignment shift.	The proposed realignment is in the vicinity of traffic noise receivers not evaluated in the FEIS. A traffic noise analysis was completed for year 2039 for the alignment shift area following the same methodology of the FEIS. A total of four receivers were evaluated for potential noise impacts. The results of the analysis are included in the Traffic Noise Technical Report (February 2016) and shown on Attachment 11 .	N
MTP/TIP Consistency		N	The proposed action is consistent with the areas financially constrained 2035 Regional Transportation Plan (RTP) Update, as revised, and the 2013-2016 Transportation Improvement Program (TIP). Both the RTP and the TIP were found to conform to the TCEQ SIP by FHWA on Jan. 25, 2011 and Nov. 1, 2012, respectively.	The proposed action is included in the 2013-2016 District Statewide TIP. The proposed action is included in the recently approved 2040 RTP (approved Sept. 11, 2015). The new STIP pages are included as Attachment 8 .	N

Attachment 1

Resource/Issue		Proposed Alternative Result in Change to Impacts?	Approved Realignment Impacts	Proposed Realignment Impacts	Proposed Alternative Impacts Change Validity of Original NEPA Determination (ROD)?
Socioeconomic/EJ	Residential Displacements	N	81	81	N
	Commercial Displacements	N	19	19	N
	Church Displacements	N	1	1	N
	Community Cohesion	N	<p>The FEIS determined that potential degradation of aesthetics and community character for residences adjacent to the facility; and temporary construction impacts.</p> <p>Approved Realignment would not impact any additional churches or schools, nor did the approved realignment create any additional restrictions.</p>	<p>No additional churches or schools would be displaced nor will the Proposed Realignment create any additional restrictions.</p>	N
	EJ Issues	N	<p>Approved Realignment would have no additional minority or low-income populations affected so FEIS conclusion remains valid.</p>	<p>Proposed Realignment would have no additional minority or low-income populations affected so FEIS conclusion remains valid.</p>	N

Resource/Issue		Proposed Alternative Result in Change to Impacts?	Approved Realignment Impacts	Proposed Realignment Impacts	Proposed Alternative Impacts Change Validity of Original NEPA Determination (ROD)?
	Summary	N/A	The Approved Realignment would impact 14 census block groups with high minority populations. This includes one additional census block evaluated in the re-evaluation approved in January 2016.	<p>The Proposed Realignment would impact 14 census block groups with high minority populations; no additional blocks with high minority populations would be affected by the proposed alignment shift. The census block groups are illustrated in Attachment 10.</p> <p>Individual meetings with affected property owners were conducted in February and March of 2016 to present the proposed design modifications.</p>	N/A
Water Wells	Public	N	7	7	N
	Private	N	0	0	N
Hazardous Materials ²	Regulated Sites ³	Y	9	8	N
	Oil Wells	N	11	11	N

Notes:

1. The Proposed realignment would increase prime farmland impacts from 944 ac to 949 ac. Project-related impacts to farmland soils in Chambers County were determined to be minimal according to final land evaluation and site assessment scoring conducted on the NRCS Form AD-1006. The proposed project would convert farmland subject to the FPPA to a nonagricultural, transportation use. However, the combined scores of the relative value of the farmland and the site assessment completed by TxDOT do not warrant further consideration for protection. The Proposed Realignment scored too low to require coordination with NRCS and the conclusion made in the ROD remains the same.
2. No additional regulated sites and oil wells would be impacted by the realignment. The exhibits included in **Attachment 9** illustrate the locations of the regulated facilities and the changes in alignment.
3. The *Grand Parkway Segments H and I-1 Corridor Phase I Initial Site Assessment (ISA)* (June 2015) includes findings and recommendations for the regulated sites within the ROW of Proposed Realignment.

As shown in **Table 5**, the Proposed Realignment would increase the acres of 100-year floodplains within the right-of-way by approximately 5 acres. The acreage changes were associated with Smith Gully and Hackberry Gully, which are shown on **Attachment 7**.

In January 2016, the *Corridor Drainage Impact Report* was updated to assess the impacts associated with the Proposed Realignment. During the update the report, the study team coordinated with the City of Mont Belvieu, Chambers County and the Coastal Water Authority to discuss the project and project requirements.

Table 5: 100-year Floodplain within Alternative ROW

Waterbody	100-year Floodplain within ROW (Acres)	
	Approved Realignment	Proposed Realignment
Caney Creek	31.7	31.7
Peach Creek	48.4	48.4
Church House Gully	0.8	0.8
East Fork San Jacinto	27.1	27.1
Luce Bayou	14.3	14.3
Cedar Bayou	31.3	31.3
West Prong Old River	11.5	11.5
Smith Gully	8.9	7.8
Hackberry Gully	6.5	12.7
Total	180.6	185.6

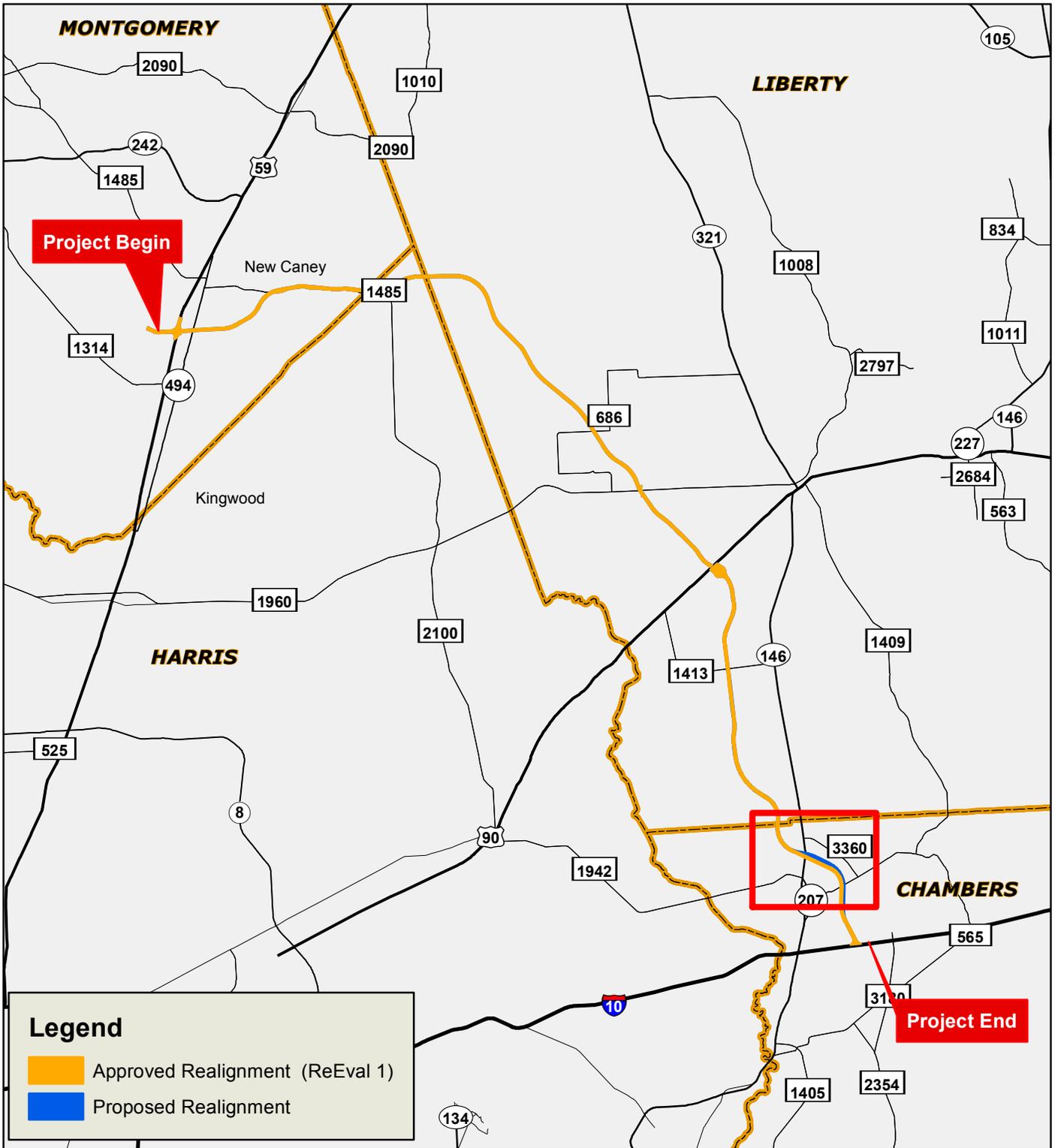
CONCLUSION

This re-evaluation does not involve any new resource features that were not examined in the ROD and would not introduce any new indirect or cumulative impacts to them (including, but not limited to those resources listed in **Table 4**) beyond what was reported in the ROD. The Grand Parkway Area of Influence (AOI) is undergoing rapid population and employment growth and is anticipated to continue through the year 2025 and beyond, regardless of when or if the Grand Parkway is constructed. However, the Segment H and I-1 Selected Alternative, as presented in the ROD, will compliment and reinforce the development pattern and effects. The Grand Parkway, combined with other local/regional development efforts, would serve to accommodate growth and development, either present or planned. In addition, a number of regulatory mechanisms are in place to offset or minimize the adverse effects of social and economic growth. Efforts have been made to avoid and minimize project effects to all resources at both the corridor and alignment development phases of the project, and measures would be implemented to mitigate the loss of resources, where practicable.

In accordance with 23 CFR 771.129 and the FHWA Technical Advisory T 6640.8A, Section XI, TxDOT, in coordination with FHWA, has prepared this second re-evaluation of the Grand Parkway Segment H and I-1 project as it proceeds with “major approvals,” e.g., the USACE Section 404 permit. This detailed design has proceeded, and the environmental documentation for the project has been reviewed. Overall, there would be an increase in the amount of ROW acquisition, prime farmland, and floodplains, but a decrease in wetland impacts as compared to the Approved Realignment.

Resource agency coordination will continue as detailed schematics for the construction of Segment H and I-1 become available. Further investigation of potential NRHP-eligible resources in areas of design modifications will be conducted and coordinated with TxDOT ENV and THC prior to construction. Further investigation of potential Archeological resources in areas of design modifications will be conducted and coordinated with TxDOT ENV and THC prior to construction. TxDOT will continue coordination with the USACE regarding Section 404 permits; and TPWD should wildlife and habitat or sensitive natural resource areas be encountered during construction. All coordination and concurrences will occur prior to construction.

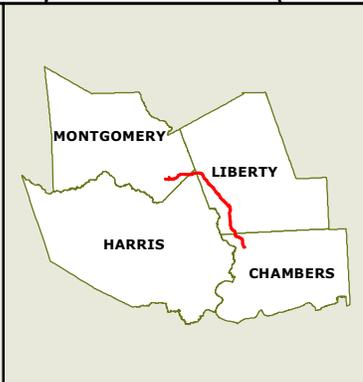
Attachment 2
Project Location Map



Legend

- Approved Realignment (ReEval 1)
- Proposed Realignment

- Interstate Highway
- US Highway
- State Highway
- FM Road
- County Boundary
- Realignment Shift Location



**SH 99: US 59 (N) to IH 10 (E)
Grand Parkway
Segments H and I-1
Re-Evaluation**

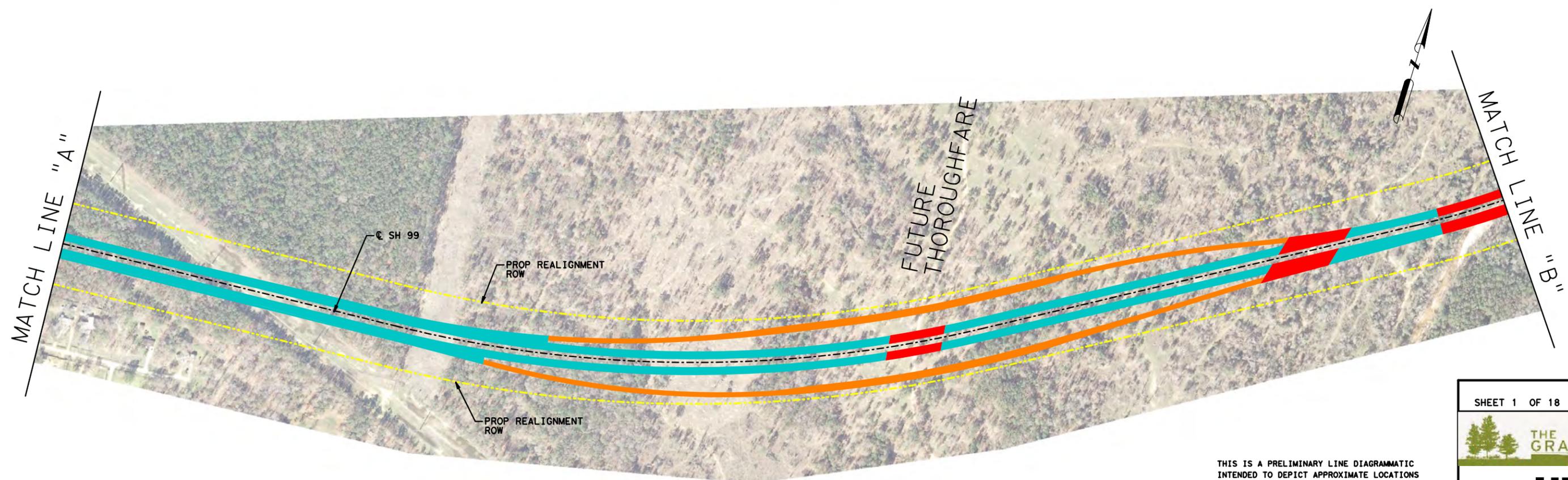
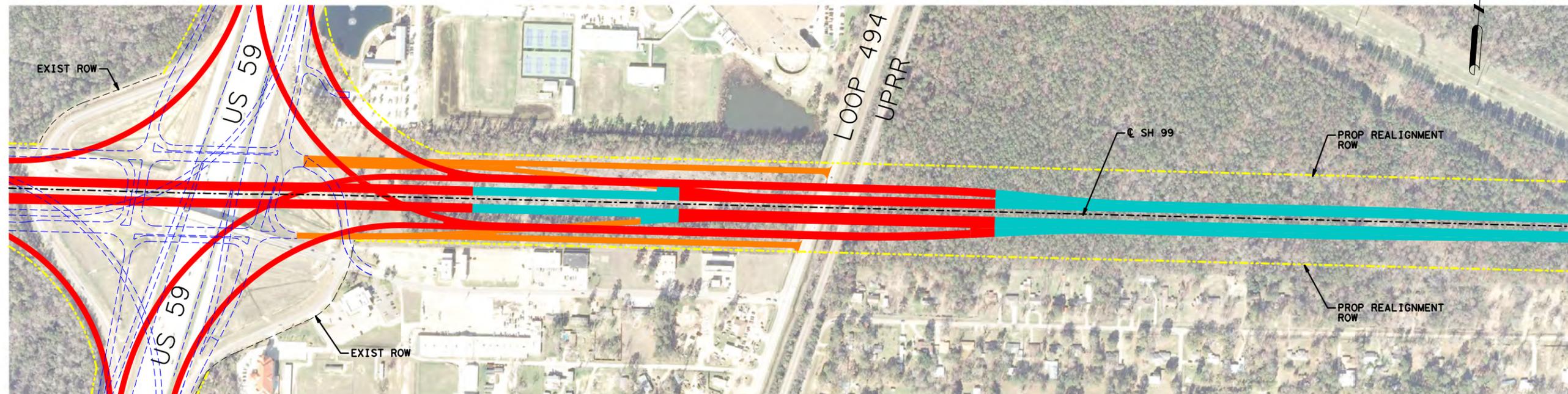
**Attachment 2
Project Location Map**

February 2016

Source: HNTB, 2015

Attachment 3
Line Diagrammatic

LEGEND	
	PROP BRIDGE
	PROP ROADWAY
	PROP FRONTAGE RD
	PROP REALIGN ROW
	EXIST ROW
	PROP ALIGNMENT
	UNDER CONSTRUCTION



THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

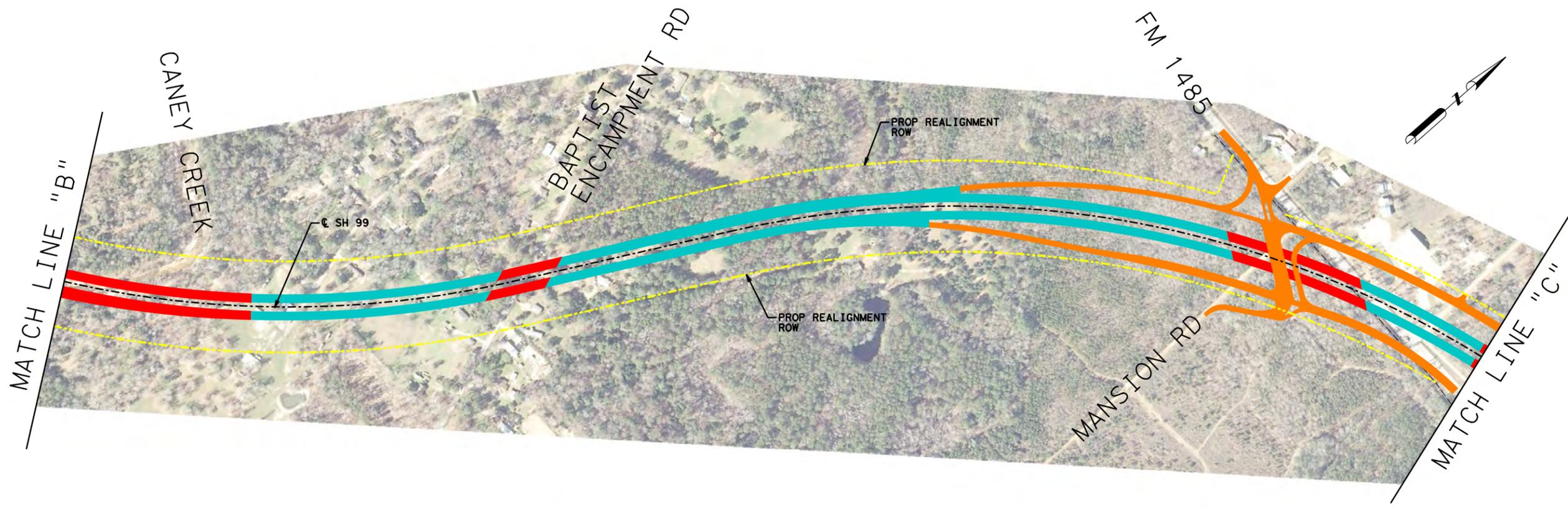
THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.

SHEET 1 OF 18 SCALE 1" = 500'

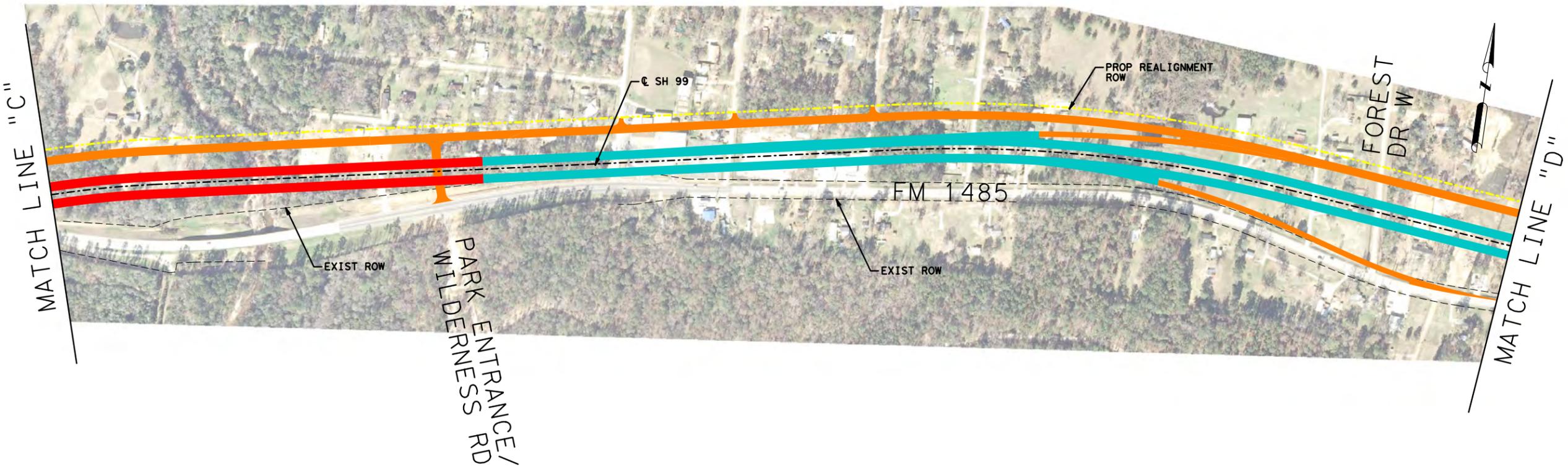


HNTB

DIAGRAMMATIC OF GRAND PARKWAY SEGMENTS H & I-1 FROM US 59 TO IH-10



LEGEND	
—	PROP BRIDGE
—	PROP ROADWAY
—	PROP FRONTAGE RD
- - -	PROP REALIGN ROW
- - -	EXIST ROW
- - -	PROP ALIGNMENT



SHEET 2 OF 18 SCALE 1" = 500'

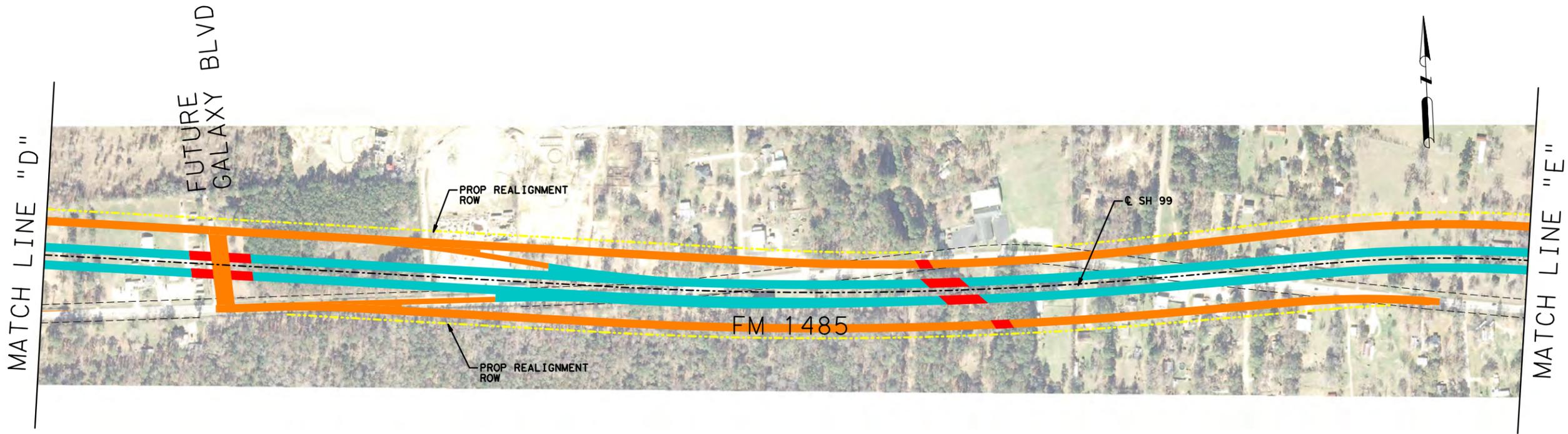


HNTB

DIAGRAMMATIC OF
GRAND PARKWAY
SEGMENTS H & I-1
FROM US 59 TO IH-10

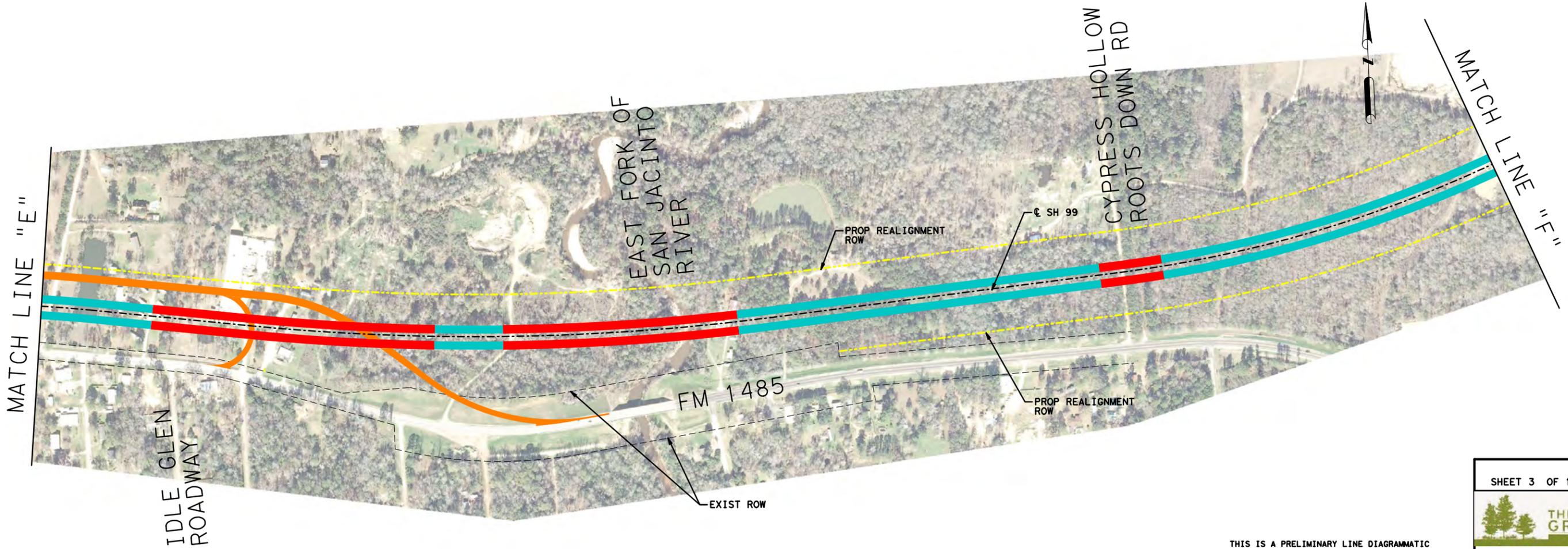
THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.



LEGEND

	PROP BRIDGE
	PROP ROADWAY
	PROP FRONTAGE RD
	PROP REALIGN ROW
	EXIST ROW
	PROP ALIGNMENT



THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.

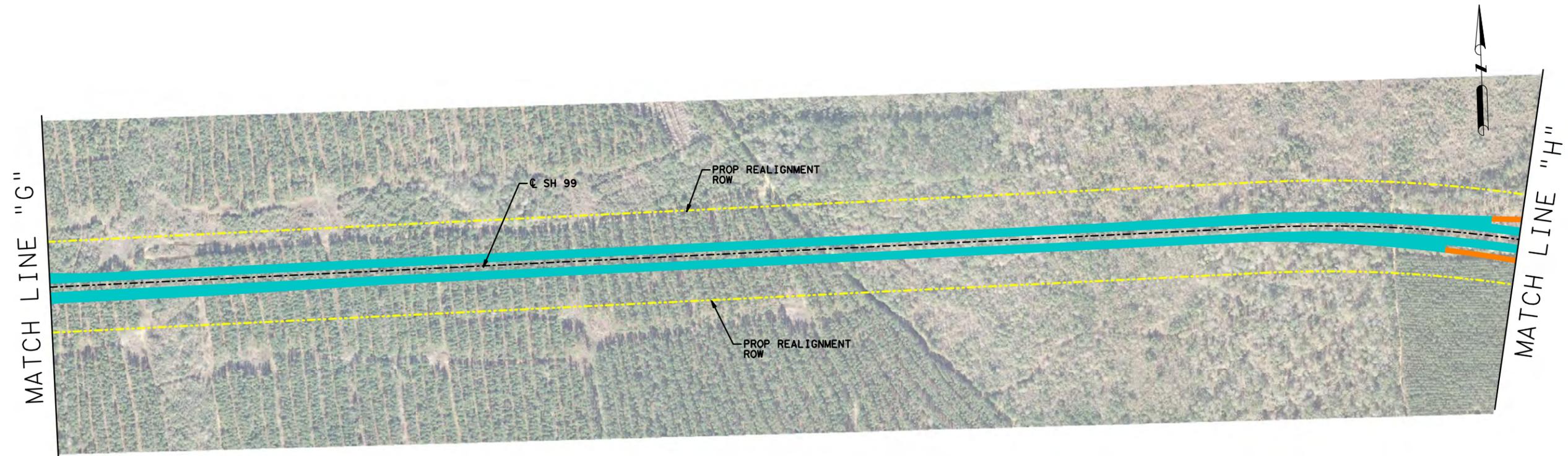
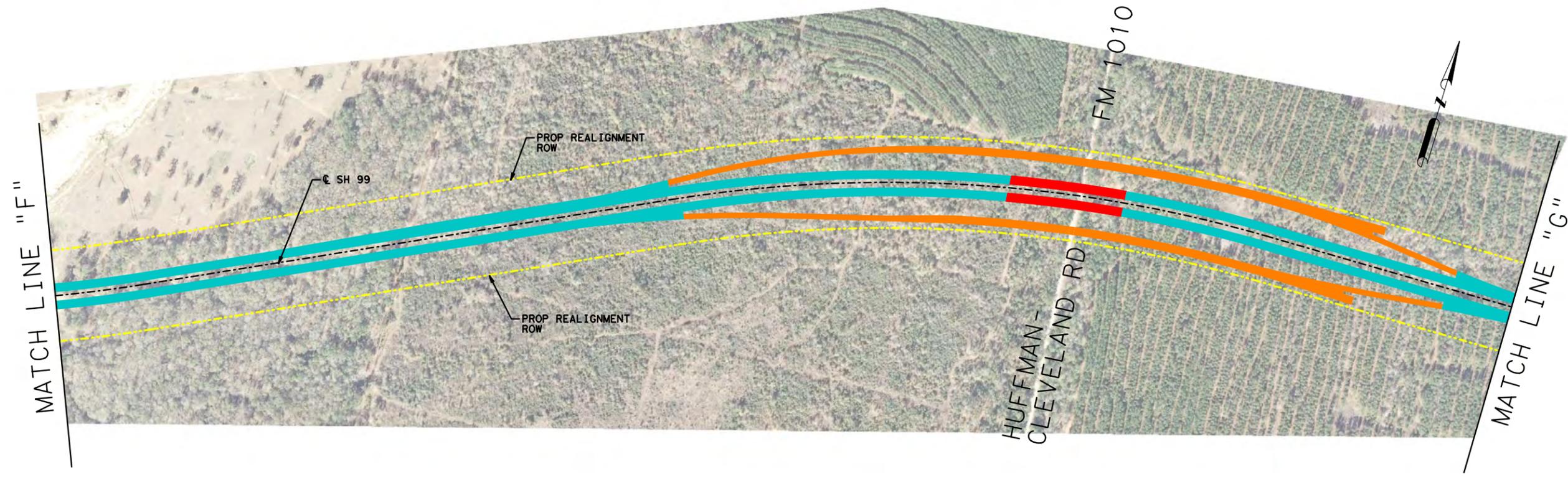
SHEET 3 OF 18 SCALE 1" = 500'



HNTB

DIAGRAMMATIC OF GRAND PARKWAY SEGMENTS H & I-1 FROM US 59 TO IH-10

LEGEND	
	PROP BRIDGE
	PROP ROADWAY
	PROP FRONTAGE RD
	PROP REALIGN ROW
	EXIST ROW
	PROP ALIGNMENT



THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

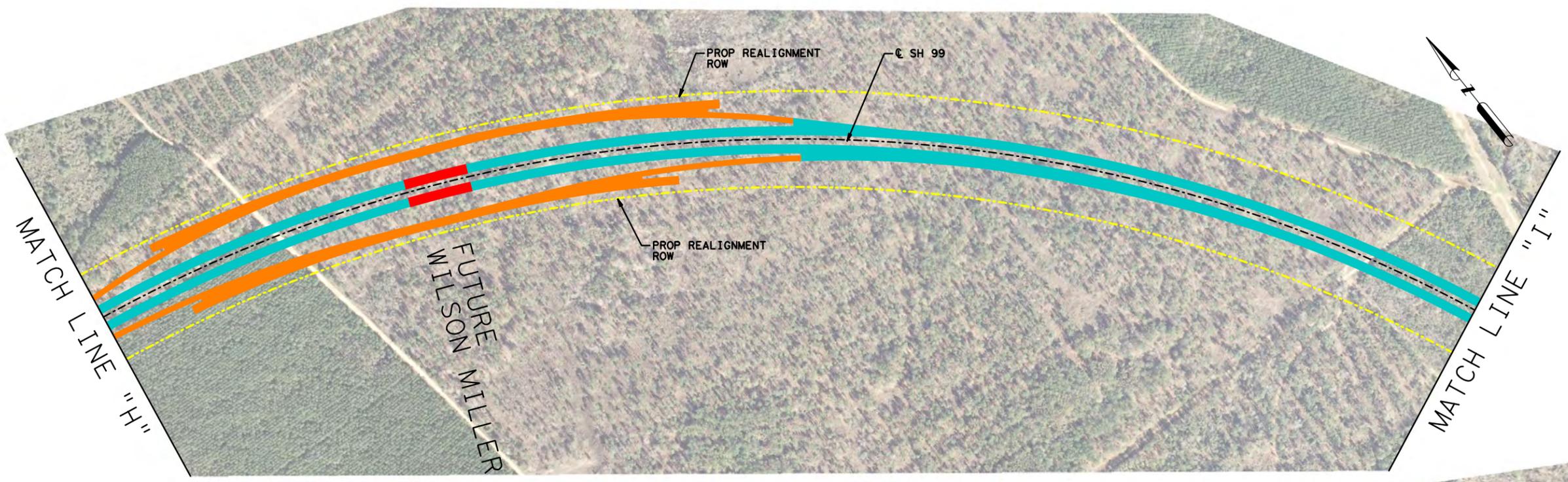
THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.

SHEET 4 OF 18 SCALE 1" = 500'



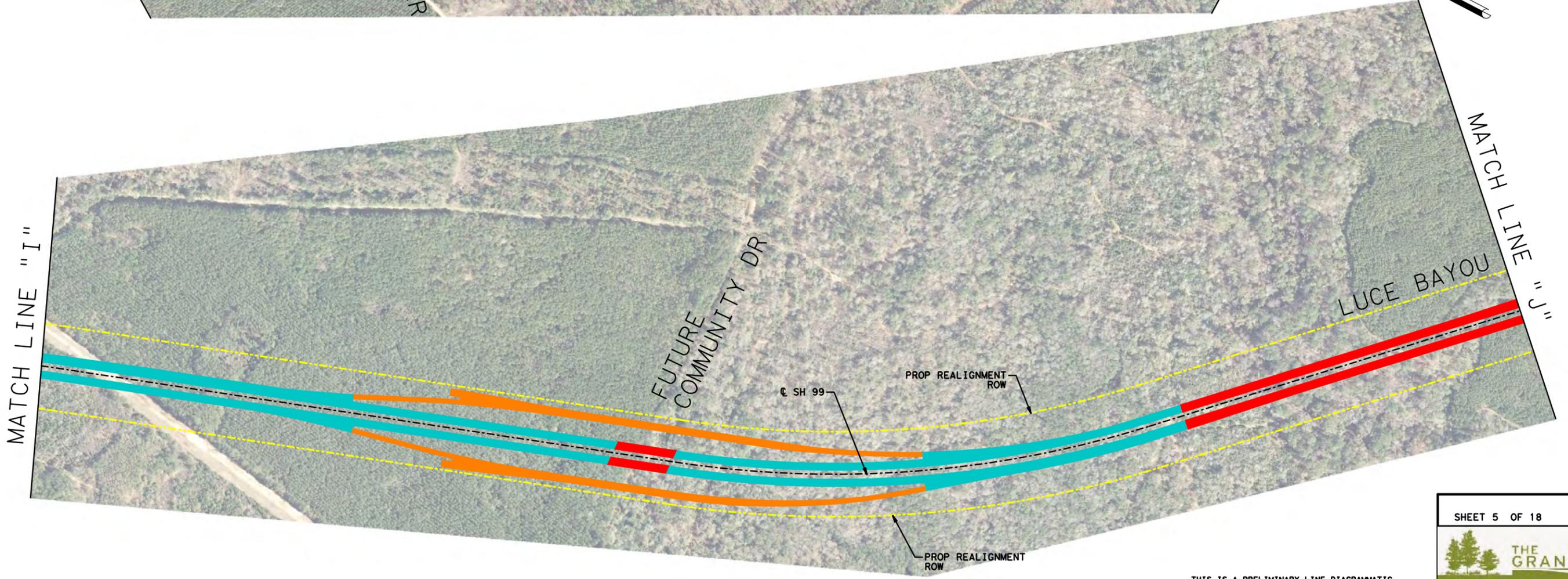
HNTB

DIAGRAMMATIC OF GRAND PARKWAY SEGMENTS H & I-1 FROM US 59 TO IH-10



LEGEND

—	PROP BRIDGE
—	PROP ROADWAY
—	PROP FRONTAGE RD
—	PROP REALIGN ROW
—	EXIST ROW
—	PROP ALIGNMENT



THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.

SHEET 5 OF 18 SCALE 1" = 500'

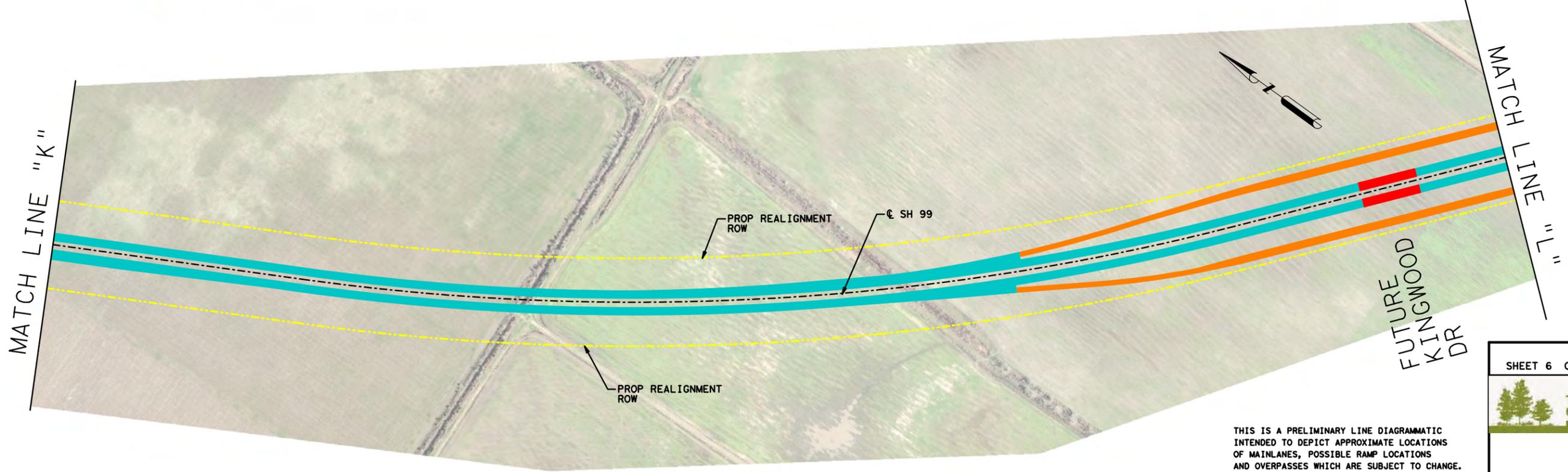
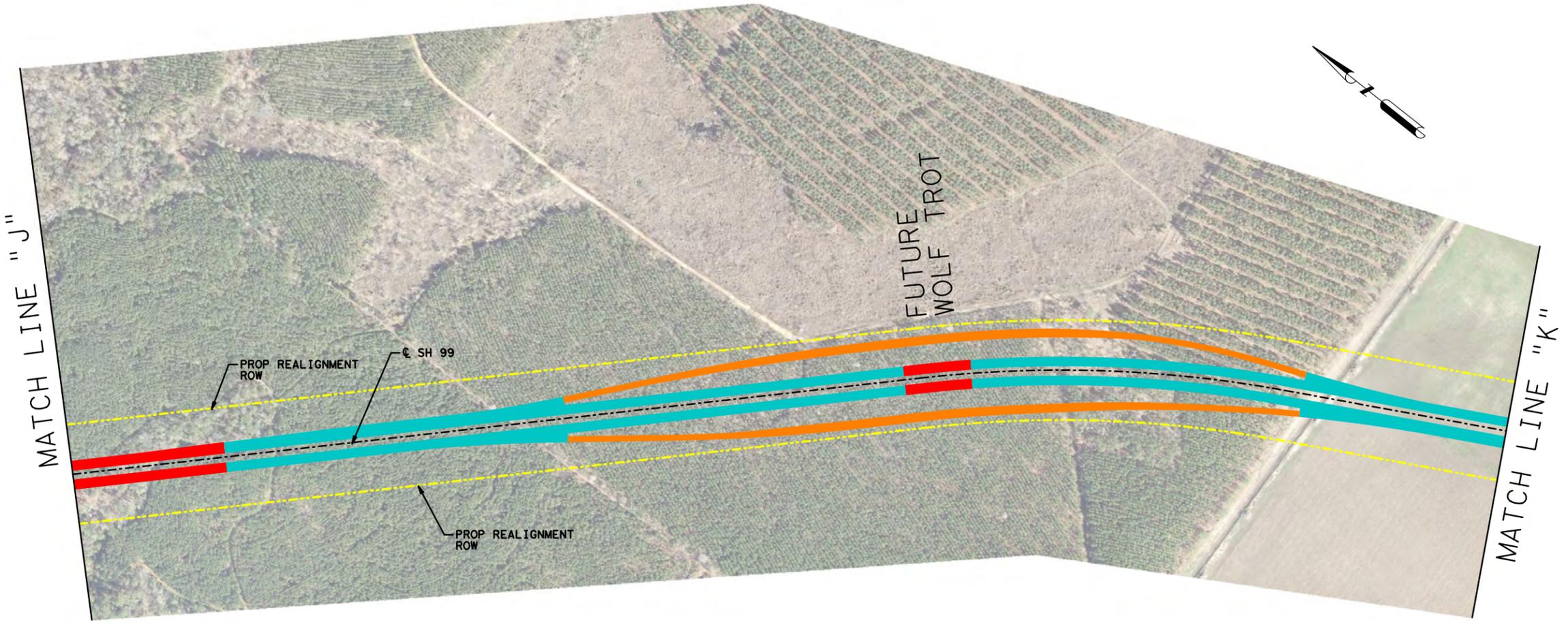


HNTB

DIAGRAMMATIC OF GRAND PARKWAY SEGMENTS H & I-1 FROM US 59 TO IH-10

LEGEND

- █ PROP BRIDGE
- █ PROP ROADWAY
- █ PROP FRONTAGE RD
- - - PROP REALIGN ROW
- - - EXIST ROW
- - - PROP ALIGNMENT



THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.

SHEET 6 OF 18 SCALE 1" = 500'

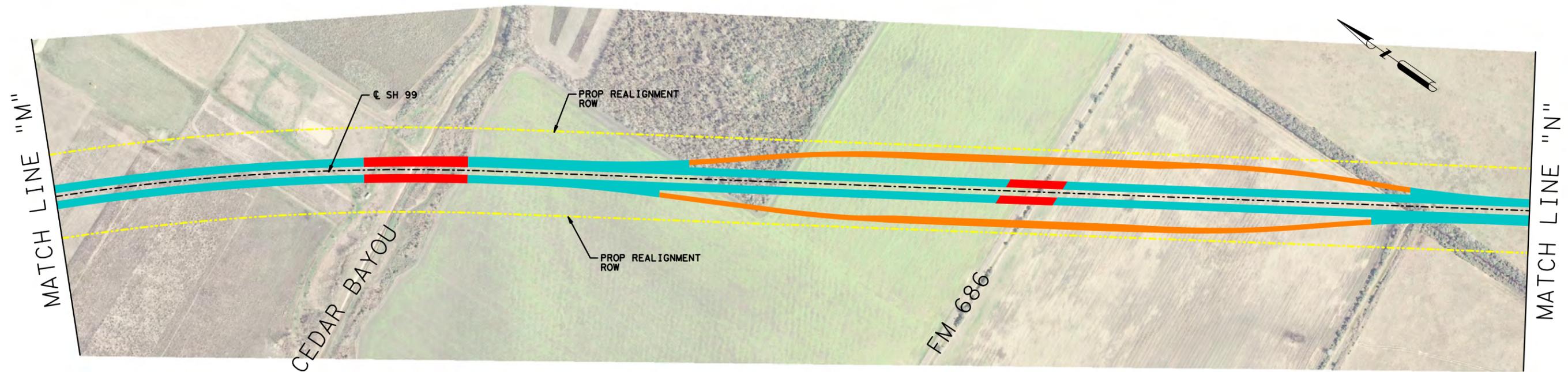
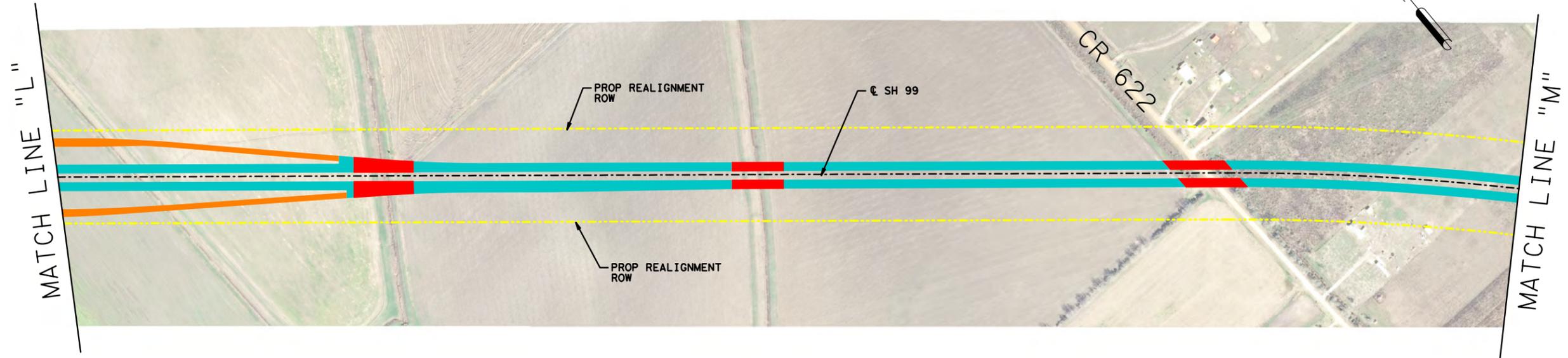


HNTB

DIAGRAMMATIC OF GRAND PARKWAY SEGMENTS H & I-1 FROM US 59 TO IH-10

LEGEND

- █ PROP BRIDGE
- █ PROP ROADWAY
- █ PROP FRONTAGE RD
- - - PROP REALIGN ROW
- - - EXIST ROW
- - - PROP ALIGNMENT



SHEET 7 OF 18 SCALE 1" = 500'



HNTB

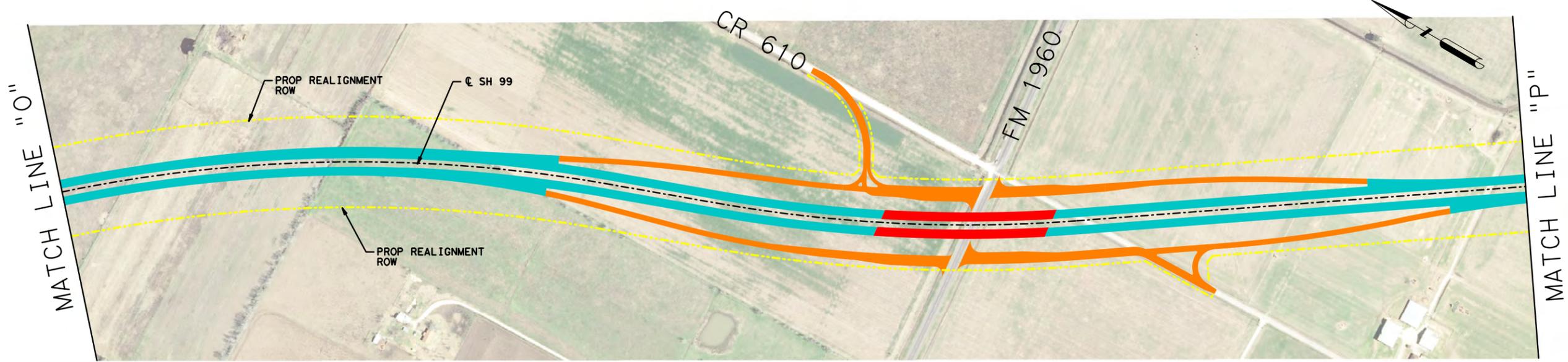
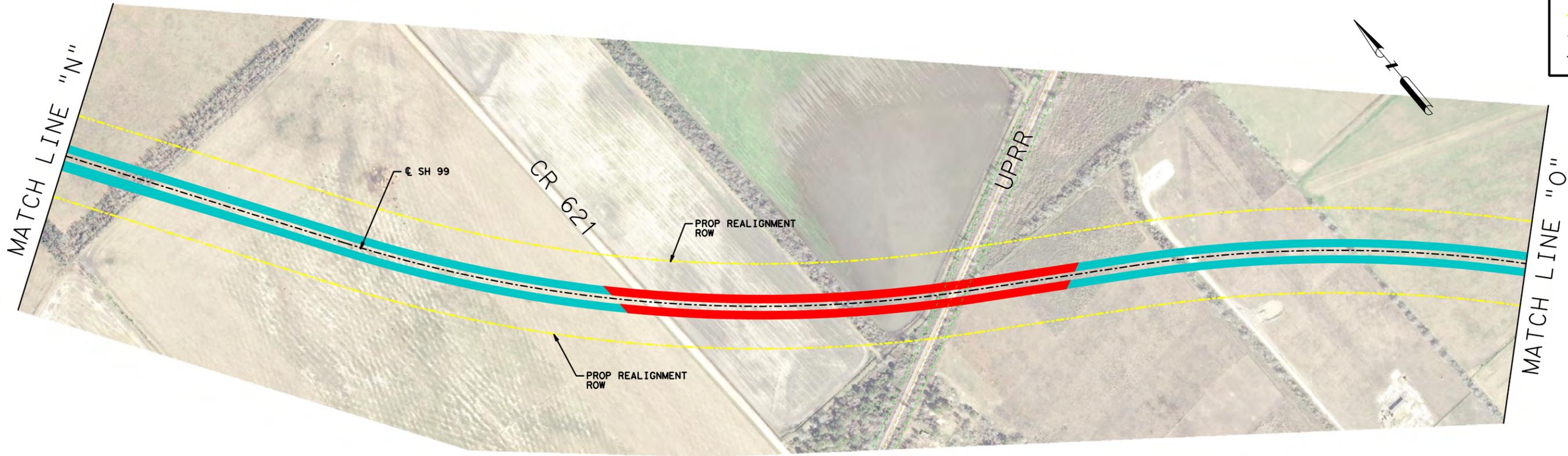
DIAGRAMMATIC OF
GRAND PARKWAY
SEGMENTS H & I-1
FROM US 59 TO IH-10

THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.

LEGEND

- PROP BRIDGE
- PROP ROADWAY
- PROP FRONTAGE RD
- - - - PROP REALIGN ROW
- - - - EXIST ROW
- - - - PROP ALIGNMENT



SHEET 8 OF 18 SCALE 1" = 500'

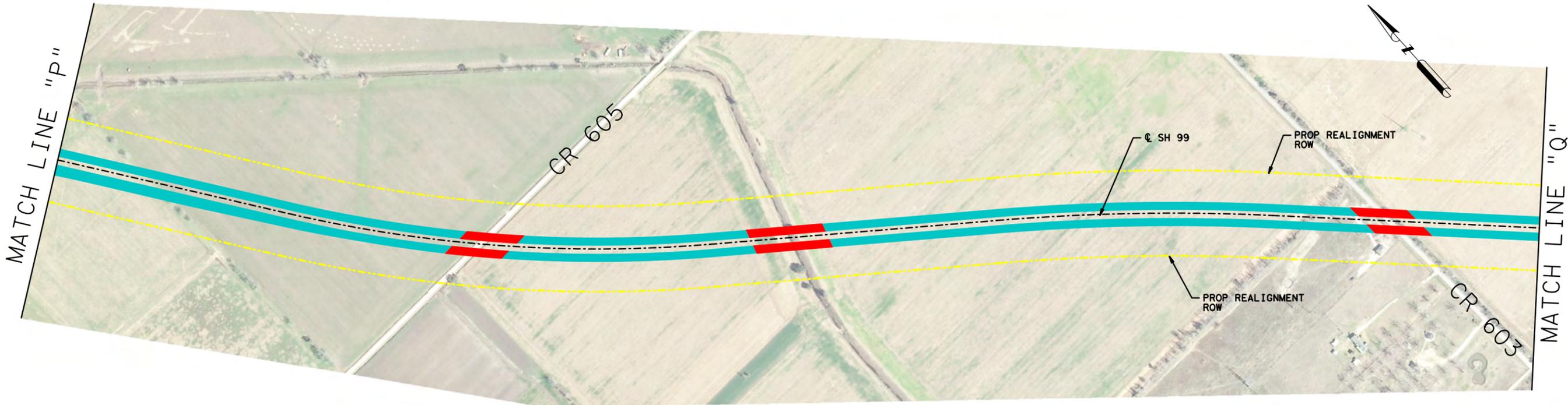


HNTB

DIAGRAMMATIC OF
GRAND PARKWAY
SEGMENTS H & I-1
FROM US 59 TO IH-10

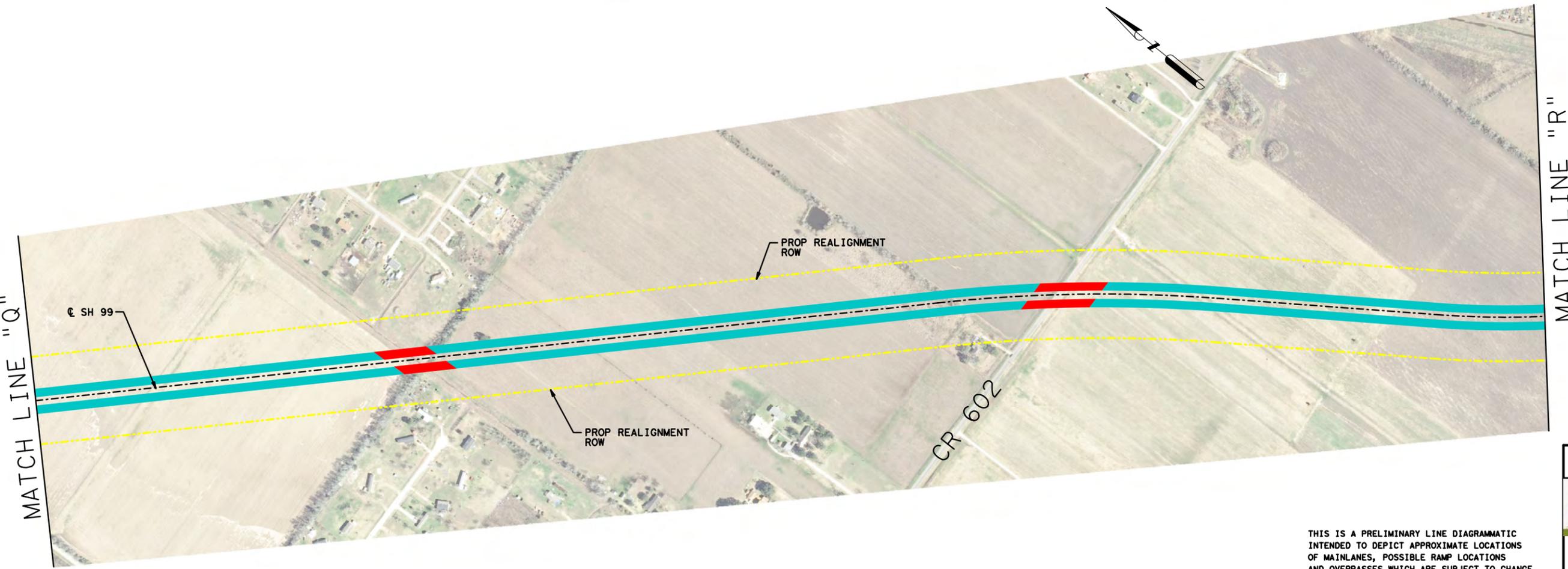
THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.



LEGEND

█	PROP BRIDGE
█	PROP ROADWAY
█	PROP FRONTAGE RD
- - -	PROP REALIGN ROW
- - -	EXIST ROW
- · - · -	PROP ALIGNMENT



THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.

SHEET 9 OF 18 SCALE 1" = 500'

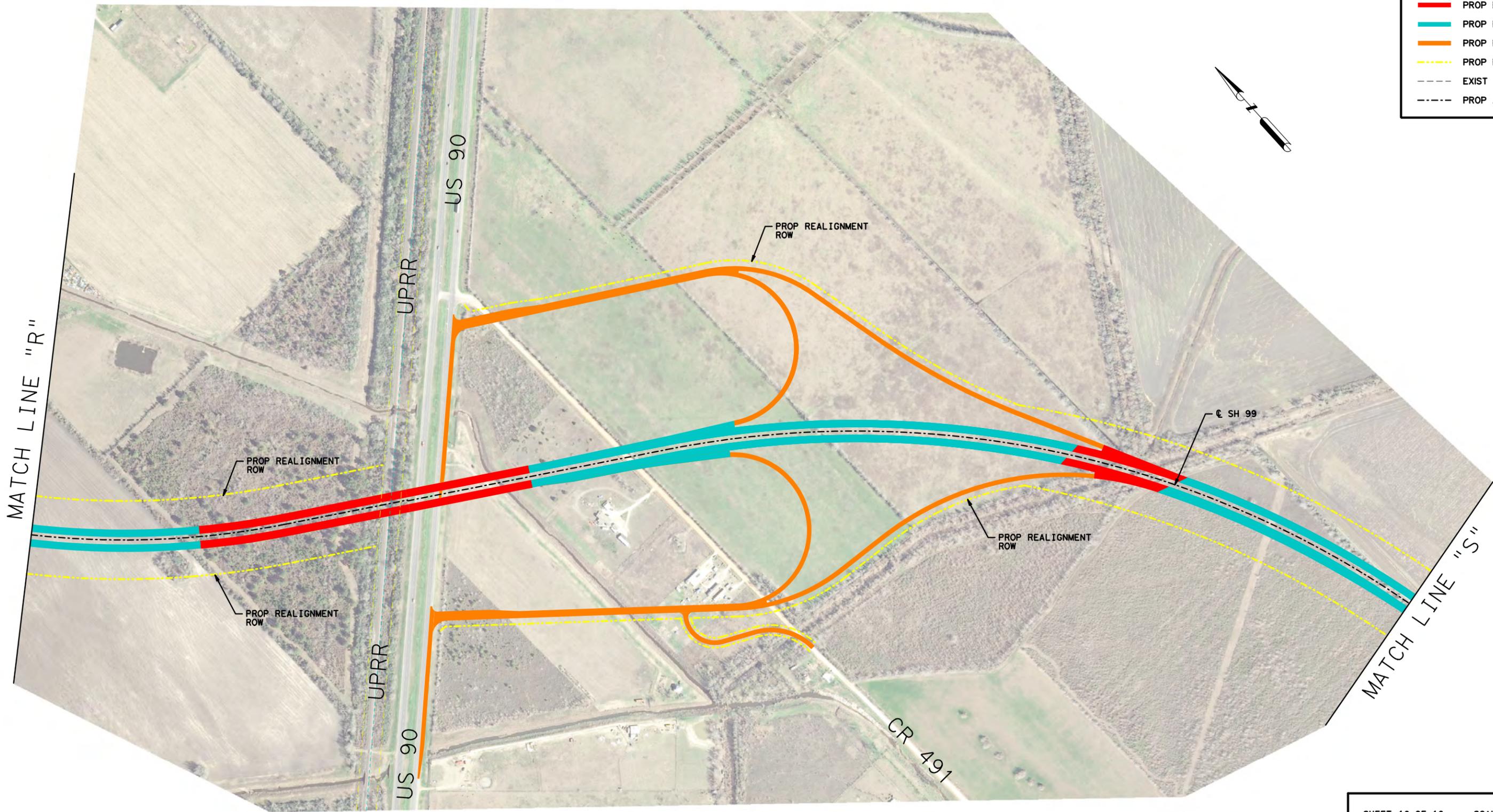


HNTB

DIAGRAMMATIC OF GRAND PARKWAY SEGMENTS H & I-1 FROM US 59 TO IH-10

LEGEND

- PROP BRIDGE
- PROP ROADWAY
- PROP FRONTAGE RD
- - - PROP REALIGN ROW
- - - EXIST ROW
- - - PROP ALIGNMENT



SHEET 10 OF 18 SCALE 1" = 500'



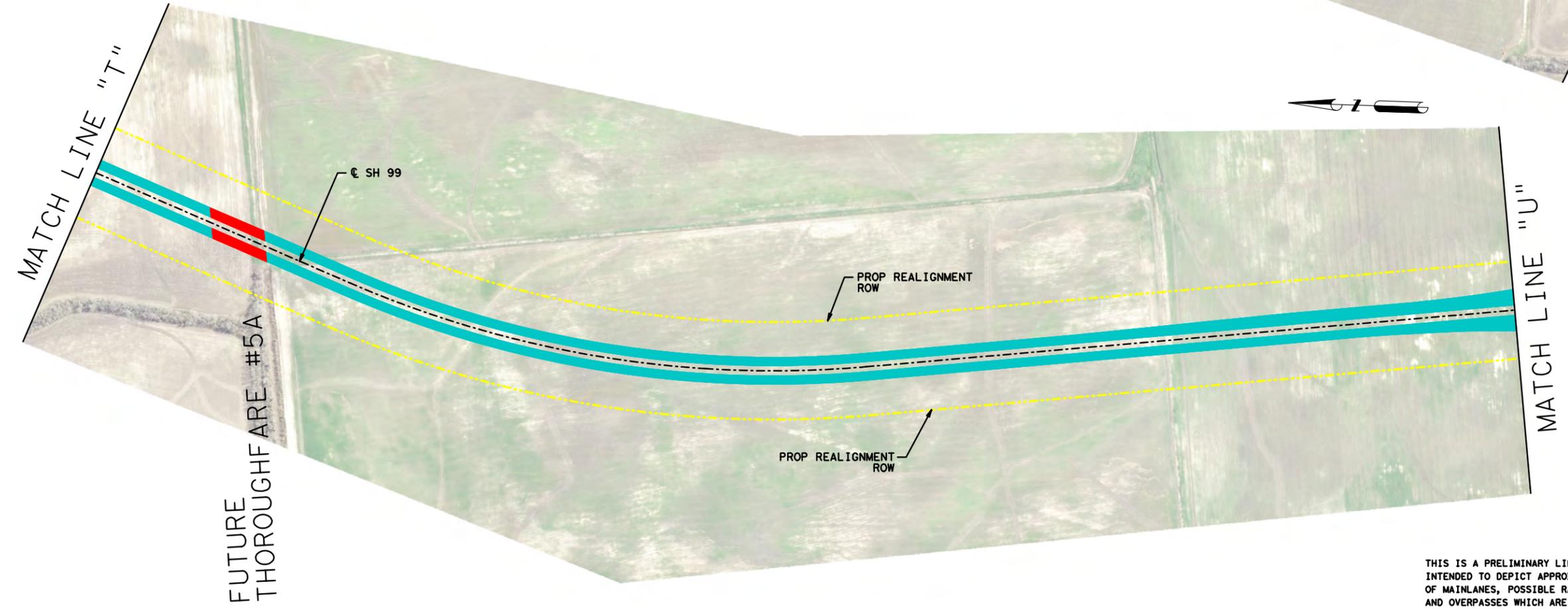
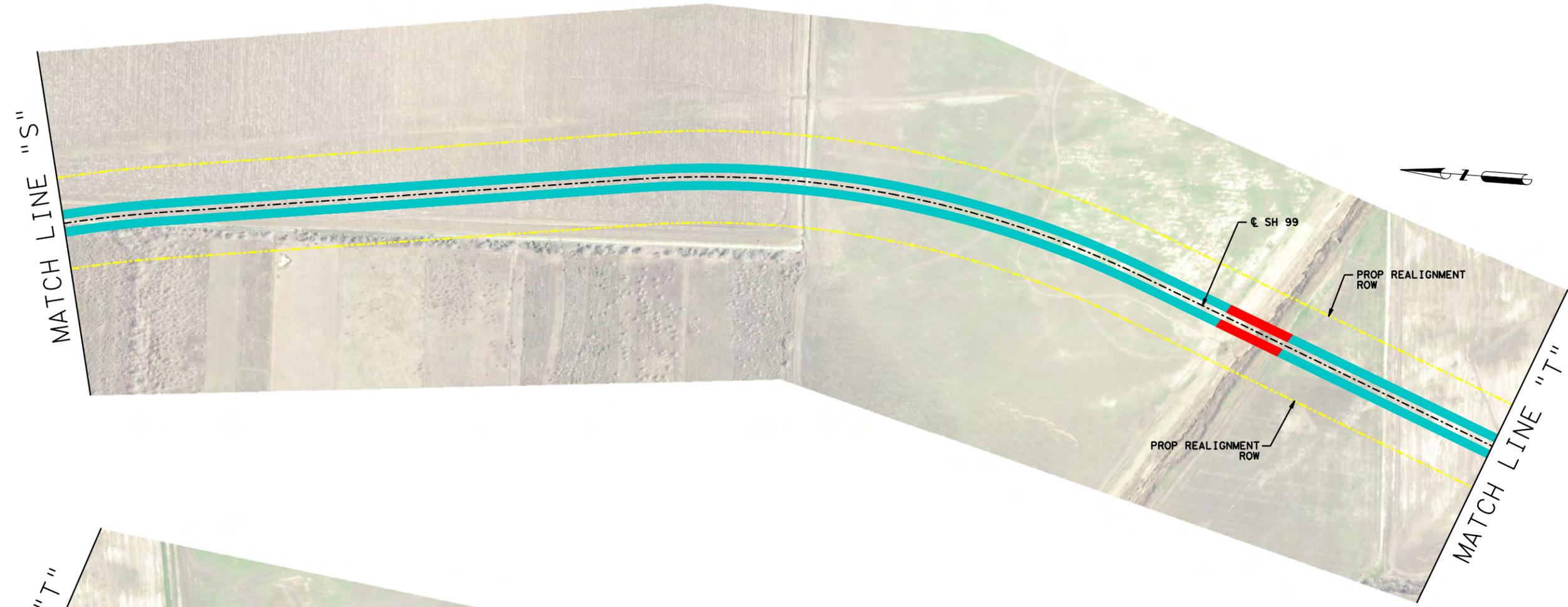
HNTB

DIAGRAMMATIC OF
GRAND PARKWAY
SEGMENTS H & I-1
FROM US 59 TO IH-10

THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.

LEGEND	
	PROP BRIDGE
	PROP ROADWAY
	PROP FRONTAGE RD
	PROP REALIGN ROW
	EXIST ROW
	PROP ALIGNMENT



FUTURE THOROUGHFARE #5A

THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

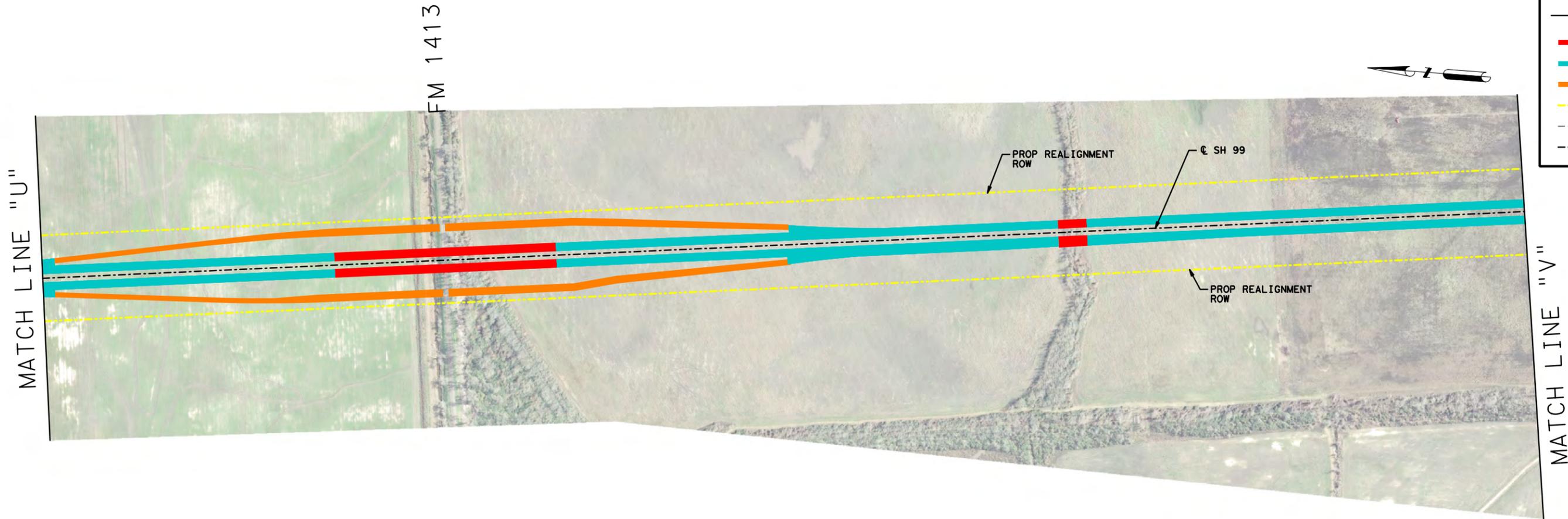
THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.

SHEET 11 OF 18 SCALE 1" = 500'



HNTB

DIAGRAMMATIC OF GRAND PARKWAY SEGMENTS H & I-1 FROM US 59 TO IH-10



LEGEND

—	PROP BRIDGE
—	PROP ROADWAY
—	PROP FRONTAGE RD
- - -	PROP REALIGN ROW
- - -	EXIST ROW
- - -	PROP ALIGNMENT



FUTURE THOROUGHFARE #5B/FUTURE RAIL SPUR

THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

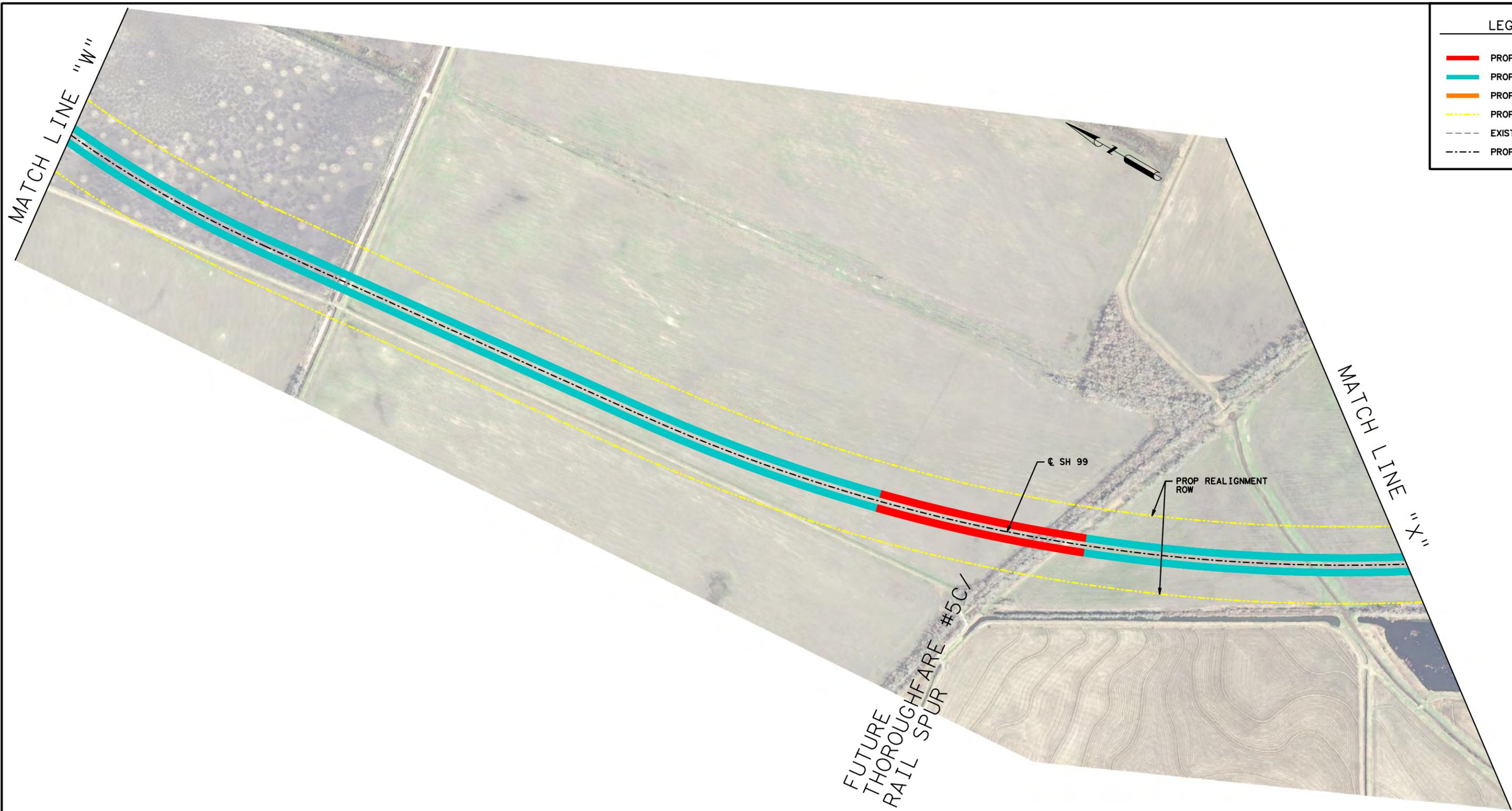
THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.

SHEET 12 OF 18 SCALE 1" = 500'

THE GRAND PARKWAY

HNTB

DIAGRAMMATIC OF GRAND PARKWAY SEGMENTS H & I-1 FROM US 59 TO IH-10



LEGEND	
—	PROP BRIDGE
—	PROP ROADWAY
—	PROP FRONTAGE RD
- - - - -	PROP REALIGN ROW
- - - - -	EXIST ROW
- - - - -	PROP ALIGNMENT

SHEET 13 OF 18 SCALE 1" = 500'



HNTB

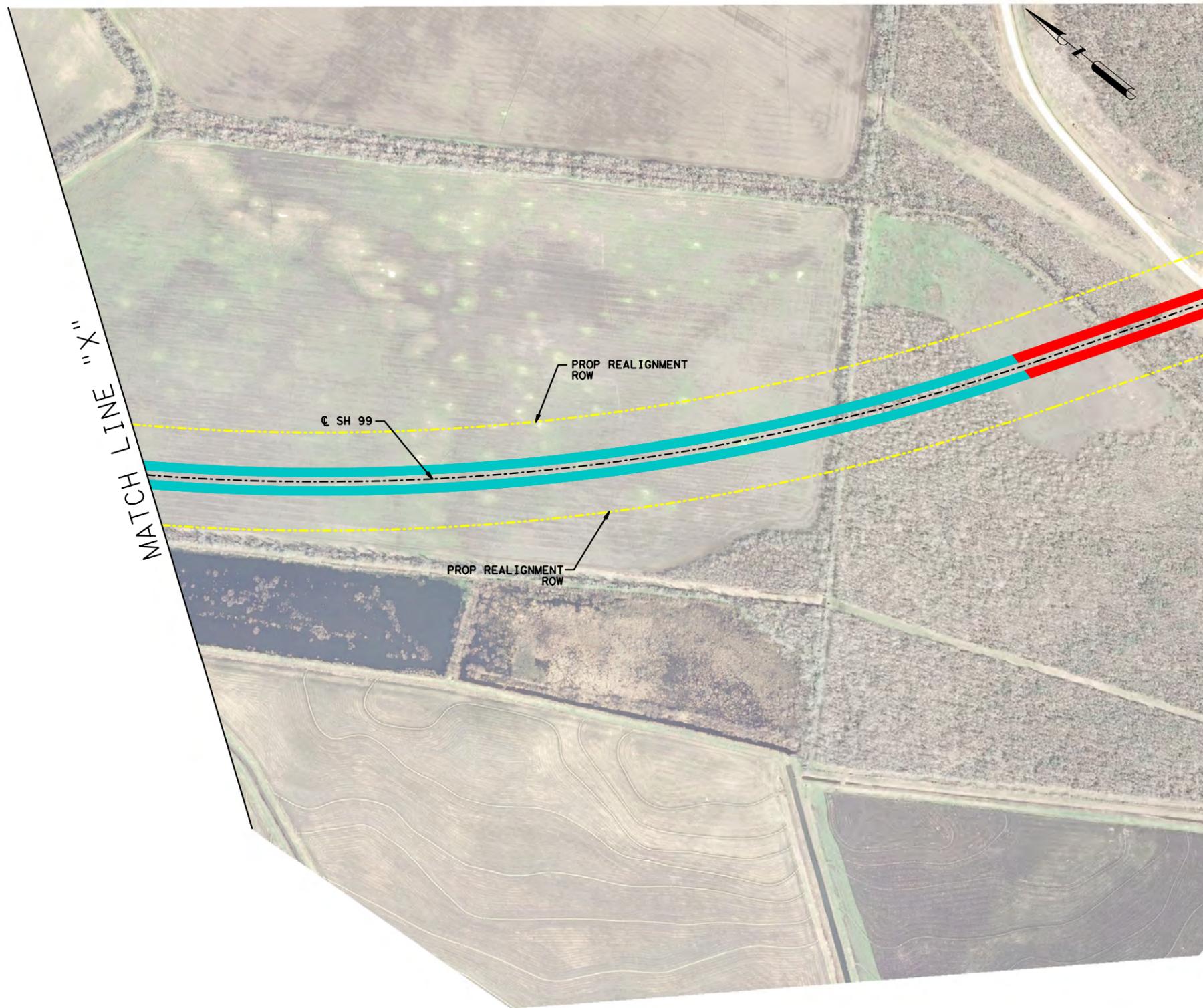
DIAGRAMMATIC OF
GRAND PARKWAY
SEGMENTS H & I-1
FROM US 59 TO IH-10

THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.

LEGEND

- PROP BRIDGE
- PROP ROADWAY
- PROP FRONTAGE RD
- - - PROP REALIGN ROW
- - - EXIST ROW
- - - PROP ALIGNMENT



MATCH LINE "X"

MATCH LINE "Y"

CL SH 99

PROP REALIGNMENT ROW

PROP REALIGNMENT ROW

THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.

SHEET 14 OF 18 SCALE 1" = 500'

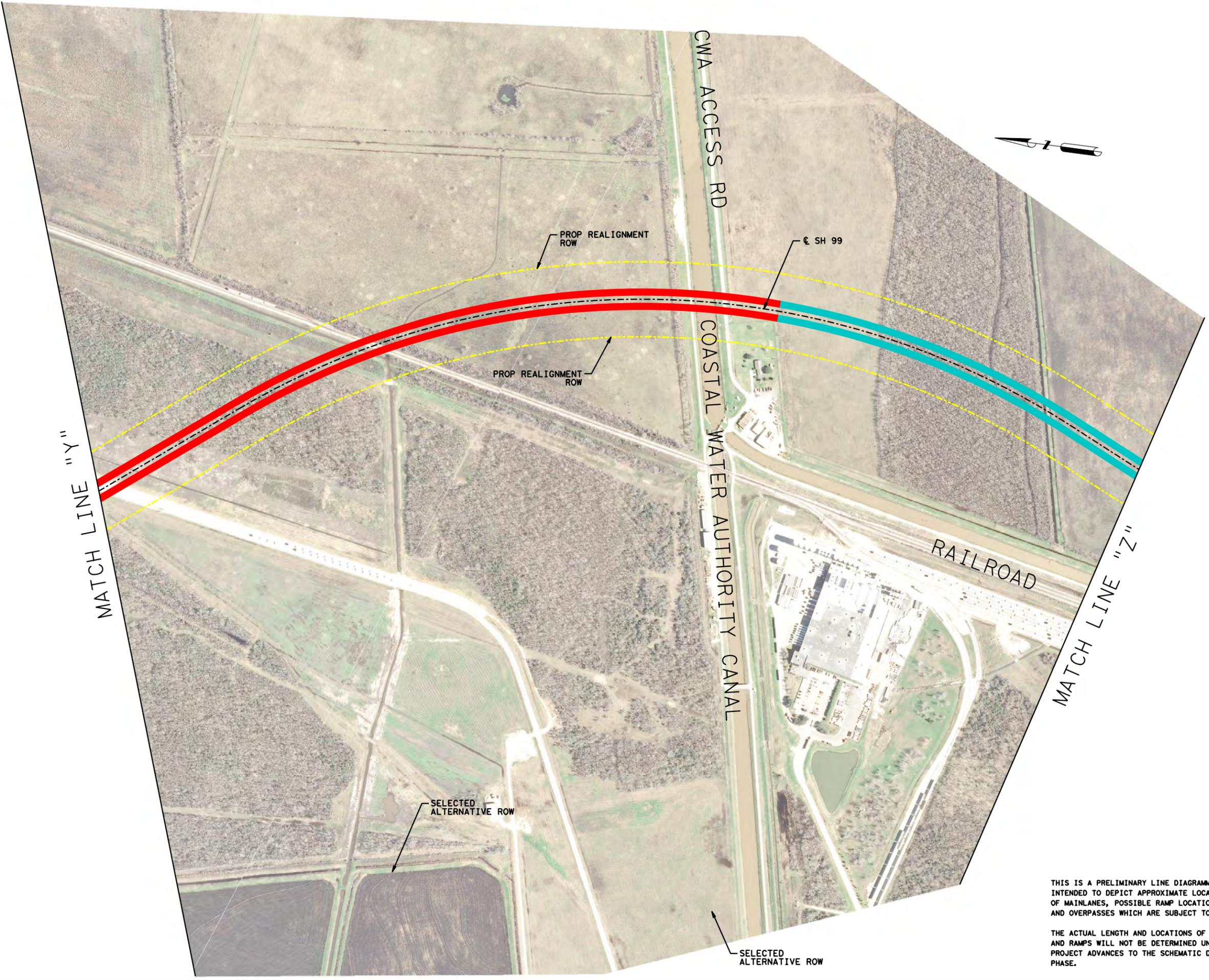


HNTB

DIAGRAMMATIC OF GRAND PARKWAY SEGMENTS H & I-1 FROM US 59 TO IH-10

LEGEND

- PROP BRIDGE
- PROP ROADWAY
- PROP FRONTAGE RD
- - - - PROP REALIGN ROW
- - - - EXIST ROW
- - - - PROP ALIGNMENT



SHEET 15 OF 18 SCALE 1" = 500'



HNTB

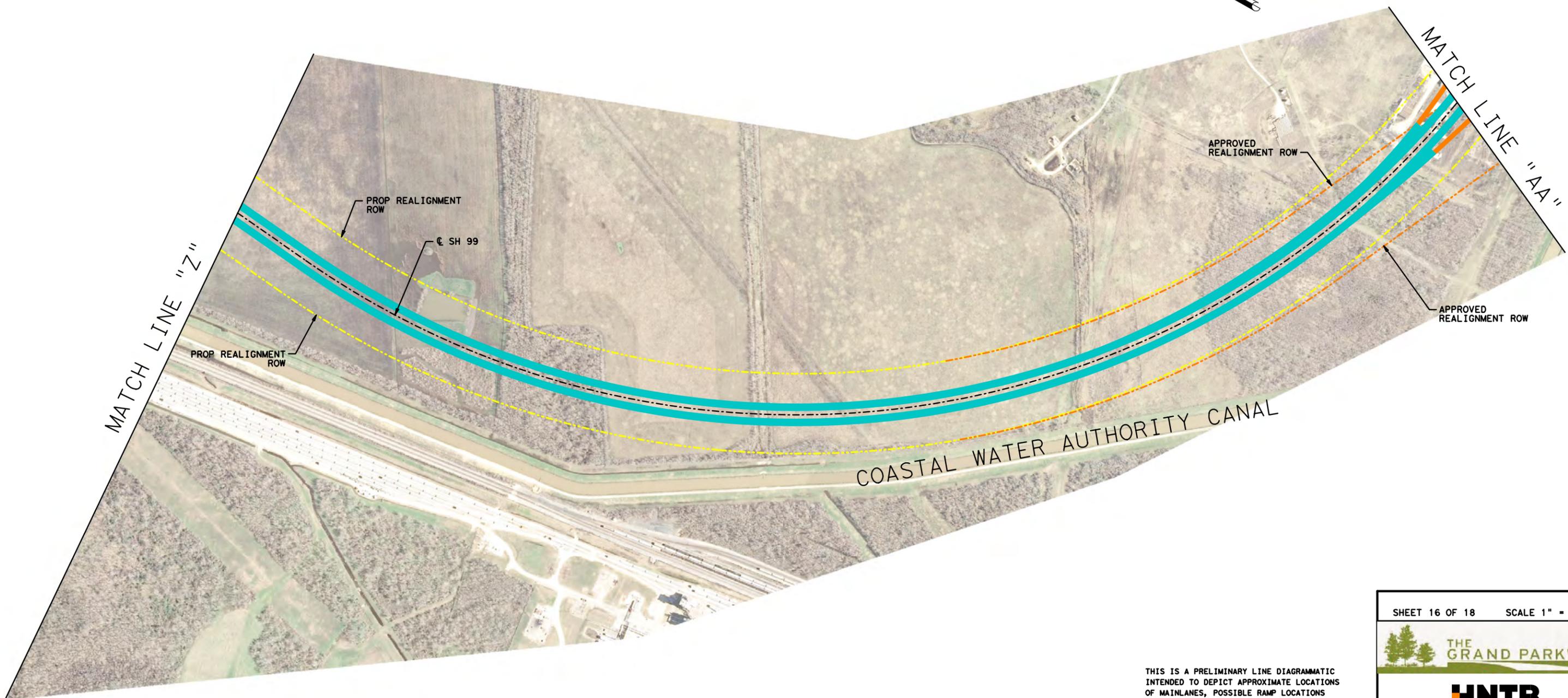
DIAGRAMMATIC OF
 GRAND PARKWAY
 SEGMENTS H & I-1
 FROM US 59 TO IH-10

THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMP WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.

LEGEND

- PROP BRIDGE
- PROP ROADWAY
- PROP FRONTAGE RD
- - - PROP REALIGN ROW
- - - APPROV. REALIGN ROW
- - - EXIST ROW
- - - PROP ALIGNMENT



SHEET 16 OF 18 SCALE 1" = 500'

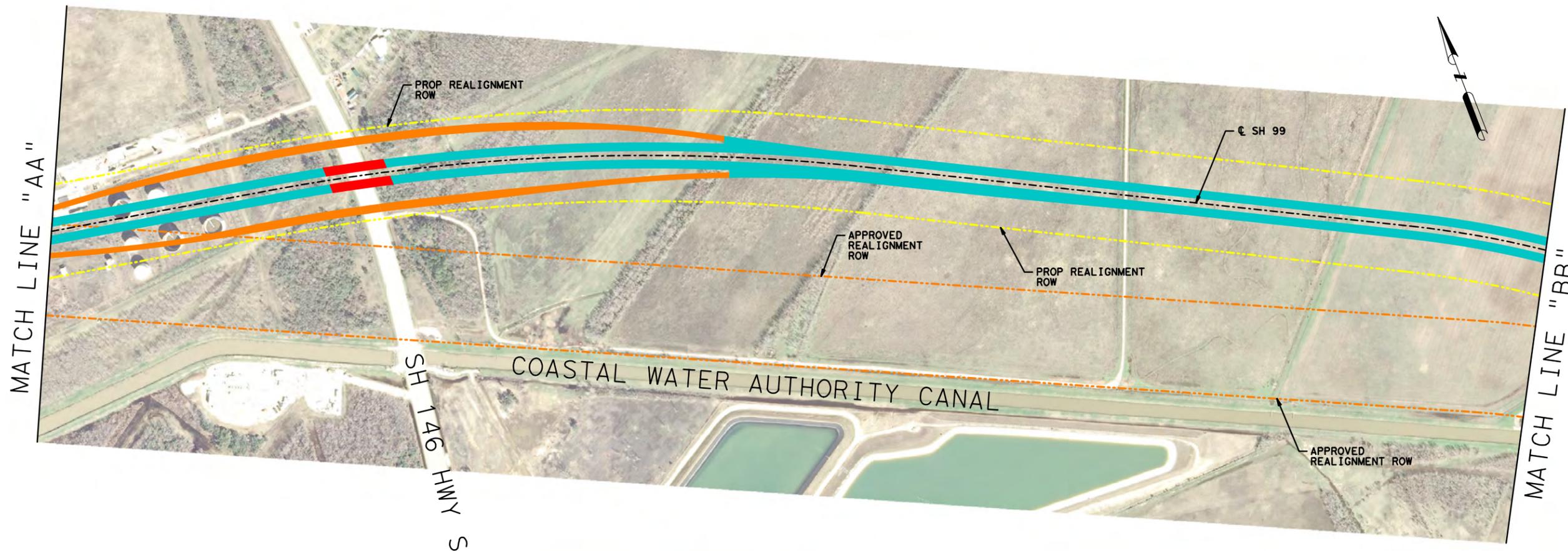


HNTB

DIAGRAMMATIC OF
 GRAND PARKWAY
 SEGMENTS H & I-1
 FROM US 59 TO IH-10

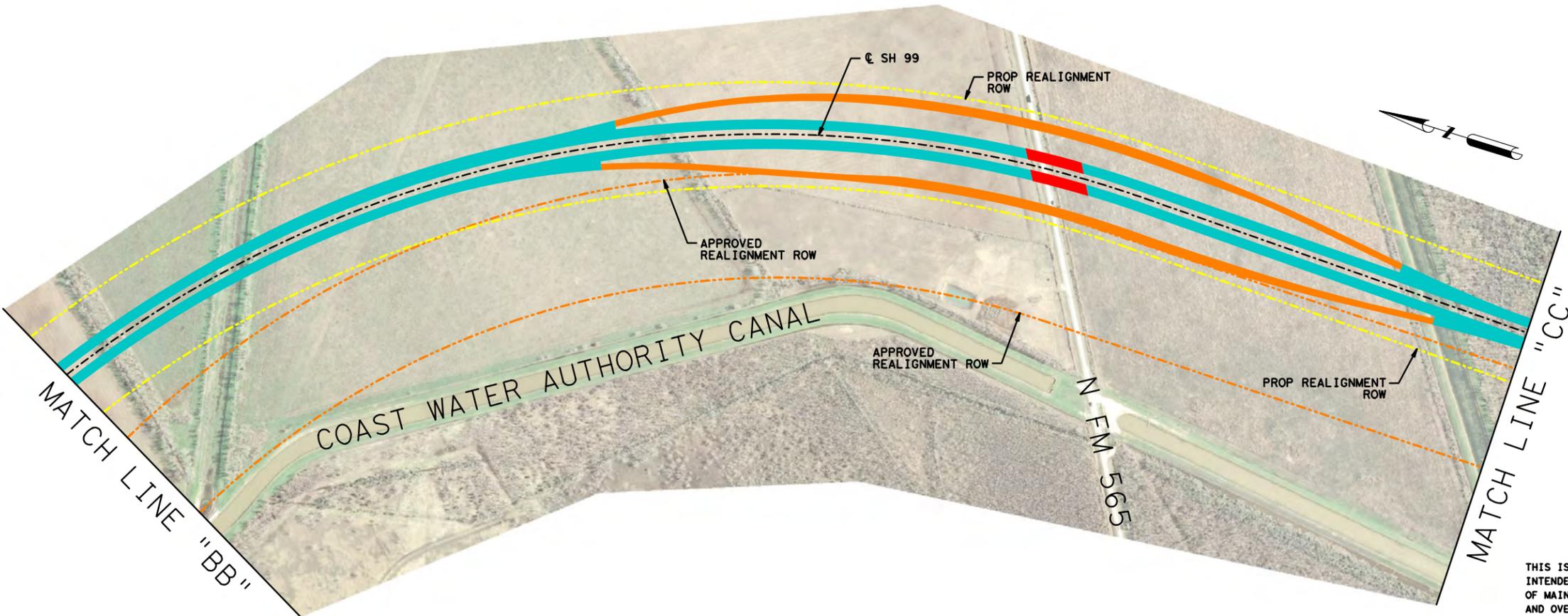
THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.



LEGEND

—	PROP BRIDGE
—	PROP ROADWAY
—	PROP FRONTAGE RD
- - -	PROP REALIGN ROW
- - -	APPROV. REALIGN ROW
- - -	EXIST ROW
- - -	PROP ALIGNMENT



THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

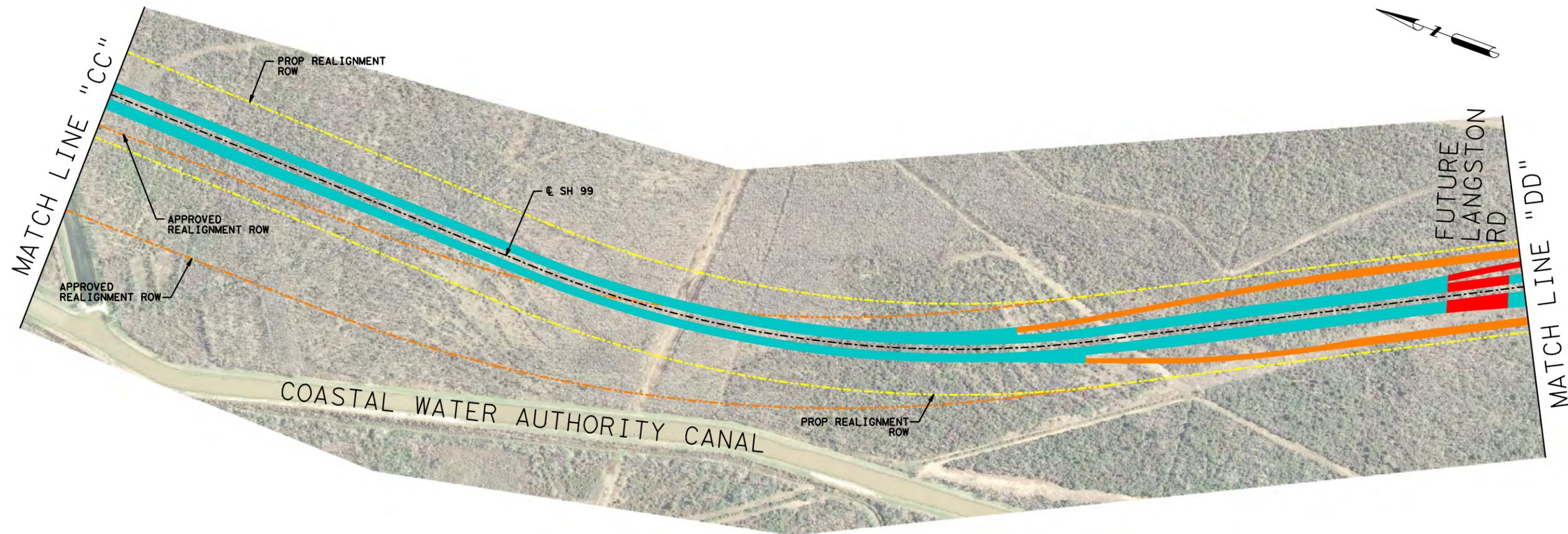
THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.

SHEET 17 OF 18 SCALE 1" = 500'

THE GRAND PARKWAY

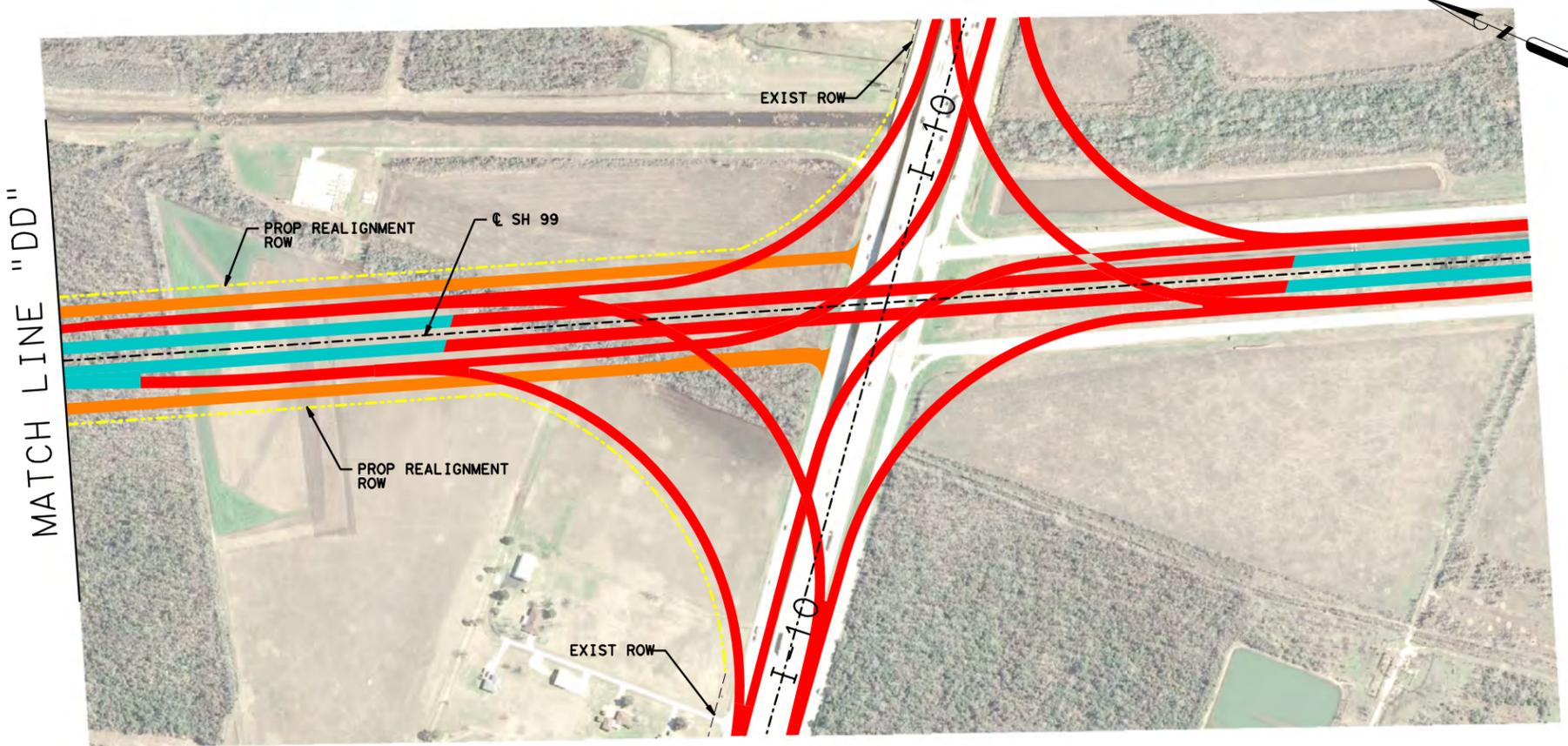
HNTB

DIAGRAMMATIC OF GRAND PARKWAY SEGMENTS H & I-1 FROM US 59 TO IH-10



LEGEND

	PROP BRIDGE
	PROP ROADWAY
	PROP FRONTAGE RD
	PROP REALIGN ROW
	APPROV. REALIGN ROW
	EXIST ROW
	PROP ALIGNMENT



SHEET 18 OF 18 SCALE 1" = 500'



HNTB

DIAGRAMMATIC OF
 GRAND PARKWAY
 SEGMENTS H & I-1
 FROM US 59 TO IH-10

THIS IS A PRELIMINARY LINE DIAGRAMMATIC INTENDED TO DEPICT APPROXIMATE LOCATIONS OF MAINLANES, POSSIBLE RAMP LOCATIONS AND OVERPASSES WHICH ARE SUBJECT TO CHANGE.

THE ACTUAL LENGTH AND LOCATIONS OF BRIDGES AND RAMPS WILL NOT BE DETERMINED UNTIL THE PROJECT ADVANCES TO THE SCHEMATIC DESIGN PHASE.

Attachment 4

Land Use

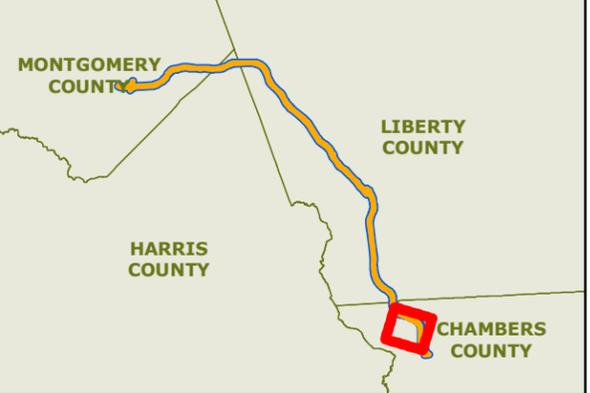


Legend

Roads and Boundaries	Sections
Interstate Highway	Approved Realignment
US Highway	Proposed Realignment
State Highway	
FM Road	
County Boundary	
Pipeline	

Land Use Classification

Unknown



**SH 99: US 59 (N)/I-69 to I-10 (E)
Grand Parkway
Segments H and I-1
Re-Evaluation**

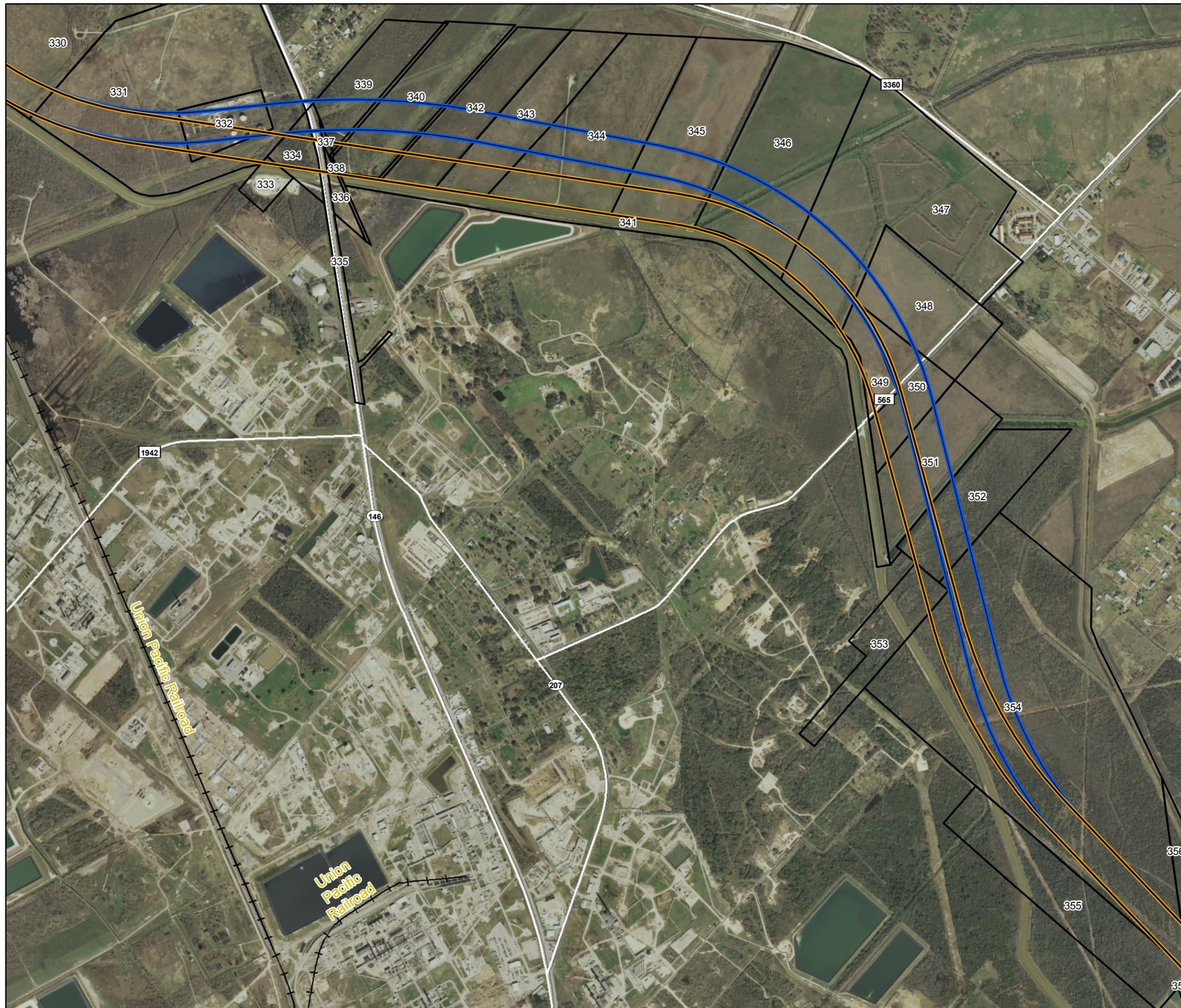
**Attachment 4
Land Use Impacts**

February 2016



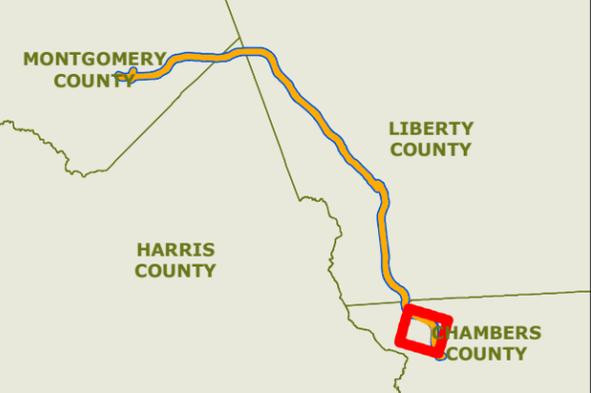
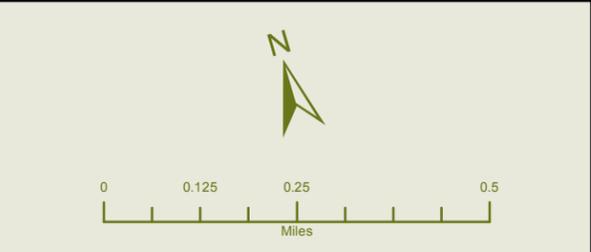
Source Data: H-GAC, 2015; H-GAC Aerials, 2012; HNTB, 2015

Attachment 5
Affected Parcels



Legend

Roads and Boundaries	Sections
Interstate Highway	Approved Alignment
US Highway	Proposed Realignment
State Highway	
FM Road	
County Boundary	
Parcel Boundary	
Newly Affected Parcel by Proposed Realignment	



**SH 99: US 59 (N)/I-69 to I-10 (E)
Grand Parkway
Segments H and I-1
Re-Evaluation**

**Attachment 5
Potential Affect Parcels**

February 2016

THE GRAND PARKWAY

Source Data: H-GAC, 2012; HNTB, 2016

Attachment 6
Prime Farmland



Legend

- Roads and Boundaries**
- Interstate Highway
 - US Highway
 - State Highway
 - FM Road
 - County Boundary
- Sections**
- Selected Alternative (ROD Approved)
 - Proposed Realignment

Prime Farmland Soil Types

An	Kn	Sk
Ba	Kr	SrB
Bd	LaA	SwB
Be	LcA	VaA
Cd	Md	Vd
Fo	Mo	Wa
FrB	Oa	Wd
Fs	OyB	Wk
Ge	Sb	Wn
HoB	Sd	Wo



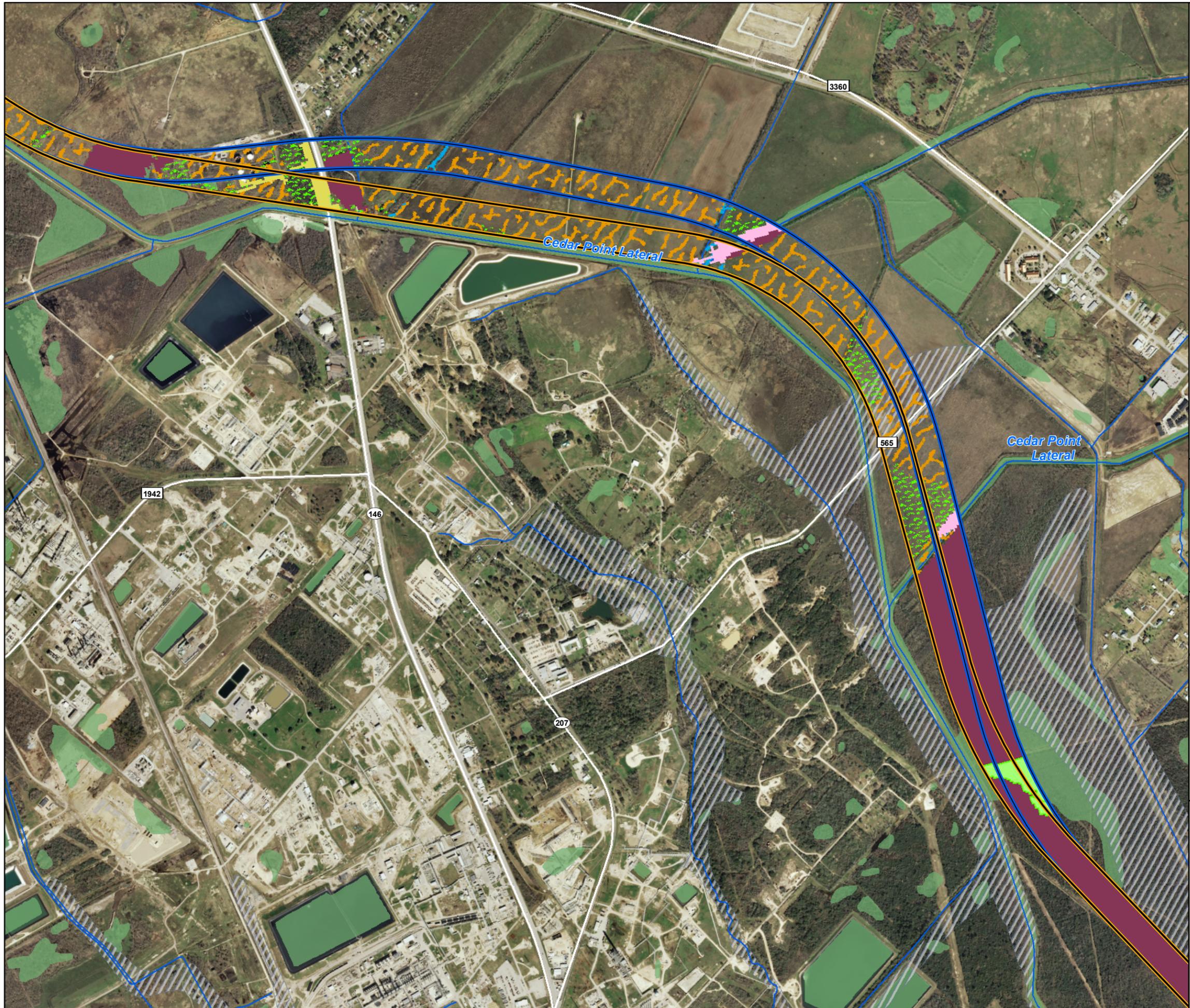
**SH 99: US 59 (N)/I-69 to I-10 (E)
Grand Parkway
Segments H and I-1**

**Attachment 6
Prime Farmland Impacts
February 2016**



Source Data: H-GAC Aerials, 2012, HNTB, 2016; NRCS, 1976, 1996

Attachment 7
Wetlands, Vegetation, and Floodplains

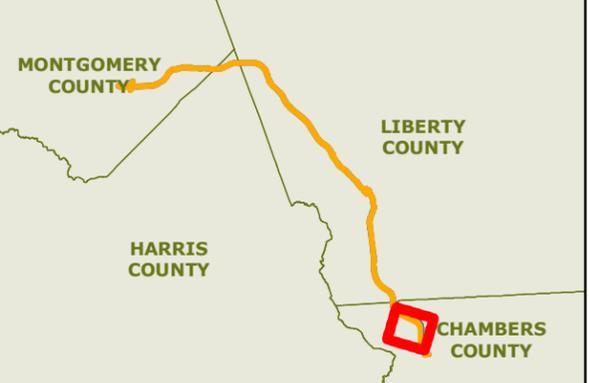


Legend

Roads and Boundaries	Sections
Interstate Highway	Approved Realignment
US Highway	Proposed Realignment
State Highway	
FM Road	
County Boundary	
100-Year Floodplain	
NWI Wetlands	

Vegetative Communities Within ROW (TxDOT Roadway Vegetation)

Agriculture	Tidal and Salt Marsh
Coastal Grassland	Urban
Disturbed Prairie	Wet Savanna, Swamp, Baygall
Riparian	



**SH 99: US 59 (N)/I-69 to I-10 (E)
Grand Parkway
Segments H and I-1
Re-Evaluation**

**Attachment 7
Wetlands, Vegetative
Communities, and Floodplains**
February 2016



Source Data: H-GAC, 2012; NAIP, 2008; FEMA, 1995, 1996, 1998, 2006; National Wetlands Inventory, 2004; HNTB, 2016

Attachment 8

STIP Pages

**HOUSTON-GALVESTON MPO
APPENDIX D**

2035 RTP UPDATE - PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID [CSJ] SPONSOR	FACILITY FROM TO	DESCRIPTION	FISCAL YEAR LENGTH TOTAL PROJECT COST
Chambers County Projects			
201 [0739-01-039] TXDOT BEAUMONT	IH 10 E SH 73, EAST JEFFERSON C/L	WIDEN EXISTING FOUR LANE TO SIX LANE	2028 2.869 \$16,899,353
15593 TXDOT HOUSTON DISTRICT	SH 99 AT IH 10 E	CONSTRUCT 4 DIRECT CONNECTORS (TOLL)	2030 0.75 \$104,000,000
15594 TXDOT HOUSTON DISTRICT	SH 99 IH 10 E FM 1405	SEG I-2: CONSTRUCT OVERPASSES AND ASSOCIATED APPROACHES (TOLL)	2030 6.84 \$78,000,000
14248 [3187-02-010] TXDOT BEAUMONT	SH 99 AT IH 10 E	CONSTRUCT 4 DIRECT CONNECTORS (TOLL)	2020 0.75 \$80,800,000
259 [3510-10-001] TXDOT BEAUMONT	SH 99 LIBERTY C/L IH 10 E	SEG I-1: CONSTRUCT 4-LANE TOLLWAY WITH INTERCHANGES AND TWO NON-CONTINUOUS 2-LANE FRONTAGE ROADS	2020 5.5 \$189,300,000

**HOUSTON-GALVESTON MPO
APPENDIX D**

2035 RTP UPDATE - PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID [CSJ] SPONSOR	FACILITY FROM TO	DESCRIPTION	FISCAL YEAR LENGTH TOTAL PROJECT COST
Montgomery County Projects			
12589 MONTGOMERY COUNTY	RESEARCH FOREST DR SHADOWBEND DR KUYKENDAHL RD	WIDEN FROM 4 TO 6-LANES	2020 3.5 \$5,000,000
3094 CITY OF OAK RIDGE NORTH	ROBINSON RD IH 45 EASTERN CITY LIMIT	WIDEN TO 4-LANE UNDIVIDED WITH REALIGNMENT	2018 0.875 \$6,759,156
15592 TXDOT HOUSTON DISTRICT	SH 99 AT US 59 N	CONSTRUCT 4 DIRECT CONNECTORS (TOLL)	2030 0.75 \$104,000,000
367 [3510-07-003] TXDOT HOUSTON DISTRICT	SH 99 US 59 N HARRIS C/L	SEG H: CONSTRUCT 4-LANE TOLLWAY WITH INTERCHANGES AND TWO NON-CONTINUOUS 2-LANE FRONTAGE ROADS	2020 6.9 \$372,200,000
191 MONTGOMERY COUNTY	SORTERS RD FM 1314 US 59	WIDEN TO 4-LANE UNDIVIDED	2020 5.82 \$16,999,920
12583 MONTGOMERY COUNTY	STAGECOACH RD WALNUT CREEK RD SH 249	WIDEN FROM 2 TO 4-LANES	2030 1.936 \$8,523,030
15502 CITY OF CONROE	STINSON DR SH 75 AIRPORT GATEWAY BLVD	CONSTRUCT 4-LANE DIVIDED ROADWAY	2017 \$9,600,000
3060 MONTGOMERY COUNTY	TRAM RD FM 2090 LONG ST	WIDEN TO 4-LANE DIVIDED	2018 2.41 \$5,206,165
7606 MONTGOMERY COUNTY	VA VA VA	MONTGOMERY COUNTY COMMUNITY ASSISTANCE TRANSPORTATION COALITION	2023 0 \$4,332,728
11776 UNSPONSORED (TBD)	VA VARIOUS	TRANSIT SYSTEM PRESERVATION (FY 2012 - FY 2035)	2018 0 \$32,028,994
11938 UNSPONSORED (TBD)	VA VARIOUS	OTHER TRANSIT OPERATIONS & MAINTENANCE	2018 \$4,780,260

Sorted by: Street, CSJ Number, then MPOID

**HOUSTON-GALVESTON MPO
APPENDIX D**

2035 RTP UPDATE - PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

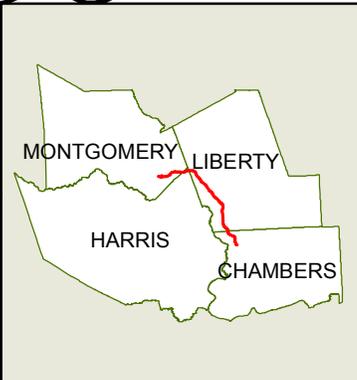
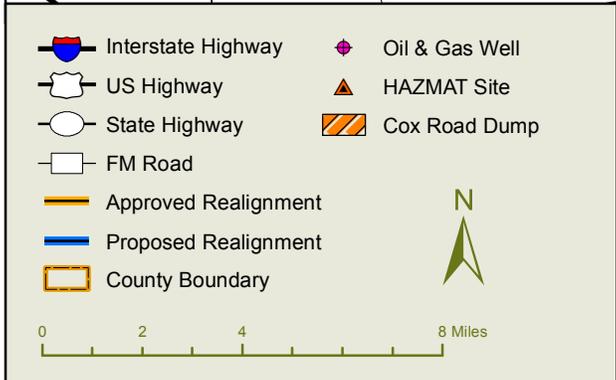
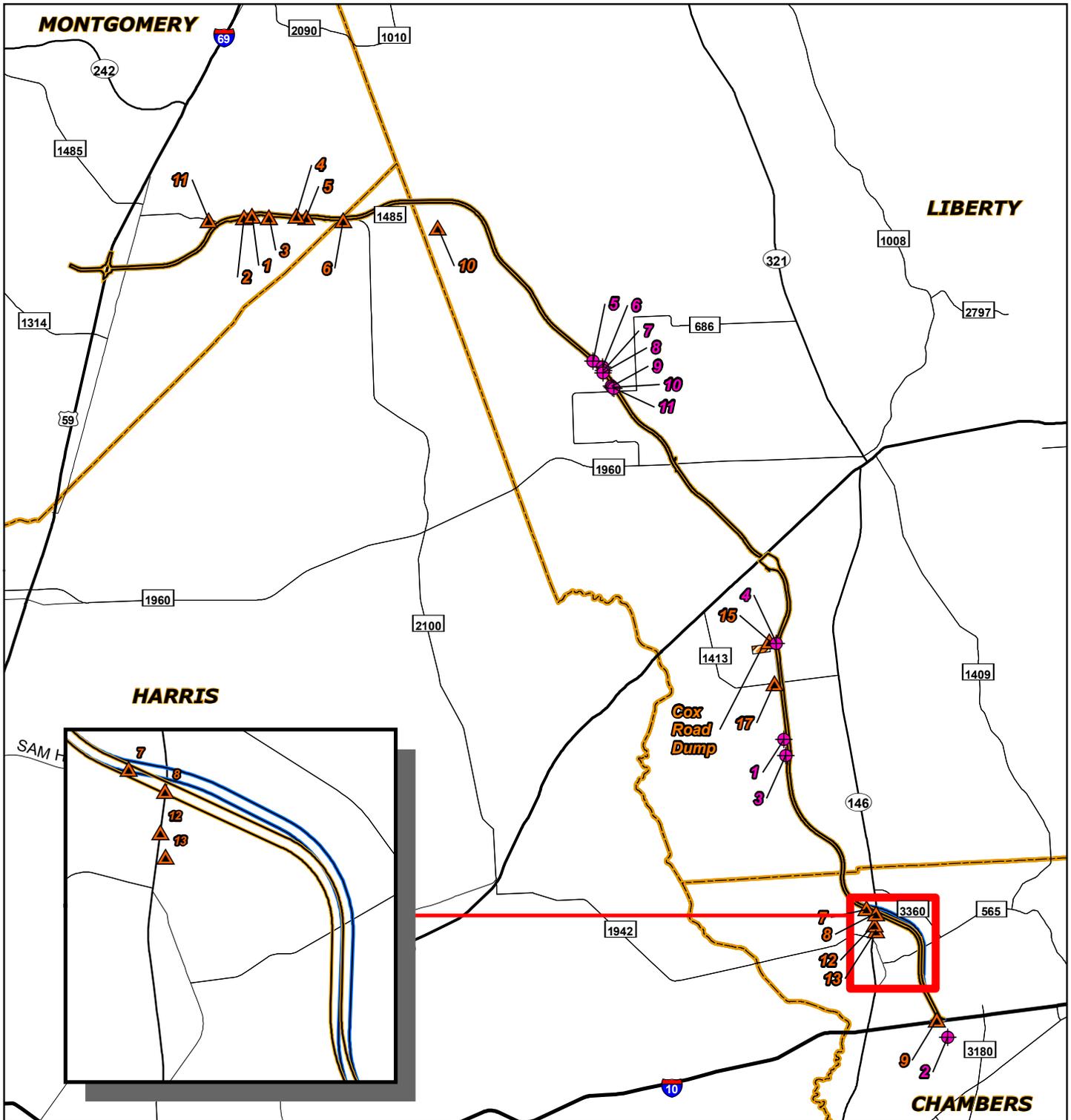
MPOID [CSJ] SPONSOR	FACILITY FROM TO	DESCRIPTION	FISCAL YEAR LENGTH TOTAL PROJECT COST
Harris County Projects			
536 [0389-13-039] CITY OF BAYTOWN	SH 146 AT BS 146E FERRY RD	CONSTRUCT 4 MAINLANES AND GRADE SEPARATION	2020 0.87 \$47,090,744
13635 [0389-13-056] TXDOT HOUSTON DISTRICT	SH 146 AT SP 330	CONSTRUCT DIRECT CONNECTOR (RAMP C DC EB TO NB)	2021 0.001 \$16,949,000
11764 METRO	SH 288 ALMEDA LINE GRT (RR ROW) INTERMODAL TERMINAL	SH 288 ALMEDA LINE GUIDED RAPID TRANSIT	2033 \$250,000,000
14252 [1685-05-098] TXDOT HOUSTON DISTRICT	SH 6 S OF HEMPSTEAD TOLL ROAD US 290	RECONSTRUCT US 290/SH 6 INTERCHANGE	2032 0.72 \$77,593,000
15590 TXDOT HOUSTON DISTRICT	SH 99 AT SH 249	CONSTRUCT 4 DIRECT CONNECTORS (TOLL)	2030 0.75 \$104,000,000
15591 TXDOT HOUSTON DISTRICT	SH 99 AT IH 45 N	CONSTRUCT 4 DIRECT CONNECTORS (TOLL)	2030 0.75 \$104,000,000
14264 [3187-01-009] TXDOT HOUSTON DISTRICT	SH 99 BS 146 W SH 146	SEG I-2: CONSTRUCT 4-LANE TOLL WAY WITH INTERCHANGES AND TWO NON-CONTINUOUS 2-LANE FRONTAGE ROADS	2020 3.02 \$101,600,000
315 [3510-08-001] TXDOT HOUSTON DISTRICT	SH 99 MONTGOMERY C/L LIBERTY C/L	SEG H: CONSTRUCT 4-LANE TOLLWAY WITH INTERCHANGES AND TWO NON-CONTINUOUS 2-LANE FRONTAGE ROADS	2020 1.9 \$40,700,000
2931 CITY OF HOUSTON	SIMS BAYOU TRAIL POST OAK RD S IH 45 S	CONSTRUCT SIMS BAYOU TRAIL	2020 14 \$11,601,957
13653 CITY OF PINEY POINT VILLAGE	SMITHDALE RD PINEY POINT RD N HEDWIG RD	SMITHDALE - CONSTRUCT 6' WIDE SIDEWALKS ON BOTH SIDES OF THE STREET TO IMPROVE PEDESTRIAN MOBILITY IN CITY; MEMORIAL DRIVE ELEM. SCHOOL IN ON SMITHDALE. IN ORDER TO INSTALL SIDEWALKS THE CITY MUST REMOVE THE EXISTING ASPHALT ROAD AND CONSTRUCT A CONCRETE CURB AND GUTTER ROADWAY. CONSTRUCT AN UNDERGROUND STORM SEWER SYSTEM REMOVE THE ROADSIDE DITCHES.	2020 0.534 \$2,747,832

**HOUSTON-GALVESTON MPO
APPENDIX D**

2035 RTP UPDATE - PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID [CSJ] SPONSOR	FACILITY FROM TO	DESCRIPTION	FISCAL YEAR LENGTH TOTAL PROJECT COST
<i>Liberty County Projects</i>			
12007 TXDOT BEAUMONT DISTRICT	SH 105 BYPASS SH 105 WEST OF CLEVELAND SH 321 EAST OF CLEVELAND	WIDEN FROM 2 TO 4 LANES	2034 2.07 \$12,293,484
353 [3510-09-001] LIBERTY COUNTY	SH 99 US 90 CHAMBERS C/L	SEG I-1: CONSTRUCT 4-LANE TOLLWAY WITH INTERCHANGES AND TWO NON-CONTINUOUS 2-LANE FRONTAGE ROADS	2020 9.4 \$323,500,000
10122 [3510-09-002] LIBERTY COUNTY	SH 99 HARRIS C/L US 90	SEG H: CONSTRUCT 4-LANE TOLLWAY WITH INTERCHANGES AND TWO NON-CONTINUOUS 2-LANE FRONTAGE ROADS	2020 13.8 \$359,100,000
223 [0177-03-064] TXDOT BEAUMONT	US 59 N MONTGOMERY C/L SOUTH END OF CLEVELAND BY-PASS	UPGRADE TO 4-LANE FREEWAY	2023 4.281 \$56,600,000

Attachment 9
Hazardous Materials Exhibit



SH 99: US 59 (N)/I-69 to I-10 (E)
Grand Parkway
Segments H & I-1

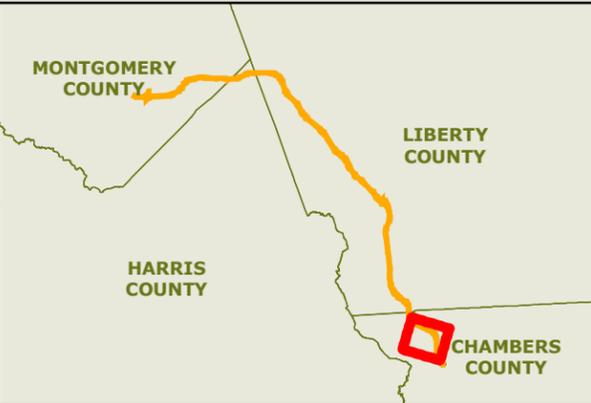
ATTACHMENT 9
Hazardous Materials

Sources: EDR Report (3308479.1s) and Railroad Commission of Texas, 2012



Legend

- | | |
|-----------------------------|----------------------|
| Roads and Boundaries | Sections |
| Interstate Highway | Approved Realignment |
| US Highway | Proposed Realignment |
| State Highway | |
| FM Road | |
| County Boundary | |
| HAZMAT Site | |



**SH 99: US 59 (N)/I-69 to I-10 (E)
Grand Parkway
Segments H and I-1
Re-Evaluation**

**Hazardous Material
Sites**

February, 2016



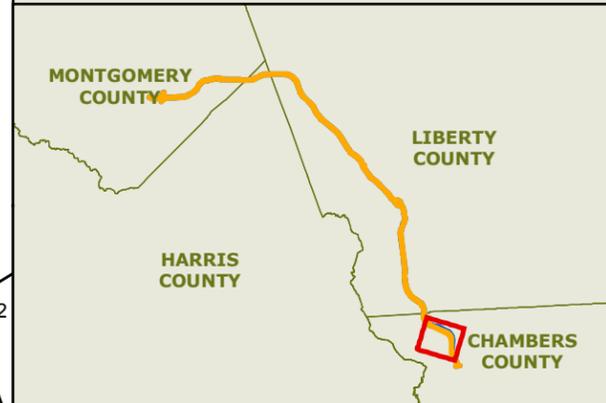
Source Data: H-GAC, 2012; HNTB, 2015

Attachment 10
Census Block Exhibit



Legend

- | Roads and Boundaries | Sections |
|---|----------------------|
| Interstate Highway | Approved Realignment |
| US Highway | Proposed Realignment |
| State Highway | |
| FM Road | |
| County Boundary | |
| Census Block | |
| Census Block with High Minority Populations | |



**SH 99: US 59 (N)/I-69 to I-10 (E)
Grand Parkway
Segments H and I-1
Re-Evaluation
Attachment 10
Census Blocks with High
Minority Populations**

February 2016

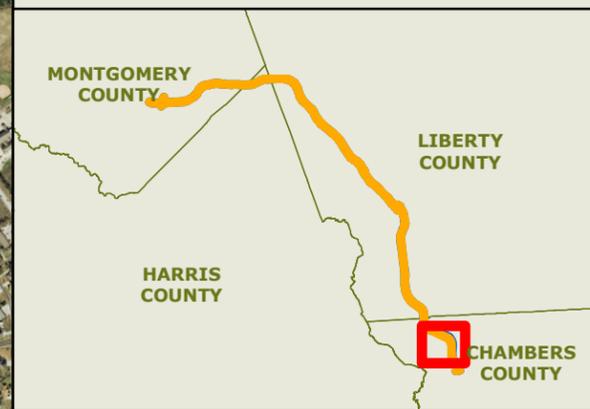


Attachment 11
Noise Receivers Exhibit



Legend

- | Roads and Boundaries | Sections |
|----------------------|-----------------------------|
| Interstate Highway | Approved Realignment |
| US Highway | Proposed Realignment |
| State Highway | Impacted Noise Receiver |
| FM Road | Non-Impacted Noise Receiver |
| County Boundary | |



SH 99: US 59 (N)/I-69 to I-10 (E) Grand Parkway Segments H and I-1 Re-Evaluation

Attachment 11
Noise Receivers

February, 2016



