FINAL
Environmental Assessment

International Bridge Trade Corridor, Pharr District

Project limits: From 365 Tollway and FM 493 to I-2

CSJ Number(s): 0921-02-142, 0921-02-202

Hidalgo County, Texas

May 2023

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Table of Contents

1.0 INTRODUCTION 1
2.0 PROJECT DESCRIPTION 1
2.1 Existing Facility 1
2.2 Proposed Facility 3
2.2.1 Phase I – Interim Design 4
2.2.2 Phase II – Ultimate Design 5
2.2.3 Structures 6
2.3 Logical Termini and Independent Utility 7
2.4 Planning Consistency 7
3.0 PURPOSE AND NEED 8
3.1 Need 8
3.2 Supporting Facts and/or Data 8
3.3 Purpose 9
4.0 ALTERNATIVES 10
4.1 Build Alternative 10
4.2 No-Build Alternative 11
4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration 11
4.3.1 IBTC Local EA Build Alternative 11
4.3.2 Revisions to the Build Alternative 12
5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES 13
5.1 Right-of-Way/Displacements 14
5.2 Land Use 15
5.3 Farmlands 15
5.4 Utility Relocation 16
5.5 Bicycle and Pedestrian Facilities 16
5.6 Community Impacts 17
5.7 Visual/Aesthetic Impacts 19
5.8 Cultural Resources 20
5.8.1 Archeology 20
5.8.2 Historic Properties 22
5.9 Protected Lands 22
5.10 Water Resources 23
5.10.1 Clean Water Act Section 404 23
5.10.2 Clean Water Act Section 401 27
5.10.3 Executive Order 11990 Wetlands 28
5.10.4 Rivers and Harbors Act 28
5.10.5 Clean Water Act Section 303(d) 28
5.10.6 Clean Water Act Section 402 29
5.10.7 Floodplains 29

5.10.8 Wild and Scenic Rivers 30
5.10.9 Coastal Barrier Resources 30
5.10.10 Coastal Zone Management 30
5.10.11 Edwards Aquifer 30
5.10.12 International Boundary and Water Commission 30
5.10.13 Drinking Water Systems 31
5.11 Biological Resources 31
5.11.1 Impacts on Vegetation 32
5.11.2 Executive Order 13112 on Invasive Species 33
5.11.3 Executive Memorandum on Environmentally and Economically Beneficial Landscaping 33
5.11.4 Impacts to Wildlife 33
5.11.5 Migratory Bird Protections 35
5.11.6 Fish and Wildlife Coordination Act 35
5.11.7 Bald and Golden Eagle Protection Act of 2007 36
5.11.8 Magnuson-Stevens Fishery Conservation Management Act 36
5.11.9 Marine Mammal Protection Act 36
5.11.10 Threatened, Endangered, Candidate Species, and Rare Species 36
5.12 Air Quality 38
5.13 Hazardous Materials 44
5.14 Traffic Noise 46
5.15 Induced Growth 53
5.16 Cumulative Impacts 55
5.17 Construction Phase Impacts 56
5.18 Greenhouse Gas and Climate Change 56
5.18.1 Statewide On-road GHG 57
5.18.2 Mitigation Measures 57
5.18.3 TxDOT and a Changing Climate 58
6.0 AGENCY COORDINATION 58
7.0 PUBLIC INVOLVEMENT 60
8.0 POST-ENVIRONMENTAL CLEARANCE ACTIVITIES AND CONTRACTOR COMMITMENTS 62
8.1 Post-Environmental Clearance Activities 62
8.2 Design/Construction Commitments 63
9.0 CONCLUSION 66
10.0 REFERENCES 66
11.0 NAMES AND QUALIFICATIONS OF PERSONS PREPARING THE EA OR CONDUCTING AN INDEPENDENT EVALUATION OF THE EA 70
12.0 APPENDICES 73

Appendices

Appendix A Project Location Maps
Figure 1 - Project Location on County Map Base
Figure 2 - Project Location on Topographic Map Base

Appendix B Project Photographs

Appendix C Schematics

Appendix D Typical Sections
Figures 3.1 through 3.10 - Existing and Proposed Typical Sections

Appendix E Resource-specific Maps
Figures 4.1 through 4.13 – Community Features
Figures 5.1 through 5.6 – Archeological Survey Results
Figures 6.1. through 6.11 – Inventoried Resources
Figures 7.1 through 7.19 – Water Features on Aerial Imagery
Figures 8.1 through 8.5 – Ecological Mapping System of Texas Vegetation Types
Figures 9.1 through 9.6 – Field-verified Vegetation Types
Figure 10.1 through 10.11 – Potential Hazardous Materials Concerns
Figures 11.1 through 11.9 – Noise Receiver Locations and Land Use

Appendix F Resource Agency Coordination

Appendix G Section 4(f) Documentation

Appendix H Comment and Response Matrices from Public Involvement Activities

Tables

Table 1: Existing Roadways Within the Project Limits 2
Table 2: Proposed Structures 6
Table 3: Hidalgo: Truck Trade with Mexico (in thousands $) 9
Table 4: Anticipated Impacts to Waters of the U.S. for Phase I (Interim) 25
Table 5: Anticipated Impacts to Waters of the U.S. for Phase II (Ultimate) 26
Table 6: Potential Impacts to Field-verified MOU Vegetation 32
Table 7: Ambient Noise Level Measurements dB(A) Leq 47
Table 8: Traffic Noise Levels dB(A) Leq 48
Table 9: Noise Barrier Proposal (preliminary) 52
Table 10: Predicted Noise Impact Contours 53
Table 11: Independent Evaluators from the Texas Department of Transportation 70
Table 12: Preparers from Hidalgo County Regional Mobility Authority 71
Table 13: Preparers from Blanton & Associates, Inc. 71

Inserts

Insert 1: FHWA Projected National MSAT Emission Trends 2010 – 2050 40
Insert 2: Cumulative Impacts Decision Tree 55

Exhibits

Exhibit A. Overweight/Oversized Permit Count 9

List of Acronyms

AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
a.m.	ante-meridiem (before noon)
APE	Area of Potential Effect
AST	Aboveground Storage Tank
ASTM	ASTM International
Ave	Avenue
BE	Biological Evaluation
BMP	Best Management Practice
BU	Business
CAFE	Corporate Average Fuel Economy
CBRA	Coastal Barrier Resources Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CGP	Construction General Permit
CMAQ	Congestion Mitigation and Air Quality Improvement
CMP	Congestion Management Process
CO	Carbon Monoxide
CR	County Road
CSJ	control-section-job
dB(A)	decibel, A-weighting
DID	Donna Irrigation District
Dr	Drive
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMST	Ecological Mapping System of Texas
EO	Executive Order
EPA	Environmental Protection Agency
EPIC	Environmental Permits, Issues, and Commitments
ESA	Endangered Species Act
ETC	estimated time of completion
ETTC	Electric Transmission Texas, LLC
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FM	Farm-to-Market
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FTZ	Free Trade Zones
FWCA	Fish and Wildlife Coordination Act
FY	Fiscal Year
GHG	Greenhouse gas

GIS	Geographic Information Systems
HCDD #1	Hidalgo County Drainage District No. 1
HCID	Hidalgo County Irrigation District
HCMPO	Hidalgo County Metropolitan Planning Organization
HCRMA	Hidalgo County Regional Mobility Authority
HRSR	Historic Resources Survey Report
I-2	Interstate Highway 2
IBTC	International Bridge Trade Corridor
IBWC	International Boundary Water Commission
IP	Individual Permit
IPCC	Intergovernmental Panel on Climate Change
IS	Intermittent stream
ISA	Initial Site Assessment
LEP	Limited English Proficiency
MAPOs	Meetings with Affected Property Owners
MBTA	Migratory Bird Treaty Act
MOU	Memorandum of Understanding
mph	miles per hour
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MSA	Magnuson-Stevens Fishery Conservation and Management Act
MSAT	Mobile Source Air Toxics
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NHL	National Historic Landmark
NHPA	National Historic Preservation Act
NOA	Notice of Availability
NOI	Notice of Intent
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWP	Nationwide Permit
OW	Open water
PA	Programmatic Agreement
PCB	Polychlorinated biphenyls
PCN	Preconstruction Notification
PCR	Project Coordination Request
p.m.	post-meridiem (after noon)
PM	Particulate Matter
POE	Ports-of-entry
PRM	Permittee-responsible mitigation
PS	Perennial stream
PS&E	Plans, Specifications, and Estimates

PSLs	Project Specific Locations
Rd	Road
RGVMPO	Rio Grande Valley Metropolitan Planning Organization
RHA	Rivers and Harbors Act
RIBITS	Regulatory In-lieu Fee and Bank Information Tracking System
ROE	Right-of-entry
ROW	Right-of-way
RRC	Railroad Commission of Texas
RV	Recreational Vehicle
SAL	State Antiquities Landmark
SGCN	Species of Greatest Conservation Need
SH	State Highway
SHPO	State Historic Preservation Office
SOP	Standard Operating Procedure
sp.	Species
spp.	More than 1 species in same genus
STIP	Statewide Transportation Improvement Program
SW3P	Storm Water Pollution Prevention Plan
TAC	Texas Administrative Code
TAQA	Traffic Air Quality Analysis
TCEQ	Texas Commission on Environmental Quality
TCMP	Texas Coastal Management Plan
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TMDL	Total Maximum Daily Loads
TNM	Traffic Noise Model
TPDES	Texas Pollutant Discharge Elimination System
TPWC	Texas Parks and Wildlife Code
TPWD	Texas Parks and Wildlife Department
TDM	Travel Demand Management
TSM	Traffic System Management
TWDB	Texas Water Development Board
TxDOT	Texas Department of Transportation
UPRR	Union Pacific Railroad
US	United States Highway
USA	United States of America
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
VE	Value Engineering
VCM	voluntary conservation measures
VMT	Vehicle miles traveled
vpd	vehicles per day
WDI	Water Data Interactive

1.0 INTRODUCTION

The Hidalgo County Regional Mobility Authority (HCRMA), in cooperation with the Texas Department of Transportation (TxDOT) Pharr District, proposes to construct a non-tolled four lane divided highway on new location from the future 365 Tollway and Farm-to-Market (FM) 493 to Interstate Highway 2 (I-2). The proposed project would be constructed in two phases; Phase 1 (interim design) would primarily construct the frontage roads from 365 Tollway to FM 493 and mainlanes from the future Valley View Interchange to I-2. Phase II (ultimate design) would consist of six mainlanes divided by a concrete barrier and provides for overpasses and ramps where necessary. The project is located in Hidalgo County, Texas.

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). The EA has been prepared to comply with TxDOT's environmental review rules and the National Environmental Policy Act (NEPA). This EA was made available for public review during a comment review period, and TxDOT considered all comments submitted. If TxDOT determines there are no significant adverse effects, a finding of no significant impact (FONSI) will be issued and made available to the public. Project location maps are provided as **Figures 1** and **2** in **Appendix A**. Representative photographs of the project area are included in **Appendix B**. The current engineering schematic and layout of the proposed project is included in **Appendix C**. **Figures 3.1** through **3.10** in **Appendix D** provide the existing and proposed typical sections. Resource specific maps are provided in **Appendix E**.

2.0 PROJECT DESCRIPTION

2.1 *Existing Facility*

There is no existing facility within the project limits. While construction of the proposed project would be primarily on new location, it would utilize approximately 59.16 acres of existing transportation right-of-way (ROW).

Existing roadways within the project limits are generally two lanes, many of which are unpaved. Per the Rio Grande Valley Metropolitan Planning Organization's (RGVMPO) United Metropolitan Area Planning map (Functional Classification Layer) (RGVMPO 2021a), other than FM 907 (Alamo Road), FM 3072 (Dicker Road), FM 1423 (Valley View Road), and FM 493, which are classified as major collectors, most of the roads are classified as local (RGVMPO 2021a). The typical sections for these facilities consist of two 12-foot-wide travel lanes (one in each direction) and 8– to 10-foot-wide outside shoulders within an existing ROW that varies from 80 to 120 feet. Business (BU) 83 is classified as a principal arterial and includes two 5-foot-wide bicycle lanes in each direction (**Figure 3.1**; **Appendix D**).

Roadways at the three project termini include 365 Tollway, I-2 and FM 493:

- 365 Tollway at the western terminus is a planned and programmed six-lane divided controlled-access facility consisting of six 12-foot-wide travel lanes, two 10-foot-wide outside shoulders, and two 10-foot-wide inside shoulders, divided by a concrete barrier. The typical ROW is 300 feet but expands to maximum of 400 feet at interchanges. The proposed design speed for the tolled facility is 70 miles per hour (mph).
- I-2, at the northern terminus, is a six-lane divided controlled-access facility consisting of three 12-foot-wide travel lanes with 10-foot-wide inside shoulders, 10-foot-wide outside shoulders, within a 300-foot ROW. The posted speed limit for the mainlanes is 70 mph. The frontage roads are continuous and consist of three 12-foot-wide lanes in the westbound and eastbound directions. The posted speed limit for the frontage roads is 55 mph.
- FM 493, at the eastern terminus, is a two-lane rural roadway consisting of two 12-foot-wide travel lanes (one in each direction) and 8-foot-wide shoulders within a ROW that varies from 110 to 120 feet (**Figure 3.1**). The posted speed limit is 55 mph.

Existing roadways within the project limits are described in **Table 1**. Per the HCMPO 2021 United Metropolitan Area Planning Maps available from the RGVMPO, there are no sidewalks or bicycle lanes within the project area, except for unpaved pedestrian facilities along BU 83 and the I-2 frontage roads (RGVMPO 2021b). Other than traffic signals along BU 83 northward to I-2, most of the existing intersections within the project limits are un-signalized with stop signs or flashing beacons. The posted speed limit along the existing roadways varies from 35 to 50 mph.

Table 1: Existing Roadways Within the Project Limits

Roadway	Description	Outside Shoulder Width (feet)	ROW Width (feet)	Speed Limit (mph)
FM 3072 (Dicker Road)	Two 12-foot-wide travel lanes (one in each direction)	10	80	50
FM 2557 (Stewart Road)	Two 12-foot-wide travel lanes (one in each direction)	10	80	50
FM 907 (Alamo Road)	Two 12-foot-wide travel lanes (one in each direction)	8	110 to 120	55
FM 1423 (Valley View Road)	Two 12-foot-wide travel lanes (one in each direction)	3	80	35

Table 1: Existing Roadways Within the Project Limits

Roadway	Description	Outside Shoulder Width (feet)	ROW Width (feet)	Speed Limit (mph)
Cesar Chavez Road	Two 12-foot-wide travel lanes (one in each direction)	3	60	35
Tower Road	Two 12-foot-wide travel lanes (one in each direction)	3	60	35
Border Road	Two 12-foot-wide travel lanes (one in each direction)	3	60	35
Balli Road	Two 12-foot-wide travel lanes (one in each direction)	3	60	35
BU 83	Four 12-foot-wide travel lanes (two in each direction); 14-foot-wide center-turn lane; 5-foot-wide bicycle lane in each direction; Union Pacific Railroad (UPRR) track parallels the northern ROW	8	85	50

Drainage within the project limits is currently accomplished by open ditches, drainage canals and culverts. Typical sections, representative of the existing roadways, are provided in **Figures 3.1** and **3.2** in **Appendix D.**

2.2 *Proposed Facility*

The proposed facility begins at the future 365 Tollway/FM 3072 (Dicker Road) intersection and extends east, then north to I-2, 0.5 mile west of FM 1423 (Val Verde Road), and east to FM 493 (approximately 1.5 miles north of United States Highway [US] 281/Military Road). The total length of the proposed project is 13.15 miles. The project schematic is provided in **Appendix C**.

The proposed project would ultimately consist of the construction of a new location six-lane divided controlled-access facility with four-lane frontage roads (two in each direction) within a variable ROW width of 160 feet to 400 feet (**Figures 3.3** through **3.10** in **Appendix D**). The proposed project is classified as an urban freeway. Grade separations along the facility would assure that roadways of higher functional classification would traverse the proposed facility unimpeded, and local roads may be accommodated if existing traffic patterns are disrupted or where access is severed. The proposed design speed is 70 mph for the mainlanes, 50 mph for the ramps, 50 mph for the frontage roads, and 50 to 70 mph for the direct connectors.

Stormwater drainage would be conveyed through parallel roadside grass-lined drainage canals (ditches) with concrete culverts and outfalls where necessary. Drainage facilities would be required to mitigate for the 13.15-mile impervious area proposed for the new location roadway. These facilities would be sized for discharge (per TxDOT's design requirements) and would be constructed to maintain the existing drainage flow patterns throughout the project's limits. A total of 26.97 acres of ROW would be required.

Following a 2013 bond referendum issued by the HCRMA, the Hidalgo County Drainage District No. 1 (HCDD #1) was mandated to provide regional drainage improvements and floodplain remapping throughout the County. Following the referendum, the HCRMA and HCDD #1 developed an inter-local agreement whereby the HCDD #1 would develop, own, and operate the facilities, and the HCRMA pays a prorated share for the facilities resulting from its roadway projects. Drainage facilities associated with the proposed project would be developed by the HCDD #1 as separate projects utilizing local HCRMA funds (e.g., vehicle registration funds and overweight vehicle transaction fees).

Utilities, railroads, and canals within the project area include Union Pacific Railroad (UPRR), irrigation canals, drainage canals, gas, water, sanitary sewer, electrical/transmission, telephone, cable (fiber optic), and overhead power lines. The UPRR parallels BU 83 in the northern project area, the 150-foot-wide Electric Transmission Texas, LLC (ETT) corridor runs north of the Donna Reservoir and parallels the IBTC ROW (and irrigation canal) to BU 83 after which it veers to the east. The HCRMA acquired five parcels associated with the ETT corridor easement at-risk and provides ETT with the 150-foot wide easement.

The proposed project crosses the IBWC main floodway in the west leg, southwest of the Valley View interchange. Approximately 32.09 acres of fee simple easements would be required within the IBWC Levee ROW. Utility adjustments and relocations would be required prior to and during construction. Of the project's total ROW requirement, 20.37 acres of ROW would be for utility easements.

The proposed project would be constructed in two phases; the additional ROW beyond what is required for the interim four-lane facility would provide for future expansion under the ultimate design when needed, as determined by future traffic conditions.

The proposed project will not require an interstate access justification request to be approved by FHWA.

2.2.1 *Phase I – Interim Design*

For ease of reference, the project segments are described as follows:

- West Leg: from 365 Tollway/FM 3072 interchange to Valley View interchange

- North Leg: from Valley View interchange to I-2
- East Leg: from Valley View interchange to FM 493

The interim design proposes construction of the frontage roads in the West and East legs and mainlanes in the North leg (there are no frontage roads in this leg). The typical sections for the project segments are detailed below:

- **West leg:** The west leg of the project consists of four 12-foot-wide frontage roads (two in each direction), 10-foot-wide outside shoulders, and 4-foot-wide inside shoulders separated by a variable width grassy median. The typical sections include a 20-foot-wide outside ditch and variable width inside ditch. The proposed ROW varies from 213 to 395 feet. The west leg includes at-grade intersections at the existing local roads except for the bridge over the IBWC main floodway.

  The proposed bridge over the IBWC main floodway consists of a 12-foot-wide travel lane in each direction, 10-foot-wide outside shoulders, and 4-foot-wide inside shoulders separated by a concrete barrier. The proposed ROW is 400 feet.
- **North leg:** The north leg of the project consists of four 12-foot-wide mainlanes (two in each direction), a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder separated by a concrete barrier. North of Donna Reservoir a 150-foot-wide ETT easement lies on the east and a variable width (43 -feet to 175 feet) irrigation easement transitions from the east side to the west side of the proposed ROW at BU 83. The proposed ROW varies from 222 to 251 feet. The mainlanes terminate at-grade at the I-2 eastbound frontage road.
- **East leg:** The east leg of the project consists of a two-lane frontage road and includes a 12-foot-wide travel lane in each direction, 10-foot-wide inside and outside shoulders, bordered by a 12-foot-wide inside ditch and an 8 to 10-foot-wide outside ditch. The proposed ROW varies from 300 to 400 feet. The frontage lanes terminate at-grade at FM 493.

The typical sections for the interim design are found in **Figures 3.4** through **3.9** of **Appendix D.**

2.2.2 *Phase II – Ultimate Design*

Phase II would be constructed as determined necessary based on future traffic conditions. The ultimate design would be a six-lane facility divided by a concrete traffic barrier with overpasses, ramps, and two-lane frontage roads in certain locations. Frontage roads are not continuous; two-lane frontage roads are proposed in the west leg, no frontage roads are proposed in the north leg, and two-lane frontage roads are proposed in the east leg. The ultimate facility would consist of six 12-foot-wide travel lanes (three in each direction), 10-

foot-wide outside shoulders, and 10-foot-wide inside shoulders, divided by a concrete barrier (**Figure 3.10** in **Appendix D**).

2.2.3 *Structures*

The project would provide for overpasses and frontage roads and would require direct connectors at 365 Tollway and FM 3072 (Dicker Road) (for the ultimate design), grade separations at FM 2557 (Stewart Road), FM 907 (Alamo Road), Tower Road, Border Road, FM 1423 (Valley View Road), County Road (CR) 1822 (Rhodes Road), BU 83, and direct connectors at I-2 (for the ultimate design). In addition, a bridge/culverts is being proposed for the Donna Reservoir, and a high-water bridge would be constructed across the IBWC main floodway. The proposed structures and their associated construction phase are provided in **Table 2**.

Table 2: Proposed Structures

No.	Location (from West to East)	Structure Type	Construction Phase
1	365 Tollway and FM 3072 (Dicker Road)	Direct connector	Phase II
2	FM 2557 (Stewart Road)	Overpass	Phase II
3	FM 907 (Alamo Road)	Overpass	Phase II
4	Tower Road	Underpass	Phase II
5	Border Road	Underpass	Phase I
6	IBWC Main Floodway Channel	High-water bridge	Phase I
7	FM 1423 (Valley View Road)	Overpass	Phase II
8	CR 1822 (Rhodes Road)	Overpass	Phase II
9	Donna Reservoir	Bridge/culverts	Phase I
10	BU 83	Overpass	Phase I
11	I-2	Direct connector	Phase II

A total of 11 structures including five overpasses, two underpasses, one bridge/culvert water crossing, and two direct connectors are proposed. Phase I construction includes one overpass, one underpass, the bridge/culvert water crossing, and one high water bridge crossing. Phase II construction includes four overpasses, one underpass, and two direct connectors.

The maximum depth of impacts for the proposed project would be 3 feet in areas where there is new pavement, a maximum depth of 10 feet for cross-culverts, and a maximum depth of 10 feet for drainage ditches. At bridge structures, the depth of impacts may extend to 25 feet deep for drilled shafts or pile foundations.

2.3 *Logical Termini and Independent Utility*

Federal regulations require that federally funded transportation projects have logical termini (23 CFR 771.111(f)(1)). Simply stated, this means that a project must have a rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts. The proposed project limits consist of 365 Tollway/FM 3072 (Dicker Road) intersection to the west; I-2 to the north (approximately 0.5 mile west of FM 1423/Val Verde Road); and FM 493 to the east (approximately 1.5 miles north of United States Highway [US] 281/Military Road). These locations were identified as traffic generators and destination points along existing and planned roadways to convey vehicular traffic from cross-border travel at the international bridges. Transition zones are anticipated approximately 800 feet north and south of the FM 493 project limit.

Federal regulations require that a project has 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 does 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. Because the proposed project stands alone, it does not irretrievably commit federal funds for other future transportation projects. In addition, the proposed project provides congestion relief by adding additional travel lanes and frontage roads; therefore, it has been determined that the project has independent utility.

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 predetermine or preclude future work on the IBTC and would not restrict the consideration of future transportation improvements. The current engineering schematic and layout of the proposed project is included in **Appendix C**, and proposed typical sections are provided on **Figures 3.1** through **3.10** in **Appendix D**.

2.4 *Planning Consistency*

The proposed interim facility is included for construction in the RGVMPO 2020-2045 Metropolitan Transportation Plan (MTP) as CSJ 0921-02-142 in Fiscal Years (FY) 2023, 2024 and 2026), and in the ultimate facility is included in FY 2037-2041 as CSJ 0921-02-202 (RGVMPO 2023). These two CSJs would be funded with state and federal funds estimated at $224.95 million for the interim facility and approximately $223.20 million for the ultimate facility. The proposed project is consistent with the RGVMPO 2023-2026 Transportation Improvement Program (December 2022) for CSJ 0921-02-142 for a total of $224.95 million

for the interim facility. The proposed project is also consistent with the 2023-2026 Statewide Transportation Improvement Program (STIP) November 2022 revision.

3.0 PURPOSE AND NEED

3.1 *Need*

The proposed project is needed because many of the east/west existing roadways south of I-2 and north of US Highway (US) 281 (Military Highway) are neither direct nor continuous, which leads to inefficient movement of vehicular traffic from cross-border travel at the international bridges within the project vicinity.

3.2 *Supporting Facts and/or Data*

Regional population growth and employment growth are the two major factors placing increasing pressure on the transportation infrastructure in Hidalgo County (RGVMPO 2022). The population of Hidalgo County increased by 110.27 percent between 2000 and 2010 (U.S. Census Bureau 2010), and per the Texas Water Development Board (TWDB) is projected to increase another to 185.29 percent by 2040, at an annual growth rate of 7.4 percent per year (U.S. Census Bureau 2010; TWDB 2020a. 2020b, 2020c, 2020d).

There are presently five international bridges for cross-border travel between the U.S. and Mexico in Hidalgo County: Anzalduas, Donna-Rio Bravo, Hidalgo-Reynosa, Pharr-Reynosa, and Progreso. Approximately $29 billion in truck freight trade was conducted in Hidalgo County in 2016; from 2007–2016, United States of America (USA). Trade with Mexico has increased by 34.81 percent and is expected to increase based on these trends (**Table 3**; USDOT 2017). This will result in increasing truck freight shipments destined to and originating from the Hidalgo County region. To facilitate trade and the warehousing of goods, there are numerous freight transfer facilities and two Free Trade Zones (FTZs) scattered throughout Hidalgo County (McAllen FTZ [#12} and City of Weslaco [#156] FTZ). FTZs are sites in or near a U.S. customs port of entry where foreign and domestic merchandise is considered to be in international trade, intended to promote U.S. participation in trade and commerce by eliminating or reducing the unintended costs and/or obstacles associated with U.S. trade laws (ITA 2021).

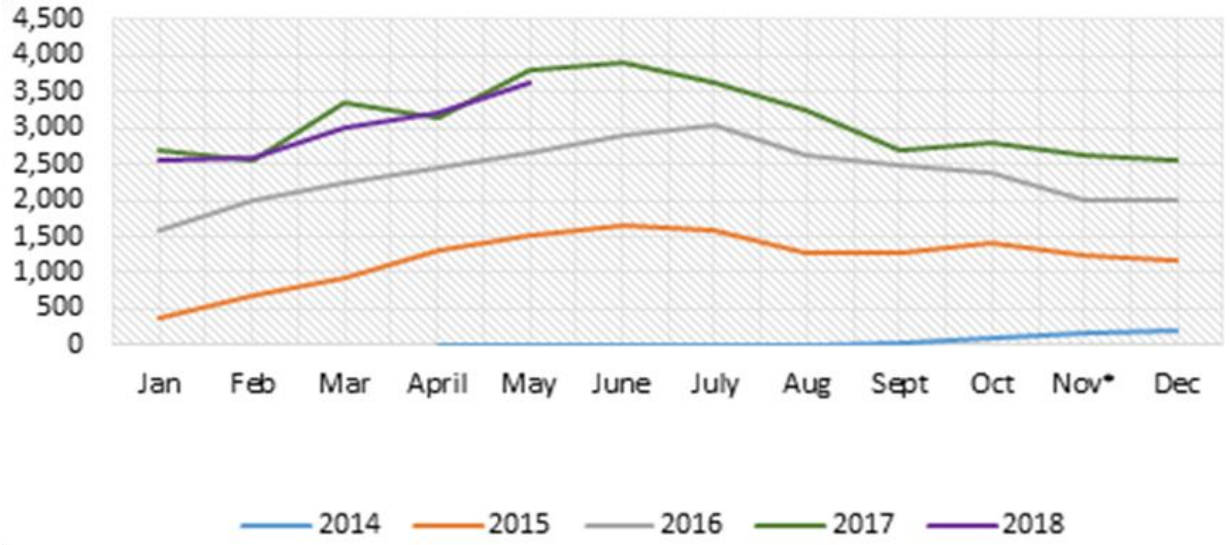
With the advent of House Bill 474 in April 2014, the HCRMA has been the administrator on TxDOT's behalf of Hidalgo County's overweight/oversize corridor and has seen the steady interest from the trucking industry to utilize systems that provide drivers greater safety and efficiency as shown in **Exhibit A**. (HCRMA 2018).

Table 3: Hidalgo: Truck Trade with Mexico (in thousands $)

Year	Hidalgo	% Difference	% Difference 2007-2016	Annualized % Increase
2007	$21,872,880	-	34.81	3.71
2008	$22,218,529	1.58		
2009	$19,148,817	-13.82		
2010	$22,682,443	18.45		
2011	$24,562,907	8.29		
2012	$25,719,312	4.71		
2013	$27,442,697	6.70		
2014	$29,685,550	8.17		
2015	$29,190,399	-1.67		
2016	$29,485,989	1.01		

Source: USDOT (2017)

Exhibit A.
Overweight / Oversized Permit Count
2014-2018 Monthly Comparison



Source: HCRMA (2018)

3.3 *Purpose*

The purpose of the proposed project (the Build Alternative) is to improve local/regional mobility for transporting persons/goods from international ports-of-entry (POE) in the area north to I-2 between US 281 and FM 493.

4.0 ALTERNATIVES

4.1 *Build Alternative*

The proposed facility begins at 365 Tollway/FM 3072 (Dicker Road) and extends 5.43 miles in a westerly, north-westerly direction. After crossing the International Boundary and Water Commission (IBWC) main floodway, the alignment splits just east of FM 1423 (Val Verde Road) at the Valley View Interchange and veers north and east. The north leg traverses 4.21 miles from the Valley View Interchange where it crosses the Donna Reservoir and parallels an irrigation canal. It then connects to IH-2 approximately 0.5 mile east of FM 1423 (Val Verde Road). The east leg of the alignment traverses 3.51 miles in a south-easterly direction from the Valley View Interchange for 2.0 miles until it connects with Vertrees Road where it extends for 0.5 mile until it connects with FM 493.

The proposed project would ultimately consist of the construction of a new location non-tolled six-lane divided controlled-access facility with four-lane frontage roads (two in each direction) within a variable ROW width of 160 feet to 400 feet. The proposed project is classified as an urban freeway. Grade separations along the facility would assure that roadways of higher functional classification would traverse the proposed facility unimpeded, and local roads may be accommodated if existing traffic patterns are disrupted or where access is severed.

There is no existing freeway within the project limits. While construction of the proposed project would be primarily on new location, it would utilize approximately 59.16 acres of existing transportation ROW.

The proposed project would be constructed in two phases; the additional ROW beyond what is required for four-lane facility would provide for future expansion under the ultimate design when needed, as determined by future traffic conditions. The interim design, or Phase I, would construct frontage roads in the west and east legs and mainlanes in the north leg (there are no frontage roads in this leg). The ultimate design, or Phase II, would be constructed as determined necessary based on future traffic conditions and would be a six-lane facility divided by a concrete traffic barrier with overpasses, ramps, and two-lane frontage roads in certain locations. The ultimate facility would consist of six 12-foot-wide travel lanes (three in each direction), 10-foot-wide outside shoulders, and 10-foot-wide inside shoulders, divided by a concrete barrier.

The Build Alternative would meet the need and purpose of the project by providing a direct and continuous east/west and north/south route between IH-2, US 281, and FM 493 to improve local/regional mobility.

4.2 *No-Build Alternative*

Under the No-Build Alternative, the existing facilities would operate as they currently do, and normal maintenance activities would continue. There would be no environmental impacts associated with this alternative. However, the No-Build Alternative would not improve mobility; therefore, it would not address the need and purpose of the proposed project.

4.3 *Preliminary Alternatives Considered but Eliminated from Further Consideration*

4.3.1 *IBTC Local EA Build Alternative*

Various iterations of the proposed route have been developed through planning studies and project development. These preliminary options were developed and modified with regard to a number of engineering and environmental factors. From approximately 2009 to 2011, the preparation of the IBTC local EA (HCRMA 2011), included an alternatives development and evaluation process that was performed in accordance with applicable federal, state and Hidalgo County guidelines to define and analyze a range of reasonable preliminary alternatives. The range of preliminary options considered in the IBTC local EA (HCRMA 2011) included the following:

- Transit: considered improving existing or providing new transit service within the study area. This alternative was dismissed from further study due to cost and because it would not meet the purpose and need for the proposed project.
- Travel Demand Management (TDM)/Operational Management Strategies: considered carpooling, high occupancy vehicle lanes, intersection upgrades, new signalization, and provisions for turning lanes. This alternative was dismissed from further study due to cost and because it would not meet the purpose and need for the proposed project.
- Freight rail: consisted of improving existing or providing new facilities in the study area. This alternative was dismissed from further study due to cost and because it would not meet the purpose and need for the proposed project.
- Upgrade of transportation network serving the study area: considered roadway improvements within existing ROW such as roadway widening, intersection improvements, access control, widening outside of the existing ROW, roadway realignment, and partial relocation of short roadway sections.
- New non-tolled facility: considered construction of a six-lane, limited access, non-tolled facility. This alternative was dismissed from further study due to a lack of funding for construction of the alternative.
- New tolled facility: considered construction of a six-lane, limited access, tolled facility. This alternative was carried forward as the Build Alternative in the IBTC local EA.

- No-build Alternative: consisted of taking no action. The No-Build Alternative did not meet the identified project need and purpose.

From this effort, a preferred alternative was chosen that included a tolling component, due to the lack of construction funding (HCRMA 2011). Although the No-build Alternative did not meet the identified project needs, it was advanced for further study to provide a baseline for comparison with the proposed Build Alternative.

4.3.2 *Revisions to the Build Alternative*

The following section identifies the revisions to the IBTC local EA Build Alternative based on additional studies.

VE Study (HCRMA 2013):

During the VE Study, the VE team generated concepts/ideas for the proposed project. Of these concepts, several were carried forward as recommendations for the development phase of the study. Realignment from FM 907 (South Alamo Road) to the Donna Reservoir, resulting in $20.42 million in cost savings and 43 percent in value improvements to the baseline alignment, was incorporated into the preferred alternative. As a result of these changes, the project length was reduced by 1.55 miles in length (from 14.7 miles to 13.15 miles), an approximate 10.5 percent reduction in length.

Electric Transmission Texas (ETT) Cross Valley Electrical Transmission Project:

The HCRMA was informed by public notice of Public Utility Commission (PUC) of Texas filing for the Cross Valley Electrical Transmission project in late 2013. The proposed route overlapped the IBTC technically preferred alternative from Maiz Street to just south of Reyes Street. Recognizing that the proposed project would increase the number of impacted landowners in this portion of the corridor, the HCRMA intervened in the PUC filing [docket Number: 41606] (PUC 2014). Subsequent ruling by the PUC required American Electric Power (AEP)-ETT and HCRMA to use the HCRMA's local government authority to acquire fee simple ownership of a 150-foot corridor adjacent to the proposed IBTC alignment to minimize corridor relocations and project footprint. The ruling further provided ETT the ability to revert to property acquisition/displacements for a full 150 foot ROW along the identified alignment without consideration of the HCRMA alignment should the HCRMA not acquire the properties which overlapped the two independent projects' (road & transmission) proposed alignments. See the Community Impact and the Indirect & Cumulative Impacts Analyses for detailed discussions of this direct action by others and the subsequent protective property acquisition performed at-risk by HCRMA from 2014-2015 to prevent further incursions on the proposed alignment and comply with the PUC Ruling.

Tolled Build Alternative and 2018 Funding Changes

The HCRMA has been administering the issuance of permits for the County's overweight/oversize corridor on TxDOT's behalf since House Bill 474 was enacted in April 2014. The HCRMA issues specialized overweight permits that allow for the movement of overweight vehicles carrying cargo on several roads within Hidalgo County. The permits cover vehicles weighing no more than the Mexican Legal Weight Limit or 125,000 pounds and the cargo and vehicle dimensions not to exceed 12 feet wide, 15 feet 6 inches high, or 110 feet long (HCRMA 2018). Since 2014, the HCRMA has seen an increase in the trucking industry's utilization of roadways that provide drivers greater safety and efficiency. The overweight/oversized corridor network fees have resulted in a revenue source of approximately $1 million annually for the HCRMA.

Consequently, in 2017 the HCRMA revisited funding strategies for the proposed IBTC project to identify ways to fund Phase I construction as a non-tolled (free) facility. The use of the overweight network fees as a funding mechanism, in addition to federal, state, and local sources comprised of vehicle registration fees, proposed Financial Assistance Agreement with TxDOT, Local Government Bonds, and State Infrastructure Bank Loan were identified to develop and construct the IBTC Project without tolling. In April 2018, the HCRMA took the necessary steps to coordinate the changes in the funding status in the *HCMPO's 2019-2022 Transportation Improvement Plan (TIP)* and *2015-2040 Metropolitan Transportation Plan (MTP)* (HCMPO 2018a; HCMPO 2018b). Funding for the Ultimate phase of the IBTC is anticipated to take advantage of continued (and increasing) fee revenue streams to allow continued use in the ultimate phase as a non-tolled facility.

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

In support of this EA, the following technical documentation was prepared:

- Project Description Report
- Alternatives Development Summary Report
- Community Impacts Technical Report
- Archeological Background Study
- Intensive Archeological Survey Report
- Project Coordination Request (PCR) for Historical Studies Form
- Historical Studies Research Design
- Historic Resources Survey Report (HRSR)
- Water Resources Technical Report
- Tier 1 Site Assessment Form

- Biological Evaluation (BE)
- Air Quality Technical Report
- Hazardous Materials Technical Report
- Traffic Noise Analysis Technical Report
- Indirect and Cumulative Impacts Technical Report
- Documentation of Public Meetings

These technical reports, maps showing the project location and design, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Pharr District Office located at 600 W Interstate 2, Pharr, TX 78577-1231.

5.1 *Right-of-Way/Displacements*

The Build Alternative would require the use of 59.16 acres of existing transportation right-of-way (ROW), and the acquisition of an additional 678.0 acres of proposed ROW and 28.3 acres of permanent easements to relocate drainage and irrigation features. The HCRMA conducted early acquisition of 38.2 acres of ROW for the proposed IBTC. (See the project schematic in **Appendix C**).

The HCRMA performed early ROW acquisition between 2013 and 2017 for 60 at risk parcels to preserve the ROW for the proposed project. These parcels were either a part of the ETT/American Electric Power (AEP) Transmission project along the north leg of the proposed project area (5 parcels), one parcel south of Dicker Road and adjacent to the 365 Tollway, 50 parcels from the Red River subdivision and 4 additional parcels adjacent to the 365 Tollway project. Detailed information regarding the early ROW acquisition is contained in the *Community Impacts Technical Report* dated August 2020 (TxDOT 2020a). The early at-risk ROW acquisitions were performed to minimize impacts to the communities and along a previously evaluated preferred alternative, thus the evaluation or selection of Build Alternatives were not limited.

The proposed project would result in 85 displacements, subject to final design considerations. See **Figures 4.1** through **4.11** in **Appendix E** for the location of potential displacements. Of the 85 displacements, 29 residential displacements have previously occurred during the at-risk ROW acquisitions, and the remaining ROW to be acquired would displace 51 residential and 5 “other” structures. No commercial displacements were proposed. Of the 51 residential displacements, 48 consisted of mobile homes, one single-family residence and two abandoned structures based on field visits conducted in 2018 and 2019. Mobile home displacements would be from the Palm Shadows RV Campground & Mobile Home Park (21), Val Verde RV Park & Apartments (4), Village Grove community (20), and Maiz Acres subdivision

(3). The sole single family residence displacement also occurred in the Maiz Acres subdivision. The other displacements consisted of a presumed abandoned shed, a billboard along I-2, two shed structures and one telecommunication utility. Detailed information regarding the potential displacements is outlined in the *Community Impacts Technical Report* dated August 2020 (TxDOT 2020a) and updated supplemental information has been documented in an *Addendum – Draft Community Impacts Technical Report* dated July 2022 (TxDOT 2022).

The ROW acquisition program has been and would continue to be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended), and relocation resources would be made available to all residential 'other' displaces without discrimination.

The No-Build Alternative would not require the acquisition of ROW, nor would it result in relocations.

5.2 *Land Use*

Land use within the study area is primarily undeveloped and consists of agricultural land in Hidalgo County and surrounding communities of Donna, Pharr and San Juan. Single-family residences are scattered throughout the study area. Single-family residences and commercial properties are more prevalent near existing roadways and are primarily in the northern portion of the study area near IH-2. Land uses in agricultural land, which included dry farmlands, irrigated farmland, barren land, vacant tracts, citrus and farmland ranches, consisted of approximately 95.5 percent of the land uses in the project study area, with 3.1 percent consisting of residential mobile homes, residential vacant lots, and single family residential properties. The remaining percentage consisted of brushland and commercial land uses. A detailed explanation of the project study land use areas is outlined in the *Community Impacts Technical Report* dated August 2020 (TxDOT 2020a). Representative photographs of the study area are provided in **Appendix B**.

The Build Alternative is largely a new location facility; therefore, it is expected to result in direct and indirect changes to land uses within the project area through conversion of these lands to transportation use. A discussion of potential induced growth impacts are outlined in **Section 5.15** of this document. **Figures 4.1** through **4.11** in **Appendix E** provide an overview of the proposed project and adjacent land use, businesses, and community features.

The No-Build Alternative would not result in changes to land use.

5.3 *Farmlands*

The proposed project would convert farmland subject to the Farmland Protection Policy Act (FPPA) to a nonagricultural, transportation use. The proposed project scored 71 on Part VI of

the FPPA NRCS-CPA-106 Form. Coordination with the NRCS was initiated on July 25, 2018. The NRCS returned the completed NRCS-CPA-106 Form on July 27, 2018, and after completing Sections IV and V of the Form, the proposed project received a total score of 94 for the Farmland Conservation Impact Rating analysis. Since this total is less than 160, the proposed project requires no further consideration for protection and no additional evaluation is necessary. A copy of the coordination with NRCS is included in **Appendix F**.

The No-Build Alternative would not require coordination with the NRCS.

5.4 *Utility Relocation*

It is reasonably foreseeable that utilities will have to be relocated as a result of this project. The impacts resulting from removal of any utilities from within existing highway ROW have been considered as part of the project impacts under each of the resource area subheadings within this EA. Additionally, if utilities will be re-located within highway ROW, then the impacts resulting from re-installation of the utilities within highway ROW has also been considered as part of the project impacts under each of the resource area subheadings within this EA. To the extent that the owner of any displaced utility determines to re-install the displaced utility at a location outside of highway ROW, such location will be determined by the owner of the utility subject to the rules and policies governing the utility relocation process.

The No-Build Alternative would not require any utility relocation.

5.5 *Bicycle and Pedestrian Facilities*

The proposed roadway is a high-speed controlled-access facility, and as such, no bicycle facilities were originally proposed due to the provisions outlined in the previous guidelines (*Guidelines Emphasizing Bicycle and Pedestrian Accommodations* (March 2011) (TxDOT 2011)) and numerous discussions with TxDOT and the public. Previously, provisions were made for pedestrian ramps and sidewalks to be included at major intersections to accommodate pedestrian and bicyclists. All existing sidewalk segments impacted by construction along major roadways would be replaced in kind. TxDOT's guidance regarding bicycle and pedestrian accommodations changed in 2021 which necessitated a reassessment of bicycle and pedestrian accommodations for the project.

The current *TxDOT Roadway Design Manual (RDM) – TxDOT Bicycle Accommodation Design Guidance (4/02/2021)* (TxDOT 2021a) and an April 2, 2021 *Memo Bicycle Accommodation Design Guidance (*TxDOT 2021b*)* were used for the reassessment of these facilities for the project. A safety review as well as a geometric review was conducted. Based on the safety review analysis, it was determined that the IBTC corridor is unattractive to the target design user. This was due to multiple factors such as 1) traffic vehicle mix when accommodating bicyclists and 2) target design users for the roadway. The traffic vehicle mix along the IBTC

corridor is considered high volume overweight/heavy vehicles in close proximity to bicyclists. It was determined that bicyclists would be less likely to travel a corridor with this mix of traffic and drivers of the vehicles would have reduced visibility regarding awareness of passenger vehicles and non-motorized vehicles. The target design user analysis is directly correlated to is the user's safety relative to motor vehicles. For bicyclists, there is a trend for these users to plan shorter trips and avoid busier arterial roadways. The IBTC corridor would be unattractive to bicyclists for this reason. It was also determined that the IBTC corridor would be the least safe option for the target design user.

The geometric review consisted of an analysis of four areas within the project limits:

- 365 Tollway to Border Road;
- Border Road to CR 1821;
- CR 1821 to I-2/US 83; and
- Valley View Interchange to FM 493.

Between 365 Tollway to Border Road and Valley View Interchange to FM 493, bicycle and pedestrian elements can be accommodated by a 5-foot-wide sidewalk as well as the 10 foot shoulder at the edge of the proposed ROW. Between Border Road and CR 1821, the roadway can accommodate a 5-foot-wide sidewalk and bicyclists on the 10 foot shoulder; however, they would be along the perimeter of the interchange footprint. Between CR 1821 to I-2/US 83, bicycle and pedestrian elements can also be accommodated by a 5-foot-wide sidewalk and a 10 foot paved shoulder within the existing ROW. Please refer to **Appendices C** and **D** for a graphic representation of the bicycle and pedestrian accommodations the project could accommodate.

Due to safety reasons, parallel local street corridors should be targeted for pedestrian and bicycle accommodations in lieu of longitudinal accommodations within the project limits.

The No-Build Alternative would not result in impacts or benefits to bicycle or pedestrian facilities.

5.6 *Community Impacts*

The *Community Impacts Assessment Technical Report*, dated August 2020 (TxDOT 2020a), concluded that the Build Alternative is expected to improve mobility, enhance access throughout the study area, and improve travel time reliability by providing a direct and continuous route throughout the study area and enhancing connectivity. Temporary changes in existing access may occur during construction; however, access to adjacent properties would be maintained throughout the construction process. The proposed project would not separate or isolate any businesses, distinct neighborhoods, ethnic groups, or other specific

groups. Improved access and mobility would also be an incentive to future development or redevelopment along the project corridor. The anticipated displacements are not expected to result in major changes to land use patterns, economic conditions, social interactions, or access to public facilities. **Figures 4.1** through **4.11** in **Appendix E** provide a graphical representation of the environmental justice areas; parcels purchased as risk; parcels that are permanent easements, colonias and potential residential and commercial displacements.

The Build Alternative is not expected to result in disproportionately high or adverse community impacts to environmental justice (EJ) and limited English proficiency (LEP) populations and is not anticipated to substantially alter the overall character or cohesion of the adjacent communities. The proposed 16 displacements within the predominantly minority Census Block 1042 and Census Block 3063 are not considered disproportionately high or adverse because these areas do not account for a majority of the displacements occurring throughout the study area. Displacements are not isolated or concentrated in minority or low-income areas. A review of on-line real estate and appraisal information from www.zillow.com and www.realtor.com was reviewed in July 2022, and there is local, decent, safe, comparable and sanitary replacement housing for the potential residential displacements. Any subsequent changes in design and additional information regarding proposed improvements may require reassessment of the analysis.

During project development, identification of preliminary alignment options was developed with extensive input from the public and project stakeholders. The design engineers, working on behalf of the HCRMA, met with the affected property owners to minimize impacts and identify the preferred alignment. As detailed in the *Alternatives Development Summary* dated January 2019 (TxDOT 2019a), the public and local officials were afforded several opportunities to provide input on the proposed project. Over the course of the last twenty years, various meetings were held for the Hidalgo County Loop project and ultimately the IBTC project. Based on detailed analyses and studies, and input from the public, the proposed concepts and alternatives were refined resulting in the selection and design of the current Build Alternative. Public meetings were held in May 2008, August 2008, February 2009, and April 2010. A public hearing was held in November 2010 for the 2011 IBTC Local EA at which 87 property owners, residents, and business proprietors/owners were in attendance. An additional public meeting was conducted on March 19, 2019. These public meetings and public hearing afforded accommodations for LEP populations through translation in Spanish for notices, handout materials, and in-person translation supported if requested. If additional public involvement is required for the project, accommodations for LEP populations would continue.

The No-Build Alternative would not result in direct adverse impacts to the adjacent communities; however, the projected traffic growth and increased congestion associated with the No-Build Alternative would be expected to impact adjacent communities and drivers.

5.7 *Visual/Aesthetic Impacts*

Using the Federal Highway Administration's (FHWA's) *Visual Impact Assessment for Highway Projects* (FHWA-HI-88-054) guidance (FHWA 1988), an analysis of the potential visual impact of the proposed project was conducted. Visual impacts are defined as a change in the aesthetic value resulting from the introduction of modifications to the landscape. The project vicinity has been evaluated in terms of project impacts on visual character and scenic (visual) quality.

In an effort to determine the visual resource effects of the proposed project, an analysis of the landscape components affected by the proposed project was conducted. The study area is relatively flat in topography, ranging from 70 to 90 feet in elevation, and the regional landscape in the project area is rural except for the northern terminus. Cropland and agricultural uses dominate the landscape followed by limited residential and commercial development primarily along the northern leg of the project, north of Donna Reservoir to the northern project terminus at I-2. Some scattered residences are located along the western and eastern portions of the project area; however, they are isolated and affiliated with the surrounding agricultural land uses. At the western terminus of the project area, there are approximately three commercial properties; however, they are surrounded by agricultural and cropland land uses and east of the developed areas of Las Milpas and south Pharr. Vegetation changes would be limited to those affiliated with the project corridor; no substantial changes to the vegetation surrounding the roadway corridor are anticipated as a direct result from the proposed project.

In order to determine the scale and dominance of the proposed project, the schematic was used to evaluate changes in elevation and potential impacts to the current viewshed in the project vicinity. The majority of the proposed project would be constructed at or near existing grades within the project study area. The proposed project will include 11 structures which include two direct connectors (365 Tollway/FM 3072 and I-2 interchanges), five overpasses/grade separations (FM 2557, FM 907, FM 1423, CR 1822 and BU 83), two underpasses/grade separations (Tower and Border Roads), bridges/culverts crossing Donna Reservoir, and one high-water bridge over the IBWC Main Floodway Channel. The overpasses and bridges are anticipated to be constructed with concrete materials and backfilled with suitable earthen material (for bridge approaches). Aesthetic designs and components of these structures would be consistent with HCRMA and/or TxDOT aesthetic guidelines. These structures were determined to be compatible with the project surroundings due in large part to the fact that the surrounding land is used for agriculture or these crossings are at existing transportation facilities, and there are few residential properties near the intersections that would have new grade separations other than near the I-2 interchange.

Due to the aesthetic compatibility of the proposed improvements to the surrounding land use and existing transportation features, the construction of a visual barrier was determined to not be necessary.

The No-Build Alternative would not result in visual impacts.

5.8 *Cultural Resources*

Cultural resources are structures, buildings, archeological sites, districts (a collection of related structures, buildings, and/or archeological sites), cemeteries, and objects. Both federal and state laws require consideration of cultural resources during project planning. Evaluation of impacts to cultural resources has been conducted under Section 106 of the National Historic Preservation Act (NHPA) in accordance with the Programmatic Agreement (PA) 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*

Portions of the project's Area of Potential Effect (APE), 291.10 acres of proposed ROW, were surveyed for archeological resources between 2009 and 2010, the results of which are detailed in *Final Report - A Cultural Resources Survey of the Proposed Hidalgo International Bridge Trade Corridor, Hidalgo County, Texas* (Texas Antiquities Permit 5683) by Michael R. Chavez, Robert Rowe, Amy McWhorter, and Robert Rogers, dated April 2011 (Chavez, et.al. 2011). Subsequent project changes from state to federal funding and redesign of the roadway to include new ROW lead to additional survey of these added areas of APE in compliance with Section 106 of the NHPA and the Texas Antiquities Code.

Between September 11, 2014 and January 17, 2015 and between July 3 and August 26, 2018, an intensive archeological survey of 426.6 acres (0.5-acre of existing ROW, 406.11 acres of proposed new ROW, and 19.99 acres of permanent easements) of the total 766 acres of proposed ROW within the APE that were not previously surveyed for archeological resources and where ROE was granted at the time of survey was performed under Texas Antiquities Permit No. 7008. The survey included 100 percent systematic inspection of the ground surface and was supplemented by shovel testing and backhoe trenching. A total of 13 shovel tests and 146 backhoe trenches were excavated, which resulted in the identification of 14 archeological sites (41HG265, 41HG266, 41HG267, 41HG268, 41HG269, 41HG270, 41HG271, 41HG272, 41HG273, 41HG274, 41HG275, 41HG276, 41HG277, and 41HG278) within the APE.

Four of these archeological sites (41HG269, 41HG274, 41HG277, and 41HG278) were not recommended eligible for inclusion in the NRHP or designation as State Antiquities

Landmarks (SALs), and no further work was recommended at these locations. It was recommended construction be allowed to proceed at these locations. The remaining 10 archeological sites (41HG265, 41HG266, 41HG267, 41HG268, 41HG270, 41HG271, 41HG272, 41HG273, 41HG275, and 41HG276) were recommended eligible for the NRHP and designation as SALs. It was recommended that these 10 sites be avoided by the proposed construction, but if avoidance was not feasible, potential adverse effects to the sites be mitigated by research-oriented data recovery excavations in advance of construction. The remaining 339.4 acres of APE included areas that were either previously surveyed by PBS&J, or previously disturbed by roadway construction, construction of the Donna Reservoir (and affiliated superfund site), and residential construction. Approximately 2.56 acres were inaccessible due to lack of right-of-entry (ROE). No further archeological investigations were recommended for these remaining portions of the APE and it was recommended that construction be allowed to proceed in these areas. Please refer to **Figures 5.1** through **5.6** in **Appendix E** for details regarding the intensive archeological survey performed.

TxDOT approved the findings and recommendations of the draft intensive archeological survey report and requested concurrence from the Texas Historical Commission (THC) via a letter dated June 5, 2019. The THC approved the draft intensive archeological survey report and concurred with the recommendations, as well as development of a mitigation plan on June 7, 2019. A copy of this coordination is included in **Appendix F.** A mitigation plan for the data recovery at the 10 archeological historic properties was prepared and submitted to TxDOT on December 2, 2020, which was accepted by TxDOT on December 14, 2020. TxDOT submitted the mitigation plan to the THC on January 12, 2021 and the THC issued comments on February 2, 2021. A revised mitigation plan was submitted to TxDOT on February 12, 2021, and TxDOT submitted the revised mitigation plan to the THC on February 24, 2021. The THC approved the revised mitigation plan on March 10, 2021 (**see Appendix F**).

Coordination with Native American tribes with an interest in the area was initiated on June 7, 2019. No responses were received. TxDOT forwarded the mitigation plan to the Native American Tribes on January 6, 2021, for continued consultation. No comments were received, and consultation concluded on February 5, 2021. Copies of this coordination are included in **Appendix F**.

In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures under the provisions of the PA and the Memorandum of Understanding (MOU) between TxDOT and the THC.

The No-Build Alternative would not impact known archeological resources.

5.8.2 *Historic Properties*

As detailed in the *Historic Resources Survey Report* (HRSR), dated February 2019 (TxDOT 2019b), a reconnaissance-level historic survey was completed in August of 2018 and identified 57 resources at 16 locations (Resource Nos. 1 through 16) constructed in or prior to 1976 within the project APE (**Figures 6.1** through **6.11** in **Appendix E**). One NRHP-listed property, which is comprised of Resource Nos. 11A-11N, and two previously determined NRHP-eligible properties, Resource No. 3A and Resource No. 10, are located within the project APE. Two historic-age resources, Resource Nos. 3C and 3E, are contributing resources to Resource No. 3A, and Resource No. 2A is individually eligible for the NRHP. Together with the NRHP-listed HCID No. 2 features, there are 19 NRHP-listed or NRHP-eligible resources within the proposed project APE. TxDOT determined that none of the other inventoried resources were eligible for listing in the NRHP, either individually or as part of a larger property, historic district, or rural historic landscape. TxDOT also determined the two bridges identified within the APE were not eligible during TxDOT's survey of bridges constructed between 1945 and 1965.

TxDOT determined the proposed project would have no adverse effects on historic properties, including Resource Nos. 2A, 3A, 3C, 3E, IBWC Main Floodway (Resource No. 10) and HCID No. 2 (Resource No. 11, including components 11A-11N).

The SHPO concurred with TxDOT's finding of no adverse effects on historic properties on April 5, 2019. Copies of this coordination are included in **Appendix F**.

The No-Build Alternative would not result in impacts to historic resources.

5.9 *Protected Lands*

<u>Section 4(f)</u>

Potential impacts to Section 4(f) properties were evaluated in the HRSR, dated February 2019. The IBWC Main Floodway (Resource No. 10) and HCID No. 2 (Resources No. 11, including components 11A-11N) are within the proposed project's APE. For Resource Nos. 10 and 11, the proposed project will have no adverse effect pursuant to Section 106 of NHPA.

The IBWC Main Floodway (Resource No. 10) was previously determined eligible for the NRHP, and the proposed project crosses over this resource. The proposed project resulted in only *de minimis* impacts to the Main Floodway, as the placement of piers would not result in a change in the function of the Main Floodway as a flood control structure. The floodway levees and floodplain would remain the same.

The proposed project is within the NRHP-listed HCID No. 2 and would impact Resources No. 11, including nine contributing resources. The proposed project resulted in only *de minimis*

impacts to Resource No. 11 including the component resources of three ditches (11A, 11L, and 11M), 3 underground pipelines (11B, 11G, and 11I), one lateral (11N), 1 standpipe (11C), and 1 checkgate (11H). The proposed project would not impair the ditches', pipelines', lateral's, and waterway's (standpipe and checkgate are contributing features to lateral, canal and ditches), ability to convey their historic significance. TxDOT determined that the proposed project meets the requirements for a Section 4(f) *de minimis* impact finding under 23 CFR 774 for Resource Nos. 10 and 11. This determination was because these resources will continue functioning as designed, even though some original locations will be incorporated into the proposed transportation facility. The SHPO had no comments about the determination of *de minimis* impact under Section 4(f) regulations on April 5, 2019, and a copy of this coordination is in **Appendix F**.

Section 6(f)

There are no Section 6(f) properties present in the project area.

Chapter 26

The proposed project is located within the HCID No. 2 irrigation system and would result in a "use" of historic sites of state and local significance. Therefore, Chapter 26 of the Texas Parks and Wildlife Code (TPWC) applies. The public hearing requirement of Chapter 26 of the TPWC was conducted at the public hearing in March 2022 (see **Section 7.0**). Regarding the affected portions of this resource and its contributing parts, TxDOT has determined that there is no feasible and prudent alternative to the use or taking of this Chapter 26 protected land, and that the proposed project includes all reasonable planning to minimize harm to the land as historic sites, resulting from the use.

The No-Build Alternative would not impact 4(f), 6(f), or Chapter 26 resources.

5.10 *Water Resources*

5.10.1 *Clean Water Act Section 404*

As detailed in the *Water Resources Technical Report* dated January 2020 (TxDOT 2020b), the Build Alternative will involve regulated activity in jurisdictional waters and therefore will require authorization under Section 404. Water features mapped in the project area are shown on **Figures 7.1** through **7.19** in **Appendix E**. The following table (**Table 4**) shows the waters that are anticipated to be jurisdictional waters in which regulated activity is anticipated to take place. It also indicates whether the impacts are anticipated to be authorized under Section 404 by a non-reporting nationwide permit (i.e., no preconstruction notification required), or it is anticipated that a nationwide permit with preconstruction notification, individual standard permit, letter of permission or regional general permit will be required.

The impact and permitting discussions are separated by project phase (Phase I and Phase II) because the timeline for detailed design and construction of Phase II is dependent on future traffic needs and funding availability. On August 7, 2019, the HCRMA participated in a pre-application meeting with the US Army Corps of Engineers (USACE) Regulatory office in Corpus Christi to discuss the current project alignment, potential impacts to waters of the U.S., anticipated Section 404 permits, and potential mitigation needs. Based on the meeting, HCRMA is continuing to evaluate options for minimizing impacts to waters of the U.S. and associated mitigation needs where practicable.

Table 4 provides a brief summary of the proposed work at each waters of the U.S. crossing location, the amount of waters of the U.S. that are expected to be permanently and temporarily impacted based on the current Phase I design, and the anticipated Section 404 permits needed for Phase I. The permanent impacts and Section 404 permits reported here are anticipated worst-case scenarios based on schematic design. HCRMA will assess final impacts to waters of the U.S. during final design and will obtain the appropriate 404 permit(s) from the USACE.

Table 5 summarizes the proposed work at each waters of the U.S. crossing, estimated permanent and temporary impacts to waters of the U.S. resulting from the future Phase II (Ultimate) construction, and anticipated Section 404 permits needed for Phase II. This information assumes that HCRMA would conduct the major work affecting waters of the U.S. (e.g., rerouting/relocating drainage ditches and installing pipes, culverts, and other drainage structures) during Phase I. Based on this assumption and the current Phase II schematic, additional impacts to waters of the U.S. are anticipated at La Cruz Resaca and Ditch B1.

Table 4: Anticipated Impacts to Waters of the U.S. for Phase I (Interim)

Name of Water Feature	Type of Water Feature[1]	Location of Water Feature	Permanent Impact (Estimated)[2]	Temporary Impact (Estimated)[2]	Covered by non-reporting nationwide permit under Section 404?	Nationwide permit with preconstruction notification, individual standard permit, letter of permission, or regional general permit required under Section 404?
Donna Reservoir: Ponds A1, A2, A3 and A4	OW	See **Appendix E**, **Figures 7.2**, **7.3**, and **7.8** through **7.10**	Up to 3.58 acres	Up to 3.58 acres	N	Y – IP or NWP 14
Ditch A5	IS	See **Appendix E**, **Figures 7.5** and **7.11**	0.29 acre (428 LF)	0.00	N	Y – NWP 14 with PCN
La Cruz Resaca (Creek 1)	PS	See **Appendix E**, **Figures 7.4** and **7.12**	0.00	0.09 (155 LF)	Y – NWP 14	N
Ditch B1	IS	See **Appendix E**, **Figures 7.4**, **7.6**, and **7.13**	0.10 acre (315 LF)	0.03 acre (100 LF)	N	Y – NWP 14 with PCN
Ditch A11 (Crossing 5)	IS	See **Appendix E**, **Figures 7.6**, **7.7**, and **7.14** through **7.16**	1.75 acres (4,204 LF)	0.00	N	Y - IP
Ditch A11 (Crossing 6)	IS	See **Appendix E**, **Figures 7.7** and **7.17**	0.05 acre (110 LF)	0.00	Y – NWP 14	N
Ditch A11 (Crossing 7)	IS	See **Appendix E**, **Figures 7.7** and **7.18**	0.00	0.00	N*	N*
Ditch A20	IS	See **Appendix E**, **Figures 7.7** and **7.19**	0.27 acre (780 LF)	0.09 acre (215 LF)	N	Y – NWP 14 with PCN

Source: TxDOT 2020b

[1] IS = intermittent stream; PS = perennial stream; OW = Open Water

[2] The permanent impacts and Section 404 permits reported here are anticipated worst-case scenarios based on schematic design. HCRMA will assess final impacts to waters of the U.S. during final design of Phase I and will obtain the appropriate 404 permit(s) from the USACE. Temporary impacts reported generally extend 50 feet on either side of proposed structures for construction purposes. Temporary impacts at Crossing 1 will depend on the final structure(s) to be used and assume that waters in the project area that are not permanently impacted will be temporarily impacted by construction, equipment access and disturbance.

* For Ditch A11 (Crossing 7), no permit would be required.

Table 5: Anticipated Impacts to Waters of the U.S. for Phase II (Ultimate)

Name of Water Feature	Type of Water Feature[1]	Location of Water Feature	Permanent Impact (Estimated)[2]	Temporary Impact (Estimated)[2]	Covered by non-reporting nationwide permit under Section 404?	Nationwide permit with preconstruction notification, individual standard permit, letter of permission, or regional general permit required under Section 404?
Donna Reservoir: Ponds A1, A2, A3 and A4	OW	See **Appendix E**, **Figures 7.2**, **7.3**, and **7.8** through **7.10**	0.00	0.00	No permit needed	No permit needed
Ditch A5 (Crossing 2)	IS	See **Appendix E**, **Figures 7.5** and **7.11**	0.00	0.00	No permit needed	No permit needed
La Cruz Resaca (Creek 1/ Crossing 3)	PS	See **Appendix E**, **Figures 7.4** and **7.12**	0.00	0.28 acre (476 LF)	Y – NWP 14	N/A
Ditch B1 (Crossing 4)	IS	See **Appendix E**, **Figures 7.4**, **7.6**, and **7.13**	0.00	0.11 acre (395 LF)	Y – NWP 14	N/A
Ditch A11 (Crossing 5)	IS	See **Appendix E**, **Figures 7.6**, **7.7**, and **7.14** through **7.16**	0.00	0.00	No permit needed	No permit needed
Ditch A11 (Crossing 6)	IS	See **Appendix E**, **Figures 7.7** and **7.17**	0.00	0.00	No permit needed	No permit needed
Ditch A11 (Crossing 7)	IS	See **Appendix E**, **Figures 7.7** and **7.18**	0.00	0.00	No permit needed	No permit needed
Ditch A20 (Crossing 8)	IS	See **Appendix E**, **Figures 7.7** and **7.19**	0.00	0.00	No permit needed	No permit needed

Source: TxDOT 2020b

[1] IS = intermittent stream; PS = perennial stream; OW = Open Water

[2] The permanent impacts and Section 404 permits reported here assume that waters of the U.S. within the project area at most crossings will be completely impacted during Phase I; therefore, no additional permanent impacts are anticipated at most crossings. HCRMA will assess final impacts to waters of the U.S. during final design of Phase I and Phase II and will obtain the appropriate 404 permit(s) from the USACE.

HCRMA will assess the need for compensatory mitigation and will propose appropriate mitigation to offset impacts to aquatic resources, if needed. This will include review of the USACE's Regulatory In-lieu Fee and Bank Information Tracking System (RIBITS) website to determine whether the project is within the service area of any active or pending mitigation bank or in-lieu fee program. If there are no in-lieu fee and/or mitigation banks available, compensatory mitigation would require a permittee-responsible mitigation (PRM) plan. HCRMA has an approved mitigation site and PRM plan for the future 365 Tollway project and would consider expanding that mitigation site to accommodate mitigation needs for this IBTC project, or HCRMA would develop a separate PRM site/plan in coordination with the USACE.

Due to potential impacts at the Donna Reservoirs and Ditch A11 (Crossing 5) and to comply with Section 404(b)(1) Guidelines, HCRMA is evaluating construction of box culverts and/or bridge structure(s) to minimize impacts to open water features associated with the Donna Reservoirs. Although previous analyses determined that bridging is substantially more costly than constructing the road on embankment, HCRMA is re-evaluating the potential for bridging in light of the USACE pre-application meeting. HCRMA is also coordinating with Donna Irrigation District (DID) to confirm plans to repair a water-control structure and return the "Temporarily Flooded Area" to its previous condition. For Ditch A11, numerous alternatives were studied, and the proposed alignment intentionally incorporates FM 3072 to minimize non-roadway property takes and to minimize overall impacts to drainage and irrigation features, floodplains, and floodway channel hydraulics and hydrology. Based on the USACE pre-application meeting, HCRMA continues to evaluate the drainage design at this location to replace the primary functions of Ditch A11 to the extent practicable. An alternative is practicable if it is "available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes." The HCRMA is re-evaluating the potential for bridging the Donna Reservoirs; however, cost may make this alternative not practicable. Additionally, the alternatives HCRMA considered to avoid impacts to Ditch A11 were not practicable and measures were made to minimize impacts by aligning the roadway with FM 3072. During final design, compliance with EPA's Section 404(b)(1) Guidelines will be required prior to submittal of an individual permit application.

The No Build Alternative would not involve any regulated activity in any jurisdictional waters and therefore does not require a USACE "dredge and fill" permit under Section 404 of the Clean Water Act. Implementation of the No-Build Alternative would not meet the purpose and need of the project.

5.10.2 *Clean Water Act Section 401*

For projects that require a NWP under Section 404 or Section 10 regardless of whether the NWP is non-reporting, or requires the submission of a PCN, HCRMA complies with Section 401 of the Clean Water Act by implementing Texas Commission on Environmental Quality (TCEQ)

conditions for NWPs. For projects that require authorization under an Individual Permit under Section 404 or Section 10, HCRMA will coordinate the Section 401 water quality certification with TCEQ. TCEQ will either approve or deny the Section 401 water quality certification, or issue a waiver. The TCEQ Section 401 water quality certification decision must be submitted to the USACE before an Individual Permit decision can be made.

The No Build Alternative would not involve any regulated activity subject to the Clean Water Act, thus compliance with Section 401 of the Clean Water Act would not apply.

5.10.3 *Executive Order 11990 Wetlands*

As detailed in the *Water Resources Technical Report* (TxDOT 2020b), no wetlands were identified within proposed ROW of the Build Alternative; therefore, Executive Order (EO) 11990 on wetlands does not apply. The No-Build Alternative would have no impacts to wetlands and EO 11990 also would not apply.

5.10.4 *Rivers and Harbors Act*

As detailed in the *Water Resources Technical Report* (TxDOT 2020b), there were no waters with the project area of the Build Alternative that were considered navigable waters; therefore, permitting under Section 9 or Section 10 of the Rivers and Harbors Act (RHA) is not applicable. The No Build Alternative would have no impacts to navigable waters and also would not be subject to Sections 9 and 10 of the RHA.

5.10.5 *Clean Water Act Section 303(d)*

As detailed in the *Water Resources Technical Report* (TxDOT 2020b) runoff from this project would discharge directly into Segment 2202_03 of Arroyo Colorado (i.e., La Cruz Resaca), which is listed as impaired for bacteria, mercury in edible tissue, and polychlorinated biphenyls (PCBs) in edible tissue in *the 2014 Texas Integrated Report – Texas 303(d) list (Category 5)*. Segment 2202 remains as impaired in the *2020 Texas Integrated Report - Texas 303(d) List (Category 5)*. This project would not contribute the constituents of concern to the impaired water body.

The Donna Reservoirs are monitored by TCEQ (Segment 2202A_01) but are not listed in the *2020 Texas Integrated Report – Texas 303(d) List (Category 5)* (TCEQ 2020). Rather, the Donna Reservoirs are listed as Category 4 impaired waters for PCBs in edible tissue. Category 4 impaired waters are waters for which Total Maximum Daily Loads (TMDLs) have already been adopted or for which other management strategies are underway to improve water quality. The TCEQ water quality sampling data for the last five years reveals no PCBs or Aroclors were detected in the Donna Reservoirs and, therefore, the water has been identified as a safe drinking water source by both EPA and TCEQ. Furthermore, this project would not contribute the constituents of concern to the impaired water body.

The No Build Alternative would have no effect to impaired waterbodies listed in the 303(d) report.

5.10.6 *Clean Water Act Section 402*

Since Texas Pollutant Discharge elimination System (TPDES) Construction General Permit (CGP) authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the project. The Project Development Process Manual and the Plans, Specifications, and Estimates (PS&E) Preparation Manual require a storm water pollution prevention plan (SW3P) be included in the plans of all projects that disturb 1 or more acres. The Construction Contract Administration Manual requires that the appropriate CGP authorization documents (notice of intent (NOI) or site notice) be completed, posted, and submitted, when required by the CGP, to Texas Commission on Environmental Quality (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 to complete the appropriate authorization documents.

The proposed Build Alternative is located within the boundaries of a regulated MS4 and would comply with the applicable MS4 requirements.

The No Build Alternative would have no impacts; thus Clean Water Act Section 402 provisions would not apply.

5.10.7 *Floodplains*

Portions of the project limits for the Build Alternative are located within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain. The hydraulic design for the proposed project would be in accordance with current FHWA and TxDOT design policies. The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, without causing significant damage to the facility, stream or other property.

This project is federally funded and therefore subject to EO 11988, Floodplain Management. However, the project will not involve a significant encroachment in the floodplain. The department implements this EO on a programmatic basis through its Hydraulic Design Manual. Design of this project will be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this

project will not result in a "significant encroachment" as defined by FHWA's rules implementing EO 11988 at 23 CFR 650.105(q).

The No Build Alternative would have no impacts, thus compliance with EO 11988 is not applicable.

5.10.8 *Wild and Scenic Rivers*

The Build Alternative is not located in a county that contains resources regulated under the Wild and Scenic Rivers Act. The Build Alternative is not along and does not affect any wild or scenic river; therefore, the Wild and Scenic Rivers Act is not applicable. The No Build Alternative would have no impacts, thus the Wild and Scenic Rivers Act does not apply.

5.10.9 *Coastal Barrier Resources*

The Build Alternative is not located within a designated Coastal Barrier Resources Act map unit; therefore, the Coastal Barrier Resources Act (CBRA) does not apply. No Build Alternative would have no impacts, thus the CBRA does not apply.

5.10.10 *Coastal Zone Management*

The Build and No-Build Alternatives are not located within the Texas Coastal Management Plan (TCMP) boundary. Therefore, a consistency determination is not required.

5.10.11 *Edwards Aquifer*

The Build and No-Built Alternatives are not located in a county regulated by the Edwards Aquifer Rules. The TCEQ Edwards Aquifer Rules do not apply. Also, the Environmental Protection Agency (EPA) Edwards Aquifer MOU does not apply.

5.10.12 *International Boundary and Water Commission*

The Build Alternative traverses the IBWC Main Floodway and coordination is required to obtain a construction license. Once final design is completed, as part of the license application, the HCRMA would provide the IBWC with (1) the hydraulic model analysis, (2) construction plans within the floodway, and (3) letters of concurrence from the TCEQ, THC, Texas Parks and Wildlife Department (TPWD), USACE, and U.S. Fish and Wildlife Service (USFWS). The license will be approved if the proposed work or its operation and maintenance will not interfere with the operation and maintenance of any project works of the IBWC and is consistent with permissible floodplain uses. All construction within the IBWC ROW would be completed in accordance with applicable IBWC guidelines and policies. Any additional agency coordination and commitments made by the HCRMA would be included in the Environmental Permits Issues and Commitments (EPIC) sheet as part of the final construction plans.

The Build Alternative proposed floodway bridges would cross the IBWC Main Floodway, including the existing South Floodway Levee and the existing North Floodway Levee. No impacts to the levees are anticipated; however, the Phase I design does include proposed levee access roads that would connect the existing levee roads to the proposed roadway. If the proposed plans change to include impacts to the IBWC levees, HCRMA would coordinate these anticipated impacts with the IBWC.

The No Build Alternative does not cross or encroach upon the floodway of the IBWC ROW or an IBWC flood control project.

5.10.13 *Drinking Water Systems*

The Build Alternative would cross the Donna Reservoirs, which have been identified by the EPA and TCEQ as a safe drinking water resource. There were 46 wells identified by the TWDB within the project limits; however, those wells are soil boring or monitoring wells and not being used by drinking water systems or supply wells. A review of the TCEQ's records indicated there were no drinking water wells within the project limits. In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges (Item 103, Disposal of Wells), any drinking water wells would need to be properly removed and disposed of during construction of the project.

To assure protection of the Donna Reservoirs drinking water supply from project construction and operations, the project construction will comply with CWA Section 402 BMPs as described in Section 5.10.2 above. The implementation of Tier I and/or II 401 Certification erosion, sediment and post-construction TSS controls and BMPs required by the USACE and TCEQ will provide water quality protection during and after construction, as detailed in Section 5.10.6 above. Finally, the proposed roadway and bridge design will incorporate the TxDOT stormwater control and treatment standards or BMPs most applicable to that portion of the roadway which would cross the Donna Reservoirs.

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

5.11 *Biological Resources*

The *Biological Evaluation Form* and *Tier 1 Site Assessment Form* and associated attachments dated May 21, 2019 (TxDOT 2019c) and August 19, 2019 (TxDOT 2019d), respectively, described the TPWD Ecological Mapping System of Texas (EMST) (**Figures 8.1** through **8.5** in **Appendix E**) and observed, or field-verified, vegetation (**Figures 9.1** through **9.6** in **Appendix E**). The forms also list the federal and state-listed threatened, endangered, and candidate species, as well as those considered species of greatest conservation need (SGCN) by the

state and provides an assessment of their habitat requirements and the potential impacts of the proposed project. A summary of these findings is provided below.

5.11.1 *Impacts on Vegetation*

The project area is located within the Western Gulf Coastal Plain Ecoregion. The project area consists primarily of agricultural and cropland with some urbanization primarily at the northern project limits and near the terminus with I-2.

Table 6 and **Figures 9.1** through **9.6** in **Appendix E** provide the field-verified EMST vegetation types identified in the proposed project area and the Ecological System Type according to TPWD's *Draft Descriptions of Systems, Mapping Subsystems, and Vegetation Types for Phase V*. Based on the Threshold Table PA for the MOU between TxDOT and TPWD (effective September 1, 2013 and revised in 2017 [TxDOT 2017a]), **Table 6** also provides the TxDOT TPWD MOU vegetation type that corresponds with each EMST vegetation type identified in the project area.

Table 6: Potential Impacts to Field-verified MOU Vegetation

EMST Vegetation Type	TxDOT/TPWD MOU Vegetation Type	Acreage of Impacts*	MOU Threshold Value (acres)	Threshold Exceeded?
Row Crops	Agriculture	520.89	10	**Yes**
Total Potential Impacts to Agriculture MOU Vegetation		**520.89**		
South Texas: Clayey Mesquite Mixed Shrubland	Scrub, Thornscrub, Shrubland	22.41	2	**Yes**
Total Potential Impacts to Scrub, Thornscrub, Shrubland MOU Vegetation		**22.41**		
South Texas: Disturbance Grassland	Disturbed Prairie	48.57	3.0	**Yes**
Total Potential Impacts to Disturbed Prairie MOU Vegetation		**48.57**		
Open Water	Open Water	10.44	n/a	**No**
Total Potential Impacts to Open Water MOU Vegetation		**10.44**		
Urban High Intensity	Urban	5.16	NA	**No**
Urban Low Intensity		59.03		
Total Potential Impacts to Urban MOU Vegetation		**64.19**		

*Based on ROW to ROW impacts

According to the Threshold PA between TxDOT and TPWD, there is no threshold for Urban or Open Water vegetation types. The coordination threshold for Agriculture vegetation is 10.0 acres, and acreage of potential permanent impact to this vegetation type is 520.89 acres. The coordination threshold for Scrub, Thornscrub, Shrubland vegetation is 2.0 acre, and acreage of potential permanent impact to this vegetation type is 22.41 acres. The coordination threshold for Disturbed Prairie vegetation is 3.0 acres, and acreage of potential permanent impact to this vegetation type is 48.57 acres. Therefore, the project would exceed impact thresholds defined by TPWD/TxDOT, and coordination with TPWD was conducted. The proposed project is not anticipated to result in indirect encroachment impacts to vegetation.

The No-Build Alternative would have no effect on existing vegetation habitat in the project area.

5.11.2 *Executive Order 13112 on Invasive Species*

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

5.11.3 *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. TxDOT implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

5.11.4 *Impacts to Wildlife*

The Lower Rio Grande Valley is located in the subtropical Tamaulipan Biotic Province, which is characterized by thorny brush and a high level of biodiversity (Blair 1950). According to Blair and Dixon (Dixon 2000), there are 23 species of amphibians in the Tamaulipan Biotic Province, including three species of salamanders and 20 anuran species (frogs and toads). Salamander species that could occur in the county are south Texas siren (*Siren* sp. 1), and barred tiger salamander (*Ambystoma tigrinum*). Anuran species in the region represent multiple genera including chorus frogs (*Pseudacris* spp.), spadefoot toads (*Scaphiopus* spp.), true frogs (*Rana* spp.), and true toads (*Bufo* spp.). Six species of turtles have been recorded in the region including ornate box turtle (*Terrapene ornata ornata*), red-eared slider (*Thrachemys scripta elegans*), Rio Grande river cooter (*Pseudemys gorzugi*), Texas spiny softshell turtle (*Apalone spinifera emoryi*), Texas tortoise (*Gopherus berlandieri*), and yellow mud turtle (*Kinosternon flavescens flavescens*). American alligator (*Alligator mississippiensis*) could also occur in the study area.

According to Blair (Blair 1950) and Dixon (Dixon 2000), at least 22 lizard and 36 snake species occur in the Tamaulipan Biotic Province. There are 31 species of snakes known to occur in Hidalgo County (Keown 2007). Common lizards in the area include green anole (*Anolis carolinensis*), Mediterranean gecko (*Hemidactylus turcicus*), whiptails (*Aspidoscelis* spp.), and skinks (*Eumeces* spp.). Common snakes in the area include bullsnake (*Pituophis catenifer sayi*), diamondback rattlesnake (*Crotalus atrox*), Texas coral snake (*Micrurus fulvius tener*), Texas indigo snake (*Drymarchon corais*), rat snakes (*Elaphe* spp.), and water snakes (*Nerodia* spp.).

The study area contains abundant and diverse avifauna. Over 515 avian species have been recorded in the Lower Rio Grande Valley. Common year-round resident bird species in the study area include altamira oriole (*Icterus gularis*), American coot (*Fulica americana*), barn swallow (*Hirundo rustica*), black-bellied whistling duck (*Dendrocygna autumnalis*), common pauraque (*Nyctidromus albicollis*), couch's kingbird (*Tyrannus couchii*), eastern meadowlark (*Sturnella magna*), golden-fronted woodpecker (*Melanerpes aurifrons*), great-tailed grackle (*Quiscalus mexicanus*), great kiskadee (*Pitangus sulphuratus*), green jay (*Cyanocorax yncas*), Harris's hawk (*Parabuteo unicinctus*), Inca dove (*Columbina inca*), killdeer (*Charadrius vociferus*), ladder-backed woodpecker (*Picoides scalaris*), laughing gull (*Larus atricilla*), least grebe (*Tachybaptus dominicus*), long-billed thrasher (*Toxostoma longirostre*), northern mockingbird (*Mimus polyglottos*), olive sparrow (*Arremonops rufivirgatus*), plain chachalaca (*Ortalis vetula*), pyrrhuloxia (*Cardinalis sinuatus*), verdin (*Auriparus flaviceps*), and white-winged dove (*Zenaida asiatica*). Common migrant/summer resident bird species in the study area include brown-crested flycatcher (*Myiarchus tyrannulus*), cliff swallow (*Petrochelidon pyrrhonota*), common nighthawk (*Chordeiles minor*), dickcissel (*Spiza americana*), eastern kingbird (*Tyrannus tyrannus*), indigo bunting (*Passerina cyanea*), orchard oriole (*Icterus spurius*), scissor-tailed flycatcher (*Tyrannus forficatus*), summer tanager (*Piranga rubra*), and yellow-billed cuckoo (*Coccyzus americanus*). Common migrant/winter resident bird species include American white pelican (*Pelecanus erythrorhynchos*), eastern phoebe (*Sayornis phoebe*), orange-crowned warbler (*Oreothlypis celata*), yellow-rumped warbler (*Setophaga coronata*), and many various species of ducks. Other common migrant species in the region include broad-winged hawk (*Buteo platypterus*), Franklin's gull (*Leucophaeus pipixcan*), Mississippi kite (*Ictinia mississippiensis*), savannah sparrow (*Passerculus sandwichensis*), scarlet tanager (*Piranga olivacea*), Wilson's phalarope (*Phalaropus tricolor*), and yellow-headed blackbird (*Xanthocephalus xanthocephalus*).

According to Blair (Blair 1950), 61 of the 143 mammal species in Texas historically occurred in the Tamaulipan Biotic Province. The ranges of at least 57 mammal species include Hidalgo County (Schmidly 2004). The most common mammals that potentially occur in the study area include species more tolerant of human activity such as black-tailed jackrabbit (*Lepus*

californicus), bobcat (*Lynx rufus*), coyote (*Canis latrans*), desert cottontail (*Sylvilagus audubonii*), nine-banded armadillo (*Dasypus novemcinctus*), raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), and Virginia opossum (*Didelphis virginiana*). Common rodent species in the study area include fulvous harvest mouse (*Reithrodontomys fulvescens*), hispid cotton rat (*Sigmodon hispidus*), hispid pocket mouse (*Chaetodipus hispidus*), and Mexican ground squirrel (*Spermophilus mexicanus*). These species may occur within undeveloped portions of the proposed ROW, and therefore may be impacted by the proposed project.

The following sections provide a summary of potential impacts to wildlife associated with the Build Alternative. The No-Build Alternative would have no effect on existing wildlife and habitat in the project area.

5.11.5 *Migratory Bird Protections*

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 TxDOT's policy to avoid removal and destruction of active bird nests except through federal or state approved options. In addition, it is TxDOT'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 typical nesting season.

Site investigations did determine that there was the potential for nesting birds to be present in the project action area during construction; however, no active nests were observed. While no impacts to migratory birds is expected, HCRMA will take all appropriate actions to prevent the take of migratory birds, their active nests, eggs, or young should they be discovered on the project site. Direction to contractors is provided on the standard EPIC sheet.

5.11.6 *Fish and Wildlife Coordination Act*

Depending on the final design impacts, the Build Alternative is anticipated to require a nationwide permit and/or individual permit issued by the USACE. Compliance with the Fish and Wildlife Coordination Act (FWCA) will be accomplished through either complying with the terms and conditions of the nationwide permit or through the individual permit application process.

The No Build Alternative would not involve any impacts to stream channels or other bodies of water and compliance with the Act does not apply.

5.11.7 *Bald and Golden Eagle Protection Act of 2007*

No eagles or potential eagle nests were observed in or adjacent to the project area during field visits by qualified biologists. This project is not within 660 feet of an active or inactive Bald or Golden Eagle nest. Therefore, no coordination with USFWS is required.

The No Build Alternative would not involve any impacts to Bald or Golden Eagles or their nests; therefore, coordination with USFWS is not required.

5.11.8 *Magnuson-Stevens Fishery Conservation Management Act*

The proposed project is not located in a coastal county. The Essential Fish Habitat (EFH)/Magnuson-Stevens Fishery Conservation and Management Act (MSA) does not apply to both the proposed project and the No Build Alternative.

5.11.9 *Marine Mammal Protection Act*

The proposed project and No Build Alternative do not contain suitable habitat for marine mammals.

5.11.10 *Threatened, Endangered, Candidate Species, and Rare Species*

A review of the threatened and endangered species lists for Hidalgo County, Texas, maintained by the USFWS (retrieved May 15, 2019; updated March 5, 2021, July 5, 2022 and March 30, 2023) and the TPWD (April 18, 2019 version, retrieved May 20, 2019; updated August 25, 2020 and retrieved March 5, 2021; updated July 12, 2022 and retrieved July 15, 2022; updated January 4, 2023 and retrieved March 30, 2023), identified federal and state-listed threatened, endangered, as well as those considered SGCN by the state.

No habitat for nine threatened or endangered federally listed species was identified within or adjacent to the proposed project area. However, it is possible that dispersing ocelots (*Leopardus pardalis*), a federally listed endangered species, could occur within or adjacent to the proposed action area, even if temporarily, and their potential presence could not be completely ruled out. Therefore, because the proposed project may affect, but is not likely to adversely affect, the ocelot, informal section 7 consultation under the Endangered Species Act (ESA) was conducted. A BE was prepared that included Voluntary Conservation Measures (VCM) to be implemented during both project design and during project construction, such as including notes regarding brushy and wooded areas on the EPIC sheets, bridge the La Cruz Resaca (Main Floodway), and measures taken for observations of protected species, including ocelots, and BMPs for potential hazardous materials discharges during construction. Informal consultation was completed on September 18, 2020 (see **Appendix F** for coordination, including the project voluntary design and construction implementation measures). A review

was conducted of the updated iPAC list obtained in July 2022 and March 2023 and there were no changes in species from the prior species list except for the Monarch butterfly (*Danaus plexippus*). The monarch butterfly is a candidate species, and no consultation with USFWS is required at this time. As construction activities for this project area not anticipated to be completed prior to Fiscal Year 2024, when a listing decision for the species is anticipated, additional coordination may be required. The project should be reevaluated at that time to determine if further action is required if the species becomes proposed for federal listing. There is no further analysis or consultation needed.

Suitable habitat was identified for 17 state-listed threatened species: black-spotted newt (*Notophthalmus meridionalis*), Mexican burrowing toad (*Rhinophrynus dorsalis*), Mexican treefrog (*Smilisca baudinii*), sheep frog (*Hypopachus variolosus*), south Texas siren (*Siren* sp. 1), white-lipped frog *(Leptodactylus fragilis*), cactus ferruginous pygmy-owl (*Glaucidium brasilianum cactorum*), gray hawk (*Asturina nitida*), northern beardless tyrannulet (*Camptostma imberbe*), rose-throated becard (*Pachyramphus aglaiae*), tropical parula (*Parula pitiayumi nigrilora*), white-faced ibis (*Plegadis chihi*), white-tailed hawk (*Buteo albicaudatus*), wood stork (*Mycteria americana*), northern cat-eyed snake (*Leptodeira septentrionalis*), Texas horned lizard (*Phrynosoma cornutum*), and Texas tortoise (*Gopherus berlandieri*). The cactus ferruginous pygmy-owl is proposed to be federally listed as threatened, but USFWS does not list the species as potentially occurring in Hidalgo County.

There is also potential habitat for 28 SGCNs: Woodhouse's toad (*Anaxyrus woodhousii*), lark bunting (*Calamospiza melanocorys),* Sprague's pipit (*Anthus spragueii*), western burrowing owl (*Athene cunicularia hypugaea*), acacia fairy shrimp (*Dendrocephalus acacioideaplains*), Texas angle-winged katydid *(Microcentrum minus*), long-tailed weasel (*Mustela frenata*), eastern spotted skunk (*Spilogale putorius*), southern yellow bat (*Lasiurus ega*), slender glass lizard (*Ophisaurus attenuatus*), Texas indigo snake (*Drymarchon corais*), western box turtle *(Terrapene ornata*), arrowleaf milkvine (*Matelea sagittifolia*), Bailey's ballmoss (*Tillandsia baileyi*), Croft's bluet (*Houstonia croftiae*), Falfurrias milkvine (*Matelea radiata*), large selenia (*Selenia grandis*), Mexican mud-plantain (*Heteranthera mexicana*), Runyon's cory cactus (*Coryphantha macromeris v. runyonii*), Runyon's water-willow (*Justicia runyonii*), sand sheet leaf-flower (*Phyllanthus abnormis var. riograndensis*), shortcrown milkvine (*Matelea brevicoronata*), Siler's huaco (*Manfreda sileri*), small-leaved yellow velvet-leaf (*Thelypodiopsis shinnersii*), St. Joseph's staff (*Manfreda longiflora*), Vasey's adelia (*Adelia vaseyi*), Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*), and yellow-flowered alicoche (*Echinocereus papillosus*).

A review of the updated TPWD Annotated County List of Rare Species (July 12, 2022 and January 2023) was conducted and five species were removed from the county species list (Brownsville common yellowthroat, American badger, southern dusky salamander, Golden-cheeked Warbler, and American eel). Three species were added to the list (lark bunting, cactus ferruginous pygmy-owl, and Sprague's pipit; no changes to the impact evaluations made

previously would occur from this updated county species list. Additionally, TxDOT and TPWD agreed in 2021 that invertebrate SGCNs with no official habitat description from TPWD do not have to be considered for TxDOT projects. Therefore, American bumblebee (*Bombus pensylvanicus*), no accepted common name (*Agrilus subtropicus*), no accepted common name (*Bombus variabilis*), no accepted common name (*Dacoderus steineri*), no accepted common name (*Diomus pseudotaedatus*), no accepted common name (*Heterobrenthus texanus*), no accepted common name (*Lachnodactyla texana*), and no accepted common name (*Perdita tricincta*) are no longer included as species that may be impacted by the proposed project.

BMPs will be implemented to avoid impacts, where possible, including TPWD's Amphibian, Water Quality, Terrestrial Reptile, Bat, and Bird BMPs (TxDOT 2021d). Contractors will be advised of the potential occurrence of the plains spotted skunk within the project area, to avoid harming the species if encountered, and to avoid unnecessary impacts to dens. Contractors will be advised of the potential occurrence of the Texas horned lizard within the project area and will avoid harvester ant mounds in the selection of Project Specific Locations (PSLs), where feasible. Contractors will be advised of the potential occurrence of the Texas tortoise within the project area and will avoid harming the species if encountered, and utility trenches should be covered overnight and visually inspected before filling to avoid trapping or burying the species.

The TxDOT/TPWD BMP PA at the time of coordination did not specify BMPs for the 16 plant species, and no BMPs or plant surveys were recommended for the 16 plant species by TPWD through agency coordination. BMPs and direction to contractors is provided on the standard EPIC sheet.

The No-Build Alternative would not result in impacts to existing vegetation and wildlife habitat.

5.12 *Air Quality*

A *Draft Air Quality Technical Report* dated September 2018 (TxDOT 2018), was completed for the proposed project in accordance with TxDOT's Environmental Handbook for Air Quality (TxDOT 2021e)and Guidance Preparing Air Quality Statements (TxDOT 2020c).

This project is located within an area in attainment or unclassifiable for all national ambient air quality standards (NAAQS); therefore, the transportation conformity rules do not apply.

Traffic data for the estimated time of completion (ETC) year and design year for all three sections, are 2040 for both the ETC and design years. The estimated traffic for Section 1 is 74,900 vehicles per day (vpd), 43,000 vpd for Section 2 and 36,000 vpd for Section 3, respectively. A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that the carbon monoxide standard would ever be exceeded as a result of any project with an average annual daily traffic (AADT) below 140,000. The AADT

projections for the project do not exceed 140,000 vpd; therefore, a Traffic Air Quality Analysis was not required.

Background

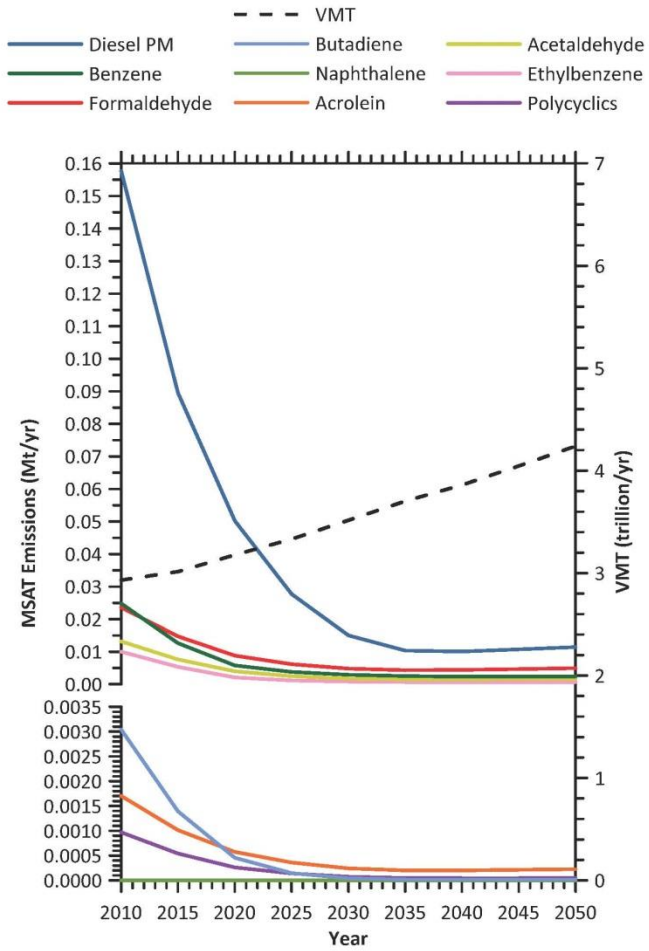
Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the U.S. Environmental Protection Agency (EPA) regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive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

Motor Vehicle Emissions Simulator (MOVES)

According to EPA, MOVES2014 is a major revision to MOVES2010 and improves upon it in many respects. MOVES2014 includes new data, new emissions standards, and new functional improvements and features. It incorporates substantial new data for emissions, fleet, and activity developed since the release of MOVES2010. These new emissions data are for light- and heavy-duty vehicles, exhaust and evaporative emissions, and fuel effects. MOVES2014 also adds updated vehicle sales, population, age distribution, and vehicle miles travelled (VMT) data. MOVES2014 incorporates the effects of three new Federal emissions standard rules not included in MOVES2010. These new standards are all expected to impact MSAT emissions and include Tier 3 emissions and fuel standards starting in 2017 (79 FR 60344), heavy-duty greenhouse gas regulations that phase in during model years 2014-2018 (79 FR 60344), and the second phase of light duty greenhouse gas regulations that phase in during model years 2017-2025 (79 FR 60344). Since the release of MOVES2014, EPA has released MOVES2014a. In the November 2015 MOVES2014a Questions and Answers Guide (https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100NNR0.txt), EPA states that for on-road emissions, MOVES2014a adds new options requested by users for the input of local VMT, includes minor updates to the default fuel tables, and corrects an error in MOVES2014 brake wear emissions. The change in brake wear emissions results in small decreases in PM emissions, while emissions for other criteria pollutants remain essentially the same as MOVES2014.

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

Insert 1*:*
FHWA Projected National MSAT Emission Trends 2010 – 2050
For Vehicles Operating on Roadways
Using EPA's MOVES2014a Model



Source: EPA MOVES2014a model runs conducted by FHWA, September 2016.
Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorological, and other factors.

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

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

MSAT Research

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

Project Specific MSAT Information

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

Under all Build Alternatives in the design year it is expected there would be reduced MSAT emissions in the immediate area of the project, relative to the No Build Alternative, due to the reduced VMT associated with more direct routing. Under each alternative there may be localized areas where VMT would increase, and other areas where VMT would decrease. Therefore, it is possible that localized increases and decreases in MSAT emissions may occur. The localized increases in MSAT emissions would likely be most pronounced along the new roadway sections that would be built at I-2. However, the magnitude and the duration of these potential increases compared to the No Build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 90 percent from 2010 to 2050 (http://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/index.cfm). Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so

great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in virtually all locations.

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

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action. Consistent with 40 CFR 1502.22 (regarding incomplete and unavailable information) FHWA does not conduct MSAT health impacts for the reasons described below.

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

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

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because

unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

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

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA states that with respect to diesel engine exhaust, "[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk (https://cfpub.epa.gov/ncea/iris/iris_documents/documents/subst/0642_summary.pdf).

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable (https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD5985257800005 0C9DA/$file/07-1053-1120274.pdf).

This project is within an attainment or unclassifiable area for ozone and CO; therefore, a project level congestion management process (CMP) analysis is not required.

During the construction phase of this project, temporary increases in particulate matter and MSAT emissions may occur from construction activities. The primary construction-related emissions of particulate matter 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 particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found on TCEQ's TERP website: https://www.tceq.texas.gov/airquality/terp.

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

5.13 *Hazardous Materials*

In the *Hazardous Materials Technical Report* dated June 2019 (TxDOT 2019e), an ISA was conducted to identify potential hazardous materials within the proposed project area. The components of the ISA included reviewing project design and ROW requirements, existing and previous land use, and federal and state regulatory databases and files. A database search for potential hazardous materials was conducted in May 2018 in general accordance with the ASTM International (ASTM) E1527 standards and TxDOT guidelines. An analysis of the ISA data indicates that there are potential hazardous materials sites located adjacent to and within project ROW. A copy of the GeoSearch Database Radius Report is included as an appendix to the June 2019 *Hazardous Materials Technical Report* (TxDOT 2019e).

An analysis of the regulatory agency database files indicates there were nine sites identified of potential contamination within the project area. Eight of these sites were identified of low concern and only the Donna Reservoir and Canal System (Superfund Site TX0000605363, Map ID #2) required additional investigation within vicinity of the proposed ROW. Contaminated soil, groundwater, and surface water exceeding health-based benchmarks are not expected to be encountered in the proposed project since it has not exceeded health-based benchmarks for soil, sediment, or surface water samples for PCBs within the project limits. The HCRMA has conducted extensive coordination with the TCEQ and EPA regarding the Donna Reservoir Superfund site. A summary of these meetings is found in the *Hazardous Materials Technical Report* dated June 2019.

On June 14, 2019 HCRMA put together a request for a comfort letter from the EPA as part of their ongoing legal coordination to the proposed project. The EPA responded to HCRMA's request on October 30, 2020, providing resources and information relevant to potential Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) liability concerns for the Donna Reservoir superfund site. The EPA indicated that the proposed project must be compatible with EPA's cleanup actions and institutional controls, to protect human health and the environment, and HCRMA would not be authorized to conduct any activities or construct any structures that would interfere with the cleanup. The EPA also requested six provisions for HCRMA to follow during the project and after construction which included: 1) allowing access to the EPA and TCEQ to perform sampling, monitoring and fish removal; 2) allow posting of no fishing signs, as needed; 3) provide EPA copies of environmental sampling results collected; 4) limit access to fishing until the Texas Department of State Health Services lifts the fish-consumption ban; 5) provide EPA copies of any plans for activities that will impact the canal or reservoirs and provide briefing on such plans, if requested; and, 6) notify EPA of any work in the canal or reservoirs that may disturb sediment or surface water. A copy of this correspondence is included in **Appendix F**.

HCRMA also consulted with the TCEQ on June 14, 2019, regarding the Donna Reservoir superfund site. The TCEQ responded on December 14, 2020, regarding the June 14, 2019 letter, as well as the EPA's response letter dated October 30, 2020, and they indicated that while it was outside their scope to issue an assurance of non-liability, the TCEQ may choose, within the provisions of the law, to not seek cost recovery from HCRMA. A copy of this correspondence is included in **Appendix F.**

Site reconnaissance indicated the presence of well pads and transformers within the proposed ROW, as well as three Aboveground Storage Tanks (ASTs) located within the proposed ROW. Any issues related to these ASTs shall be addressed during project acquisition. Several utilities (including crude oil/natural gas, water, overhead and underground electrical, and fiber optics) may be located adjacent to the project. Adjustment or relocation of these and other utilities would be handled so that no substantial interruption in service would occur, if required.

During preliminary investigations, the Railroad Commission of Texas (RRC) Public Geographic Information System (GIS) viewer identified four gas wells located close to the proposed ROW in addition to the pipelines identified during site reconnaissance (**Figures 10.1** through **10.11** in **Appendix E**). Approximately 18 gas gathering or natural gas transmission pipelines were identified in the GIS viewer as well. The HCRMA would coordinate with well or pipeline owners as needed prior to construction. No concerns are anticipated.

Applicable oil/gas well plugging and supervision requirements are provided in Texas Administrative Code (TAC), Title 16, Part I, Chapter 3, Section 3.14 under the jurisdiction of

the RRC. Well plugging would be performed by cementing companies, service companies, or operators approved by the RRC. Arrangements with the responsible well operator for confirmation of proper plugging according to applicable regulations would be addressed during ROW acquisition and negotiation process and prior to actual acquisition. If not plugged, or if additional wells were discovered prior to construction, the wells would be addressed per TxDOT standard specification Item 103 Disposal of Wells.

The TWDB Water Data Interactive (WDI) was consulted for potential water wells, monitoring wells, and environmental soil borings within the proposed ROW (TWDB 2018). Numerous environmental soil borings, conducted for this project along the Donna Reservoir and Canal System, were within the proposed ROW. The only other wells within the proposed ROW were two plugged and abandoned water wells and two soil borings located on the eastern side of FM 493. No domestic water wells were noted on the TWDB website, nor were any noticed during the limited site reconnaissance.

Two monitoring wells were noted within the project limits. Proper plugging of the wells would be confirmed during the ROW negotiation and acquisition process. If not plugged, or if additional wells were discovered prior to construction, these wells would be addressed per TxDOT Standard Specification Item 103 Disposal of Wells.

Hazardous materials may be encountered on the site during preconstruction and construction activities. Any unanticipated hazardous material and/or petroleum contamination encountered during construction of the proposed project would be handled according to applicable federal and state regulations per TxDOT Standard Specifications.

The No-Build Alternative would not result in hazardous materials impacts.

5.14 *Traffic Noise*

A traffic noise analysis was conducted in accordance with TxDOT's (FHWA-approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (TxDOT 2011). Traffic Noise Model version 2.5 (TNM 2.5) was utilized in the assessment. The *Traffic Noise Analysis Technical Report*, dated October 2020 (TxDOT 2020d), is available for public review at the TxDOT Pharr District office. An additional review of current aerial photography, land uses, and coordination with the City of Donna and Hidalgo County for building permits were conducted in July 2022 and it was determined that there were no new noise receivers within the project area.

Since the project includes new locations, ambient noise level measurements were taken along the project corridor near the proposed ROW. Measurement locations were sited adjacent to potential residential receivers, where available (see **Figures 11.1** through **11.9** in **Appendix E**). **Table 7** provides the results of the ambient noise levels measured.

Table 7: Ambient Noise Level Measurements dB(A) Leq

Measurement Location	Location Description	Representing Receiver #s	Measured dB(A) Leq
A1	I-2 Frontage and Valley View Rd	None	70
A2	North Ave NE near proposed ROW	R2	62.3
A3	Carrol St of Casa Del Sol	R1	63.3
A4	Reyes St near proposed ROW	R4	62.3
A5	Between Casa Del Sol and Palm Shadows RV on proposed ROW	R3, R5-R9	59.5
A6	W. Hooks Ave east side of proposed ROW	R10, 13	69.5
A7	W. Hooks Ave at Val Verde RV on proposed ROW	R11, R12, R14	69.7
A8	Near N Quiet Village Dr and irrigation canal	R15, R16, R18	58.5
A9	Near the end of Main St off South Val Verde	R17, R19, R20	51.8
A10	End of Maiz St	R21-R23	59.5
A11	West of historic bridge on proposed ROW	None	53.8
A12	Gravel road west of Valley View Rd on proposed ROW	None	47.1
A13	Valley View Rd north of Mile 4 N Rd near proposed ROW	R24	52.5
A14	Intersection Mile 4 N and CR 1552	None	50.6
A15	Vertrees Rd at FM 493	None	62.2
A16	SW of Levee Rd, Border Rd intersection	None	36.8
A17	S Tower Rd at E Dicker Rd	R25, R26	47.2
A18	E Dicker Rd and N Cesar Chavez Rd	R27	59.4
A19	E Dicker Rd East of	None	67.3

Predicted traffic noise levels were modeled at receiver locations (**Table 8** and **Figures 11.1** through **11.9** in **Appendix E**), which represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and would potentially benefit from feasible and reasonable noise abatement. The *Traffic Noise Analysis Technical Report* identified 27 representative receivers along the project length (TxDOT 2020d).

Table 8: Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Ambient Noise Level Measurements	2019 Field Measurement	Predicted 2044	Change (+/-)	Noise Impact
R1 Mobile Home	B	67	63.3	63	66*	**3**	**Yes**
R2 Residence	B	67	62.3	62	63	+1	No
R3 Mobile Home	B	67	59.5	59	63	+4	No
R4 Residence	B	67	62.3	62	67	**+5**	**Yes**
R5 Mobile Home	B	67	59.5	59	64	+5	No
R6 Duplex	B	67	59.5	59	64	+5	No
R7 Mobile Home	B	67	59.5	59	62	+3	No
R8 Mobile Home	B	67	59.5	59	64	+5	No
R9 Duplex	B	67	59.5	59	68	**+9**	**Yes**
R10 Mobile Home	B	67	69.5	69	70*	**1**	**Yes**
R11 Mobile Home	B	67	69.7	69	71*	**2**	**Yes**
R12 Mobile Home	B	67	69.7	69	70*	**1**	**Yes**
R13 Mobile Home	B	67	69.5	69	71*	**2**	**Yes**
R14 Residence	B	67	69.7	69	71*	**2**	**Yes**
R15 Residence	B	67	58.5	58	66	**+8**	**Yes**
R16 Mobile Home	B	67	58.5	58	62	+4	No
R17 Residence	B	67	51.8	51	71	**+20**	**Yes**
R18 Mobile Home	B	67	58.5	58	62	+4	No
R19 Mobile Home	B	67	51.8	51	71	**+20**	**Yes**
R20 Mobile Home	B	67	51.8	51	59	+8	No
R21 Residence	B	67	59.5	59	63	+4	No
R22 Residence	B	67	59.5	59	75	**+16**	**Yes**
R23 Mobile Home	B	67	59.5	59	74	**+15**	**Yes**
R24 Residence	B	67	52.5	52	61	+9	No

Table 8: Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Ambient Noise Level Measurements	2019 Field Measurement	Predicted 2044	Change (+/-)	Noise Impact
R25 Residence	B	67	47.2	47	61	+14	**Yes**
R26 Residence	B	67	47.2	47	63	+16	**Yes**
R27 Residence	B	67	59.4	59	72	**+13**	**Yes**

*Predicted 2044 results were determined by adding the predicted modelled result to the ambient noise measurement, through decibel addition

As indicated in **Table 8**, the change between the 2019 Field Measurement and the Predicted 2044 measurements reflects the noise impacts to each receiver. Decibel addition was applied on receivers R1 and R10 through R14. R9, R15, R17, and R19 will experience an increase in noise volume due to the proximity of the proposed IBTC roadway. R22 through R27 will experience an increase to the amount of noise volume due to the proximity of the proposed IBTC roadway. The rest of the receivers will have varying increases and decreases to noise volume due to the facility but are not as significant as the receivers discussed above.

As indicated in **Table 8**, 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 barriers.

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

Traffic management - Control devices could be used to reduce the speed of the traffic; however, the minor benefit of 1 dB(A) per 5 mph reduction in speed does not outweigh the associated increase in congestion and air pollution. Other measures such as time or use restrictions for certain vehicles are prohibited on state highways.

Alteration of horizontal and/or vertical alignments - Any alteration of the existing alignment would displace existing businesses and residences, require additional ROW, 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.

Noise barriers would not be feasible and reasonable for any of the following impacted receivers and, therefore, are not proposed for incorporation into the project:

R1 – This receiver represents an RV at the Casa Del Sol near Carrol Street south of I-2 (**Figure 11.1**). A continuous noise barrier, approximately 980 feet in total length and up to 20 feet in height, was modeled along the proposed ROW. There are 39 first row receivers and 24 second row receivers at this barrier location, none of which received a 5 db(A) or 7 db(A) noise reduction at a barrier height of 20 feet. This barrier would not be sufficient to provide a 5 dB(A) noise reduction or meet the 7 dB(A) noise reduction design goal for the receiver; therefore, a noise barrier is not proposed for this location.

R4 – This receiver represents a stand-alone single-family house located south of I-2 between Ruben St and Reyes St (**Figure 11.1**). A non-continuous noise barrier measuring approximately 1025 feet in total length and up to 20 feet in height was modeled along the ROW line. Gaps were present within the noise barrier to accommodate access road requirements. A total of seven first row receivers adjacent to the barrier were modelled at this location. This barrier would be sufficient to provide a 5 dB(A) noise reduction for four first row receivers with two of those meeting the 7 dB(A) noise reduction design goal. However, the total cost of the barrier would be $369,000, or $92,250 per benefitted receiver. The cost of the noise barrier would exceed the cost effectiveness criteria of $25,000 per benefitted receiver; therefore, a noise barrier is not proposed for this location.

R9 – This receiver represents 2 duplex houses with four residents at the Palm Shadows RV Campground and Mobile Home Park located on Val Verde Road south of I-2 (**Figure 11.1**). A continuous noise barrier, approximately 980 feet in total length and up to 20 feet in height, was modeled along the proposed ROW. There is a total of 22 first row receivers adjacent to the modeled barrier at this location, four of those are the duplexes at each end of the barrier and the other 18 are RV locations. Two receivers would get a 5 db(A) noise reduction and none received a 7 db(A) noise reduction at a barrier height of 20 feet. This barrier would not be sufficient to provide a 5 dB(A) noise reduction or meet the 7 dB(A) noise reduction design goal for the receiver; therefore, a noise barrier is not proposed for this location.

R10 and R13 – These receivers represent two first-row mobile homes located in the Countryside Mobile Home and RV Park at Valley View Rd and US 83 (**Figure 11.1**). A continuous noise barrier, approximately 498 feet in total length and up to 20 feet in height, was modeled along the proposed ROW. There are a total of six first row

receivers at this location, two of them would get a 5 db(A) noise reduction and none of the receivers received a 7 db(A) noise reduction at a barrier height of 20 feet. This barrier would not be sufficient to provide a 5 dB(A) noise reduction or meet the 7 dB(A) noise reduction design goal for the receiver; therefore, a noise barrier is not proposed for this location.

R11 and 12 – These receivers represent seven first row mobile homes in Val Verde RV Park and Apartments located at Val Verde Road and US 83 (**Figure 11.1**). A continuous noise barrier measuring approximately 347 feet in total length and up to 20 feet in height was modeled along the ROW line. A total of seven first row receivers and one additional second row receiver were modeled adjacent to this barrier location. None of the first row receivers received either a 5db(A) or 7 db(A) noise reduction at a barrier height of 20 feet. This barrier would not be sufficient to provide a 5 dB(A) noise reduction or meet the 7 dB(A) noise reduction design goal for the receiver; therefore, a noise barrier is not proposed for this location.

R14 – This receiver represents a stand-alone single-family house located on the southside of US 83 just east of Val Verde Rd (**Figure 11.1**). A continuous noise barrier measuring approximately 967 feet in total length and up to 20 feet in height was modeled along the ROW line. This receiver did not receive a 5 db(A) or 7 db(A) noise reduction with a 20 foot barrier modelled at this location. This barrier would not be sufficient to provide a 5 dB(A) noise reduction or meet the 7 dB(A) noise reduction design goal for the receiver; therefore, a noise barrier is not proposed for this location.

R22– This receiver represents a single-family house in Haro Subdivision located on South Val Verde Rd (**Figure 11.2**). A noise barrier approximately 348 feet in total length and up to 12 feet in height was modeled along the ROW line. This barrier would be sufficient to provide a 5 dB(A) noise reduction and meet the 7 dB(A) noise reduction design goal for this receiver. However, the total cost of the barrier for this receiver would be $75,168, or $75,168 per benefitted. The cost of the noise barrier would exceed the cost effectiveness criteria of $25,000 per benefitted receiver; therefore, a noise barrier is not proposed for this location.

R23– This receiver represents two single-family houses in Maiz Acres Subdivision located on Maiz St (**Figure 11.2**). A noise barrier approximately 522 feet in total length and up to 10 feet in height was modeled along the ROW line. This barrier would be sufficient to provide a 5 dB(A) noise reduction for both first row receivers, with one of those meeting the 7 dB(A) noise reduction design goal. However, the total cost of the barrier would be $ 93,960, or $ 46,980 per benefitted receiver. The cost of the noise barrier would exceed the cost effectiveness criteria of $25,000 per benefitted receiver; therefore, a noise barrier is not proposed for this location.

R25 and R26– These receivers represent three single-family houses at the intersection of Dicker Road and Tower Road (**Figure 11.8**). A noise barrier approximately 742 feet in total length and up to 20 feet in height was modeled along the ROW line. A total of six first row receivers are located adjacent to this barrier, one receives a 5 db(A) noise

reduction and none of the receivers receives a 7 db(A) noise reduction and. This barrier would be sufficient to provide a 5 dB(A) noise reduction for one of the first row receivers, but not meet the 7 dB(A) noise reduction design goal; therefore, a noise barrier is not proposed for this location.

R27 – This receiver represents a stand-alone single-family house located east of South Stewart Rd on the southside of East Dicker Dr (**Figure 11.6**). A non-continuous noise barrier measuring approximately 454 feet in total length and up to 20 feet in height was modeled along the ROW line. Gaps were present within the noise barrier to accommodate access road requirements. This barrier would not be sufficient to provide a 5 dB(A) noise reduction or meet the 7 dB(A) noise reduction design goal for the receiver; therefore, a noise barrier is not proposed for this location.

Noise barriers would be feasible and reasonable for the following impacted receivers and, therefore, are proposed for incorporation into the project (**Table 9**):

R15, R17, R19– These receivers represent nine mobile homes in Village Grove located on Val Verde Rd (**Figure 11.1**). A noise barrier approximately 1,291 feet in total length and up to 16 feet in height was modeled along the ROW line. Eight first-row receivers and an additional 7 receivers would achieve a 5 dB(A) reduction with this barrier, for a total of 15 benefited receivers. Four first-row receivers would also meet the noise reduction goal of 7 dB(A). The total cost of the barrier would be $318,816, or $21,524 per benefitted receiver. The cost of the noise barrier would not exceed the cost effectiveness criteria of $25,000 per benefitted receiver; therefore, a noise barrier is proposed for this location.

Table 9: Noise Barrier Proposal (preliminary)

Barrier	Representative Receiver	Total # Benefited	Length	Height	Total Cost	$/Benefited Receiver
1	R15, R17, R19	15	1291	16	$318,816	$21,524

Any subsequent project design changes may require a reevaluation of this preliminary noise barrier proposal. The final decision to construct the proposed noise barrier will not be made until completion of the project design, utility evaluation and polling of adjacent property owners.

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 (2044) noise impact contours along each segment of the International Bridge Trade Corridor facility in undeveloped areas within the project limits (**Table 10**). The distances shown below reflect contour locations calculated at the greatest distances from the proposed ROW line.

Table 10: Predicted Noise Impact Contours

Location	Land Use	Impact Contour	Distance from the ROW
IBTC Section 1: SH 365 to IBTC – Intersection with Section 2 and 3	NAC category B & C	66 dB(A)	240 ft
	NAC category E	71 dB(A)	80 ft
IBTC Section 2: IBTC – Intersection with Section 2 and 3 to US 83	NAC category B & C	66 dB(A)	240 ft
	NAC category E	71 dB(A)	110 ft
IBTC Section 3: IBTC – Intersection with Section 2 and 3 to FM 493 Salinas Blvd.	NAC category B & C	66 dB(A)	180 ft
	NAC category E	71 dB(A)	50 ft

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

None of the receivers are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems. Under the No Build Alternative, the proposed project would not be constructed. If the No Build Alternative were implemented, traffic noise levels would be expected to increase with an associated future increase in traffic volumes.

5.15 *Induced Growth*

Indirect impacts are generally categorized as either *induced growth* or *encroachment alteration effects*. Induced growth impacts include potential changes or shifts in development as a result of transportation project influence, including improved travel time and accessibility. Encroachment alteration effects are more closely related to direct impacts and result from changes to existing conditions but occur later in time or outside of the footprint of the project. This analysis will address induced growth impacts, while encroachment alteration effects will be discussed for each resource if applicable within the context of the direct impacts analysis.

This induced growth analysis was developed using TxDOT's *Guidance on Indirect Impacts Analysis* (TxDOT 2019f) and are described in more detail in the *Indirect and Cumulative Impacts Technical Report* (TxDOT 2020e). The potential induced growth impacts identified are consistent and would not conflict with the study area goals, are not anticipated to substantially

worsen the condition of a sensitive or vulnerable resource, would not delay or interfere with planned development of potential habitat or communities within the AOI, and are consistent with applicable laws.

The planning judgment method was used to seek input from local planners or public officials and incorporated the cartographic method in an analysis of growth patterns and trends in the area. Questionnaires were sent to 21 planning and public officials, as well as 7 landowners requesting input regarding land development issues and trends now and in the future. Five planning documents were reviewed to supplement information received from the planning and public officials. The AOI developed incorporated an area of approximately 22,554 acres, of which 2,544 acres was already developed and 20,010 acres were undeveloped. Of the 20,010 acres, 16,434 acres of developable land was identified within the AOI. Cartographic investigation shows historic growth patterns within the AOI, which is substantiated by increases in population growth and anticipated future growth to 2050 varying from 255.32 percent to 406.33 percent in the cities of Pharr, San Juan and Donna, as well as Hidalgo County. The population growth resulted in notable increases in various trades and industry employment which further fueled the need for housing, which exhibited a 13.1 percent increase between 2010 and 2018. Based on input from planning officials, review of planning documents, land use maps, population and economic data, the growth trend within the AOI is expected to continue. There is potential for land use changes and growth in approximately 16,434 acres of developable land areas which are anticipated to occur with or without the proposed project over time; given the demand for developable property, future goals of the local communities, and anticipated growth in the region. The sensitive resources anticipated to have the potential to be impacted from induced growth include land use and farmlands, businesses and residences, environmental justice communities, archeological resources, water resources, and ecological resources. Based on the analysis conducted to determine whether these resources are at risk, only ecological resources, specifically federally-listed threated and endangered species, would be at risk. As outlined in Section 5.11, even though there was no habitat for nine federally threatened or endangered species, HCRMA agreed to implement VCM for the ocelot, as outlined in the BE, which included notes regarding brushy and wooded areas on the EPIC sheets, bridging of the La Cruz Resaca (Main Floodway), measures for observing protected species and BMPs for potential hazardous materials discharges during construction.

The proposed project may result in impacts affiliated with induced growth. Development is anticipated to continue to occur in the area regardless of whether the IBTC project is implemented; based on the collective input from planning officials, historic land use changes and growth trends in the AOI. The project may influence the location, density and type of development by making the AOI more attractive to development through the anticipated improved mobility and travel time in the region.

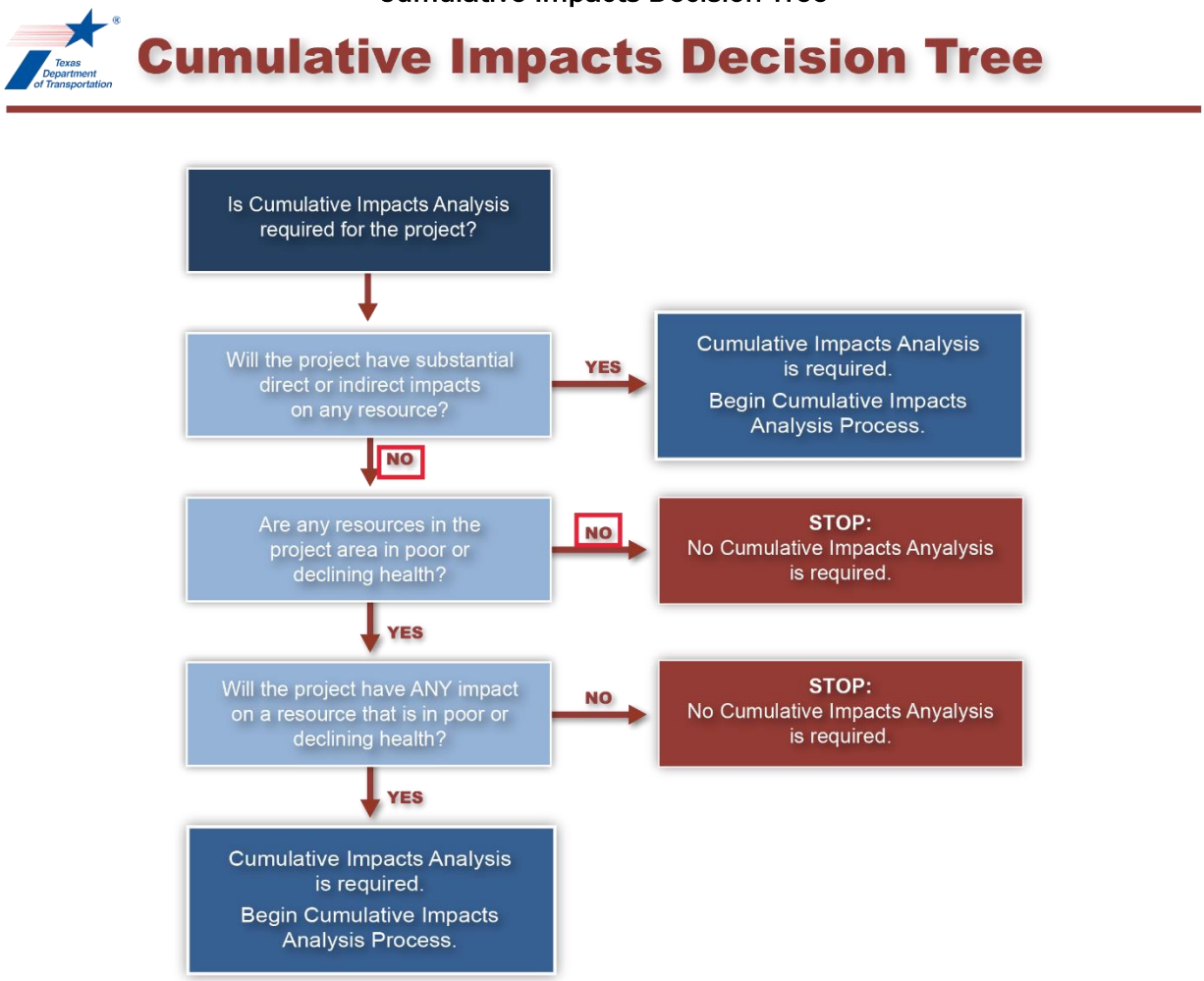
There would be no direct impacts under the No Build Alternative, therefore, an indirect impact analysis is not required.

5.16 *Cumulative Impacts*

Cumulative impacts result from individually minor, but collectively significant, actions taking place over a period of time (40 CFR §1508.7). They are defined as impacts on the environment that result from the incremental impacts 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. Utilizing TxDOT's Cumulative Impacts Decision Tree (TxDOT 2014) and the analysis conducted in more detail in the *Indirect and Cumulative Impacts Technical Report* (TxDOT 2020e), it was determined that a cumulative impacts analysis was not required. The results of the completion of the decision tree indicated the following: 1) the proposed project would not have substantial direct or indirect impacts on any resource and, 2) no resources in the project area are in poor or declining health. See **Insert 2** for the decision tree.

There would be no direct impacts under the No Build Alternative, therefore, a cumulative impact analysis is not required.

Insert 2:
Cumulative Impacts Decision Tree



5.17 *Construction Phase Impacts*

Construction of the proposed project would require temporary detours during various phases of construction. Detours and/or road closures could result in a temporary increase in travel times for local residents, farmers, and businesses. However, access to adjacent properties would be maintained during construction. HCRMA will work with community members to notify them of closures and potential detours. **Section 5.12** further discusses the construction-related air emissions, and **Section 5.14** further discusses the construction-related noise impacts.

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 receptors 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.

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

5.18 *Greenhouse Gas and Climate Change*

The Texas Department of Transportation (TxDOT) has prepared a State-wide On-Road Greenhouse Gas Analysis and Climate Change Assessment Technical Report (TxDOT 2021c). The report discloses: 1) an analysis of available data regarding statewide greenhouse gas (GHG) emissions for on-road GHG emissions[1], 2) TxDOT actions and funding that support reducing GHG emissions, 3) projected climate change effects for the state of Texas and 4) TxDOT's current strategies and plans for addressing the changing climate. A summary of key issues in this technical report is provided below. Please refer to the technical report for more details.

The Earth has gone through many natural changes in climate over time. However, since the industrial revolution began in the 1700s, atmospheric concentration of GHG emissions have continued to climb, primarily due to humans burning fossil fuel (e.g., coal, natural gas, gasoline, oil and/or diesel) to generate electricity, heat and cool buildings, and power industrial processes, vehicles, and equipment. According to the Intergovernmental Panel on

[1] Greenhouse gas (GHG) emissions consist of on-road tailpipe emissions and upstream fuel cycle emissions. Upstream fuel cycle emissions are the emissions generated by extracting, shipping, refining, and delivering fuels.

Climate Change (IPCC), this increase in GHG emissions is projected to contribute to future changes in climate (Solomon 2007, Stocker 2013).

5.18.1 *Statewide On-road GHG*

TxDOT prepared a GHG analysis for the statewide on-road transportation system and associated emissions generated by motor vehicle fuels processing called "fuel-cycle emissions." EPA's Motor Vehicle Emissions Simulator (MOVES2014 version) emissions model was used to estimate emissions. Texas on-road and fuel cycle GHG emissions are estimated to be 186 million metric tons (MMT) in 2050 and reach a minimum in 2032 at 161 MMT. Future on-road GHG emissions may be affected by changes that may alter where people live and work and how they use the transportation system, including but not limited to: 1) the results of federal policy including tailpipe and fuel controls, 2) market forces and economics, 3) individual choice decisions, 4) acts of nature (e.g. pandemic) or societal changes, and 5) other technological advancements. Such changes cannot be accurately predicted due to the inherent uncertainty in future projections related to demographics, social change, technology, and inability to accurately forecast where people work and live.[2]

5.18.2 *Mitigation Measures*

Strategies that reduce on-road GHG emissions fall under four major categories:

- Federal engine and fuel controls under the CAA implemented jointly by EPA and U.S. Department of Transportation (USDOT), which includes Corporate Average Fuel Economy (CAFE) standards;
- "Cash for clunker" programs which remove older, higher-emitting vehicles from roads;
- Traffic system management (TSM) which improves the operational characteristics of the transportation network (e.g., traffic light timing, pre-staged wrecker service to clear accidents faster, or traveler information systems); and
- Travel demand management (TDM) which provides reductions in vehicle miles traveled (VMT) (e.g., transit, rideshare, and bicycle and pedestrian facilities) and requires personal choice decisions.

TxDOT has implemented programmatic strategies that reduce GHG emissions including: 1) travel demand management projects and funding to reduce VMT, such as bicycle and pedestrian facilities, 2) traffic system management projects and funding to improve the

[2] Transportation Research Board Special Report 288 (2007) Metropolitan Travel Forecasting Current Practice and Future Direction.

operation of the transportation system, 3) participation in the national alternative fuels corridor program, 4) clean construction activities, 5) clean fleet activities, 6) CMAQ funding, 7) transit funding, and 8) two statewide campaigns to reduce tailpipe emissions.

5.18.3 *TxDOT and a Changing Climate*

TxDOT has strategies that address a changing climate in accordance with TxDOT and FHWA design, asset management, maintenance, emergency response, and operational policies and guidance. The flexibility and elasticity in TxDOT transportation planning, design, emergency response, maintenance, asset management, and operation and maintenance of the transportation system are intended to consider any number of changing scenarios over time. Additional detail is in the Technical Report.

6.0 AGENCY COORDINATION

Over the course of project development HCRMA has coordinated with numerous local, state, and federal agencies regarding the proposed project. Copies of agency coordination documents are available in **Appendix F.**

In accordance with the MOU between TxDOT and TPWD, TPWD has provide a set of recommended BMPs in a document titled, "Beneficial Management Practices – Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources," which is available on TxDOT's Natural Resources Toolkit at https://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/natural-resources.html. The MOU provides that application of specific BMPs to individual projects will be determined by TxDOT at its discretion. Early coordination was conducted with TPWD prior to the implementation of the revised MOU between TxDOT and TPWD in 2021. Based on the previous MOU, according to the Threshold Table PA for the MOU between TxDOT and TPWD, the proposed project would exceed the impact coordination thresholds for Agricultural, Disturbed Prairie, and Scrub, Thornscrub, and Shrubland MOU vegetation types (TxDOT 2017a). The proposed project also provides suitable habitat for one federal and 37 SGCN that do not have specified Best Management Practices (BMPs) in the current BMP PA (revised 2017) (TxDOT 2017b). Therefore, coordination with TPWD was initiated on August 28, 2019, and resent by the TxDOT Pharr District on September 13, 2019, and concluded on April 15, 2020, with TxDOT incorporating TPWD suggested actions and mitigation, where practicable. Copies of this coordination are included in **Appendix F**.

- Coordination with the NRCS for the FPPA was initiated on July 25, 2018. The NRCS returned the completed NRCS-CPA-106 Form on July 27, 2018, and after completing Sections IV and V of the Form, the proposed project received a total score of 94 for the Farmland Conservation Impact Rating analysis;

- As part of Section 106 Consultation regarding archeological resources, TxDOT coordinated with the SHPO, who concurred with performing a draft intensive archeological survey report, as well as development of a mitigation plan on June 7, 2019;
- Coordination with Native American tribes with an interest in the area was initiated on June 7, 2019 and with no comments were received. Coordination was continued by TxDOT on January 6, 2021, regarding the Archeological Mitigation Plan proposed.
- As part of Section 106 Consultation regarding historic resources, TxDOT coordinated with the SHPO, who concurred with TxDOT's findings on April 5, 2019.
- Coordination with the SHPO was conducted for potential Section 4(f) impacts and the SHPO concurred with TxDOT's findings on April 5, 2019.
- HCRMA conducted a pre-application meeting with the USACE on August 7, 2019.
- Coordination with TPWD was initiated on August 28, 2019 and was concluded on April 15, 2020, with TxDOT and HCRMA incorporating TPWD suggested actions and mitigation, where practicable.
- Informal consultation with USFWS was completed on September 18, 2020.
- Coordination with the EPA requesting a comfort letter for the Donna Reservoir Superfund site was conducted in June 2019 and a comfort letter was received on October 30, 2020.
- Coordination with the TCEQ was conducted regarding the Donna Reservoir Superfund site on June 14, 2019, and the TCEQ responded on December 14, 2020, regarding assurance of non-liability.
- Questionnaires were sent to the multiple local planning officials seeking input and responses on future development activities and trends within the project AOI on December 14, 2018. Responses were provided on January 2, 9, and 23, 2019, February 20, 2019 and follow up correspondences were sent on July 20, 2020, with received responses on July 22 and August 11, 2020.
- Coordination with the TCEQ was conducted regarding the Draft EA on March 7, 2022, in accordance with the MOU between TCEQ and TxDOT regarding environmental reviews. The TCEQ responded on March 10, 2022, indicating that the project was in an area that designated as unclassifiable or in attainment for NAAQS and concurred with the project conformity determination made in the Draft EA. The TCEQ also stated they were in support of the project and the Draft EA addressed issues related to surface and groundwater quality.

7.0 PUBLIC INVOLVEMENT

On January 10, 2019, HCRMA conducted a Townhall Meeting/Meeting with Affected Property Owners (MAPO) within the Val Verde community at the Palm Shadows Park Community Center, located at 200 Val Verde Road, Donna, Texas 78537. The meeting provided an update on the 365 Toll project, the proposed IBTC project, a summary of the overweight permits and an update on construction economics. The meeting also provided an opportunity for the community to be introduced to the HCRMA staff, project team and TxDOT partners involved with the proposed project.

A total of 87 affected property owners and/or their representatives signed in at the meeting. HCRMA provided a presentation of the information outlined above and exhibits depicting the residential displacements anticipated by the proposed project.

On Tuesday, March 19, 2019, HCRMA held a Public Meeting at the Donna High School cafeteria, located at 2301 Wood Avenue, Donna, Texas 78537. Notice of the public meeting were published in English *The Monitor* and in Spanish in *El Nuevo Heraldo* both on Sunday, March 3, 2019. The meeting consisted of an open house format beginning at 5:00 pm, including display materials being available, and a presentation starting at 6:00 pm. Meeting handouts were available in both English and Spanish, and interpreters were available at the meeting.

A total of 89 members of the public and three public officials signed in at the meeting. Thirty six comments were received during the public comment period. A court reporter was present at the meeting to document the presentation and comments from any public speakers. Four public comments were received during the verbal presentation portion of the public meeting.

Twenty-nine of the comments stated concern with noise during construction or the construction of a potential noise barrier near their property, nine were concerned with dust during construction, one was concerned with the connection of the project with Interstate Highway 2c, and two comments were concerned with potential ROW acquisition of their property. Copies of the Comment and Response Matrix documentation can be found in **Appendix H**. The complete Public Meeting Summary is available for review at the TxDOT Pharr District.

A virtual public hearing with an in-person option was conducted. The virtual public hearing began on Thursday, March 17, 2022, at 5 p.m. and concluded on Friday, April 1, 2022, at 11:59 p.m. The in-person component of the public hearing was held on Thursday, March 17, 2022, at the Hidalgo County Precinct 2 Community Resource Center, located at 1429 South Tower Road, Alamo, Texas 78516 from 6 p.m. to 8 p.m. Notice of the public hearing with availability of the Draft Environmental Assessment was published in the *McAllen Monitor* on February 15 and 23, 2022, as well as March 2, 2022. The notice was also published in *The Brownsville Herald* on March 2, 2022. The notice was published in Spanish in *El Periodico* on

March 2, 2022, and *El Nuevo Heraldo* on March 3, 2022. The notice was also posted on HCRMA's and TxDOT IBTC websites. The meeting was announced on TxDOT's Facebook and Twitter social media websites on March 17, 2022.

The virtual hearing consisted of a pre-recorded presentation posted on both HCRMA and TxDOT's IBTC websites, along with materials including the notice, presentation slides, presentation script, comment card, schematic drawings, fact sheet, Draft EA and publications regarding right-of-way acquisitions and TxDOT's Relocation Assistance program. The in-person component consisted of an open-house meeting including display materials and representatives from the TxDOT Pharr District, HCRMA, and IBTC Project team for engineering, ROW/real estate and environmental to answer questions. Meeting handouts were available in both English and Spanish, and interpreters were available at the meeting. The pre-recorded presentation was also available to persons attending the meeting in both English and Spanish.

A total of 57 members of the public signed in at the in-person component of the public hearing. In addition, approximately 350 persons attended the virtual public hearing through the HCRMA IBTC website and 43 through TxDOT's IBTC website. Nineteen (19) comments were received during the public comment period. Fourteen of these comments were received at the in-person public hearing, two were received via email, two via regular mail and one through voicemail. A majority of the comments received were expressing concerns about how the proposed project affected their property or the neighborhood where they lived. Other comments received were related to being kept informed of the project or desiring to meet with HCRMA staff to discuss the project individually, concerns with potential noise, air quality and dust impacts from construction and operation of the project, concerns about the project's affects to the Donna Reservoir, and that the project has taken too much time to get started or has been a waste of time. In addition, feedback was provided by some of the public that the schematics available on-line and at the in-person component of the public hearing included aerial photograph imagery that was not current, as well as the need for some clarification on several notations. There were no geometric or ROW changes in the schematics that would affect the environmental analysis. The HCRMA updated the schematic drawings, submitting them to TxDOT on April 13, 2022, and can be found in **Appendix C**.

Copies of the Comment and Response Matrix documentation can be found in **Appendix H**. The complete Public Hearing Summary Documentation is available for review at the TxDOT Pharr District and at the HCRMA.

The project includes adding vehicle capacity; therefore, a notice of impending construction will be provided to owners of adjoining property, affected local governments, and public officials after the environmental decision but before earthmoving or other activities requiring the use of heavy equipment begin. This notice may be provided via a sign or signs posted in the ROW, mailed notice, printed notice distributed by hand, notice via website when the recipient has previously been informed of the relevant website address, or other means.

8.0 POST-ENVIRONMENTAL CLEARANCE ACTIVITIES AND CONTRACTOR COMMITMENTS

8.1 *Post-Environmental Clearance Activities*

After issuance of a FONSI, there are unresolved environmental activities that will need to be performed and finalized. These activities are detailed below.

1. The HCRMA would revisit the development of bicycle and pedestrian facilities during planning for the ultimate facility when funding becomes available. This planning would include a continuous frontage road driven by future traffic.

2. The Build Alternative would include 5 or more acres of earth disturbance. TxDOT would comply with TCEQ's TPDES CGP. An SW3P would be prepared and implemented, and a construction site notice would be posted on the construction site. A NOI would be required.

3. Construction of the proposed project would require temporary detours during various phases of construction. Detours and/or road closures could result in a temporary increase in travel times for local residents, farmers, and businesses. However, access to adjacent properties would be maintained during construction. TxDOT will work with community members to notify them of closures and potential detours

4. The proposed project includes the potential demolition of 80 residential properties as well as 5 other structures. The structures may contain asbestos containing materials. Asbestos inspections, specifications, notification, license, accreditation, abatement and disposal, as applicable, will comply with the federal and state regulations. Asbestos issues will be addressed during the ROW acquisition process prior to construction.

5. The HCRMA will implement the Research Design and Data Recovery Excavations (Archeological Mitigation Plan) at 10 archeological sites as mitigation to offset the impacts from the proposed project. This plan was approved by the THC/SHPO on March 10, 2021.

6. All existing sidewalk segments impacts by construction along major roadways would be replaced in kind.

7. Aesthetic designs and components of these structures would be constructed consistent with HCRMA and/or TxDOT aesthetic guidelines.

8. Upon final design and prior to construction, the HCRMA will assess permitting requirements pursuant to Section 404 of the CWA, including any compensatory mitigation required for unavoidable impacts. A USACE Section 404 NWP 14 for Linear

Transpiration Projects or an Individual Permit would be required for the placement of temporary or permanent dredge or fill material into jurisdictional waters. Compliance with Section 401 CWA will also be obtained during this time for the proposed project, as applicable.

9. Once final design is completed, as part of the license application, the HCRMA would provide the IBWC with (1) the hydraulic model analysis, (2) construction plans within the floodway, and (3) letters of concurrence from the TCEQ, THC, TPWD, USACE, and USFWS. All construction within the IBWC ROW would be completed in accordance with applicable IBWC guidelines and policies.

10. Any drinking water wells would need to be properly removed and disposed of during construction of the project.

11. Proper plugging of two monitoring wells will be confirmed during the ROW negotiation and acquisition process.

12. Prior to construction, HCRMA shall conduct Noise Workshops with the affected landowners by the proposed noise barrier.

8.2 *Design/Construction Commitments*

Project-specific avoidance measures and special instructions, including BMPs are provided on the standard EPIC sheet and detailed below. In addition, detailed information on BMPs is provided in the *Tier 1 Site Assessment* dated May 2019 and is on file at TxDOT.

1. If unanticipated archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures.

2. In the event that migratory birds are encountered on-site during project construction, every effort would be made to avoid protected birds, active nests, eggs, and/or young. Contractors would not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit. Bird exclusion devices may need to be implemented and potentially planned for this project during construction.

3. The proposed project contains potential habitat for the plains spotted skunk, American Badger and the long-tailed weasel. The plains spotted skunk BMP will be implemented for these species.

4. The proposed project contains habitat for the black-spotted newt, Mexican treefrog, sheep frog, south Texas siren, white-lipped frog and the Woodhouse's toad. Amphibian BMPs and Water Quality BMPs will be implemented.

5. The proposed project contains potential habitat for the slender glass lizard, western box turtle, northern cat-eyed snake, Texas horned lizard, Texas indigo snake, and Texas tortoise. Terrestrial Reptile BMPs will be implemented. The contractor will avoid harvester ant mounds in the selection of PSLs, where feasible, to address potential impacts to the Texas horned lizard. The contractor will be advised of the potential occurrence of the Texas tortoise within the project area and will avoid harming the species if encountered, and utility trenches should be covered overnight and visually inspected before filling to avoid trapping or burying the species.

6. The proposed project contains potential habitat for the gray hawk, northern beardless tyrannulet, tropical parula, white-faced ibis, white-tailed hawk, wood stork, Brownsville common yellowthroat and the western burrowing owl; therefore, Bird BMPs will be implemented.

7. The proposed project contains potential habitat for the southern yellow bat; therefore, Bat BMPs will be implemented.

8. In accordance with the EO 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping, permanent soil erosion control features would be constructed as soon as feasible during the early stages of construction through proper sodding and/or seeding techniques. Disturbed areas would be restored and stabilized as soon as the construction schedule permits. Therefore, seeding and replanting with TxDOT Pharr District native permanent rural seed mix would be performed.

9. Tracked SCGN species occurrences within the proposed project area will be recorded through Texas Natural Diversity Database reporting forms.

10. During construction, TxDOT/HCRMA shall report any sightings of dead, injured or sick protected species by construction, operations, and maintenance personnel to TxDOT and the USFWS Law Enforcement Office in McAllen, Texas (phone: 956-686-8591) or the USFWS Ecological Services Office at the Santa Ana National Wildlife Refuge (phone: 956-784-7500, or 7200). The person making the discovery will be responsible for ensuring that evidence intrinsic to the specimen is not disturbed.

11. During construction, sightings of ocelots (*Leopardus pardalis*) will be reported immediately by phone to the TxDOT Pharr District Environmental Quality Coordinator at (956) 702-6100 and the USFWS Ecological Services Office at the Santa Ana National Wildlife Refuge.

12. During project design, TxDOT will include notes in the EPIC sheet for the developer/contractor to minimize, clearing of brushy or wooded areas within the existing and proposed ROW to the maximum extent practicable.

13. During project design, the La Cruz Resaca (Main Floodway) would be bridged by the proposed project to maintain riparian connectivity and provide a wildlife dispersal corridor (one wildlife crossing). An additional wildlife crossing will be constructed at the Donna Reservoir crossing.

14. Construction, operations, and maintenance vehicles and equipment will be inspected regularly to ensure that hydraulic fittings are tight, hydraulic hoses are in good condition or replaced if damaged, and there are no oil or other leaks. Maintenance and fueling of vehicles and equipment will be conducted in designated areas, and precautions will be taken to minimize, contain, and clean up drips and spills.

15. Non-hazardous waste materials, litter, and other discarded materials, such as construction waste, will be placed in containers until removed from the construction site. Trash will be removed regularly to help prevent unintended littering.

16. HCRMA is not authorized to conduct any activities or construct any structures that would interfere with the cleanup at the Donna Reservoir. The HCRMA shall follow these provisions during the project and after construction:

    a. allow access to the EPA and TCEQ to perform sampling, monitoring and fish removal;

    b. allow posting of no fishing signs, as needed;

    c. provide EPA copies of environmental sampling results collected;

    d. limit access to fishing until the Texas Department of State Health Services lifts the fish-consumption ban;

    e. HCRMA will develop a Construction Waste Management Plan which specifically addresses control and sampling of sediment and sub-soils within the portions of the Donna Superfund Site where proposed project construction activities occur and provide EPA copies of any plans for activities that will impact the canal or reservoirs and provide briefing on such plans, if requested; and,

    f. notify EPA of any work in the canal or reservoirs that may disturb sediment or surface water

17. The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. TxDOT encourages construction contractors to use TERP and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions.

18. Any unanticipated hazardous material and/or petroleum contamination encountered during construction of the proposed project would be handled according to applicable federal and state regulations per TxDOT Standard Specifications.

19. 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.

20. As indicated above in Section 6.0, the TPWD-recommended BMPs that will be applied to this project are indicated and provided for in **Appendix F**.

9.0 CONCLUSION

Implementation of the proposed project would not result in a significant impact on the human and natural environment; Therefore, a FONSI is recommended.

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11.0 NAMES AND QUALIFICATIONS OF PERSONS PREPARING THE EA OR CONDUCTING AN INDEPENDENT EVALUATION OF THE EA

Table 11: Independent Evaluators from the Texas Department of Transportation

Name	Affiliation/Title	Experience (Years)	Education
Maria Cottagoma	Environmental Project Manager Pharr District	15	B.S. Chemistry, Minors in Math and English Literature
Dora Marin-Robles, P.E., CFM	Transportation Project Manager Pharr District	10	A.S. Engineering; B.A.Sc. Civil Engineering; M.S. Civil Engineering
Robin Gelston (no longer at TxDOT)	Environmental Supervisor Pharr District	40+	B.S. Biology M.S. Environmental Science
Lindsey Kimmitt	Core Team Member Environmental Affairs Division	21	B.S. Environmental Science; M.B.A. Management
Linda Henderson	Historic Preservation Specialist Environmental Affairs Division	24	B.A. Architecture; B.A. English Language and Literature, General; M.P.A. Executive Public Leadership
John Young, Jr., Ph.D.	Environmental Specialist Environmental Affairs Division	29	B.S. Wildlife, Fish and Wildlands Science and Management; M.S. Range and Wildlife Management; Ph.D. Wildlife Sciences
David Morley, P.G.	Environmental Specialist Environmental Affairs Division	38	B.S. Geology; M.S. Geology
Ray Umscheid	Noise Specialist Environmental Affairs Division	10+	B.S. Geography
Christopher Ringstaff	Staff Archeologist Environmental Affairs Division	32	B.A. Anthropology; M.A.G. Geography
Jim Abbott, Ph.D.	Staff Archeologist Environmental Affairs Division	24	Ph.D. Geography
Kevin Hanselka, Ph.D.	Staff Archeologist Environmental Affairs Division	20	B.A. Anthropology; M.A. Anthropology; Ph.D. Anthropology (Archeological Focus)

Table 12: Preparers from Hidalgo County Regional Mobility Authority

Name	Affiliation/Title	Experience (Years)	Education
Eric Davila, P.E., PMP, CCM, CFM	Chief Development Engineer	18	B.S., Mechanical Engineering; M.S., Environmental Engineering
Ramon Navarro IV, P.E., CFM	Chief Construction Engineer	27	B.S. Civil Engineering

Table 13: Preparers from Blanton & Associates, Inc.

Name	Affiliation/Title	Experience (Years)	Education
Don Blanton	Principal/Project Principal	35	B.A., Biology (Marine Emphasis); M.S., Environmental and Water Resources Planning
Douglas Hagemeier, REM	Senior Project Manager/ Environmental Project Manager	39	B.S., Biology; M.S., Biology
David Young	Senior Project Manager/ Deputy Environmental PM	28	B.S., Marine Biology
Samantha Melito	Environmental Planner	5	B.S., Environmental Studies
Andrea (Andi) Burden, MA, RPA	Archeologist/Principal Investigator	23	B.A., Anthropology; M.A., Anthropology
Damon Burden, MA, RPA	Archeologist	20+	B.E.D, Architecture; M.A., Anthropology
Rebecca Wallisch (no longer employee)	Historian	14	B.A., European Studies (Minor – History); M.S., Historic Preservation
Maryellen Russo	Cultural Resources Director	21	B.A., History; M.A., Public History
Maggie Behnke, P.G.	Environmental Specialist	8	B.A., Geography B.S., Geology
Robert Ryan	GIS Manager	24	B.A., Geography (Environmental Resource Management emphasis)
Jeanette Garner	Sr. GIS Specialist	23	B.S., Cartography/Photogrammetry
Gilysa Garcia Machado	Public Involvement Specialist	5	B.S., Biology
Lori Erickson	GIS Specialist	33	B.S., Geography; M.S., Geography
Ray Green, GISP (no longer employee)	Noise Specialist	20	B.S., Genetics
Josh Hamilton	Noise Specialist	12	B.A., Anthropology (Minor in Geography (GIS)); M.A., Anthropology
Nick Wallisch	Ecologist	17	B.S., Biology: Ecology, Evolution, and Conservation

Table 13: Preparers from Blanton & Associates, Inc.

Name	Affiliation/Title	Experience (Years)	Education
Jason Schindler	Senior Wetland Specialist	20	B.S., Biology and Chemistry; M.S., Range and Wildlife Management
Portia Osborne (no longer employee)	Wetland Specialist	11	B.S., Environmental Biology; M.S., Ecology
Gabi Caseras (no longer employee)	Ecologist/Wetland Specialist	11	B.S., Ecology, Evolution, and Behavior
John McWilliams	Ecologist/Wetland Specialist	14	B.S., Biology
Dave Severinson (no longer employee)	Ecologist/Wetland Specialist	33	B.A., Biology; Graduate Studies in Botany (Plant Ecology)
Anna Hughes	Technical Editor	5	A.L.A., Psychology B.B.A, Marketing
Marjorie Saylors	Technical Editor	2	B.A., in New Media Communications and English (Minor Technical Writing); M.A., in Liberal Studies M.B.A., Business Administration

12.0 APPENDICES

Appendix A Project Location Maps
Figure 1 - Project Location on County Map Base
Figure 2 - Project Location on Topographic Map Base

Appendix B Project Photographs

Appendix C Schematics

Appendix D Typical Sections
Figures 3.1 through 3.10 - Existing and Proposed Typical Sections

Appendix E Resource-specific Maps
Figures 4.1 through 4.13 – Community Features
Figures 5.1 through 5.6 – Archeological Survey Results
Figures 6.1. through 6.11 – Inventoried Resources
Figures 7.1 through 7.19 – Water Features on Aerial Imagery
Figures 8.1 through 8.5 – Ecological Mapping System of Texas Vegetation Types
Figures 9.1 through 9.6 – Field-verified Vegetation Types
Figures 10.1 through 10.11 – Potential Hazardous Materials Concerns
Figures 11.1 through 11.9 – Noise Receiver Locations and Land Use

Appendix F Resource Agency Coordination

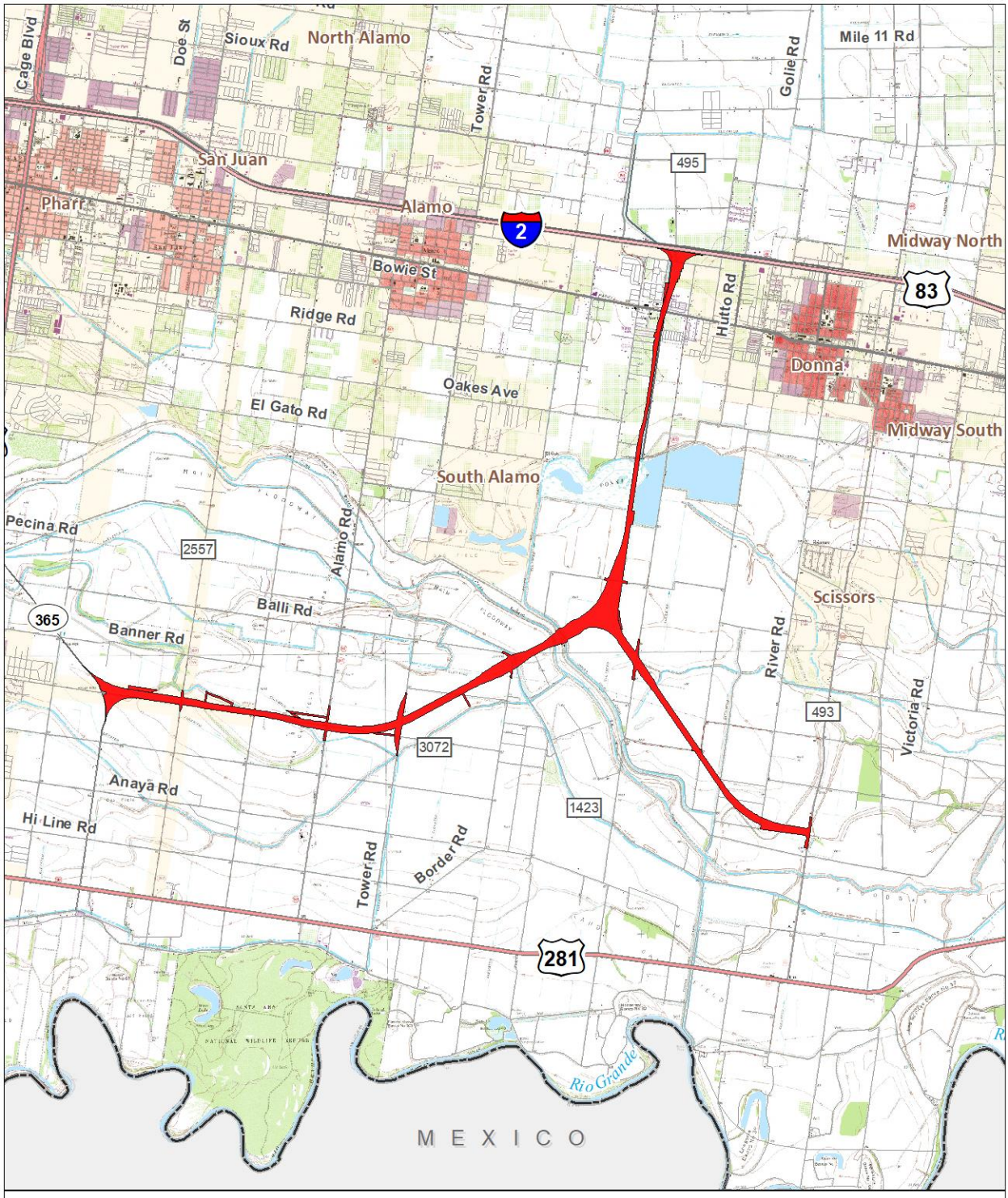
Appendix G Section 4(f) Documentation

Appendix H Comment and Response Matrices from Public Involvement Activities

Appendix A

Project Location Maps

Figure 1
Project Location on County Map Base
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142, 0921-02-202



Project Location

N

0 1 2
Miles

Base Map: 7.5' USGS Topographic Quadrangle
Donna, TX (1984, Map Id No. 26098-B1)
Las Milpas, TX (1984, Map Id No. 26098-A2)
Pharr, TX (1984, Map Id No. 26098-B2)
San Juan SE, TX (1965, Map Id No. 26098-A1)

Figure 2
Project Location
on Topographic Map Base
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142, 0921-02-202

Appendix B

Project Photographs

Photo 1. View along FM 3072 (Dicker Road) at western terminus, facing east.

Photo 2. View of fields to the northwest at FM 2557 (S Stewart Road)/
FM 3072 (Dicker Road) intersection, facing north.

Photo 3. View along FM 3072 (Dicker Road), east of FM 907 (Alamo Road), facing east.

Photo 4. View along S Tower Road from the southern extent, facing north.

Photo 5. View along project alignment from FM 1423 (Valley View Road), facing southeast.

Photo 6. View of representative farmlands and future project location, facing east towards FM 1423 (Valley View Road).

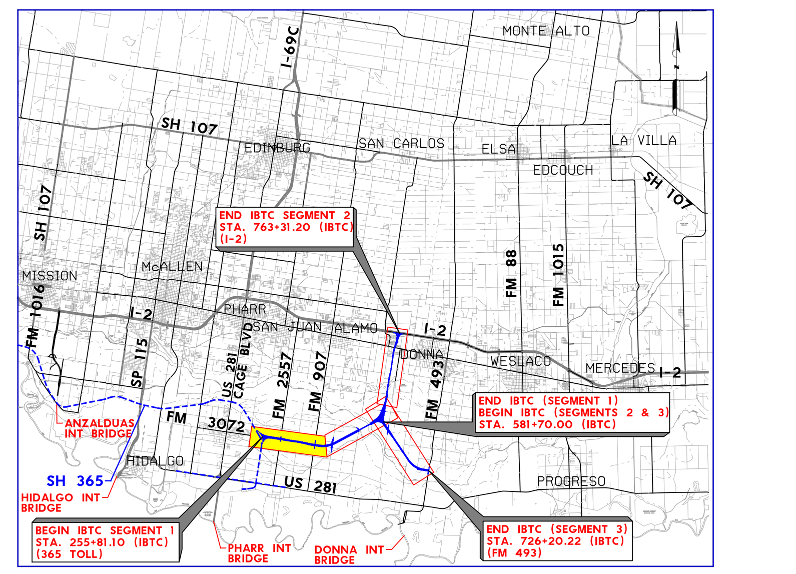
Photo 7. View of UPRR, north of BU 83, facing south.

Photo 8. View of IH-2 eastbound frontage road at northern terminus, facing north.

Photo 9. View along Vertrees Road from FM 493 (S Salinas Boulevard), facing west.

Appendix C

Schematics



DESIGN DATA

INTERNATIONAL BRIDGE TRADE CORRIDOR (IBTC)

CSJ	:	0921-02-142
NET LENGTH	:	12.35 MILES
SEGMENT 1	:	FROM 365 TOLL/FM 3072 INTERCHANGE TO VALLEY VIEW INTERCHANGE (6.17 MILES)
SEGMENT 2	:	FROM VALLEY VIEW INTERCHANGE, NORTH TO INTERSTATE 2 (3.44 MILES)
SEGMENT 3	:	FROM VALLEY VIEW INTERCHANGE, EAST TO FM 493 (2.74 MILES)
FUNCTIONAL CLASSIFICATION	:	URBAN FREEWAY (PRINCIPAL ARTERIAL)
ADT (2024) (2044)	:	SEE IBTC TRAFFIC VOLUME DIAGRAM SEE IBTC TRAFFIC VOLUME DIAGRAM
e MAX	:	6%
DESIGN CRITERIA	:	TxDOT ROADWAY DESIGN MANUAL CHAPTER 3, SECTION 4 - (TWO-LANE RURAL HIGHWAYS) CHAPTER 3, SECTION 5 - (MULTI-LANE RURAL HIGHWAYS) CHAPTER 3, SECTION 6 - (FREEWAYS)

DESIGN SPEED TABLE

IBTC	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAINLANES	70 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
RAMPS	50 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
FRONTAGE ROADS	50 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
CROSSROADS		
FM 3072 (DICKER RD.)	50 MPH	URBAN MAJOR COLLECTOR
FM 2557 (STEWART RD.)	50 MPH	URBAN MAJOR COLLECTOR
FM 907 (ALAMO RD.)	55 MPH	URBAN MAJOR COLLECTOR
TOWER RD.	35 MPH	URBAN MINOR COLLECTOR
BORDER/BALLI RD.	35 MPH	URBAN MINOR COLLECTOR
VALLEY VIEW RD.	35 MPH	URBAN MINOR COLLECTOR
COUNTY RD 1821	35 MPH	URBAN MINOR COLLECTOR
BUSINESS 83	50 MPH	URBAN MINOR ARTERIAL
INTERSTATE 2	70 MPH	URBAN PRINCIPAL ARTERIAL
COUNTY RD 1552	35 MPH	URBAN MINOR COLLECTOR
FM 493	55 MPH	URBAN MAJOR COLLECTOR

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

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555 N. Carancahua , Suite 1600
Corpus Christi, TX 78401
Texas P.E. Firm Registration No. F-754

INTERNATIONAL BRIDGE TRADE CORRIDOR SEGMENT-1 PHASE-1

ROLL 1 OF 6

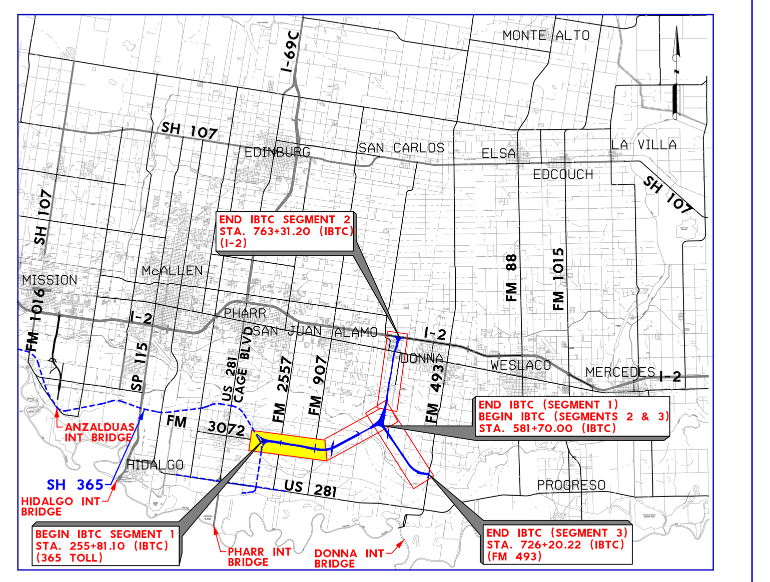
DRAWING:	FED. RD. DIV. NO.	STATE	PROJECT NO.			HIGHWAY NO.
CK:	6	TEXAS				IBTC
ENGINEER	STATE DIST. NO	COUNTY	CONT	SECT	JOB	SHEET NO.
CK:	PHR	HIDALGO	0921	02	142	
REVIEW:						
CK:						

PLAN LEGEND

- CITY LIMITS
- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- EXISTING INTERNATIONAL LEVEE R.O.W.
- CONTROL OF ACCESS
- BEGIN/END R.O.W. TRANSITION
- PROPOSED RETAINING WALL
- PROPOSED TOE OF SLOPE
- PROPOSED GAS EASEMENT
- PROPOSED BRIDGE MAINLANES
- PROPOSED ROADWAY
- EXISTING ROADWAY TO REMAIN
- EXISTING DRAINAGE DITCH
- PROPOSED DRAINAGE DITCH
- PROPOSED DRAINAGE DITCH BY OTHERS
- PROPOSED IRRIGATION EASEMENT
- PROPOSED HIGH TENSION POWER ROW (BY ELECTRIC TRANSMISSION TEXAS)
- EXISTING IRRIGATION CANAL
- EXISTING USFWS CORRIDOR/TRACT
- EXISTING FLOODWAY / LAKES
- EXISTING FEMA FLOODPLAIN 100YR
- EXISTING CONSTRAINTS
- FUTURE PAVEMENT / ULTIMATE SECTION
- FUTURE PROJECT BY OTHERS, CSJ 0921-02-368 / LETTING DEC 2021
- FUTURE BRIDGE / ULTIMATE SECTION
- EXISTING ROAD TO BE OBLITERATED
- AREAS OF IMPACT
- PROPOSED R.O.W.
- EXISTING IRRIGATION STRUCTURE
- EXISTING DRAINAGE STRUCTURE
- PROPOSED IRRIGATION STRUCTURE
- PROPOSED DRAINAGE STRUCTURE
- PROPOSED IRRIGATION STRUCTURE BY OTHERS
- PROPOSED DRAINAGE STRUCTURE BY OTHERS
- PROPOSED TRAFFIC
- EXISTING TRAFFIC
- PROPOSED DRAINAGE FLOW
- EXISTING DRAINAGE FLOW

UTILITIES LEGEND

- OHEC — EXIST. OVERHEAD POWER LINE WITH CABLE ATTACHED
- OHET — EXIST. OVERHEAD POWER LINE WITH TELEPHONE LINE ATTACHED
- OHE — EXIST. OVERHEAD POWER LINE
- UE — EXIST. UNDERGROUND POWER LINE
- EXISTING HIGH TENSION POWER LINES
- PROPOSED HIGH TENSION POWER LINES (BY ELECTRIC TRANSMISSION TEXAS)
- G — EXIST. GAS LINE
- W — EXIST. WATER LINE
- SS — EXIST. SANITARY SEWER LINE
- FM — EXIST. SANITARY SEWER FORCEMAIN
- UFO — EXIST. UNDERGROUND FIBER OPTIC
- AFO — EXIST. AERIAL FIBER OPTIC
- EXIST. IRRIGATION LINES
- DRY HOLE
- GAS WELL
- HORIZONTAL DRAIN HOLE
- OIL/GAS WELL
- PERMITTED LOCATION
- PLUGGED GAS WELL
- PLUGGED OIL WELL
- PLUGGED OIL/GAS WELL
- SHUT-IN WELL (GAS)
- SIDETRACK WELL SURFACE LOCATION



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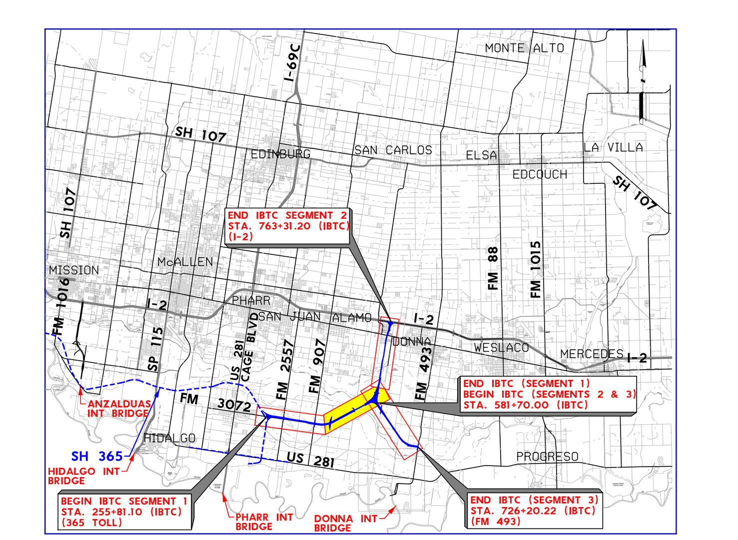
DESIGN CRITERIA	:	TxDOT ROADWAY DESIGN MANUAL CHAPTER 3, SECTION 4 - (TWO-LANE RURAL HIGHWAYS) CHAPTER 3, SECTION 5 - (MULTI-LANE RURAL HIGHWAYS) CHAPTER 3, SECTION 6 - (FREEWAYS)

NOT A BIDDING DOCUMENT

04-08-2022

INTERNATIONAL BRIDGE TRADE CORRIDOR SEGMENT-1 PHASE-1

ROLL 1 OF 6



DESIGN DATA

INTERNATIONAL BRIDGE TRADE CORRIDOR (IBTC)

CSJ	:	**0921-02-142**
NET LENGTH	:	12.35 MILES
SEGMENT 1	:	FROM 365 TOLL/FM 3072 INTERCHANGE TO VALLEY VIEW INTERCHANGE (6.17 MILES)
SEGMENT 2	:	FROM VALLEY VIEW INTERCHANGE, NORTH TO INTERSTATE 2 (3.44 MILES)
SEGMENT 3	:	FROM VALLEY VIEW INTERCHANGE, EAST TO FM 493 (2.74 MILES)
FUNCTIONAL CLASSIFICATION	:	URBAN FREEWAY (PRINCIPAL ARTERIAL)
ADT (2024)	:	SEE IBTC TRAFFIC VOLUME DIAGRAM
(2044)	:	SEE IBTC TRAFFIC VOLUME DIAGRAM
e MAX	:	6%
DESIGN CRITERIA	:	TxDOT ROADWAY DESIGN MANUAL CHAPTER 3, SECTION 4 - (TWO-LANE RURAL HIGHWAYS) CHAPTER 3, SECTION 5 - (MULTI-LANE RURAL HIGHWAYS) CHAPTER 3, SECTION 6 - (FREEWAYS)

DESIGN SPEED TABLE

IBTC

	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAINLANES	70 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
RAMPS	50 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
FRONTAGE ROADS	50 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)

CROSSROADS

FM 3072 (DICKER RD.)	50 MPH	URBAN MAJOR COLLECTOR
FM 2557 (STEWART RD.)	50 MPH	URBAN MAJOR COLLECTOR
FM 907 (ALAMO RD.)	55 MPH	URBAN MAJOR COLLECTOR
TOWER RD.	35 MPH	URBAN MINOR COLLECTOR
BORDER/BALLI RD.	35 MPH	URBAN MINOR COLLECTOR
VALLEY VIEW RD.	35 MPH	URBAN MINOR COLLECTOR
COUNTY RD 1821	35 MPH	URBAN MINOR COLLECTOR
BUSINESS 83	50 MPH	URBAN MINOR ARTERIAL
INTERSTATE 2	70 MPH	URBAN PRINCIPAL ARTERIAL
COUNTY RD 1552	35 MPH	URBAN MINOR COLLECTOR
FM 493	55 MPH	URBAN MAJOR COLLECTOR

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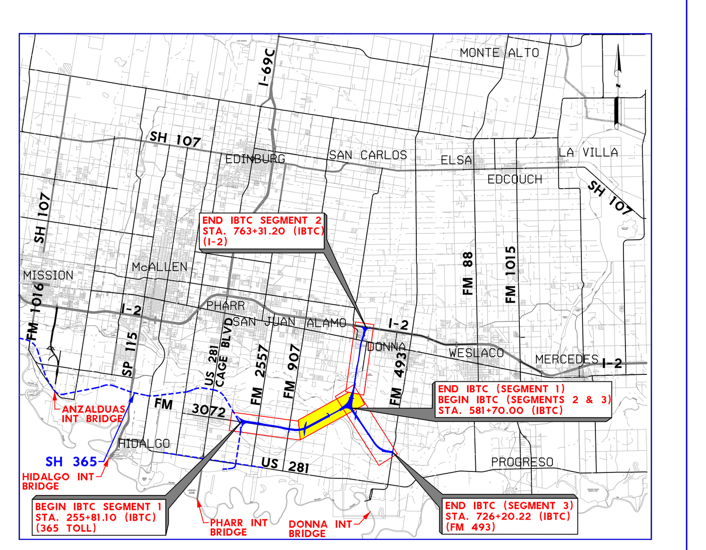
Corpus Christi, TX 78401
Texas P.E. Firm Registration No. F-754

INTERNATIONAL BRIDGE TRADE CORRIDOR SEGMENT-1, 2 & 3 PHASE-1
ROLL 2 OF 6

DRAWING:	FED. RD. DIV. NO.	STATE	PROJECT NO.			HIGHWAY NO.
CK:	6	TEXAS				IBTC
ENGINEER	STATE DIST. NO	COUNTY	CONT	SECT	JOB	SHEET NO.
CK:	PHR	HIDALGO	0921	02	142	
REVIEW:						
CK:						

PLAN LEGEND

UTILITIES LEGEND



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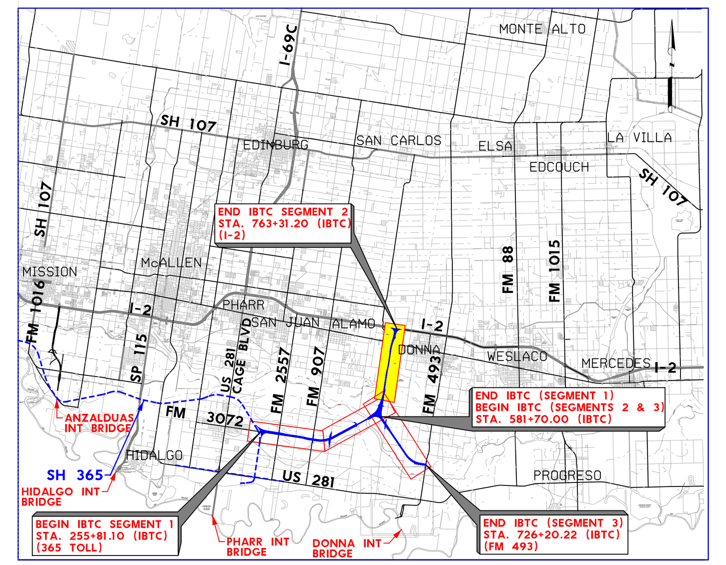
04-08-2022



DESIGN DATA

INTERNATIONAL BRIDGE TRADE CORRIDOR (IBTC)

CSJ	:	0921-02-142
NET LENGTH	:	12.35 MILES
SEGMENT 1	:	FROM 365 TOLL/FM 3072 INTERCHANGE TO VALLEY VIEW INTERCHANGE (6.17 MILES)
SEGMENT 2	:	FROM VALLEY VIEW INTERCHANGE, NORTH TO INTERSTATE 2 (3.44 MILES)
SEGMENT 3	:	FROM VALLEY VIEW INTERCHANGE, EAST TO FM 493 (2.74 MILES)
FUNCTIONAL CLASSIFICATION	:	URBAN FREEWAY (PRINCIPAL ARTERIAL)
ADT (2024)	:	SEE IBTC TRAFFIC VOLUME DIAGRAM
(2044)	:	SEE IBTC TRAFFIC VOLUME DIAGRAM
e MAX	:	6%
DESIGN CRITERIA	:	TxDOT ROADWAY DESIGN MANUAL CHAPTER 3, SECTION 4 - (TWO-LANE RURAL HIGHWAYS) CHAPTER 3, SECTION 5 - (MULTI-LANE RURAL HIGHWAYS) CHAPTER 3, SECTION 6 - (FREEWAYS)

DESIGN SPEED TABLE

IBTC	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAINLANES	70 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
RAMPS	50 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
FRONTAGE ROADS	50 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
CROSSROADS		
FM 3072 (DICKER RD.)	50 MPH	URBAN MAJOR COLLECTOR
FM 2557 (STEWART RD.)	50 MPH	URBAN MAJOR COLLECTOR
FM 907 (ALAMO RD.)	55 MPH	URBAN MAJOR COLLECTOR
TOWER RD.	35 MPH	URBAN MINOR COLLECTOR
BORDER/BALLI RD.	35 MPH	URBAN MINOR COLLECTOR
VALLEY VIEW RD.	35 MPH	URBAN MINOR COLLECTOR
COUNTY RD 1821	35 MPH	URBAN MINOR COLLECTOR
BUSINESS 83	50 MPH	URBAN MINOR ARTERIAL
INTERSTATE 2	70 MPH	URBAN PRINCIPAL ARTERIAL
COUNTY RD 1552	35 MPH	URBAN MINOR COLLECTOR
FM 493	55 MPH	URBAN MAJOR COLLECTOR

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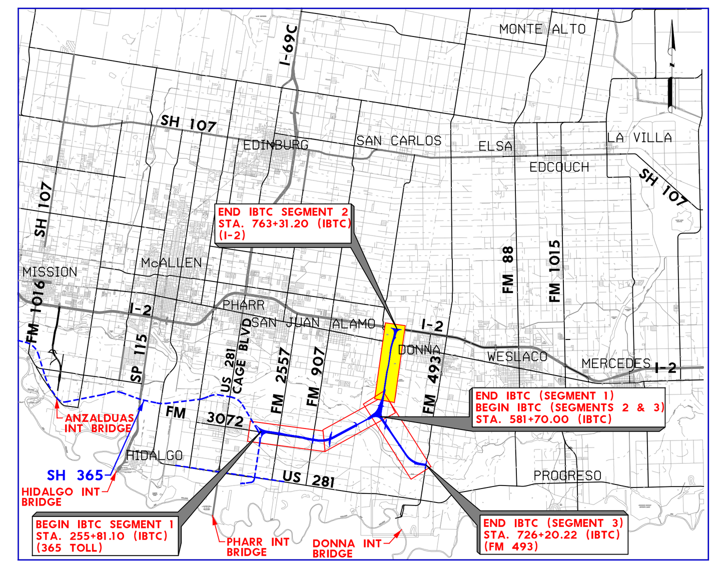
Texas P.E. Firm Registration No. F-754

INTERNATIONAL BRIDGE TRADE CORRIDOR SEGMENT-2 PHASE-1

ROLL 3 OF 6

DRAWING:	FED. RD. DIV. NO.	STATE	PROJECT NO.			HIGHWAY NO.
CK:	6	TEXAS				IBTC
ENGINEER	STATE DIST. NO	COUNTY	CONT	SECT	JOB	SHEET NO.
CK:	PHR	HIDALGO	0921	02	142	
REVIEW:						
CK:						



DESIGN DATA
INTERNATIONAL BRIDGE TRADE CORRIDOR (IBTC)
CSJ : 0921-02-142
NET LENGTH : 12.35 MILES
SEGMENT 1 : FROM 365 TOLL/FM 3072 INTERCHANGE : TO VALLEY VIEW INTERCHANGE (6.17 MILES)
SEGMENT 2 : FROM VALLEY VIEW INTERCHANGE, NORTH : TO INTERSTATE 2 (3.44 MILES)
SEGMENT 3 : FROM VALLEY VIEW INTERCHANGE, EAST : TO FM 493 (2.74 MILES)
FUNCTIONAL CLASSIFICATION : URBAN FREEWAY (PRINCIPAL ARTERIAL)
ADT (2013) : SEE IBTC TRAFFIC VOLUME DIAGRAM
(2033) : SEE IBTC TRAFFIC VOLUME DIAGRAM
e MAX : 6%
DESIGN CRITERIA : TxDOT ROADWAY DESIGN MANUAL
CHAPTER 3, SECTION 4 - (TWO-LANE RURAL HIGHWAYS)
CHAPTER 3, SECTION 5 - (MULTI-LANE RURAL HIGHWAYS)
CHAPTER 3, SECTION 6 - (FREEWAYS)
DESIGN SPEED TABLE
IBTC | DESIGN SPEED | FUNCTIONAL CLASSIFICATION
MAINLANES | 70 MPH | URBAN FREEWAY (PRINCIPAL ARTERIAL)
RAMPS | 50 MPH | URBAN FREEWAY (PRINCIPAL ARTERIAL)
FRONTAGE ROADS | 50 MPH | URBAN FREEWAY (PRINCIPAL ARTERIAL)
CROSSROADS
FM 3072 (DICKER RD.) | 50 MPH | URBAN MAJOR COLLECTOR
FM 2557 (STEWART RD.) | 50 MPH | URBAN MAJOR COLLECTOR
FM 907 (ALAMO RD.) | 55 MPH | URBAN MAJOR COLLECTOR
TOWER RD. | 35 MPH | URBAN MINOR COLLECTOR
BORDER/BALLI RD. | 35 MPH | URBAN MINOR COLLECTOR
VALLEY VIEW RD. | 35 MPH | URBAN MINOR COLLECTOR
COUNTY RD 1821 | 35 MPH | URBAN MINOR COLLECTOR
BUSINESS 83 | 50 MPH | URBAN MINOR ARTERIAL
INTERSTATE 2 | 70 MPH | URBAN PRINCIPAL ARTERIAL
COUNTY RD 1552 | 35 MPH | URBAN MINOR COLLECTOR
FM 493 | 55 MPH | URBAN MAJOR COLLECTOR

STATE OF TEXAS
MARC H. SORIANO
128318
LICENSED PROFESSIONAL ENGINEER
04-08-2022

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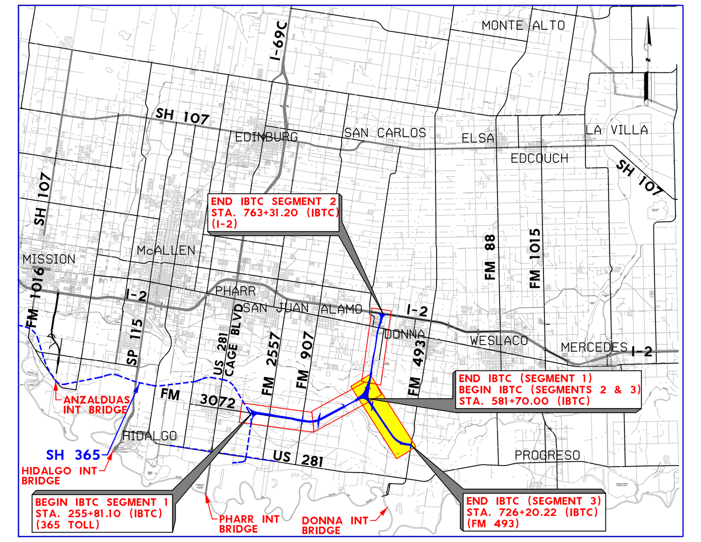
Texas P.E. Firm Registration No. F-754
INTERNATIONAL BRIDGE TRADE CORRIDOR SEGMENT-2 PHASE-1
ROLL 3 OF 6
DRAWING: | CK: | ENGINEER | CK: | REVIEW: | CK:
FED. RD. DIV. NO. 6 | STATE TEXAS | PROJECT NO. | HIGHWAY NO. IBTC
STATE DIST. NO PHR | COUNTY HIDALGO | CONT 0921 | SECT 02 | JOB 142 | SHEET NO.



DESIGN DATA

INTERNATIONAL BRIDGE TRADE CORRIDOR (IBTC)

CSJ : 0921-02-142

NET LENGTH : 12.35 MILES

SEGMENT 1 : FROM 365 TOLL/FM 3072 INTERCHANGE
: TO VALLEY VIEW INTERCHANGE (6.17 MILES)

SEGMENT 2 : FROM VALLEY VIEW INTERCHANGE, NORTH
: TO INTERSTATE 2 (3.44 MILES)

SEGMENT 3 : FROM VALLEY VIEW INTERCHANGE, EAST
: TO FM 493 (2.74 MILES)

FUNCTIONAL CLASSIFICATION : URBAN FREEWAY (PRINCIPAL ARTERIAL)

ADT (2024) : SEE IBTC TRAFFIC VOLUME DIAGRAM
(2044) : SEE IBTC TRAFFIC VOLUME DIAGRAM

e MAX : 6%

DESIGN CRITERIA : TxDOT ROADWAY DESIGN MANUAL
CHAPTER 3, SECTION 4 - (TWO-LANE RURAL HIGHWAYS)
CHAPTER 3, SECTION 5 - (MULTI-LANE RURAL HIGHWAYS)
CHAPTER 3, SECTION 6 - (FREEWAYS)

DESIGN SPEED TABLE

IBTC	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAINLANES	70 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
RAMPS	50 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
FRONTAGE ROADS	50 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
CROSSROADS		
FM 3072 (DICKER RD.)	50 MPH	URBAN MAJOR COLLECTOR
FM 2557 (STEWART RD.)	50 MPH	URBAN MAJOR COLLECTOR
FM 907 (ALAMO RD.)	55 MPH	URBAN MAJOR COLLECTOR
TOWER RD.	35 MPH	URBAN MINOR COLLECTOR
BORDER/BALLI RD.	35 MPH	URBAN MINOR COLLECTOR
VALLEY VIEW RD.	35 MPH	URBAN MINOR COLLECTOR
COUNTY RD 1821	35 MPH	URBAN MINOR COLLECTOR
BUSINESS 83	50 MPH	URBAN MINOR ARTERIAL
INTERSTATE 2	70 MPH	URBAN PRINCIPAL ARTERIAL
COUNTY RD 1552	35 MPH	URBAN MINOR COLLECTOR
FM 493	55 MPH	URBAN MAJOR COLLECTOR

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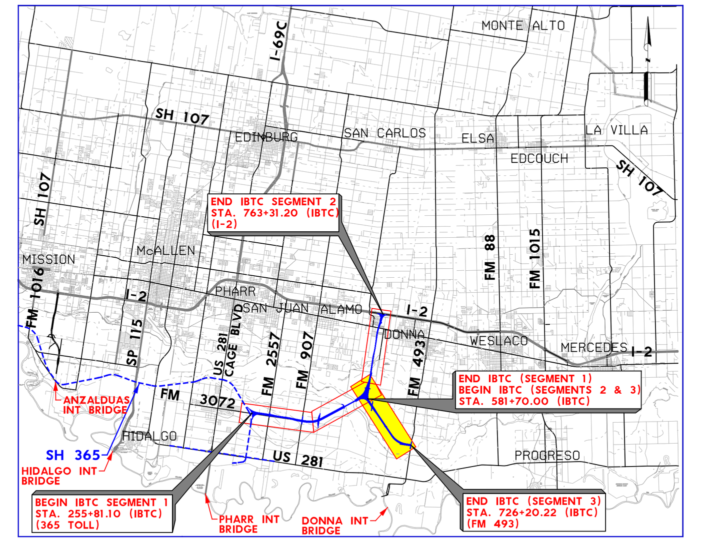
INTERNATIONAL BRIDGE TRADE CORRIDOR SEGMENT-3 PHASE-1 ROLL 4 OF 6

FED. RD. DIV. NO.	STATE	PROJECT NO.	HIGHWAY NO.
6	TEXAS		IBTC
STATE DIST. NO	COUNTY	CONT / SECT / JOB	SHEET NO.
PHR	HIDALGO	0921 / 02 / 142	



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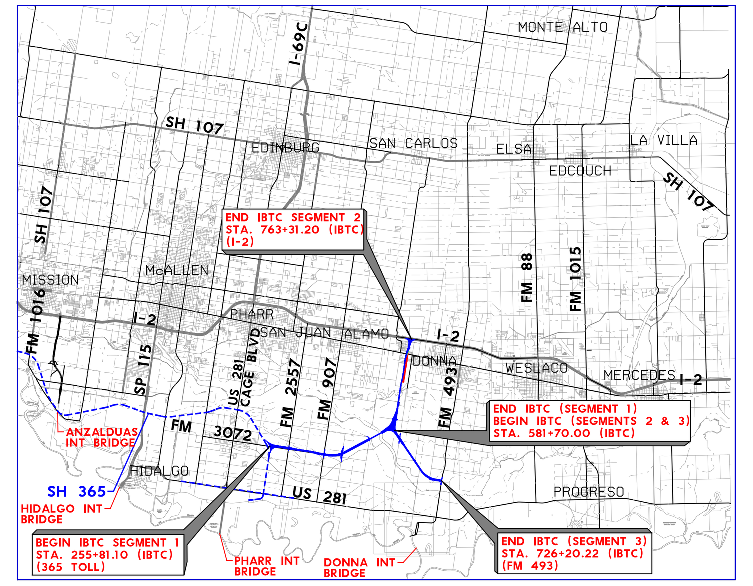

DESIGN DATA

INTERNATIONAL BRIDGE TRADE CORRIDOR (IBTC)

CSJ : 0921-02-142

NET LENGTH : 12.35 MILES

SEGMENT 1 : FROM 365 TOLL/FM 3072 INTERCHANGE
: TO VALLEY VIEW INTERCHANGE (6.17 MILES)

SEGMENT 2 : FROM VALLEY VIEW INTERCHANGE, NORTH
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SEGMENT 3 : FROM VALLEY VIEW INTERCHANGE, EAST
: TO FM 493 (2.74 MILES)

FUNCTIONAL CLASSIFICATION : URBAN FREEWAY (PRINCIPAL ARTERIAL)

ADT (2024) : SEE IBTC TRAFFIC VOLUME DIAGRAM
(2044) : SEE IBTC TRAFFIC VOLUME DIAGRAM

e MAX : 6%

DESIGN CRITERIA : TxDOT ROADWAY DESIGN MANUAL
CHAPTER 3, SECTION 4 - (TWO-LANE RURAL HIGHWAYS)
CHAPTER 3, SECTION 5 - (MULTI-LANE RURAL HIGHWAYS)
CHAPTER 3, SECTION 6 - (FREEWAYS)

DESIGN SPEED TABLE

IBTC	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAINLANES	70 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
RAMPS	50 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
FRONTAGE ROADS	50 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
CROSSROADS		
FM 3072 (DICKER RD.)	50 MPH	URBAN MAJOR COLLECTOR
FM 2557 (STEWART RD.)	50 MPH	URBAN MAJOR COLLECTOR
FM 907 (ALAMO RD.)	55 MPH	URBAN MAJOR COLLECTOR
TOWER RD.	35 MPH	URBAN MINOR COLLECTOR
BORDER/BALLI RD.	35 MPH	URBAN MINOR COLLECTOR
VALLEY VIEW RD.	35 MPH	URBAN MINOR COLLECTOR
COUNTY RD 1821	35 MPH	URBAN MINOR COLLECTOR
BUSINESS 83	50 MPH	URBAN MINOR ARTERIAL
INTERSTATE 2	70 MPH	URBAN PRINCIPAL ARTERIAL
COUNTY RD 1552	35 MPH	URBAN MINOR COLLECTOR
FM 493	55 MPH	URBAN MAJOR COLLECTOR

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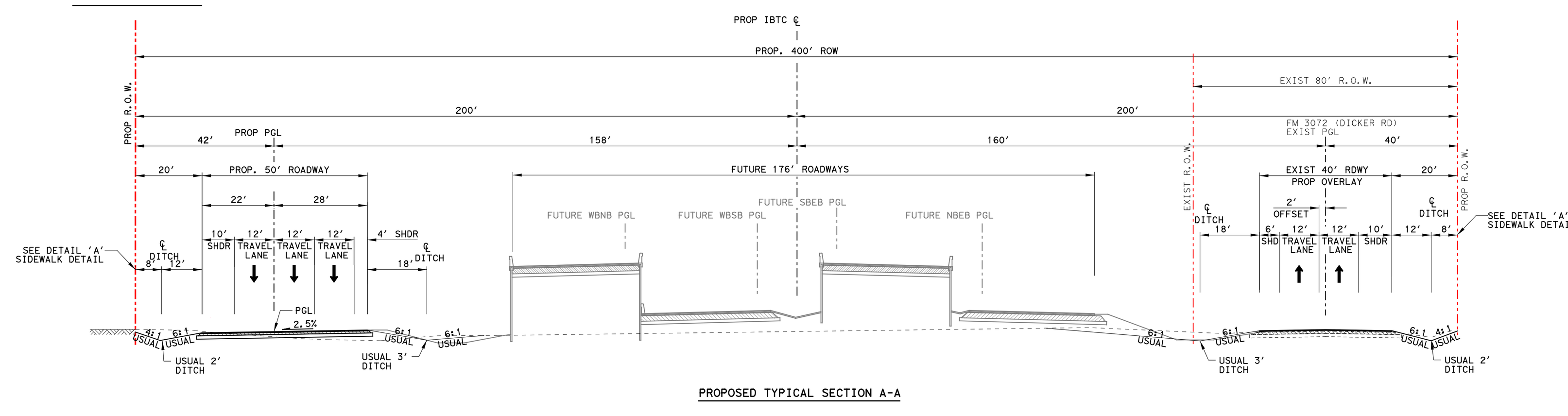
Texas P.E. Firm Registration No. F-754

INTERNATIONAL BRIDGE TRADE CORRIDOR TYPICAL SECTIONS ROLL 5 OF 6

DRAWING:	FED. RD. DIV. NO.	STATE	PROJECT NO.			HIGHWAY NO.
CK:	6	TEXAS				IBTC
ENGINEER	STATE DIST. NO	COUNTY	CONT	SECT	JOB	SHEET NO.
CK:	PHR	HIDALGO	0921	02	142	
REVIEW:						
CK:						

PHASE I TYPICAL SECTIONS

SECTION A



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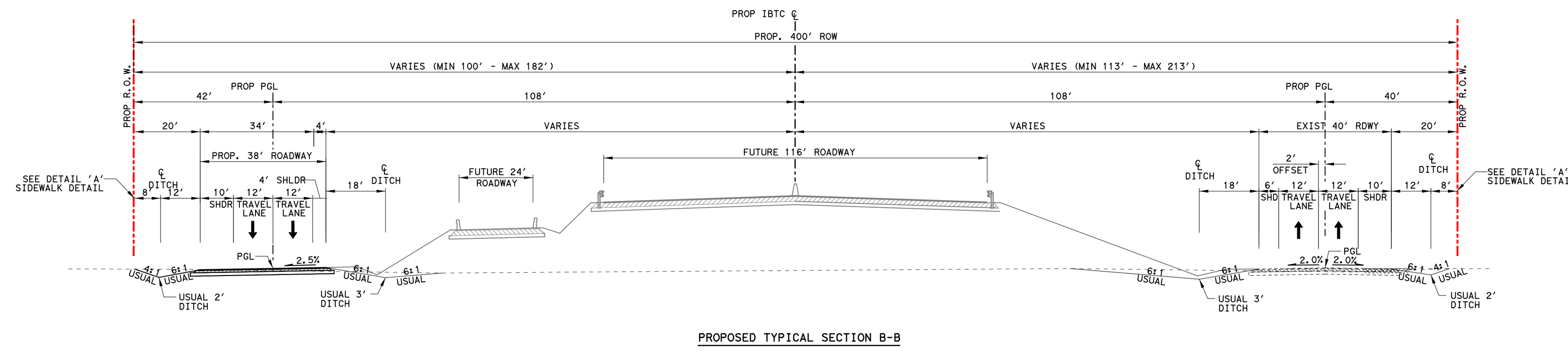

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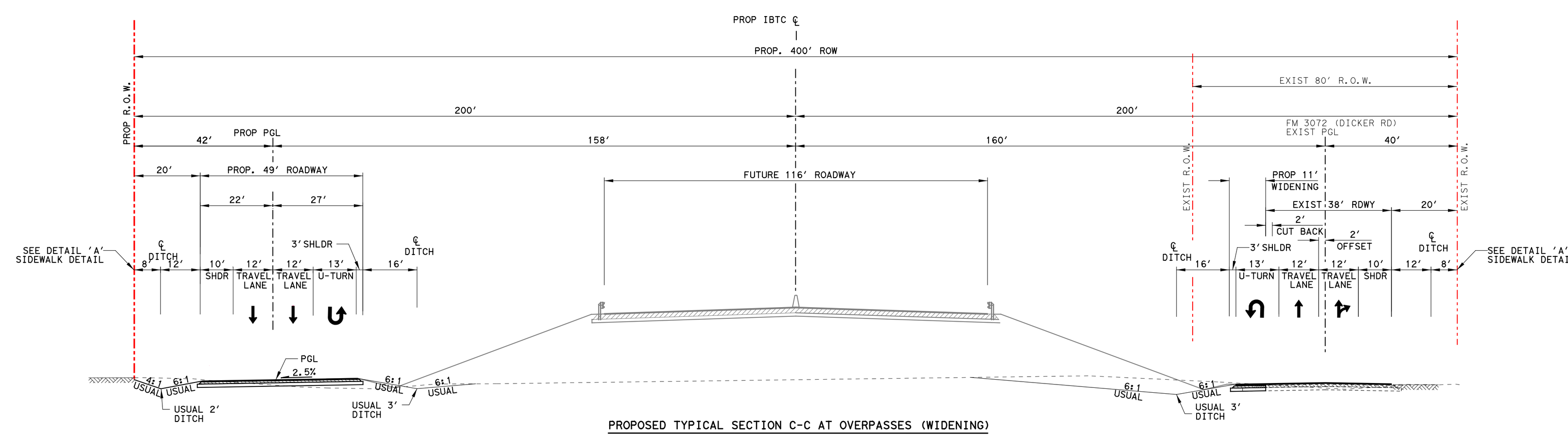

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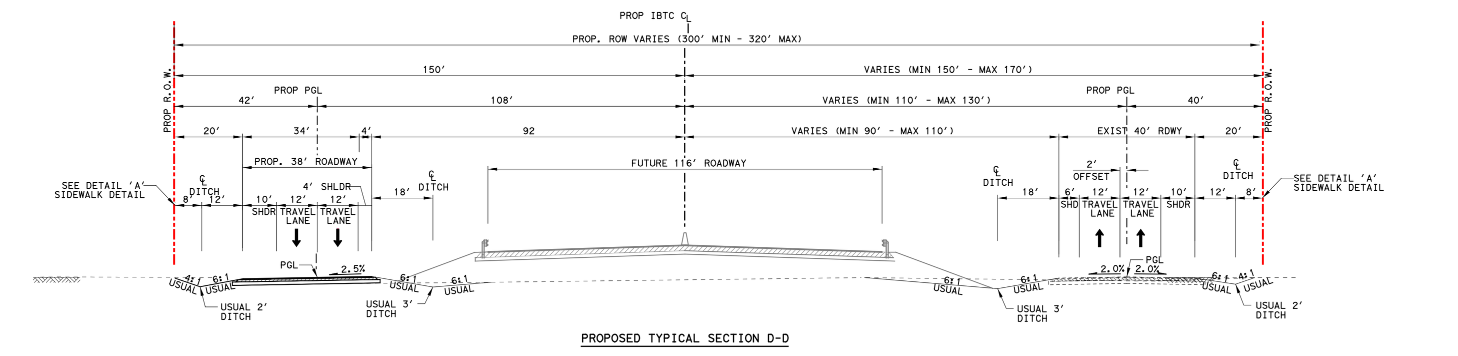
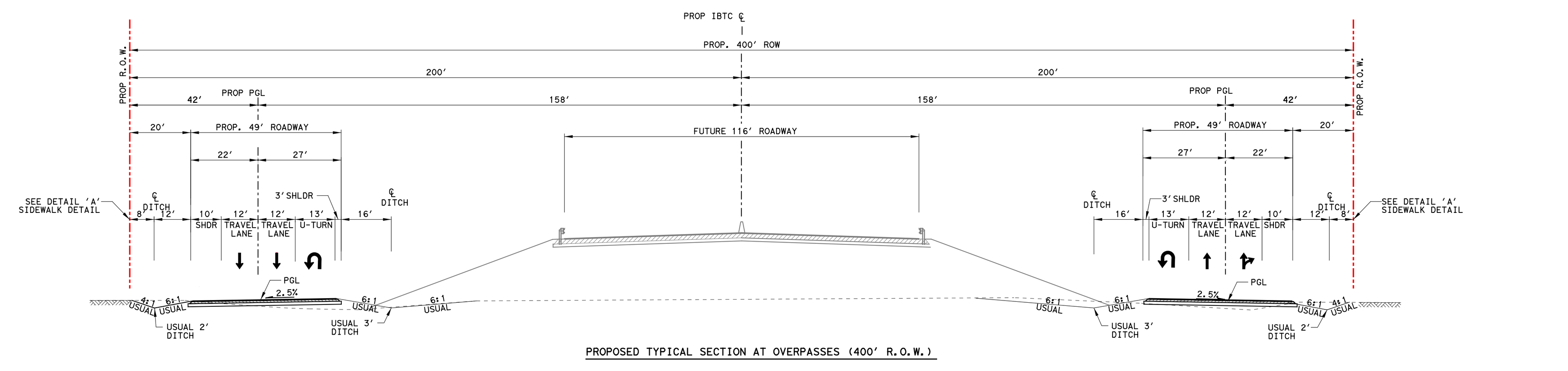


PHASE I TYPICAL SECTIONS

SECTION E



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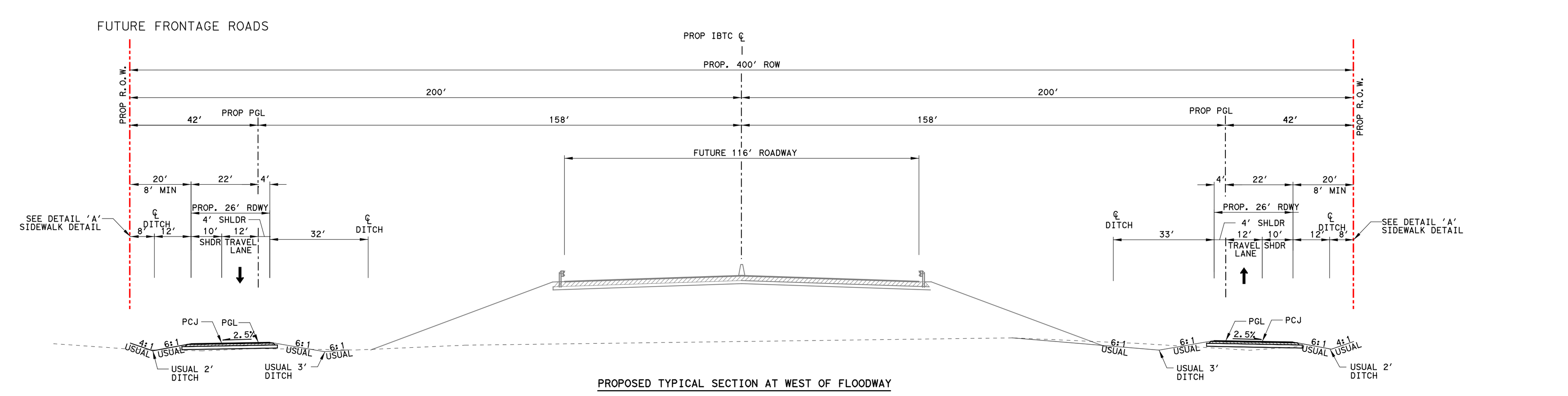

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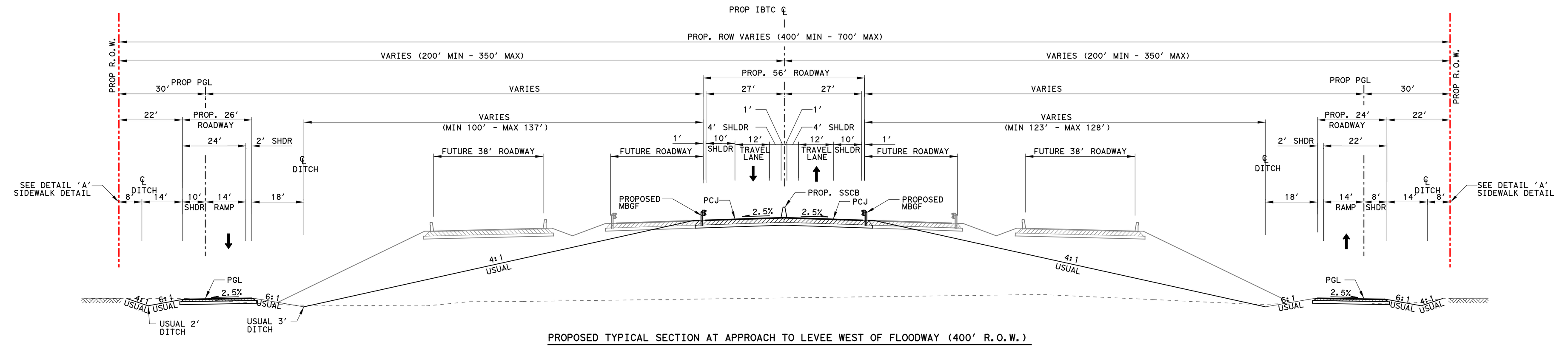

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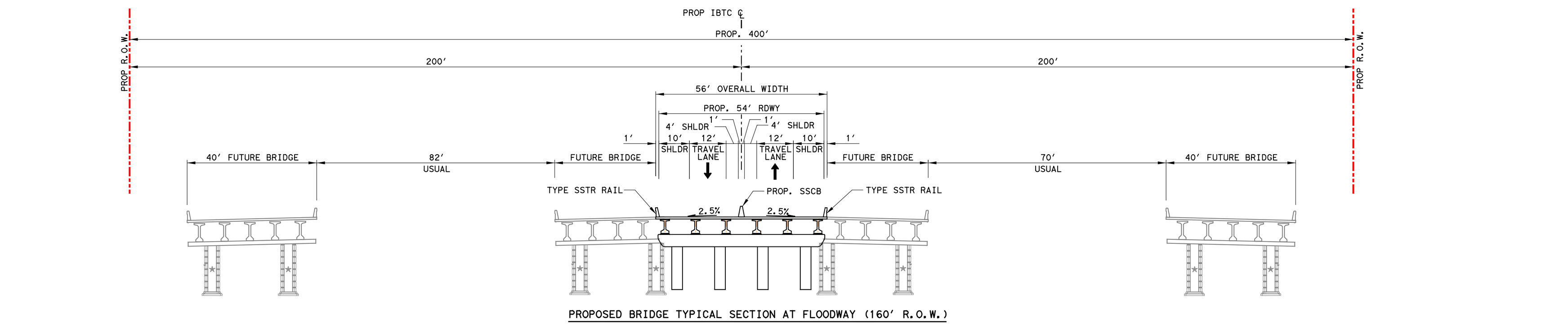
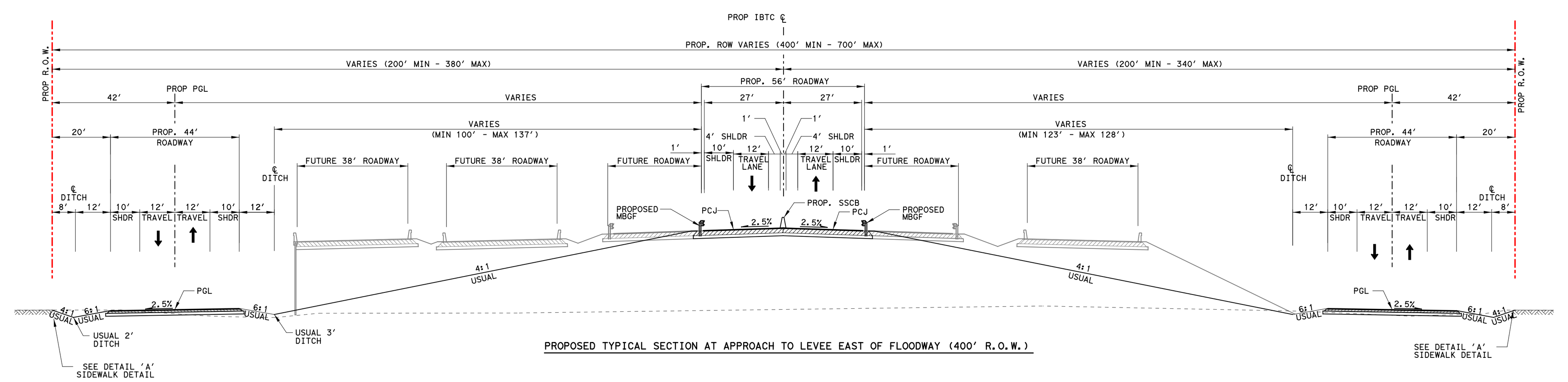


PHASE I TYPICAL SECTIONS

SECTION I



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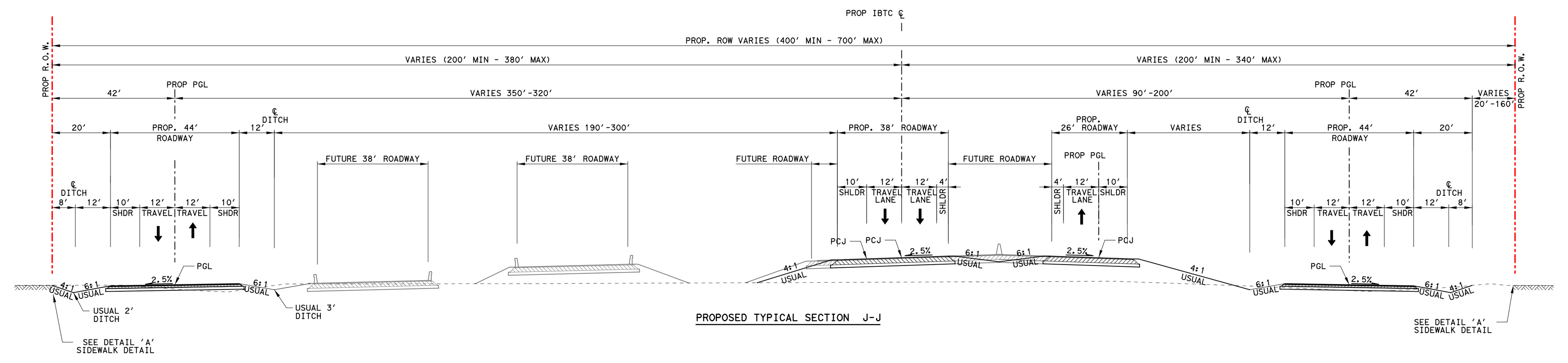

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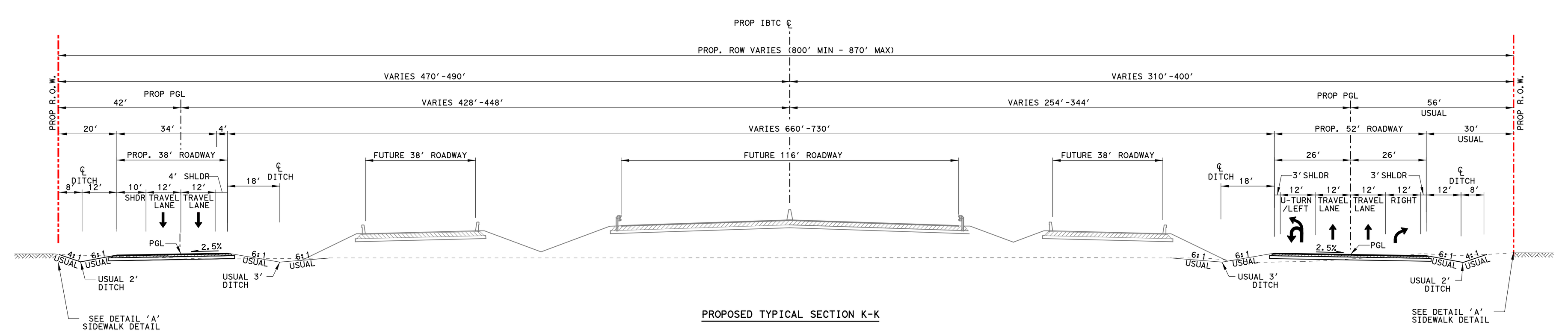

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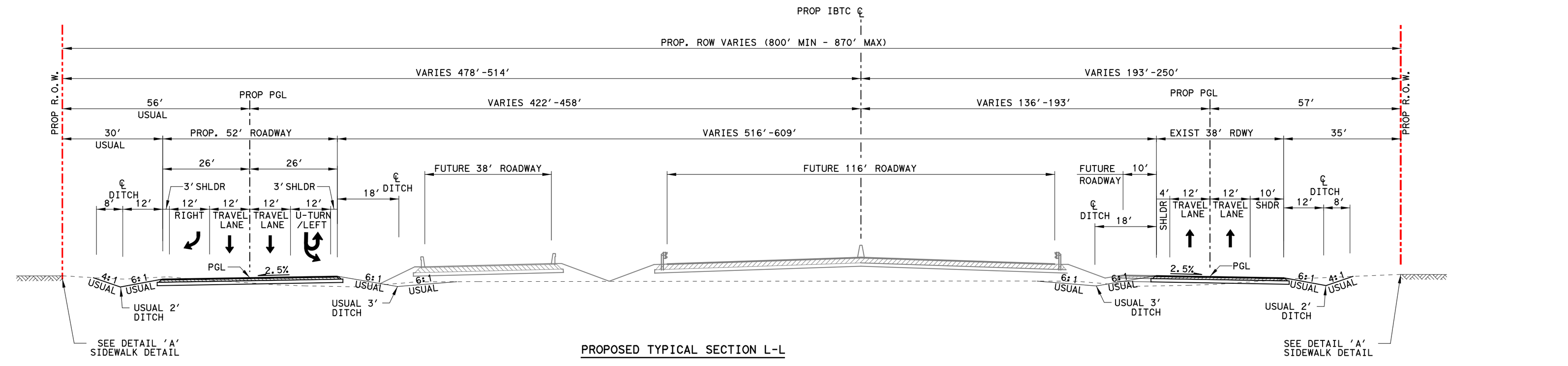
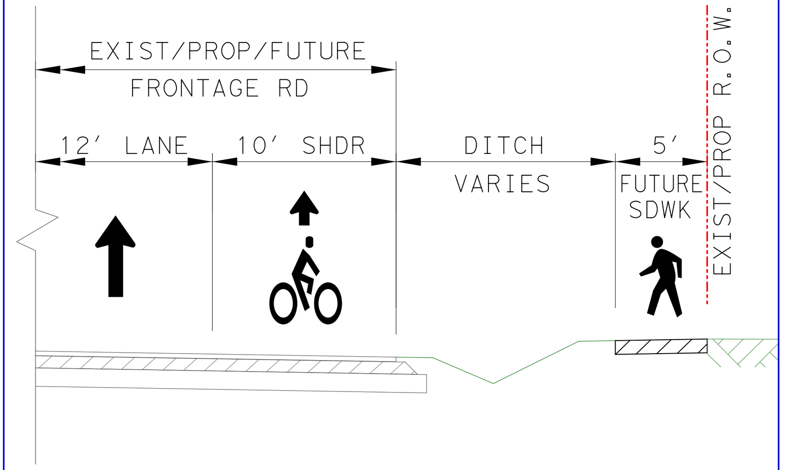


DETAILS

DETAIL 'A'

PEDESTRIAN AND BICYCLE ACCOMODATION
FUTURE SIDEWALK DETAIL
NOT TO SCALE

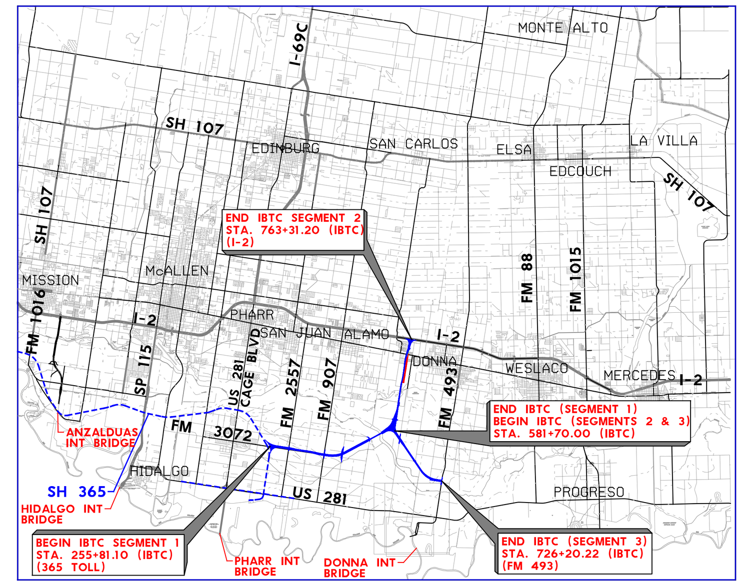


NOTES

1. REFER TO PLAN VIEW ROLLS 1-4 FOR LIMITS OF CONTROL OF ACCESS LINE.

MARC H. SORIANO 128318 LICENSED PROFESSIONAL ENGINEER
04-08-2022

NOT A BIDDING DOCUMENT



DESIGN DATA

INTERNATIONAL BRIDGE TRADE CORRIDOR (IBTC)

CSJ : 0921-02-142

NET LENGTH : 12.35 MILES

SEGMENT 1 : FROM 365 TOLL/FM 3072 INTERCHANGE
: TO VALLEY VIEW INTERCHANGE (6.17 MILES)

SEGMENT 2 : FROM VALLEY VIEW INTERCHANGE, NORTH
: TO INTERSTATE 2 (3.44 MILES)

SEGMENT 3 : FROM VALLEY VIEW INTERCHANGE, EAST
: TO FM 493 (2.74 MILES)

FUNCTIONAL CLASSIFICATION : URBAN FREEWAY (PRINCIPAL ARTERIAL)

ADT (2013) : SEE IBTC TRAFFIC VOLUME DIAGRAM
(2033) : SEE IBTC TRAFFIC VOLUME DIAGRAM

e MAX : 6%

DESIGN CRITERIA : TxDOT ROADWAY DESIGN MANUAL
CHAPTER 3, SECTION 4 - (TWO-LANE RURAL HIGHWAYS)
CHAPTER 3, SECTION 5 - (MULTI-LANE RURAL HIGHWAYS)
CHAPTER 3, SECTION 6 - (FREEWAYS)

DESIGN SPEED TABLE

IBTC	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAINLANES	70 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
RAMPS	50 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
FRONTAGE ROADS	50 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
CROSSROADS		
FM 3072 (DICKER RD.)	50 MPH	URBAN MAJOR COLLECTOR
FM 2557 (STEWART RD.)	50 MPH	URBAN MAJOR COLLECTOR
FM 907 (ALAMO RD.)	55 MPH	URBAN MAJOR COLLECTOR
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INTERSTATE 2	70 MPH	URBAN PRINCIPAL ARTERIAL
COUNTY RD 1552	35 MPH	URBAN MINOR COLLECTOR
FM 493	55 MPH	URBAN MAJOR COLLECTOR

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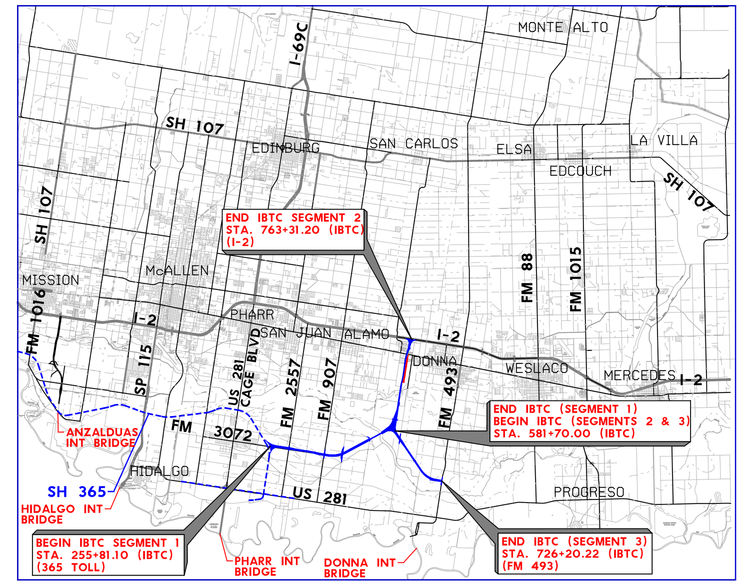
Corpus Christi, TX 78401
Texas P.E. Firm Registration No. F-754

INTERNATIONAL BRIDGE TRADE CORRIDOR TYPICAL SECTIONS ROLL 5 OF 6



DESIGN DATA

INTERNATIONAL BRIDGE TRADE CORRIDOR (IBTC)

CSJ : 0921-02-142

NET LENGTH : 12.35 MILES

SEGMENT 1 : FROM 365 TOLL/FM 3072 INTERCHANGE
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CHAPTER 3, SECTION 6 - (FREEWAYS)

DESIGN SPEED TABLE		
IBTC		
	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAINLANES	70 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
RAMPS	50 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
FRONTAGE ROADS	50 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
CROSSROADS		
FM 3072 (DICKER RD.)	50 MPH	URBAN MAJOR COLLECTOR
FM 2557 (STEWART RD.)	50 MPH	URBAN MAJOR COLLECTOR
FM 907 (ALAMO RD.)	55 MPH	URBAN MAJOR COLLECTOR
TOWER RD.	35 MPH	URBAN MINOR COLLECTOR
BORDER/BALLI RD.	35 MPH	URBAN MINOR COLLECTOR
VALLEY VIEW RD.	35 MPH	URBAN MINOR COLLECTOR
COUNTY RD 1821	35 MPH	URBAN MINOR COLLECTOR
BUSINESS 83	50 MPH	URBAN MINOR ARTERIAL
INTERSTATE 2	70 MPH	URBAN PRINCIPAL ARTERIAL
COUNTY RD 1552	35 MPH	URBAN MINOR COLLECTOR
FM 493	55 MPH	URBAN MAJOR COLLECTOR

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

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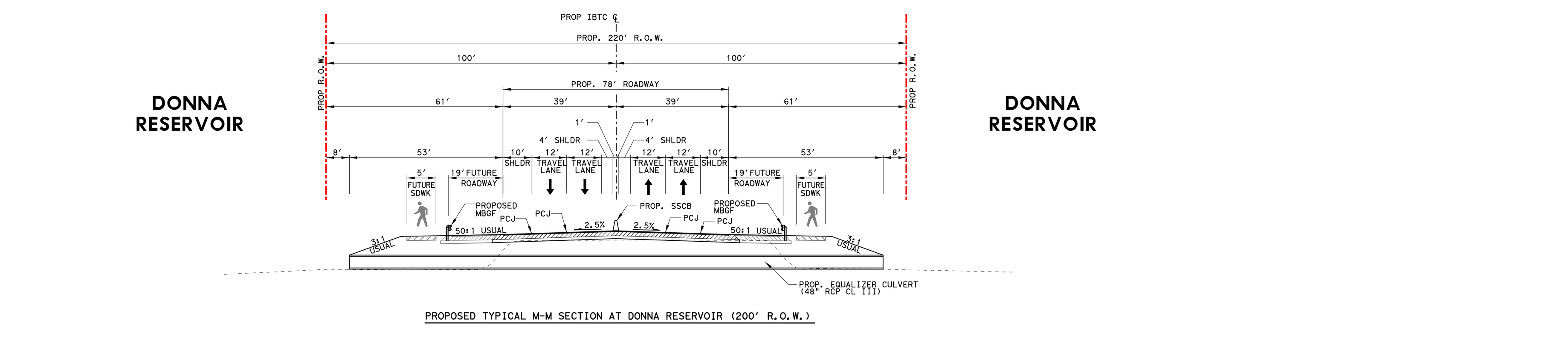
555 N. Carancahua , Suite 1600
Corpus Christi, TX 78401
Texas P.E. Firm Registration No. F-754

INTERNATIONAL BRIDGE TRADE CORRIDOR TYPICAL SECTIONS
ROLL 6 OF 6

DRAWING:	FED. RD. DIV. NO.	STATE	PROJECT NO.			HIGHWAY NO.
CK:	6	TEXAS				IBTC
ENGINEER	STATE DIST. NO	COUNTY	CONT	SECT	JOB	SHEET NO.
CK: / REVIEW: / CK:	PHR	HIDALGO	0921	02	142	

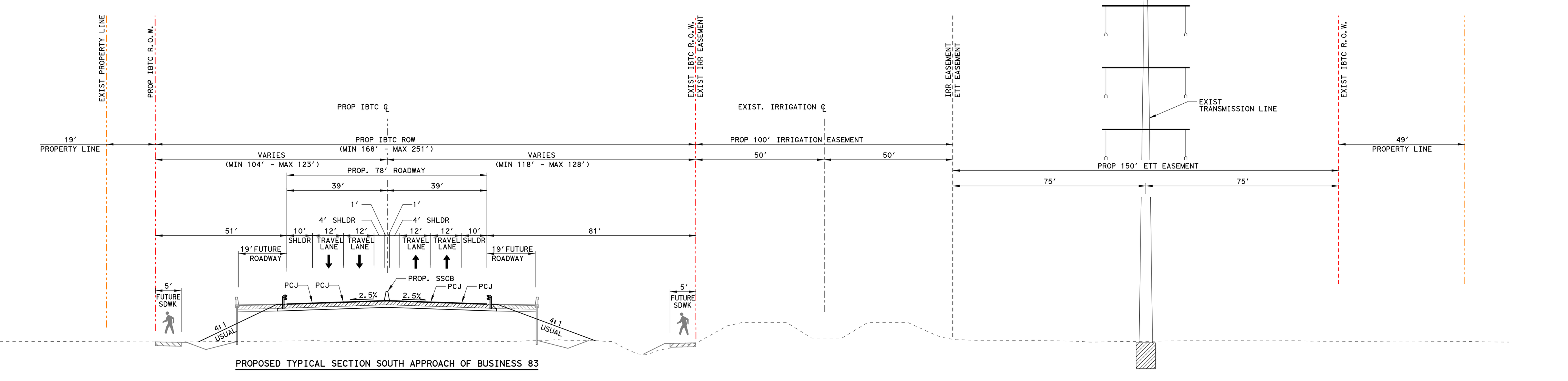
PHASE I TYPICAL SECTIONS

SECTION M

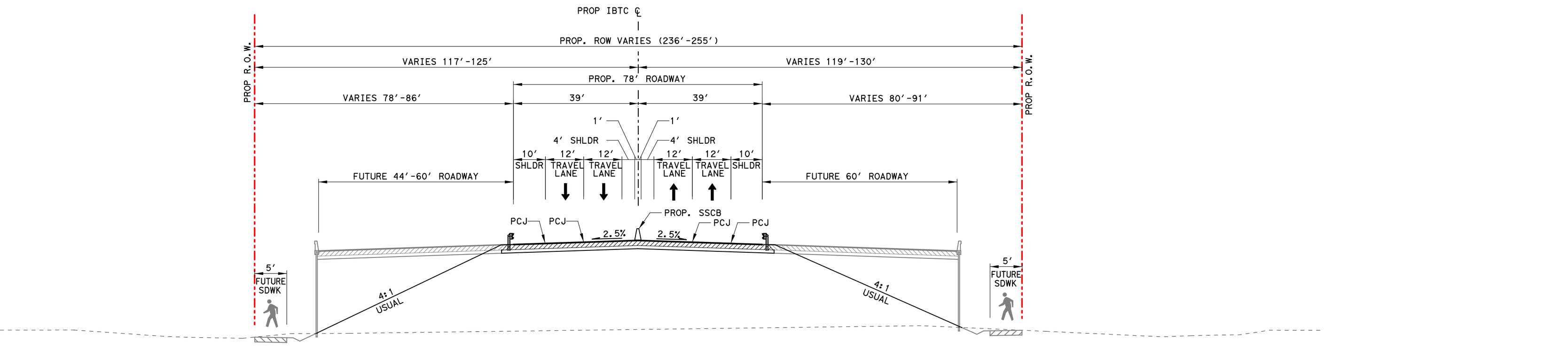


PROPOSED TYPICAL M-M SECTION AT DONNA RESERVOIR (200' R.O.W.)

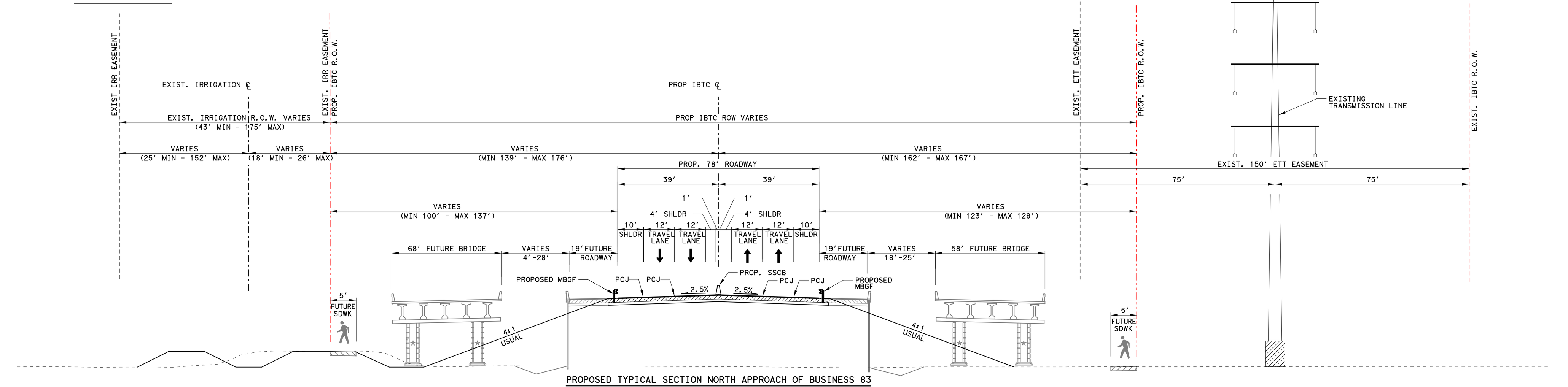
SECTION N


PROPOSED TYPICAL SECTION SOUTH APPROACH OF BUSINESS 83

SECTION O

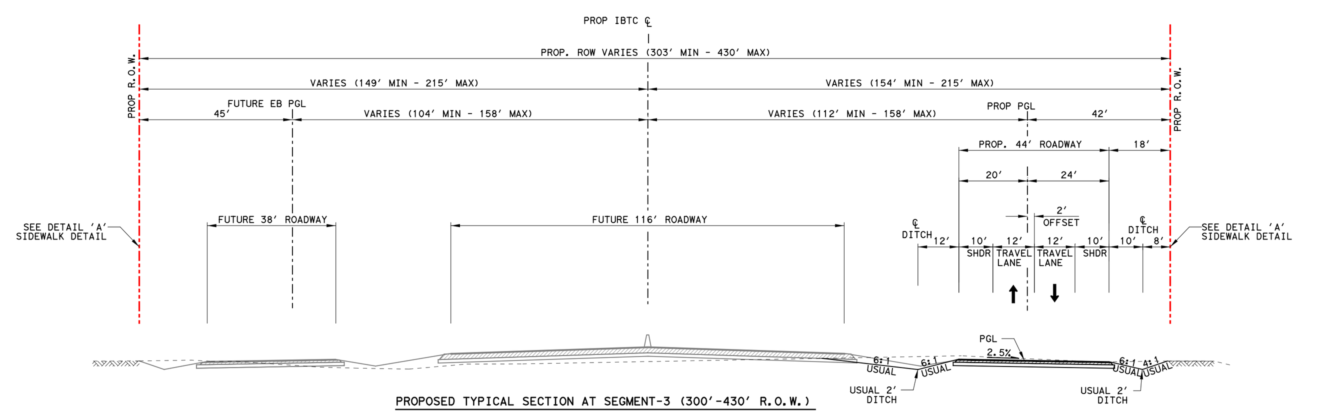

PROPOSED TYPICAL SECTION O-O

SECTION P


PROPOSED TYPICAL SECTION NORTH APPROACH OF BUSINESS 83

PHASE I TYPICAL SECTIONS

SECTION O



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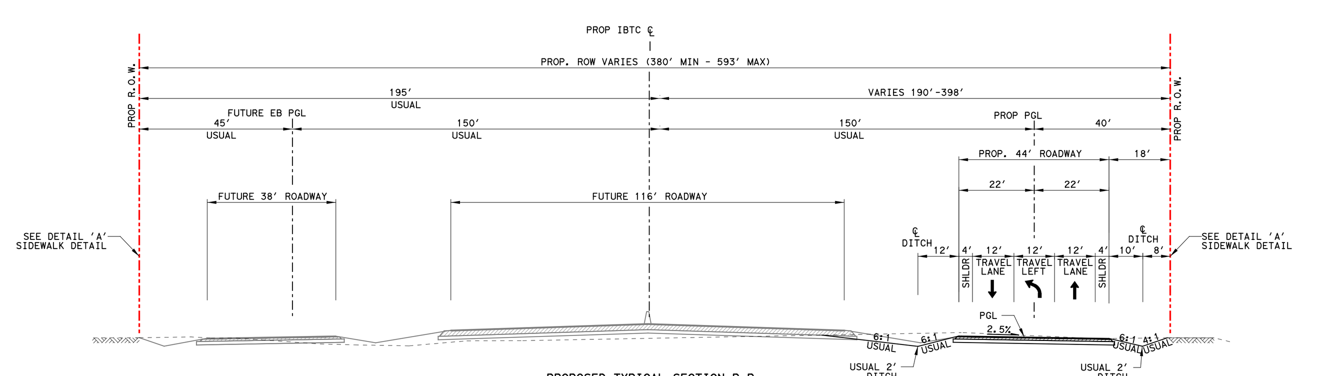
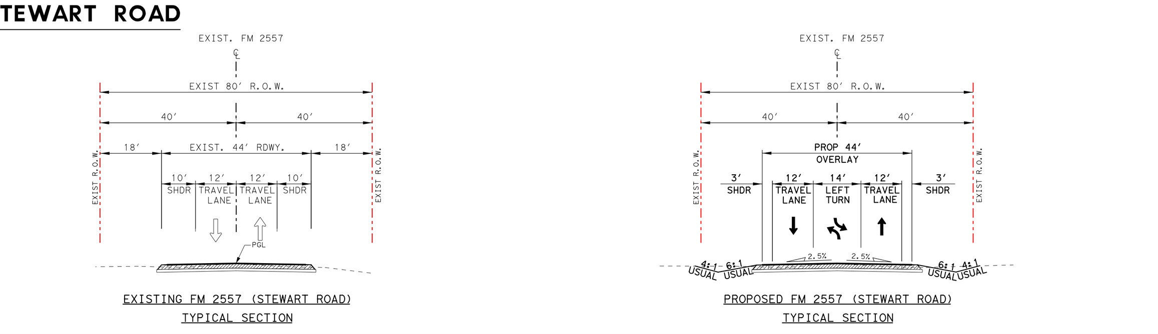
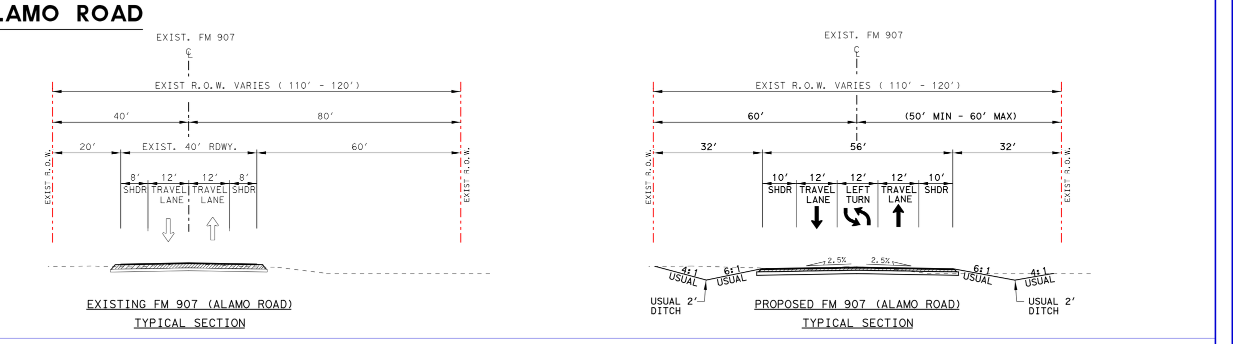

PROPOSED TYPICAL SECTION R-R

EXISTING/PROPOSED INTERSECTION ROADS

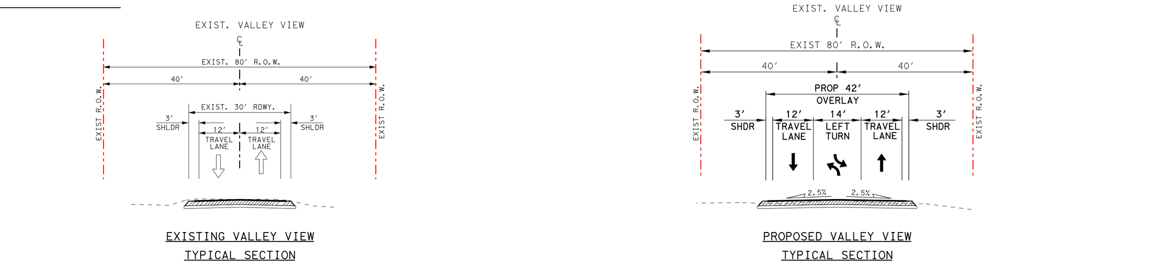
FM 2557/STEWART ROAD



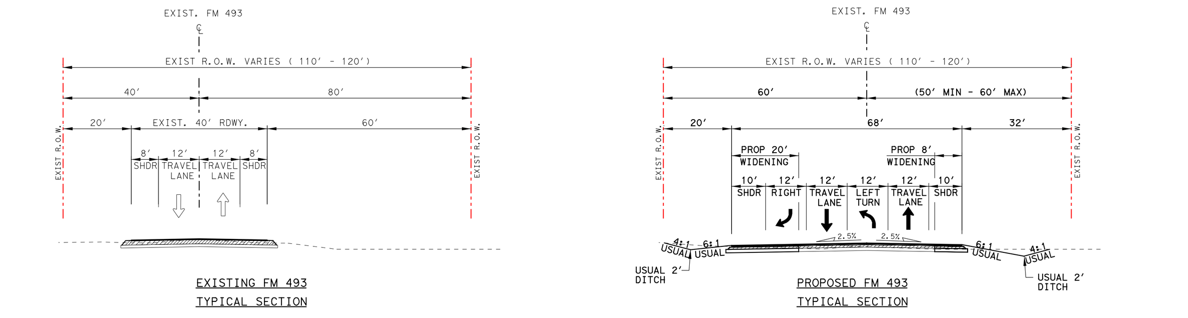
FM 907/ALAMO ROAD



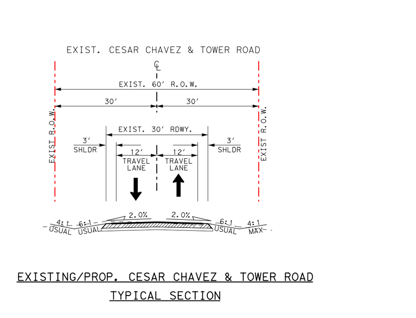
VALLEY VIEW ROAD



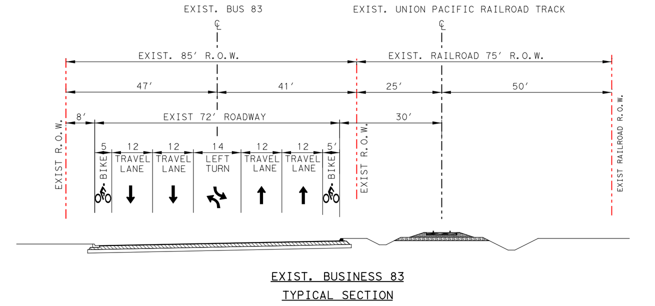
FM 493



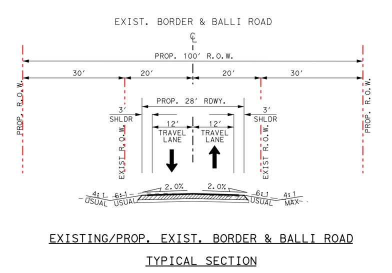
CESAR CHAVEZ & TOWER ROAD



BUSINESS 83



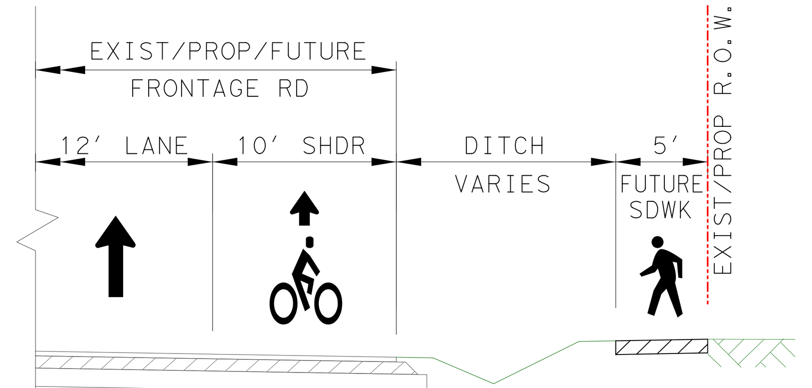
BORDER & BALLI ROAD



DETAILS

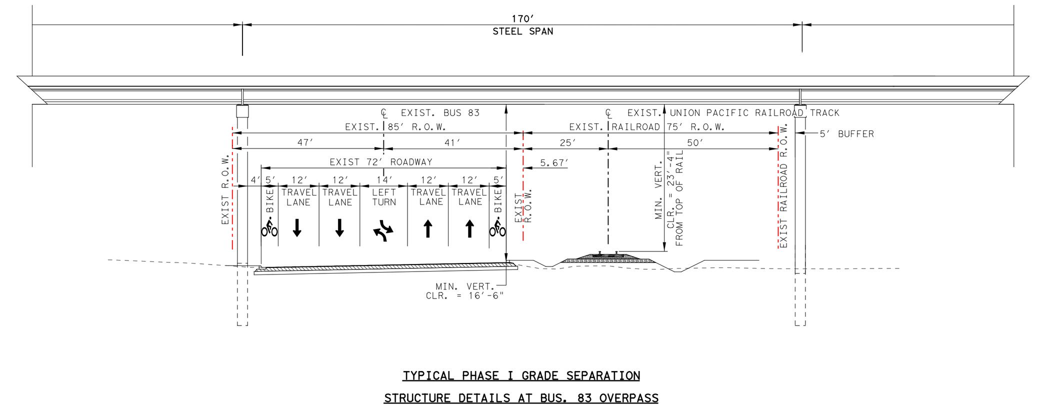
DETAIL 'A'

PEDESTRIAN AND BICYCLE ACCOMODATION
FUTURE SIDEWALK DETAIL
NOT TO SCALE



DETAIL 'B'

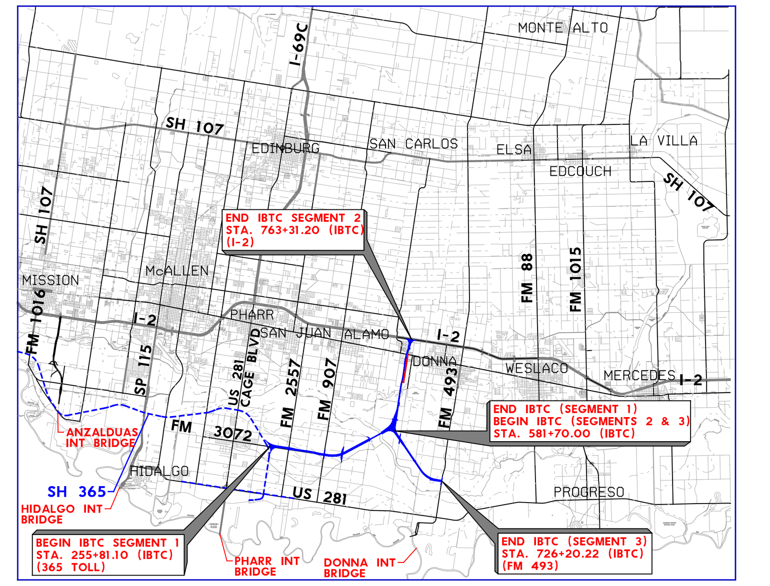
GRADE SEPARATION AT BUS. 83 OVERPASS
NOT TO SCALE



NOTES

1. REFER TO PLAN VIEW ROLLS 1-4 FOR LIMITS OF CONTROL OF ACCESS LINE.

NOT A BIDDING DOCUMENT



DESIGN DATA

INTERNATIONAL BRIDGE TRADE CORRIDOR (IBTC)

CSJ : 0921-02-142

NET LENGTH : 12.35 MILES

SEGMENT 1 : FROM 365 TOLL/FM 3072 INTERCHANGE
: TO VALLEY VIEW INTERCHANGE (6.17 MILES)

SEGMENT 2 : FROM VALLEY VIEW INTERCHANGE, NORTH
: TO INTERSTATE 2 (3.44 MILES)

SEGMENT 3 : FROM VALLEY VIEW INTERCHANGE, EAST
: TO FM 493 (2.74 MILES)

FUNCTIONAL CLASSIFICATION : URBAN FREEWAY (PRINCIPAL ARTERIAL)

ADT (2013) : SEE IBTC TRAFFIC VOLUME DIAGRAM
(2033) : SEE IBTC TRAFFIC VOLUME DIAGRAM

e MAX : 6%

DESIGN CRITERIA : TxDOT ROADWAY DESIGN MANUAL
CHAPTER 3, SECTION 4 - (TWO-LANE RURAL HIGHWAYS)
CHAPTER 3, SECTION 5 - (MULTI-LANE RURAL HIGHWAYS)
CHAPTER 3, SECTION 6 - (FREEWAYS)

DESIGN SPEED TABLE		
IBTC		
	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAINLANES	70 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
RAMPS	50 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
FRONTAGE ROADS	50 MPH	URBAN FREEWAY (PRINCIPAL ARTERIAL)
CROSSROADS		
FM 3072 (DICKER RD.)	50 MPH	URBAN MAJOR COLLECTOR
FM 2557 (STEWART RD.)	50 MPH	URBAN MAJOR COLLECTOR
FM 907 (ALAMO RD.)	55 MPH	URBAN MAJOR COLLECTOR
TOWER RD.	35 MPH	URBAN MINOR COLLECTOR
BORDER/BALLI RD.	35 MPH	URBAN MINOR COLLECTOR
VALLEY VIEW RD.	35 MPH	URBAN MINOR COLLECTOR
COUNTY RD 1821	35 MPH	URBAN MINOR COLLECTOR
BUSINESS 83	50 MPH	URBAN MINOR ARTERIAL
INTERSTATE 2	70 MPH	URBAN PRINCIPAL ARTERIAL
COUNTY RD 1552	35 MPH	URBAN MINOR COLLECTOR
FM 493	55 MPH	URBAN MAJOR COLLECTOR

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

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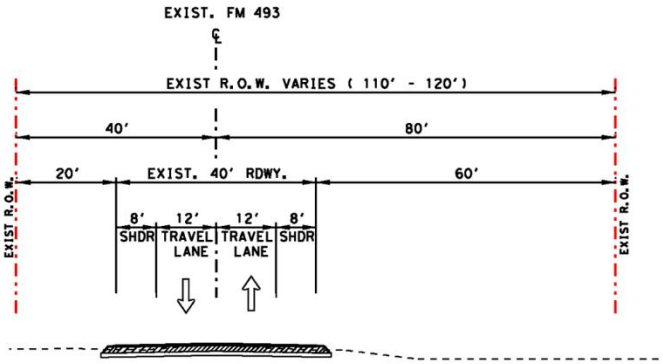
555 N. Carancahua , Suite 1600
Corpus Christi, TX 78401
Texas P.E. Firm Registration No. F-754

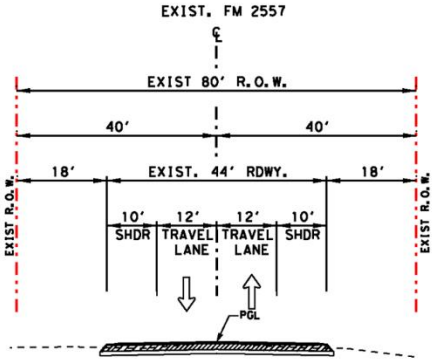
INTERNATIONAL BRIDGE TRADE CORRIDOR TYPICAL SECTIONS
ROLL 6 OF 6

Appendix D

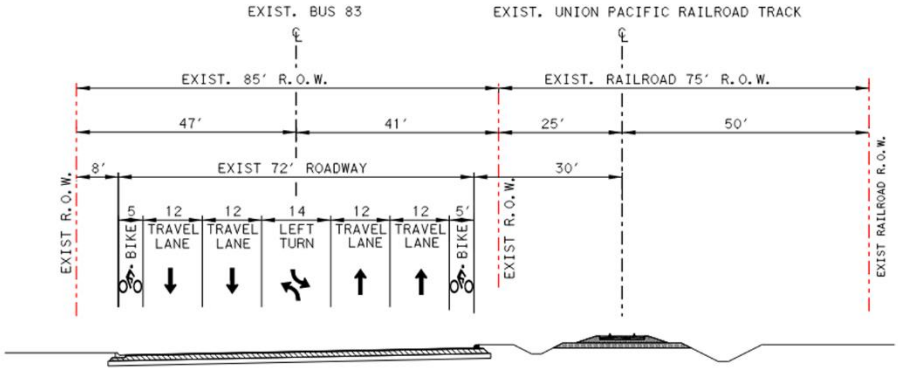
Typical Sections



EXISTING FM 493
TYPICAL SECTION



EXISTING FM 2557 (STEWART ROAD)
TYPICAL SECTION



EXIST. BUSINESS 83
TYPICAL SECTION

Figure 3.1
Typical Sections for Existing Roadways
(FM 493, FM 2557/Stewart Road, and BU 83)
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

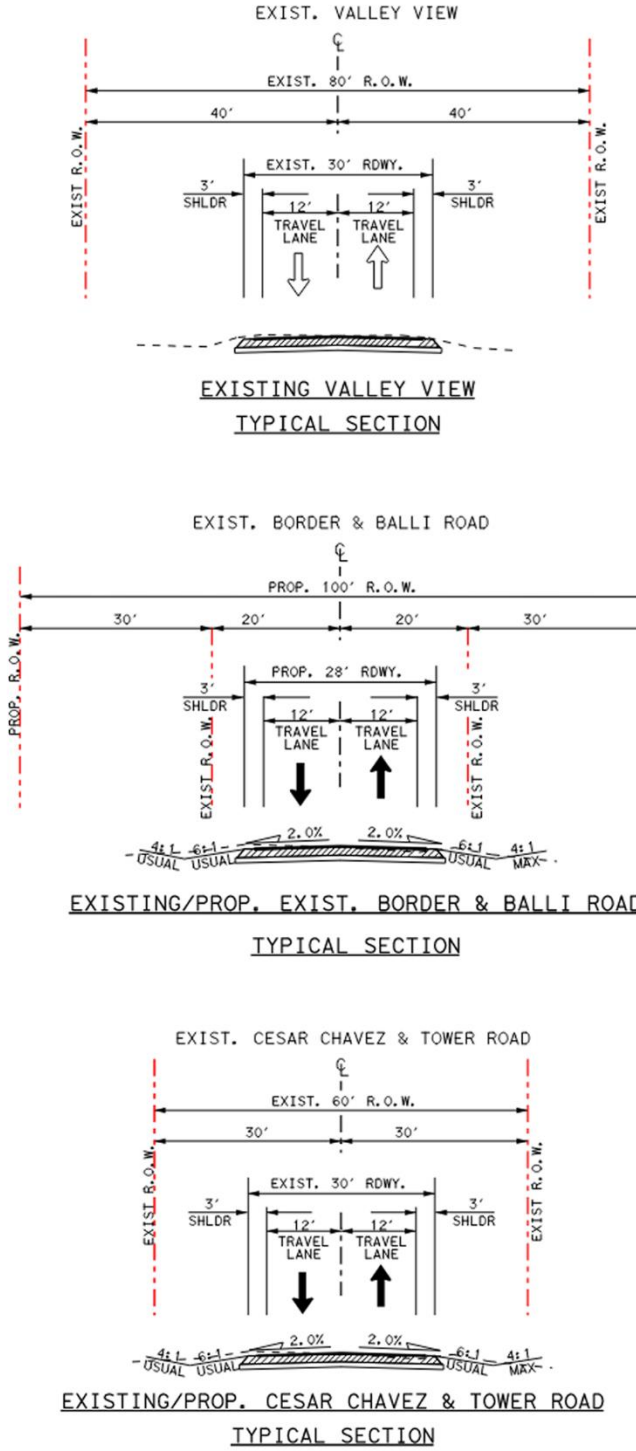


Figure 3.2
Existing and Proposed Typical Sections
(Valley View Road, Border & Balli Road, Cesar Chavez & Tower Road)
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

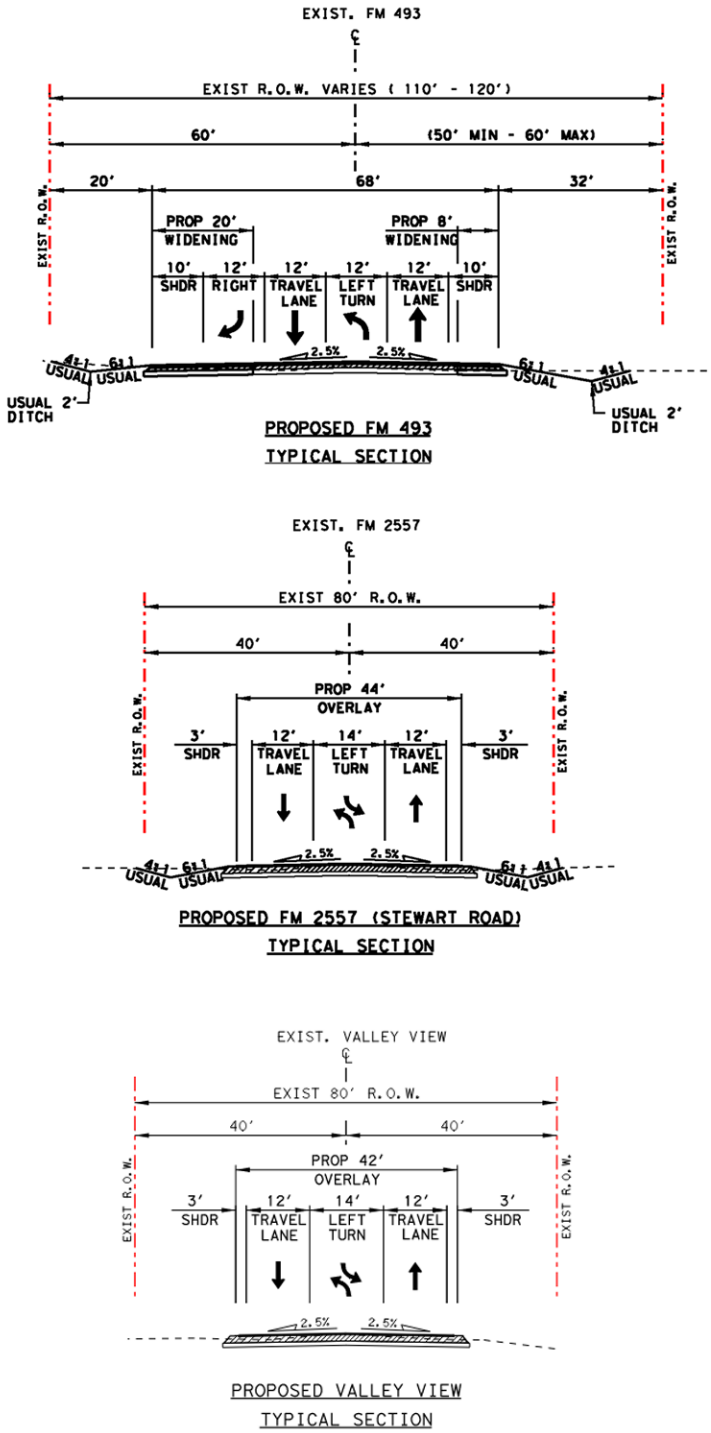
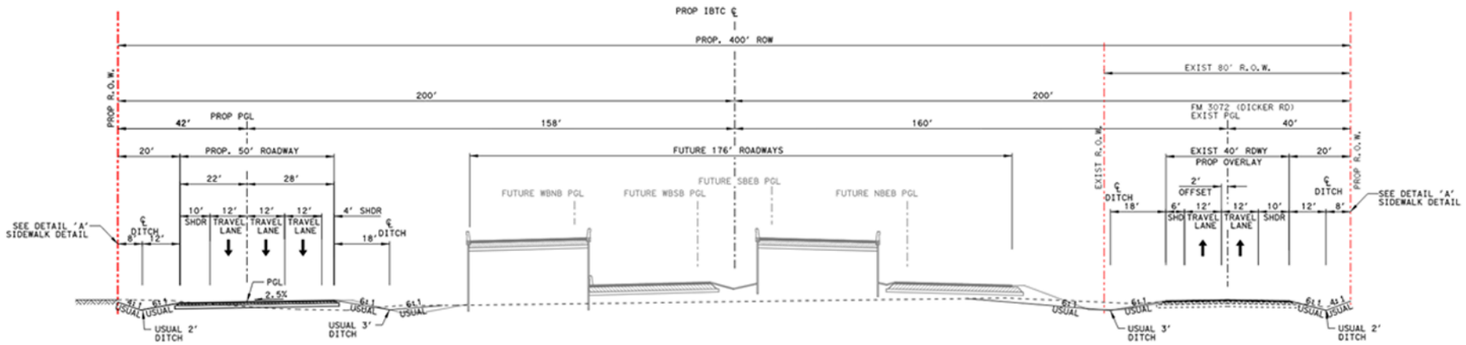


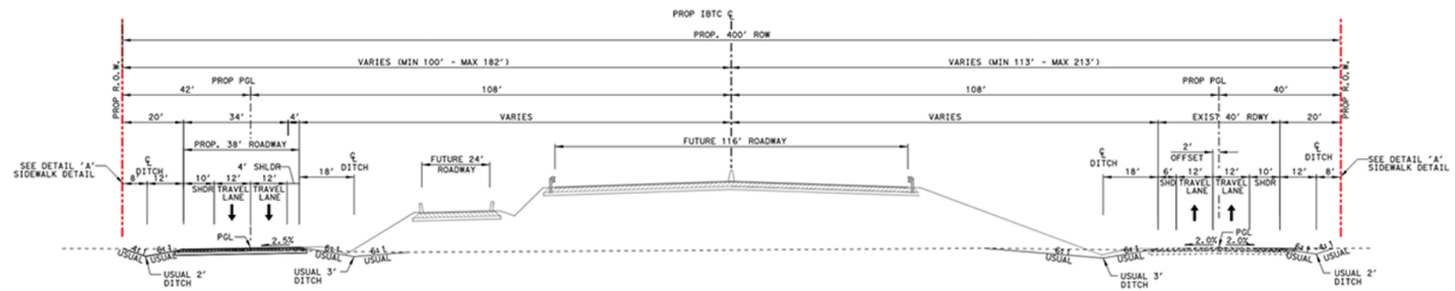
Figure 3.3
Proposed Improvements to Existing Roadways
(FM 493, FM 2557/Stewart Road, Valley View Road)
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

SECTION A



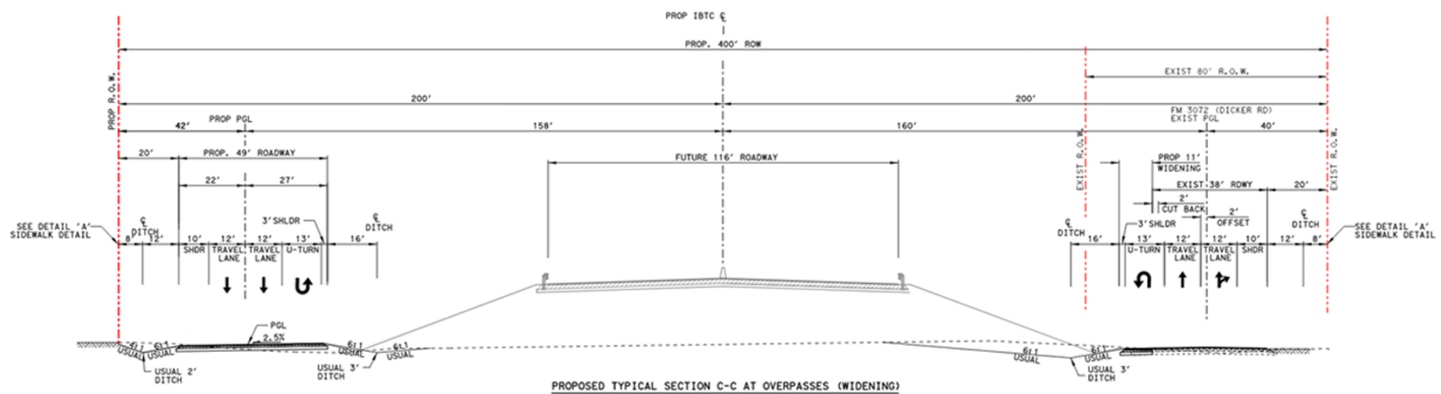
PROPOSED TYPICAL SECTION A-A

SECTION B



PROPOSED TYPICAL SECTION B-B

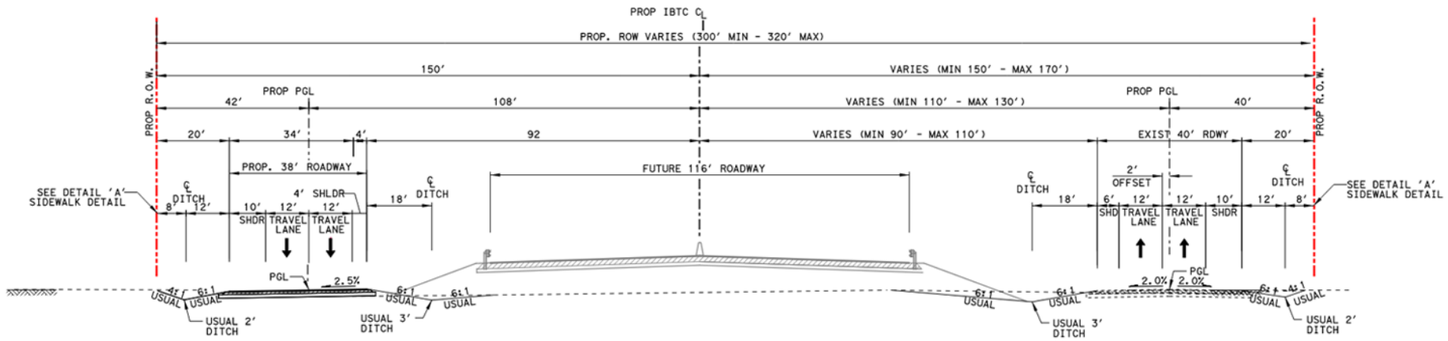
SECTION C



PROPOSED TYPICAL SECTION C-C AT OVERPASSES (WIDENING)

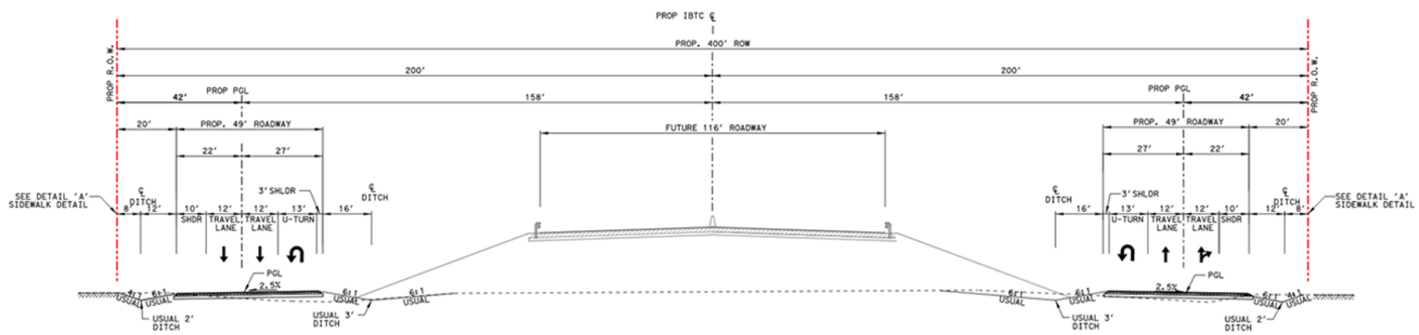
Figure 3.4
Phase I (Interim Design)
Proposed Typical Sections
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

SECTION D



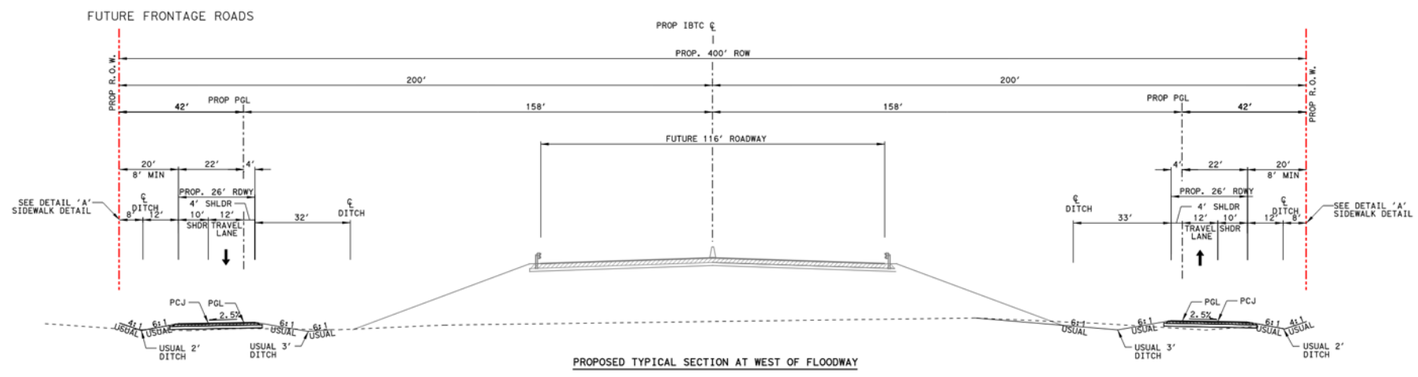
PROPOSED TYPICAL SECTION D-D

SECTION E



PROPOSED TYPICAL SECTION AT OVERPASSES (400' R.O.W.)

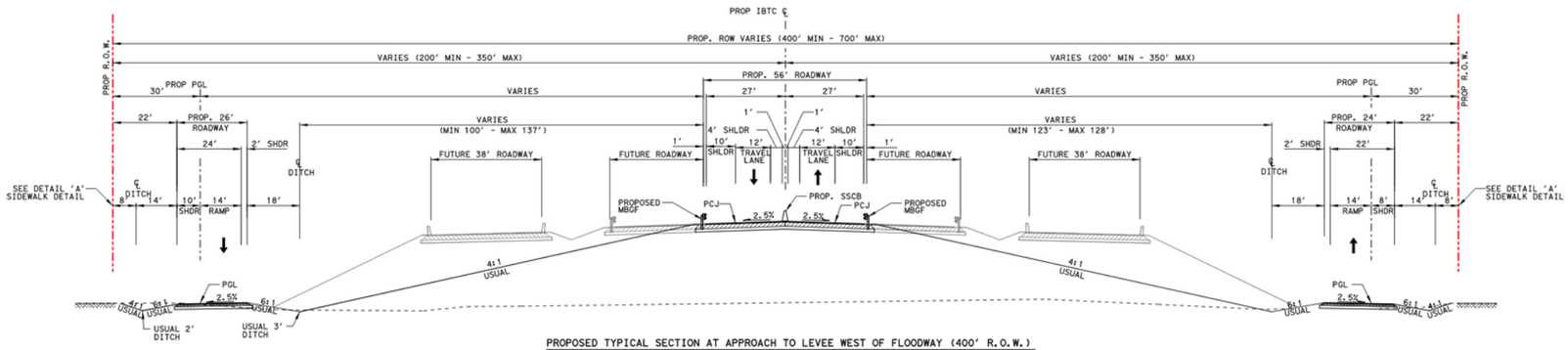
SECTION F



PROPOSED TYPICAL SECTION AT WEST OF FLOODWAY

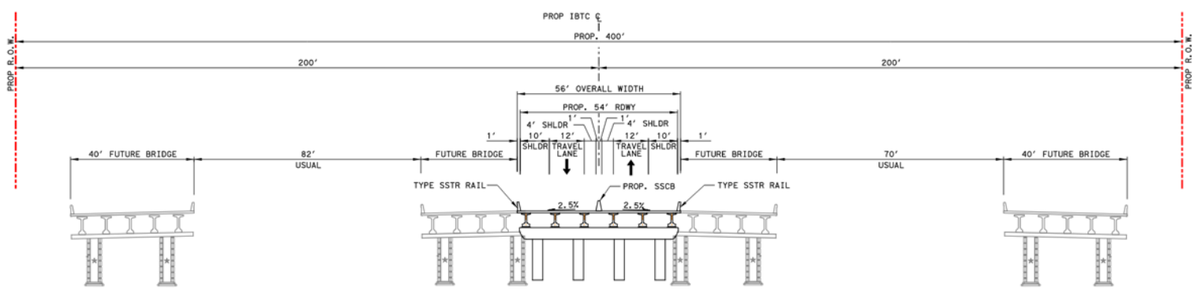
Figure 3.5
Phase I (Interim Design)
Proposed Typical Sections
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

SECTION G



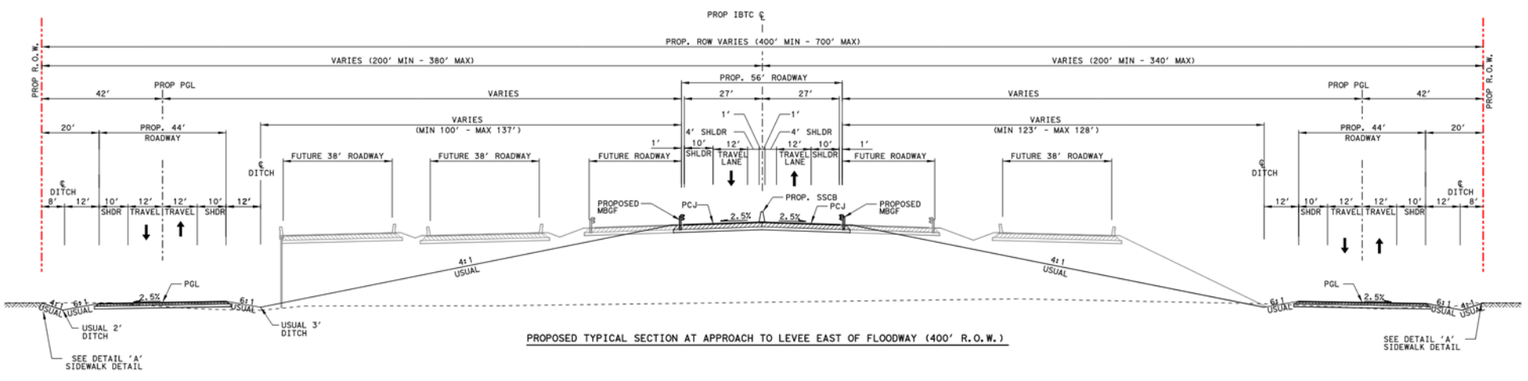
PROPOSED TYPICAL SECTION AT APPROACH TO LEVEE WEST OF FLOODWAY (400' R.O.W.)

SECTION H



PROPOSED BRIDGE TYPICAL SECTION AT FLOODWAY (160' R.O.W.)

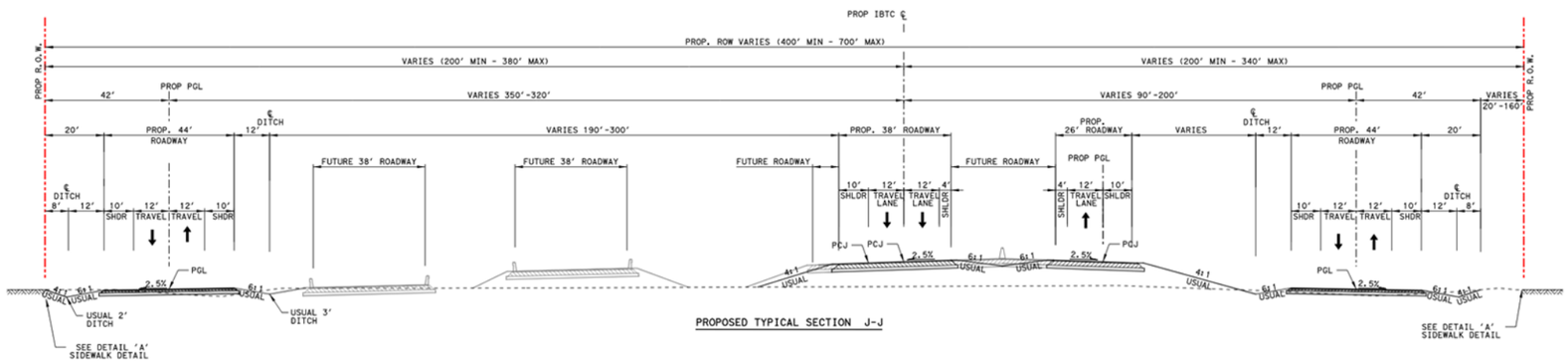
SECTION I



PROPOSED TYPICAL SECTION AT APPROACH TO LEVEE EAST OF FLOODWAY (400' R.O.W.)

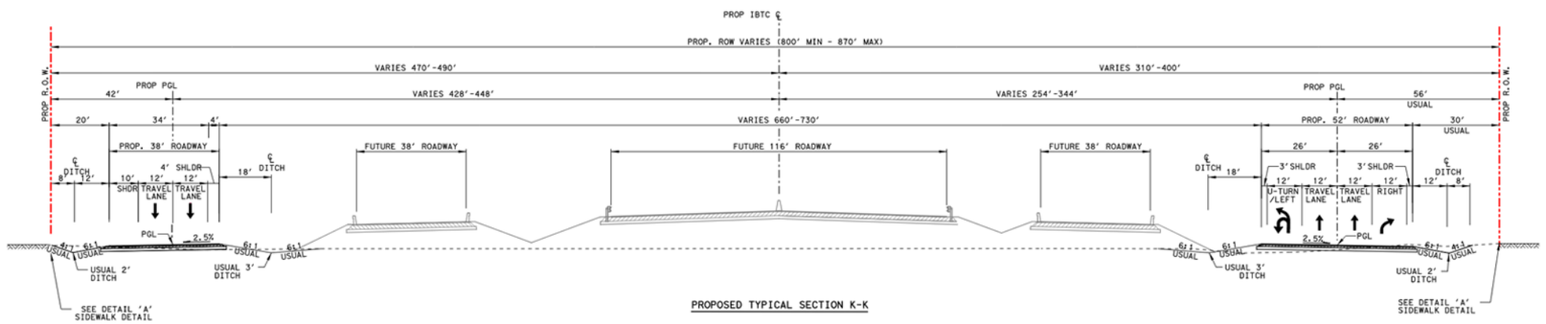
Figure 3.6
Phase I (Interim Design)
Proposed Typical Sections
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

SECTION J



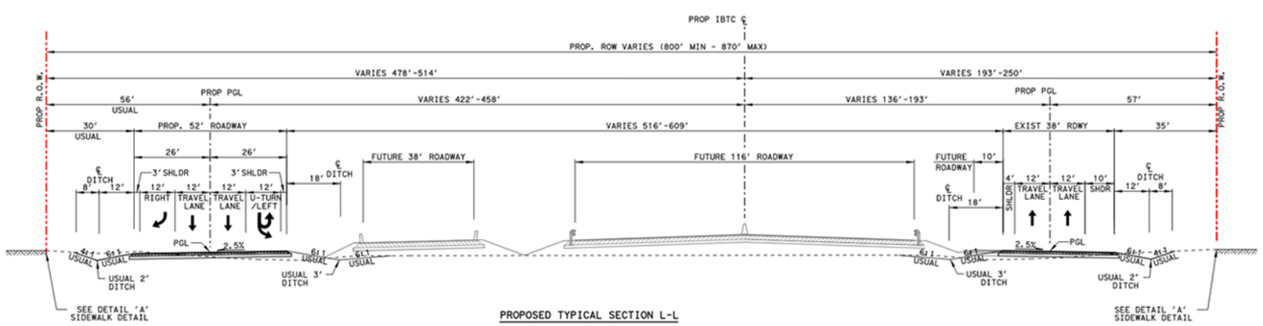
PROPOSED TYPICAL SECTION J-J

SECTION K



PROPOSED TYPICAL SECTION K-K

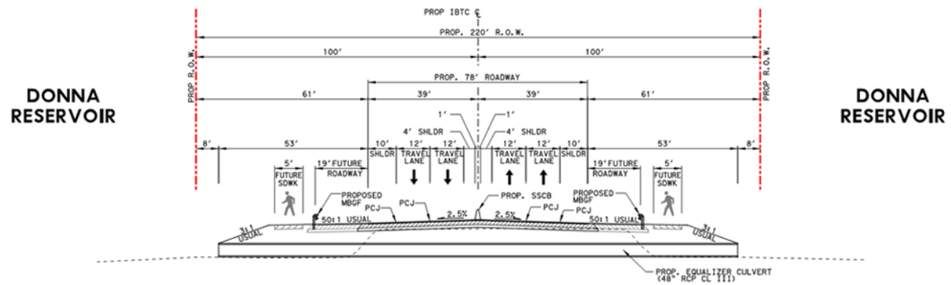
SECTION L



PROPOSED TYPICAL SECTION L-L

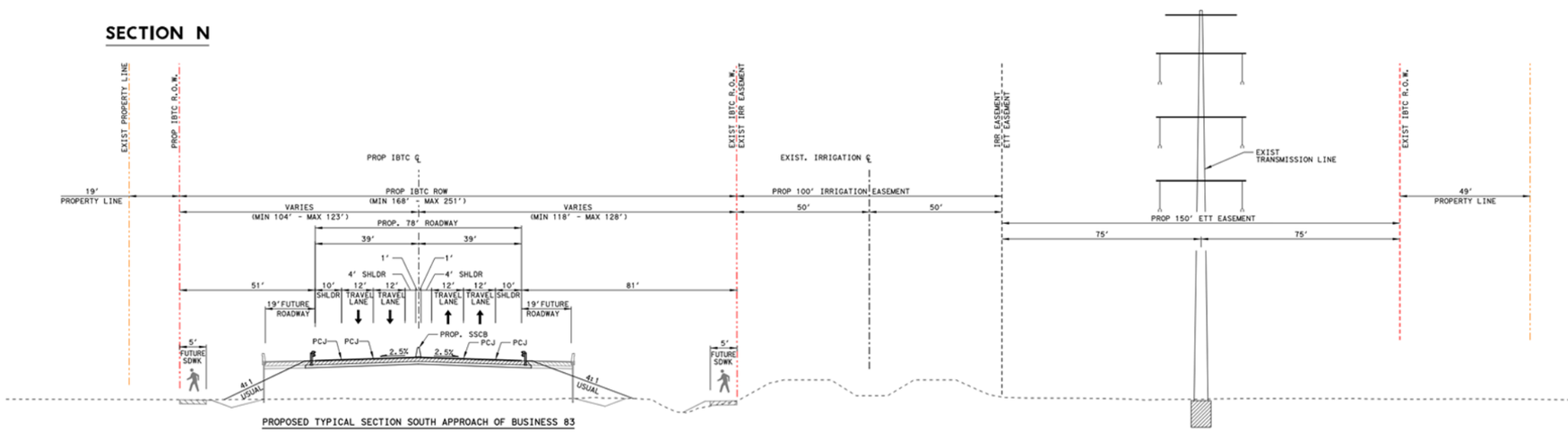
Figure 3.7
Phase I (Interim Design)
Proposed Typical Sections
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

SECTION M



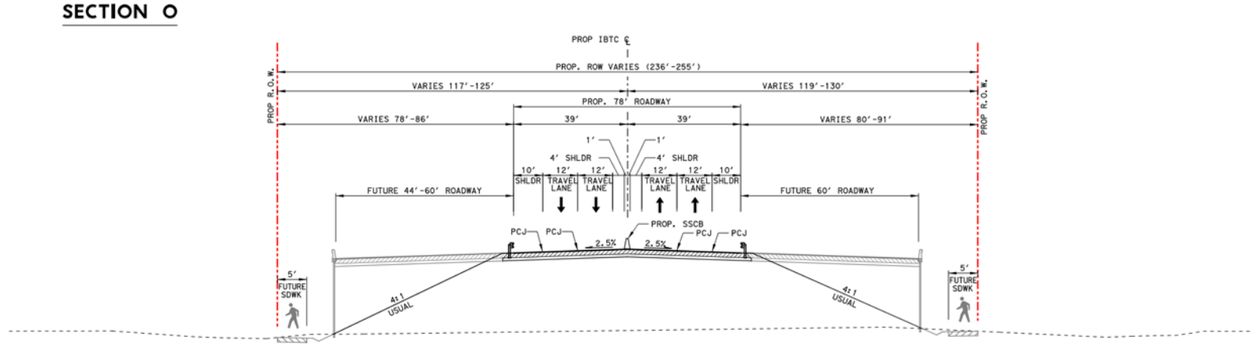
PROPOSED TYPICAL M-M SECTION AT DONNA RESERVOIR (200' R.O.W.)

SECTION N



PROPOSED TYPICAL SECTION SOUTH APPROACH OF BUSINESS 83

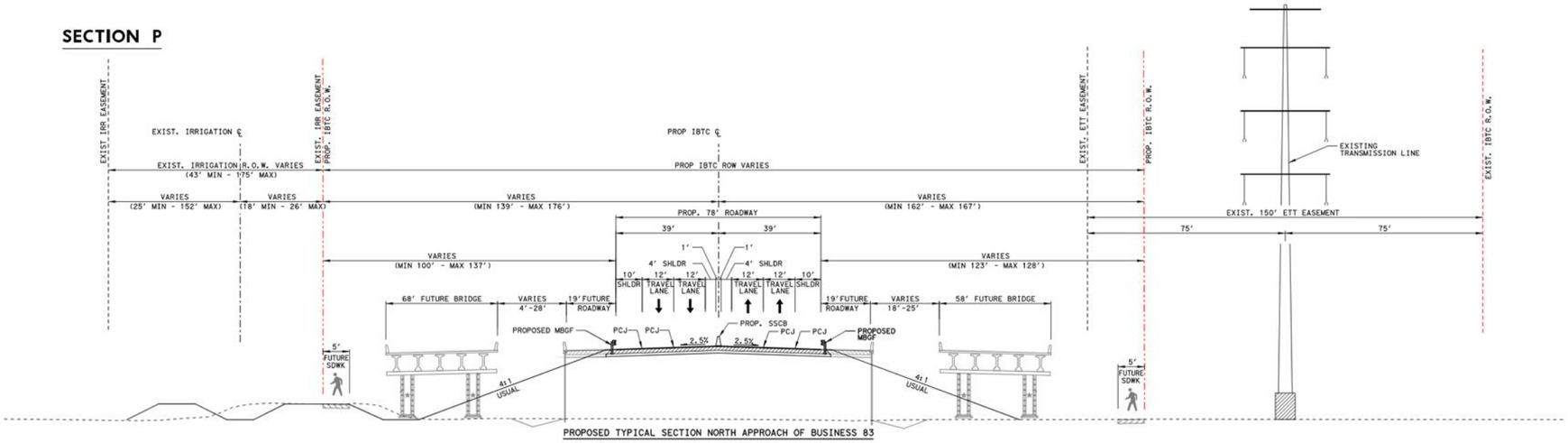
SECTION O



PROPOSED TYPICAL SECTION O-O

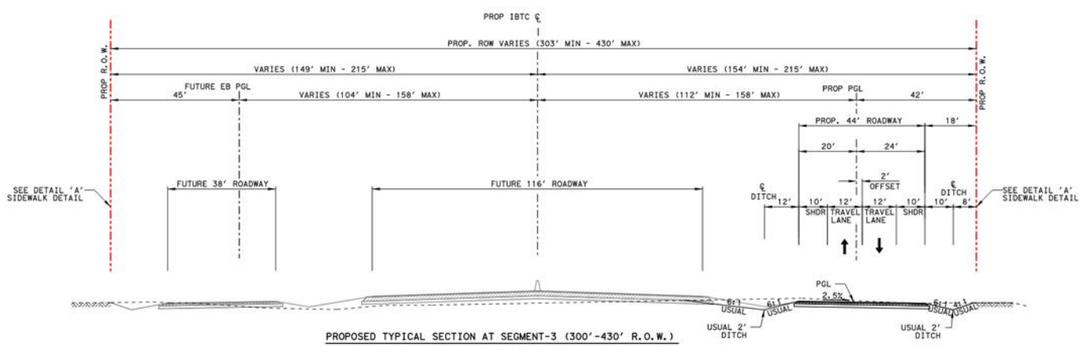
Figure 3.8
Phase I (Interim Design)
Proposed Typical Sections
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

SECTION P



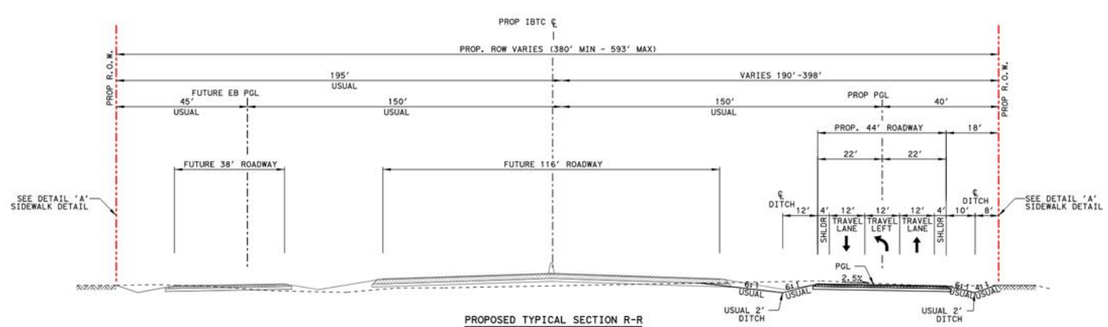
PROPOSED TYPICAL SECTION NORTH APPROACH OF BUSINESS 83

SECTION Q



PROPOSED TYPICAL SECTION AT SEGMENT-3 (300'-430' R.O.W.)

SECTION R



PROPOSED TYPICAL SECTION R-R

DETAIL 'A'

PEDESTRIAN AND BICYCLE ACCOMODATION
FUTURE SIDEWALK DETAIL

NOT TO SCALE

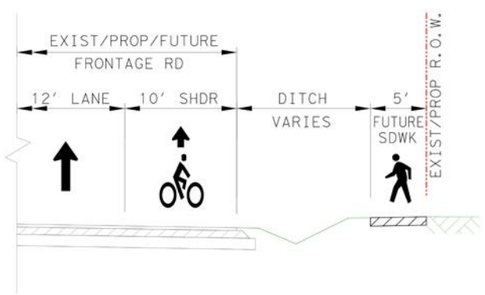


Figure 3.9
Phase I (Interim Design)
Proposed Typical Sections
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

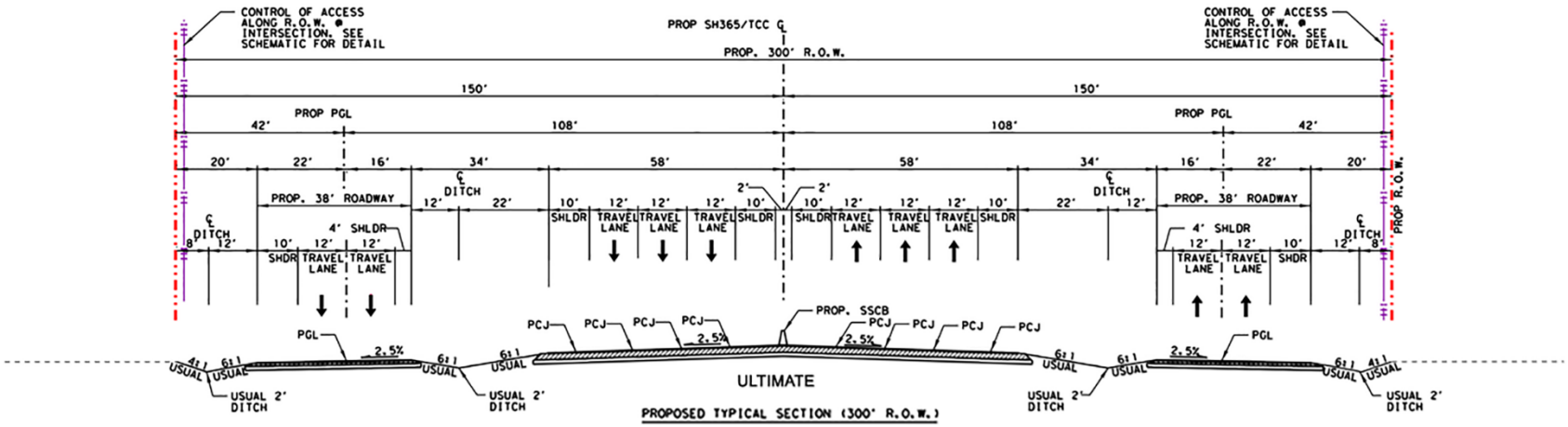


Figure 3.10
Phase II (Ultimate Design) Proposed Typical Section
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Appendix E

Resource-specific Maps

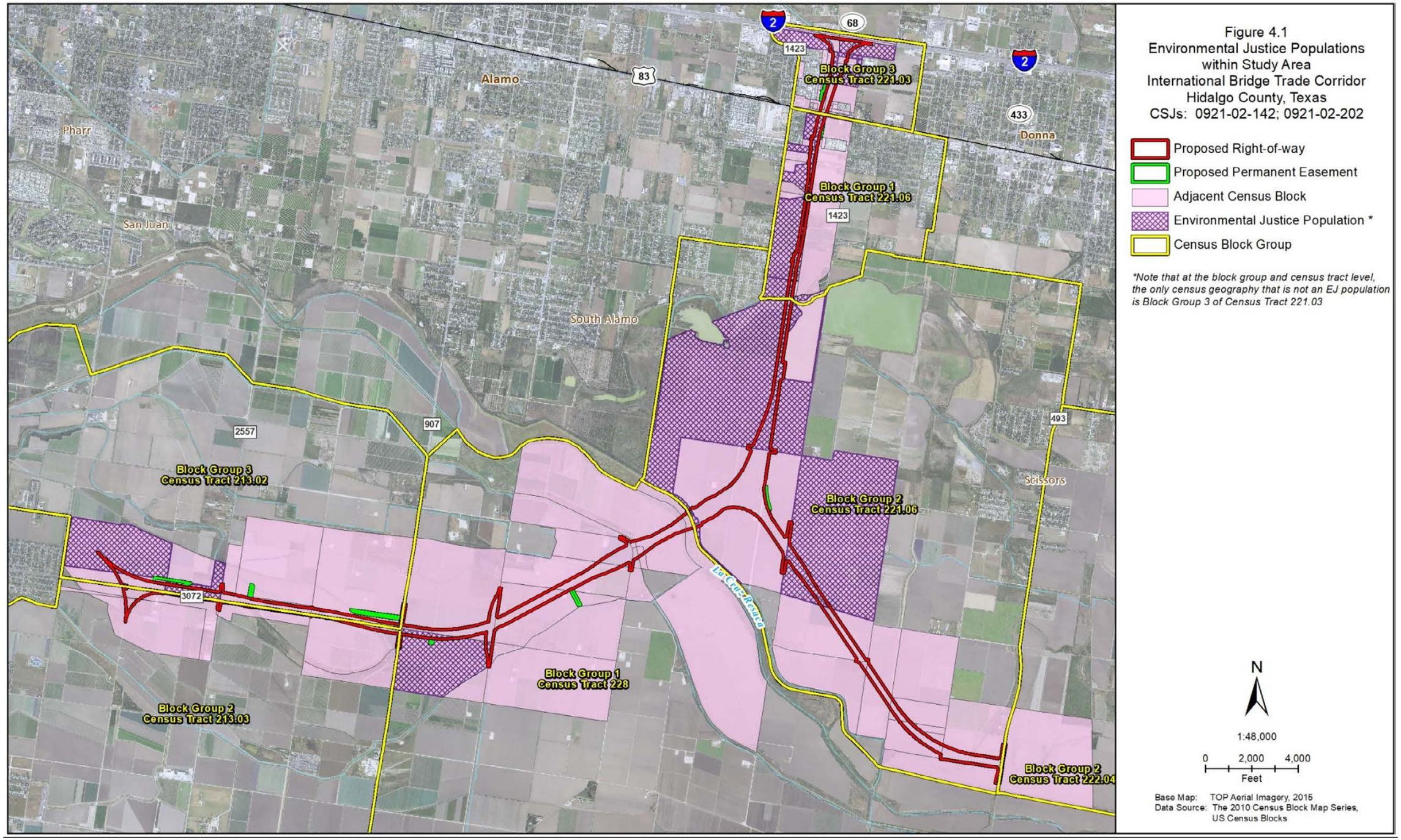
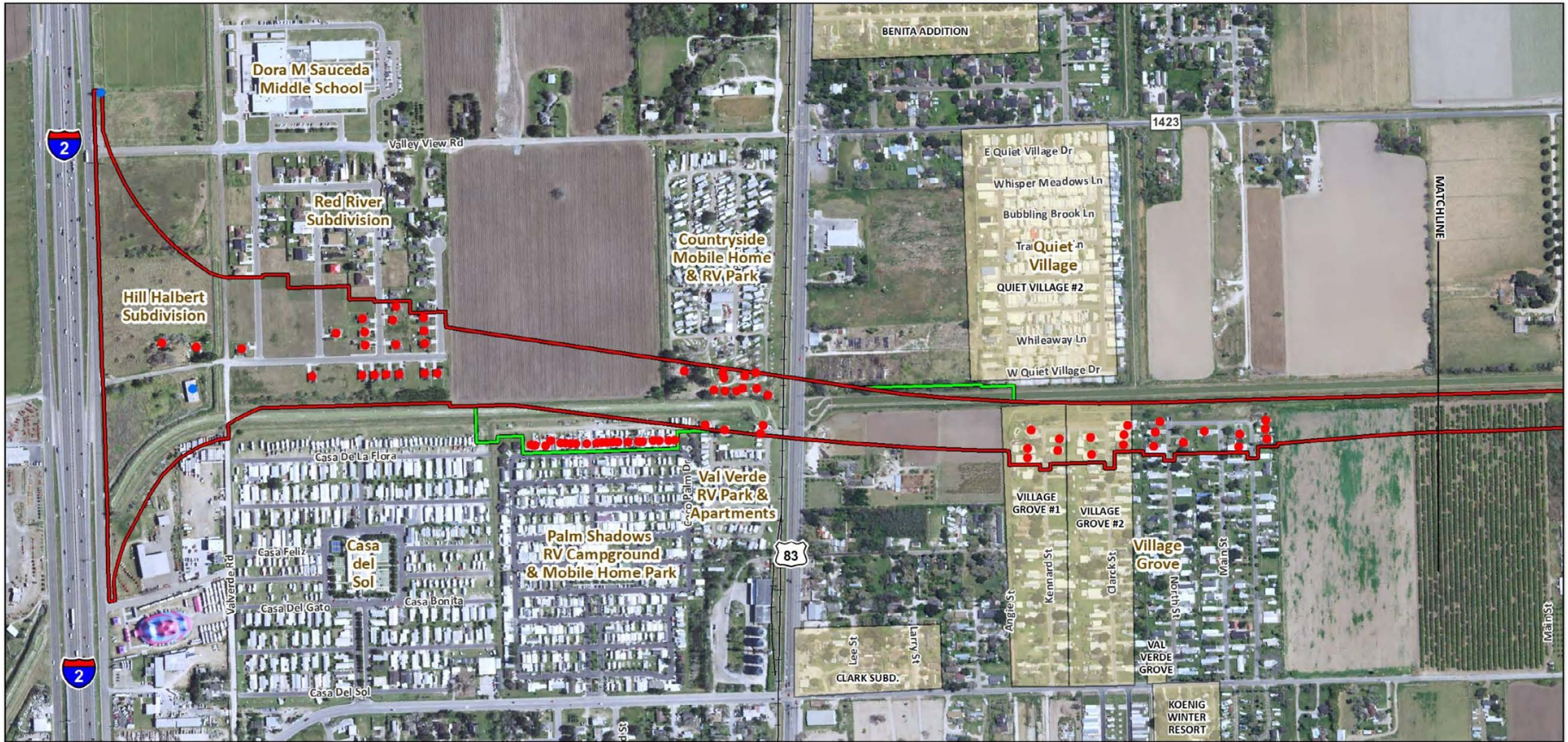


Figure 4.1
Environmental Justice Populations
within Study Area
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202
Proposed Right-of-way
Proposed Permanent Easement
Adjacent Census Block
Environmental Justice Population *
Census Block Group
*Note that at the block group and census tract level, the only census geography that is not an EJ population is Block Group 3 of Census Tract 221.03
Alamo
Pharr
San Juan
South Alamo
Donna
Scissors
Block Group 3
Census Tract 221.03
Block Group 1
Census Tract 221.06
Block Group 2
Census Tract 221.06
Block Group 3
Census Tract 213.02
Block Group 1
Census Tract 228
Block Group 2
Census Tract 213.03
Block Group 2
Census Tract 222.04
La Cruz Resaca
2
68
1423
83
433
493
907
2557
3072
N
1:48,000
0
2,000
4,000
Feet
Base Map: TOP Aerial Imagery, 2015
Data Source: The 2010 Census Block Map Series, US Census Blocks

Figure 4.2
At-Risk ROW Acquisitions
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202



Proposed ROW

Proposed Permanent Easement

Potential Displacement

- Residential
- Other

Colonia (OAG 2017)

N

1:6,000

0 0.05 0.1

Miles

Base Map: TOP Aerial Imagery, 2015

Figure 4.3
Proposed Project and
Potential Displacements
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Proposed ROW

Potential Displacement

- Residential
- Other

N

1:6,000

0 0.05 0.1

Miles

Base Map: TOP Aerial Imagery, 2015

Figure 4.4
Proposed Project and
Potential Displacements
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Proposed ROW

Proposed Permanent Easement

N

1:6,000

0 0.05 0.1

Miles

Base Map: TOP Aerial Imagery, 2015

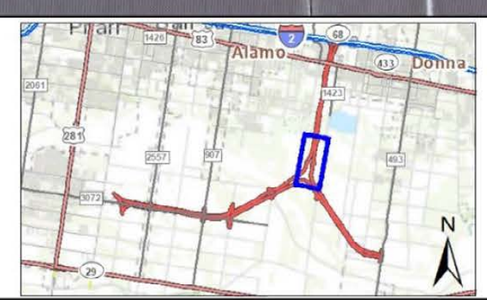


Figure 4.5
Proposed Project and
Potential Displacements
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Proposed ROW

Colonia (OAG 2017)

N

1:6,000

0 0.05 0.1

Miles

Base Map: TOP Aerial Imagery, 2015

Figure 4.6
Proposed Project and
Potential Displacements
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Proposed ROW

N

1:6,000

0 0.05 0.1

Miles

Base Map: TOP Aerial Imagery, 2015

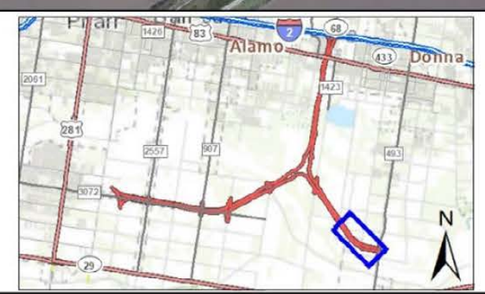
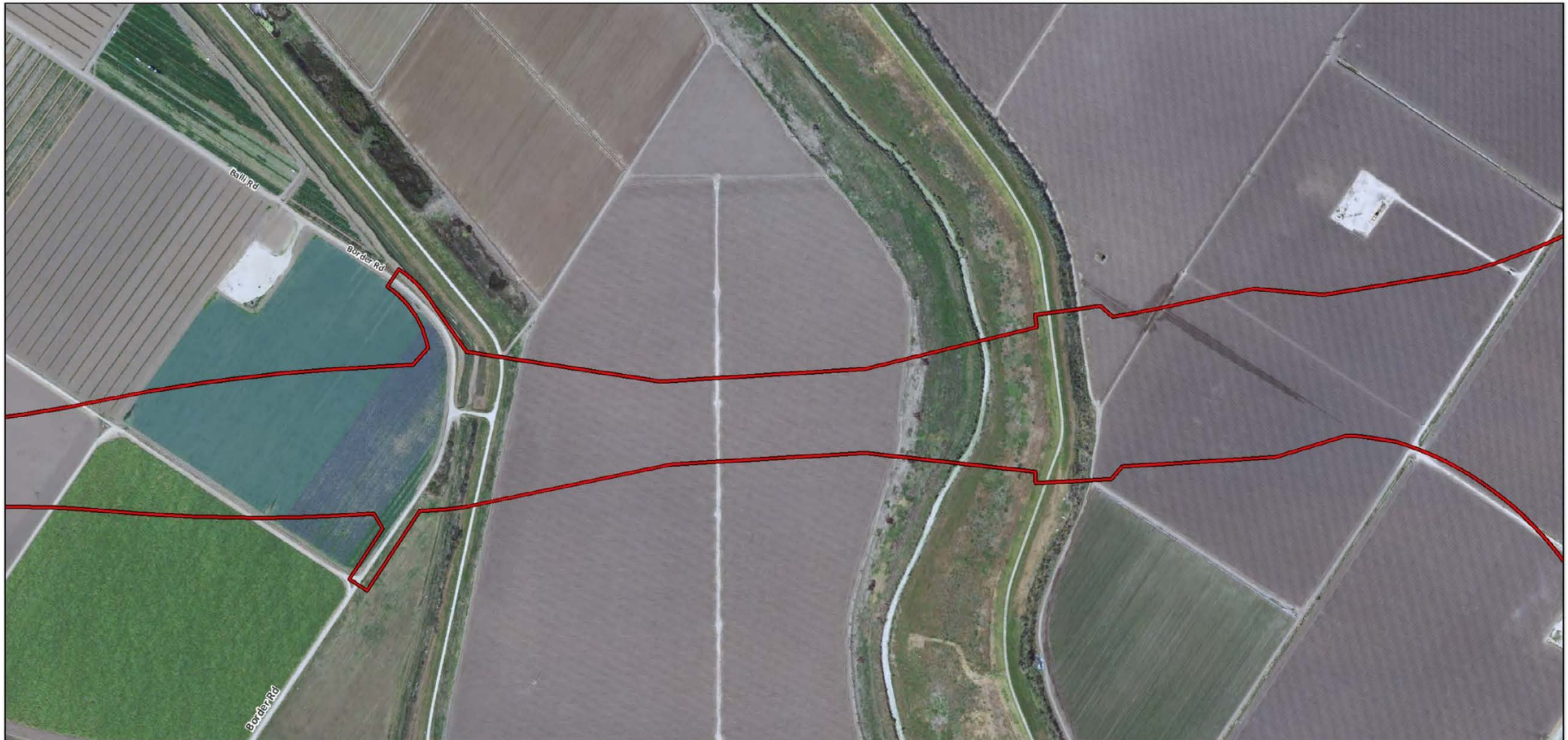


Figure 4.7
Proposed Project and
Potential Displacements
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Proposed ROW

N

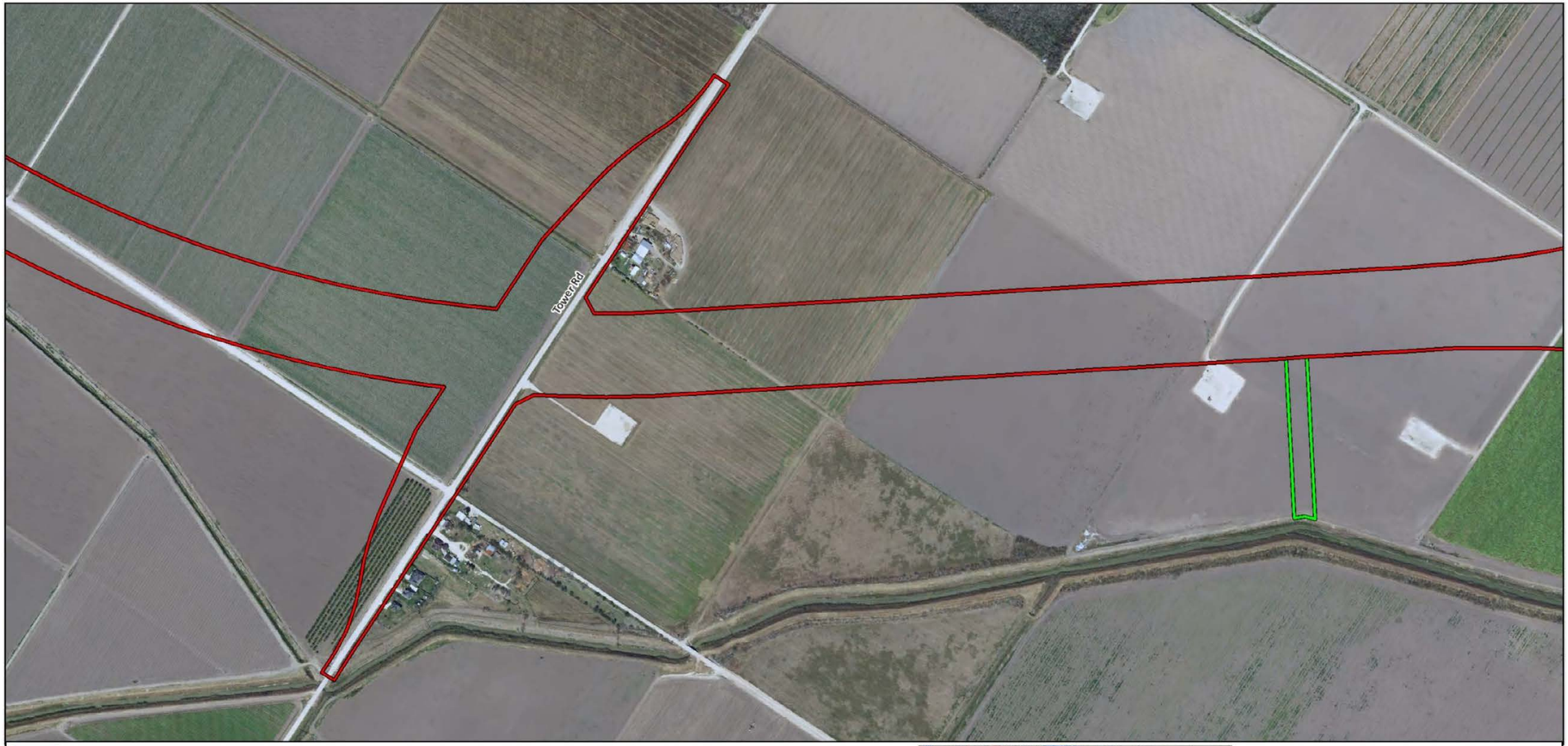
1:6,000

0 0.05 0.1

Miles

Base Map: TOP Aerial Imagery, 2015

Figure 4.8
Proposed Project and
Potential Displacements
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Proposed ROW

Proposed Permanent Easement

N

1:6,000

0 0.05 0.1

Miles

Base Map: TOP Aerial Imagery, 2015

Figure 4.9
Proposed Project and
Potential Displacements
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Proposed ROW

Proposed Permanent Easement

N

1:6,000

0 0.05 0.1

Miles

Base Map: TOP Aerial Imagery, 2015

Figure 4.10
Proposed Project and
Potential Displacements
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Proposed ROW

Proposed Permanent Easement

Potential Displacement

- Other

N

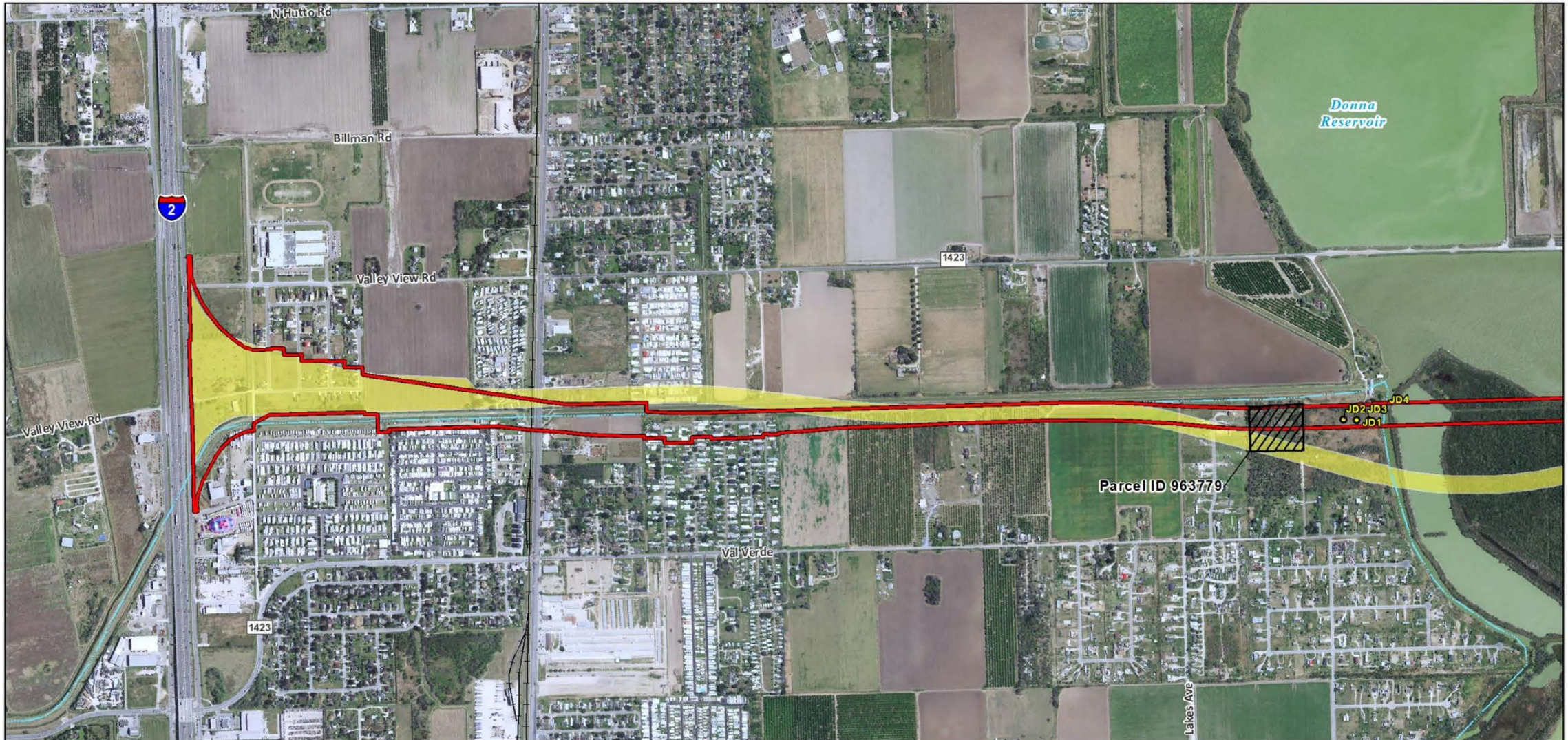
1:6,000

0 0.05 0.1

Miles

Base Map: TOP Aerial Imagery, 2015

Figure 4.11
Proposed Project and
Potential Displacements
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Area of Potential Effects

Previously Surveyed (PBS&J 2010)

Shovel Test (#)

Inaccessible Parcel (No Right of Entry)

NOT FOR PUBLIC DISCLOSURE

N

1:12,000

0 650 1,300

Feet

0 0.175 0.35

Kilometers

Base Map: TOP Aerial Imagery, 2015

Figure 5.1
IBTC Archeological Survey
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

Area of Potential Effects

Previously Surveyed (PBS&J 2010)

Shovel Test (#)

Trench (1-meter deep)

Trench (2-meters deep)

NOT FOR PUBLIC DISCLOSURE

N

1:12,000

0 650 1,300

Feet

0 0.175 0.35

Kilometers

Base Map: TOP Aerial Imagery, 2015

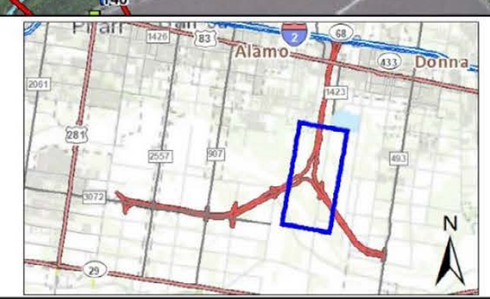


Figure 5.2
IBTC Archeological Survey
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

Area of Potential Effects

Previously Surveyed (PBS&J 2010)

Shovel Test (#)

Trench (1-meter deep)

NOT FOR PUBLIC DISCLOSURE

N

1:12,000

0 650 1,300

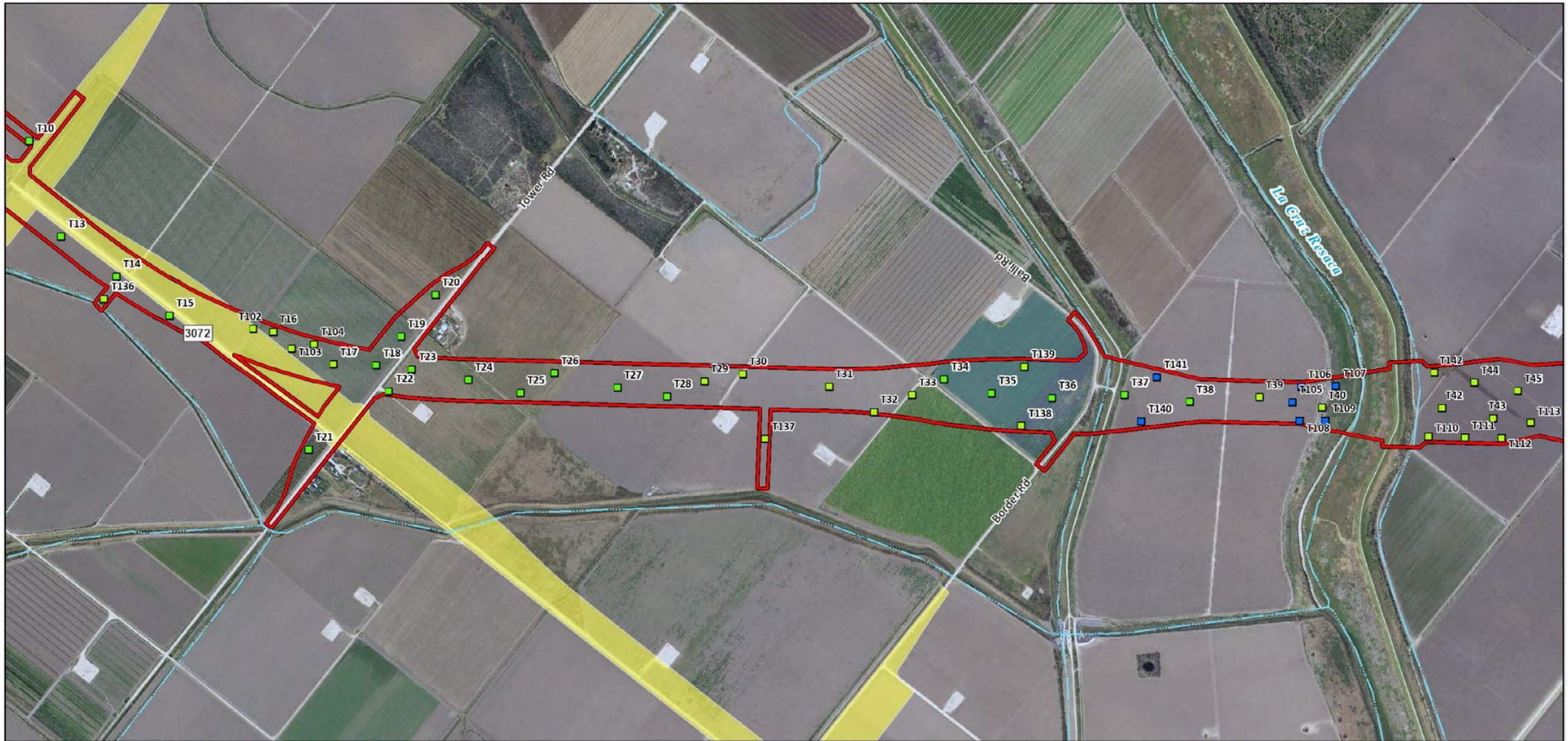
Feet

0 0.175 0.35

Kilometers

Base Map: TOP Aerial Imagery, 2015

Figure 5.3
IBTC Archeological Survey
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202



Area of Potential Effects

Previously Surveyed (PBS&J 2010)

Trench (1-meter deep)

Trench (2-meters deep)

NOT FOR PUBLIC DISCLOSURE

N

1:12,000

0 650 1,300

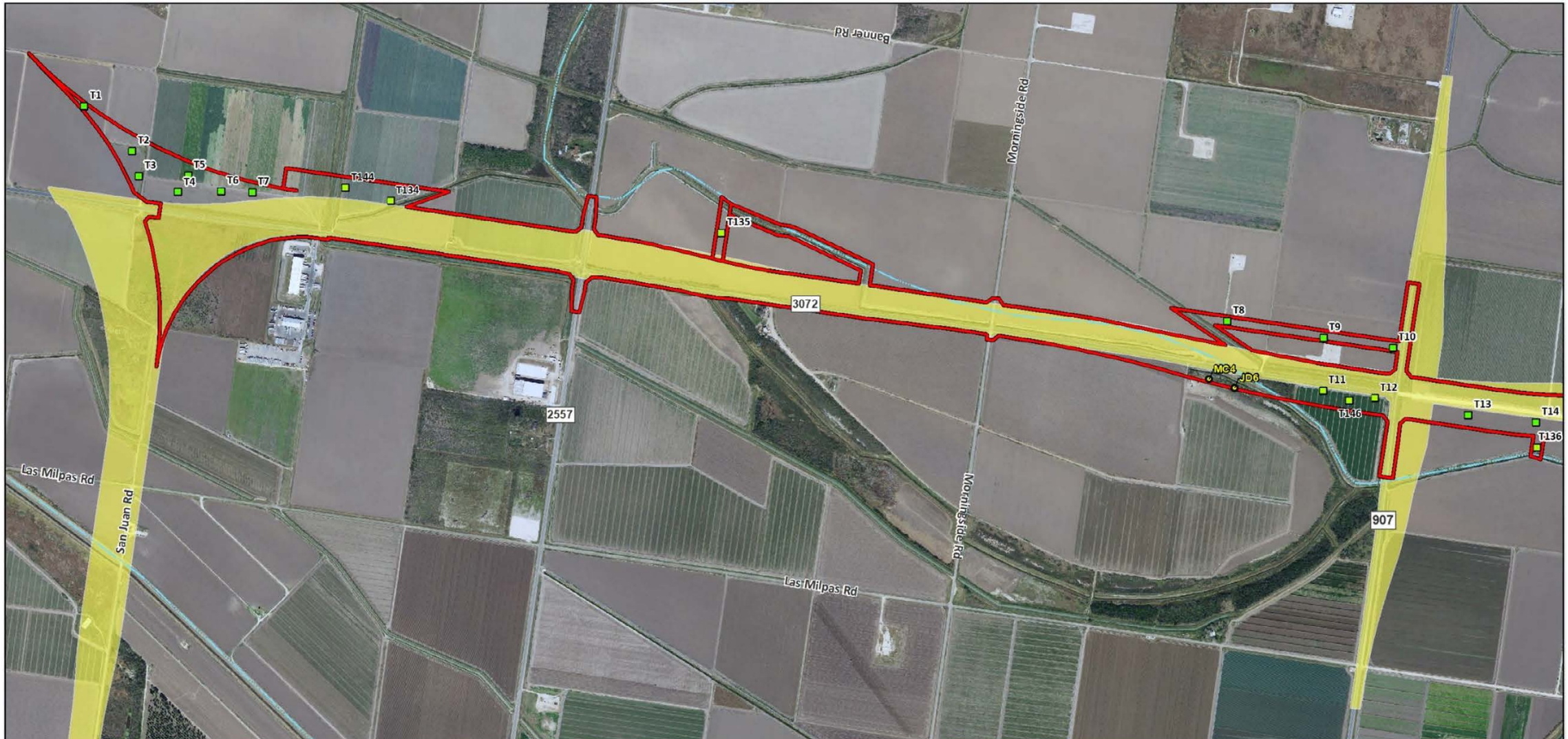
Feet

0 0.175 0.35

Kilometers

Base Map: TOP Aerial Imagery, 2015

Figure 5.4
IBTC Archeological Survey
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202



Area of Potential Effects

Previously Surveyed (PBS&J 2010)

Shovel Test (#)

Trench (1-meter deep)

NOT FOR PUBLIC DISCLOSURE

N

1:12,000

0 650 1,300

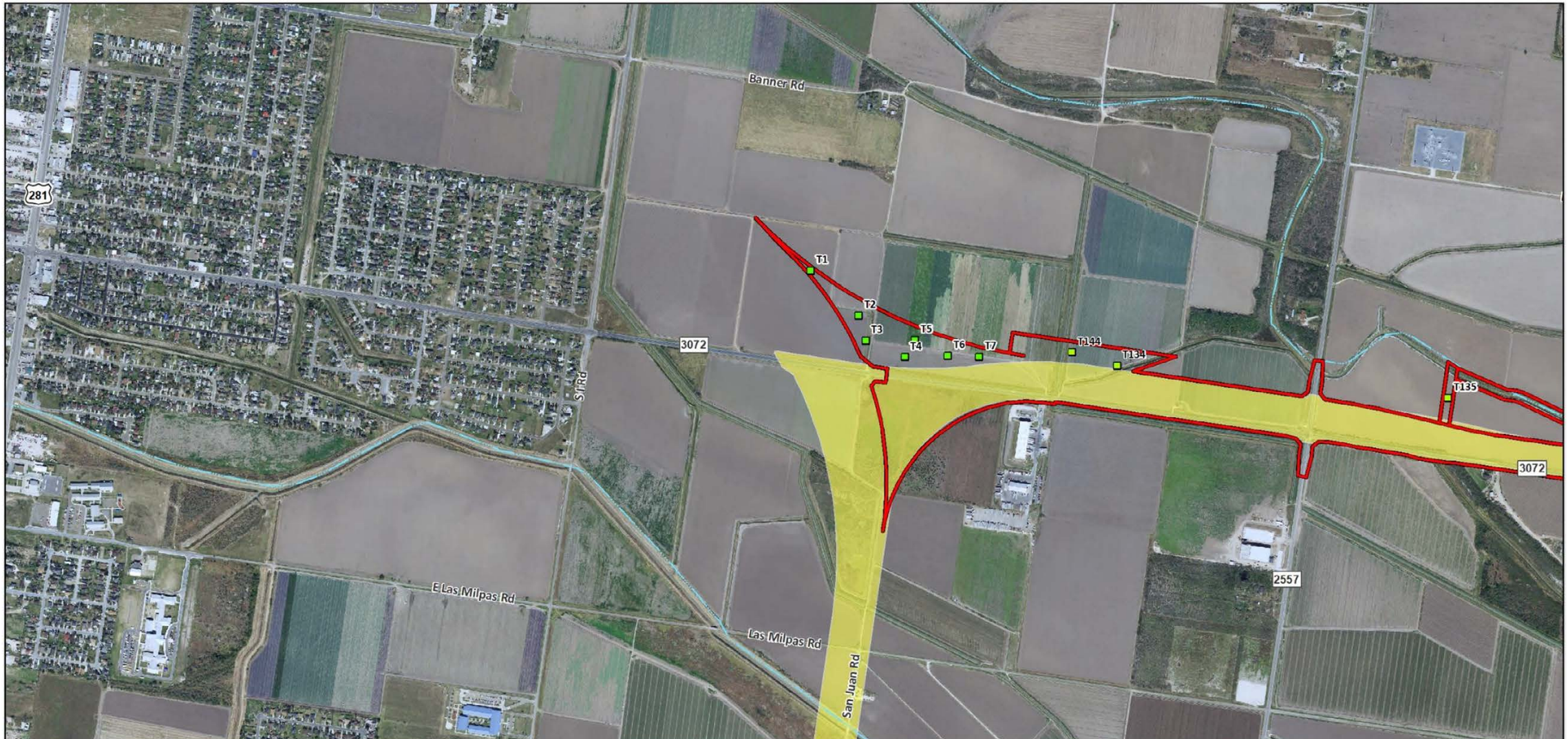
Feet

0 0.175 0.35

Kilometers

Base Map: TOP Aerial Imagery, 2015

Figure 5.5
IBTC Archeological Survey
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202



Area of Potential Effects

Previously Surveyed (PBS&J 2010)

Trench (1-meter deep)

NOT FOR PUBLIC DISCLOSURE

N

1:12,000

0 650 1,300

Feet

0 0.175 0.35

Kilometers

Base Map: TOP Aerial Imagery, 2015

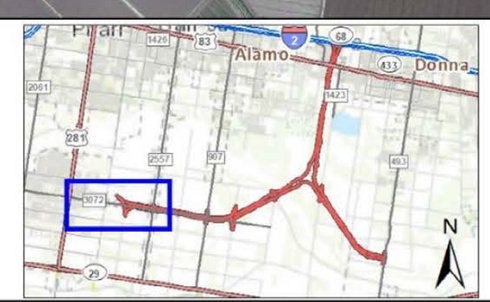
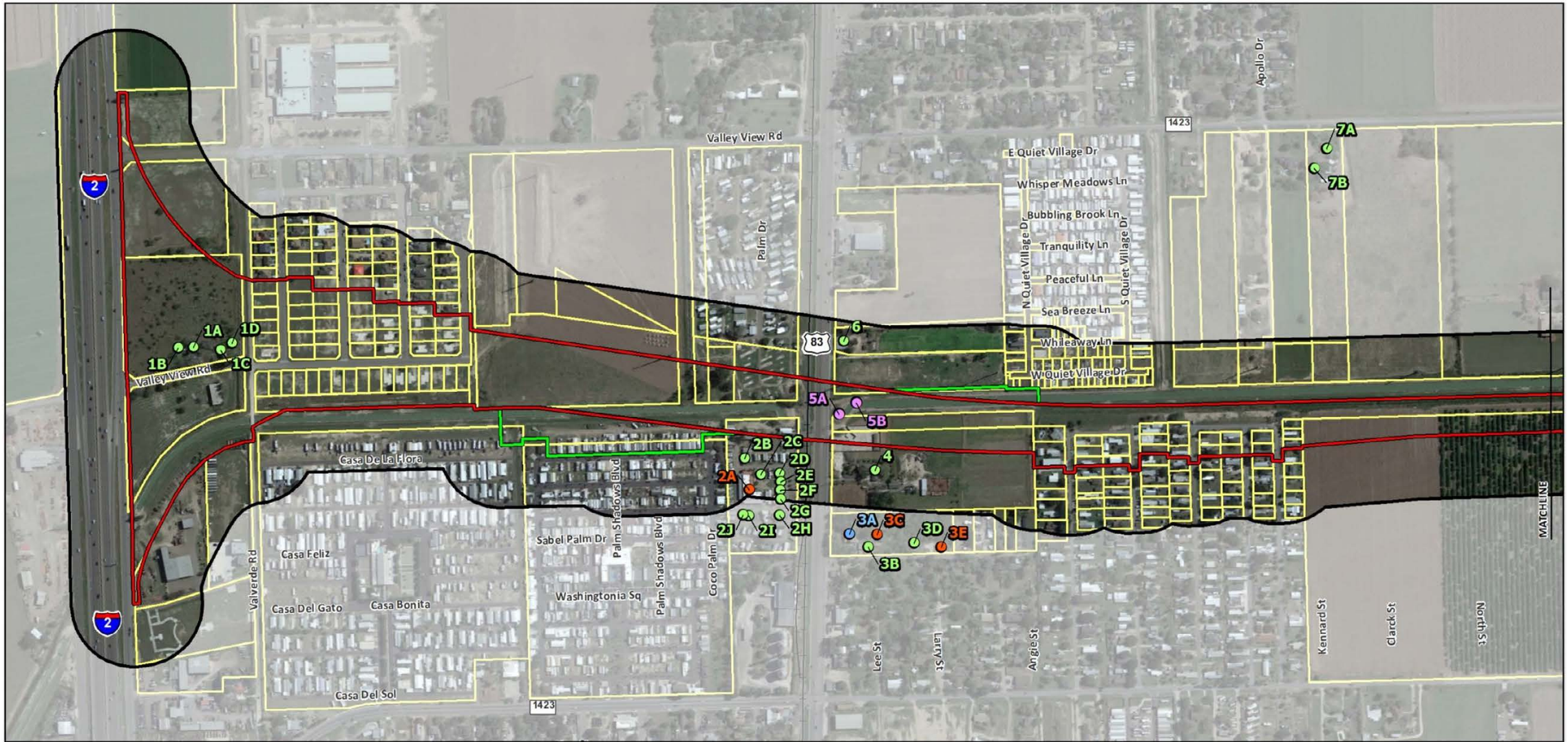


Figure 5.6
IBTC Archeological Survey
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202



Proposed Right-of-way

Proposed Permanent Easement

Area of Potential Effect (300-foot)

Parcel Boundary

Inventoried Resource (#)

- NRHP-Listed/Recommended NRHP-Eligible
- Previously Determined NRHP-Eligible
- Previously Determined Not NRHP-Eligible
- Recommended Not NRHP-Eligible

N

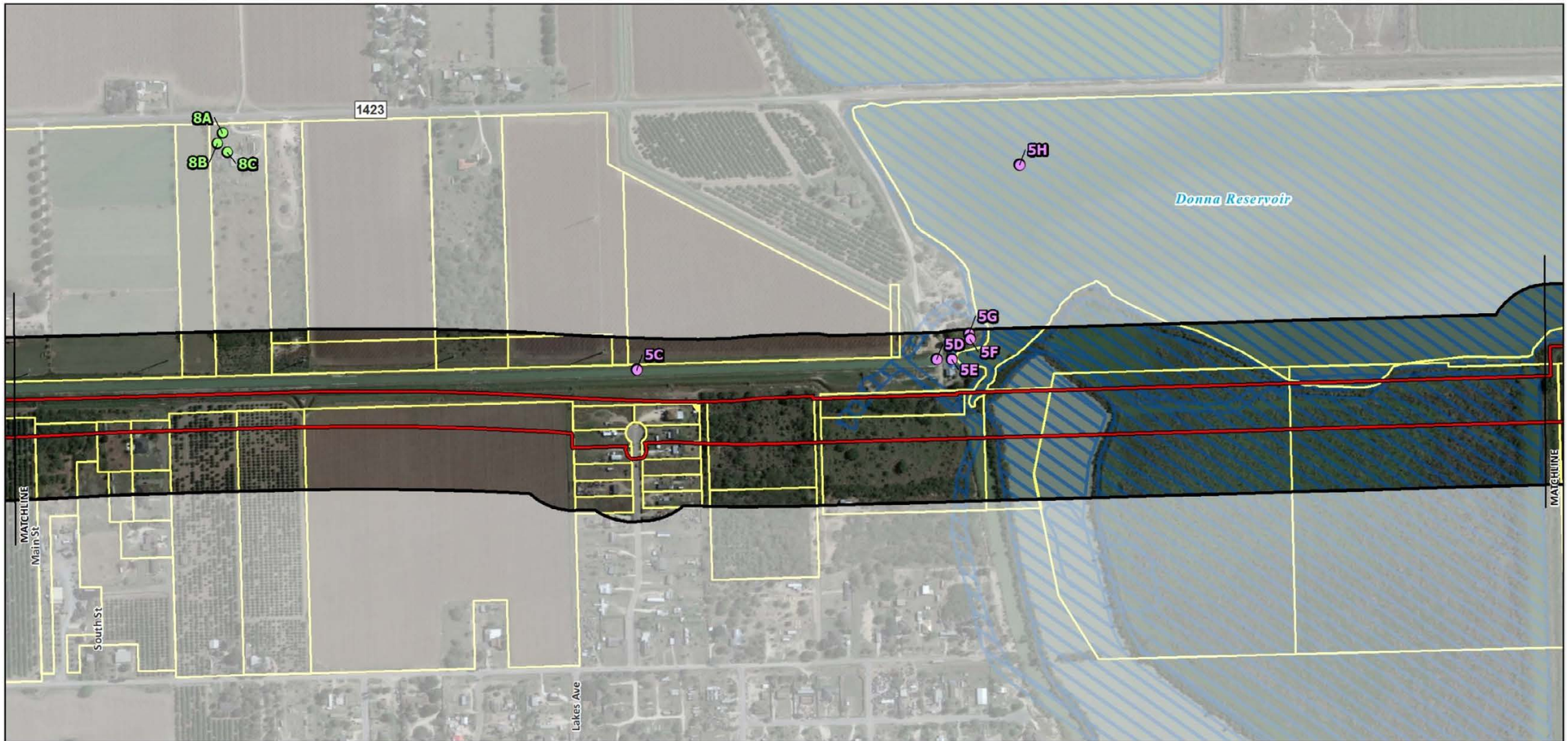
1:6,000

0 250 500

Feet

Base Map: Google Imagery Service

Figure 6.1
Inventoried Resources
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Proposed Right-of-way
Area of Potential Effect (300-foot)
Parcel Boundary
Main Floodway (NRHP-Eligible)

Inventoried Resource (#)

Previously Determined Not NRHP-Eligible
Recommended Not NRHP-Eligible

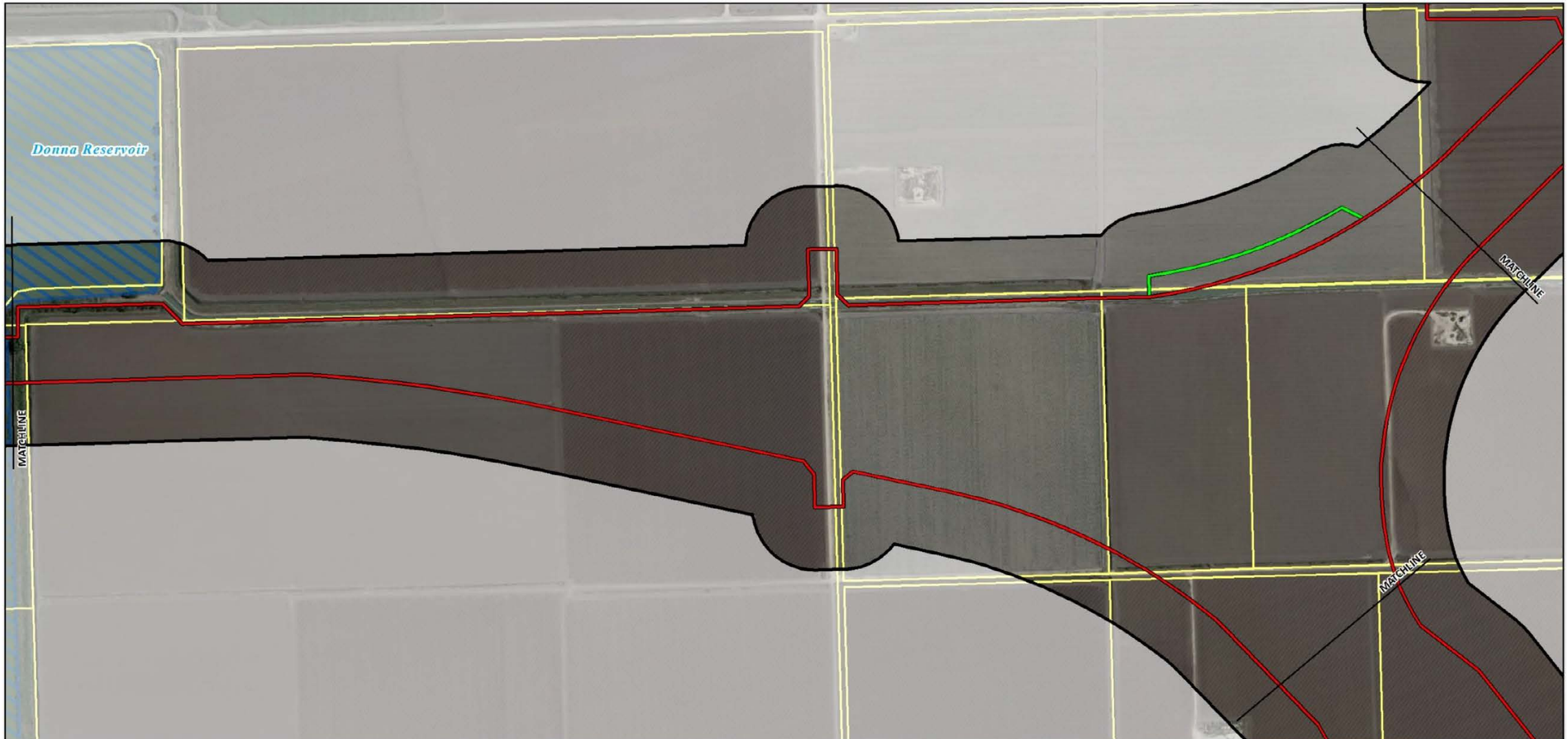
N

1:6,000

0 250 500
Feet

Base Map: Google Imagery Service

Figure 6.2
Inventoried Resources
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Proposed Right-of-way
Proposed Permanent Easement
Area of Potential Effect (300-foot)
Parcel Boundary
Main Floodway (NRHP-Eligible)

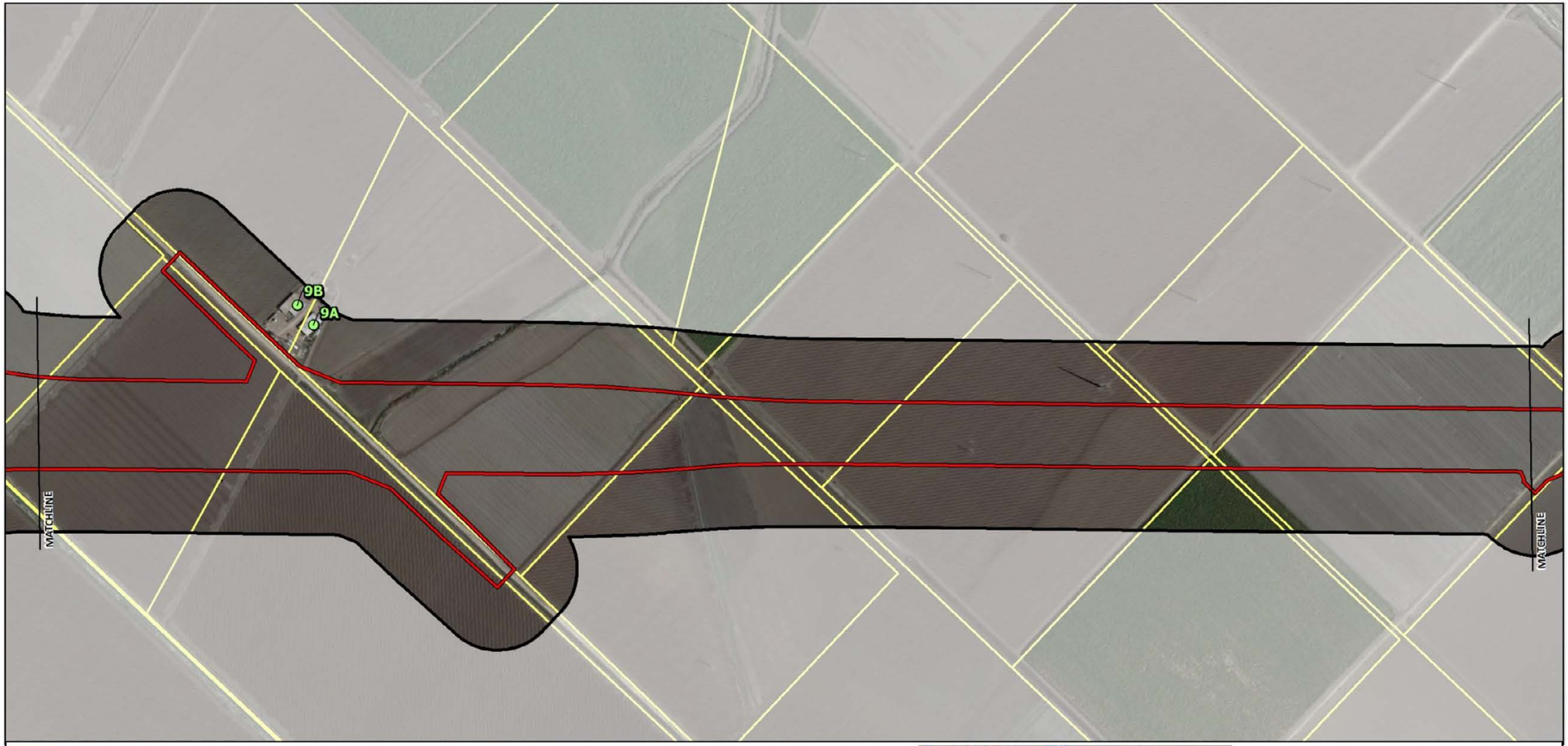
N

1:6,000

0 250 500
Feet

Base Map: Google Imagery Service

Figure 6.3
Inventoried Resources
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Proposed Right-of-way

Area of Potential Effect (300-foot)

Parcel Boundary

Inventoried Resource (#)

Recommended Not NRHP-Eligible

N

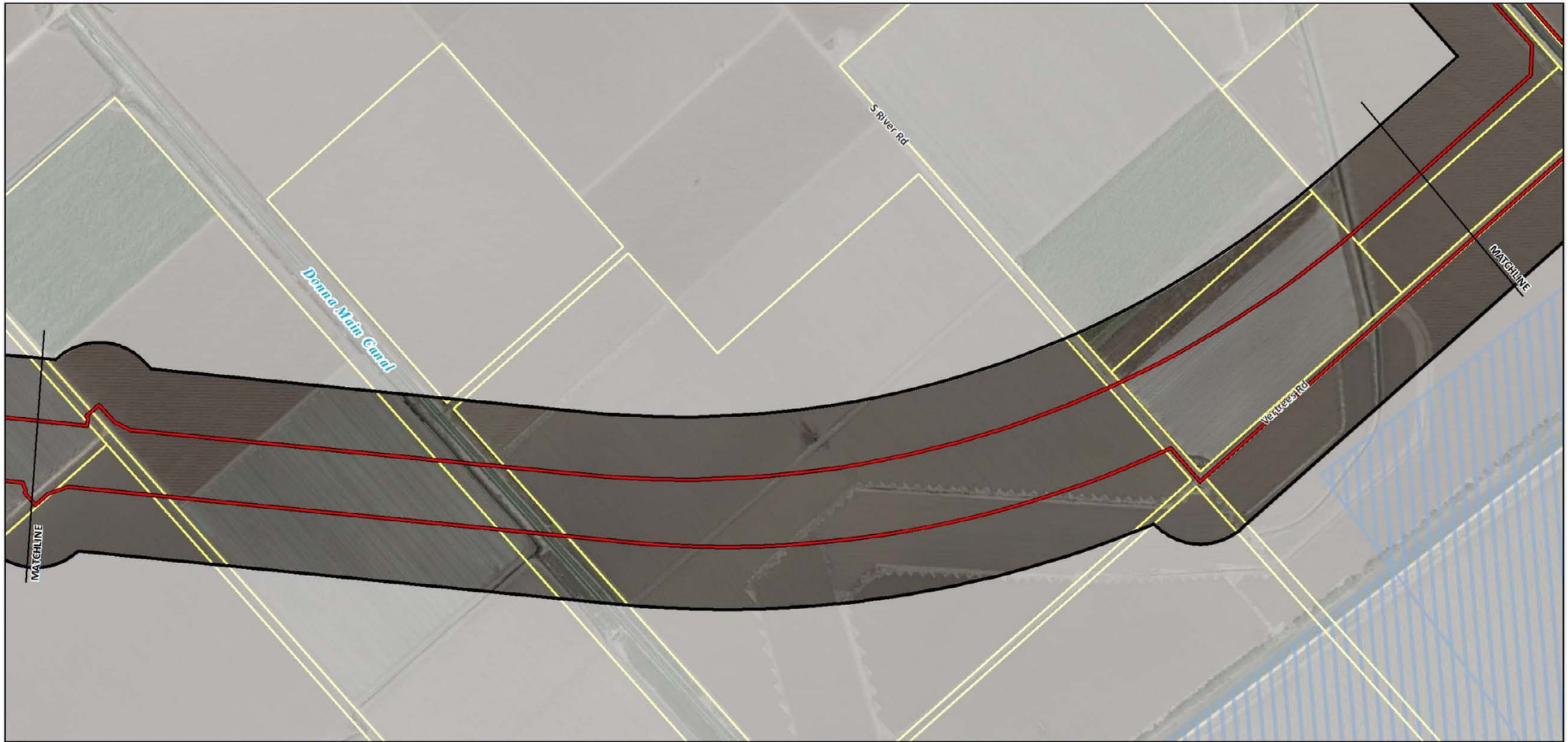
1:6,000

0 250 500

Feet

Base Map: Google Imagery Service

Figure 6.4
Inventoried Resources
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Proposed Right-of-way
Area of Potential Effect (300-foot)
Parcel Boundary
Main Floodway (NRHP-Eligible)

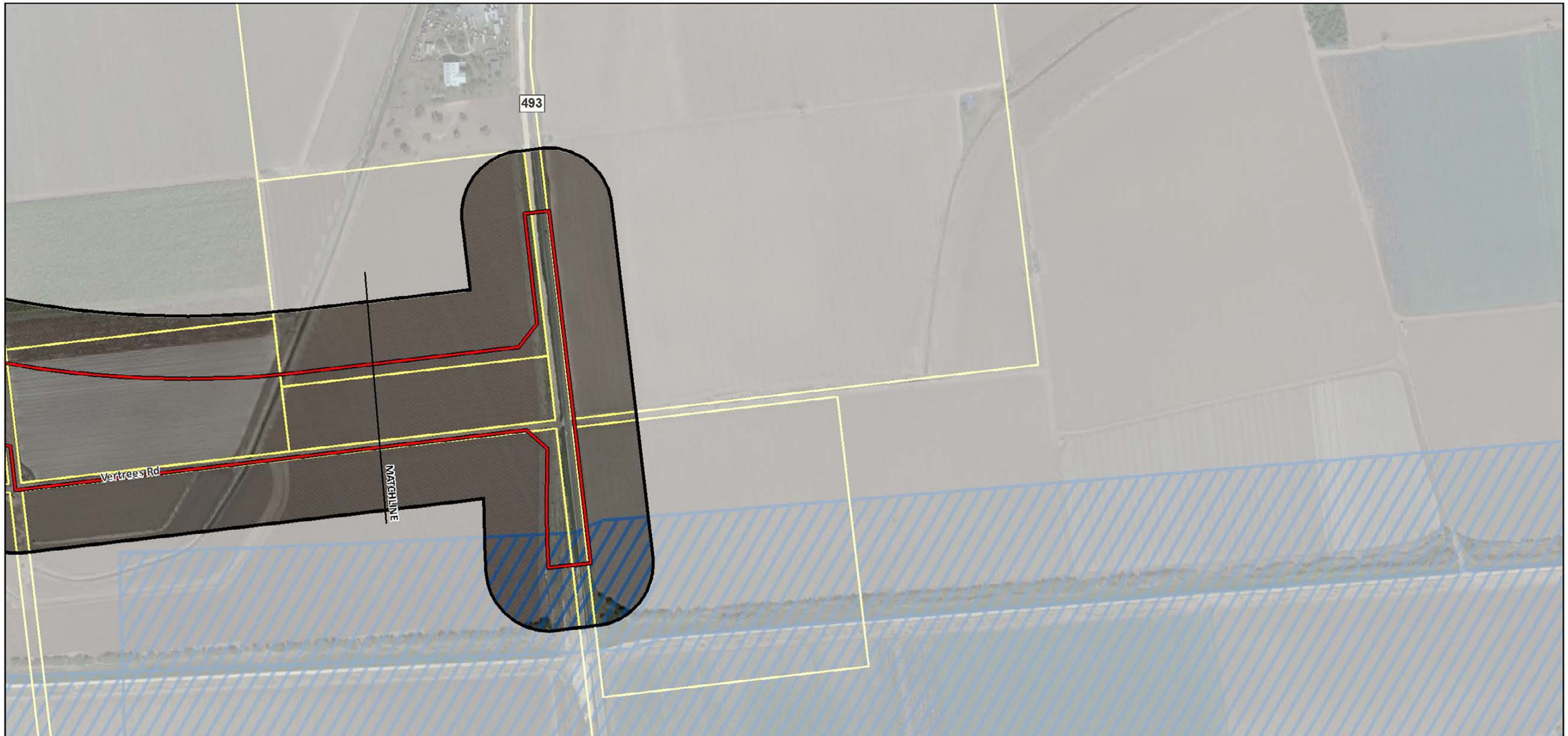
N

1:6,000

0 250 500
Feet

Base Map: Google Imagery Service

Figure 6.5
Inventoried Resources
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Proposed Right-of-way
Area of Potential Effect (300-foot)
Parcel Boundary
Main Floodway (NRHP-Eligible)

N

1:6,000

0 250 500
Feet

Base Map: Google Imagery Service

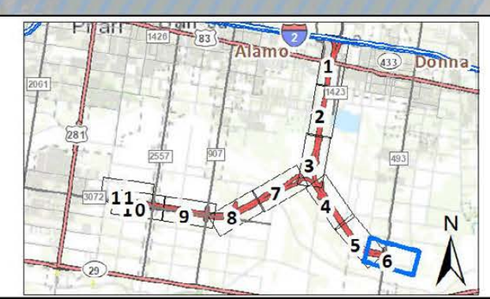
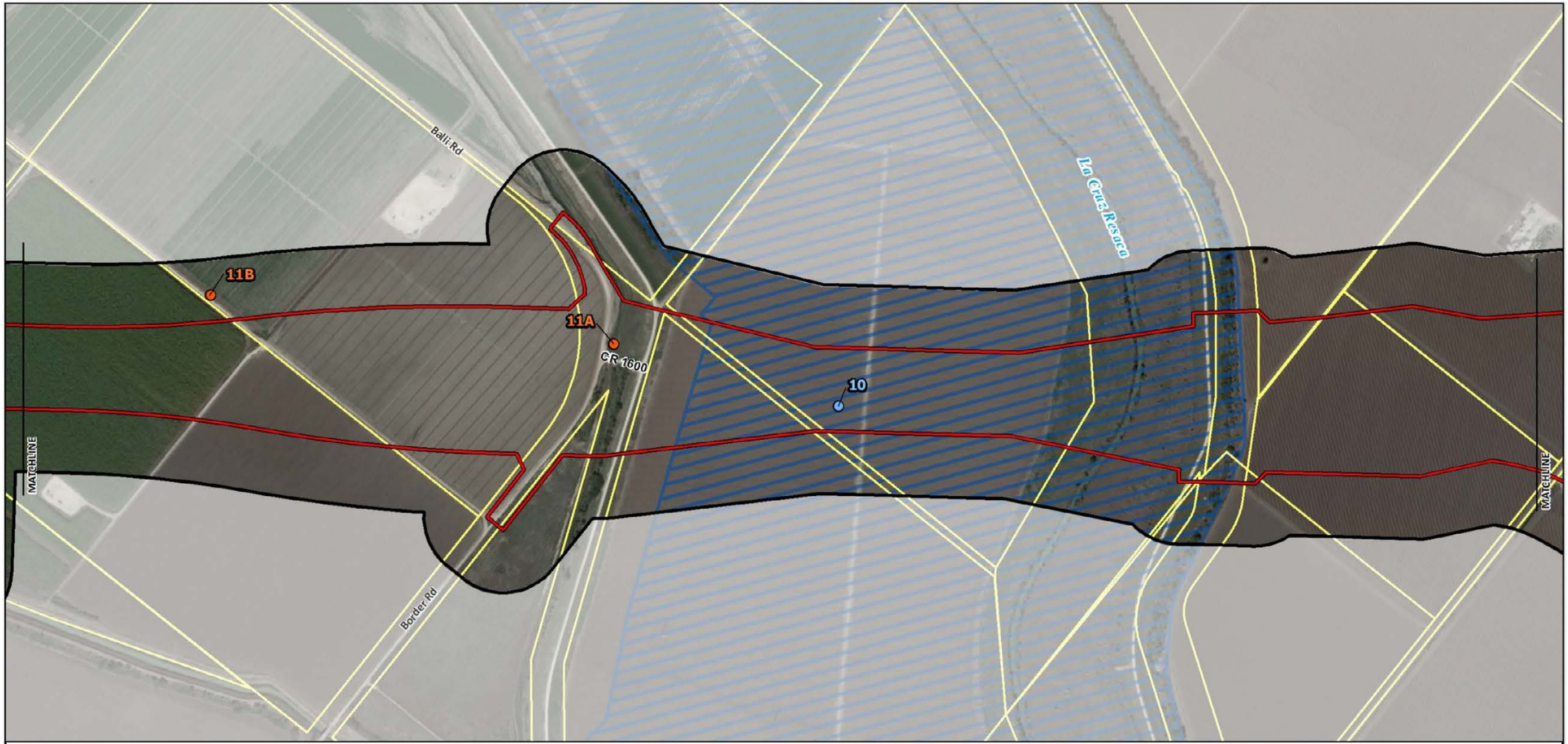


Figure 6.6
Inventoried Resources
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Proposed Right-of-way
Area of Potential Effect (300-foot)
Parcel Boundary
Main Floodway (NRHP-Eligible)

Inventoried Resource (#)

NRHP-Listed/Recommended NRHP-Eligible
Previously Determined NRHP-Eligible

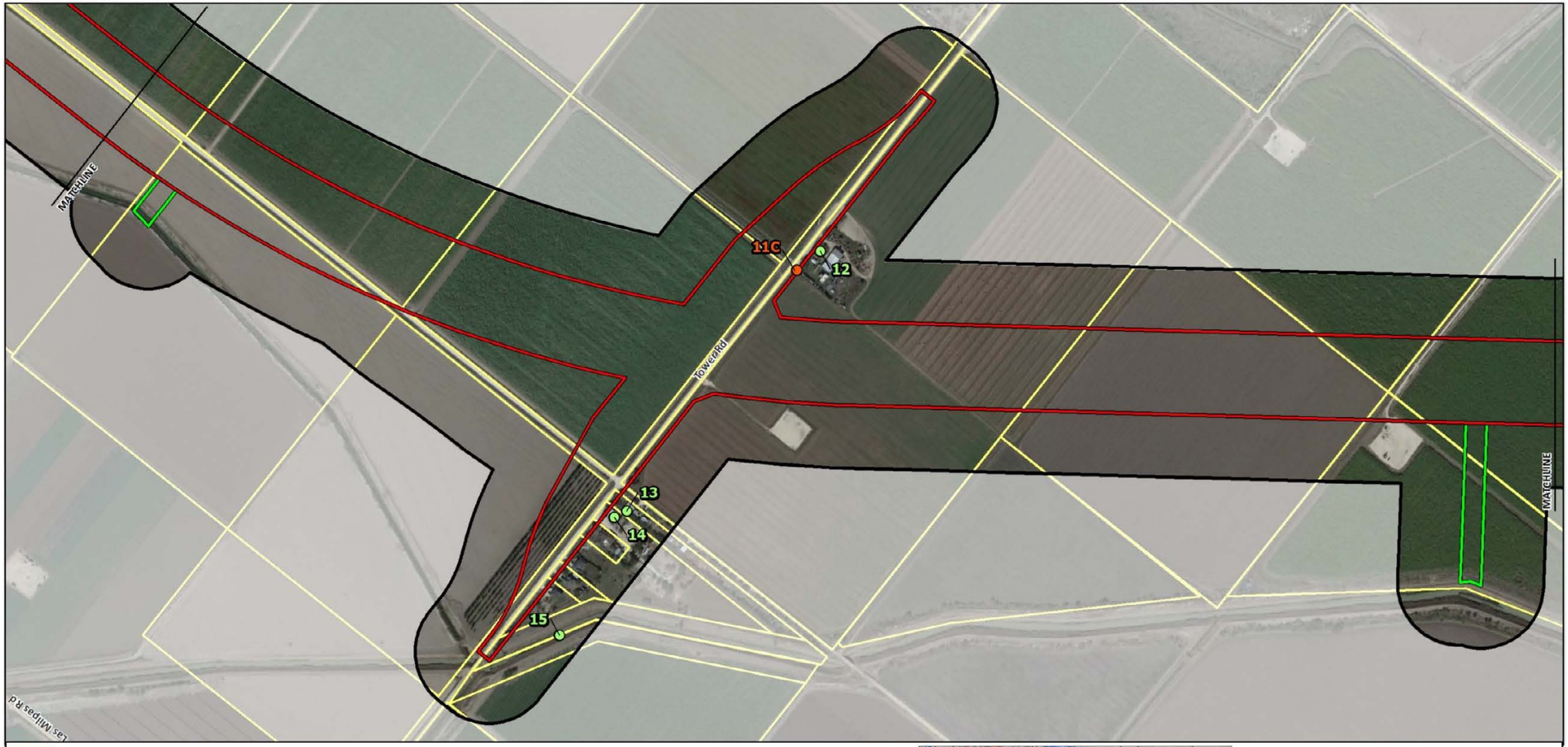
N

1:6,000

0 250 500
Feet

Base Map: Google Imagery Service

Figure 6.7
Inventoried Resources
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Proposed Right-of-way
Proposed Permanent Easement
Area of Potential Effect (300-foot)
Parcel Boundary

Inventoried Resource (#)

NRHP-Listed/Recommended NRHP-Eligible
Recommended Not NRHP-Eligible

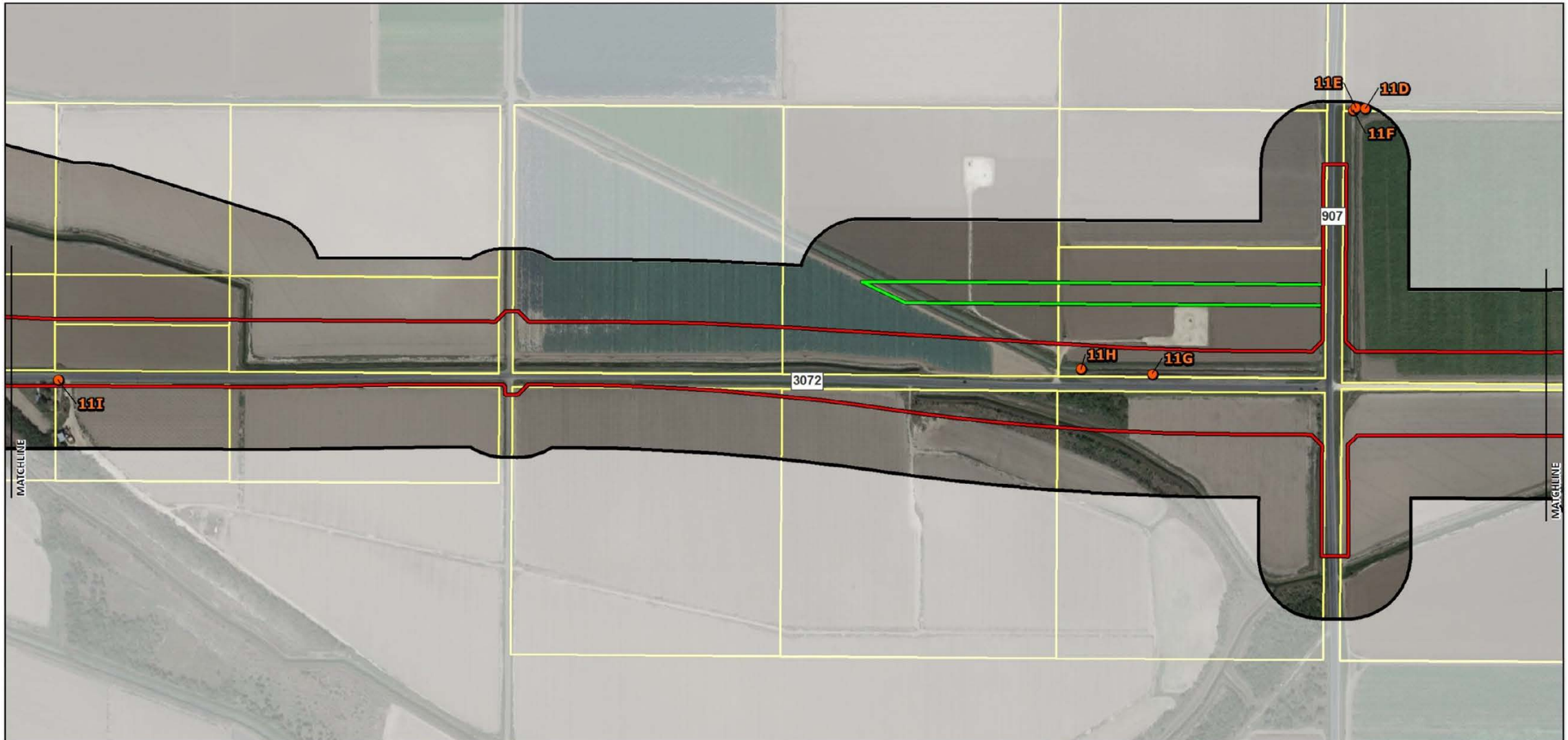
N

1:6,000

0 250 500
Feet

Base Map: Google Imagery Service

Figure 6.8
Inventoried Resources
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Proposed Right-of-way
Proposed Permanent Easement
Area of Potential Effect (300-foot)
Parcel Boundary

Inventoried Resource (#)

NRHP-Listed/Recommended NRHP-Eligible

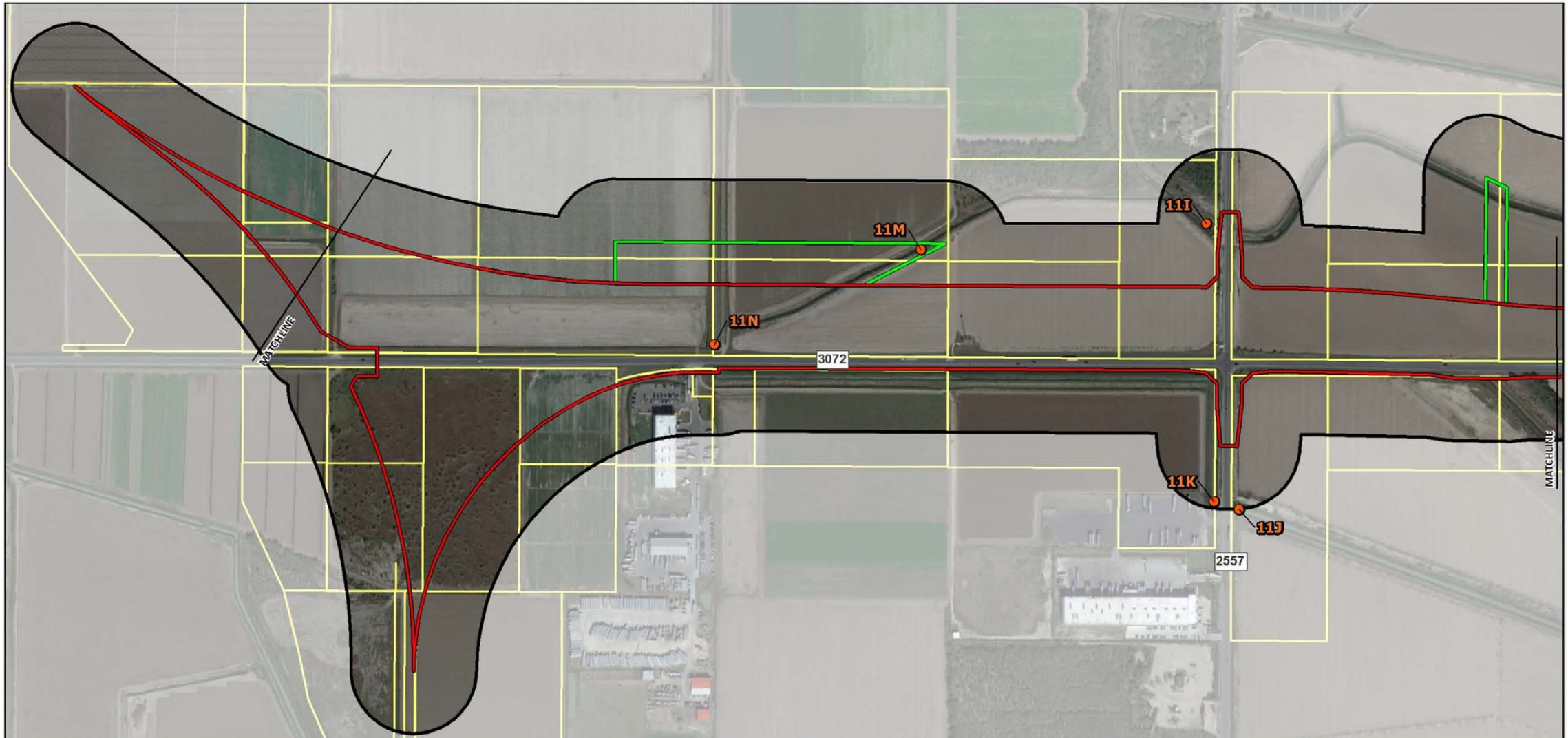
N

1:6,000

0 250 500
Feet

Base Map: Google Imagery Service

Figure 6.9
Inventoried Resources
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Proposed Right-of-way
Proposed Permanent Easement
Area of Potential Effect (300-foot)
Parcel Boundary

Inventoried Resource (#)

NRHP-Listed/Recommended NRHP-Eligible

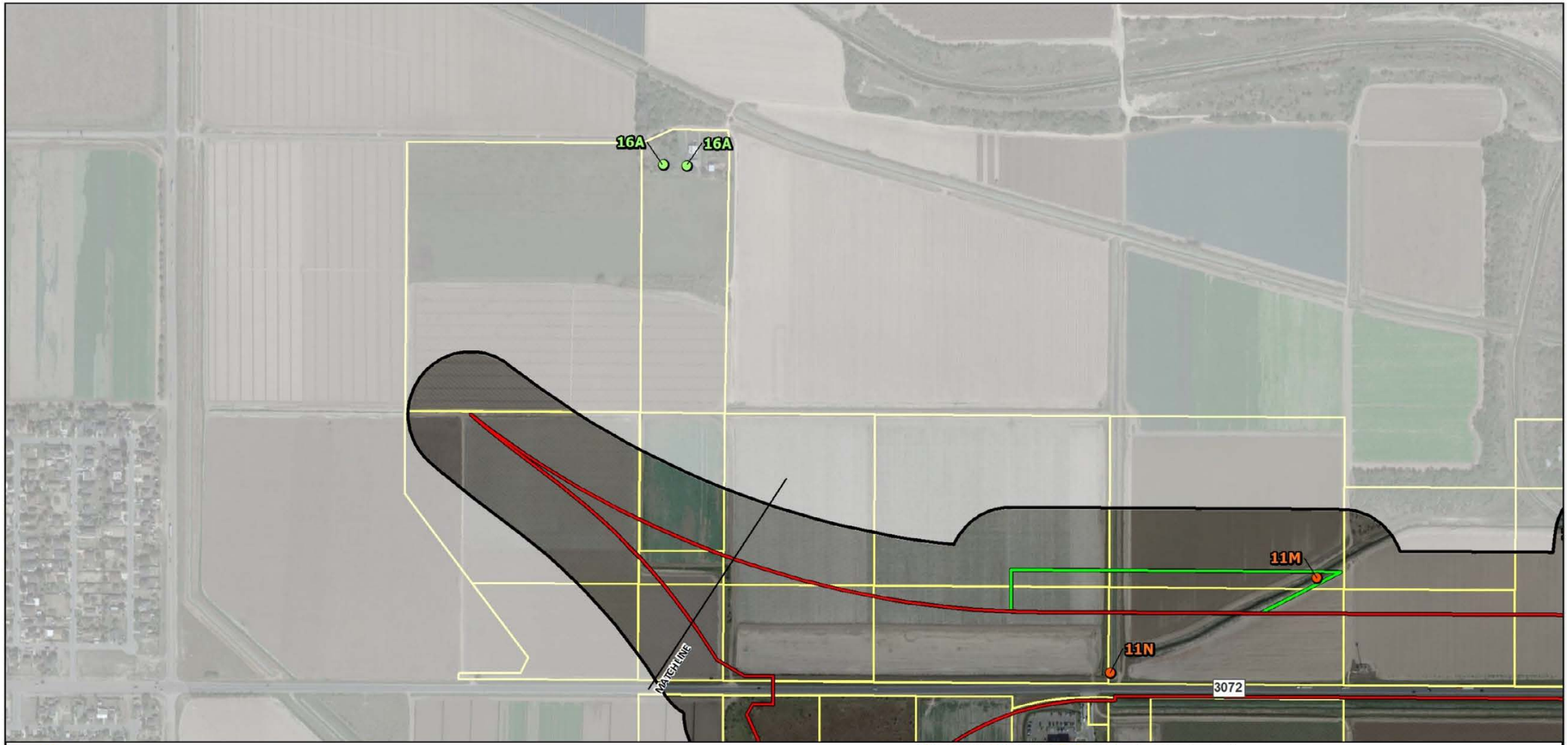
N

1:6,000

0 250 500
Feet

Base Map: Google Imagery Service

Figure 6.10
Inventoried Resources
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Proposed Right-of-way
Proposed Permanent Easement
Area of Potential Effect (300-foot)
Parcel Boundary

Inventoried Resource (#)

NRHP-Listed/Recommended NRHP-Eligible
Recommended Not NRHP-Eligible

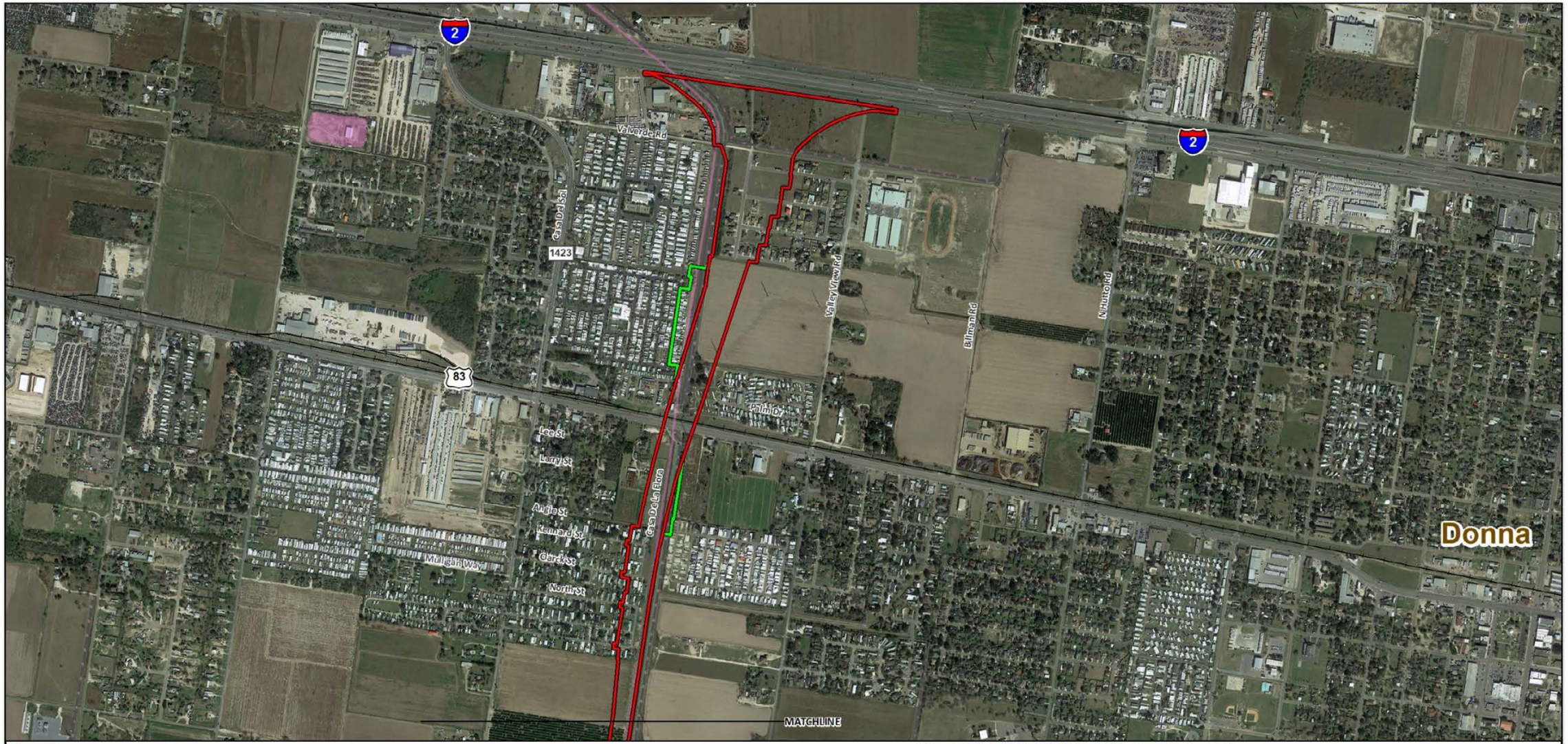
N

1:6,000

0 250 500
Feet

Base Map: Google Imagery Service

Figure 6.11
Inventoried Resources
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Proposed Right-of-way

Proposed Permanent Easement

Canal/Ditch (USGS 2018)

National Wetland Inventory (USFWS 2018)

N

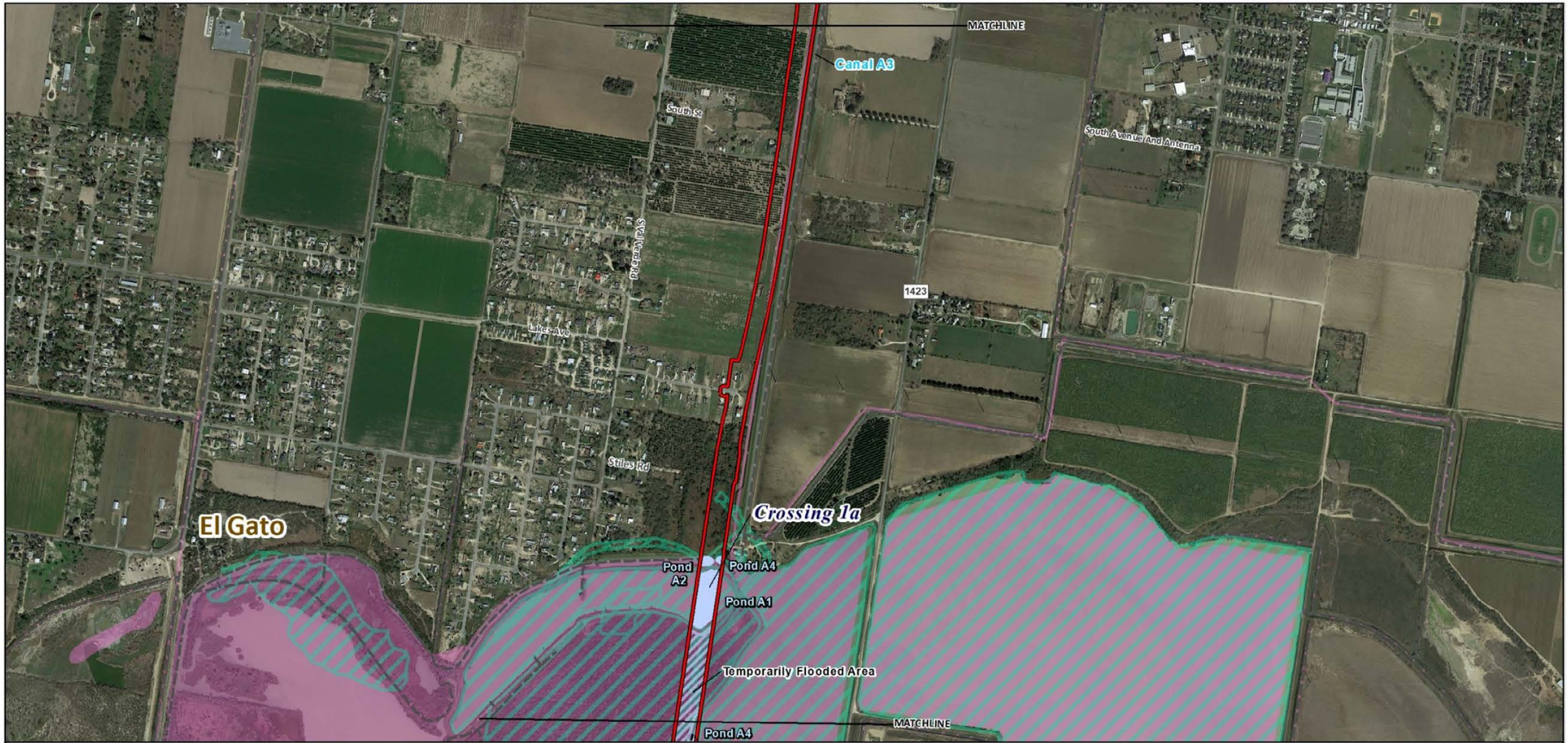
1:12,000

0 0.125 0.25
Miles

0 0.2 0.4
Kilometers

Figure 7.1
Water Resources on Aerial Imagery
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

Base Map: TOP Aerial Imagery, 2015



Proposed Right-of-way
Canal/Ditch (USGS 2018)
100-Year Floodplain (FEMA 2018)
National Wetland Inventory (USFWS 2018)
Waters of the U.S.
Temporarily Flooded Area

N

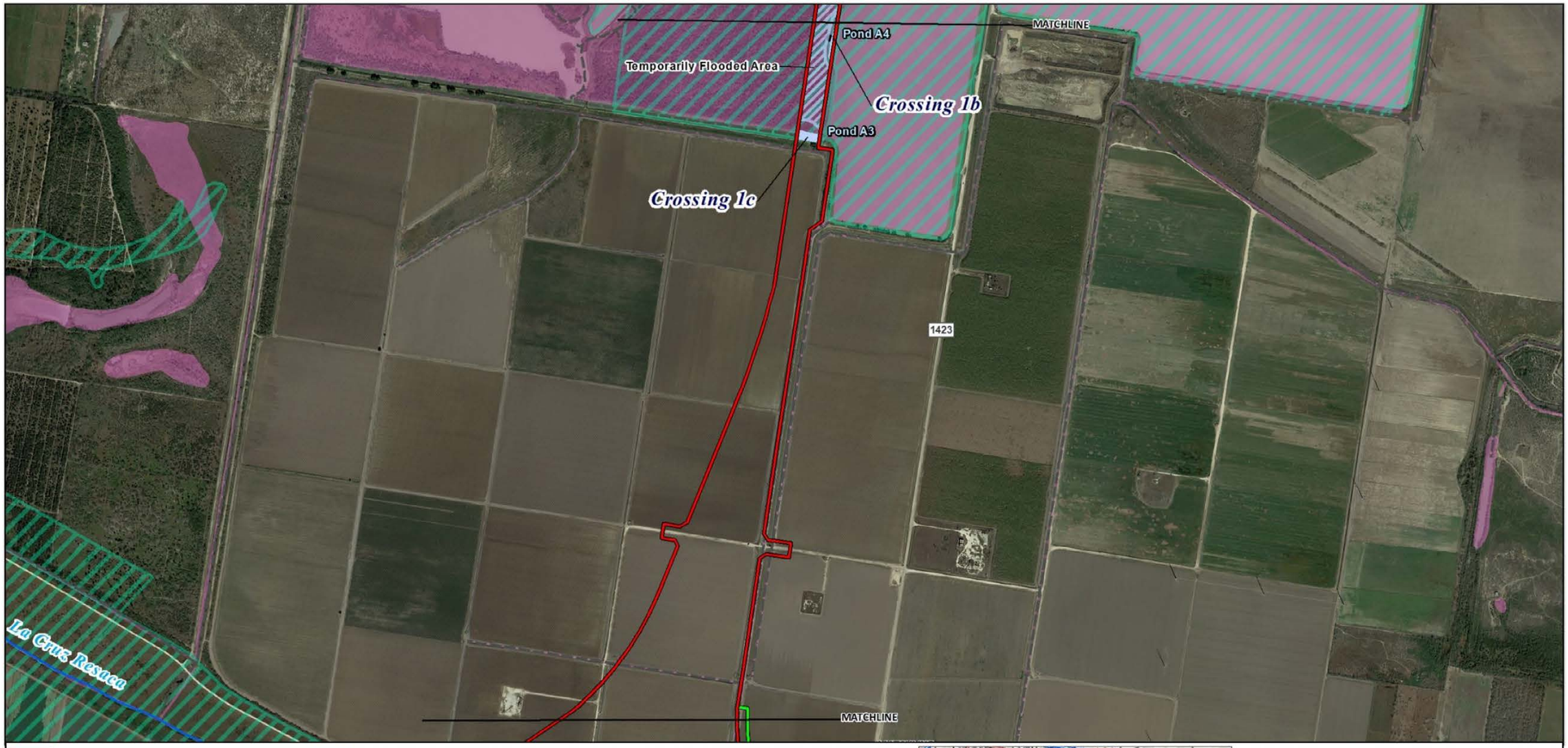
1:12,000

0 0.125 0.25
Miles

0 0.2 0.4
Kilometers

Figure 7.2
Water Resources on Aerial Imagery
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

Base Map: TOP Aerial Imagery, 2015



Proposed Right-of-way
Proposed Permanent Easement
Stream/River (USGS 2018)
Canal/Ditch (USGS 2018)
100-Year Floodplain (FEMA 2018)
National Wetland Inventory (USFWS 2018)
Waters of the U.S.
Temporarily Flooded Area

N

1:12,000

0 0.125 0.25
Miles

0 0.2 0.4
Kilometers

Figure 7.3
Water Resources on Aerial Imagery
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

Base Map: TOP Aerial Imagery, 2015

Proposed Right-of-way
Proposed Permanent Easement
Stream/River (USGS 2018)
Canal/Ditch (USGS 2018)
100-Year Floodplain (FEMA 2018)
National Wetland Inventory (USFWS 2018)
Waters of the U.S.

N
1:12,000
0 0.125 0.25
Miles
0 0.2 0.4
Kilometers

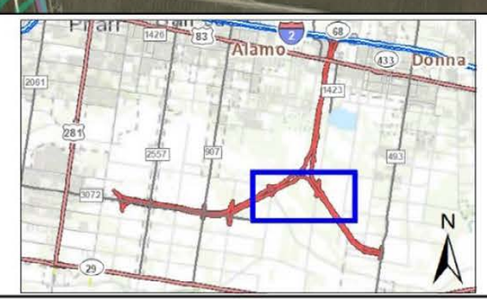


Figure 7.4
Water Resources on Aerial Imagery
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

Base Map: TOP Aerial Imagery, 2015

Proposed Right-of-way
Observation Point (#)
Stream/River (USGS 2018)
Canal/Ditch (USGS 2018)
100-Year Floodplain (FEMA 2018)
National Wetland Inventory (USFWS 2018)
Waters of the U.S.

N

1:12,000

0 0.125 0.25
Miles

0 0.2 0.4
Kilometers

Figure 7.5
Water Resources on Aerial Imagery
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

Base Map: TOP Aerial Imagery. 2015

Proposed Right-of-way
Proposed Permanent Easement
Canal/Ditch (USGS 2018)
100-Year Floodplain (FEMA 2018)
National Wetland Inventory (USFWS 2018)
Waters of the U.S.

N

1:12,000

0 0.125 0.25
Miles

0 0.2 0.4
Kilometers

Figure 7.6
Water Resources on Aerial Imagery
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

Base Map: TOP Aerial Imagery, 2015

Proposed Right-of-way
Proposed Permanent Easement
Observation Point (#)
Canal/Ditch (USGS 2018)
National Wetland Inventory (USFWS 2018)
Waters of the U.S.

N

1:12,000

0 0.125 0.25
Miles

0 0.2 0.4
Kilometers

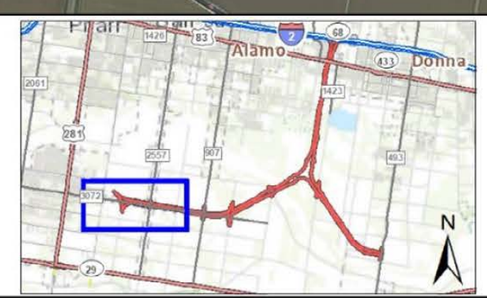
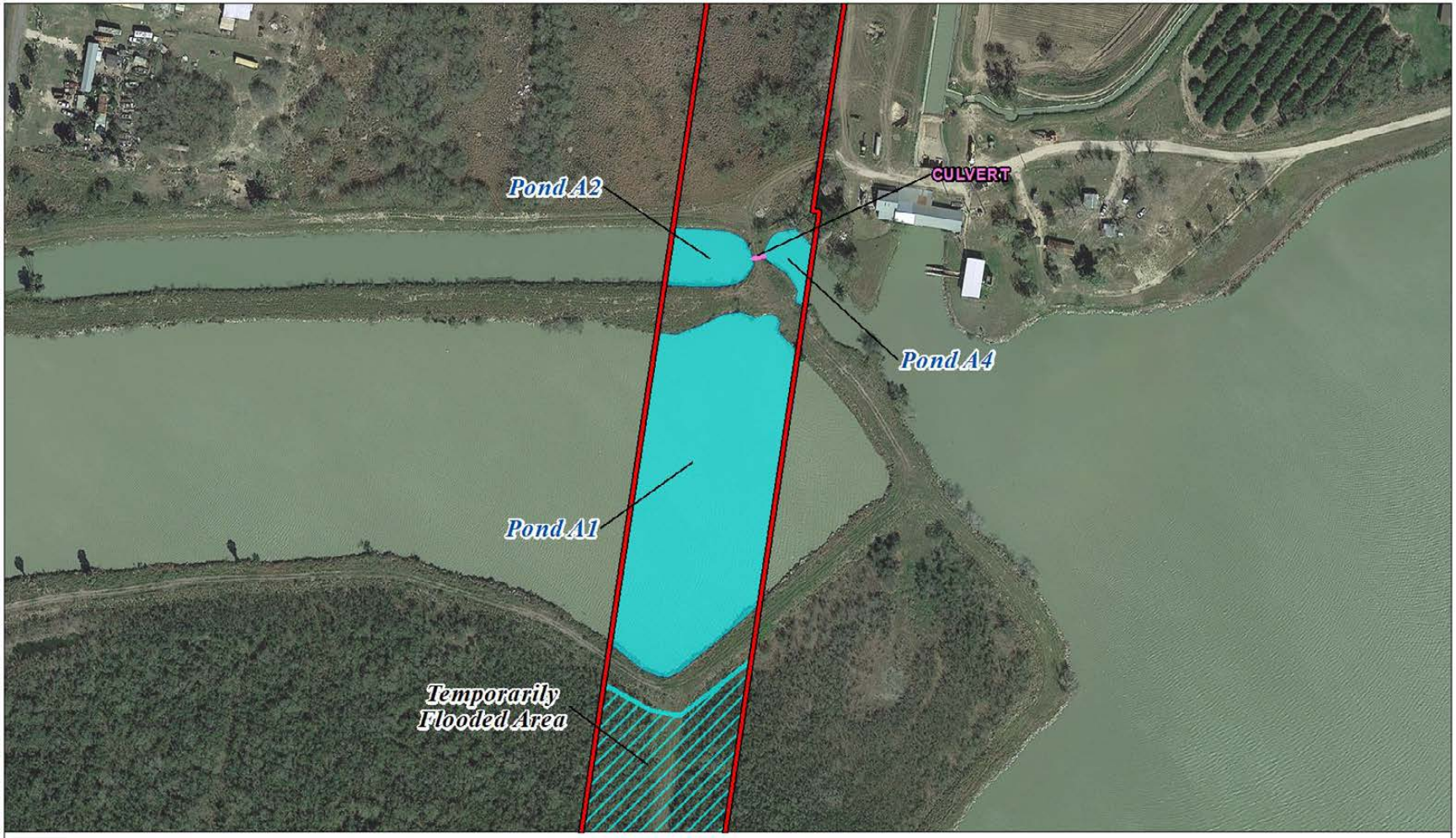
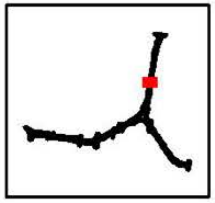


Figure 7.7
Water Resources on Aerial Imagery
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

Base Map: TOP Aerial Imagery, 2015



Proposed Right-of-way
Waters of the U.S.
Temporarily Flooded Area
Culvert (approximate centerline)



N

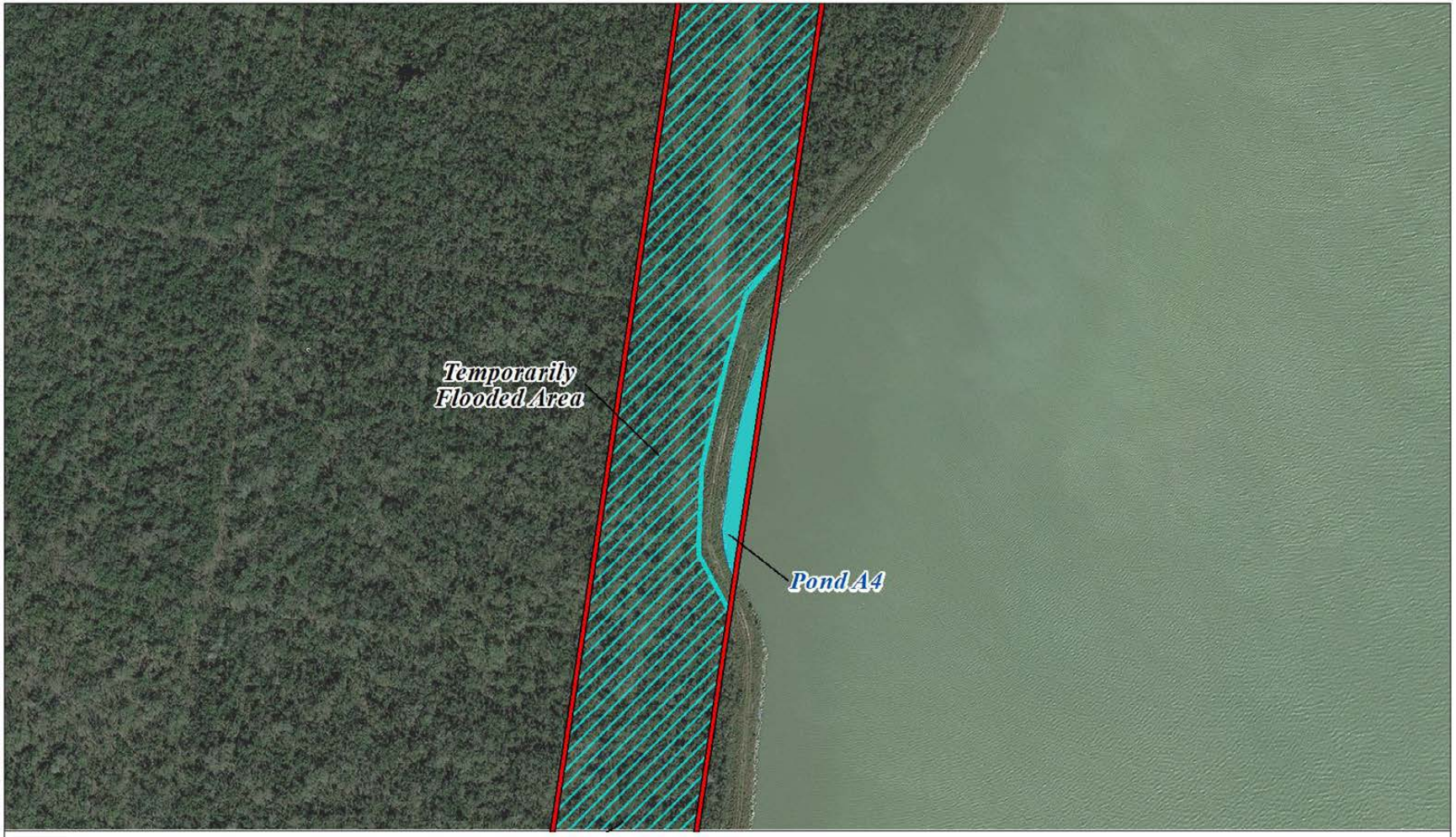
1:3,000

0 125 250

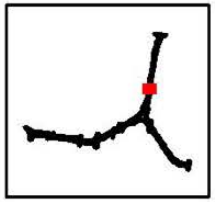
Feet

Base Map: Google Imagery Service

Figure 7.8
Waters of the U.S. at Crossing 1a
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202



Proposed Right-of-way
Waters of the U.S.
Temporarily Flooded Area



N

1:3,000

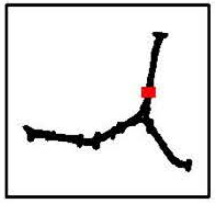
0 125 250

Feet

Base Map: Google Imagery Service

Figure 7.9
Waters of the U.S. at Crossing 1b
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

Proposed Right-of-way
Waters of the U.S.
Temporarily Flooded Area



N

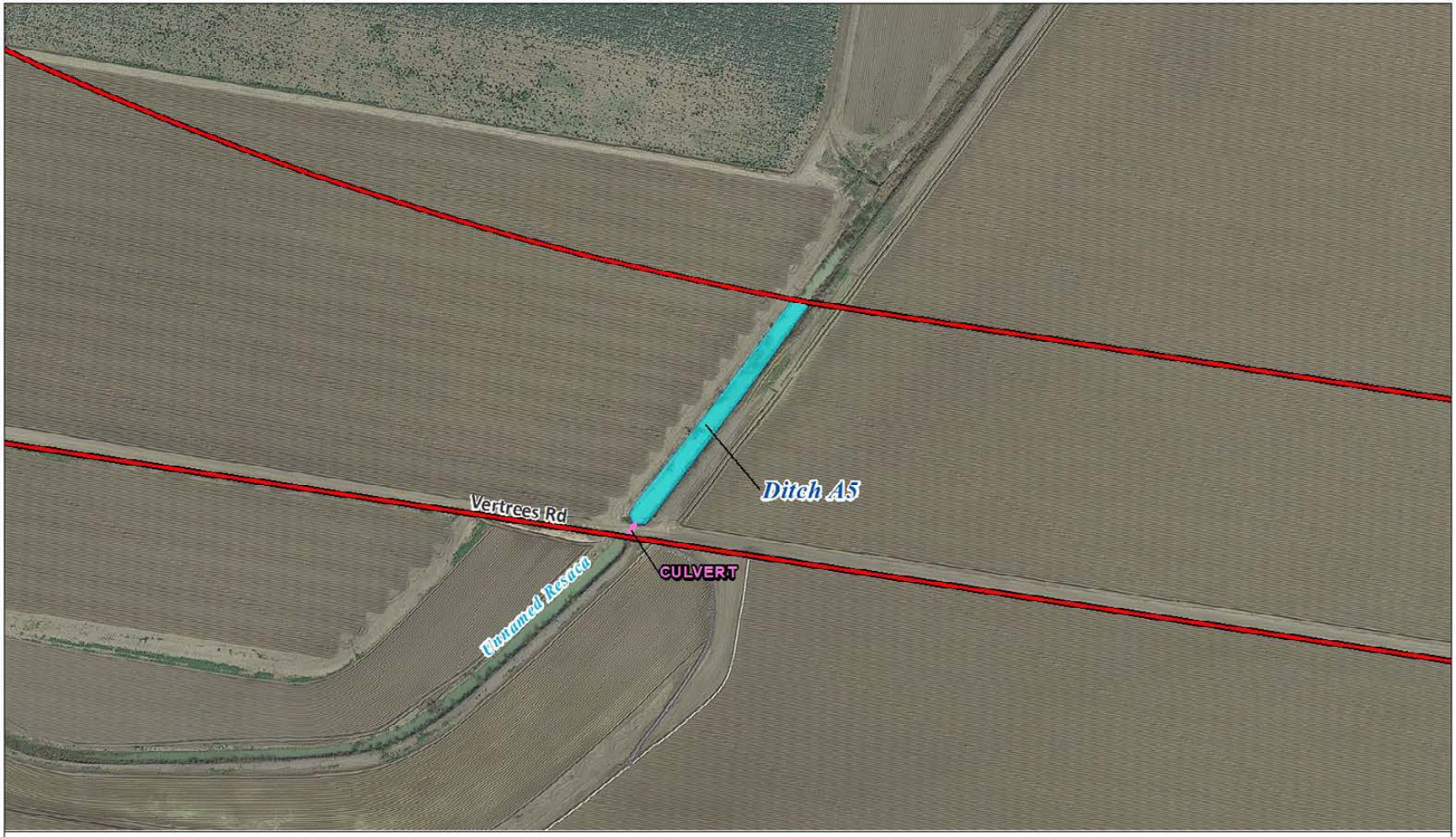
1:3,000

0 125 250

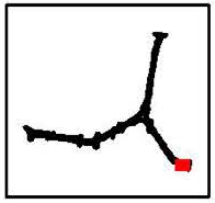
Feet

Base Map: Google Imagery Service

Figure 7.10
Waters of the U.S. at Crossing 1c
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202



Proposed Right-of-way
Waters of the U.S.
Culvert (approximate centerline)



N

1:3,000

0 125 250

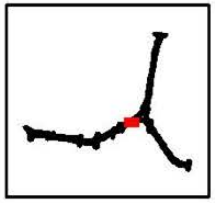
Feet

Base Map: Google Imagery Service

Figure 7.11
Waters of the U.S. at Crossing 2
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

Proposed Right-of-way

Waters of the U.S.



N

1:3,000

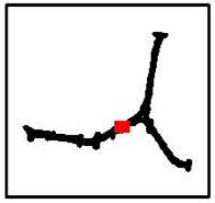
0 125 250

Feet

Base Map: Google Imagery Service

Figure 7.12
Waters of the U.S. at Crossing 3
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

Proposed Right-of-way
Waters of the U.S.
Culvert (approximate centerline)



N

1:3,000

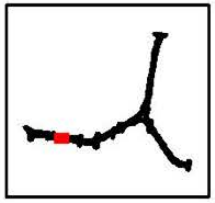
0 125 250

Feet

Base Map: Google Imagery Service

Figure 7.13
Waters of the U.S. at Crossing 4
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

Proposed Right-of-way
Waters of the U.S.
Culvert (approximate centerline)



N

1:3,000

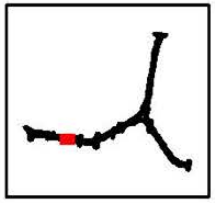
0 125 250

Feet

Base Map: Google Imagery Service

Figure 7.14
Waters of the U.S. at Crossing 5a
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

Proposed Right-of-way
Proposed Permanent Easement
Waters of the U.S.
Culvert (approximate centerline)



N

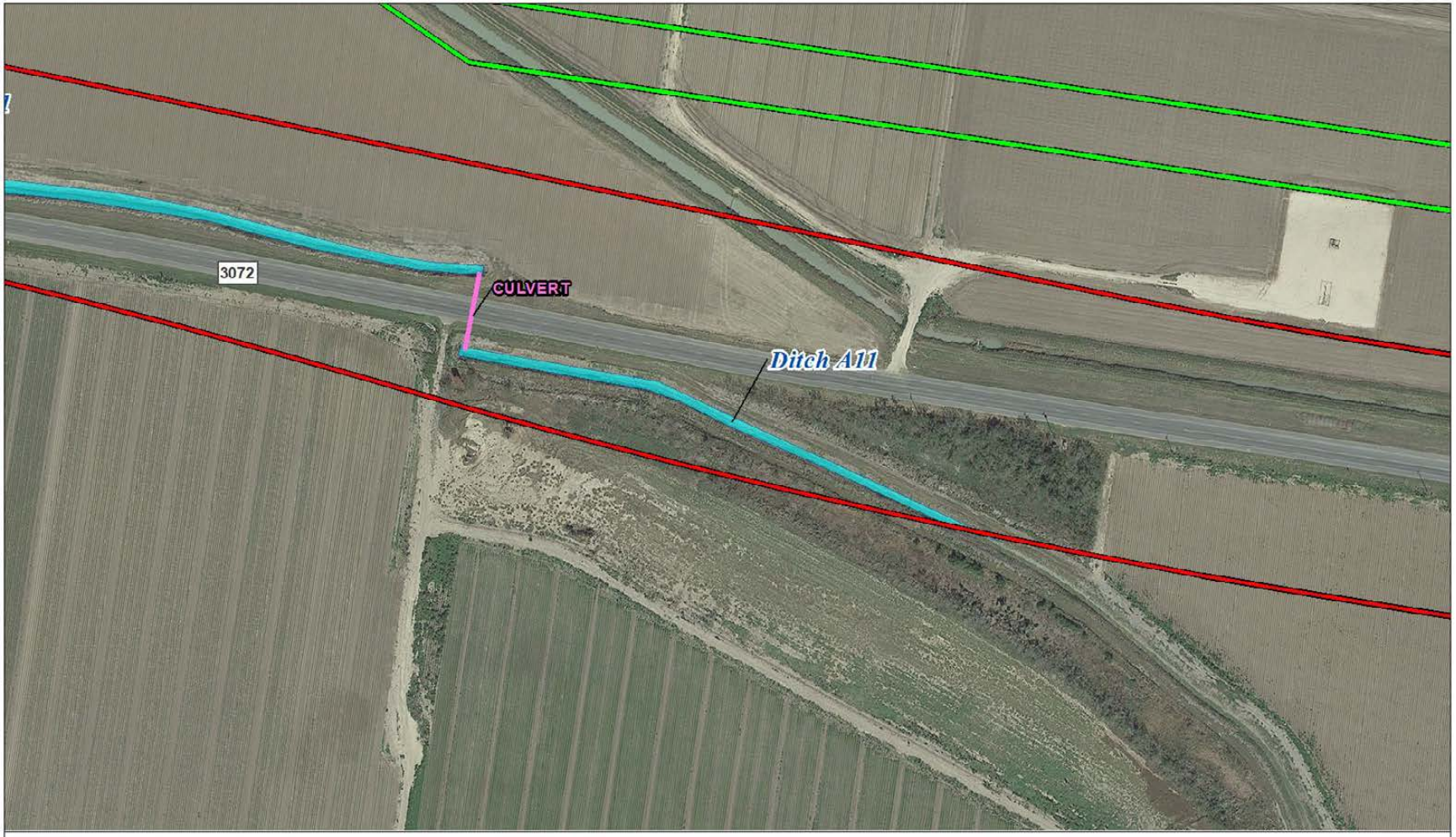
1:3,000

0 125 250

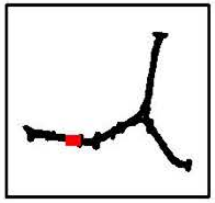
Feet

Base Map: Google Imagery Service

Figure 7.15
Waters of the U.S. at Crossing 5b
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202



Proposed Right-of-way
Proposed Permanent Easement
Waters of the U.S.
Culvert (approximate centerline)



N

1:3,000

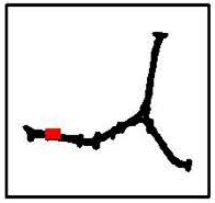
0 125 250

Feet

Base Map: Google Imagery Service

Figure 7.16
Waters of the U.S. at Crossing 5c
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

Proposed Right-of-way
Proposed Permanent Easement
Waters of the U.S.



N

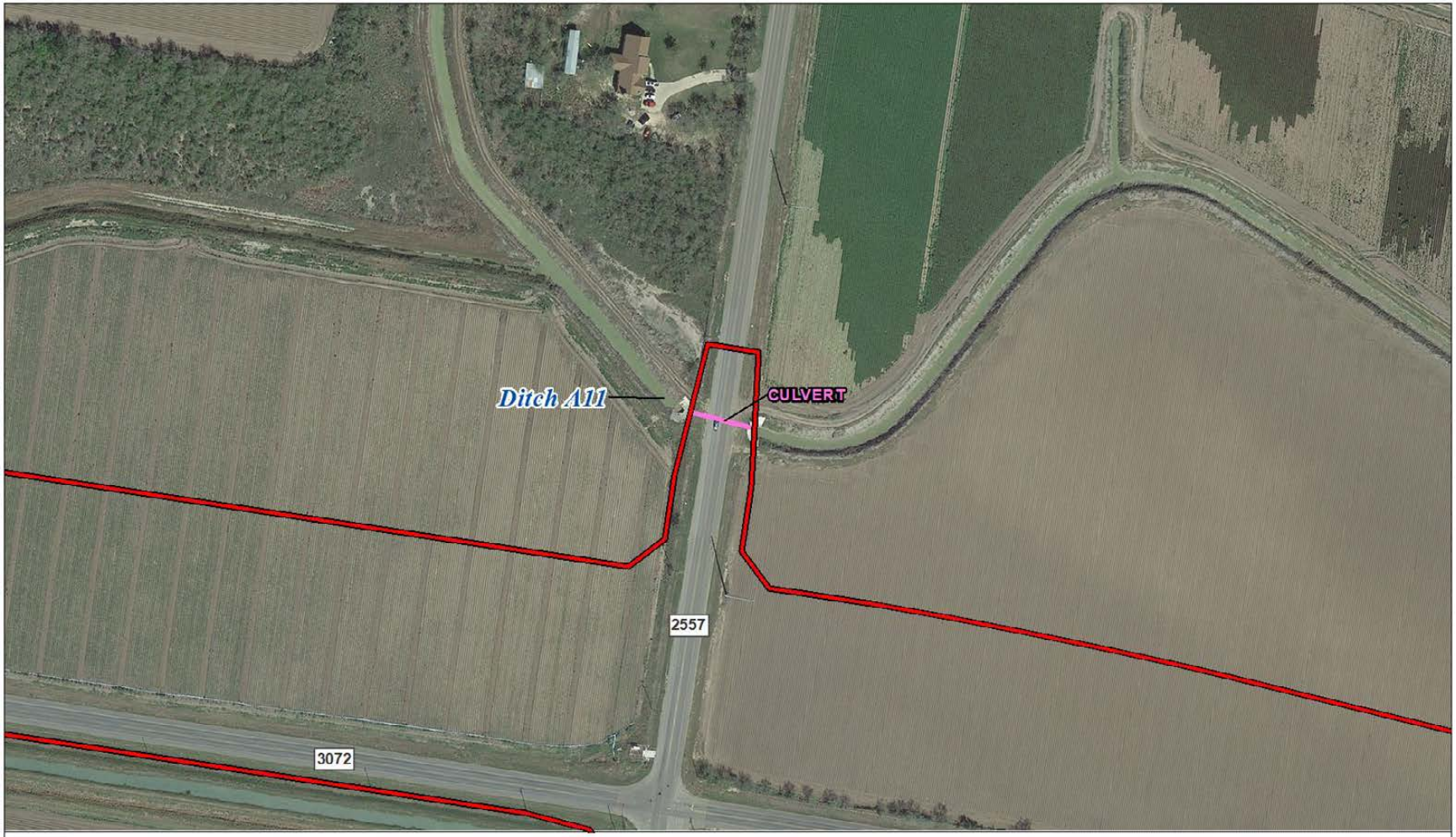
1:3,000

0 125 250

Feet

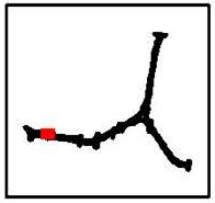
Base Map: Google Imagery Service

Figure 7.17
Waters of the U.S. at Crossing 6
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202



Proposed Right-of-way

Culvert (approximate centerline)



N

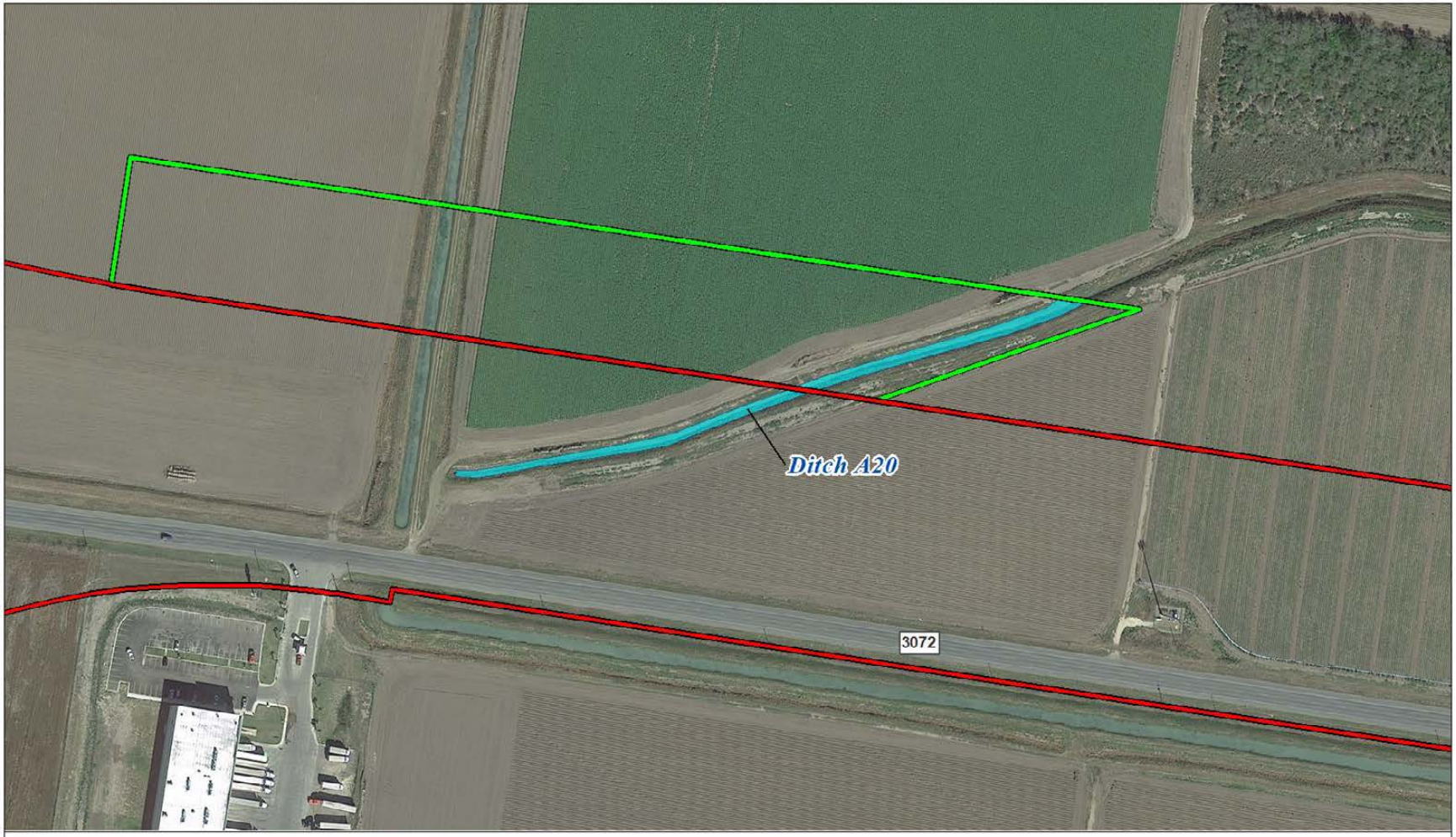
1:3,000

0 125 250

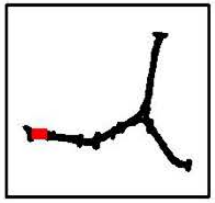
Feet

Base Map: Google Imagery Service

Figure 7.18
Waters of the U.S. at Crossing 7
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202



Proposed Right-of-way
Proposed Permanent Easement
Waters of the U.S.



N

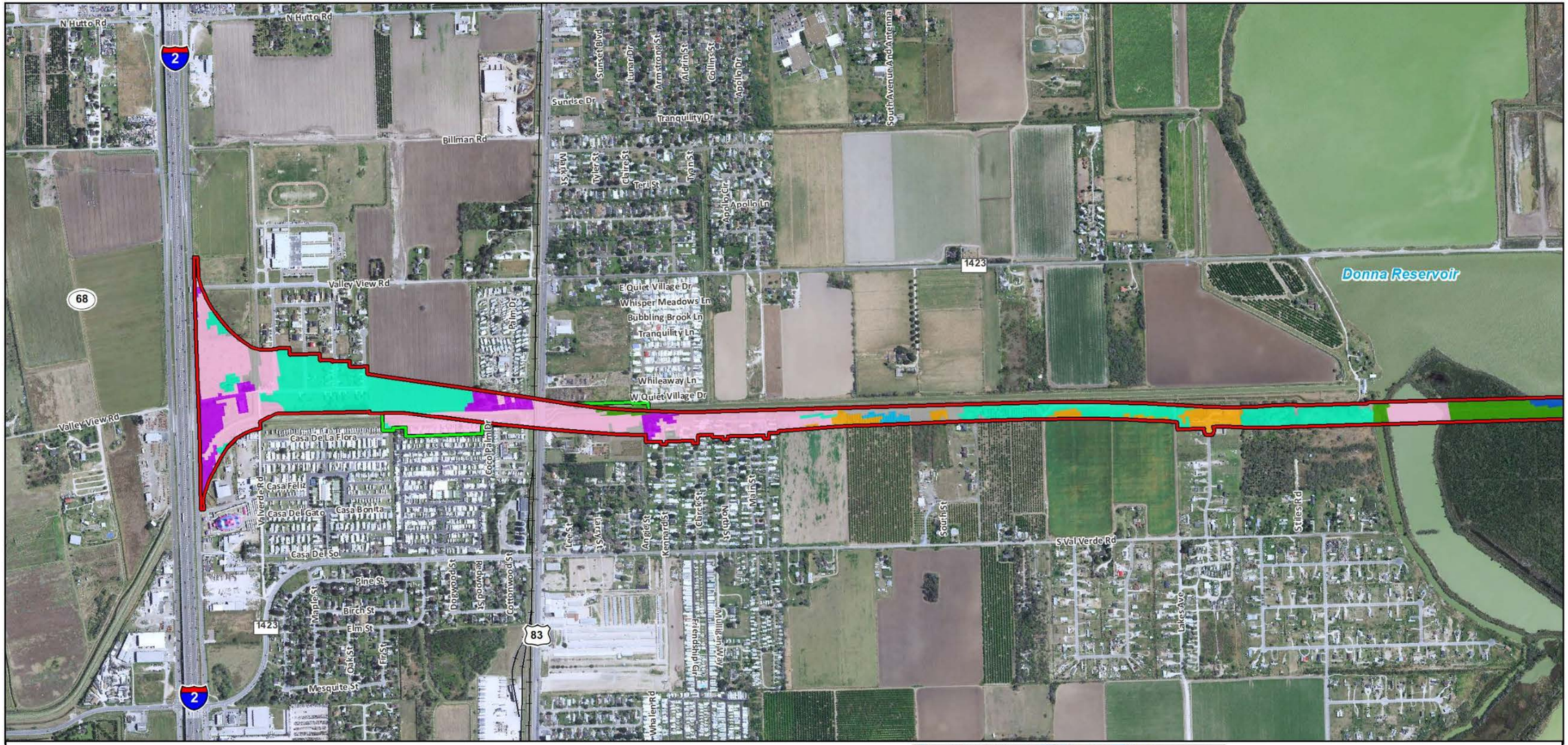
1:3,000

0 125 250

Feet

Base Map: Google Imagery Service

Figure 7.19
Waters of the U.S. at Crossing 8
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202



Proposed Right-of-way

Proposed Permanent Easement

Vegetation (Texas Ecological Systems Database)

Open Water

Row Crops

South Texas: Clayey Blackbrush Mixed Shrubland

South Texas: Disturbance Grassland

South Texas: Sandy Mesquite - Evergreen Woodland

South Texas: Sandy Mesquite Dense Shrubland

Urban High Intensity

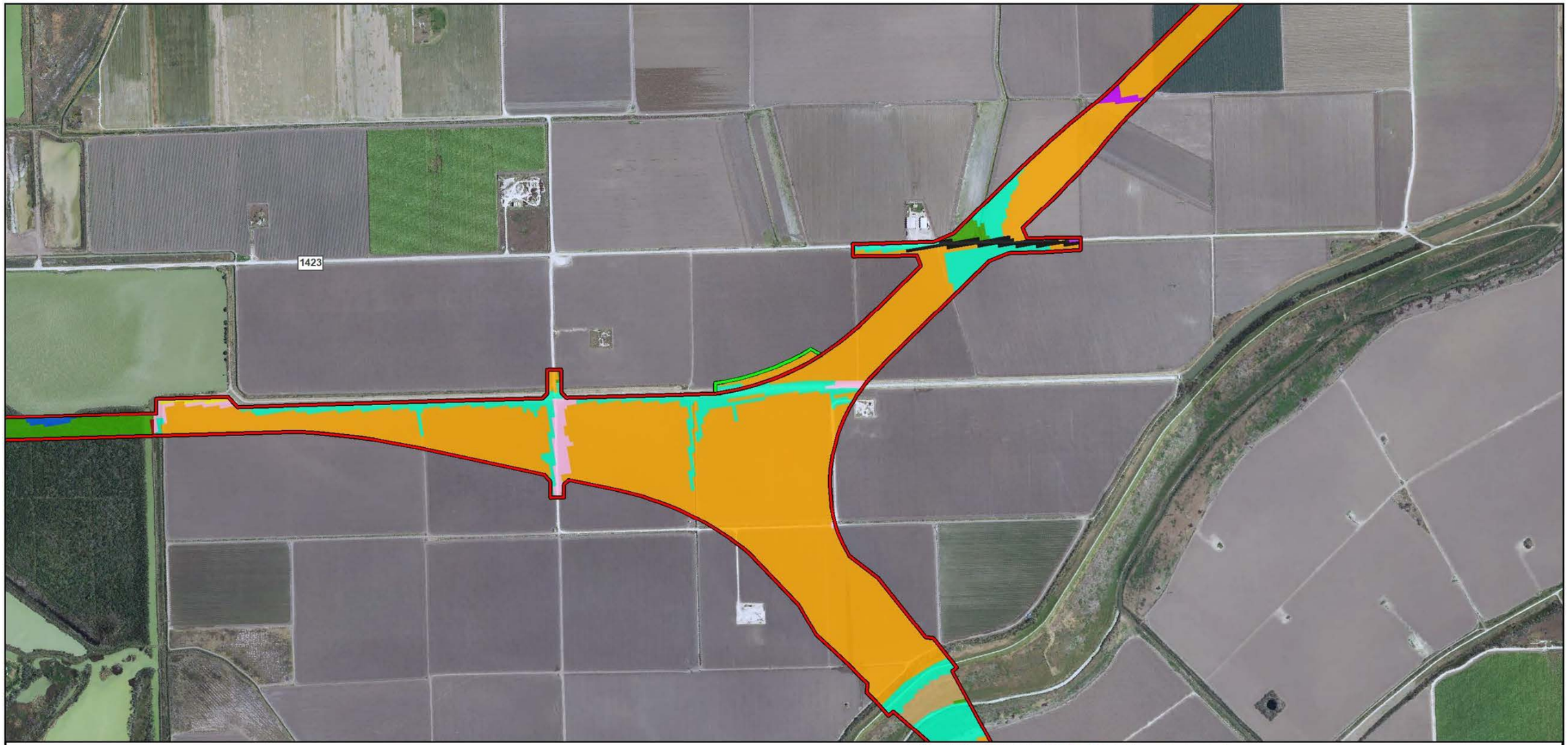
Urban Low Intensity

0 1,000 2,000

Feet

Base Map: TOP Aerial Imagery, 2015

Figure 8.1
Vegetation (Texas Ecological Systems Database)
on Aerial Imagery Map Base
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Proposed Right-of-way
Proposed Permanent Easement
Vegetation (Texas Ecological Systems Database)
Barren
Marsh
Open Water
Row Crops
South Texas: Clayey Blackbrush Mixed Shrubland
South Texas: Clayey Mesquite Mixed Shrubland
South Texas: Disturbance Grassland
South Texas: Floodplain Mixed Deciduous - Evergreen Forest and Woodland
Urban High Intensity
Urban Low Intensity

0 1,000 2,000
Feet

Base Map: TOP Aerial Imagery, 2015

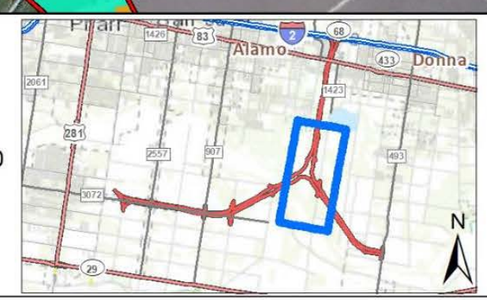


Figure 8.2
Vegetation (Texas Ecological Systems Database)
on Aerial Imagery Map Base
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Proposed Right-of-way

Urban Low Intensity

Vegetation (Texas Ecological Systems Database)

- Gulf Coast: Salty Prairie
- Row Crops
- South Texas: Clayey Blackbrush Mixed Shrubland
- South Texas: Disturbance Grassland
- Urban High Intensity

0 1,000 2,000
Feet

Base Map: TOP Aerial Imagery, 2015

Figure 8.3
Vegetation (Texas Ecological Systems Database)
on Aerial Imagery Map Base
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Proposed Right-of-way

Proposed Permanent Easement

Vegetation (Texas Ecological Systems Database)

Barren

Gulf Coast: Salty Prairie

Row Crops

South Texas: Clayey Blackbrush Mixed Shrubland

South Texas: Clayey Mesquite Mixed Shrubland

South Texas: Disturbance Grassland

Urban High Intensity

Urban Low Intensity

0 1,000 2,000

Feet

Base Map: TOP Aerial Imagery, 2015

Figure 8.4
Vegetation (Texas Ecological Systems Database)
on Aerial Imagery Map Base
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Proposed Right-of-way
Proposed Permanent Easement

Vegetation (Texas Ecological Systems Database)

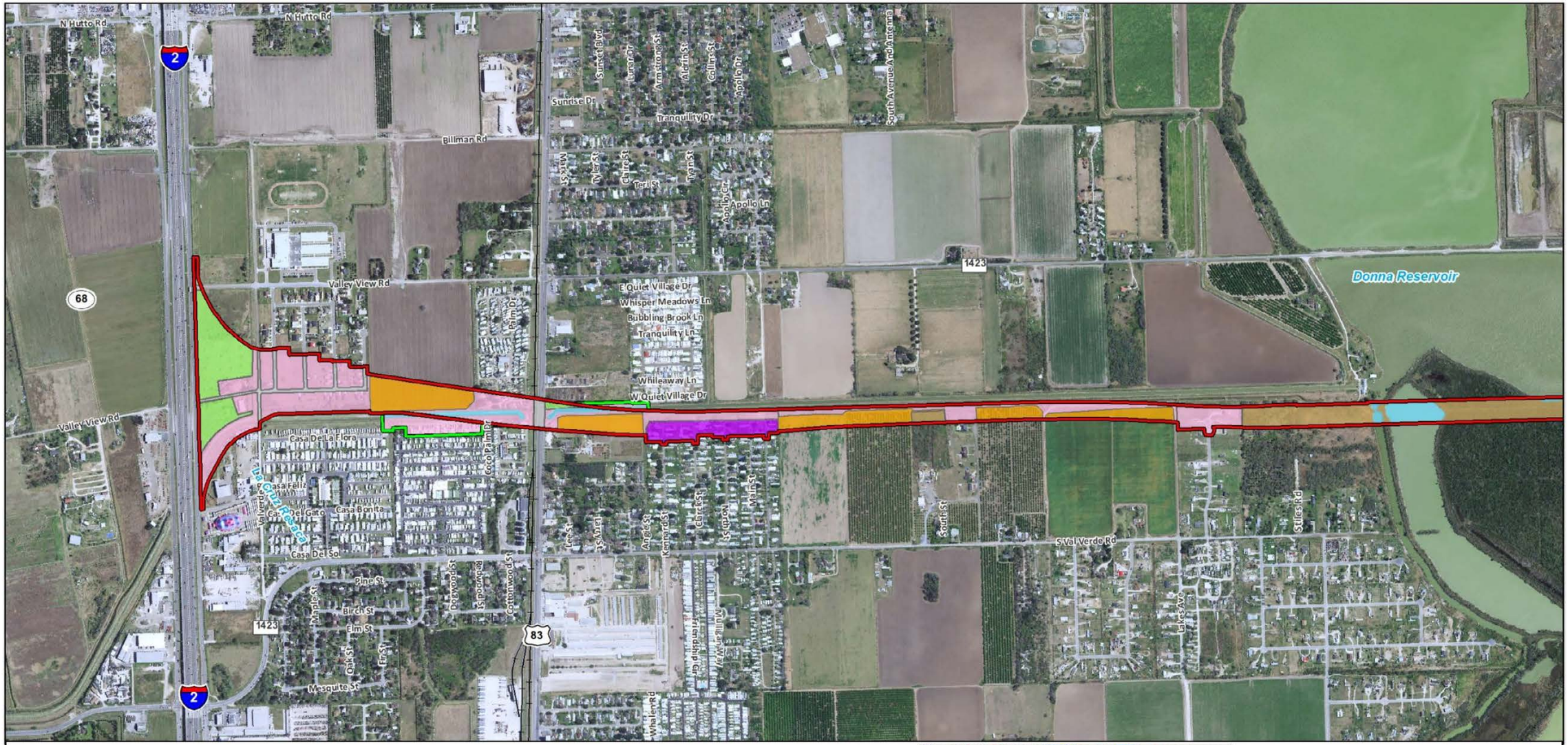
- Barren
- Coastal: Sea Ox-eye Daisy Flats
- Coastal: Tidal Flat
- Gulf Coast: Salty Prairie
- Gulf Coast: Salty Prairie Shrubland
- Row Crops
- South Texas: Clayey Blackbrush Mixed Shrubland
- South Texas: Clayey Mesquite Mixed Shrubland
- South Texas: Disturbance Grassland
- Urban High Intensity
- Urban Low Intensity

S W E N

0 1,000 2,000
Feet

Base Map: TOP Aerial Imagery, 2015

Figure 8.5
Vegetation (Texas Ecological Systems Database)
on Aerial Imagery Map Base
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Proposed Right-of-way

Proposed Permanent Easement

Vegetation Type

Existing Transportation

Open Water

Row Crops

South Texas: Clayey Mesquite Mixed Shrubland

South Texas: Disturbance Grassland

Urban High Intensity

Urban Low Intensity

0 1,000 2,000

Feet

Base Map: TOP Aerial Imagery, 2015

Figure 9.1
Field-verified Vegetation Types
on Aerial Imagery Map Base
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Proposed Right-of-way

Proposed Permanent Easement

Vegetation Type

Existing Transportation

Open Water

Row Crops

South Texas: Clayey Mesquite Mixed Shrubland

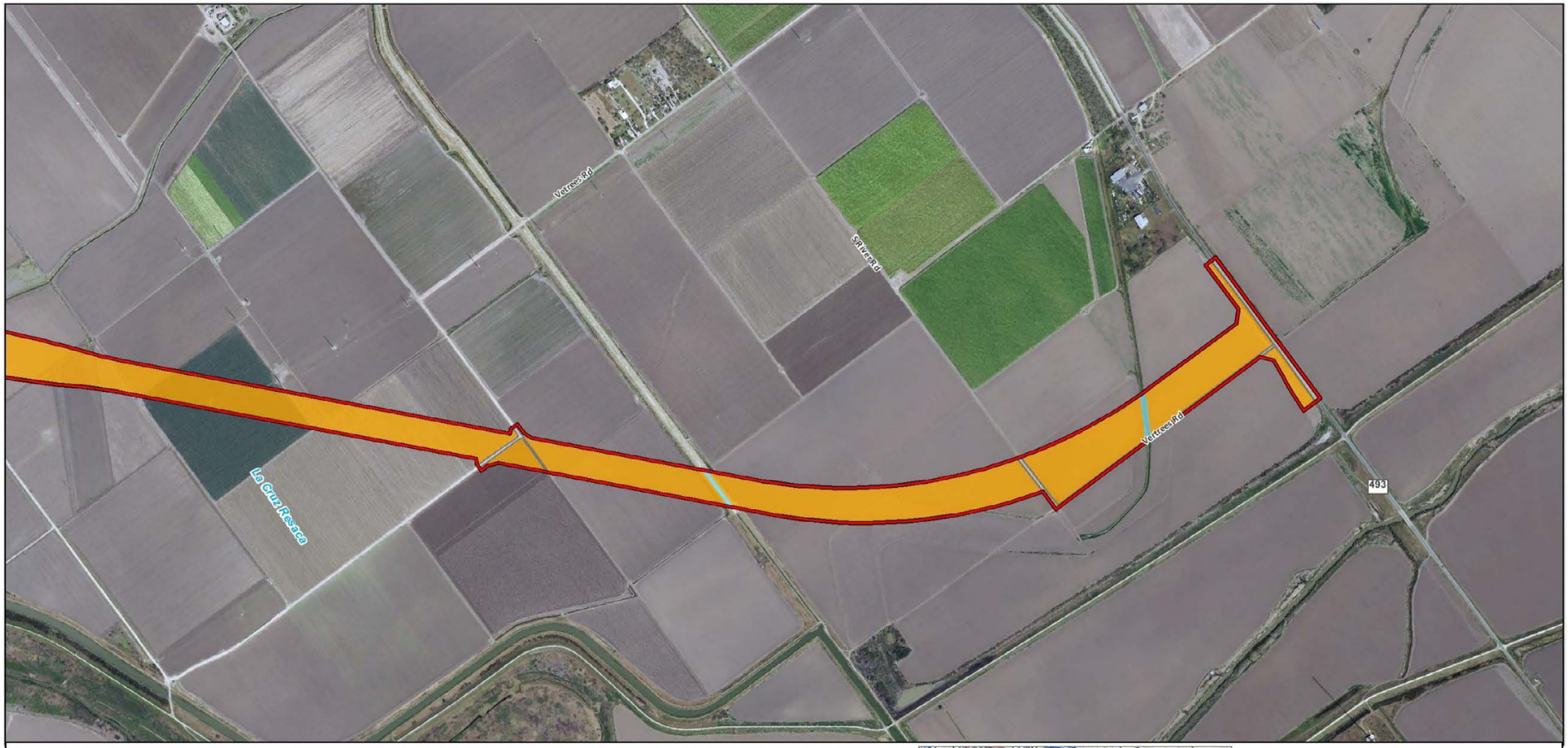
South Texas: Disturbance Grassland

0 1,000 2,000

Feet

Base Map: TOP Aerial Imagery, 2015

Figure 9.2
Field-verified Vegetation Types
on Aerial Imagery Map Base
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Proposed Right-of-way

Vegetation Type

- Existing Transportation
- Open Water
- Row Crops

0 1,000 2,000
Feet

Base Map: TOP Aerial Imagery, 2015

Figure 9.3
Field-verified Vegetation Types
on Aerial Imagery Map Base
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Proposed Right-of-way
Proposed Permanent Easement

Vegetation Type

Existing Transportation
Open Water
Row Crops
South Texas: Clayey Mesquite Mixed Shrubland
South Texas: Disturbance Grassland
Urban Low Intensity

0 1,000 2,000
Feet

Base Map: TOP Aerial Imagery, 2015

Figure 9.4
Field-verified Vegetation Types
on Aerial Imagery Map Base
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Proposed Right-of-way

Proposed Permanent Easement

Vegetation Type

Existing Transportation

Open Water

Row Crops

South Texas: Clayey Mesquite Mixed Shrubland

South Texas: Disturbance Grassland

Urban Low Intensity

S W E N

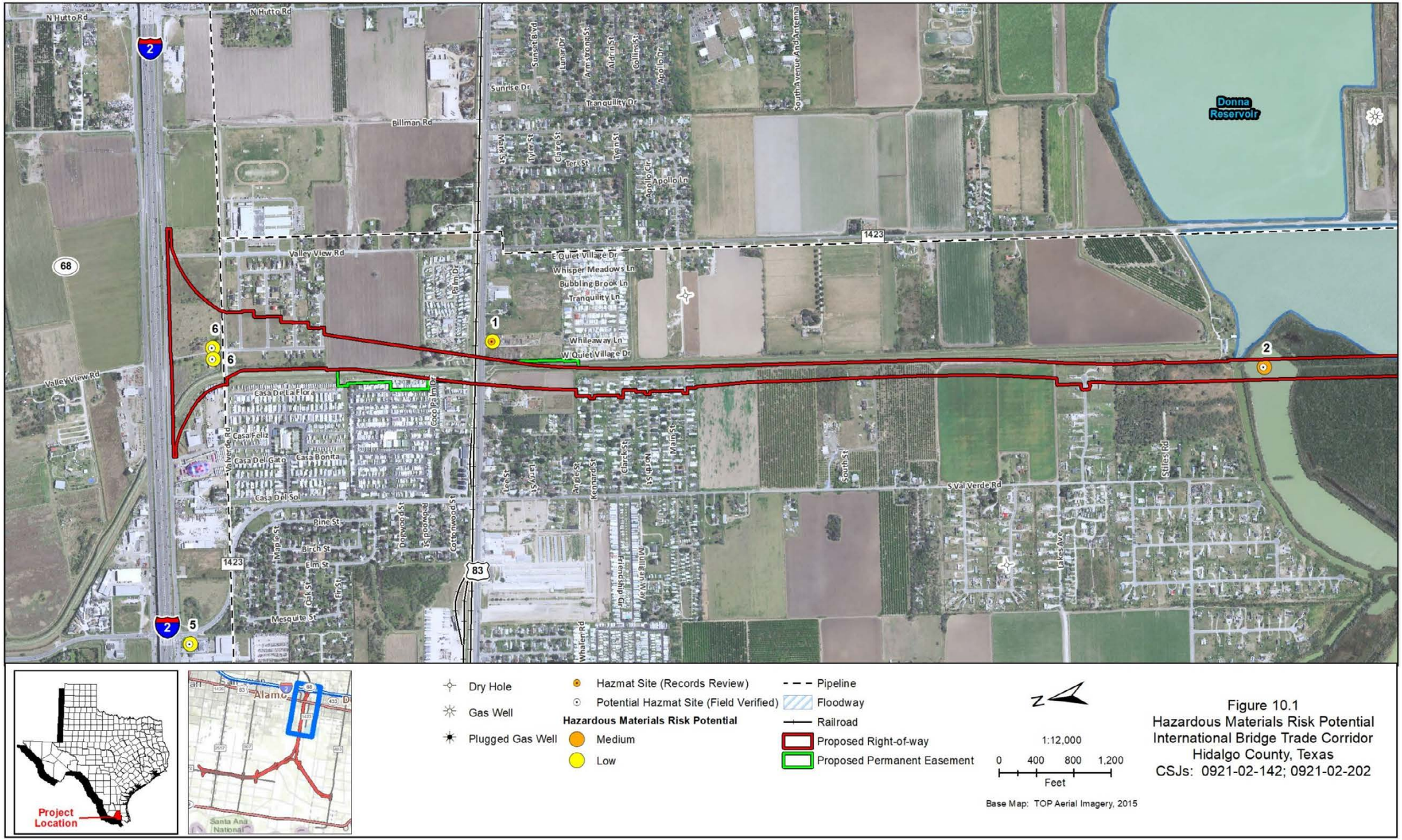
0 1,000 2,000

Feet

Base Map: TOP Aerial Imagery, 2015

Figure 9.5
Field-verified Vegetation Types
on Aerial Imagery Map Base
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Figure 9.6
Field-verified Vegetation Types
on Aerial Imagery Map Base
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Dry Hole
Gas Well
Plugged Gas Well

Hazmat Site (Records Review)
Potential Hazmat Site (Field Verified)

Hazardous Materials Risk Potential
Medium
Low

Pipeline
Floodway
Railroad
Proposed Right-of-way
Proposed Permanent Easement

N

1:12,000
0 400 800 1,200
Feet

Base Map: TOP Aerial Imagery, 2015

Figure 10.1
Hazardous Materials Risk Potential
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

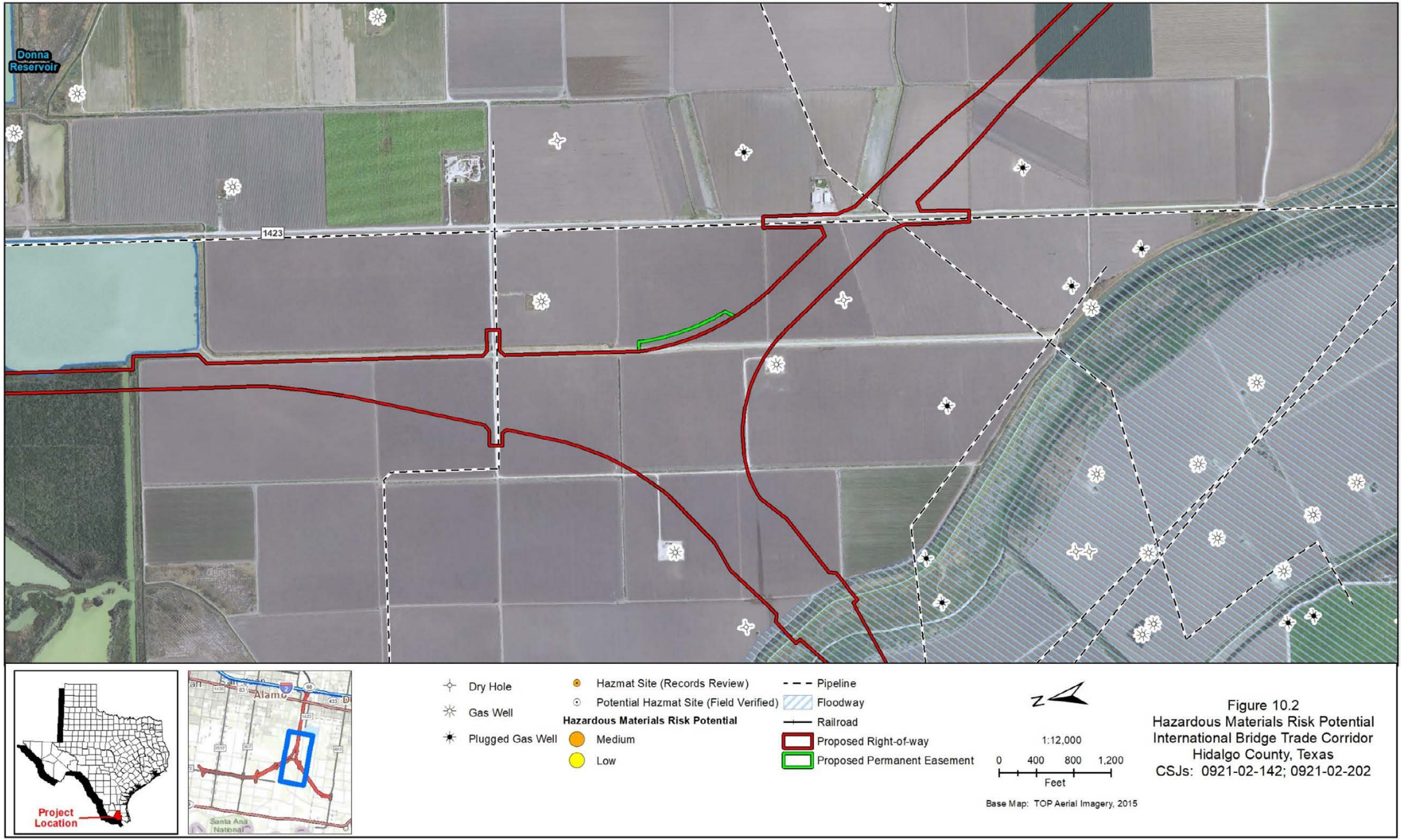


Figure 10.2
Hazardous Materials Risk Potential
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

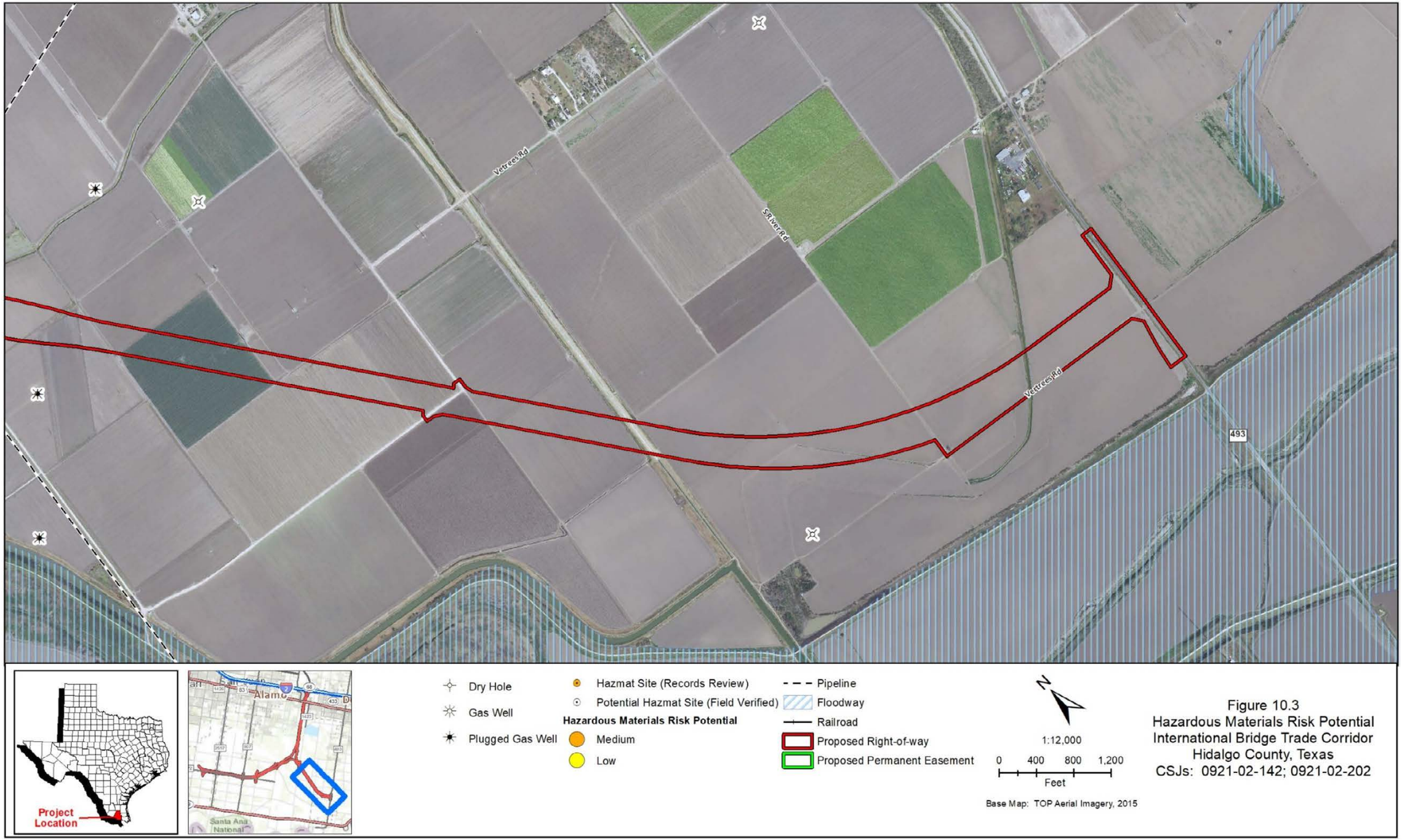


Figure 10.3
Hazardous Materials Risk Potential
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

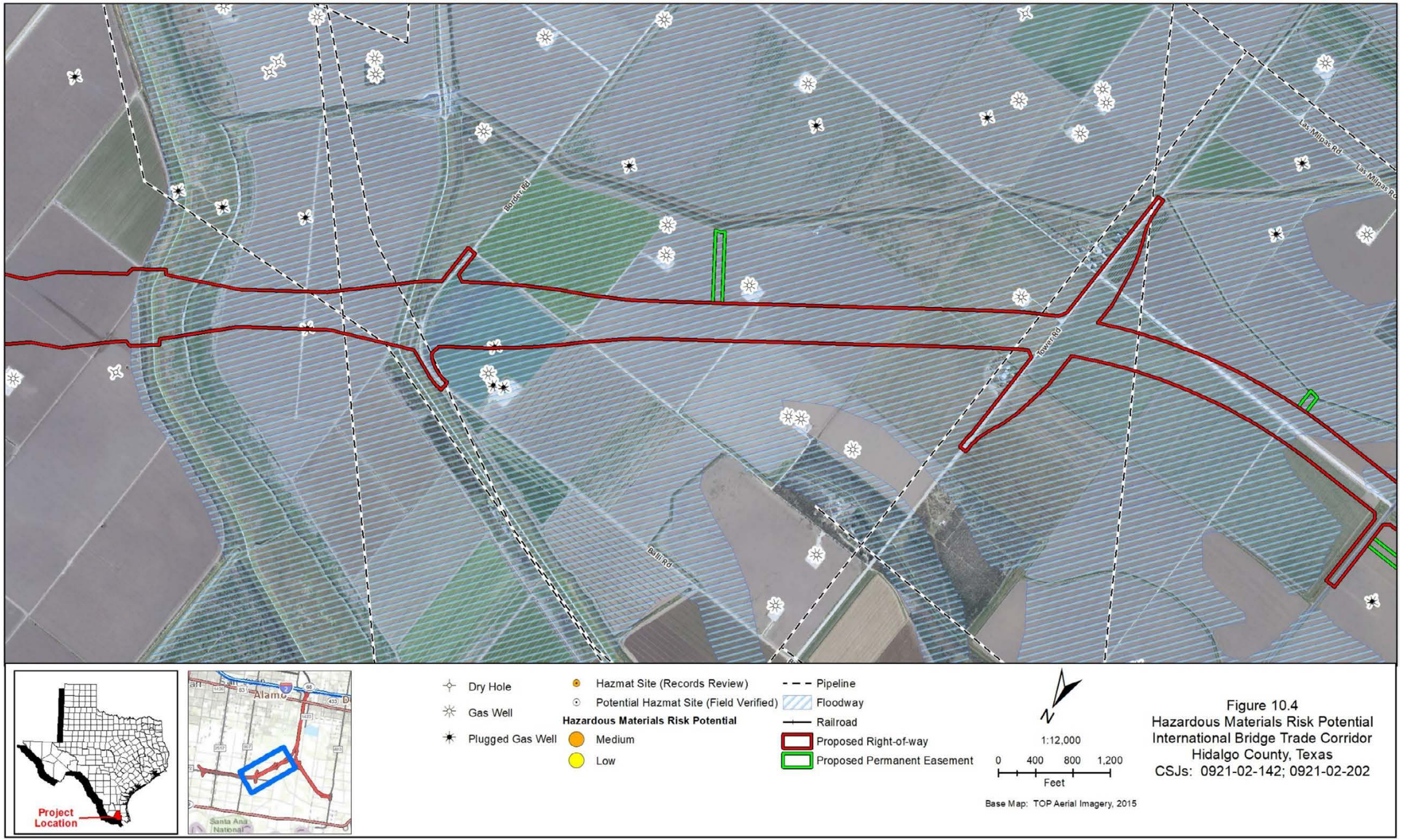


Figure 10.4
Hazardous Materials Risk Potential
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

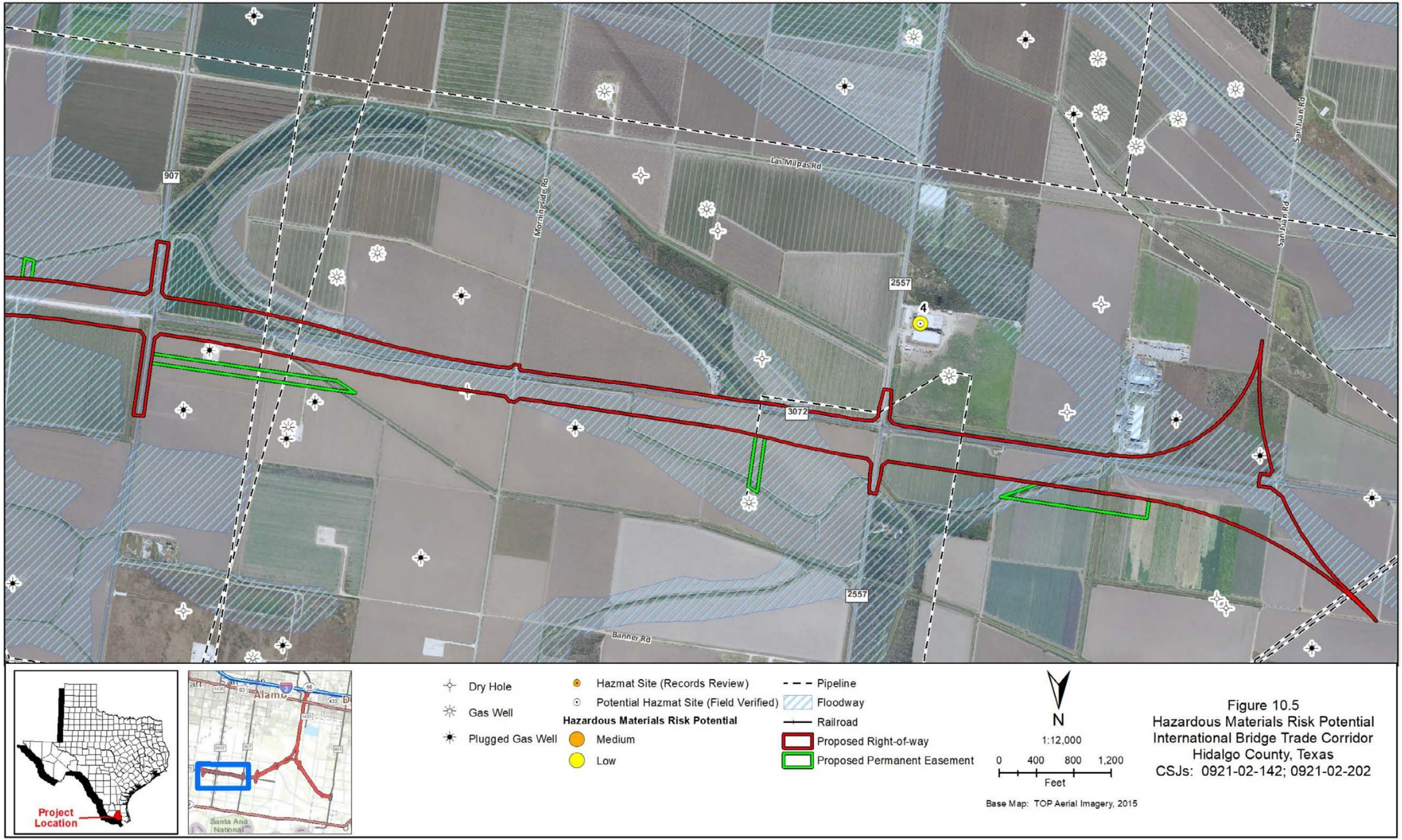


Figure 10.5
Hazardous Materials Risk Potential
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

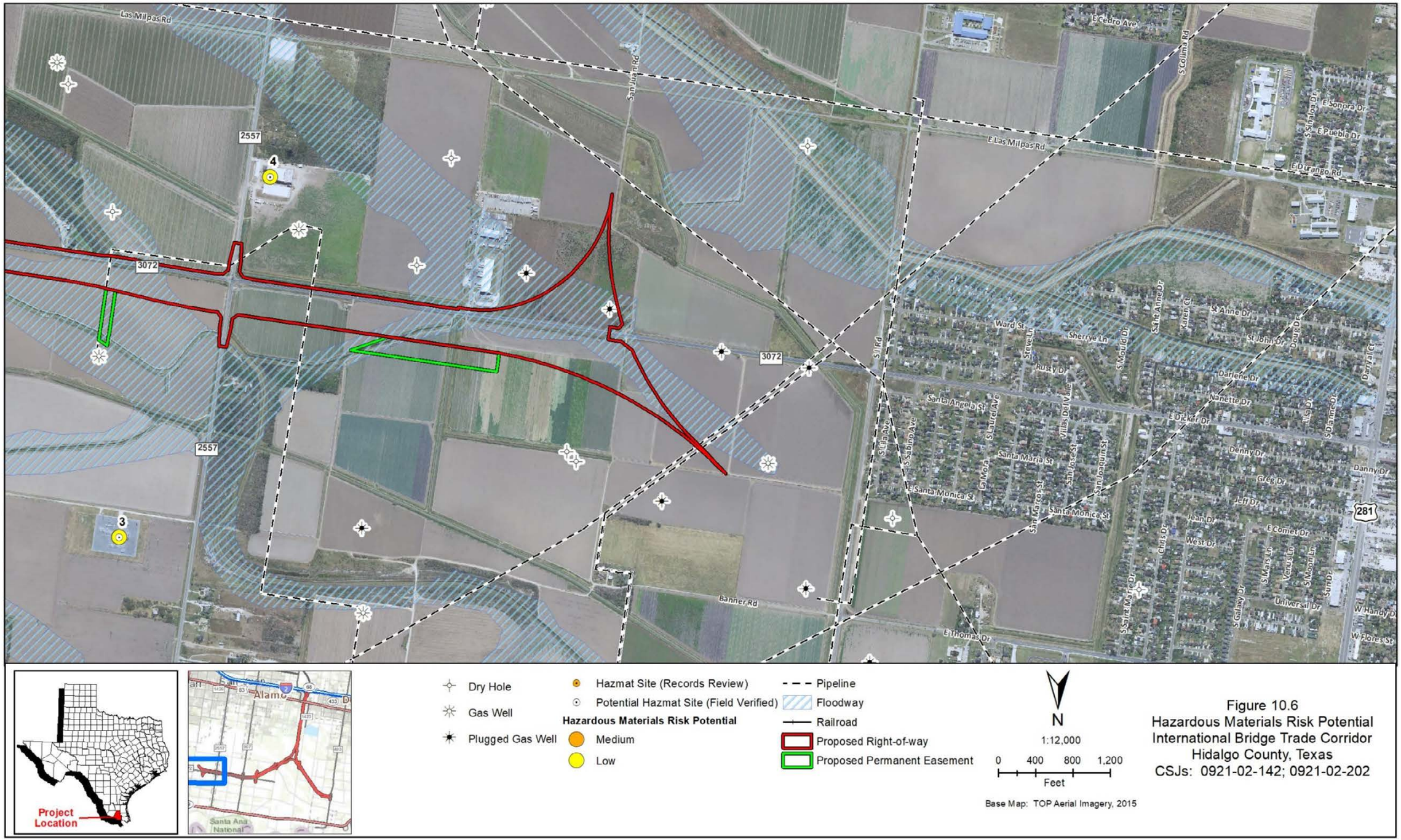


Figure 10.6
Hazardous Materials Risk Potential
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

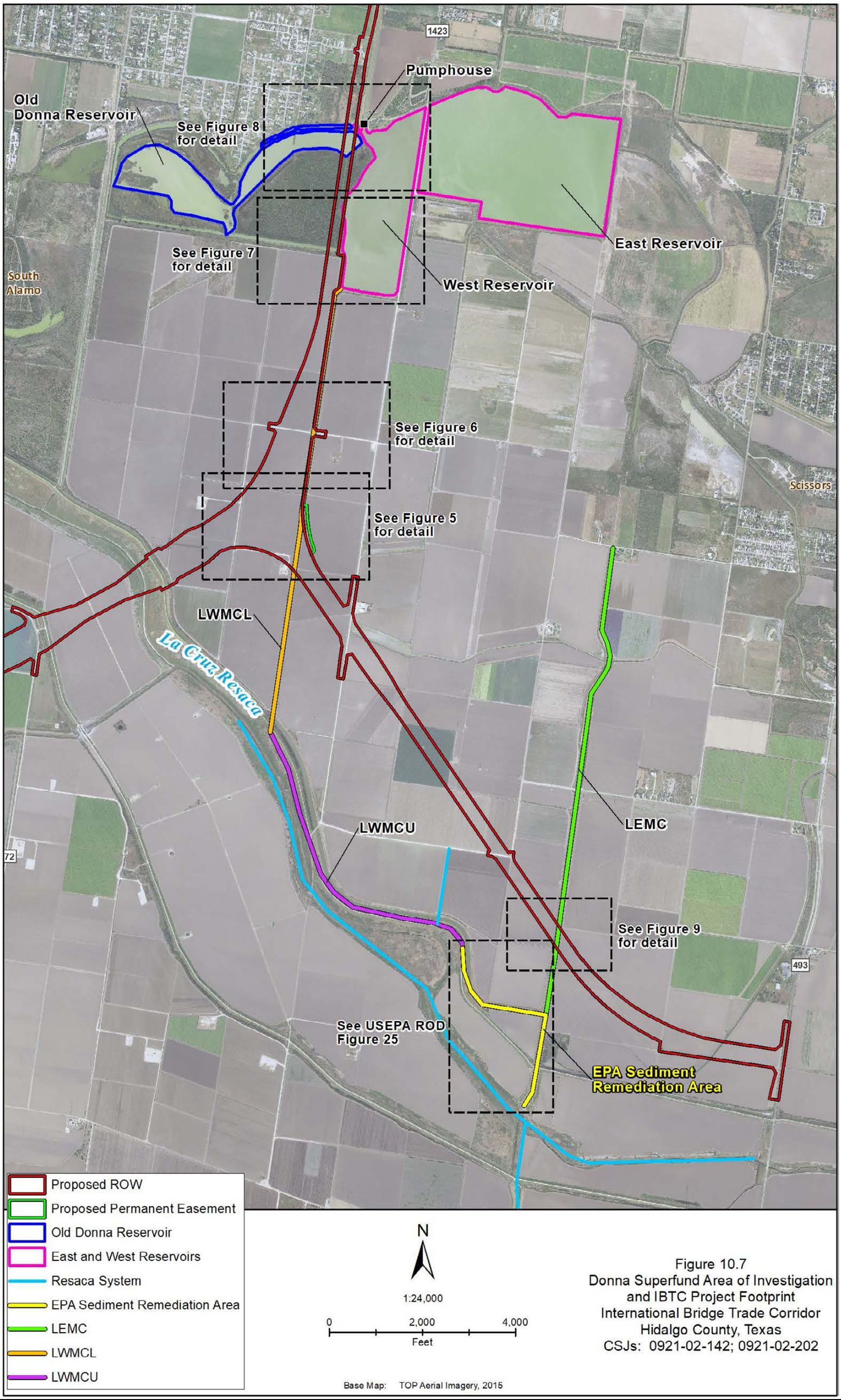


Figure 10.7
Donna Superfund Area of Investigation
and IBTC Project Footprint
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202

May 30, 2018

1 inch = 3,009 feet

0 0.3 0.6 0.9 1.2 Miles

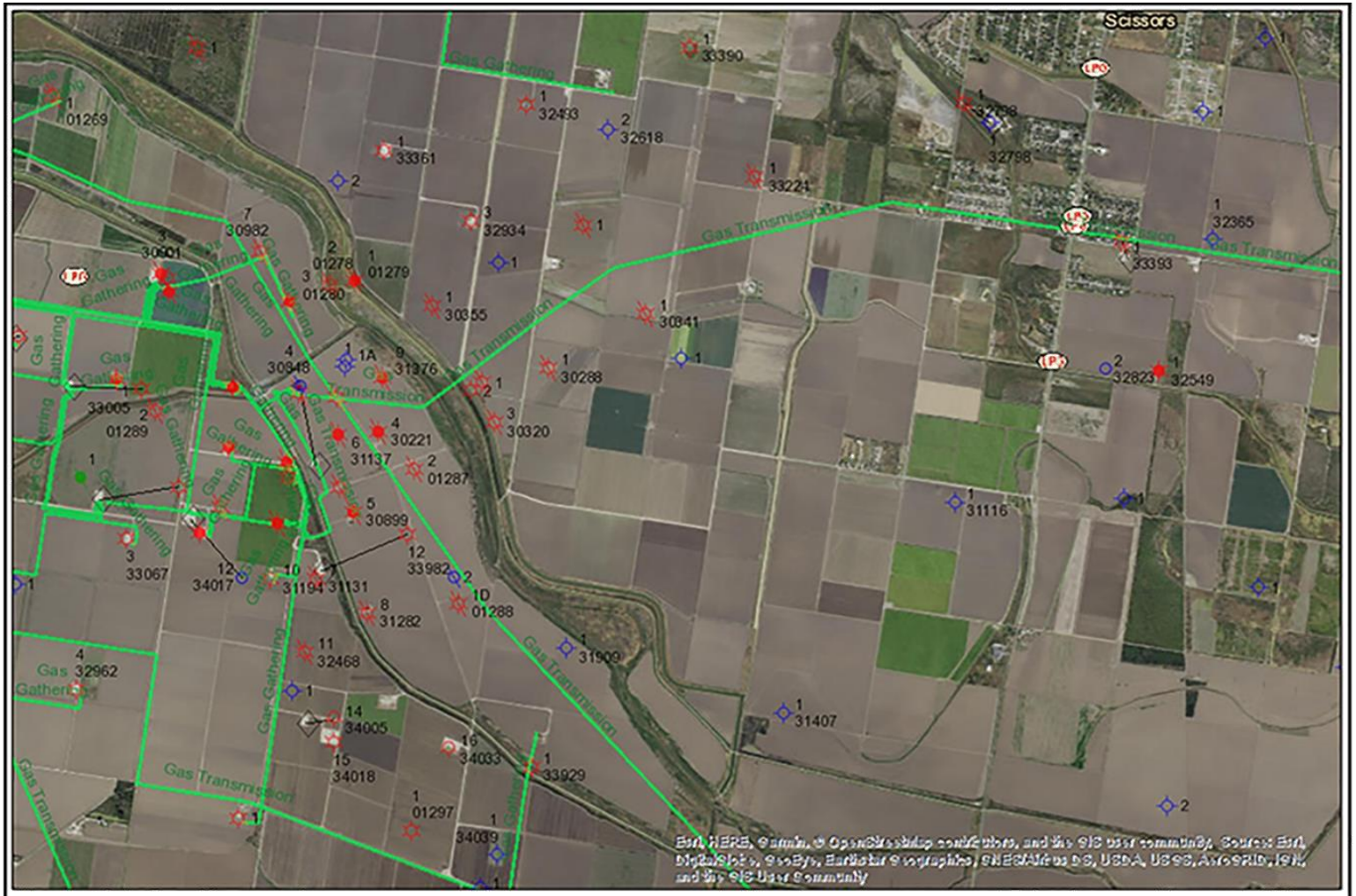
0 1,650 3,300 6,600 9,900 13,200 Feet

PREPARED BY:
RAILROAD COMMISSION of TEXAS
P.O. BOX 12967
AUSTIN,TX 78711-2967

Source: RRC Public GIS Viewer

NOTICE/DISCLAIMER: Mapping data sets are provided for informational purposes only. These data sets are continuously being updated and refined. Users are responsible for checking the accuracy, completeness, currency, and/or suitability of these data sets themselves. This is not a survey grade product and should not be used to define or establish survey boundaries.

Figure 10.8
Railroad Commission of Texas (RCC)
Public GIS Viewer
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142, 0921-02-202



May 30, 2018

PREPARED BY:
RAILROAD COMMISSION of TEXAS
P.O. BOX 12967
AUSTIN,TX 78711-2967

NOTICE/DISCLAIMER: Mapping data sets are provided for informational purposes only. These data sets are continuously being updated and refined. Users are responsible for checking the accuracy, completeness, currency and/or suitability of these data sets themselves. This is not a survey grade product and should not be used to define or establish survey boundaries.

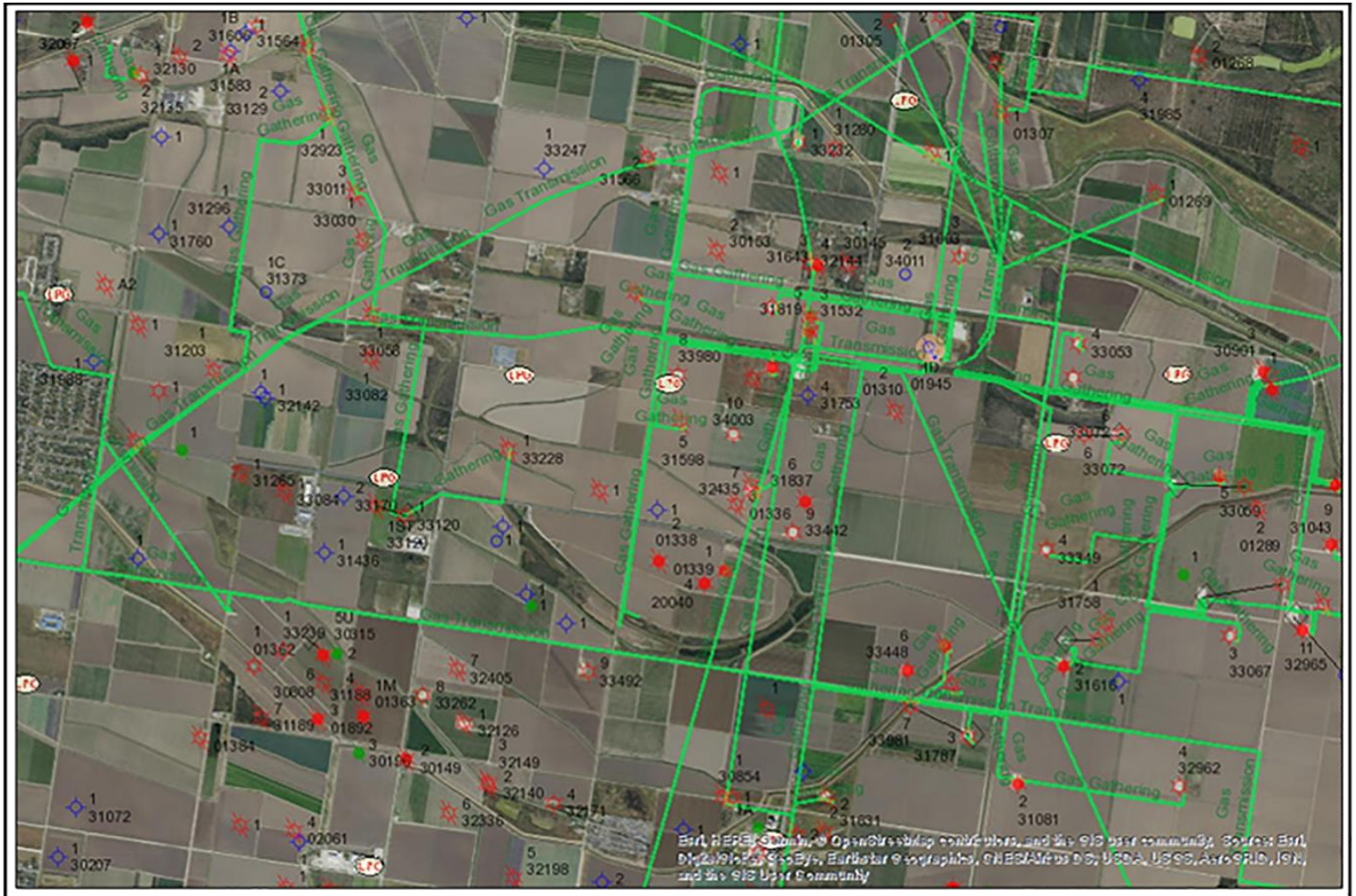
Source: RRC Public GIS Viewer

1 inch = 3,009 feet

0 0.45 0.9 1.35 1.8
Miles

0 1,250 2,500 5,000 7,500 10,000
Feet

Figure 10.9
Railroad Commission of Texas (RCC)
Public GIS Viewer
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142, 0921-02-202



May 30, 2018

PREPARED BY:
RAILROAD COMMISSION of TEXAS
P.O. BOX 12967
AUSTIN,TX 78711-2967

NOTICE/DISCLAIMER: Mapping data sets are provided for informational purposes only. These data sets are continuously being updated and refined. Users are responsible for checking the accuracy, completeness, currency and/or suitability of these data sets themselves. This is not a survey grade product and should not be used to define or establish survey boundaries.

Source: RRC Public GIS Viewer

1 inch = 3,009 feet

0 0.45 0.9 1.35 1.8
Miles

0 1,250 2,500 5,000 7,500 10,000
Feet

Figure 10.10
Railroad Commission of Texas (RCC)
Public GIS Viewer
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142, 0921-02-202

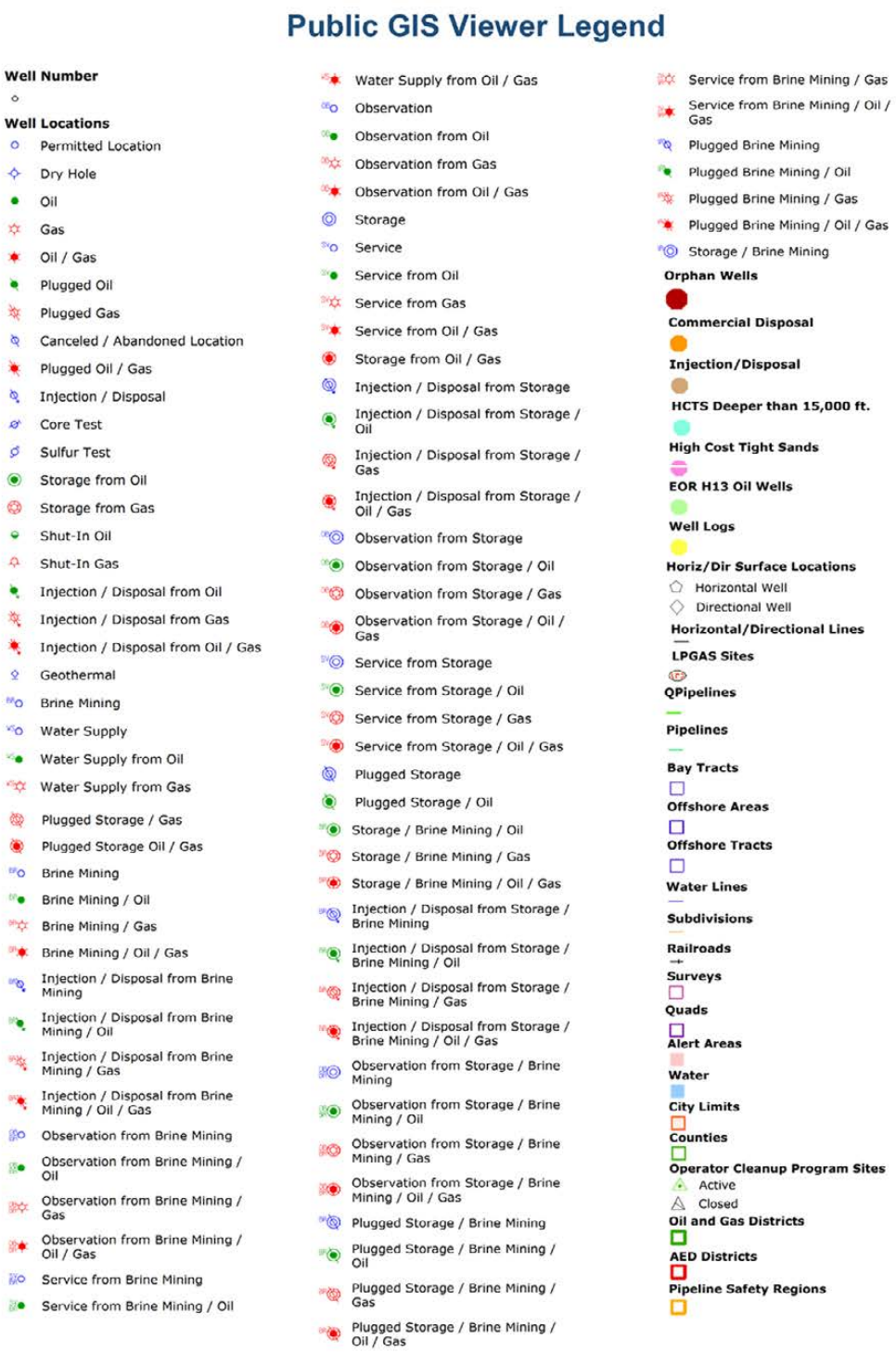
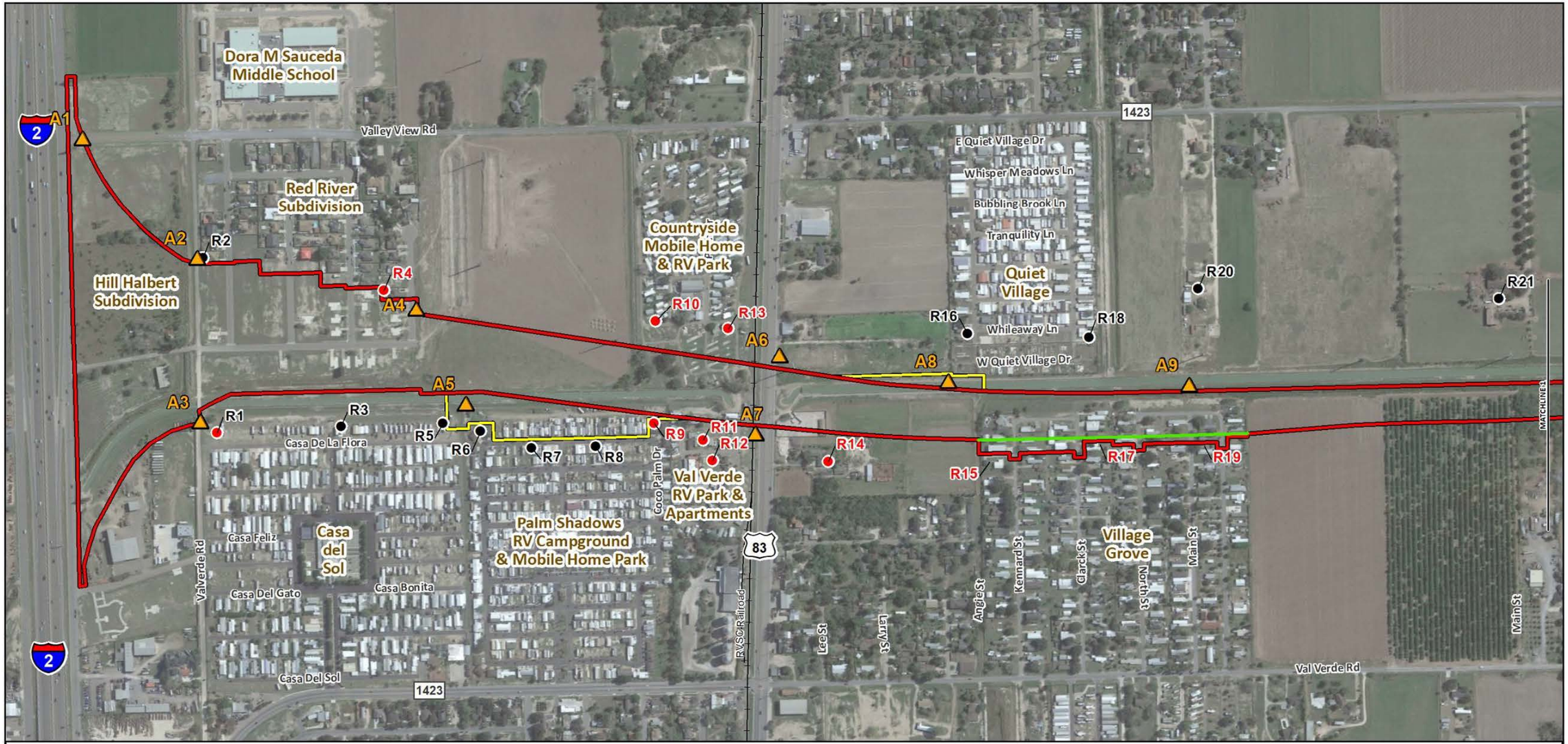


Figure 10.11
Map Legend for Railroad Commission of Texas (RCC)
Public GIS Viewer
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142, 0921-02-202



Ambient Noise Measurement(A#)

Impacted Receiver (R#)

Non-impacted Receiver (R#)

Proposed Barrier

Proposed ROW

Proposed Permanent Easement

Note: Receivers R15, R17 and R19 represent 8 mobile homes

N

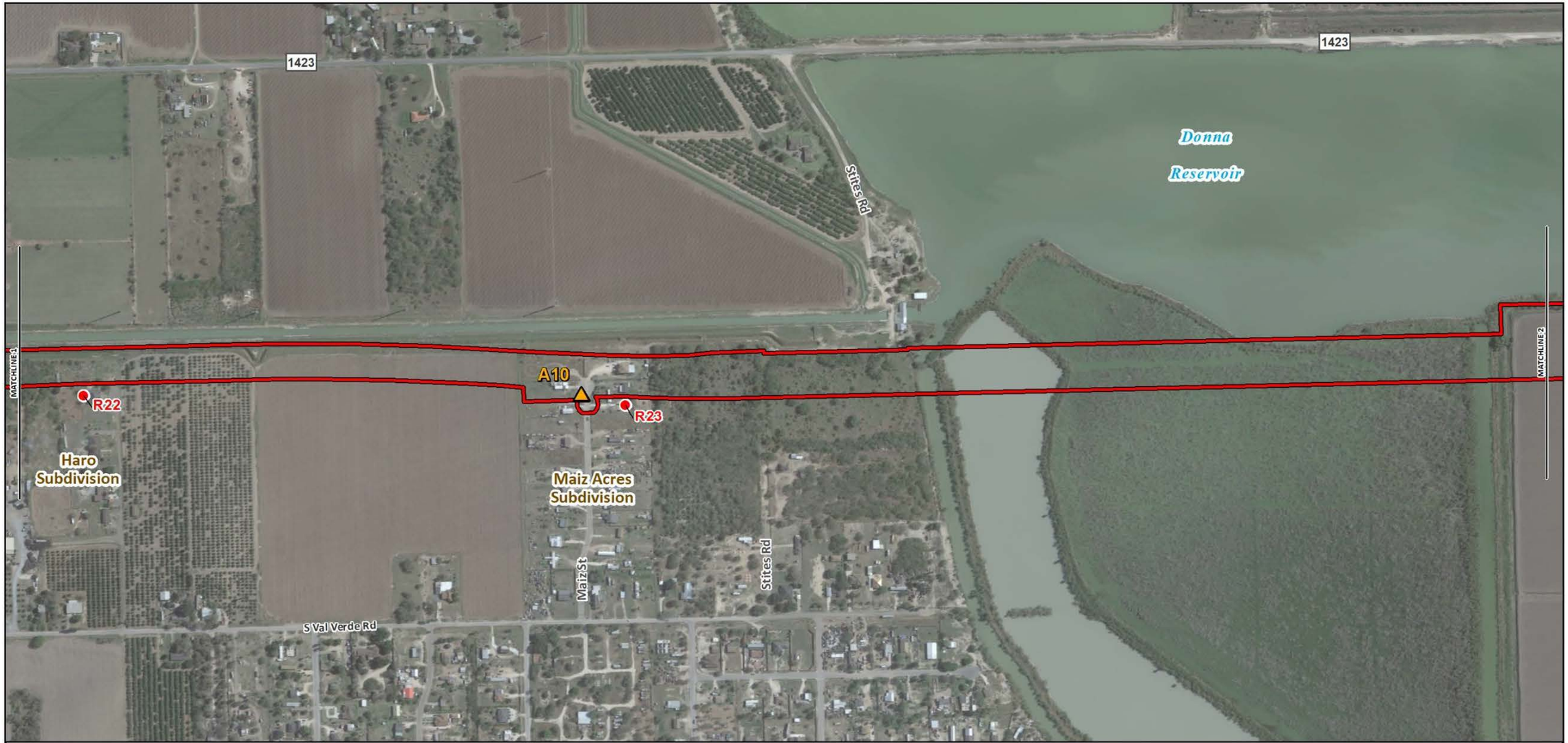
1:6,000

0 0.05 0.1

Miles

Base Map: Google Imagery Service, 2018

Figure 11.1
Noise Receiver Locations
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Ambient Noise Measurement(A#)

Impacted Receiver (R#)

Proposed ROW

N

1:6,000

0 0.05 0.1

Miles

Base Map: Google Imagery Service, 2018

Figure 11.2
Noise Receiver Locations
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Ambient Noise Measurement(A#)
Proposed ROW
Proposed Permanent Easement

N

1:6,000

0 0.05 0.1
Miles

Base Map: Google Imagery Service, 2018

Figure 11.3
Noise Receiver Locations
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Ambient Noise Measurement(A#)

Non-impacted Receiver (R#)

Proposed ROW

N

1:6,000

0 0.05 0.1

Miles

Base Map: Google Imagery Service, 2018

Figure 11.4
Noise Receiver Locations
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Ambient Noise Measurement(A#)

Proposed ROW

N

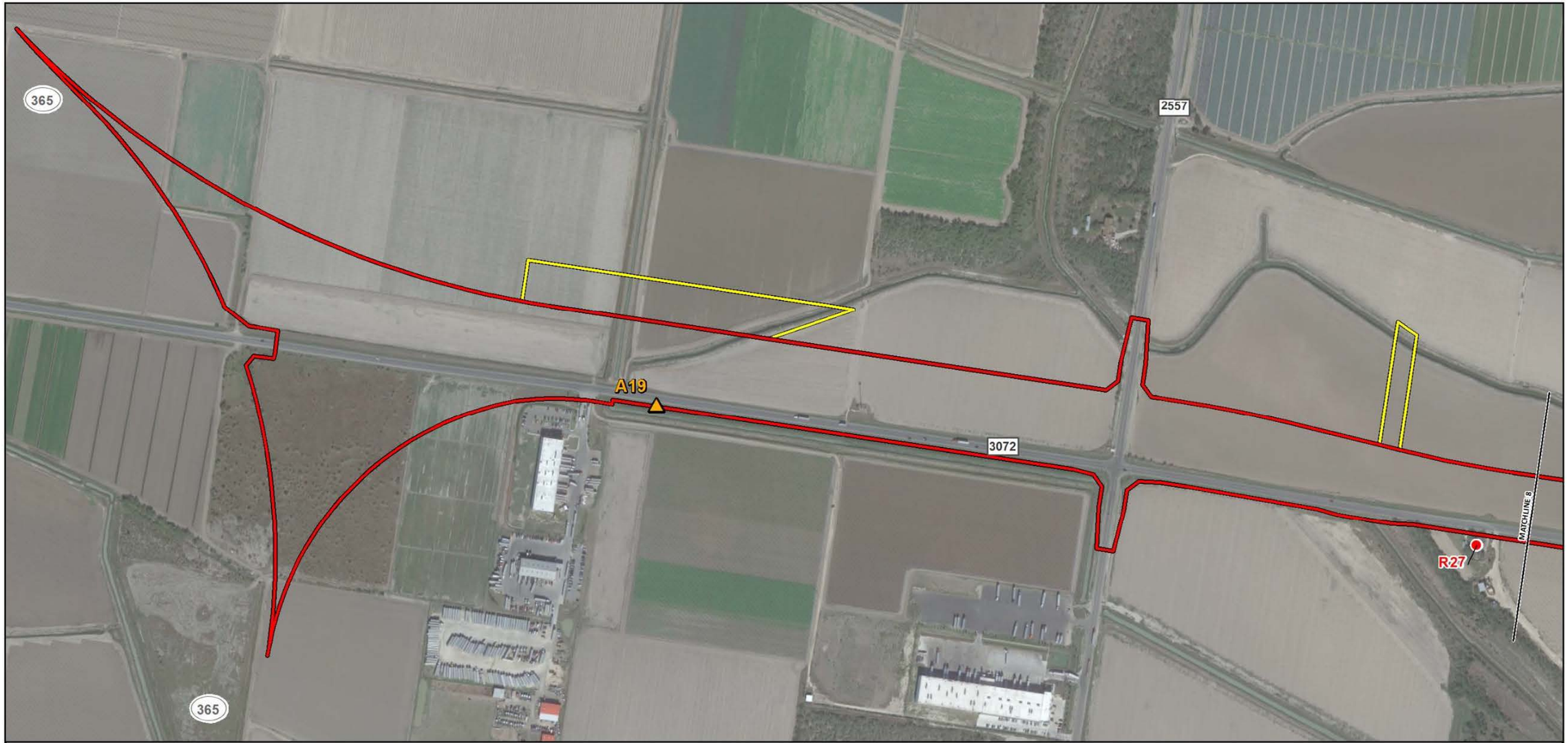
1:6,000

0 0.05 0.1

Miles

Base Map: Google Imagery Service, 2018

Figure 11.5
Noise Receiver Locations
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202



Ambient Noise Measurement(A#)

Impacted Receiver (R#)

Proposed ROW

Proposed Permanent Easement

N

1:6,000

0 0.05 0.1

Miles

Base Map: Google Imagery Service, 2018

Figure 11.6
Noise Receiver Locations
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Ambient Noise Measurement(A#)
Proposed ROW
Proposed Permanent Easement

N

1:6,000

0 0.05 0.1
Miles

Base Map: Google Imagery Service, 2018

Figure 11.7
Noise Receiver Locations
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Ambient Noise Measurement(A#)

Impacted Receiver (R#)

Proposed ROW

Proposed Permanent Easement

N

1:6,000

0 0.05 0.1

Miles

Base Map: Google Imagery Service, 2018

Figure 11.8
Noise Receiver Locations
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Ambient Noise Measurement(A#)

Proposed ROW

N

1:6,000

0 0.05 0.1

Miles

Base Map: Google Imagery Service, 2018

Figure 11.9
Noise Receiver Locations
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

Appendix F

Resource Agency Coordination

United States Department of Agriculture

Natural Resources
Conservation Service

State Office

101 S. Main Street
Temple, TX 76501
Voice 254.742.9800
Fax 254.742.9819

July 27, 2018

Blanton & Associates
nwallisch@blantonassociates.com

Attention: Nick Wallisch

Subject: LNU-Farmland Protection
Proposed International Bridge Trade Corridor Project
NEPA/FPPA Evaluation
Hidalgo County, Texas

We have reviewed the information provided in your correspondence dated July 25, 2018 concerning the proposed transportation project located in Hidalgo County, Texas. This review is part of the National Environmental Policy Act (NEPA) evaluation for the Federal Highway Administration (FHA). We have evaluated the proposed site as required by the Farmland Protection Policy Act (FPPA).

Portions of the corridor were exempt from review due to its location within the city limits of Donna and San Juan, Texas.

The remaining proposed corridor contains areas of Prime Farmland and we have completed the Farmland Conversion Impact Rating for Corridor Type Projects form (NRCS-CPA-106) for the site. The combined rating of the site is **94**. The FPPA law states that sites with a rating less than 160 will need no further consideration for protection and no additional evaluation is necessary. We encourage the use of accepted erosion control methods during the construction of this project.

If you have further questions, please contact me at 254.742.9836 or by email at Carlos.Villarreal@tx.usda.gov (Preferred).

Sincerely,

CARLOS VILLARREAL
Digitally signed by CARLOS VILLARREAL
Date: 2018.07.27 13:57:48 -05'00'

Carlos J. Villarreal
NRCS Soil Scientist

Attachment: Farmland Conversion Impact Rating for Corridor Type Projects form (NRCS-CPA-106)

From: noreply@thc.state.tx.us
To: Scott Pletka; reviews@thc.state.tx.us
Subject: Section 106 Submission
Date: Wednesday, March 10, 2021 2:19:41 PM

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.

Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas
THC Tracking #202106149
Date: 03/10/2021
092102142 IBTC
96 US-83 Frontage Rd
Alamo,TX 78516

Description: TxDOT and HCRMA propose to build a new location roadway, which would have adverse effects on 10 archeological historic properties. TxDOT proposes to resolve those effects through data recovery.

Dear TxDOT Staff:
Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas.

The review staff, led by Bill Martin, has completed its review and has made the following determinations based on the information submitted for review:

Archeology Comments

- THC/SHPO concurs with information provided.
- The adverse effect of the project must be mitigated. Please submit a research design with a data recovery plan.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: bill.martin@thc.texas.gov.

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit http://thc.texas.gov/etrac-system.

Sincerely,

for Mark Wolfe, State Historic Preservation Officer
Executive Director, Texas Historical Commission

Please do not respond to this email.

Texas Department of Transportation

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

June 5, 2019

Section 106 Consultation/ Antiquities Code of Texas
Transmittal of Blanton and Associates Survey Report; *Intensive Archeological Survey: International Bridge Trade Corridor From 365 Tollway and FM 493 to IH-2 Hidalgo County, Texas*
Pharr District, CSJ: 0921-02-142 and 0921-02-202
THC Antiquities Permit No. 7008

Ms. Pat Mercado-Allinger,
Division of Archeology, Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

Dear Ms. Mercado-Allinger:

The above proposed project will be undertaken with state and federal funds. As required by the Programmatic Agreement Among the Federal Highway Administration, Texas State Historic Preservation Office, Advisory Council on Historic Preservation, and the Texas Department of Transportation Regarding the Implementation of Transportation Undertakings (PA-TU) and the Memorandum of Understanding with your agency, we are continuing consultation with your office on this project and are enclosing for your review and processing a draft report of an archeological survey recently conducted by TxDOT for the undertaking.

Blanton and Associates conducted the Intensive Archeological Survey of the International Bridge Trade Corridor (IBTC) Project on behalf of TxDOT. The survey examined a total of 426.6 acres of proposed new ROW and easements along the IBTC Project in Hidalgo County, Texas. The remaining acreage of the overall 766 acre project was surveyed by PBS&J in 2010. No previously recorded archeological sites are recorded within the project area and fourteen newly recorded sites were encountered during the current survey. These sites include 41HG265 - 41HG278. The sites are summarized in the table below.

Site Number	Site Type	Approximate Age	NRHP/SAL Eligibility
41HG265	Prehistoric Open Campsite	Middle Archaic	Eligible
41HG266	Prehistoric Open Campsite	Unknown Prehistoric	Eligible
41HG267	Prehistoric Open Campsite	Unknown Prehistoric	Eligible
41HG268	Prehistoric Open Campsite	Transitional Archaic	Eligible
41HG269	Prehistoric Open Campsite	Unknown Prehistoric	Ineligible
41HG270	Prehistoric Open Campsite	Middle Archaic	Eligible
41HG271	Prehistoric Open Campsite	Middle Archaic to Late Prehistoric	Eligible

41HG272	Prehistoric Open Campsite	Early Archaic to Late Archaic	Eligible
41HG273	Prehistoric Open Campsite	Early Archaic to Late Prehistoric	Eligible
41HG274	Prehistoric Open Campsite	Unknown Prehistoric	Ineligible
41HG275	Prehistoric Open Campsite	Middle Archaic	Eligible
41HG276	Prehistoric Open Campsite	Middle Archaic to Late Prehistoric	Eligible
41HG277	Prehistoric Open Campsite	Late Prehistoric	Ineligible
41HG278	Prehistoric Open Campsite	Unknown Prehistoric	Ineligible

Sites 41HG269, 41HG274, 41HG277, and 41HG278 are not recommended as eligible for the National Register of Historic Places (NRHP) or as State Antiquities Landmarks (SALs) and no further work is recommended on these sites. Sites 41HG265, 41HG266, 41HG267, 41HG268, 41HG270, 41HG271, 41HG272, 41HG273, 41HG275, and 41HG276 are recommended as eligible for listing on the NRHP and as an SALs. Given the lack of study of these sites in the region, TxDOT concurs with the recommendation the above listed sites are eligible for listing to the National Register of Historic Places. A report of investigation is enclosed.

TxDOT seeks THC concurrence that:

1. Blanton and Associates conducted a survey under TAC 7008 to access the potential to affect archeological historic properties (36 CFR Part 800.16(1) or State Archeological Landmarks (13 TAC 26.12). Based on the results of the archeological survey conducted by Blanton and Associates, TxDOT concurs that 41HG269, 41HG274, 41HG277, and 41HG278 are not considered eligible for listing to the National Register of Historic Places (36 CFR 800.16(l)) and designation as a State Antiquities Landmark (13 TAC 26.12). However, based on geomorphic setting and feature integrity sites 41HG265, 41HG266, 41HG267, 41HG268, 41HG270, 41HG271, 41HG272, 41HG273, 41HG275, and 41HG276 are considered eligible for listing to the National Register of Historic Places (36 CFR 800.16(l)) and designation as a State Antiquities Landmark (13 TAC 26.12).

2. Since the survey was conducted under an individual THC Antiquities Permit, we are forwarding the draft for your review and processing in partial fulfillment of THC Antiquities Permit No. 7008. TxDOT finds the report acceptable as a draft and pending any final report review comments from your office, we request your concurrence that the report may proceed toward production and that it provides sufficient documentation to support treating sites 41HG265, 41HG266, 41HG267, 41HG268, 41HG270, 41HG271, 41HG272, 41HG273, 41HG275, and 41HG276 as NRHP and SAL eligible.

3. The recommendations for avoidance and/or mitigation of Adverse Effect as provided by Blanton and Associates include site burial, data recovery excavations, or a combination of the two (pg 149). With Rio Grande Delta sites being typically lithic and ceramic poor, one of the most important artifact types found within these sites is carbonized flora. These macrobotanical remains can provide material for radiometric dating as well as data for paleoenvironmental reconstruction and ethnobotanical study. Unlike ceramics or lithics, this fragile artifact class have the potential to be damaged or destroyed by physical and chemical changes caused by burial loading. Prior to the preparation of a mitigation plan, TxDOT

recommends a literature review of past and current site burial studies and implemented site burial mitigations as supplemental guidance to existing THC guidance for formulating an avoidance and/ or mitigation plan.

In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures under the provisions of the PA and the Memorandum of Understanding between TxDOT and the THC. Thank you for your consideration of this matter. If you have any questions regarding the survey report, please contact me at 416-2647.

Sincerely,

Christopher Ringstaff, Archeological Studies Program
Environmental Affairs Division

cc w/o attachments: ECOS Scan

Concurrence By:

for: Mark Wolfe, Executive Director and SHPO
Texas Historical Commission

6/7/19
Date

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.

DRAFT REPORT
ACCEPTABLE
by
for Mark Wolfe
Executive Director, THC
Date 6/7/19
Track#

Texas Department of Transportation

DRAFT
Intensive Archeological Survey

International Bridge Trade Corridor
From 365 Tollway and FM 493 to IH-2
Hidalgo County, Texas

CSJs: 0921-02-142; 0921-02-202

May 2019

Texas Department of Transportation, Pharr District

Prepared by Blanton & Associates, Inc.
Texas Antiquities Permit No. 7008
Principal Investigator: Andrea Stahman Burden, M.A., RPA

Report authors: Andrea Stahman Burden, Dr. Charles Frederick, and Victoria Pagano with contributions by Dr. Leslie Bush

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: Laura Cruzada
To: Holly Houghten; "lbrown@tonkawatribe.com"; "mallen@tonkawatribe.com"; "epa4apachetribeok@gmail.com"; "martinac@comanchenation.com"; "theodorev@comanchenation.com"; mattocknie@kiowatribe.org
Cc: Chris Ringstaff; Scott Pletka
Subject: RE: TxDOT Sec. 106 Consultation Request: CSJ: 0921-02-142, International Bridge Trade Corridor (IBTC): New Roadway; Hidalgo County, PHR District
Date: Wednesday, January 6, 2021 1:37:08 PM
Attachments: 2020-12-03 01_21_22_HCRMA IBTC Archeological Mitigation Plan v2 from Blanton opt.pdf

---

Good afternoon,
I hope this email finds you wells after the holiday and New Year!

This email is to continue consultation on the above referenced project, which is sponsored by the Hidalgo Co. Regional Mobility Authority (HCRMA). We previously reported 14 newly recorded sites: 41HG265 - 41HG278 in June 2019; 10 of the sites were considered eligible for NRHP listing (see original consultation request below). The recommendations at that point were avoidance and/or Data Recovery.

As you may recall during our monthly calls, we discussed that the HCRMA was working with Texas Historical Commission and TxDOT to negotiate how to avoid or mitigate these sites. It is recommended now that all 10 sites will be excavated as a feature focused staged data recovery. TxDOT's role (acting on behalf of FHWA) is to review and approve compliance with Sec. 106, and we can facilitate consultation for you with the project sponsor should you have questions or comments.

I've attached the Research Design and Scope of Work for the excavation. The actual RD/SOW can be found pgs: 77-99. The preceding pages are the initial survey investigations for your reference. . The actual RD/SOW can be found pgs: 77-99. The preceding pages are the initial survey investigations (I suppose it adds context and reference)

Thank you for your consultation on this request.

Best,
Laura Cruzada

From: Laura Cruzada
Sent: Friday, June 7, 2019 2:26 PM
To: kellie@tribaladminservices.org; Ivy Smith <Ivy@tribaladminservices.org>; Holly Houghten <holly@mathpo.org>; lbrown@tonkawatribe.com; mallen@tonkawatribe.com; epa4apachetribeok@gmail.com; martinac@comanchenation.com; theodorev@comanchenation.com
Cc: Chris Ringstaff <Chris.Ringstaff@txdot.gov>
Subject: TxDOT Sec. 106 Consultation Request: CSJ: 0921-02-142, International Bridge Trade Corridor (IBTC): New Roadway; Hidalgo County, PHR District

Good afternoon,
Below are details for a project that we are recommending to do more consultation on to determine mitigation, including potential avoidance and/or data recovery, for 10 of the 14 newly recorded sites, which were recommended eligible. The nature of the sites might warrant further review and consultation to come up with a plan. The survey report is attached. We will discuss this on our next monthly call.

The project sponsor is the Hidalgo Co. Regional Mobility Authority, but TxDOT is on hand to facilitate the conversation with the project sponsor to resolve the effects.
Thank you!

Sec. 106 Consultation

JUNE 7, 2019

We kindly request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed project. Please see the following summary for project details and information. To access the associated reports, which include a detailed project description, APE definition and identification efforts, use the attached link. After 21 days, the link will expire. We will provide an updated link upon request. This project will also be included during our monthly Sec. 106 conference call every third Wednesday of the month at 2 p.m.

Contacts:

Laura Cruzada
512-416-2638

Summary:

Project ID (CSJ), County and TxDOT District	*0921-02-142, Hidalgo County, PHR District*

Project Sponsor:	*Hidalgo County Regional Mobility Authority*
Consultation Status:	☒*Initial Consultation* ☐*Continuation of Consultation* *Reason(s):*
Short Description:	*International Bridge Trade Corridor (IBTC): New Roadway.*
New Right of Way:	*706.84 acres of New ROW*
Depth of Impacts:	*Typical depth of impact will be less than 5 feet with a maximum of 10 feet at drainage easements.*
Known Archeological Sites or Properties in project area:	*Fourteen newly recorded sites: 41HG265 - 41HG278*
Identification Efforts:	*Survey (reviewed completed on 6/4/19).*
Recommendations:	*Avoidance and/or Data Recovery is recommended.*
Link to Detailed Report:	"https://ftp.dot.state.tx.us/dropbox/pickup.php?claimID=0opy6xnVtiiq1kVX&claimPasscode=iYcN0E3CrxPUunJJ&emailAddr=chris.ringstaff%40txdot.gov

Please provide any comments that you may have on the TxDOT findings and recommendations. Please provide your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible.

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.

Laura Cruzada
512-416-2638
laura.cruzada@txdot.gov
Public Involvement Specialist & Tribal Liaison
Environmental Affairs Division
Cultural Resources Management

Back To List

Assignment Details ★ Activity

Print this Page

Coordinate Archeology Survey

Associated Activity: Perform Archeology Survey

Agency Name: PA Tribe(PA)

Coordination Status: Completed

Are Correspondence Details Included: Yes

Add Correspondence

Correspondence Status:

Correspondence Method:

Correspondence Date :

Correspondence From:

Correspondence To:

Comments:

Correspondence For	Correspondence Type	Date	Correspondence From	Correspondence To	Comments	Actions
Sent Information	Email	01/06/2021	TxDOT	Tribes	sent continuing consultation with RD/SOW. -LC	
No Response received - review time expired	Other	02/05/2021	n/a	n/a	n/a	

Comments:

all correspondence will be uploaded at the end of the period. sent to: Kiowa, Comanche, Tonkawa, Apache, Mescalero Apache Tribe.

Last Updated By: Laura Cruzada **Last Updated Date:** 02/09/2021 11:09:51

C

Texas Department of Transportation

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

March 13, 2019

SECTION 106 REVIEW: DETERMINATIONS OF ELIGIBILITY AND EFFECTS

District: Pharr
Counties: Hidalgo
CSJ#s: 0921-02-142, 0921-02-202
Highway: International Bridge Trade Corridor
Project Limits: 365 Tollway and FM 493 to Interstate Highway 2 (IH-2)

Justin Kockritz
History Programs Division
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 the Texas Department of Transportation (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 proposed undertaking related to non-archeological historic properties.

Project Description

In conjunction with the Hidalgo County Regional Mobility Authority, the Texas Department of Transportation (TxDOT) Pharr District proposes to construct a new, at-grade highway on new alignment.

The proposed facility begins at 365 Tollway/FM 3072 (Dicker Road) and extends 5.43 miles in a westerly, northwesterly direction. After crossing the International Boundary and Water Commission (IBWC) main floodway, the alignment splits just east of FM 1423 (Val Verde Road) at the Valley View Interchange and veers north and east. The north leg traverses 4.21 miles from the Valley View Interchange where it crosses the Donna Reservoir and parallels an irrigation canal; it connects to IH-2 approximately 0.5 mile east of FM 1423 (Val Verde Road). The east leg of the alignment traverses 3.51 miles in a southeasterly direction from the Valley View Interchange for 2.0 miles until it connects with Vertrees Road where it extends for 0.5 mile until it connects with FM 493 (see Figures 1 and 2 in the Historic Resource Survey Report's Appendix C for the project location). The proposed project would ultimately consist of the construction of a new location six-lane divided controlled-access

facility with four-lane frontage roads (two in each direction) within a variable Right of Way (ROW) width of 160 feet to 400 feet. The proposed project is classified as an urban freeway/principal arterial. Grade separations along the facility would assure that roadways of higher functional classification would traverse the proposed facility unimpeded, and local roads may be accommodated if existing traffic patterns are disrupted or where access is severed. The proposed design speed is 70 mph for the mainlanes, 50 mph for the ramps, 50 mph for the frontage roads, and 50–70 mph for the direct connectors.

The proposed project would be constructed in two phases; the additional ROW beyond what is required for four-lane facility would provide for future expansion under the ultimate design when needed, as determined by future traffic conditions. Additional information on the planned phases can be found on pages 6 through 9 of the Historic Resource Survey Report.

For the length of the 13.15-mile roadway, the project requires approximately 680 acres of new ROW, with approximately 28 acres permanent easement acreage.

Project Area of Potential Effects

Per the Programmatic Agreement with your agency, TxDOT used an Area of Potential Effects (APE) of 300 feet from the proposed ROW and easements for a project constructed on new location. TxDOT also used a study area of 1,300 feet from the edge of the APE for archival and desktop research to develop a historic context and understanding of the areas that will be affected by the project.

Determinations of Eligibility

Project consultants conducted a reconnaissance-level historic resources survey in August 2018. There are no State Antiquities Landmarks, National Historic Landmarks, or Recorded Texas Historic Landmarks within the 1,300-foot study area. The Historic Resource Survey Report (HRSR) methodology included using anticipated project schedules to define "historic-age" as built in or prior to 1976 (45 years from let date), and using that date, project consultants identified 57 historic-age resources at 16 locations.

Previous Determinations and Designations

- **Resource 10**—The International Boundary and Water Commission (IBWC) previously identified its Main Floodway (Resource 10) as **eligible** for listing in the National Register of Historic Places (NRHP).
- **Resources 11A–11N**—The study identified one **NRHP-listed** property within the study area and APE, the Louisiana-Rio Grande Canal Company (Hidalgo County Irrigation District [HCID] No. 2). Resources 11A through 11N are contributing to the listed historic district, which is a currently operational irrigation system with a hierarchy of components, including earthen canals and ditches, concrete standpipes and gate structures, and underground pipes.

New Determinations

- **Resource 2A**—Developer H.P. Hanson built the Val Verde Country Club circa 1925, and Resource 2A served as the club's dance and recreation hall. TxDOT determined the L-shaped, Mission-style building individually **NRHP eligible under Criterion A** for its association with early recreation and community planning and development in the area. It is also **NRHP eligible under Criterion C** as one of the few remaining examples of 1920s Mission-style architecture. While the parcel contains other buildings associated with the country club and later uses of the property as an RV park, because of the removal of many of the 1920s features and a lack of significance for the later phases of the property's life, TxDOT determined the remainder of the property **not eligible**. Resource 2A is the sole survivor of Hanson's vision of the high-end resort.
- **Resource 3A, 3C, 3E**—As part of a previous survey (CSJ 0039-04-082), TxDOT determined Resource 3A, H.P. Hanson's circa 1925 house, as **NRHP eligible**, and the current HRSR maintains that determination and adds Resources 3C and 3E as contributing to the property, with significance under Criterion A for its association with early development of the area. Resource 3A also conveys significance under Criterion C as a good local example of the Spanish Revival architectural style. Two other resources, 3B and 3D are non-contributing to the property.

Together with the NRHP-listed HCID No. 2 components, the project has 19 NRHP-eligible or -listed properties within its APE. TxDOT determined all other properties evaluated in the HRSR as **not eligible**. These include components of the Donna Irrigation District system (Resources 5A–5H), which THC previously concurred was not eligible. In addition, the project APE has two bridges determined not eligible during TxDOT's survey of bridges constructed between 1945 and 1965.

Determination of No Adverse Effect

The HRSR presents analysis of the project's effects on the NRHP-listed and -eligible properties on pages 52 through 54 of the attached HRSR. TxDOT determined the undertaking will have **no adverse effect on historic properties**:

- Resources 2A—The project will not affect the property directly. TxDOT determined that the project's indirect effects will not detract from the property's ability to convey its historical significance. TxDOT determined the undertaking will have **no adverse effect** on the historic property.
- Resource 3A —The project will not affect the property directly. TxDOT determined that the project's indirect effects will not detract from the property's ability to convey its historical significance. TxDOT determined the undertaking will have **no adverse effect** on the historic property.
- Resource 3C—The project will not affect the property directly. TxDOT determined that the project's indirect effects will not detract from the property's ability to convey

its historical significance. TxDOT determined the undertaking will have **no adverse effect** on the historic property.

- Resource 3E—The project will not affect the property directly. TxDOT determined that the project's indirect effects will not detract from the property's ability to convey its historical significance. TxDOT determined the undertaking will have **no adverse effect** on the historic property.
- IBWC Main Floodway (Resource 10)—TxDOT determined the undertaking will have **no adverse effect** on the IBWC Main Floodway. The project places piers within IBWC's Floodway, as well as a bridge across it. These additions will not modify the function, appearance, and composition of the floodway or levees, which are crossed by other roads throughout the Valley and have been modified over time by IBWC and others. The Floodway will continue to function as designed.
- HCID No. 2 (Resource 11, including components 11A–11N)— The project does not make significant overall changes to the function or to the integrity of setting, feeling, association, design, workmanship, materials, or location of overall irrigation system. At a component level, individual features, like standpipes and gates, frequently see modifications or wholesale replacement. For the areas where the IBTC project requires realignments, relocations, or removals of individual components, none of the changes are significant enough in size or nature to constitute an adverse effect. The project will have **no adverse effect** on the HCID No. 2, which will continue operating as designed.

Consulting Parties

Project consultants sent a request to the Hidalgo County Historical Commission about potential historic properties within the project APE but did not receive a response. TxDOT historians also contacted them by email on February 1, 2019. To date, no response has been received.

Determination of *De Minimis* Finding

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 for Resources 10 and 11. TxDOT based its determination on the **no adverse effect** findings presented above and because both the Floodway and HCID No. 2 will continue functioning as designed. While the original locations of some HCID No. 2 components will be incorporated into the proposed transportation facility, the components themselves will remain functional, operational parts of the irrigation system in new locations. For additional *de minimis* analysis, see pages 262 through 296 of HRSR.

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-listed/NRHP-eligible properties. 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.

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 512/416-2770 or linda.henderson@txdot.gov.

Sincerely,

Linda Henderson

Cc: Bruce Jensen, Cultural Resource Management Section Director: PM
Rebekah Dobrasko, Lead Reviewer: RMD

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS:
HISTORIC PROPERTIES PRESENT:
NO ADVERSE EFFECT:

NAME: _____ DATE: 4/5/2019
for Mark Wolfe, State Historic Preservation Officer

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

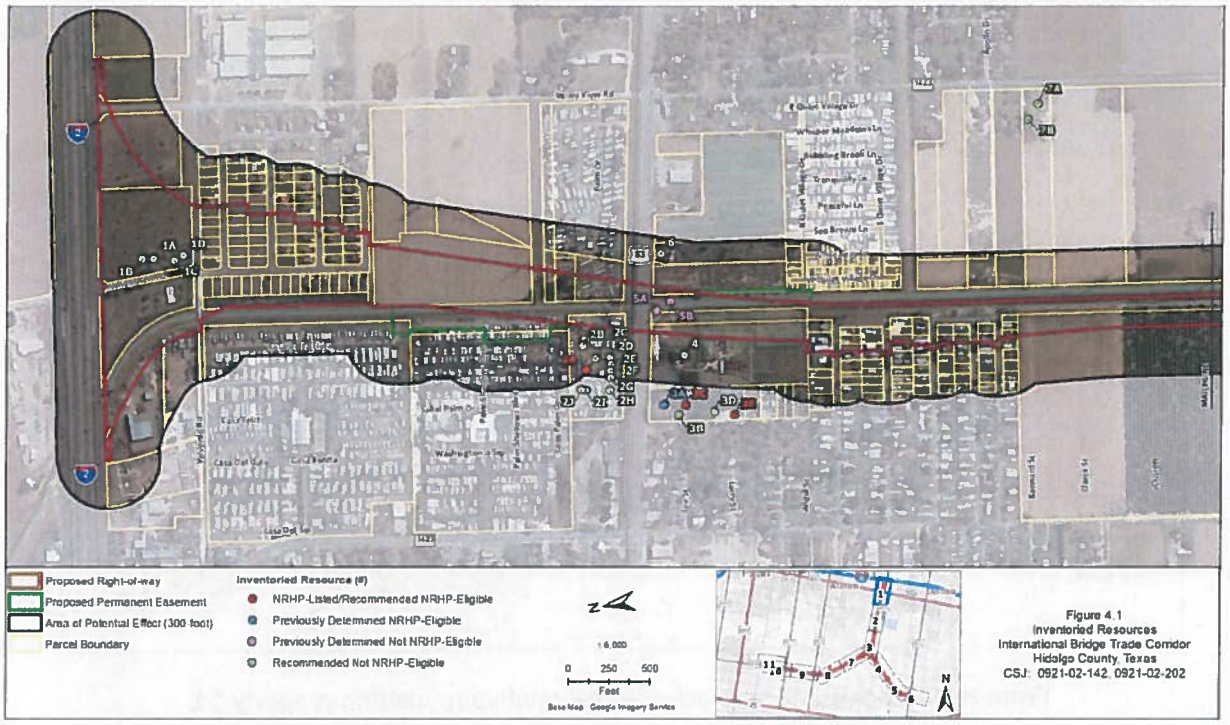
NAME: _____ DATE: 4/5/2019
for Mark Wolfe, State Historic Preservation Officer

The following pages are figures from the January 2019 Historic Resource Survey Report. The full report contains discussion of each property, as well as the historical contexts used for evaluating them.

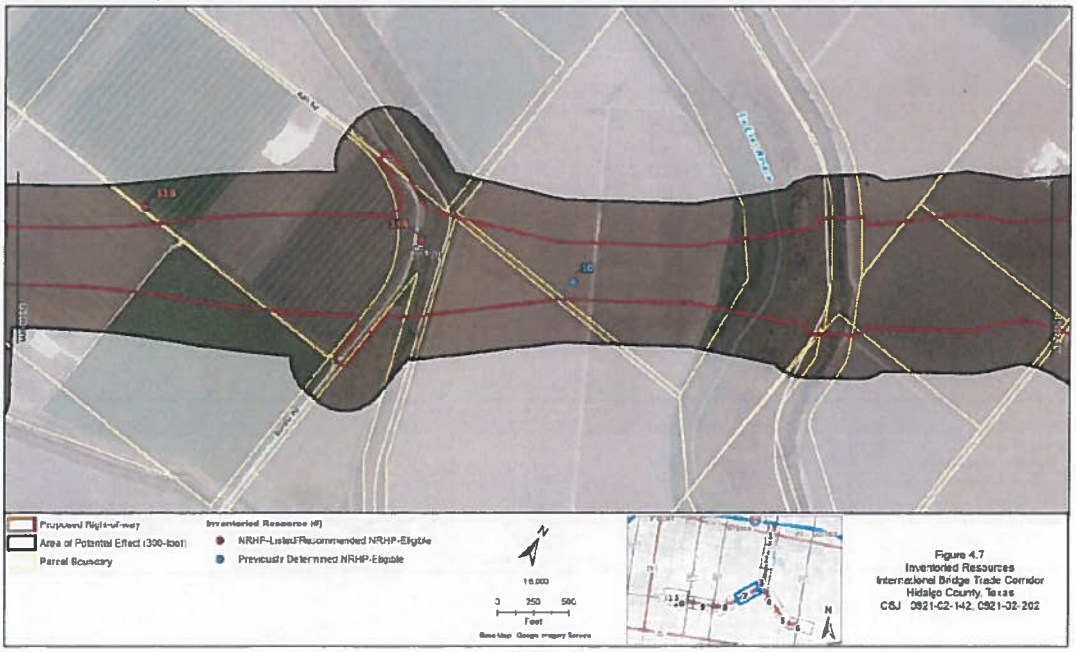
From HRSR, page 233: Project location

Figure 2
Project Location
on Topographic Base
International Bridge Trade Corridor
Hidalgo County, Texas
CSJ: 0921-02-142; 0921-02-202

From HRSR, page 240: Project corridor relative to historic properties 2A and 3A–C
Note direction of north arrow

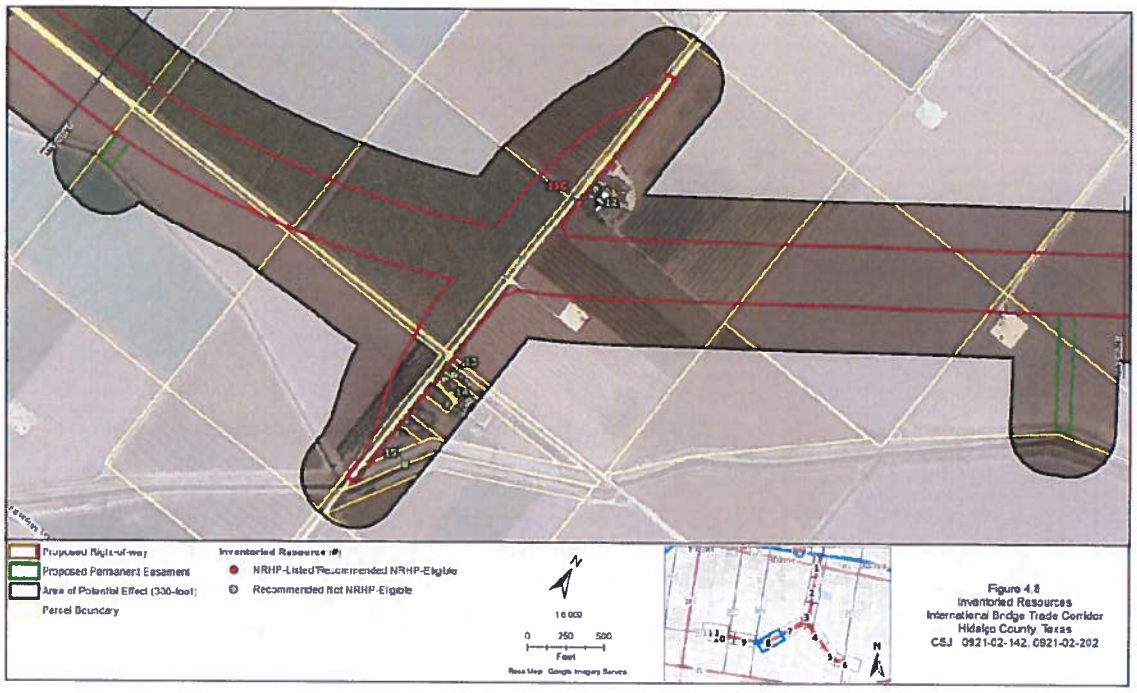


From HRSR, page 246: Project corridor relative to historic properties 10 and 11
Note direction of north arrow

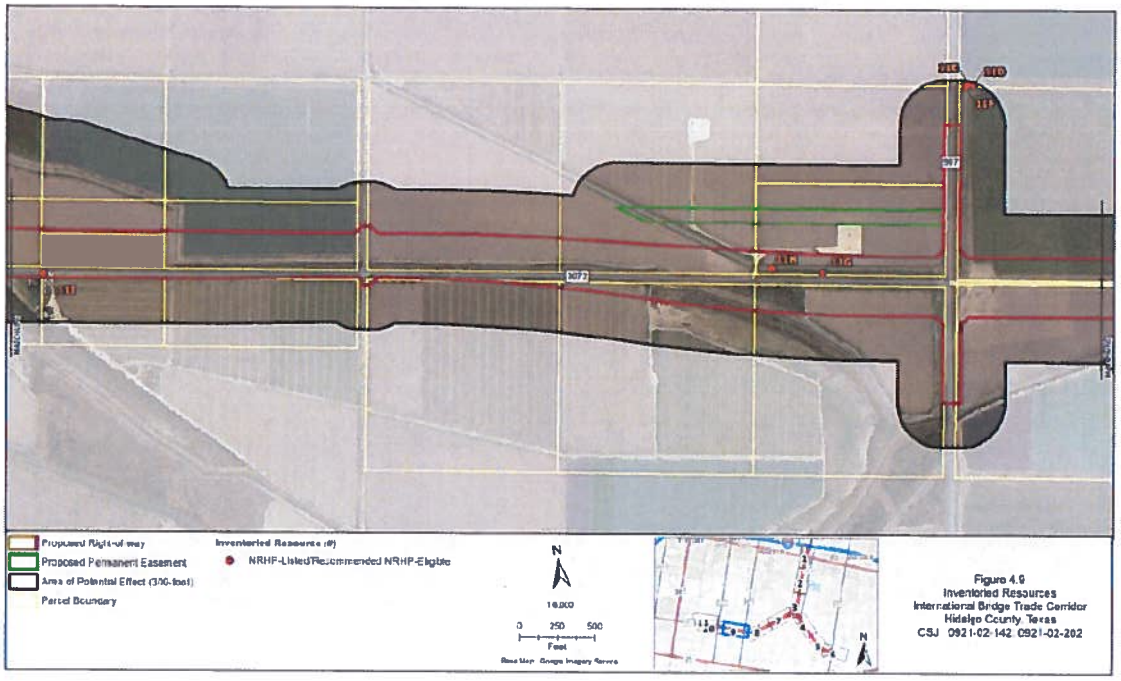


From HRSR, page 247: Project corridor relative to historic property 11

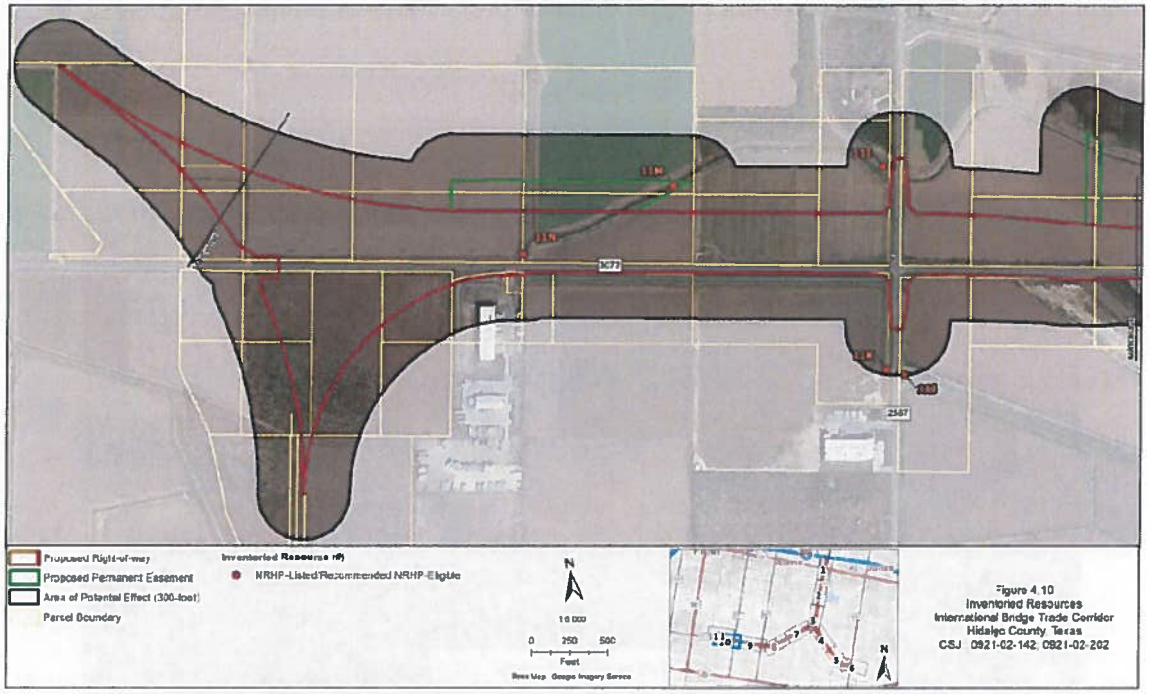
Note direction of north arrow



From HRSR, page 248: Project corridor relative to historic property 11

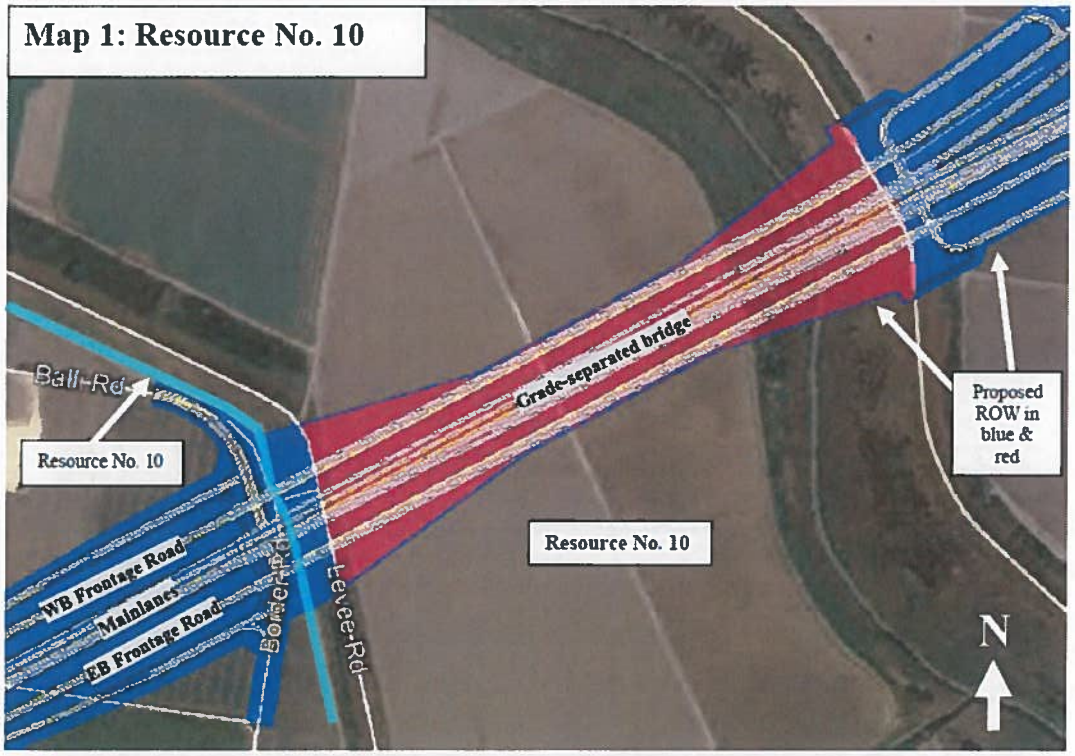


From HRSR, page 249: Project corridor relative to historic property 11



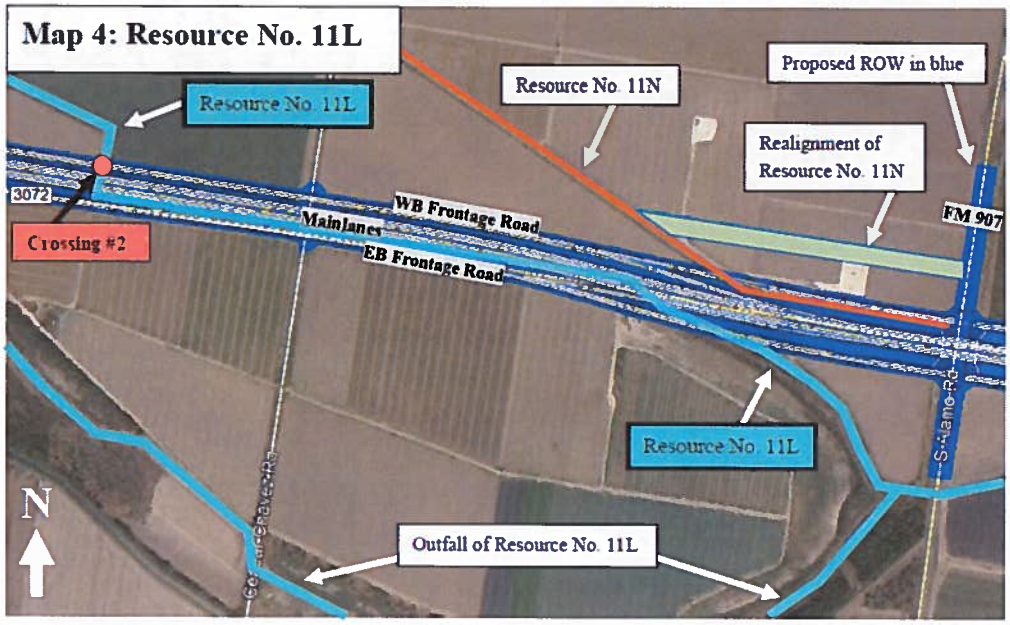
From HRSR, page 263: Closer detail of project effects on historic property 10

Map 1: Resource No. 10

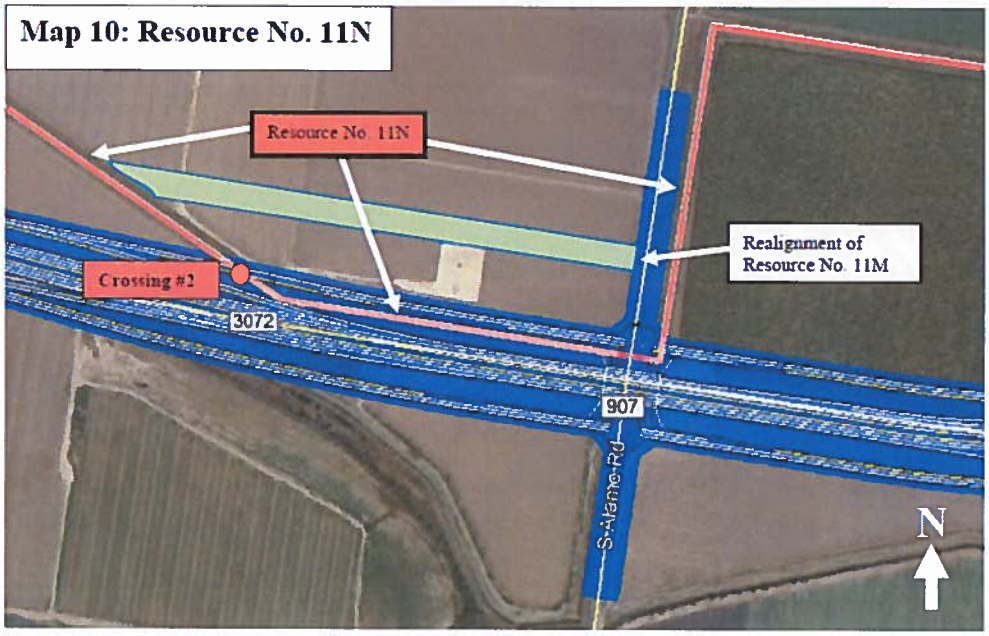


From HRSR, pages 274 and 289: Closer detail of project effects on historic property 11

Resource No. 11L

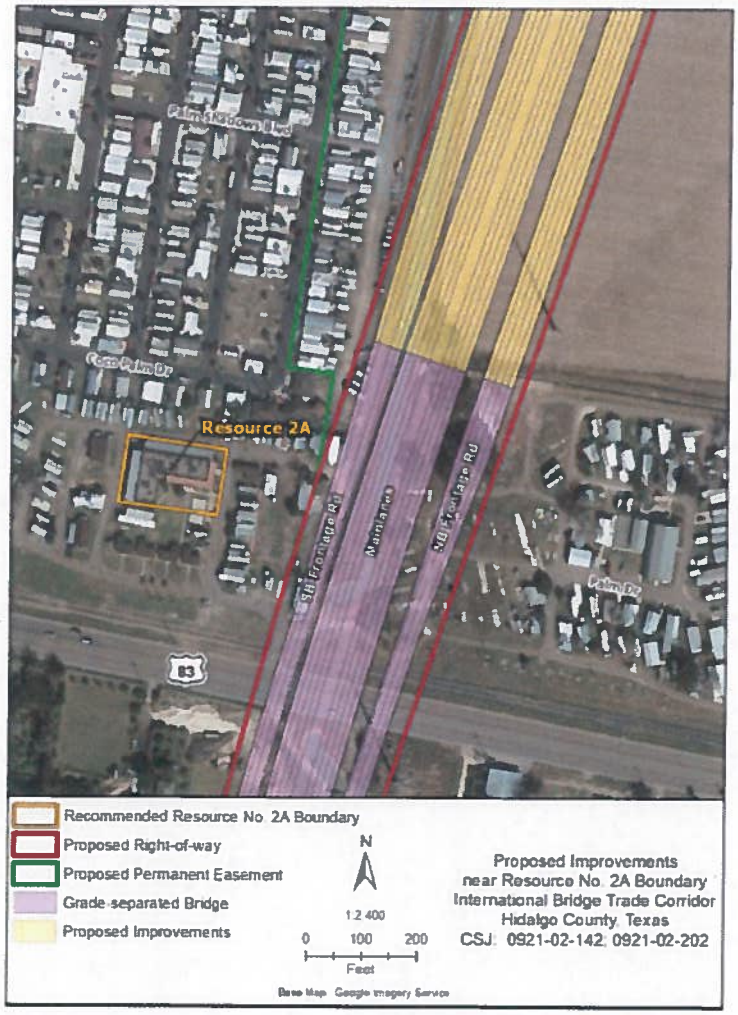


Resource No. 11N



Historic 1946 aerial (courtesy of USGS) showing that the only buildings on the property appear to be Resource No. 2A and 2B, the no longer extant tower/changing rooms, and the no longer extant swimming pool

Pre-1950s resources from Hanson's Val Verde Country Club (p. 87 HRSR).



Resource 2A is the only remaining resource of the Resource 2's era as a resort location. The proposed boundary takes in a bit of the original green space around it but not the later buildings and structures on the parcel (p. 93 of HRSR). The proposed boundary bisects the non-historic shuffleboard court.

The proposed project introduces a new element into the landscape, but one's ability to read the old resort's historic setting and feeling was already diminished by the property's evolution over time.

Checklist for Section 4(f) Exceptions for Public Parks, Recreation Lands, Wildlife & Waterfowl Refuges, Non-archeological and Archeological Historic Sites

Main CSJ: 0921-02-142
District(s): Pharr
County(ies): Hidalgo
Property ID: 41HG265-41HG268, 41HG270-41HG273, 41HG275, and 41HG276
Property Name: Multiple prehistoric sites

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

The following checklist was developed as a tool to assist in streamlining the Section 4(f) Exception 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 non-archeological historic site/historic property
- ☒ An archeological historic site

Section 4(f) Defining Criteria for an Archeological Historic Site

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

Establishing Section 4(f) Exception Eligibility

1. Yes — Did the Administration (TxDOT for assigned projects) conclude that the archeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place?

2. Yes — The official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected to the Administration (TxDOT for assigned projects) finding.

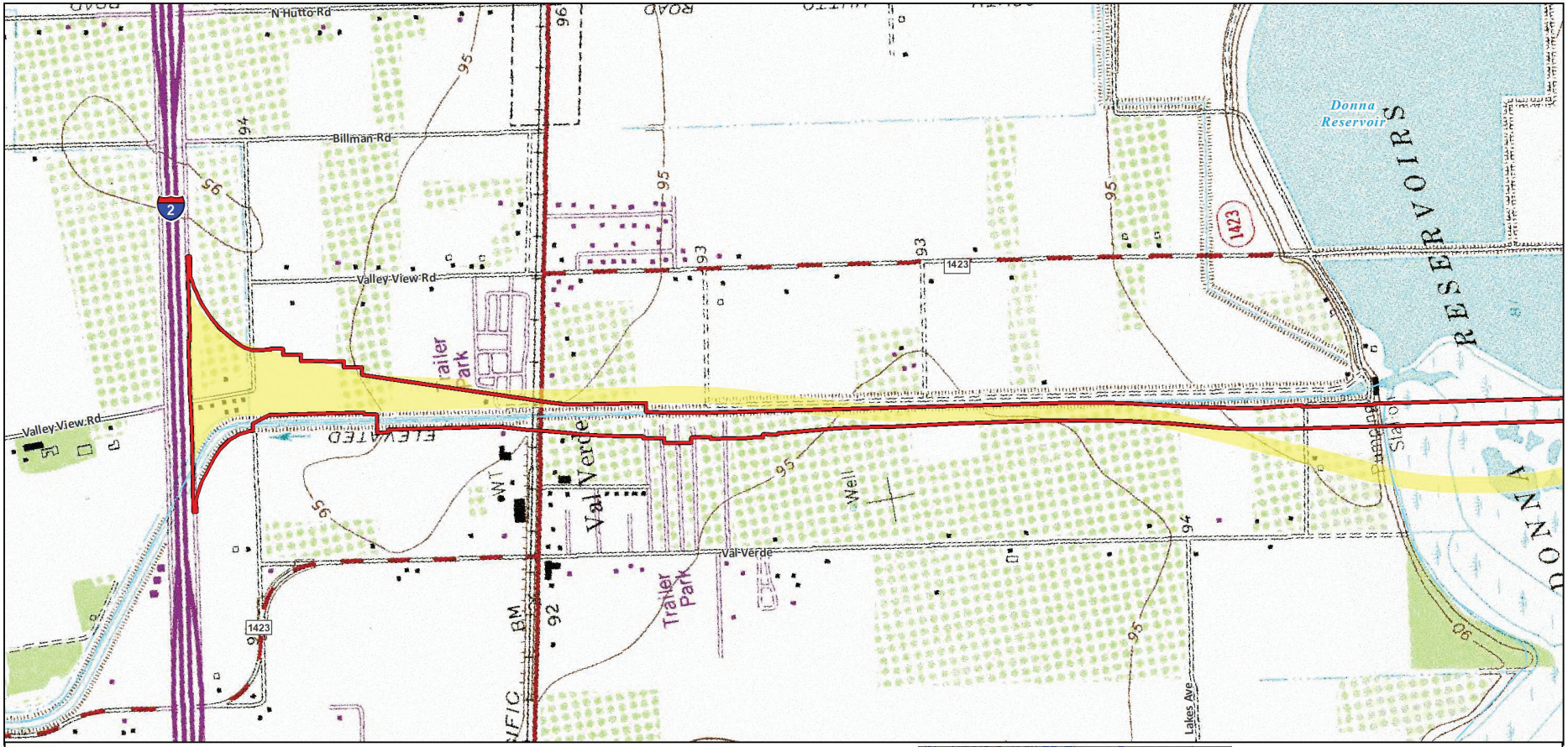
Section 4(f) Use:

Portions or all of the listed archeological sites occur within the right of way (ROW) for this project. These sites have been found eligible for inclusion in the National Register of Historic Places. Because the sites are in the ROW, they will be adversely affected during construction.

Documentation

The following **MUST** be attached to this checklist to ensure proper documentation of the Section 4(f) Exception (Check each item to verify attachment):

- ☑ Site boundary and ROW map (can be taken from technical report)
- ☑ Concurrence letter from Official with Jurisdiction
- ☑ Copy of WPD I Screen from ECOS



Area of Potential Effects

Previously Surveyed (PBS&J 2010)

NOT FOR PUBLIC DISCLOSURE

N

1:12,000

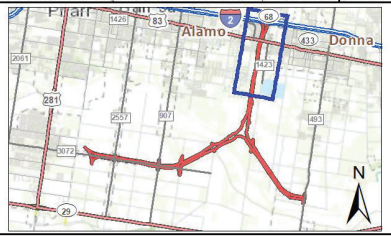
0 650 1,300

Feet

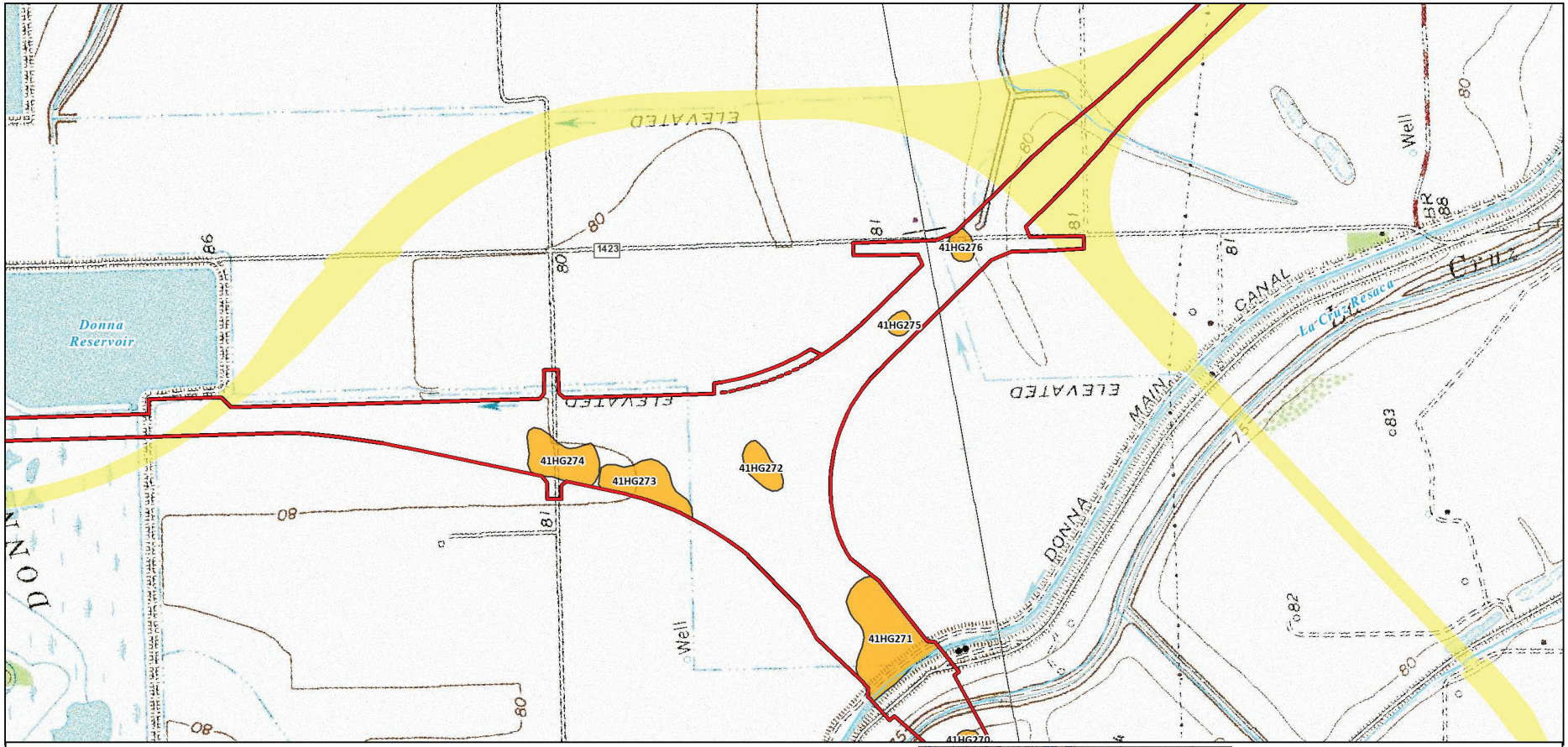
0 0.2 0.4

Kilometers

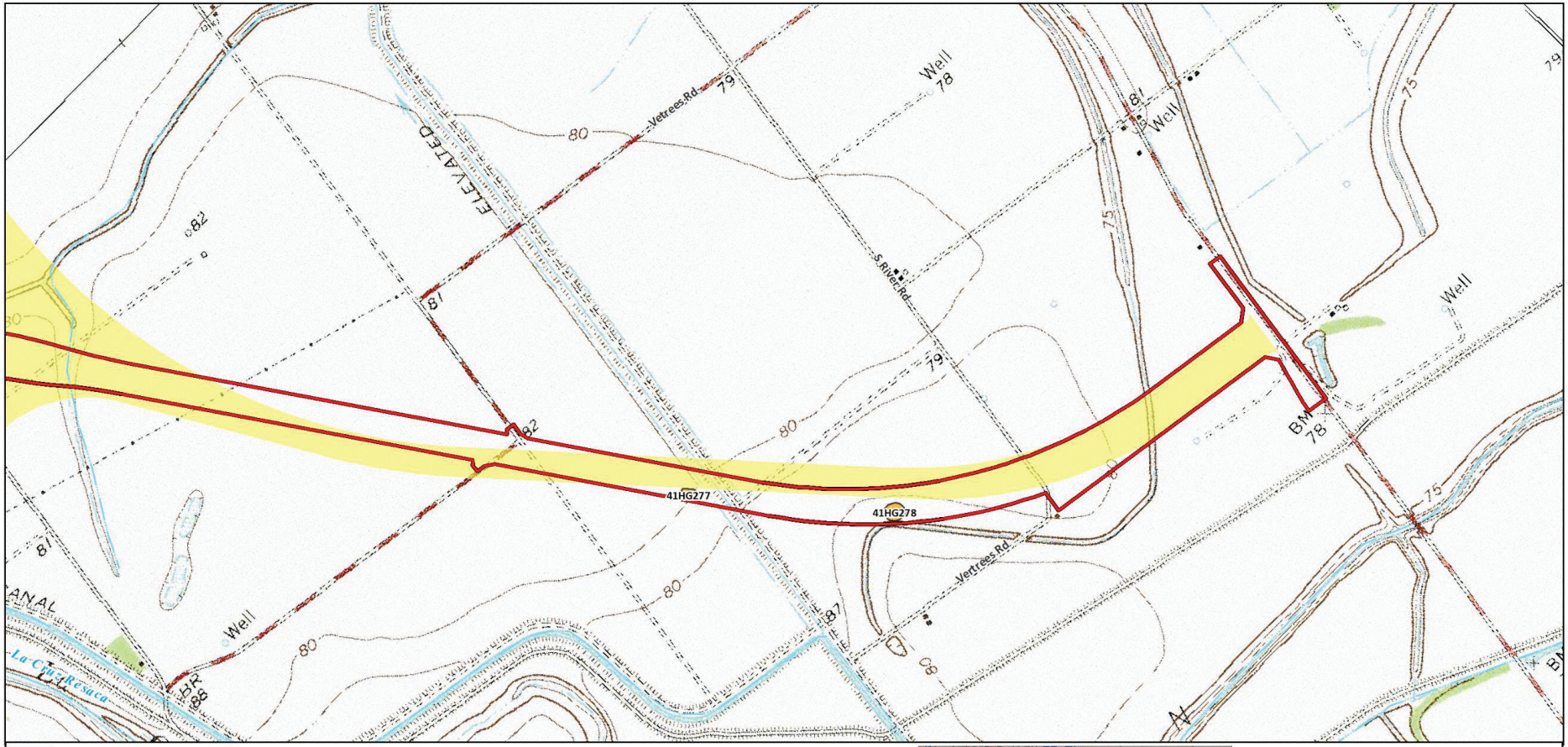
Base Map: TOP Aerial Imagery, 2015



Archeological Site Locations
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202
Sheet 1 of 6



Archeological Site Locations
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202
Sheet 2 of 6



Area of Potential Effects

Previously Surveyed (PBS&J 2010)

Site Boundary

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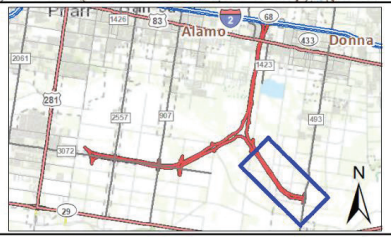
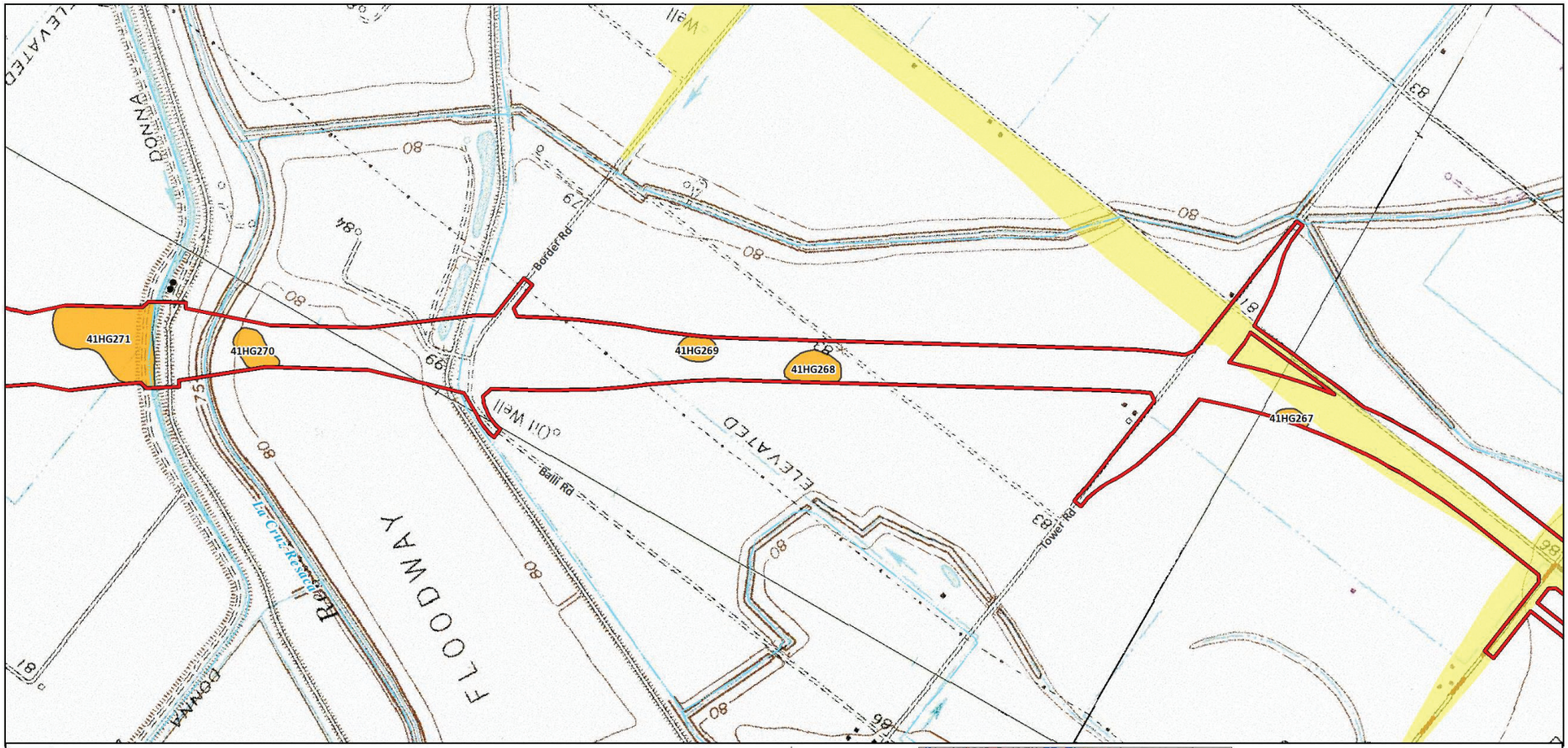
Base Map: TOP Aerial Imagery, 2015



Archeological Site Locations
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202
Sheet 3 of 6



Area of Potential Effects

Previously Surveyed (PBS&J 2010)

Site Boundary

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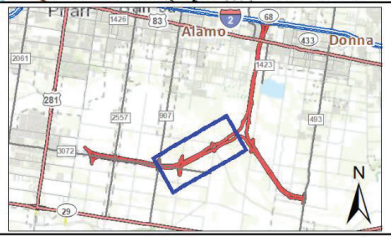
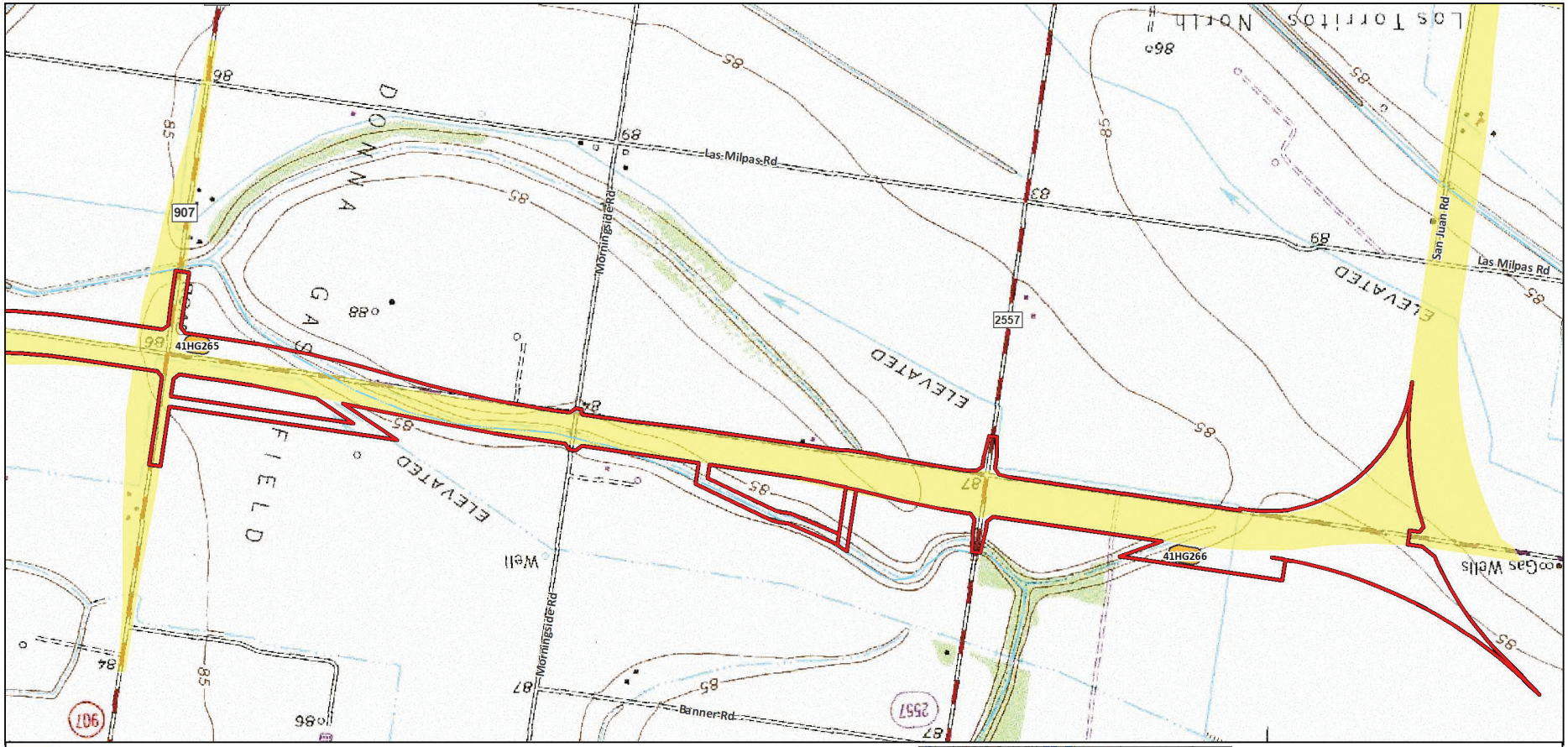


Archeological Site Locations
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202
Sheet 4 of 6


Las Milpas Rd
Morningside Rd
Banner Rd
San Juan Rd
907
2557
41HG265
41HG266
ELEVATED
Gas Wells
Area of Potential Effects
Previously Surveyed (PBS&J 2010)
Site Boundary
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Base Map: TOP Aerial Imagery, 2015
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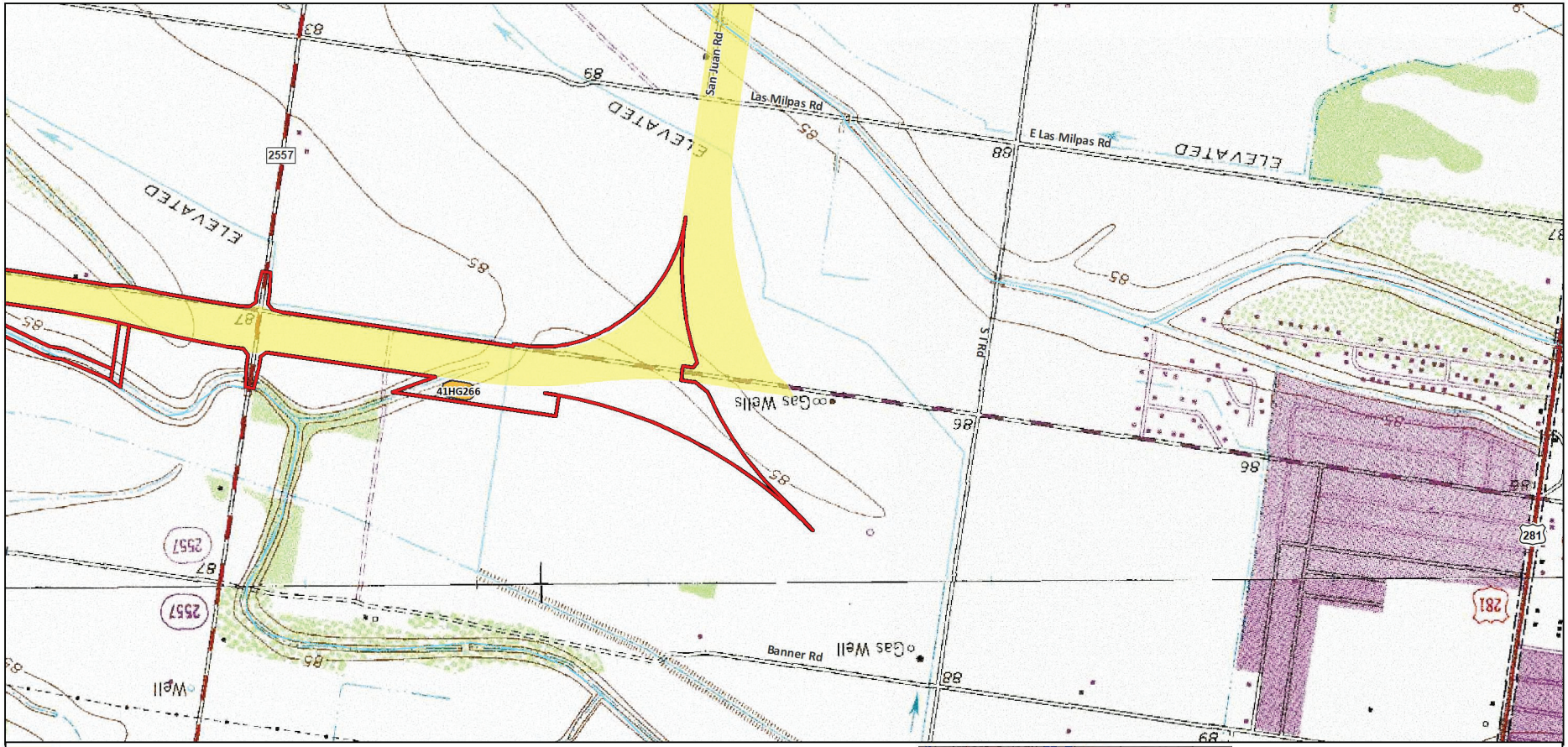
Archeological Site Locations
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202
Sheet 5 of 6



Area of Potential Effects

Previously Surveyed (PBS&J 2010)

Site Boundary

NOT FOR PUBLIC DISCLOSURE

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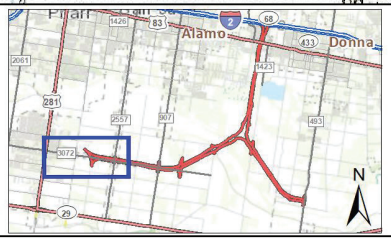
Base Map: TOP Aerial Imagery, 2015



Archeological Site Locations
International Bridge Trade Corridor
Hidalgo County, Texas
CSJs: 0921-02-142; 0921-02-202
Sheet 6 of 6

Texas Department of Transportation

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

February 24, 2021

RE: CSJ: 0921-02-142 International Bridge Trade Corridor (IBTC), New Location Non-Freeway, Hidalgo County, Pharr District; Section 106 Consultation and Antiquities Code Coordination

Mr. Mark Wolfe
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

Dear Mr. Wolfe:

As required by the Programmatic Agreement and the Memorandum of Understanding with your agency, we are continuing consultation on this project. Previous consultation with your office regarding this project took place on June 5, 2019 and January 12, 2021. Environmental studies are in the process of being conducted for this project. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019 and executed by FHWA and TxDOT. To this date, TxDOT and the project sponsor have completed identification efforts and determination of effects. This work resulted in the determination that ten archeological historic properties would be adversely affected by the proposed undertaking. We are proposing to resolve adverse effects for this undertaking through data recovery excavations.

Undertaking Description

The proposed project will be undertaken with federal funds and will occur in part or in whole on non-federal public lands. Hidalgo County Regional Mobility Authority (HCRMA) is proposing to construct a new location six-lane divided controlled-access facility with four-lane frontage roads (two in each direction) within a variable ROW width of 160 feet to 400 feet. The proposed project would begin at the future 365 Tollway/FM 3072 (Dicker Road) intersection; extend east and then north to I-2, 0.5 mile west of FM 1423 (Val Verde Road); and extend east to FM 493 (approximately 1.5 miles north of United States Highway [US] 281/Military Road).

Area of Potential Effects

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

- The project limits extend from 365 Tollway/FM 3072 (Dicker Road) to FM 493 on an entirely new roadway. The total project length is thus 69,432 feet, and the APE includes any existing ROW within these limits.
- The existing ROW comprises approximately 59.16 acres.
- Existing easements comprise approximately zero acres.
- The proposed project would require 678 acres of new right of way.
- The proposed project would require 28.3 acres of new easements.
- The proposed project would require zero acres of additional project specific locations and/or utility installations specified by the project sponsor.
- The estimated depth of impacts is typically five feet with a maximum depth of impacts of ten feet.

Completed Identification Efforts

For this project, HCRMA has conducted a survey. TxDOT consulted with your office on the survey results, concluding on June 7, 2019 with your concurrence on these results. The following bullet points summarize the results.

- For this project, 765.46 acres have been surveyed or otherwise evaluated.
- Zero acres still require survey due to access issues.
- Investigation within the APE identified 14 sites, including 41HG265-41HG278.
- Identified archeological sites that are eligible for inclusion in the National Register of Historic Places and/or that warrant formal designation as State Antiquities Landmarks include: 41HG265-41HG268, 41HG270-41HG273, 41HG275, and 41HG276.
- Identified archeological sites that are not eligible for inclusion in the National Register of Historic Places and/or that do not warrant formal designation as State Antiquities Landmarks include: 41HG269, 41HG274, 41HG277, and 41HG278.

Completed Effects Determination

The proposed project would have direct effects resulting from ground-disturbing construction activities within the APE. Given the results of the identification efforts, TxDOT and your office agreed on June 7, 2019 that the project will have an adverse effect on sites 41HG265-41HG268, 41HG270-41HG273, 41HG275, and 41HG276. The next section identifies the steps recommended by TxDOT based on the results of the identification efforts and this effects analysis.

Recommendations

TxDOT seeks your concurrence on the following points:

- HCRMA shall resolve adverse effects to 41HG265-41HG268, 41HG270-41HG273, 41HG275, and 41HG276.

  - HCRMA shall undertake data recovery excavations at 41HG265-41HG268, 41HG270-41HG273, 41HG275, and 41HG276.
  - The data recovery excavations shall be staged, feature-focused excavations.
- The Texas State Historic Preservation Officer is the designated official with jurisdiction over Section 4(f) resources protected under the provisions of 23 CFR 774, and your comments on our Section 106 findings will be integrated into our Section 4(f) analysis. The archeological historic properties in the APE are chiefly important because of what can be learned by data recovery – even if data recovery is not the chosen mitigation option – and have minimal value for preservation in place. As the official with jurisdiction over such sites, your office does not object to this finding.

Thank you for your consideration of this matter. If you have any questions or have need of further information, please contact me at 512-416-2647 or chris.ringstaff@txdot.gov.

Sincerely,

Christopher Ringstaff
Archeological Studies Branch
Environmental Affairs Division

Cc w/o attachments: ECOS

Concurrence By:

_____

for: Mark Wolfe, Executive Director and SHPO Date
Texas Historical Commission

Scott Pletka

From: noreply@thc.state.tx.us
Sent: Wednesday, March 10, 2021 2:20 PM
To: Scott Pletka; reviews@thc.state.tx.us
Subject: Section 106 Submission

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.

Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas
THC Tracking #202106149
Date: 03/10/2021
092102142 IBTC
96 US-83 Frontage Rd
Alamo,TX 78516

Description: TxDOT and HCRMA propose to build a new location roadway, which would have adverse effects on 10 archeological historic properties. TxDOT proposes to resolve those effects through data recovery.

Dear TxDOT Staff:
Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas.

The review staff, led by Bill Martin, has completed its review and has made the following determinations based on the information submitted for review:

Archeology Comments

- THC/SHPO concurs with information provided.
- The adverse effect of the project must be mitigated. Please submit a research design with a data recovery plan.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: bill.martin@thc.texas.gov.

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit http://thc.texas.gov/etrac-system.

Sincerely,

for Mark Wolfe, State Historic Preservation Officer
Executive Director, Texas Historical Commission

Please do not respond to this email.

Back To List

- WPD Section I - Project Definition
- WPD Section II - Tool
- WPD Section III - Project Work Plan
- WPD Section IV - Findings

Archived WPD I | Print this Page

Project Definition

Project Name: 092102142 - IBTC

CSJ: 0921 - 02 - 142

Anticipated Environmental Classification: EA

Yes — Is this an FHWA project that normally requires an EIS per 23 CFR 771.115(a)?

Project Association(s)

Auto Associate CSJ from DCIS

Manually Associate CSJ:

Add

CSJ	DCIS Funding	DCIS Number	Env Classification	DCIS Classification	Main or Associate	Doc Tracked In	Actions
CSJ:092102202		CC 921-2-202	CE	NLF	Associate	Associate	

DCIS Project Funding and Location

Funding

DCIS Funding Type:

☑ Federal ☑ State ☑ Local ☐ Private

Location

DCIS Project Number: NH ( )

Highway: VA

District: PHARR

County: HIDALGO

Project Limit -- From: IBTC, FROM 365 TOLLWAY AND FM 493

Project Limit -- To: IH-2

Begin Latitude: + 26 . 187021

Begin Longitude: - 98 . 092031

End Latitude: + 26 . 076829

End Longitude: - 98 . 059759

DCIS & P6 Letting Dates

DCIS District: 01/25

DCIS Approved:

DCIS Actual:

P6 Ready To Let:

P6 Proposed Letting:

DCIS Project Description

Type of Work: Spell

New location roadway

Layman's Description:

CONSTRUCT NEW ROAD

DCIS Project Classification: NNF - NEW LOCATION NON-FREEWAY

Design Standard:

Roadway Functional Classification: 3 - Rural principal arterial

Jurisdiction

No — Does the project cross a state boundary, or require a new Presidential Permit or modification of an existing Presidential Permit?

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

☑ FHWA - Assigned to TxDOT ☐ TxDOT - No Federal Funding ☐ FHWA - Not Assigned to TxDOT

Local Government — Who is the project sponsor as defined by 43 TAC 2.7?

Yes — Is a local government's or a private developer's own staff or consultant preparing the CE documentation, EA or EIS?

Yes — Does the project require any federal permit, license, or approval?

☑ USACE ☑ IBWC ☐ USCG ☐ NPS ☐ IAJR ☐ Other

No — Does the project occur, in part or in total, on federal or tribal lands?

Environmental Clearance Project Description

Project Area

Typical Depth of Impacts: 5 (Feet) Maximum Depth of Impacts: 10 (Feet)

New ROW Required: 678 (Acres)

New Perm. Easement Required: 28.3 (Acres) New Temp. Easement Required: 0 (Acres)

Project Description

Describe Limits of All Activities: Spell

For ease of reference, the project segments are described as follows:
¿ West Leg: from 365 Tollway/FM 3072 interchange to Valley View interchange
¿ North Leg: from Valley View interchange to I-2
¿ East Leg: from Valley View interchange to FM 493

Describe Project Setting: Spell

Land use within the study area is primarily undeveloped and consists of agricultural land in Hidalgo County and surrounding communities of Donna, Pharr and San Juan. Single-family residences are scattered throughout the study area. Single-family residences and commercial properties are more prevalent near existing roadways and are primarily in the northern portion of the study area near IH-2. Land uses in agricultural land, which included dry farmlands, irrigated farmland, barren land, vacant tracts, citrus and farmland ranches, consisted of approximately 95.5 percent of the land uses in the project study area, with 3.1 percent consisting of residential mobile homes, residential vacant lots, and single family residential properties. The remaining percentage consisted of brushland and commercial land uses.

Describe Existing Facility: Spell

There is no existing facility within the project limits. While construction of the proposed project would be primarily on new location, it would utilize approximately 59.16 acres of existing transportation right-of-way (ROW).
Existing roadways within the project limits are generally two lanes, many of which are unpaved. Per the Rio Grande Valley Metropolitan Planning Organization's (RGVMPO) United Metropolitan Area Planning map (Functional Classification Layer) (RGVMPO 2021a), other than FM 907 (Alamo Road), FM 3072 (Dicker Road), FM 1423 (Valley View Road), and FM 493, which are classified as major collectors, most of the roads are classified as local (RGVMPO 2021a). The typical sections for these facilities consist of two 12-foot-wide travel lanes (one in each direction) and 8- to 10-foot-wide outside shoulders within an existing ROW that varies from 80 to 120 feet.

Describe Proposed Facility: Spell

The proposed facility begins at the future 365 Tollway/FM 3072 (Dicker Road) intersection and extends east, then north to I-2, 0.5 mile west of FM 1423 (Val Verde Road), and east to FM 493 (approximately 1.5 miles north of United States Highway [US] 281/Military Road). The total length of the proposed project is 13.15 miles.
The proposed project would ultimately consist of the construction of a new location six-lane divided controlled-access facility with four-lane frontage roads (two in each direction) within a variable ROW width of 160 feet to 400 feet. The proposed project is classified as an urban freeway/principal arterial. Grade separations along the facility would assure that roadways of higher functional classification would traverse the proposed facility unimpeded, and local roads may be accommodated if existing traffic patterns are disrupted or where access is severed.
The proposed project would be constructed in two phases; the additional ROW beyond what is required for four-lane facility would provide for future expansion under the ultimate design when needed, as determined by future traffic conditions.

Yes Would the project add capacity?

Transportation Planning

Yes Is the project within an MPO's boundaries?

No Does the project meet the definition for a grouped category for planning and programming purposes?

The project is located in Attainment/Unclassified area.

This status applies to:

- CO - Carbon Monoxide
- O3 - Ozone
- NO2 - Nitrogen Dioxide
- PM10 - Particulate
- PM2.5 - Particulate

Environmental Clearance Information

Environmental Clearance Date:

Environmental LOA Date:

Closed Date:

Archived Date:

Approved Environmental Classification: EA

Project Contacts

Created By: System Admin

Date Created: 10/02/2008

Project Sponsor: TXDOT (Or) Local Government

Sponsor Point Of Contact: Doug Hagemeier-X - Environmental Consultant

ENV Core Team Member: Lindsey Kimmitt - Environmental Specialist

District Core Team Member: Maria Cottagoma - Environmental Specialist

Other Point of Contact(s): Spell

Eric Davilla - Hidalgo County Regional Mobility Authority (HCRMA)

Last Updated By: Lindsey Kimmitt

Last Updated Date: 02/08/2021 03:01:01

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

Main CSJ: 0921-02-142, 0921-02-202
District(s): Pharr
County(ies): Hidalgo
Property ID: Resource 10
Property Name: IBWC Floodway

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: 2019.07.12 15:49:02 -05'00'

ENV Personnel Name

July 12, 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: 2019.08.02 07:41:27 -05'00'

TxDOT-ENV, PD Director or designee

August 2, 2019

Date

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

Main CSJ: 0921-02-142, 0921-02-202
District(s): Pharr
County(ies): Hidalgo
Property ID: Resource 11
Property Name: Hidalgo County Irrigation District No. 2 (Louisiana-Rio Grande Canal Company)

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: 2019.07.12 15:50:02 -05'00'

ENV Personnel Name

July 12, 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: 2019.08.02 07:40:55 -05'00'

TxDOT-ENV, PD Director or designee

August 2, 2019

Date

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1201 ELM STREET, SUITE 500
DALLAS, TEXAS 75270

October 30, 2020

Eric Davila, PE, PMP, CCM
Hidalgo County Regional Mobility Authority
203 W Newcombe Avenue
Pharr, Texas 78577
Sent via Electronic Mail to eric.davila@hcrma.net

RE: Property located within and near the Donna Reservoir and Canal System Superfund Site purchased and being developed for the proposed International Bridge Trade Corridor

Dear Mr. Davila:

Thank you for contacting the U.S. Environmental Protection Agency (EPA or the Agency) on June 14, 2019, about the Hidalgo County Regional Mobility Authority's (HCRMA's) purchase and proposed development of land for the proposed International Bridge Trade Corridor (IBTC) project. In your letter, you described HCRMA's intentions to purchase and develop land for the purpose of constructing a new highway facility to provide additional transportation connectivity between two international bridges to the south and Interstate Highway 2 (I-2) to the north. EPA understands that some of the land HCRMA purchased or intends to purchase may fall within several limited portions of the Donna Reservoir and Canal System Superfund Site (Donna Canal or the Site).

We are providing this letter per your request for a Superfund Comfort/Status letter regarding the Site. Under the federal Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, commonly referred to as Superfund),[1] the Agency's mission is to protect human health and the environment from the actual or potential risks posed by exposure to contaminated or potentially contaminated land and other media. A Superfund cleanup can help return lands to productive reuse. EPA is providing this letter consistent with the Agency's 2019 Comfort/Status letter policy. *See Transmittal of the 2019 Policy on the Issuance of Superfund Comfort/Status Letters* (Aug. 21, 2019), https://www.epa.gov/sites/production/files/2019-08/documents/comfort-status-ltr-2019-mem_0.pdf. The purpose of this Comfort/Status letter includes providing you with resources and information that may be relevant to the potential CERCLA liability concerns you have identified at the impacted property and summarizing the relevant information available to EPA about the Site as of the date of this letter. We hope this information will enable you to make informed decisions regarding the property's cleanup status and CERCLA's liability protections as you move forward with making decisions about the property.

EPA acknowledges that HCRMA proposes to develop land for the purpose of constructing the IBTC project, and that HCRMA has been coordinating with EPA Region 6 Remedial Project Manager Kenneth Shewmake to ensure that the IBTC Project does not impact the Donna Canal Site remedy.

[1] 42 U.S.C. §§ 9601, *et seq.*

Property Status

Information about sites that are or potentially are contaminated with hazardous substances and that may warrant action under Superfund, including site-specific documents and regularly updated fact sheets, is recorded in the EPA's Superfund Enterprise Management System (SEMS).[2] SEMS includes a public access database that contains "non-enforcement confidential" information about sites where there has been EPA regional office involvement under Superfund.

HCRMA's purchase or prospective purchase includes property that may be part of the Donna Canal Site. The Site is in SEMS and was listed on the National Priorities List (NPL) in March 2008 due to polychlorinated biphenyl (PCB) contamination in sediment and fish. EPA is addressing the Site under Superfund authority.

History and Status of the Site

As mentioned above, SEMS provides information for NPL sites (i.e., sites proposed to the NPL, currently on the final NPL, or deleted from the final NPL); sites subject to a federal removal action; and sites with a Superfund Alternative Approach agreement. *See Transmittal of Updated Superfund Response and Settlement Approval for Sites Using the Superfund Alternative Approval (SAA Guidance)* (Sept. 28, 2019), https://www.epa.gov/enforcement/transmittal-memo-updated-superfund-response-and-settlement-approach-sites-using. The Site profile includes information such as the status of cleanup efforts and cleanup milestones that have been reached. For more information about this Site, please visit the Donna Canal Site webpage on SEMS, located at https://cumulis.epa.gov/supercpad/cursites/csitinfo.cfm?id=0605363.

EPA issued the Record of Decision (ROD) for the Site in September 2018. *See Record of Decision, Donna Canal and Reservoir System* (Sep. 2018), https://semspub.epa.gov/work/06/100011997.pdf. The ROD describes in detail the history of the Site and the selected remedy to address the Site.

Reuse of the Property

Based on the information you provided regarding the proposed IBTC project, EPA understands that HCRMA intends to develop land at the property for the purpose of constructing a new highway facility to provide for travel from I-2 to the Pharr and Donna International Bridges. EPA also understands the IBTC project is proposed to be constructed in two phases: Phase I will construct frontage roads from 365 Tollway to FM 493 and mainlines from the proposed Valley View Interchange to I-2; and Phase II will build out to six main lanes divided by a concrete traffic barrier and provide for overpasses and ramps where necessary. Finally, EPA understands that the proposed project would cross the Irrigation District's canal system at seven locations along the alignment as well as the integrated Donna Reservoir.

Please note that to ensure the remedy remains protective of human health and the environment, any development must be compatible with EPA's cleanup actions and institutional controls (ICs), as described in the ROD, to protect the remedy and prevent unacceptable exposure to residual contamination. Note also that HCRMA should not conduct any activities or construct any structures that would interfere with EPA's investigation or cleanup, or that would be inconsistent with the underlying land-use assumptions used to design and implement the cleanup. As of the date of this letter, we have

[2] SEMS is available at: https://cumulis.epa.gov/supercpad/cursites/srchsites.cfm

not identified any known incompatibility between your proposed use of the property and EPA's cleanup response. As your plans develop further, please continue to discuss the development with us.

CERCLA's Bona Fide Prospective Purchaser Liability Protection

Congress amended CERCLA in 2002 and provided liability protection to certain parties who buy contaminated or potentially contaminated properties to avoid CERCLA liability if they qualify as "bona fide prospective purchasers" (BFPPs). The BFPP provision provides that a person meeting the criteria of CERCLA §§ 101(40) and 107(r)(1), and who purchases the property after January 11, 2002, will not be liable as an owner or operator under CERCLA. Congress designed the BFPP provision to be self-implementing, meaning the purchaser is responsible for achieving and maintaining BFPP status.

The Agency has issued guidance discussing some of the BFPP criteria. *See Enforcement Discretion Guidance Regarding Statutory Criteria for Those Who May Qualify as CERCLA Bona Fide Prospective Purchasers, Contiguous Property Owners, or Innocent Landowners ("Common Elements")* (Mar. 6, 2003), https://www.epa.gov/sites/production/files/2019-08/documents/common-elements-guide-mem-2019.pdf. To meet the statutory criteria of the BFPP protection, a party must not be potentially liable or affiliated with any other person who is potentially liable for response costs. As of the date of this letter, EPA is unaware that HCRMA has contributed to the contamination the Agency is addressing at the Site. Based on your representation of your situation, the BFPP provision may apply. Note that a court, not EPA, ultimately determines whether a landowner has met the criteria for BFPP status. Thus, EPA recommends that you consult your legal counsel to assess whether you satisfy each of the statutory requirements necessary to achieve and maintain BFPP status.

Reasonable Steps

Among other criteria outlined in CERCLA, a BFPP must take "reasonable steps" to stop continuing releases, prevent threatened future releases, and prevent or limit human, environmental, or natural resources exposure to any previously released hazardous substances as required by CERCLA § 101(40)(B)(iv). This requirement is explored further in the Common Elements Guidance.

As noted above, the Region has completed the Site investigation and issued a ROD to address the Site-related human health risks associated with consumption of contaminated fish from the reservoir and canal system along with Site-related risks to ecological receptors from contaminated sediment. Based on the information we have evaluated to date, we believe that the following may be reasonable steps related to the PCB contamination in fish tissue, sediment, and surface water at or emanating from the Site:

- Allow access to EPA and TCEQ to perform sampling, monitoring and fish removal;
- Allow posting of no fishing signs, if needed;
- Provide EPA with copies of environmental sampling results collected;
- Limit access to fishing until the Texas Department of State Health Services lifts the fish-consumption ban;
- Provide EPA with copies of any plans for activities that will impact the canal or reservoirs and provide briefings on such plans, if requested;
- Notify EPA of any work in the canal or reservoirs that may disturb sediment or surface water.

Any reasonable steps suggested by the EPA Region are based on the nature and extent of contamination currently known to the Agency and are provided as a guide to help you as you seek to reuse the

Property. Because a final determination about which steps are reasonable would be made by a court rather than the EPA, and because additional reasonable steps may later be necessary based on site conditions, this list of reasonable steps is not exhaustive. You should identify reasonable steps based on your observation, judgment, and consultation with EPA, and you should take appropriate action to implement any reasonable steps whether or not the EPA regional staff has identified any such steps.[3]

State Actions

We can only provide you with information about federal Superfund actions at the Site, and this letter only speaks to federal law and guidance under CERCLA. For information about potential state actions and liability issues, please contact TCEQ Project Manager Xiaoxia Lu at (512) 239-4521 or via email at xiaoxia.lu@tceq.texas.gov.

Conclusion

The EPA remains dedicated to facilitating the cleanup and beneficial reuse of contaminated properties and hopes the information contained in this letter is helpful. You may find it helpful to consult your own legal counsel and your state, tribal, or local environmental protection agencies before taking any action to acquire, clean up, and/or redevelop the impacted property. You may also find it beneficial to consult with your own environmental professionals to obtain advice on the compatibility of the proposed reuse of the property to ensure that it complies with any federal, state, local, and/or tribal laws, or other requirements that may apply. If you have any additional questions or wish to discuss this information further, please feel free to contact the EPA Region 6 Remedial Project Manager Kenneth Shewmake at (214) 665-3198 or via email at shewmake.kenneth@epa.gov, or Region 6 Superfund Reuse Coordinator Casey Luckett Snyder at (214) 665-7393 or via email at luckett.casey@epa.gov. For legal questions, feel free to contact the Region 6 Site Attorney Matthew Miller at (214) 665-6406 or via email at miller.matthew@epa.gov.

Sincerely,

Matthew Miller
Assistant Regional Counsel
U.S. Environmental Protection Agency, Region 6

cc: Elisabeth Freed, Office of Site Remediation Enforcement, EPA
Casey Luckett Snyder, Superfund Project Manager and Redevelopment Coordinator, EPA
Kenneth Shewmake, Remedial Project Manager, EPA
Xiaoxia Lu, Project Manager, TCEQ
Timothy A. Wilkins, Attorney for HCRMA

[3] CERCLA § 101(40)(B)(iv) provides that "[t]he person exercises appropriate care with respect to hazardous substances found at the facility by taking reasonable steps to (i) stop any continuing release; (ii) prevent any threatened future releases; and (iii) prevent or limit human, environmental, or natural resource exposure to any previously released hazardous substance."

Jon Niermann, *Chairman*
Emily Lindley, *Commissioner*
Bobby Janecka, *Commissioner*
Toby Baker, *Executive Director*

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

December 14, 2020

Eric Davila, PE, PMP, CFM
Hidalgo County Regional Mobility Authority
203 W Newcombe Ave
Pharr, Texas 78577

Via email

Re: Property purchase and development within Donna Reservoir and Canal System Superfund site for proposed HCRMA IBTC project

Dear Mr. Davila:

I am writing in response to your letter dated June 14, 2019, regarding Hidalgo County Regional Mobility Authority's (HCRMA) proposed purchase of right-of-way land partly comprising the Donna Reservoir and Canal System (federal) Superfund site. TCEQ acknowledges that the prospective purchase will enable the construction of the International Bridge Trade Corridor (IBTC) Project, and we recognize the importance of that project to the economy of the State.

We have reviewed the Environmental Protection Agency's (EPA's) October 30, 2020 letter response to your request for a Superfund comfort/status letter to EPA. While Texas state law and TCEQ rules do not have provisions analogous to the bona fide prospective purchaser (BFPP) provision in the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, commonly referred to as Superfund), we recognize EPA's authority in its role as the lead agency for the Donna Reservoir and Canal System site to issue the assurances and provisos that it did in the October 30 letter.

Regarding HCRMA's request for assurance of non-liability, it would be outside the scope of TCEQ Remediation Division's role to issue an assurance of non-liability that is outside of, or supersede, the provisions in Texas statutes. However, to the extent that TCEQ may choose, within the provisions of the law, to not seek cost recovery from HCRMA, we intend to continue that approach. We appreciate HCRMA's stated intention to work closely with both EPA and TCEQ to ensure protection of human health and the environment.

Sincerely,

Terry Andrews, P.G., Team Leader
Superfund Section
Remediation Division

cc: Mr. Cullen McMorrow, Site Attorney, TCEQ
Ms. Monica Harris, Superfund Section Manager, TCEQ
Ms. Xiaoxia Lu, Project Manager, TCEQ
Mr. Kenneth Shewmake, Remedial Project Manager, EPA
Mr. Timothy, A. Wilkins, Attorney for HCRMA

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Texas Coastal Ecological Services Field Office
3325 Green Jay Road
Alamo, Texas 78516
Main: (956) 784-7560 Fax: (956) 787-8338

In Reply Refer To:
02ETTX00-
2020-I-3162

September 18, 2020

Ms. Clover Clamons
Natural Resource Management Section Director
Environmental Affairs Division
Texas Department of Transportation
Environmental Affairs Division
125 East 11th Street
Austin, TX 78701-2483

RE: IBTC
Hidalgo County, Texas
CSJ: 0921-02-142, 0921-02-202

Dear Ms. Clamons:

This responds to the Texas Department of Transportation's (TxDOT) July 14, 2020, letter, and attached Biological Evaluation (BE), requesting informal consultation on the proposed construction of the International Bridge Trade Corridor (IBTC) a new location, non-tolled, four lane divided highway from the future 365 Tollway and Farm-to-Market (FM) 493 to Interstate Highway 2 (IH 2) in Hidalgo County, Texas (proposed project) (please see Figure 1 in the BE). Hidalgo County Regional Mobility Authority (HCRMA) is the local partner on this proposed project. TxDOT submitted supporting documentation to the U.S. Fish and Wildlife Service (Service) requesting concurrence that the proposed project, may affect, but is not likely to adversely affect the ocelot (*Leopardus pardalis*), a species listed pursuant to the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). Critical habitat has not been designated for this species so none will be affected.

Section 7 of the Act requires that all Federal agencies consult with the Service to ensure that the actions authorized, funded, or carried out by such agencies do not jeopardize the continued existence of any threatened or endangered species or adversely modify or destroy designated critical habitat of such species. The Federal Highway Administration (FHWA) assigned responsibility for compliance with the National Environmental Policy Act (NEPA) and all federal resource agency consultations, including section 7 formal consultations, to TxDOT in an MOU dated December 9, 2019 (23 U.S.C. 327). TxDOT has the authority to complete consultations under the MOU.

The proposed location for the future IBTC highway begins at the future 365 Tollway/FM 3072 (Dicker Road) intersection and extends east, then north to IH-2, 0.5 mile west of FM 1423 (Val Verde Road), and east to FM 493 (approximately 1.5 miles north of United States Highway [US] 281/Military Road). The project is approximately 13.15 miles in length and would require a total of approximately 706.3 acres of existing and proposed right-of-way (ROW) and permanent easements. This includes approximately 59.16 acres of existing transportation ROW, approximately 580.64 acres of new ROW, and the acquisition of an additional 28.3 acres of permanent easements. The HCRMA has already completed early acquisition of approximately 38.2 acres of ROW for the proposed IBTC.

The proposed project would be constructed in two phases, a Phase I Interim Design and a Phase II Ultimate design. The total ROW amount of 706.3 acres includes area beyond what is required for the initial four-lane facility (Phase I) and would provide for future expansion to a six-lane facility (Phase II) under the ultimate design when needed, as determined by future traffic conditions. The Phase I interim design is a four-lane roadway that is a mixture of lanes designed either as main lanes or frontage road lanes depending on the location (see information by section below). The Phase II ultimate design is a six-lane divided controlled-access facility with four-lane frontage roads (two in each direction) within a variable ROW width of 160 feet to 400 feet (please see Attachment B to the BE). The proposed project is classified as an urban freeway/principal arterial. This new location roadway includes grade separations, such as overpasses and underpasses, to accommodate existing roadways unimpeded, and to maintain local connectivity. The completed project (Phase I and Phase II) would include 10 structures including five overpasses, two underpasses, one high water bridge/culvert constructed across the U.S. IBWC floodway water crossing, and two direct connectors. The proposed project would be constructed in three sections: the West leg (from 365 Tollway/FM 3072 interchange to Valley View interchange), the North leg (from Valley View interchange to IH-2), and the East leg (from Valley View interchange to FM 493).

Phase I - Interim Design

The interim design proposes construction of the frontage roads in the west and east legs and mainlanes in the north leg (there are no frontage roads in this leg). Phase I construction would include one overpass, one underpass, and one high water crossing. Construction work included in each leg under Phase I are described below:

- West leg: The west leg of the project consists of four 12-foot-wide frontage roads (two in each direction), 10-foot-wide outside shoulders, and 4-foot-wide inside shoulders separated by a variable width grassy median. The typical sections include a 20-footwide outside ditch and variable inside ditch. The proposed ROW varies from 213 to 395 feet (please see Figure 3 in Appendix A to the BE). The west leg includes at-grade intersections at the existing local roads except for the bridge over the IBWC main floodway. The proposed bridge over the IBWC main floodway consists of a 12-foot-wide travel lane in each direction, 10-foot-wide outside shoulders,

and 4-foot-wide inside shoulders separated by a concrete barrier. The proposed ROW is 400 feet.

▪ North leg: The north leg of the project consists of four 12-foot-wide mainlanes (two in each direction), a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder separated by a concrete barrier. North of Donna Reservoir a 150-foot-wide Electric Transmission Texas, LLC (ETT) easement lies on the east and a variable width (43 feet to 175 feet) irrigation easement transitions from the east side to the west side of the proposed ROW at BU 83. The proposed ROW varies from 222 to 251 feet. The mainlanes terminate at-grade at the IH-2 eastbound frontage road.

▪ East leg: The east leg of the project consists of a two-lane frontage road (one one-way frontage lane in each direction) and includes a 12-foot-wide travel lane in each direction, 10-foot-wide inside and outside shoulders, bordered by a 12-foot-wide inside ditch and an 8 to 10-foot-wide outside ditch. The proposed ROW varies from 300 to 400 feet. The frontage lanes terminate at-grade at FM 493.

Phase II - Ultimate Design

Phase II would be constructed when determined necessary based on future traffic conditions. The ultimate design would be a six-lane facility divided by a concrete traffic barrier with overpasses, ramps, and two-lane frontage roads in certain locations. Frontage roads are not continuous; two-lane frontage roads are proposed in the west leg, no frontage roads are proposed in the north leg, and two-lane frontage roads are proposed in the east leg. The ultimate IBTC facility would consist of six 12-foot-wide travel lanes (three in each direction), 10-foot-wide outside shoulders, and 10-foot-wide inside shoulders, divided by a concrete barrier. Phase II construction would include four overpasses, one underpass, and two direct connectors at 365 Tollway, FM 3072 (Dicker Road), and IH-2.

The project area is defined as the approximately 678 acres of existing and proposed ROW, and 28.3 acres of permanent easements where new roadway construction work is proposed (please see Figures 1 and 2 in the BE). A buffer of 0.5 miles around the project area was used to define the action area based on the mean home range size (x= 1.25 km^2 or 0.48 $miles^2$) of ocelot using the 50 percent kernel estimator (please see Figures 3.1-3.4 in the BE). The action area for the proposed project includes approximately 10,151 acres. Land use in the action area primarily consists of row crops and urban areas with scattered patches of rangeland, brush, or shrubland. Much of the project area north of Donna Reservoir includes urban development, which consists primarily of residential neighborhoods and smaller areas of commercial development.

TxDOT has proposed to implement the following voluntary conservation measures to minimize potential impacts to the ocelot:

Measures to be Implemented during Project Design

1. TxDOT/HCRMA will include notes in the Environmental Permits, Issues, and Commitments (EPIC) sheets for the developer/contractor to minimize clearing of brushy or wooded areas within the existing and proposed ROW to the maximum extent practicable.

2. The La Cruz Resaca (Main Floodway) would be bridged by the proposed project to maintain riparian connectivity and provide a wildlife dispersal corridor.

Measures to be Implemented during Project Construction

1. TxDOT/HCRMA will require that construction, operations, and maintenance personnel report any sightings of dead, injured, or sick protected species to TxDOT and the USFWS Law Enforcement Office in McAllen, Texas (phone: 956-686-8591) or the USFWS Ecological Services Office at the Santa Ana National Wildlife Refuge (phone: 956-784-7500, or 7520). The person making the discovery will be responsible for ensuring that evidence intrinsic to the specimen is not disturbed.

2. Sightings of ocelots will be reported immediately by phone to the TxDOT Pharr District Environmental Quality Coordinator at (956) 702-6100 and the USFWS Ecological Services Office at the Santa Ana National Wildlife Refuge.

3. Construction, operations, and maintenance vehicles and equipment will be inspected regularly to ensure that hydraulic fittings are tight, hydraulic hoses are in good condition or replaced if damaged, and there are no oil or other leaks. Maintenance and fueling of vehicles and equipment will be conducted in designated areas, and precautions will be taken to minimize, contain, and clean up drips and spills.

4. Non-hazardous waste materials, litter, and other discarded materials, such as construction waste, will be placed in containers until removed from the construction site. Trash will be removed regularly to help prevent unintended littering.

Species information

The nearest ocelot record, from 1991, is approximately 2 miles south of the action area at Santa Anna National Wildlife Refuge. However, the nearest known population is over 35 miles east of the Action Area, and the nearest documented road mortality is approximately 25 miles east of the Action Area. Canals and ditches in the action area are generally sparsely vegetated and do not provide adequate cover to serve as ocelot dispersal corridors with the exception of the Donna Reservoir and the La Cruz Resaca. The Donna Reservoir previously consisted of mesquite mixed shrubland but due to a levee breach in 2018 that area remains flooded. On September 27, 2019, HCRMA piloted a drone around the area and recorded footage of the flooded portion that shows the extent of dead and dying vegetation from the inundation (please see photos in Attachment D to the BE). The proposed project will bridge the La Cruz Resaca allowing this area to maintain connectivity for wildlife (please see Attachment B to the BE).

The Service understands that TxDOT/HCRMA are currently consulting with the Environmental Protection Agency (EPA) Region 6 regarding the proposed crossing of the superfund site waters (primarily Donna Reservoir) and its status as a pre-existing condition for the proposed project. Per the September 14, 2020, memo provided by HCRMA they will be "developing a construction waste management plan upon development of the final design and construction plans for the project to minimize the potential that any temporary construction impacts to water quality will include provisions for handling of potentially contaminated sediments if encountered." Additionally, we understand that roadway, storm water controls, ditches, embankments, and bridges are only developed at the preliminary schematic phase at this time and that further design is needed. We request that TxDOT/HCRMA provide the Service with follow up information as final water quality design and consultation with EPA progresses so that we can better understand the potential impact of the project on the Donna Reservoir, which is a source of freshwater for local wildlife.

Due to the avoidance and minimization measures proposed by TxDOT/HCRMA and the fact that the proposed project location is a mix of row crops and urban areas, we concur with TxDOT's conclusion that the project may affect, but likely will not adversely affect the ocelot pursuant to section 7 of the Act. Therefore, no further endangered species consultation will be required unless: 1) the identified action is subsequently modified in a manner that causes an effect on a listed species or designated critical habitat; 2) new information reveals the identified action may affect federally protected species or designated critical habitat in a manner or to an extent not previously considered; or 3) a new species is listed or a critical habitat is designated under the Act that may be affected by the identified action. If new effects are identified in the future, the project proposal should be resubmitted to our office for further consideration.

If you have any questions, comments, or need additional information, please contact Ms. Charlotte Kucera at (512) 490-0057, ext. 224.

Sincerely,

Charles Ardizzone
Field Supervisor

cc: Ernesto Reyes, USFWS, Alamo, TX (electronic)
Laura delaGarza, USFWS, Alamo, TX (electronic)
John Young, TxDOT ENV, Austin, TX (electronic)
Robin Gelston, TxDOT Pharr District, Pharr, TX (electronic)

Samantha Melito

From: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Sent: Wednesday, April 15, 2020 4:04 PM
To: Maria Cottagoma
Cc: Dora Robles; Robin Gelston; Doug Hagemeier; Eric Davila, PE, PMP, CFM; Lindsey Kimmitt; Samantha Melito; ramon@kleinmanconsultants.com; Nick Wallisch
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

Maria,

I appreciate the commitment to the additional BMPS to minimize impacts from the project. Please feel free to reach out to me if you need further assistance with USACE mitigation or wildlife crossings.

Thank you for submitting the following project for early coordination: International Bridge Trade Corridor from 365 Tollway/FM 493 to IH-2 (CSJs: 0921-02-142 and 0921-02-202). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment form submitted on September 12, 2020 and in emails below. 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

Sincerely,

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: Maria Cottagoma <Maria.Cottagoma@txdot.gov>
Sent: Monday, April 13, 2020 2:07 PM
To: Doug Hagemeier <doug.hagemeier@blantonassociates.com>; eric.davila@hcrma.net; Lindsey Kimmitt <Lindsey.Kimmitt@txdot.gov>; Samantha Melito <samantha.melito@blantonassociates.com>; Robin Gelston <Robin.Gelston@txdot.gov>; Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>; Dora Robles <Dora.Robles@txdot.gov>; Ramon Navarro, IV, PE, CFM <ramon.navarro@hcrma.net>; Nick Wallisch <nwallisch@blantonassociates.com>
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

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Thank you Doug!

From: Doug Hagemeier [mailto:doug.hagemeier@blantonassociates.com]
Sent: Monday, April 13, 2020 1:50 PM
To: Maria Cottagoma <Maria.Cottagoma@txdot.gov>; eric.davila@hcrma.net; Lindsey Kimmitt <Lindsey.Kimmitt@txdot.gov>; Samantha Melito <samantha.melito@blantonassociates.com>; Robin Gelston <Robin.Gelston@txdot.gov>; Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>; Dora Robles <Dora.Robles@txdot.gov>; Ramon Navarro, IV, PE, CFM <ramon.navarro@hcrma.net>; Nick Wallisch <nwallisch@blantonassociates.com>
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

Maria,
The Hidalgo County Regional Mobility Authority would like to offer the following response to the comments from Texas Parks & Wildlife Department received in 3/27/2020 email from Suzanne Walsh, forwarded below:

We appreciate the TPWD's comments and offer the following commitments or corrections:

- Terrestrial Reptile BMPs will be implemented for the slender glass lizard and western box turtle.
- The plains spotted skunk BMP will also be implemented for the American Badger and long-tailed weasel.
- Amphibian BMPs will be implemented for the Woodhouse's toad.
- There was an error with the reticulate collared lizard; the species should not have been included on the Tier 1 form, as there is no suitable habitat for the species in the project area.
- The spot-tailed earless lizard was listed for Hidalgo County when the Tier 1 Form was completed, but it has since been removed from the county list during the last RTEST update.

These items and any other changes to the county list or listing status of other species will be incorporated into the EA and included on the Environmental Permits, Issues, and Commitments (EPIC) sheets for the project. Recommendations about bridge and culvert design will be considered.

Please let us know if there are any additional concerns or needs that TPWD or TxDOT have regarding this coordination.

Thank you,
- Doug

Douglas D. Hagemeier
Senior Project Manager
Blanton & Associates, Inc.
5 Lakeway Centre Court, Suite 200, Austin, Texas 78734 | T: 512-264-1095 | M: 512-971-4419
Doug.Hagemeier@blantonassociates.com | www.blantonassociates.com
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From: Maria Cottagoma <Maria.Cottagoma@txdot.gov>
Sent: Wednesday, April 8, 2020 9:16 AM
To: Doug Hagemeier <doug.hagemeier@blantonassociates.com>; eric.davila@hcrma.net; Lindsey Kimmitt <Lindsey.Kimmitt@txdot.gov>; Samantha Melito <samantha.melito@blantonassociates.com>
Cc: Robin Gelston <Robin.Gelston@txdot.gov>; Dora Robles <Dora.Robles@txdot.gov>
Subject: FW: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

Good morning Doug,
I wanted to make sure you received these comments.

I usually get a response from you right of way, this time I didn't received confirmation email.
thanks

From: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Friday, March 27, 2020 5:27 PM
To: Maria Cottagoma <Maria.Cottagoma@txdot.gov>
Cc: Dora Robles <Dora.Robles@txdot.gov>; Robin Gelston <Robin.Gelston@txdot.gov>; Doug Hagemeier <doug.hagemeier@blantonassociates.com>
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

Hi Maria,

Thank you for your patience. I received Douglas Hagemeier's email dated 3/9/2020 that provided a KMZ file and additional project information, including that HCRMA had a pre-application meeting with the USACE in Corpus Christi to discuss the project, potential impacts and mitigation needs; Biological Evaluation letter for Section 7 informal consultation with FWS on ocelot has been prepared for TxDOT; and Wildlife Crossing and Vegetation BMPs from Section 2 of the BMP PA will be implemented as applicable.

There were some additional inconsistencies in the environmental documents for the project regarding species (in addition to the Wildlife Crossings and Vegetation BMPs listed in my previous email):

- TPWD notes that the Tier I form indicates that the reticulate collared lizard has suitable habitat in the project limits. On page 3-4 of Tier I form, it states that BMPs are available and will be implemented for a suite of species, including the reticulate collared lizard, but this species is not included within the BMP Implemented Section/EPICs included section of the Tier I form (page 5). However, the species impact table indicates that there is not suitable habitat within or adjacent to the project area. Please correct the inconsistencies.

- The spot-tailed lizard is listed as being in range and having potential suitable habitat within the project limits on the Tier I form (page 3). This species does not occur within the list of rare, threatened, and endangered species for Hidalgo County.

The Tier I form and species impact table indicates that the project is within the range of and potentially suitable habitat is present for the following species in Hidalgo County for which impacts may occur, but no approved BMPs exist within the 2017 BMP PA. TPWD recommends TxDOT commit to implementing the following BMPs for this project to these species, some of which are already planned for implementation:

- Apply the full Terrestrial Reptile BMPs as written in 2017 BMP to the following additional species:
  slender glass lizard and western box turtle

- Apply the plains spotted skunk BMP to the following additional species:

  American Badger and long-tailed weasel

- Apply the Amphibian and Reptile BMPs as written in 2017 BMP PA to the following species:

  Woodhouse toad

TPWD appreciates that wildlife crossings have been considered during the design of this new location project. TPWD continues to encourage TxDOT to incorporate wildlife crossings to minimize impacts to wildlife as roads often create barriers to movement which can lead to a higher incidence of wildlife mortality due to collisions with vehicles. In addition to incorporating wildlife crossings to benefit wildlife species, TPWD recommends avoiding or minimizing structures in the roadway (i.e. concrete traffic barrier) when practicable or incorporating openings or gaps at intervals for when continuous concrete structures are to be used to increase permeability for smaller, less mobile species.

TPWD recommends the use of spanning bridges rather than culverts when feasible to minimize impacts to stream crossings and other water features. We encourage bridges to be designed for adequate vertical and horizontal clearances, as well as, incorporating a span wide enough to cross the stream and allow for dry ground and a natural surface pathway under the roadway. For culverts, we encourage the incorporation of an artificial ledge inside the culvert on one or both sides.

If I can assist the district with USACE compensatory mitigation for the project, please let me know.

Thanks,
Suzanne

From: Maria Cottagoma <Maria.Cottagoma@txdot.gov>
Sent: Tuesday, February 25, 2020 11:34 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Dora Robles <Dora.Robles@txdot.gov>; Robin Gelston <Robin.Gelston@txdot.gov>
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

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Suzanne,

The consultant is working on the water report and on the informal consultation with USFWS for wildlife crossings.

The district thinks is best to get some clarification on these issues before proceeding with your comments.

I'll keep you posted.
thanks

Maria Cottagoma
Environmental Specialist
956-702-6294
Maria.Cottagoma@txdot.gov
TxDOT Pharr District

From: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Tuesday, February 25, 2020 10:59 AM
To: Maria Cottagoma <Maria.Cottagoma@txdot.gov>
Cc: Dora Robles <Dora.Robles@txdot.gov>; Robin Gelston <Robin.Gelston@txdot.gov>
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

Hi Maria,

I'm checking on the status of this project.

Thanks,
Suzanne

From: Maria Cottagoma <Maria.Cottagoma@txdot.gov>
Sent: Wednesday, January 22, 2020 9:04 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Dora Robles <Dora.Robles@txdot.gov>; Robin Gelston <Robin.Gelston@txdot.gov>
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

Suzzana,

The consultant is initiating coordination with UFWS for the Ocelot.

They are also reviewing some of the water impacts and the Tier I assessment.

They wanted to do all of this before answering your questions.

thanks

Maria Cottagoma
Environmental Specialist
956-702-6294
Maria.Cottagoma@txdot.gov
TxDOT Pharr District

From: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Friday, January 17, 2020 3:35 PM
To: Maria Cottagoma <Maria.Cottagoma@txdot.gov>
Cc: Dora Robles <Dora.Robles@txdot.gov>; Robin Gelston <Robin.Gelston@txdot.gov>
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

Hi Maria,

I am checking to see if you had any questions about my comments/questions.

Thanks,
Suzanne

From: Maria Cottagoma <Maria.Cottagoma@txdot.gov>
Sent: Wednesday, December 4, 2019 7:36 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Dora Robles <Dora.Robles@txdot.gov>; Robin Gelston <Robin.Gelston@txdot.gov>
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

Suzanne,

We will address your comments shortly.

Thank you!

Maria Cottagoma
Environmental Specialist
956-702-6294
Maria.Cottagoma@txdot.gov
TxDOT Pharr District

From: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Wednesday, November 27, 2019 11:09 AM
To: Maria Cottagoma <Maria.Cottagoma@txdot.gov>
Cc: Robin Gelston <Robin.Gelston@txdot.gov>; Dora Robles <Dora.Robles@txdot.gov>
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

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Hi Maria,

Thank you for your patience. I am sorry for the delay in responding. I did have a couple of questions about the project.

Does the district plan to survey for SGCN plants?

Can you provide more information about permanent and temporary impacts to waters of the U.S.? The Tier I form indicated that a PCN or IP may be needed. Are there plans for TxDOT to mitigate for impacts?

Does the District plan on consulting with FWS for ocelots?

Can you confirm that the district will implement all of the BMPs listed below? The biological resources technical report (v3) included the wildlife crossings and vegetation BMPs from Section 2 of the 2017 BMP PA, but these BMPs were not listed on the Tier I form.

- **Wildlife Crossings BMPs**
  - Design roadways on new location to incorporate wildlife crossings, particularly in areas that bisect wildlife travel corridors or seasonal movement routes.
  - Consider using cable median barrier instead of concrete traffic barrier when feasible to increase permeability for animals encountering barriers.

- **Vegetation BMPs**
  - Minimize the amount of vegetation cleared. Removal of native vegetation, particularly mature native trees and shrubs should be avoided to the greatest extent practicable. Wherever practicable, impacted vegetation should be replaced with in-kind on-site replacement/restoration of native vegetation.
  - To minimize adverse effects, activities should be planned to preserve mature trees, particularly acorn, nut or berry producing varieties. These types of vegetation have high value to wildlife as food and cover.
  - It is strongly recommended that trees greater than 12 inches in dbh that are removed be replaced. TPWD's experience indicates that for ecologically effective replacement, a ratio of three trees for every one (3: I) lost should be provided to the extent practicable either on-site or off-site. Trees less than I 2 inches dbh should be replaced at a I: I ratio.

- Replacement trees should be of equal or better wildlife quality than those removed and be regionally adapted native species. When trees are planted, a maintenance plan that ensures at least an 85 percent survival rate after three years should be developed for the replacement trees.
- The use of any non-native vegetation in landscaping and revegetation is discouraged. Locally adapted native species should be used.
- The use of seed mix that contains seeds from only locally adapted native species is recommended.
- Avoid vegetation clearing activities during the general bird nesting season, March through August, to minimize adverse impacts to birds.

Do you have a schematic or KMZ file for the project? I did not see anything in ECOS.

Thanks,
Suzanne

From: Maria Cottagoma <Maria.Cottagoma@txdot.gov>
Sent: Friday, October 25, 2019 9:59 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Robin Gelston <Robin.Gelston@txdot.gov>; Dora Robles <Dora.Robles@txdot.gov>
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

Thank you so much!

Maria Cottagoma
Environmental Specialist
956-702-6294
Maria.Cottagoma@txdot.gov
TxDOT Pharr District

From: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Friday, October 25, 2019 9:50 AM
To: Maria Cottagoma
Cc: Robin Gelston; Dora Robles
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

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Hi Maria,

Thanks for the email. I have three projects ahead of the HCRMA IBTC project. I will let you know if I have any questions or comments as soon as I can.

Suzanne

From: Maria Cottagoma <Maria.Cottagoma@txdot.gov>
Sent: Friday, October 25, 2019 9:20 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Robin Gelston <Robin.Gelston@txdot.gov>; Dora Robles <Dora.Robles@txdot.gov>
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

Good morning Suzanne!

We were wondering if you have any additional questions or comments.

Do you need any additional information from us?

thanks

Maria Cottagoma
Environmental Specialist
956-702-6294
Maria.Cottagoma@txdot.gov
TxDOT Pharr District

From: Maria Cottagoma
Sent: Tuesday, October 08, 2019 11:59 AM
To: Suzanne Walsh
Cc: Robin Gelston
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

Suzanne,

This project is not a revaluation. The Local Government decided to put it in hold, in 2014 , The EA was never cleared environmentally.

There were two alternatives proposed in 2013-2014. See attached Map showing alternatives

In 2018 it was decided to re activate the project with alignment blue.

2011 TPWD coordination covered the area that could be impacted by alignment gray. This was the prefer alternative back in 2011.

The recent documentation sent to your office covers the area of Blue alignment.
Because the species and environmental conditions have changed since 2011, the consultant revisited the entire area again.

The project is not related to Cesar Chavez.

Let me know what else I can do to help!

thanks

Maria Cottagoma
Environmental Specialist
956-702-6294
Maria.Cottagoma@txdot.gov
TxDOT Pharr District

From: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Thursday, October 03, 2019 11:48 AM
To: Maria Cottagoma
Cc: Robin Gelston
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

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Hi Maria,

It looks like this project is a re-evaluation since the Tier I form indicates previous TPWD coordination. Can you tell me more about the changes that the re-evaluation covers? It seems to be related to the Cesar Chavez project (CSJ: 0921-02-399)?

Thanks,
Suzanne

Suzanne Walsh, Ph.D.
Transportation Conservation Coordinator
Wildlife Division – Wildlife Habitat Assessment Program
Texas Parks and Wildlife Department
4200 Smith School Road
Austin, TX 78744
Phone: (512) 389-4579

From: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Friday, September 13, 2019 4:00 PM
To: Maria Cottagoma <Maria.Cottagoma@txdot.gov>; Robin Gelston <Robin.Gelston@txdot.gov>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

The TPWD Wildlife Habitat Assessment Program has received your request and has added it project ID # 42428. 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: Maria Cottagoma <Maria.Cottagoma@txdot.gov>
Sent: Thursday, September 12, 2019 12:21 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Robin Gelston <Robin.Gelston@txdot.gov>
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

To whom it may concern;

The Hidalgo County Regional Mobility Authority (HCRMA), in cooperation with the Texas Department of Transportation (TxDOT) Pharr District, would like to request early coordination for the International Bridge Trade Corridor (IBTC) project from 365 Tollway and Farm-to-Market (FM) 493 to Interstate Highway 2 (IH-2) in Hidalgo County, Texas; CSJs 0921-02-142 and 0921-02-202.

The proposed project would construct a controlled access six-lane divided non-tolled facility on new location and would be constructed in two phases; Phase I (interim design) would primarily construct frontage roads from 365 Tollway to FM 493 and mainlanes from the future Valley View Interchange to IH-2. Phase II (ultimate design) would consist of six mainlanes and would also provide for overpasses and ramps at major intersections. The total length of the proposed project is 13.15 miles and would require the use of 59.16 acres of existing transportation right-of-way (ROW), and the acquisition of an additional 678.0 acres of proposed ROW and 28.3 acres of permanent easements.

Please see the attached Tier 1 Site Assessment Form and let me know if you have any questions.

Maria Cottagoma
Environmental Specialist
956-702-6294
Maria.Cottagoma@txdot.gov
TxDOT Pharr District

recognize the sender and know the content is safe.

Hi Robin,

I will be out of the office until September 9 but wanted to send a quick note that the early coordination request has to be submitted by the TxDOT District for us to review the project. If you have any questions, please contact Laura Zebehazy at (512) 389-4638.

Thanks,
Suzanne

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Wednesday, August 28, 2019 11:54 AM
To: Doug Hagemeier <doug.hagemeier@blantonassociates.com>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 42428. 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: Doug Hagemeier <doug.hagemeier@blantonassociates.com>
Sent: Wednesday, August 28, 2019 11:29 AM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Pilar Rodriguez, PE <prodriguez@hcrma.net>; Ramon Navarro, IV, PE, CFM <ramon.navarro@hcrma.net>; Nick Wallisch <nwallisch@blantonassociates.com>; 'Dora.Robles@txdot.gov'; Doug Hagemeier <doug.hagemeier@blantonassociates.com>; Eric Davila, PE, PMP, CFM <eric.davila@hcrma.net>; 'lindsey.kimmitt@txdot.gov'; 'Maria Cottagoma' <Maria.Cottagoma@txdot.gov>; Robin Gelston <Robin.Gelston@txdot.gov>; Samantha Melito <samantha.melito@blantonassociates.com>
Subject: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

Good Morning,

The Hidalgo County Regional Mobility Authority (HCRMA), in cooperation with the Texas Department of Transportation (TxDOT) Pharr District, would like to request early coordination for the International Bridge Trade Corridor (IBTC) project from 365 Tollway and Farm-to-Market (FM) 493 to Interstate Highway 2 (IH-2) in Hidalgo County, Texas; CSJs 0921-02-142 and 0921-02-202.

The proposed project would construct a controlled access six-lane divided non-tolled facility on new location and would be constructed in two phases; Phase I (interim design) would primarily construct frontage roads from 365 Tollway to FM 493 and mainlanes from the future Valley View Interchange to IH-2. Phase II (ultimate design) would consist of six mainlanes and would also provide for overpasses and ramps at

major intersections. The total length of the proposed project is 13.15 miles and would require the use of 59.16 acres of existing transportation right-of-way (ROW), and the acquisition of an additional 678.0 acres of proposed ROW and 28.3 acres of permanent easements.

Please see the attached Tier 1 Site Assessment Form and let me know if you have any questions.

Regards,

Douglas D. Hagemeier
Senior Project Manager
<image001.jpg>
5 Lakeway Centre Court, Suite 200, Austin, Texas 78734 | T: 512-264-1095 | M: 512-971-4419
Doug.Hagemeier@blantonassociates.com | www.blantonassociates.com
Please consider the environment before printing this e-mail.

<image002.png><image003.png><image004.png>
This communication, including attachments, is for the exclusive use of addressee and may contain proprietary, confidential or privileged information. If you are not the intended recipient, please notify the sender immediately by return e-mail and delete this communication and destroy all copies.

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

From:	Doug Hagemeier
To:	Samantha Melito; Nick Wallisch
Subject:	FW: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]
Date:	Friday, September 20, 2019 11:28:26 AM
Attachments:	image001.jpg image002.png image003.png image004.png

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FYI

From: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Wednesday, August 28, 2019 11:54 AM
To: Doug Hagemeier <doug.hagemeier@blantonassociates.com>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 42428. 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: Doug Hagemeier <doug.hagemeier@blantonassociates.com>
Sent: Wednesday, August 28, 2019 11:29 AM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Pilar Rodriguez, PE <prodriguez@hcrma.net>; Ramon Navarro, IV, PE, CFM <ramon.navarro@hcrma.net>; Nick Wallisch <nwallisch@blantonassociates.com>; 'Dora.Robles@txdot.gov'; Doug Hagemeier <doug.hagemeier@blantonassociates.com>; Eric Davila, PE, PMP, CFM <eric.davila@hcrma.net>; 'lindsey.kimmitt@txdot.gov'; 'Maria Cottagoma' <Maria.Cottagoma@txdot.gov>; Robin Gelston <Robin.Gelston@txdot.gov>; Samantha Melito <samantha.melito@blantonassociates.com>
Subject: HCRMA IBTC: Tier 1 Early Coordination [CSJs: 0921-02-142 and 0921-02-202]

Good Morning,

The Hidalgo County Regional Mobility Authority (HCRMA), in cooperation with the Texas Department of Transportation (TxDOT) Pharr District, would like to request early coordination for the International Bridge Trade Corridor (IBTC) project from 365 Tollway and Farm-to-Market (FM) 493 to Interstate Highway 2 (IH-2) in Hidalgo County, Texas; CSJs 0921-02-142 and 0921-02-202.

The proposed project would construct a controlled access six-lane divided non-tolled facility on new location and would be constructed in two phases; Phase I (interim design) would primarily construct frontage roads from 365 Tollway to FM 493 and mainlanes from the future Valley View Interchange to IH-2. Phase II (ultimate design) would consist of six mainlanes and would also provide for overpasses and ramps at major intersections. The total length of the proposed project is 13.15 miles and would require the use of 59.16 acres of existing transportation right-of-way (ROW), and the acquisition of an additional 678.0 acres of proposed ROW and 28.3 acres of permanent easements.

Please see the attached Tier 1 Site Assessment Form and let me know if you have any questions.

Regards,

Douglas D. Hagemeier

Senior Project Manager

5 Lakeway Centre Court, Suite 200, Austin, Texas 78734 | T: 512-264-1095 | M: 512-971-4419

Doug.Hagemeier@blantonassociates.com | www.blantonassociates.com

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From:	NEPA
To:	Lindsey Kimmitt
Subject:	RE: Draft environmental assessment for a highway project
Date:	Thursday, March 10, 2022 3:09:51 PM
Attachments:	image002.png TxDOT_NEPA_Response Letter_22-03.pdf

---

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

Dear Ms. Kimmitt,

Please find attached the NEPA review by TCEQ for project: International Bridge Trade Corridor (IBTC): From 365 Tollway and FM 493 to I-2, Hidalgo County (CSJs: 0921-02-142 (Interim) and 0921-02-202 (Ultimate)).

Please feel free to contact us if you require additional information.

Best regards,

Coleman Nickum
Pollution Prevention and Recycling Specialist
External Relations Division
Texas Commission on Environmental Quality
Ph: 512-239-2619
Coleman.Nickum@tceq.texas.gov

From: Lindsey Kimmitt <Lindsey.Kimmitt@txdot.gov>
Sent: Monday, March 7, 2022 2:12 PM
To: NEPA <NEPA@tceq.texas.gov>
Subject: Draft environmental assessment for a highway project

Attached please find a Notice of Availability of a DRAFT environmental assessment for a highway project. The draft environmental assessment can be found here - https://www.hcrma.net/ibtc.html.

Sincerely,

Lindsey Kimmitt
512-416-2547

Jon Niermann, *Chairman*
Emily Lindley, *Commissioner*
Bobby Janecka, *Commissioner*
Toby Baker, *Executive Director*

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

Re: Response to Request for TCEQ Environmental Review

The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project:

365 Tollway and FM 493 to I-2, HIDALGO COUNTY (CSJs: 0921-02-142 (Interim) and 0921-02-202 (Ultimate))

In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments.

This project is in an area of Texas designated by the United States Environmental Protection Agency as unclassifiable or in attainment of the National Ambient Air Quality Standards for all six criteria air pollutants. Air Quality staff has reviewed the document in accordance with transportation and general conformity regulations codified in 40 Code of Federal Regulations Part 93. We concur with TxDOT's assessment.

We are in support of the project. The environmental assessment addresses issues related to surface and groundwater quality.

TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.

If you have any questions, please contact the agency NEPA coordinator at (512) 239-0010 or NEPA@tceq.texas.gov

Appendix G

Section 4(f) Documentation

Section 4(f) Documentation

The documentation for the Section 4(f) *De Minimis* determination is found within the Historic Resources Survey Report, dated February 2019 (TxDOT 2019b), which is on file with the TxDOT Pharr District and uploaded to ECOS. The determination is summarized in **Section 5.9** of the Draft Environmental Assessment (February 2021). In addition, copies of the *Checklist for Section 4(f) Exceptions for Public Parks, Recreational Lands, Wildlife & Waterfowl Refuges, Non-archeological and Archeological Historic Sites,* and *Checklists for Section 4(f) De Minimis for Public Parks, Recreation Lands, Wildlife & Waterfowl Refuges, and Historic Properties* for Resources Areas 10 and 11 are found in **Appendix F**. A copy of the concurrence with the Section 4(f) *de minimis* determination from the SHPO is found in **Appendix F**.

Appendix H

Comment and Response Matrix from Public Involvement Activities

International Bridge Trade Corridor (IBTC)
Public Meeting – Tuesday, March 19, 2019 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
COMMENTS SUBMITTED AT MEETING					
1		March 19, 2019	Comment Form at Meeting	Making our property depreciate! Noise our property depreciate!	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.
2	Sandra Addison	March 19, 2019	Comment Form at Meeting	A sound barrier behind Palm Shadows is highlight recommended/requested.	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.

International Bridge Trade Corridor (IBTC)
Public Meeting – Tuesday, March 19, 2019 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
3	Terry L Addison	March 19, 2019	Comment Form at Meeting	Construction of a sound barrier behind Palm Shadows RV Park is requested	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.
4	Beverly Bailey	March 19, 2019	Comment Form at Meeting	We need a sound barrier	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.

International Bridge Trade Corridor (IBTC)
Public Meeting – Tuesday, March 19, 2019 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
5	Steve Bailey	March 19, 2019	Comment Form at Meeting	We will need a wall or sound barrier to reduce noise of road.	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.
6	Beverly Barker	March 19, 2019	Comment Form at Meeting	As a resident of Palm Shadows RV Park I am concerned about the noise that will be generated by construction of the proposed roadway and by traffic ~~that will~~ once the highway is in operation I feel very strongly that a tall retaining wall is necessary to provide a buffer to shut off traffic noise.	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.

International Bridge Trade Corridor (IBTC)
Public Meeting – Tuesday, March 19, 2019 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
7	John Blackstead	March 19, 2019	Comment Form at Meeting	Noise Barrier! Making our property depreciate!	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.
8	Ken Foster	March 19, 2019	Comment Form at Meeting	Has a sound barrier been considered	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.

International Bridge Trade Corridor (IBTC)
Public Meeting – Tuesday, March 19, 2019 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
9	Bobbie Harvard & Roy Devillier	March 19, 2019	Comment Form at Meeting	We need walls for sound	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.
10	Chuck Larson	March 19, 2019	Comment Form at Meeting	Noise barrier! Making our property depreciate	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.

International Bridge Trade Corridor (IBTC)
Public Meeting – Tuesday, March 19, 2019 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
11	Northcutt	March 19, 2019	Comment Form at Meeting	Need a sound barrier wall between the highway and Palm Shadows and other housing areas	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.
12	Delores M Rush	March 19, 2019	Comment Form at Meeting	Will need a sound barrier at Palm Shadows R.V. Park please save our hearing!!. Keep dust down as much as possible <u>Sound Barrier</u>	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance. During the construction phase of the project, fugitive dust control measures would be used to minimize dust emissions. It is not anticipated that the proposed project would have any significant impact on air quality in the area.

International Bridge Trade Corridor (IBTC)
Public Meeting – Tuesday, March 19, 2019 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
13	Carol & Ted Schnase	March 19, 2019	Comment Form at Meeting	Need a sound barrier	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.
14	Betty Williams	March 19, 2019	Comment Form at Meeting	Is there going to be any sound barrier between the highway ROW & the back of the RV parks	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.
15	Edward Yanez	March 19, 2019	Comment Form at Meeting	Project must tie into project north of I2c.	The limit of the proposed IBTC project is the eastbound frontage road to the south of IH-2. The proposed project north of IH-2 is outside of the scope of the proposed IBTC project. Additional projects may be evaluated and undertaken in the future, if warranted. Comment has been forwarded to the TxDOT Pharr District.

International Bridge Trade Corridor (IBTC)
Public Meeting – Tuesday, March 19, 2019 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
16	Maynard Zipf	March 19, 2019	Comment Form at Meeting	Concerned about sound barrier I am located in Village Grove.	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.
VERBAL COMMENTS AT MEETING (VIA THE VERBATIM TRANSCRIPT IN ATTACHMENT D)					
17	Steven Moore	March 19, 2019	Verbal Comment at Meeting	Where in Phase II and it says, right now how you're going to start buying property up next year if there's no money? [Eric Davila responds] So you're saying the money is there to buy out the properties?	(see **Attachment D** for the verbatim transcript response during the public meeting) Currently the project has a right-of-way fund allocated at the Hidalgo County Metropolitan Planning Organization. At this time, the HCRMA is coordinating to secure funding for the construction.
18	Larry Flink	March 19, 2019	Verbal Comment at Meeting	My name is Larry Flink. We line in Palm Shadows, which is butting up to the road going through. Our concern is sound and some of the sites are going to very close to the bridge going over Business 83. We know there's going to be heavy trucks coming over there. We know they're going to sounds like this (imitating sound) when they come over the bridge. We know it's going to be very noisy. So we're concerned about a fence needing to be built behind Palm Shadows between the road the buildings, the residential buildings there. I'm sure Casa Del Sol residents probably have the same concern.	(see **Attachment D** for the verbatim transcript response during the public meeting) Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.

International Bridge Trade Corridor (IBTC)
Public Meeting – Tuesday, March 19, 2019 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
19				One other question I have, on your presentation here I didn't see, you talked about frontage roads, but I didn't see the frontage roads. I saw the four lanes and the six lanes, but do you have frontage roads similar to what's on the Interstate 2?	(see **Attachment D** for the verbatim transcript response during the public meeting) Frontage roads would be constructed along the east and west legs of the proposed project corridor. The north leg of the proposed project would consist of mainlanes without frontage roads to minimize the impacts to the surrounding communities and the environment.
20	Debra Lee Bailey	March 19, 2019	Verbal Comment at Meeting	What I was asking, wondering about is what is your traffic projection per hour on the north section?	(see **Attachment D** for the verbatim transcript response during the public meeting) Traffic projections are currently being developed and awaiting approval from the TxDOT Transportation Planning and Programming Division. TxDOT's policy is to provide the fullest possible access to public information. If you wish to request records under the Texas Public Information Act, please make a written request by following the requirements and guidelines posted at https://www.txdot.gov/inside-txdot/contact-us/open-records.html
COMMENTS SUBMITTED BY EMAIL					
21	Rebecca Hoopingarner	March 21, 2019	Emailed Comment	I live in Palm Shadows in Donna, Tx. I am worried about the noise that will be caused by the new highway being built from Mexico to I-2 (83). This is a heavily populated area, and an over 55 mobile home/rv park. I am hoping you will consider a wall for the sound noise these trucks will add to this place. Our park is located where it will either connect to I-2 or it will turn to go further down. We know there will be a lot of braking from the trucks (as they don't always stay with in speed limits) and that will intensify the noise. Please consider a sound and noise barrier for our park. Thank you for your time and consideration. If there is a form I need to fill out please send it to me. Thank you again.	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.

International Bridge Trade Corridor (IBTC)
Public Meeting – Tuesday, March 19, 2019 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
22	Phil Brunette	March 21, 2019	Emailed Comment Form	There needs to be a sound barrier between the highway and Palm Shadows Park. I'm very concerned that there will be excessive noise from truck traffic	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.
23	Deena Byrd	March 26, 2019	Emailed Comment Form	We understand the need for growth and expansion of this project. We am asking you to highly consider the need for a noise barrier wall for the purposes of noise but also safety and aesthetics of our park. We are new full-time residents (moved here in May, 2018.) and as mentioned above, we appreciate the need for the project. However, please take into consideration this is our home – 12 months a year! And we do not want this to impact our home and/or safety!! We are only 56 and plan to live here until the good lord decides otherwise! Thank you for your time and consideration to our request.	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.
COMMENTS SUBMITTED BY MAIL					
24	Lanny Hunter	March 22, 2019	Mailed Comment Form	I and my wife are both handicapped and our mobil home is completely set up for the handicapped. We either one can walk. It's going to be a hardship on us to have to move.	Any affected property owners/renters that would require right-of-way acquisition and/or relocations assistance would be conducted in accordance with Title II and Title III of the Uniform Act and Federal regulations.

International Bridge Trade Corridor (IBTC)
Public Meeting – Tuesday, March 19, 2019 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
25	Carmen Middaugh	March 26, 2019	Mailed Comment Form	If a six lane truck route is built just yards from my lot, the value of my lot will decrease due to noise, dust, and visual degradation. Please build a sound barrier to mitigate this impact. Stephen C. Middaugh	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance. During the construction phase of the project, fugitive dust control measures would be used to minimize dust emissions. It is not anticipated that the proposed project would have any significant impact on air quality in the area.
26	Lynda Duthler	March 26, 2019	Mailed Comment Form	Because we live full-time in the Palm Shadows Resort we have an interest in how this project impacts the property. If the corridor is built as described at the 3/19 meeting, this park will sustain damages in the form of lost leasees. The noise will be intrusive 24/7, the dust & dirt will be invasive. People will move out – our rents will increase. I am requesting, most urgently, that a sound barrier be built to shield the park from sound & debris. Air quality would also benefit from the barrier. If the barrier is built, my rent will likely not increase, my unit's value will not be lessened, and I will not have increased medical to control asthma attacks caused by the lower air quality. BUILD THE WALL!	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance. During the construction phase of the project, fugitive dust control measures would be used to minimize dust emissions. It is not anticipated that the proposed project would have any significant impact on air quality in the area.

International Bridge Trade Corridor (IBTC)
Public Meeting – Tuesday, March 19, 2019 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
27	Dave Fidler	March 29, 2019	Mailed Comment Form	The value of our property will go down unless a sound barrier is built through our area. The dust and fumes will make our house unlivable. There must be a sound barrier.	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance. During the construction phase of the project, fugitive dust control measures would be used to minimize dust emissions. It is not anticipated that the proposed project would have any significant impact on air quality in the area.
28	Franklin Bywaters	April 3, 2019	Mailed Comment Form	Concur of loss of property value due to noise and construction – traffic of my personal property in Palm Shadows RV Park	Thank you for your comment. A traffic noise analysis is currently being conducted for the proposed project. During the construction phase of the project, fugitive dust control measures would be used to minimize dust emissions and safety guidelines will be followed according to HCRMA and TxDOT standards.
29	Joyce Bywaters	April 3, 2019	Mailed Comment Form	The devalue of my personal property located in Palm Shadows RV Park due to noise and dust-dirt close to my property. Loss of safe due to threat of road construction	Thank you for your comment. A traffic noise analysis is currently being conducted for the proposed project. During the construction phase of the project, fugitive dust control measures would be used to minimize dust emissions and safety guidelines will be followed according to HCRMA and TxDOT standards.

International Bridge Trade Corridor (IBTC)
Public Meeting – Tuesday, March 19, 2019 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
30	Sandra Buker	April 3, 2019	Mailed Comment Form	The new highway will remove the back row of Palm Shadows MH & RV park. Since it is so close I feel a safety, sound barrier is definitely needed beside our park. Thank you	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.
31	Harold Crabtree	April 3, 2019	Mailed Comment Form	Due to the close proximity of the new highway impacting Palm Shadows mobile home and RV Park residents, I feel a noise abatement wall and barrier is definitely needed. There should also be a safety barrier in place to protect residents from harm. Thank you.	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.
32	Dave Fidler	April 3, 2019	Mailed Comment Form	Loss of property value due to we will be facing directly on to new road. Will encounter noise – dust – dirt from traffic and construction My home will be facing new road – for sale but can't sell due to threat to our park.	Thank you for your comment. A traffic noise analysis is currently being conducted for the proposed project. During the construction phase of the project, fugitive dust control measures would be used to minimize dust emissions. It is not anticipated that the proposed project would have any significant impact on air quality in the area.

International Bridge Trade Corridor (IBTC)
Public Meeting – Tuesday, March 19, 2019 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
33	Donna Hahn	April 3, 2019	Mailed Comment Form	Loss of property value due to noise – dust & increased traffic & construction My home in Palm Shadows is for sale can't sell with this threat to our Park	Thank you for your comment. A traffic noise analysis is currently being conducted for the proposed project. During the construction phase of the project, fugitive dust control measures would be used to minimize dust emissions. It is not anticipated that the proposed project would have any significant impact on air quality in the area.
34	Esther Lewis	April 3, 2019	Mailed Comment Form	Due to the close proximity of the new highway impacting Palm Shadows mobile home and RV Park I feel a noise abatement wall and safety barrier is needed to ensure the safety of myself as a resident. Thank you for your consideration of a safety, sound barrier.	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.
35	Ed Tomlinson	April 3, 2019	Mailed Comment Form	As a homeowner with a residence less than ¼ mile from the proposed corridor, I am very concerned over noise pollution. I addressed this with representatives during and after the meeting and was told noise abatement methods would be impractical and none would be erected. My residence is over ½ mile from I-2 and the traffic noise is a constant bother, especially trucks and motorcycles. I was told the road level would be 16 feet above ground at my home, so there would be no obects to effectively baffle the noise. I am petitioning to have a noise abatement wall erected or move the proposed road east to Valley View Road. The proposed road would reduce the value of my home.	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.

International Bridge Trade Corridor (IBTC)
Public Meeting – Tuesday, March 19, 2019 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
36	Marilyn Tomlinson	April 3, 2019	Mailed Comment Form	As a homeowner with residence less than ¼ mile from the proposed corridor I am concerned over noise pollution I was told noise abatements would be impractical and none would be erected. I am petitioning to have noise abatement wall erected or move project east to Valley View Road. I believe the proposed road would reduce value of my home.	Thank you for your comment. A traffic noise analysis is currently being conducted in accordance with TxDOT's Traffic Noise Policy to determine the existing and predicted noise levels as a result of the proposed Ultimate (Phase II) project. At this time, the traffic counts used as part of the analysis have not received final approval from the TxDOT Transportation Planning and Programming Division. Once the traffic is approved, it will be applied to the model and if the noise impacts exceed the noise abatement criteria, abatement measures such as a noise wall will be evaluated for reasonable and feasibleness and the results will be presented in the draft Environmental Assessment. Any potentially proposed abatement such as noise walls would require a noise workshop. A noise workshop could be held after the public hearing or after environmental clearance.

International Bridge Trade Corridor (IBTC)
Virtual Public Hearing with In-Person Option – Thursday, March 17, 2022 to April 1, 2022 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
COMMENTS SUBMITTED AT IN-PERSON HEARING					
1.	Kathy & Jim Anderson	3/17/2022	Written Comment at In-Person Hearing	Too much time wasted.	Comment noted.
2.	Eva Carranza	3/17/2022	Written Comment at In-Person Hearing	Quiero saber que va a pasar con las lagunas de Donna ya que el proyecto las menciona ya que estan catalogadas como SUPERFUND y sabemos que tiene problemas de contaminacion con PSB's me gustaria saber que va a pasar con ellas cual va a ser el proceso ya que sabemos que son necesarias par el sistema de riego. *Translation: I would like to know what is going to happen with the Donna reservoir since the project mentions them as they are catalogued as SUPERFUND and we know that it has contamination problems with PSB's. I would like to know what is going to happen with them, what is going to be the process since we know that they are necessary for the irrigation system.*	The potential impacts of the project to Donna Reservoir and coordination with both the US Environmental Protection Agency and the Texas Commission on Environmental Quality are provided in the Draft Environmental Assessment, Section 5.13 and in Appendix G. Within the footprint of the project, no contamination was found and there will be no impact. A copy of the Draft Environmental Assessment is available on-line at www.hcrma.net/ibtc.html or www.txdot.gov, keyword search "IBTC." *Traducción: Los impactos potenciales del proyecto en el lago Donna y la coordinación con la Agencia de Protección Ambiental de los Estados Unidos y la Comisión de Calidad Ambiental de Texas se presentan en el borrador de la evaluación ambiental, sección 5.13 y en el Apéndice G. Dentro de la zona de cobertura del proyecto, no se encontró contaminación y no habrá ningún impacto. Una copia del Proyecto de Evaluación Ambiental está disponible en línea en www.hcrma.net/ibtc.html o www.txdot.gov, búsqueda de la palabra clave "IBTC".*
3.	Ramon Casas	3/17/2022	Written Comment at In-Person Hearing	Quiero saber del desarrollo del Proyecto por favor invitarme Gracias Ramon *Translation: I want to know about the Project development please invite me* *Thanks* *Ramon*	Comment noted. Project materials are available at www.hcrma.net/ibtc.html or www.txdot.gov keyword search "IBTC." *Traducción: El comentario fue tomado en cuenta. Materiales del proyecto están disponible en www.hcrma.net/ibtc.html o www.txdot.gov, búsqueda de la palabra clave "IBTC".*
4.	Laura Gonzalez	3/17/2022	Written Comment at In-Person Hearing	- Me gustaria saber que va a pasar con mi terreno, me va a afectar? - A que altitud va a quedar el puente? - Serian todas las propiedades de mi colonia? O solo las ultimas? - Si me afecta este proyecto, me rehubicaran? Me daran alguna compesacion por mi terreno? Me podrian mandar a alguien a evaluar Quisiera una junta en persona y preguntar mis dudas. *Translation:* - *I would like to know what is going to happen to my land, will it affect me?* - *How high is the bridge going to be?* - *Will it affect all the properties in my neighborhood? Or just the last ones?* - *If this project affects me, will I be relocated? Will I get any compensation for my land?* *Can you send someone to evaluate*	The proposed improvements will not have any direct impact to your property at [redacted]. There is no bridge proposed near this location. The proposed improvements are anticipated to result in the displacement of some properties at the east end of Maiz Street. The HCRMA will contact you regarding the request to meet in person and discuss the project further. Any member of the public is welcome to schedule an appointment with Mr. Eric Davila, P.E. with HCRMA, during normal business hours, Monday through Friday, except on holidays, to discuss the project. He may be contacted at (956) 402-4762 or by email at eric.davila@hcrma.net.

International Bridge Trade Corridor (IBTC)
Virtual Public Hearing with In-Person Option – Thursday, March 17, 2022 to April 1, 2022 - Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				I would like to meet in person and ask my questions.	*Traducción: Las mejoras propuestas no tendrán ningún impacto directo sobre su propiedad en [redacted]. No se propone ningún puente cerca de esta ubicación. Se anticipa que las mejoras propuestas resultarán en el desplazamiento de algunas propiedades en el extremo este de la calle Maíz.* *Cualquier miembro del público es bienvenido a agendar una cita con el Ingeniero Eric Davila con el HCRMA, durante las horas de trabajo, de lunes a viernes, excepto en días festivos, para discutir el proyecto. Se puede comunicar con él llamando al (956) 402-4762 o por correo electrónico a eric.davila@hcrma.net.*
5.	Guillermo Hernandez	3/17/2022	Written Comment at In-Person Hearing	Quisiera saber si afectara mi propiedad el proyecto y como *Translation: I would like to know if the project will affect my property and how*	The proposed improvements will not have any direct impact to your property at [redacted]. *Traducción: Las mejoras propuestas no tendrán ningún impacto directo sobre su propiedad en [redacted].*
6.	Sergio Juarez	3/17/2022	Written Comment at In-Person Hearing	I was wondering if my property is afected by the project	The proposed improvements will not have any direct impact to your property at [redacted].
7.	Isidro Juarez	3/17/2022	Written Comment at In-Person Hearing	1. Quisiera saver sinos va afectar el Proyecto? 2. Si me llega afectar como seremos ayudados? 3. Estoy interesada porque vivo en [redacted] Donna, TX 78537 Quiero estar presente en las proximas juntas de como ba desarrollando el proyecto. *Translation:* *1. I would like to know if we will be affected by the project?* *2. If I am affected, how will we be helped?* *3. I am interested because I live at [redacted]. Donna, TX 78537.* *I want to be present at the next meetings to see how the project is developing.*	The proposed improvements will not have any direct impact to your property at [redacted]. At this time, there are no more planned public meetings or hearings scheduled. Any member of the public is welcome to schedule an appointment with Mr. Eric Davila, P.E. with HCRMA, during normal business hours, Monday through Friday, except on holidays, to discuss the project. He may be contacted at (956) 402-4762 or by email at eric.davila@hcrma.net. *Traducción: Las mejoras propuestas no tendrán ningún impacto directo sobre su propiedad en [redacted].* *En este momento, no hay más reuniones o audiencias públicas programadas. Cualquier miembro del público es bienvenido a programar una cita con el Ingeniero Eric Davila con el HCRMA, durante el horario de trabajo, de lunes a viernes, excepto los días festivos, para discutir el proyecto. Se puede comunicar con él llamando al (956) 402-4762 o por correo electrónico a eric.davila@hcrma.net.*
8.	Lydia Leticia Martinez	3/17/2022	Written Comment at In-Person Hearing	Would like a personal meeting. My land and primary residence is being affected would like to know how many acres are affected by the project, since the maps are vary old and I can't see how affected my property would like pay off amount.	The property at [redacted] would be affected by the proposed project. At the public hearing, representatives from the HCRMA Right of Way team were available and had information

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					regarding the right of way acquisition process and had pamphlet available for participant's review and comment. Acquisition and relocation assistance would be conducted in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended. All property owners from whom property is needed are entitled to receive just compensation for their land and property. Just compensation is based on the fair market value of the property. More information regarding TxDOT's Right-of-way Acquisition and Relocation Assistance program can be found at http://www.txdot.gov/inside-txdot/forms-publications/publications/landowner-rights.html. The HCRMA will contact you regarding the request to meet in person and discuss the project further. Any member of the public is welcome to schedule an appointment with Mr. Eric Davila, P.E. with HCRMA, during normal business hours, Monday through Friday, except on holidays, to discuss the project. He may be contacted at (956) 402-4762 or by email at eric.davila@hcrma.net. Mr. Davila will be in contact with you regarding your request for a meeting.
9.	Hortencia Medina	3/17/2022	Written Comment at In-Person Hearing	Mi preocupacion sobre la laguna Donna cual es el proceso como va afectar con la siembra y colonias. *Translation: My concern about the Donna Reservoir is how the process will affect the planting and colonies.*	HCRMA has coordinated with the Hidalgo County Irrigation District #2 and Donna Irrigation District, as well as other municipal potable water suppliers. The proposed project crossing over the Donna Reservoir is not anticipated to affect any irrigation or water supply resources, including in your subdivision. *Traducción: HCRMA ha coordinado con el Distrito de Riego #2 del Condado de Hidalgo y el Distrito de Riego de Donna, así como con otros proveedores municipales de agua potable. No se prevé que el cruce del proyecto propuesto sobre la laguna Donna afecte a ningún recurso de riego o suministro de agua, incluso en su subdivisión.*
10.	Steven More	3/17/2022	Written Comment at In-Person Hearing	People have been waiting several years for this to happen. Some people have died waiting. Now the family is waiting to see what happens next. We know that everything takes time.	Comment noted.
11.	Donna Politsch	3/17/2022	Written Comment at In-Person Hearing	Just wanting to be sure our mobile is in the way of the project Eric said he would check and get back to us email [redacted] Thanks!!	Mr. Eric Davila responded to Donna Politsch's request via email. Mr. Davila said that the property of question belongs to her mother, Elaine Jacox, that is within the project footprints. His email also confirmed Ms. Jacox's contact information, requested to be notified of any changes in her contact information, and information about where to find when project updates are posted. Mr. Davila has been in contact with this commenter since 2019.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					A copy of the email from Mr. Davila is included in the Attachment E Comments Received.
12.	Maria de la Luz Reyes	3/17/2022	Written Comment at In-Person Hearing	Por favor solicitamos una reunion para señalar las familias afectadas y afectados secundariamente. Maria de la Luz Reyes R. [redacted] Lider Col. Maiz *Translation: We are requesting a meeting to identify affected and secondarily affected families.*	Affected property owners were contacted via mail, TxDOT and IBTC websites, as well as social media (Facebook and Twitter). Notices were also published in several of the local newspapers in English and Spanish. The public hearing provided an opportunity for the public to discuss with the project team about potential concerns with the project. [redacted] is not within the proposed project limits and will not be adversely affected by the project. The HCRMA will contact you regarding the request to meet in person and discuss the project further. Any member of the public is welcome to schedule an appointment with Mr. Eric Davila, P.E. with HCRMA, during normal business hours, Monday through Friday, except on holidays, to discuss the project. He may be contacted at (956) 402-4762 or by email at eric.davila@hcrma.net. *Traducción: Los propietarios afectados fueron contactados a través del correo, las páginas web de TxDOT e IBTC, así como las redes sociales (Facebook y Twitter). También se publicaron avisos en varios periódicos locales en inglés y español. La audiencia pública proporcionó una oportunidad para que el público discutiera con el equipo del proyecto sobre las posibles preocupaciones con el proyecto. El lote 5 de la calle 836 Maíz no se encuentra dentro de los límites del proyecto propuesto y no se verá afectado negativamente por el mismo.* *Cualquier miembro del público es bienvenido a programar una cita con el Ingeniero Eric Davila con el HCRMA, durante el horario de trabajo, de lunes a viernes, excepto los días festivos, para discutir el proyecto. Se puede comunicar con él llamando al (956) 402-4762 o por correo electrónico a eric.davila@hcrma.net.*
13.	Susana Reyes	3/17/2022	Written Comment at In-Person Hearing	- Mi pregunta es si mi propiedad estara afectad en este proyecto? Me pueden contactar al [redacted] - Y que es la distancia de mi propiedad hacia el nuevo proyecto que se implementara? - A lo que puedo ver si no quedo dentro del Proyecto estare muy cerca y yo tengo una casa de material sera afectada la estructura de casa? Ya que esta cimentada en el suelo - No me gustara estar en un lugar ruidoso que perturbe la tranquilidad ya que eso eleji un terreno fuera de la ciudad. - Me gustara que pudieran hacer una reundion en persona que nos resuelva preguntas - Subira el precio de las taxes de la propiedad. - Cuando iniciara el Proyecto - Que pasara con las personas que nos afecte directamente y/o indirectamente	The proposed improvements will not have any direct impact to your property at [redacted]. The project is approximately 250 feet east of your property. The environmental analysis does not include any analysis of structural integrity to homes that may be in the vicinity, but not within, the proposed project. The environmental analysis did review potential impacts to sensitive noise receptors and abutting vacant lands to the proposed project. This analysis is documented in more detail

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				Translation: - *My question is whether my property will be affected by this project? I can be reached at [redacted].* - *And what is the distance from my property to the new project that will be implemented?* - *As far as I can see, if I am not in the project I will be very close and I have a material house, will the structure of my house be affected? Since it is cemented in the ground* - *I don't want to be in a noisy place that disturbs the tranquility since I chose land outside the city.* - *I would like to have an in-person meeting to answer questions.* - *The property taxes will increase.* - *When will the project start?* - *What will happen to the people that will be affected directly and/or indirectly?*	in Section 5.14 of the Draft Environmental Assessment. The Draft Environmental Assessment describes impacts to the human environment (people) that may be affected directly or indirectly by the proposed project. A copy of the Draft Environmental Assessment is available on-line at www.hcrma.net/ibtc.html or www.txdot.gov, keyword search "IBTC." There may be temporary and short-term noise caused during construction. Noise associated with the construction of the project is difficult to predict. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems. The Hidalgo County Appraisal District can provide more information regarding the property tax process as the HCRMA has no jurisdiction regarding property taxes. The HCRMA will contact you regarding the request to meet in person and discuss the project further. Any member of the public is welcome to schedule an appointment with Mr. Eric Davila, P.E. with HCRMA, during normal business hours, Monday through Friday, except on holidays, to discuss the project. He may be contacted at (956) 402-4762 or by email at eric.davila@hcrma.net. The project will be constructed in two phases. Phase I is anticipated to start on Spring 2025. Phase II would be constructed as needed based on future traffic conditions and funding availability in the future. *Traducción: Las mejoras propuestas no tendrán ningún impacto directo en su propiedad en [redacted]. El proyecto está aproximadamente a 250 pies al este de su propiedad.* *El análisis ambiental no incluye ningún análisis de la integridad estructural de las viviendas que puedan estar en las cercanías, pero no dentro del proyecto propuesto.* *El análisis ambiental sí revisó los impactos potenciales a los receptores de ruido sensibles y a los terrenos vacantes colindantes al proyecto propuesto. Este análisis se documenta con más detalle en la sección 5.14 del proyecto de evaluación ambiental. Una copia del borrador de la evaluación ambiental está disponible en línea en*

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					www.hcrma.net/ibtc.html o www.txdot.gov, con la búsqueda de la palabra clave "IBTC". Puede haber ruido temporal y de corta duración durante la construcción. El ruido asociado a la construcción del proyecto es difícil de predecir. Se incluirán disposiciones en los planos y especificaciones que requieren que el contratista haga todo lo posible para minimizar el ruido de la construcción a través de medidas de reducción, tales como controles de las horas de trabajo y el mantenimiento adecuado de los sistemas de silenciadores. *El Distrito de Tasación del Condado de Hidalgo puede proporcionar más información sobre el proceso de impuestos a la propiedad, ya que la HCRMA no tiene jurisdicción sobre los impuestos a la propiedad.* *Cualquier miembro del público es bienvenido a programar una cita con el Ingeniero Eric Davila con el HCRMA, durante las horas de trabajo, de lunes a viernes, excepto en días festivos, para discutir el proyecto. Se puede contactar con él llamando al (956) 402-4762 o por correo electrónico a eric.davila@hcrma.net.*
14.	Maria del Carmen Sanchez M	3/17/2022	Written Comment at In-Person Hearing	1. Me van reubicar. 2. Voy a recibir la cantidad de dinero que e metido en mi terreno. El proyecto pasa sobre mi propiedad. Carmen Sanchez [redacted] *Translation:* *1. Will I be relocated.* *2. Will I receive the amount of money I put into my land.* *The project goes over my property.*	At the public hearing, representatives from the HCRMA Right of Way team were available and had information regarding the right of way acquisition process and had pamphlet available for participant's review and comment. Your property at [redacted] appears to be adjacent to the project. If any portion of the property is needed for the project, the process will follow the acquisition and relocation assistance program outlined below. Acquisition and relocation assistance would be conducted in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended. All property owners from whom property is needed are entitled to receive just compensation for their land and property. Just compensation is based on the fair market value of the property. More information regarding TxDOT's Right-of-way Acquisition and Relocation Assistance program can be found at http://www.txdot.gov/inside-txdot/forms-publications/publications/landowner-rights.html *Traducción: En la audiencia pública, los representantes del equipo de derecho de paso de la HCRMA estaban disponibles y tenían información sobre el proceso de*

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					adquisición del derecho de paso y tenían un folleto disponible para que los participantes lo revisaran y comentaran. *Su propiedad en [redacted] parece ser adyacente al proyecto. Si se necesita alguna parte de la propiedad para el proyecto, el proceso seguirá el programa de asistencia para la adquisición y reubicación que se describe a continuación.* *La asistencia para la adquisición y reubicación se realizará de acuerdo con el Programa de Asistencia para la Adquisición y Reubicación del Derecho de Paso de TxDOT, la política del Departamento de Transporte de los Estados Unidos y la Ley Uniforme de Asistencia para la Reubicación y Adquisición de Bienes Inmuebles, enmendada en 1987. Todos los propietarios de los que se necesita una propiedad tienen derecho a recibir una compensación justa por sus tierras y propiedades. La compensación justa se basa en el valor justo de mercado de la propiedad. Puede encontrar más información sobre el programa de asistencia para la adquisición y reubicación de derechos de paso de TxDOT en http://www.txdot.gov/inside-txdot/forms-publications/publications/landowner-rights.html.*
COMMENTS SUBMITTED BY EMAIL					
15.	Texas Commission on Environmental Quality (TCEQ)	3/10/2022	Email Comment	Re: Response to Request for TCEQ Environmental Review The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project: 365 Tollway and FM 493 to I-2, HIDALGO COUNTY (CSJs: 0921-02-142 (Interim) and 0921-02-202 (Ultimate)) In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments. This project is in an area of Texas designated by the United States Environmental Protection Agency as unclassifiable or in attainment of the National Ambient Air Quality Standards for all six criteria air pollutants. Air Quality staff has reviewed the document in accordance with transportation and general conformity regulations codified in 40 Code of Federal Regulations Part 93. We concur with TxDOT's assessment. We are in support of the project. The environmental assessment addresses issues related to surface and groundwater quality. TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits. If you have any questions, please contact the agency NEPA coordinator at (512) 239-0010 or NEPA@tceq.texas.gov	Comment noted.

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16.	Jackson Hurst	3/21/2022	Email Comment	I approve and support TxDOT's International Bridge Trade Corridor (IBTC) Project. The aspect that I love about TxDOT's International Bridge Trade Corridor (IBTC) Project is that the International Bridge Trade Corridor will provide improved freight movement and congestion relief by building a new roadway that will connect US-281 and the ports of entry to FM-493 and I-2.	Comment noted.
COMMENTS SUBMITTED BY MAIL					
17.	Esther Lewis	3/29/2022	Mail Comment	I have major concerns about road noise, dust as these will impact my health. I am a property owner this project will impact greatly. It is in our backyard. Will Road Noise barriers be provided to help reduce truck traffic noise?	Your property is located in the Palm Shadows RV Park. The environmental analysis did review potential impacts to sensitive noise receptors and abutting vacant lands to the proposed project. This analysis is documented in more detail in Section 5.14 of the Draft Environmental Assessment and in a Traffic Noise Study conducted to support the Draft Environmental Assessment. The Noise Study evaluated the costs of the proposed mitigation, to benefited receivers, in accordance with TxDOT and FHWA policies and guidelines. Those mitigation measures proposed were determined to be reasonable and feasible based on the guidance. A copy of the Draft Environmental Assessment is available on-line at www.hcrma.net/ibtc.html or www.txdot.gov, keyword search "IBTC." No noise barrier is proposed in Palm Shadows RV Park based on the analysis described above. There may be temporary and short-term noise caused during construction. Noise associated with the construction of the project is difficult to predict. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems. The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. TxDOT encourages construction contractors to use Texas Emission Reduction Program (TERP) and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions.
18.	Harold Crabtree	3/29/2022	Mail Comment	I am concerned about noise and dirt from this project. As I am a property owner affected by this project. Will there be any sound barriers to the noise from the hyway. I have a lung condition and I am concerned about my health from the hyway polution from the traffic	Your property is located in the Palm Shadows RV Park. The environmental analysis did review potential impacts to sensitive noise receptors and abutting vacant lands to the proposed project. This analysis is documented in more detail in Section 5.14 of the Draft Environmental Assessment and in a Traffic Noise Study conducted to support the Draft Environmental Assessment. The Noise Study evaluated the costs of the proposed mitigation, to

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					benefited receivers, in accordance with TxDOT and FHWA policies and guidelines. Those mitigation measures proposed were determined to be reasonable and feasible based on the guidance. A copy of the Draft Environmental Assessment is available on-line at www.hcrma.net/ibtc.html or www.txdot.gov, keyword search "IBTC." No noise barrier is proposed in Palm Shadows RV Park based on the analysis described above. There may be temporary and short-term noise caused during construction. Noise associated with the construction of the project is difficult to predict. 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. An assessment of the potential impacts from construction of the project to air quality were made and was documented in more detail in Section 5.12 of the Draft Environmental Assessment and in a supporting Draft Air Quality Technical Report. A copy of the Draft Environmental Assessment is available on-line at www.hcrma.net/ibtc.html or www.txdot.gov, keyword search "IBTC." The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. TxDOT encourages construction contractors to use Texas Emission Reduction Program (TERP) and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions.
COMMENTS SUBMITTED VIA VOICEMAIL					
19.	Linda Kissel	3/22/2022	Voicemail Comment	Yes wondering I'm not being able to tone. I'm not in state right now. Is this on the sale of the property? This is Linda Kissel. [redacted] just can't make it back. I'm stuck in Houston. So give me a call. Thank you.	On April 1, 2022, Eric Davila with HCRMA called Ms. Kissel and left her a voicemail. In the voicemail Mr. Davila explained that if she has any question she can call back or access information via the project website.