Draft
Environmental Assessment

US 59 Loop North, Laredo District

Project Limits: From International Boulevard to East Corridor Rd. (Airport)

CSJ Numbers: 0086-14-058, 0086-14-089, 0086-14-088, 0086-14-87, 0086-14-79, 0086-14-78, 0086-14-076, 0086-14-075

Laredo, Webb County, Texas

December 2020

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

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List of Acronyms

AASHTO – American Association of State Highway and Transportation Officials

AADT- Annual average daily traffic

ADT- Average daily traffic

AOI – Area of Influence

APE – Area of Potential Effect

Blvd. – Boulevard

EJ – Environmental Justice

FHWA – Federal Highways Administration

I – Interstate Highway

ISA – Initial Site Assessment (for hazardous materials)

LOS – Level of Service

MOU – Memorandum of Understanding

MPO – Metropolitan Planning Organization

MS4 – Municipal Separate Storm Sewer System

MTP – Metropolitan Transportation Plan

MSAT – Mobile Source Air Toxics

NAC – Noise Abatement Criteria

NHPA – National Historic Preservation Act of 1966

NRHP – National Register of Historic Places

OHWM – Ordinary High 6Water Mark

PCN – Nationwide Permit Pre-Construction Notification

ROW – Right-of-Way

SAL – State Archeological Landmarks

SHPO – State Historic Preservation Officer

STIP – Statewide Transportation Improvement Program

SW3P – Storm Water Pollution Prevention Plan

TCEQ – Texas Commission on Environmental Quality

THC - Texas Historical Commission

TPWD – Texas Parks and Wildlife Department

TSS – Total Suspended Solids

TxDOT – Texas Department of Transportation

TWDB – Texas Water Development Board

UISD – United Independent School District

U.S. – United States

US – A type of national highway

USACE – U.S. Army Corps of Engineers

USFWS – United States Fish and Wildlife Service

UTP – Unified Transportation Plan

WC-CL RMA - Webb County-City of Laredo Regional Mobility Authority

WOTUS – Jurisdictional Waters of the U.S.

1 Introduction

The Texas Department of Transportation (TxDOT), City of Laredo, Webb County and the Webb County-City of Laredo Regional Mobility Authority (WC-CL RMA) are proposing the United States Highway 59 Loop Upgrade project (US 59 Loop). This proposed project would upgrade a portion of the US 59 Loop (previously designated as Loop 20 and locally known as Bob Bullock Loop) from International Boulevard intersection to the East Corridor Rd. (Airport) intersection (**Appendix A**, **Exhibit A**) to an urban expressway that meets interstate standards.

The entire US 59 Loop and Loop 20 corridor was originally constructed as a new-location roadway through mostly undeveloped rangeland in the 1990s and 2000s to provide an efficient alternative arterial roadway connection between south and north Laredo. In 2014, the Texas Transportation Commission and the Federal Highway Administration (FHWA) re-designated this portion of Loop 20 as US 59 and as part of the future Interstate Highway 69 West (I-69W) system between the end of Loop 20 at World Trade International Bridge IV to where US 59 intersects Loop 20. As a result of the re-designation, the portion of US 59 from Loop 20 to I-35 is now called Business US 59. Additionally, the Texas Transportation Commission, FHWA, and American Association of State Highway and Transportation Officials (AASHTO) determined that the segment of the US 59 Loop from 0.3-mile west of I-35 to the entrance to the World Trade International Bridge IV meets Interstate design standards and is now designated as a segment of I-69W.

This proposed US 59 Loop project limits would extend from International Boulevard to 0.12 miles south of East Corridor Rd. (**Appendix A**, **Exhibit A**), approximately 5.9 miles. The proposed project would also require the acquisition of approximately 200 acres of right-of-way (ROW). Existing land use is shown on the attached maps located in (**Appendix F**, **Exhibit F.1**).

The ROW acquisitions, preparation of the construction plans, specifications and estimates, and construction are now fully funded with a construction cost estimate of approximately $192.2 million.

It is anticipated that these projects will use a combination of federal, and state funds to implement this work. These projects are currently listed on the Laredo 2020-45 Metropolitan Transportation Plan (MTP) (revision 2) and the 2021 Unified Transportation Plan (UTP), and will be listed on the 2021-

2024 Statewide Transportation Improvement Program (STIP) as funded projects (**Appendix E, Exhibit E**). Seven construction phases of the overall project have been identified to date:

- 0086-14-075 Interchange at Del Mar Blvd. included in the 2019-2022 STIP, 2020-45 MTP and 2021 UTP,
- 0086-14-076 Interchange at Shiloh Rd. included in the 2019-2022 STIP, 2020-45 MTP and 2021 UTP,
- 0086-14-078 Interchange at Jacaman Rd. included in the 2019-2022 STIP, 2020-45 MTP and 2021 UTP,
- 0086-14-079 Interchange at University Blvd. included in the 2019-2022 STIP, 2020-45 MTP and 2021 UTP,
- 0086-14-087 Construction of mainlanes and frontage roads from 0.4 miles N or E. Corridor Dr. to University Blvd. proposed to be included in the 2021-2024 STIP, included in the 2020-45 MTP and 2021 UTP,
- 0086-14-088 Construction of mainlanes and frontage roads from University Blvd. to Shiloh Dr. proposed to be included in the 2021-2024 STIP, included in the 2020-45 MTP and 2021 UTP, and
- 0086-14-089 Construction of mainlanes and frontage roads from Shiloh Dr. to International Blvd. proposed to be included in the 2021-2024 STIP, includ5p000ed in the 2020-45 MTP and 2021 UTP.

Preliminary engineering (schematic development) has been completed and the engineers are now preparing the Plans, Specifications and Estimates (PS&E) for this project. This project is expected to be constructed in phases, with the first phase of construction starting and the northern project terminus and extending south.

2 Project Description

2.1 Existing Facility

The existing US 59 Loop facility in the project limits consists of a six-lane urban arterial with signalized intersections at the major street intersections. The roadway has three lanes in each direction that are separated by a curb-type center median from the East Corridor Rd. intersection to north of the Shiloh Road intersection. North of Shiloh Road the roadway transitions to two lanes in each direction. Center median, sidewalks or an adjacent multi-use path are not present in this location. Examples of the existing typical sections exhibit can be seen in the Existing and Proposed Typical Sections attached in (**Appendix D, Exhibit D**). The existing ROW is typically 150-ft. wide within the project limits; however,

the ROW widens to approximately 400-ft. as the roadway approaches the International Boulevard interchange.

Pedestrian considerations consist of 5-ft. sidewalks on each side of the roadway from the south project limits at East Corridor Rd. to approximately the Shiloh intersection. A 10-ft. wide mixed-use bicycle/pedestrian trail is located adjacent to the sidewalk on the east side of the roadway from just south of the Jacaman Road intersection to approximately the Shiloh Road intersection.

2.2 Proposed Facility

The project limits extend from the intersection of International Boulevard and US 59 to the intersection of US 59 and East Corridor Rd. This proposed project would upgrade the existing US 59 roadway to a full urban interstate expressway with three 12-ft. mainlanes with 4-ft. wide inside shoulders and 10-ft. wide outside shoulders in each direction separated by an approximately 3-ft. tall concrete traffic barrier. One-direction frontage roads would consist of three 12-foot lanes with 4-foot wide inside shoulders and 2-foot wide outside shoulders. Examples of the proposed typical sections exhibit can be seen in the attached Existing and Proposed Typical Sections (**Appendix D, Exhibit D**). There would be mainlane overpasses at each of the major arterial street intersections at (from north to south) Shiloh Road, Del Mar Boulevard, University Drive, and Jacaman Road. The location of these proposed overpasses can be seen in the attached Project Location Map (**Appendix A, Exhibit A**). Storm water drainage would typically be via a mix of grass-lined open ditches and underground separate storm sewers that would outfall into storm water detention ponds that will be constructed adjacent to the proposed project. The locations of these storm water detention ponds can be seen in the attached Schematic Maps (**Appendix C, Exhibit C**).

Pedestrian and bicycle accommodations would consist of 6-foot sidewalks located on the outside of the west frontage road, and an adjacent 14-foot dual-use pathway on the east side of the east frontage road.

Exceptions to the proposed 400-ft. wide ROW would be eight proposed storm water detention ponds that would be located adjacent to the existing and proposed new ROW. These proposed storm water detention ponds extend anywhere from 190-ft. to approximately 620-ft. from the proposed ROW and vary in size from 1.3 acres to 5.8 acres. The location of these storm water detention ponds are as follows. On the west side of US 59 storm water detention ponds would be located at the southwest

corner of US 59 and Havanna Dr., approximately 500-ft. north of the northwest corner of US 59 and Winfield Dr., and approximately 800-ft. south of the southwestern corner of US 59 and Winfield Dr. On the east side of US 59 storm water detention ponds would be located at the southeastern intersection of US 59 and Crepusculo Dr., approximately 1000-ft. south of the southeastern intersection of US 59 and Crepusculo Dr., at the southeastern corner of the Texas A&M International University driveway located on US 59 northbound frontage Road, approximately 900-ft. north of the northeast intersection of US 59 and Lakeview Dr., and at the southeast corner of the US 59 and East Corridor Dr. The location of these storm water detention ponds can be seen in the attached Schematic Maps (**Appendix C, Exhibit C**).

Since these project limits are part of the future I-69 West corridor, Intelligent Transportation Systems (ITS) will be added to synchronize the traffic signalized intersections and to control future dynamic message boards. The locations of these dynamic message boards currently have not been identified; however, they are anticipated to be located within the proposed US 59 ROW.

Logical termini for the project would be at the International Boulevard intersection on the north end and the intersection of US 59 and 0.12 miles south of East Corridor Rd. at the southern end. The proposed project would upgrade this portion of the existing US 59 Loop roadway to upgrade the facility to interstate standards. The project also has independent utility, in that the project would meet all aspects of the identified need and purpose without having to construct any additional improvements at either project terminus. The current facility segment was selected for improvements based on available funding, current and future traffic needs, safety concerns, and required upgrades to meet Interstate standards. Furthermore, the project would not restrict the consideration of other foreseeable transportation improvements in the region because it does not preclude the County or TxDOT from constructing future planned regional improvements.

This work would require the existing typically 150-foot wide ROW to be expanded to approximately 400 feet wide. This upgrade of the US 59 Loop would require the acquisition of a total of approximately 200 acres of additional ROW. Potential displacements and relocations are discussed below.

3 Purpose and Need

3.1 Purpose

The purpose of the proposed project is to:

- Meet local and regional future travel demand by increasing capacity of the US 59 Loop;
- Upgrade the transportation infrastructure to meet current FHWA and TxDOT design standards for interstates, bridges, and frontage roads; and
- Improve the safety of the roadway by correcting access conflicts.

3.2 Need

The needs for the proposed project are growing regional congestion, roadway design deficiencies and safety.

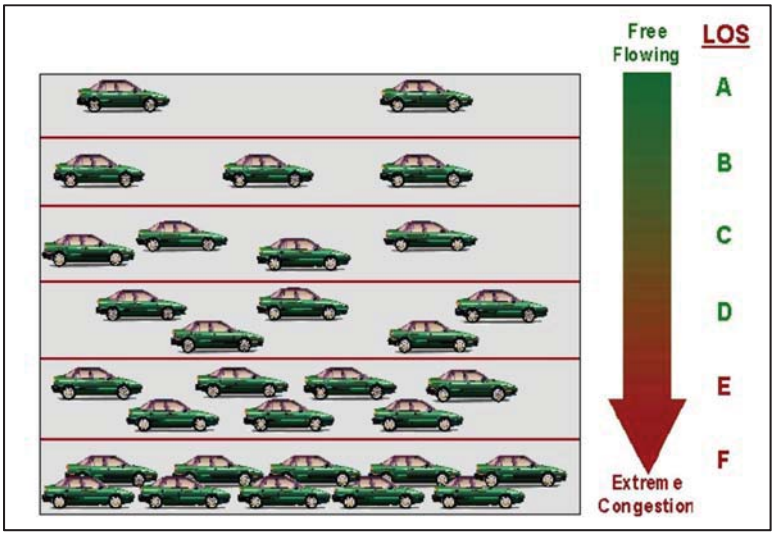
3.2.1 Congestion

Traffic Demand

Traffic volumes along the US 59 Loop are expected to increase between 2024 and 2054, according to the 2020 data from TxDOT's Transportation Planning and Programming Division (TxDOT 2020a). The 2024 average daily traffic (ADT) volumes along the US 59 Loop from east of the International Blvd. to BU 59 is estimated to be 70,350 vehicles. By 2054, ADT volumes within these limits are expected to increase to 121,700 vehicles, an increase of 57.8 percent increase. This increase in ADT volumes along the US 59 Loop corridor would represent a meaningful increase in travel demand.

In the project corridor, traffic congestion has increased steadily since it was opened to traffic in the early 2000s. According to a 2014 study by the Texas Transportation Institute, the Level of Service (LOS) on the existing roadway has reached a Level D to F at all of the major intersections during peak traffic times. A LOS D is defined as unstable flow, meaning that freedom to maneuver within the traffic stream is much more limited and driver comfort levels decrease (**Figure 1**). An example would be a busy shopping corridor in the middle of a weekday, or a functional urban highway during commuting hours. A LOS F is defined by a breakdown in the flow of traffic. Vehicles move in lockstep with frequent slowing required, this can be described as a constant traffic jam.

Figure 1: Levels of Service (LOS)



Based on the estimated 2024 traffic data, the percentage of trucks traveling within the proposed project limits can be as high as 5.1 percent. Presently, a high percentage of trucks during peak-hour traffic contribute significantly to traffic congestion throughout the corridor. Because the corridor is an important north-south route for the distribution of goods throughout the United States, trucks are expected to continue to make up a high percentage of the peak-hour traffic within the proposed project limits.

Population Growth

Table 1 presents the population trends from 2000 to 2050 for Webb County and the State of Texas. The overall population growth regionally, currently contributes and will continue to increase travel demand along the US 59 Loop within Webb County.

Table 1: Current and Projected Population Data within and near the Proposed Project Limits

Location	Current and Projected Population Data						% Growth 2000 to 2040	% Growth 2000 to 2050
	2000	2010	2020	2030	2040	2050		
Webb County	193,117	250,304	293,992	350,296	386,250	433,129	+54	+73
Texas	20,851,820	25,145,561	28,921,650	32,927,245	37,022,513	41,311,221	+47	+64

Source: 2014 Texas State Data Center, 2014 U.S. Census Bureau

3.2.2 Roadway Design Deficiencies

Congressional legislation identified section of US 59 from Laredo, through Houston, to the vicinity of Texarkana for inclusion in the National Highway System as a High Priority Corridor and as part of the future I-69 system. Federal legislation authorizes that when any section of roadway in this corridor meets the interstate system design standards, as approved by the Secretary of Transportation, and connects or is planned to connect to an existing interstate system by July 2037, that section of roadway shall become part of the interstation system as I-69.

TxDOT has determined that US 59 through the City of Laredo, within the project limits, does not meet interstate design standards as it is not currently a controlled access facility. Upgrading the current facility to meet interstate system design standards would allow it to be designated as I-69, and provide connectivity to the I-69 corridor per congressional legislation.

3.2.3 Safety

Currently the US 59 Loop is not a controlled access facility, meaning that there are intersecting streets along the length of US 59. Safety conflicts often occur at intersections, due to local slower moving and turning-traffic that is mixing with faster moving long-distance and through traffic. The mixing of traffic types increases the risk for traffic crashes and introduces safety concerns for the traveling public. According to the 2013 *Texas Strategic Highway Safety Plan: A Report of Progress,* more than 20 percent of all traffic fatalities in the United States occur at intersections that are signalized or non-signalized (TxDOT 2013). From 2010 to 2012, intersection-related crashes account for 24 percent of fatal crashes and 41 percent of the serious injury crashes, on average.

Between 2016 and 2019, the number of fatal accidents on US 59 have remained consistent; however, in 2019 the total number of accidents was double the average of the three proceeding years.

Within the 5.8-mile US 59 Loop project corridor there are currently a total of 54 connecting streets or driveway intersections on the project corridor, including:

- 6 city street, signalized intersections that are Right & Left In/Out;
- 1 city street, signalized intersection that is Right-In/Right-Out, Left-In only;
- 8 city street, non-signalized intersections that are Right-In/Right-Out only;

- 1 city street, non-signalized intersection that is Right-In/Right-Out, Left-In only;
- 40 driveways that are Right-In/Right-Out only;
- 3 driveways that are Right-In only;
- 1 driveway that is Right-In/Right-Out, Left-In only; and
- 1 driveway that is Right-In/Right-Out, Left-Out only.

The connecting streets and highway intersections are shown on the schematic, **Appendix C, Exhibit C**.

According to the TxDOT Crash Reporting System, between 2016 and 2019, there were a total of 545 accidents along the project corridor between the US 59/International Blvd. intersection and the US 59/East Corridor Rd. intersection (TxDOT 2020d). Of these incidents, 39.3 percent were at intersections with streets or driveways and 60.7 percent were not located at intersections. The locations of these incidents can be seen in **Appendix F**, **Exhibit F.2**.

The extent of injuries (i.e. unknown, no injuries, possible injuries, non-incapacitating injuries, suspected serious injuries, and fatalities) in the 274 crashes within the project corridor between 2017 and 2019 are shown in **Table 2**.

Table 2: Accidents within the Project Corridor

Level of Injury	2016	2017	2018	2019	Total
No Injuries	57	57	72	165	351 (73.7 %)
Possible Injuries	16	11	15	36	78 (16.4 %)
Non-Incapacitating Injuries	6	9	8	18	41 (8.6 %)
Suspected Serious Injuries	0	0	0	1	1 (0.2 %)
Fatalities	1	1	1	1	4 (0.8 %)
Unknown	0	1	0	0	1 (0.2 %)
Total	**80**	**79**	**96**	**221**	**476**

Source: TxDOT 2020d

4 Alternatives

4.1 Build Alternative

The proposed Build Alternative would upgrade the existing US 59 Loop roadway to a full urban interstate expressway (**Appendix C**) with mainlanes consisting of three 12-foot lanes with 10-foot inside and outside shoulders in each direction separated by an approximately 3-foot tall concrete barrier. Single direction frontage roads would consist of three 12-foot lanes with 4-foot inside shoulders and 10-foot outside shoulders. There would be mainlane overpasses at each of the four major arterial street intersections at (from north to south) Shiloh Road, Del Mar Boulevard, University Drive, and Jacaman Road. Storm water drainage would typically be via a combination of open grass-lined ditches and underground storm sewers that would outfall into storm water detention ponds. Pedestrian and bicycle accommodations would consist of 6-foot wide sidewalks outside of the west (southbound) frontage road and an adjacent 14-foot wide multi-use pathway on the east side of the east (northbound) frontage road that would accommodate bicyclists and pedestrians.

This work would require the existing typical 150-foot wide ROW to be expanded to approximately 400 feet.

4.2 No-Build Alternative

The No-Build Alternative represents the case in which the proposed improvements would not be constructed. The No-Build Alternative would keep the roadway in its current configuration with only minor changes to the roadway along with typical maintenance of the facility. Additional signals that would require additional stops for the US 59 Loop through-traffic would occur as warranted by adjacent land developments, construction of additional street connections and increased cross-traffic. The No-Build Alternative is the baseline condition for comparison against potential impacts under the Build Alternative. Under the No-Build Alternative, all other roadway improvements on the STIP and the Laredo MTP would be implemented.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

Preliminary analysis considered four basic approaches when developing the alternatives for this project, which were compared to the No-Build Alternative. These preliminary Build Alternative concepts included:

- Widening the existing roadway and ROW to 400 feet equally to each side from the existing ROW and roadway. This alternative was discarded because it did not avoid any of the existing developments and would not maximize the use of the existing roadway.

- Widening the existing roadway only to the inside (west side) of the existing roadway. This alternative was discarded as it would impact a large percentage of the existing property developments.

- Widening the existing roadway only to the outside (east side) of the existing roadway. This alternative was discarded as it would impact many the existing property developments.

- Widening the existing roadway in a manner that avoids the maximum number of existing property developments. This preliminary alternative was selected as the one viable Build Alternative after it was determined through a preliminary schematic-level analysis that it would impact the least number of the existing property developments by shifting the widening mainly, but not exclusively, to the east side of the existing roadway. This alternative would allow for constructing the roadway to urban interstate design standards within a 400-foot wide ROW while avoiding or minimizing the environmental impacts as much as possible. This alternative would also allow for using a very large portion of the existing roadway as the southbound frontage road.

5 Affected Environment and Environmental Consequences

In support of this Environmental Assessment, the following technical analyses were prepared and are available for review at the Laredo District Office:

- *Community Impacts Analysis (TxDOT July 2016)*
- *Biological Evaluation Forms (TxDOT September 2020)*
- *Air Quality Technical Report (TxDOT September 2020)*
- *Hazardous Materials ISA (TxDOT January 2017)*
- *Traffic Noise Analysis Technical Report (TxDOT November 2020)*
- *Indirect and Cumulative Impacts Technical Report; (TxDOT July 2017)*
- *Surface Water Analysis Form (TxDOT July 2020)*

5.1 Right-of-Way (ROW)/Displacements

5.1.1 Anticipated Additional Right-of-Way

The existing ROW within the project limits totals approximately 121 acres. This upgrade of the US 59 Loop would require the acquisition of a total of approximately 192 acres of additional ROW.

5.1.2 Anticipated Displacements & Relocations

No residential displacements are anticipated from implementing this project; however, two potential commercial displacement are anticipated. The Build Alternative would result in the displacement and relocation of the United Independent School District (UISD) central kitchen, and in the relocation of the National Guard Armory due to this project removing approximately 85% of their parking lot compacity, which will prevent the Armory from meeting its federally mandated safety offsets. Currently, no other potential relocations or displacements are anticipated for this section of US 59.

Properties along this corridor are rapidly being developed, which could result in impacts to future residents or business owners who occupy the proposed ROW prior to the implementation of the proposed project.

5.2 Land Use

No-Build Alternative

The No-Build Alternative would not impact current land use trends within the proposed project corridor; however, this alternative would not be consistent with the 2010-2035 MTP.

Build Alternative

The proposed US 59 Loop Upgrade Project area lies wholly within the Laredo city limits. As illustrated in the 2018 aerial photo (**Appendix A, Exhibit A**), the project corridor crosses a mix of undeveloped properties, properties that are partially developed (i.e. cleared in anticipation of being developed) and fully developed properties. Adjacent to the project corridor, approximately 43.9 percent of the properties contain undeveloped native rangeland, which contains native brush on at least one side of the existing roadway. There is a steady development of adjacent properties into commercial uses. Now, approximately 28.9 percent of the adjacent properties are being cleared in anticipation of

development. Approximately 27.2 percent of the adjacent properties are currently developed, most of which are commercial stores, restaurants, hotels, gas stations, and car dealerships as well as a very limited number of warehouses that abut the airport property.

Currently, existing residential developments are typically set back from the existing roadway; the one exception is in the northwest quadrant of the US 59 Loop/Del Mar Boulevard intersection. Residential areas at two other locations are located adjacent to the proposed ROW line. Except for a small residential development located immediately north of Blue Quail Rd., all currently undeveloped properties adjacent to the project corridor are zoned for light commercial uses only.

The proposed project is not anticipated to alter current trends in development in the project area due to the already expanding development. Overall, the US 59 Loop Upgrade is consistent with future land use plans for the area, and federal legislation concerning I-69.

Encroachment Alteration Impacts Analysis

Encroachment alteration impacts are those that occur because of implementing the project; these encroachment alteration impacts would be separated from the direct impacts of the project by time and/or space. No encroachment alteration impacts to land uses are anticipated with the proposed US 59 Loop Upgrade Project because the proposed project is an improvement to an existing facility.

5.3 Farmlands

The proposed US 59 Loop Upgrade Project is wholly located within the Laredo city limits; therefore, this project is exempt from the requirements of the Farmland Protection Policy Act and requires no coordination with the Natural Resources Conservation Service.

5.4 Utilities/Emergency Services

No-Build Alternative

The No-Build Alternative would not lead to impacts to utilities. Impacts to emergency services would be a result of additional traffic congestion on the roadway.

Build Alternative

5.4.1 Utilities

It is anticipated that both under- and above-ground utilities would need to be relocated with the implementation of the Build Alternative. However, the types and locations of these utilities will be determined in the later detailed design phase. Coordination with the utility owners and operators will also occur during the detailed design phase. Any relocation of utilities that are currently located within the existing ROW will be done using standard procedures and are not considered to be onerous or unusual. The adjustment and relocation of any utilities would be managed so that no major utility service interruptions would take place while these adjustments or extensions are being made.

5.4.2 Emergency Services

The US 59 Loop facility would remain open to traffic during construction, with the same number of travel lanes typically open as are currently open.

One combination fire/police substation is located on the west side of the Loop between the University Drive and Del Mar Boulevard. This facility would not be relocated but would lose approximately 10 feet of its driveway. Emergency vehicles needing to go northbound would have to first travel south to the University Boulevard turn-around before proceeding north. Fire department personnel have informally stated that they do not consider that this would lead to an onerous change in response times.

Doctors Hospital is located at the existing US 59 Loop/McPherson Road intersection approximately 0.75-mile northwest of the north project limits; this project would not lead to any direct change in access to this facility.

Encroachment Alteration Impacts Analysis

No encroachment alteration impacts to utilities or emergency services are anticipated with the proposed US 59 Loop Upgrade Project, because the proposed project is an improvement to an existing facility.

5.5 *Bicycles and Pedestrian Facilities*

No-Build Alternative

The No-Build Alternative would not impact bicycle and pedestrian facilities.

Build Alternative

The existing sidewalks are currently on each side of the roadway but extend only from the southern project limits to approximately Shiloh Road. The proposed pedestrian facilities would upgrade the existing facility by widening the sidewalks to 6-foot wide and placing them along the outside of western frontage roads throughout the project limits. These sidewalks would also be extended under the proposed overpass intersections and connect to the multi-use path that parallel along the outside of the eastern frontage road.

The existing adjacent multi-use path is currently located on the east side of the roadway and extends from approximately Sinatra Lane (south of Jacaman Road) to approximately Shiloh Road. The proposed multi-use bicycle/pedestrian facilities would also be upgraded from the current facility by extending the adjacent 10-foot multi-use path throughout the project limits; this multi-use path would be on the east side of the northbound frontage road. Extending the multi-use path from International Boulevard to approximately 4,000-foot south of Jacaman Rd. would allow the City of Laredo to connect the Manadas Creek hike and bike trail systems to eastern, central and northern Laredo.

The US 59 Loop Upgrade Project will fully comply with TxDOT and FHWA's policies for bicycle and pedestrian accommodations.

Encroachment Alteration Impacts Analysis

No encroachment alteration impacts to bicycle or pedestrian facilities are anticipated with the proposed US 59 Loop Upgrade Project, because the proposed project is an improvement to an existing facility.

5.6 Community Impacts

No-Build Alternative

The No-Build Alternative would not affect community facilities or public services and would not alter existing community cohesion in the study area.

Build Alternative

No substantial or measurable negative impacts to the community, community cohesion, Limited English Proficiency populations, or Environmental Justice (EJ) populations are anticipated from the implementation of the proposed project. Both relocations would be at locations which are equally accessible to their employees and the facilities' vehicle drivers (i.e. the UISD central kitchen) and the general public. It has been determined that there would not be an irretrievable loss of services to the community from any of the displacements of properties or facility impacts.

5.6.1 Community Cohesion

The proposed project would not lead to any substantial impacts to the cohesion of the adjacent neighborhoods, because of the nature of the existing facility and the land development patterns that have occurred since the original construction of the US 59 Loop in the late 1990s. The proposed upgrade to a full interstate urban expressway with pedestrian and bicycle facilities would not bisect any neighborhoods that are not already bisected by the existing US 59 Loop. The proposed project sidewalks and multi-use paths would provide increased access and connection for the adjacent neighborhoods. The sidewalks and multi-use path would also provide new and important inter-connections between the City's hike and bike trail systems. It is anticipated that the Build Alternative would be beneficial to community cohesion by promoting safer, more efficient traffic operations between the adjacent residential areas and job centers and urban amenities located in other parts of Laredo without further dividing any of the existing neighborhoods. The Build Alternative would also:

- Maintain access to all existing neighborhoods, community facilities, businesses, and commercial areas; and
- Ensure that community cohesion remains intact by not dividing, separating, or isolating any neighborhood or community.

5.6.2 Environmental Justice

The proposed project area population is predominantly urban, White and Hispanic and middle income. The proposed Build Alternative is the most cost-effective alternative that has the least impacts to any minority, low-income or EJ populations in the project area. No displacements would be within residential areas with EJ populations and the Build Alternative would not divide or isolate any communities. As mentioned above, the Build Alternative would lead to an improved connection of the adjacent neighborhoods to the overall Laredo community which in turn would benefit EJ populations along the project corridor. After considering the potential for adverse (i.e. dividing or isolating neighborhoods) and beneficial effects (i.e. better neighborhood connections to other areas of Laredo) of the Build Alternative, EJ populations would not experience disproportionally high and adverse impacts because of the proposed project.

5.6.3 Limited English Proficiency

Meetings with affected property owners began in 2016, and are anticipated to continue into the actual construction phases of the project. A series of bilingual (English and Spanish) newsletters, public meeting flyers and a one-page fact sheet were produced and circulated in 2016 and 2017 as both printed versions and in an electronic .pdf format that can be e-mailed. Refer to **Appendix I** for copies of the flyers. The newsletter and fact sheet will continue to be updated as the project proceeds through major stages and will be distributed at outreach events as well as via e-mail and regular mail as the stakeholder mailing list continues to be updated.

Public meeting and hearing notices and other outreach materials will continue to be available in English and Spanish. The first project public meeting was held December 1, 2016 at the Texas A&M International University (TAMIU) campus. A second public meeting was held on March 28, 2017 at the TAMIU campus. A public hearing will be held after the draft Environmental Assessment is approved by TXDOT. All outreach materials will continue to be provided in English and Spanish, and bilingual staff and interpreters will be available for all contacts with the public including at all outreach events as well as in phone calls or correspondence.

Encroachment Alteration Impacts Analysis

No encroachment alteration impacts to community cohesion or impacts to EJ and Limited English Proficiency populations are anticipated with the proposed US 59 Loop Upgrade Project, because the proposed project is an improvement to an existing facility and therefore would not substantially alter the existing access, nor further divide these communities.

5.7 Visual/Aesthetics Impacts

No-Build Alternative

The design team has determined that there would be no visual or aesthetic impacts as a result of implementing the No-Build Alternative, because the No-Build Alternative would not change the existing view-shed or the aesthetic trends in the project area.

Build Alternative

The proposed project is an upgrade of an existing facility. The proposed project would not impact the viewscape of historic landscapes or natural terrain, including the five overpasses that are being proposed. Lighting will consist of standard safety street lighting at the proposed interchanges; no high-mast lighting is proposed. All lighting will meet Federal Aviation Administration requirements due to the project's proximity to the Laredo International Airport. Currently the roadway has mowed and maintained grassy cover with minimal landscaping which would likely be disturbed during the construction phase. Visual aesthetics for the proposed project are anticipated to consist primarily of hard-scaping on the interchange structures with context-sensitive themes to be chosen that are appropriate for each of the interchange locations. Hard-scaped context-sensitive enhancements along the overall US 59 Loop Upgrade Project are anticipated to include figure depictions on retaining walls, appropriately painted features, colored pavers or textured concrete, metal silhouettes mounted on bridge walls, etc. Therefore, no visual or aesthetics impacts are anticipated from the US 59 Loop Upgrade Project.

Encroachment Alteration Impacts Analysis

No encroachment alteration effects to local view-sheds or aesthetics are anticipated with the proposed US 59 Loop Upgrade Project, because the proposed project is an improvement to an existing facility, and therefore would not substantially alter the existing view-shed or aesthetics.

5.8 Cultural Resources

Cultural resources are structures, buildings, archeological sites, and districts (i.e. a collection of related structures, building, or archeological sites, cemeteries, and objects). Both federal and state laws require consideration of cultural resources during project planning. At the federal level, the National Environmental Policy Act of 1969 and the National Historic Preservation Act (NHPA) of 1966, among others, apply to transportation projects such as this one. In addition, state laws such as the Antiquities Code of Texas, also apply to this project. Compliance with these federal and state laws often requires consultation with the Texas Historical Commission (THC)/Texas State Historic Preservation Officer (SHPO) and federally-recognized tribes to determine the project's effects on cultural resources. Coordination with the THC for archeological resources and federally recognized tribes has been completed; TxDOT Environmental Affairs has determined that coordination with the SHPO for historical resources was not required on 8/23/2016. Review and coordination of this project continues to follow all approved procedures for compliance with the applicable federal and state laws.

5.8.1 Archeology

The project corridor contains a mix of sites that have been previously cleared for urban developments or contain native rangeland that is currently used for livestock production. The approximately 34 acres of urbanized sites within the proposed ROW contain buildings, parking lots, yards or vegetation common to cleared but vacant city lots (i.e. grass with scattered regrowth mesquite or other brush). The approximately 158 acres of rangeland that would be converted to roadway ROW are characterized by containing a Mesquite/Prickly Pear/Mixed Brush vegetation type that is used for ranch-related activities.

No-Build Alternative

The No-Build Alternative would not change existing situations and trends in the project area. The design team has determined that there would be no additional direct impacts archeological resources because of the implementation of the No-Build Alternative.

Build Alternative

Five previously recorded sites within the project's proposed ROW and study area were analyzed; three are considered potentially eligible for listing in the National Register of Historic Places (NRHP) and require additional investigation. The two remaining recorded sites lack sufficient integrity, and therefore no further investigations are warranted at those sites. The field investigations conducted found no evidence of undocumented archeological sites within the proposed project areas accessed; however, additional work before earth-disturbing activities commence is warranted in areas where right-of-entry was not granted. TxDOT and the THC/SHPO consulted on the potential for the proposed project to impact archeological resources, and TxDOT received concurrence on June 23, 2015, on the finding of no effect to archeological historic properties or State Archeological Landmarks (SAL) within the proposed project's area of potential effect (APE) surveyed (**Appendix G**).

Consultation with federally recognized Native American tribes with a demonstrated historic interest in the area will be initiated and completed before the project's proposed public hearing. Tribal coordination was completed on 5/1/2017.

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

Encroachment Alteration Impacts Analysis

No encroachment alteration impacts to archeological resources are anticipated with the proposed US 59 Loop Upgrade Project.

5.8.2 Historic Properties

No-Build Alternative

The No-Build Alternative would have no impact to historic resources.

Build Alternative

A reconnaissance survey of the project area was used to identify potential historic resources within the APE for the proposed project. No known cemeteries, historic sites, buildings or districts are located within or adjacent to the project area; therefore, no impacts to historic-aged resource sites would result from the proposed project.

It has been determined through consultation with the SHPO that the APE for the proposed project is 300 feet from the proposed ROW. A site visit conducted by a TxDOT consultant historian revealed that there are no historic-age resources (built prior to 1975) within the project APE. A review of the NRHP the list of SAL, and the list of Recorded Texas Historic Landmarks indicated that no historically significant resources have been previously documented within the APE.

Pursuant to Stipulation VI Undertakings with Potential to Cause Effects, Appendix 4(2) of the Programmatic Agreement for Transportation Undertakings between the FHWA, the Texas SHPO, the Advisory Council on Historic Preservation, and the TxDOT and the Memorandum of Understanding (MOU), TxDOT Historians have determined that no historic resources are present within the proposed project's APE. Individual project coordination with SHPO is not required.

Encroachment Alteration Impacts Analysis

No encroachment alteration impacts to historic-aged resources are anticipated with the proposed US 59 Loop Upgrade Project, due to the relatively recent age of the development and buildings in this portion of Laredo.

5.9 Protected Lands

There are no public lands or recreational facilities within or adjacent to the PSA. Therefore, no encroachment or impacts to Section 4(f), Section 6(f), or Chapter 26 resources are anticipated.

5.10 Water Resources

Section 404 of the Clean Water Act (CWA) authorizes the U.S. Army Corps of Engineers (USACE) to regulate discharges of dredged or fill material into waters of the U.S., including wetlands. Additionally, the discharge of dredged or fill material into jurisdictional waters requires CWA Section 401 water quality certification from the TCEQ. EO 11990, Protection of Wetlands, directs federal agencies to minimize the destruction, loss, or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands on federal lands.

An identification and delineation of waters of the U.S., including wetlands, was conducted for the existing and proposed ROW associated with the US 59 Loop project. The delineation consisted of a review of available published recent and historical information and a site investigation to evaluate the project area for the presence of potentially jurisdictional waters and wetlands according to criteria set forth in the 1987 Corps of Engineers *Wetlands Delineation Manual*, the 2010 *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region* (v.2), and the *June 22, 2020 Navigable Waters Protection Rule (NWPR)*.

Eight aquatic resources were identified within the project limits (**Appendix F, Exhibit F.3**). These resources consist of one ephemeral branches of Manadas Creek, four ephemeral branches of Zacata Creek, and three ephemeral branches of Chacon Creek. All eight of these streams are currently assumed to be non-jurisdictional by the USACE, based upon the Navigable Waters Protection Rules published by the EPA and USACE on April 21, 2020. No fringe or adjacent wetlands were observed in association with these ephemeral tributaries. Any aquatic resources that are determined by the USACE to be jurisdictional waters of the U.S. would be subject to the permitting requirements of Section 404 of the CWA.

No-Build Alternative

Under the No-Build Alternative, the existing facility would undergo routine maintenance only. No additional impacts to water quality or water resources would be anticipated with the implementation of the No-Build Alternative.

Build Alternative

All or portions of the excavated water bodies would likely be filled and graded to prepare the proposed ROW for roadway construction. These water bodies are identified as potentially non-jurisdictional waters of the U.S. and therefore would not require USACE permit authorization prior to the initiation of construction activities.

As design plans are finalized and areas of anticipated fill are more accurately defined, TxDOT would determine the appropriate level of coordination needed with the USACE regarding permit authorization for unavoidable discharges of dredged or fill material into jurisdictional waters of the U.S. regulated under Section 404 of the CWA. If needed, coordination with the USACE would be initiated before construction is initiated within these ephemeral steams.

5.10.1 Clean Water Act Section 404

The discharge of dredged or fill material into jurisdictional waters of the U.S. requires Section 401 water quality certification from the TCEQ. Prior to obtaining a Section 404 permit, the TCEQ must authorize that the discharge complies with the Texas Surface Water Quality Standards (TSWQS). The TCEQ has certified or conditionally certified that activities conducted under the authority of a USACE nationwide permit would not violate TSWQS. The analysis of U.S. Geological Service data and field surveys reveals that there are no jurisdictional waters of the U.S. (WOTUS) within the project ROW. **Table 3** summarizes the potential maximum disturbances of all the waters within the proposed ROW and wither these waters are WOTUS and corresponds to the crossings mapped in **Appendix F**, **Exhibit F.3a and Exhibit F.3b**.

Table 3: Potentially Jurisdictional and Non-Jurisdictional Waters of U.S.

Map Location ID[3]	Aquatic Feature	Type of Water	Potentially Jurisdictional	Acreage of Disturbance	Linear Feet (approx.)	Wetlands or Special Aquatic Sites Present	NWP[1]/ PCN[2] (Y/N)
1	Un-named Tributary of Manadas Creek	Ephemeral Stream	No	0	0	None present	None / No
2	Un-named Tributary of Zacata Creek	Channelized Ephemeral Stream	No	0.08	250	None present	None / No
3	Un-named Tributary of Zacata Creek	Channelized Ephemeral Stream	No	0.05	115	None present	None / No
4	Un-named Tributary of Zacata Creek	Ephemeral Stream	No	0.16	250	None present	None / No
5	Un-named Tributary of Zacata Creek	Channelized Ephemeral Stream	No	0.06	100	None present	None / No
6	Un-named Tributary of Chacon Creek	Ephemeral Stream	No	0.11	270	None present	None / No
7	Un-named Tributary of Chacon Creek	Ephemeral Stream	No	0.10	285	None present	None / No
8	Un-named Tributary of Chacon Creek	Ephemeral Stream	No	0.13	345	None present	None / No

[1] NWP = USACE Nationwide Permit (i.e. NWP 14 For Linear Transportation Projects).
[2] PCN = USACE NWP Pre-Construction Notification.
[3] Map ID = As marked on **Exhibits F.3a and F.3b**

The proposed project design would not alter the stream flow characteristics (i.e. flow rates, speed or volume) from the current conditions. Appropriate design measures would be taken to maintain normal downstream flows and minimize flooding. Any temporary fills would consist of materials that would be placed in a manner that would not be eroded by expected high flows. Any temporary fills would be removed in their entirety and the affected area returned to pre-construction elevations and shapes; the impacted sites would be re-vegetated appropriately. Any stream channel modifications, including

bank stabilization, would be limited to the minimum necessary to construct or protect the structures and areas in the immediate vicinity of the project.

5.10.2 Clean Water Act Section 401

If needed the 401 Certification requirements for NWP 14 would be met by implementing the approved methods noted in **Table 4** for the Texas Commission on Environmental Quality (TCEQ) 401 Water Quality Certification Conditions for Nationwide Permits.

Table 4: Anticipated Best Management Practices

TCEQ-Water Quality Permit Category	Best Management Practices Identified for Use
Erosion Control	Temporary Vegetation / Mats / Mulch / Sod
Sedimentation Control	Silt Fences / Rock Berms
Post-Construction TSS* Control	Vegetative Filter Strips/Grass-lined Ditches/Grassy Swales

*Total Suspended Solids

5.10.3 Executive Order 11990 Wetlands

The purpose of Executive Order 11990 is to minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands. The Executive Order requires agencies to consider alternatives to wetland sites and minimize impacts if wetlands cannot be avoided. Executive Order 11990 on the protection of wetlands does not applies because there are no jurisdictional wetlands located within the proposed project limits.

5.10.4 Rivers and Harbors Act

The proposed project does not involve work in or over a navigable water of the U.S.; therefore Sections 9 and 10 of the Rivers and Harbors Act do not apply.

5.10.5 Clean Water Act Section 303(d)

Runoff from this project would not discharge directly into a Section 303(d)-listed threatened or impaired water but would discharge into a stream that is less than 5 miles from a Section 303(d) listed threatened or impaired water (Rio Grande Segment #2304). The 2018 303(d) list was utilized in this assessment. TCEQ 303(d) coordination is required and was completed in June 2016, for the project

as storm water from the proposed site would eventually discharge into tributaries that are less than five stream miles of the Rio Grande Segment #2304. Because this project will utilize all appropriate construction and post construction storm water Best Management Practices (**Table 4**) and the ephemeral nature of the streams, it has been determined that there will be no direct impacts to the bacterial levels in Segment 2304 of the Rio Grande. The TCEQ concurred with this finding June 2016 (**Appendix G**).

5.10.6 Clean Water Act Section 402

This project would disturb more than 5 acres of earth; therefore, TxDOT will comply with the TCEQ Texas Pollutant Discharge Elimination System Construction General Permit requirements. In accordance with TxDOT policies:

- A Storm Water Pollution Prevention Plan (SW3P) will be implemented and maintained during the construction and post-construction period;
- A construction site notice will be appropriately posted on the construction site; and
- A Notice of Intent (NOI) will be submitted to TCEQ before the start of the earth disturbing activities.

Table 4 lists the Best Management Practices anticipated for temporary erosion control measures, sediment control measures and post-construction Total Suspended Solids controls. Temporary erosion control structures would be installed before construction begins, where appropriate, and maintained during construction. Pollution from storm water would be minimized through adherence to measures in the project's SW3P.

The proposed US 59 Loop Upgrade Project is located within the boundaries of the City of Laredo Municipal Separate Storm Sewer System (MS4) Phase 1 Permit area as well as the City of Laredo urban boundaries for the TxDOT Statewide MS4 permit. Therefore, this project would comply with all applicable MS4 permit requirements.

Encroachment Alteration Impacts Analysis

No encroachment alteration impacts to water resources are anticipated with the proposed US 59 Loop Upgrade Project, due to the utilization of Best Management Practices and local as well as state and federal policies and regulations.

5.10.7 Floodplains

No-Build Alternative

The No-Build Alternative would not result in any new encroachment on the 100-year floodplain and, therefore, would have no direct or indirect impacts to floodplains in the study area and larger region.

Build Alternative

Portions of the proposed project's areas of disturbances are mapped to be within Federal Emergency Management Agency designated 100-year floodplains. Therefore, the hydraulic design for these projects would be in accordance with current FHWA, TxDOT and City of Laredo 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 properties.

The proposed projects would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances. The proposed project design would follow all current and appropriate floodplain guidelines and coordination with the local floodplain manager (the City of Laredo Floodplain Engineer) will be completed.

Encroachment Alteration Impacts Analysis

No encroachment alteration impacts to floodplains are anticipated with the proposed US 59 Loop Upgrade Project, due to local planning and zoning regulations.

5.10.8 Wild and Scenic Rivers

The proposed US 59 Loop Upgrade Project would not involve work within or adjacent to the segment of the Rio Grande designated as a Wild and Scenic River.

5.10.9 Trinity River Corridor Development Certification

The proposed US 59 Loop Upgrade Project is not located within the Regulatory Zone of the Trinity River Corridor; therefore, no impacts on this resource are anticipated.

5.10.10 Coastal Barrier Resources

The proposed US 59 Loop Upgrade Project is not located within an area containing Coastal Barrier Resources; therefore, no impacts on these resources are anticipated.

5.10.11 Coastal Zone Management

The proposed US 59 Loop Upgrade Project is not located within a Coastal Management Area; therefore, consultation with the Texas general Land office is not required.

5.10.12 Edwards Aquifer

The proposed US 59 Loop Upgrade Project will not be constructed over the recharge or contributing zones of the Edwards Aquifer; therefore, no impacts to this resource are anticipated.

5.10.13 International Boundary and Water Commission

The proposed US 59 Loop Upgrade Project is not located within the Rio Grande floodplain, nor are any International Boundary and Water Commission assets or ROW within the proposed project area; therefore, coordination with the International Boundary and Water Commission is not required.

5.10.14 Drinking Water Systems

The proposed US 59 Loop Upgrade Project is not anticipated to impact public or private water wells or drinking water systems. If any water wells are discovered during construction, measures will be implemented to protect wells or source water protection areas (e.g., plugging and abandonment of water wells within construction area, and implementation of stormwater management plan and BMPs to prevent stormwater runoff from entering groundwater aquifers at wellheads).

5.11 Biological Resources

Biological Evaluation Forms were prepared for an analysis of impacts to vegetation, and wildlife resources. The Forms are available for review with the TxDOT Laredo District (TxDOT 2020c).

No-Build Alternative

The No-Build Alternative would not have any direct impacts to vegetation, wildlife and threatened, endangered, or rare species above the current situation.

Build Alternative

Direct impacts to biological resources resulting from the proposed project would consist of converting an additional 184 acres to a paved/mowed and maintained roadway. The following sections summarize the potential impacts from the Build Alternative analyzed in the Technical Report (TxDOT 2020c).

5.11.1 Texas Parks and Wildlife Coordination

According to TxDOT's *Tier I Site Assessment*, early coordination with TPWD would be required under the TxDOT – TPWD MOU due to the area of disturbance for three MOU habitats being equal to or greater than the MOU acreage thresholds. Early coordination with TPWD was initiated on August 6, 2020 and was completed on September 24, 2020 (**Appendix G**).

5.11.2 Impacts on Vegetation

The anticipated construction of the US 59 Loop Upgrade Project would remove existing native and introduced vegetation in the proposed ROW corridor. Anticipated impacts to vegetation because of the proposed project are provided in **Table 5**. This vegetation would be directly impacted and modified by the Build Alternative, transforming all of this acreage to a mostly paved and mowed/maintained transportation facility.

Table 5 below summarizes the potential impacts to vegetation due to the proposed improvements. The potential vegetation type impacts are described in terms of the Memorandum of Understanding (MOU) between TxDOT and TPWD. Impacts include areas to be covered by new pavement. According to the Threshold Table Programmatic Agreement between TxDOT and TPWD, there is not a coordination threshold for Urban MOU vegetation. The coordination threshold for Scrub, Thornscrub, Shrubland MOU type is 3 acres. The threshold for the Riparian MOU vegetation type is 0.1 acre. Early coordination with TPWD was completed 09/23/20.

Table 5: Potential Impacts to Observed Vegetation

TxDOT/TPWD MOU Vegetation Type	Impacts within Proposed PSA (acres)
Scrub, Thornscrub, Shrubland	147.2
Disturbed Prairie	19.0
Riparian	14.1
Urban*	218.2
Total	**386.7**

*This includes Commercial, Governmental and Residential developments that contain buildings, paved parking lots and/or urban landscaped areas including the mowed and maintained State ROW.

The proposed project would impact 144.4, 19.0, and 13.5 acres of the TxDOT/TPWD MOU Vegetation types of Scrub, Thornscrub, Shrubland, Disturbed Prairie, and Riparian vegetation respectively. Refer to **Appendix F**, **Exhibit F.4** for vegetation types within the proposed ROW, and **Appendix B** for photographs of existing vegetation. Since the proposed project would exceed the coordination for the both the Scrub, Thornscrub, Shrubland and Riparian MOU vegetation, as defined in the Threshold Table PA, coordination with TPWD for impacts to vegetation would be required.

5.11.3 Executive Order 13112 on Invasive Species

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

5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

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

5.11.5 Impacts to Wildlife

The proposed additional ROW provides habitat for wildlife adapted to a Mesquite/Prickly Pear/Mixed Brush vegetation community found in this portion of south Texas. The portions of the corridor that have been previously cleared in preparation of residential or commercial development have been

determined to have a minimal amount of natural vegetation or wildlife. The direct impacts from the proposed Build Alternative are expected to be minimal when taken in context of the widespread native habitat present outside the Laredo developed areas. The proposed project's construction phase brush removal is anticipated to represent the most substantial direct impacts of the project to natural resources. Construction of the Build Alternative would likely affect most species of wildlife that are present because of the direct loss of approximately 176.9 acres of native brush, disturbed prairies and riparian habitats which would displace wildlife populating the project corridor. Some direct mortality from construction equipment could be expected for species that are in the area and which are not highly mobile or are hibernating during cold weather (e.g. reptilian species). Additionally, areas not converted to paved surfaces would be re-vegetated and regularly mowed and maintained as highway ROW. Noise associated with heavy machinery and work crews may disturb the normal behavior patterns of animals using the adjacent areas for habitat.

5.11.6 Migratory Bird Treaty Act

Construction activities during the breeding and nesting season raise the possibility of destroying active bird nests; however, all appropriate measures will be taken to avoid the disturbance of migratory birds, their occupied nests, their young, and their eggs, as per the Migratory Bird Treaty Act, and the existing U.S. Fish and Wildlife Service (USFWS) guidelines on impacts to migratory birds. Impacts to active nests would be avoided by clearing land outside of the nesting season (March through September in the project area) or by conducting nest surveys and implementing avoidance zones around the active nests if the land clearing is to occur during the nesting season. As per the current agreement with TPWD, the Best Management Practices for birds will be utilized.

5.11.7 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (FWCA) of 1958 requires that federal agencies obtain comments from USFWS and TPWD. This coordination is required whenever a project involves impounding, diverting, or deepening a stream channel or other body of water. Since a Section 404 Clean Water Act permit is anticipated for the proposed project, the requirements are applicable, but would be met through the Section 404 permitting process.

5.11.8 Bald and Golden Eagle Protection Act of 2007

The Bald and Golden Eagle Protection Act (*Haliaeetus leucocephalus* and *Aquila chrysaetos*, respectively) enacted in 1940, and amended several times since, prohibits anyone, without a permit issued by the Secretary of the Interior, from "taking" eagles, including their parts, nests, or eggs. The act defines criminal penalties for persons who "take, posses, sell, purchase, barter, offer to sell, transport, export or import, at any time or any manner, any Bald Eagle (or any Golden Eagle), alive or dead, or any part, nest, or egg thereof." No Bald Eagles, eagle nests, or suitable habitat was observed during the site investigations. Therefore, no protected habitat would be impacted by the proposed project.

5.11.9 Magnuson-Stevens Fishery Conservation Management Act

The Magnuson-Stevens Fishery Conservation and Management Act, as amended on October 11, 1996, directs that all Federal agencies, whose actions would impact essential fish habitat, must consult with the National Marine Fisheries Service regarding potential adverse impacts to essential fish habitat. No tidally influenced waters exist in the proposed project area; therefore, no essential fish habitat would be impacted. Since there are no tidally influenced waters, there is no requirement to address essential fish habitat.

5.11.10 Marine Mammal Protection Act

The U.S. Marine Mammal Protection Act (MMPA) protects all marine mammals, including cetaceans (whales, dolphins, and porpoises), pinnipeds (seals and sea lions), sirenians (manatees and dugongs), sea otters, and polar bears within the waters of the U.S. No tidally influenced waters exist in the proposed project area; therefore, no marine mammals would be impacted. Since there are no tidally influenced waters, there is no requirement to address marine mammals.

5.11.11 Threatened, Endangered, and Candidate Species

A presence/absence survey for listed plant species was conducted during the May 27-28 and June 16-18, 2015, site surveys of the project's areas of disturbance. No species listed by USFWS for Webb County were identified or observed during the extensive 2015 surveys and other passages through the project corridor. Based on currently available data, the project design team has determined that the Build Alternative would have no effect on any of the federally protected species listed for Webb County.

This project may directly impact two state-listed threatened species, their habitats, or their potential travel corridors, including: the Texas tortoise, and the Texas horned lizard. The design team has, however, determined that both the No-Build and the Build project alternatives are not likely to adversely impact these species' overall status from direct, construction related impacts. As per the 2013 Programmatic Agreement between TxDOT and TPWD, the Best Management Practices for the reticulate collared lizard, Texas indigo snake, Texas tortoise, Texas horned lizard, spot-tail earless lizard, plains spotted skunk, Terrestrial Reptiles and Migratory Birds will be utilized. Early coordination was undertaken and completed with TPWD on September 23, 2020 (**Appendix G**).

Encroachment Alteration Impacts Analysis

Indirect impacts from the proposed project may result in vegetation and wildlife habitat loss based on encroachment alternation indirect effects. Refer to the *Indirect and Cumulative Impacts Technical Report* available for review at the TxDOT Laredo District office for the indirect impacts analysis (TxDOT 2017b).

5.12 Air Quality

An Air Quality Technical Report has been prepared for the proposed project and is on file with the TxDOT Laredo District (2020b). This project will use a combination of federal, and state funds to implement this work. These projects are currently listed on the Laredo 2020-2045 MTP (revision 2) and on the 2021 UTP, and will be listed on the 2021-2024 STIP (**Appendix E**).

No-Build Alternative

Under the No-Build Alternative, air quality may continue to degrade as congestion increases in the proposed project area.

Build Alternative

5.12.1 Transportation Conformity

The project is in an area in attainment or unclassifiable for all national ambient air quality standards; therefore, the transportation conformity rules do not apply.

5.12.2 Carbon Monoxide Traffic Air Quality Analysis

Traffic data for the estimated time of completion year 2024 and design year 2044 is a maximum of 73,350 vehicles per day and 110,500 vehicles per day, respectively. A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that the carbon monoxide standard would ever be exceeded as a result of any project with an average annual daily traffic (AADT) below 140,000. The AADT projections for the project do not exceed 140,000 vehicles per day; therefore, a Carbon Monoxide Traffic Air Quality Analysis is not required.

5.12.3 Mobile Source Air Toxic (MSAT) Analysis

A qualitative Mobile Source Air Toxic (MSAT) assessment was provided relative to the various alternatives of MSAT emissions. The Air Quality Technical Report (TxDOT 2020b) has acknowledged that some of the project alternatives may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain and, because of this uncertainty, the health effects from these emissions cannot be estimated.

Encroachment Alteration Impacts Analysis

No encroachment alteration impacts to air quality are anticipated with the proposed US 59 Loop Upgrade Project, due to local and federal policies and regulations.

5.13 Hazardous Materials

A Hazardous Material Initial Site Assessment (ISA) Technical Report has been prepared for the proposed project and is available for review at the TxDOT Laredo District (TxDOT 2017a).

No-Build Alternative

Under the No-Build Alternative no hazardous materials sites would be impacted.

Build Alternative

The database searches and field investigations conducted to date have not identified known hazardous materials sites in the proposed project area. These sites were reviewed for status information and potential to pose constraints to construction of the proposed project. The analysis conducted to date led to the conclusion that there were no known hazardous materials concerns within the vicinity of the project and no evidence of contamination was identified within or adjacent to the project corridor. Any unanticipated hazardous materials and/or petroleum contamination encountered during construction would be handled according applicable federal and state regulations and would utilize normal TxDOT Standard Specifications and practices.

No structures that have the possibility of containing asbestos or other hazard materials would be disturbed by implementing the project.

Based on the following project activities (i.e. excavation for storm sewers and acquisition of approximately 192 acres of additional ROW and approximately 121 acres of existing ROW needed for upgrading the existing US 59 Loop to a full urban interstate freeway), as ISA was completed to identify potential hazardous materials concerns in the proposed project area (TxDOT 2017a). The ISA consisted of a visual survey of the project corridor and an internet review of available regulatory database resources. The database review consisted of online environmental databases including the multisystem Environmental Protection Agency web-based site for select federal databases, multiple TCEQ databases, the South Texas Development Council Closed & Abandoned Landfill List, Railroad Commission of Texas Geographic Information Systems Viewer for Oil & Gas Wells & Pipelines, and Texas Railroad Commission Voluntary Cleanup Sites. Findings of the database review are documented on the Hazardous Materials ISA Form available for review at the TxDOT Laredo District office (TxDOT 2017a). As indicated on the ISA form and backup data, the database review indicated no known leaking petroleum storage tanks, federal or state corrective action sites, waste sites, or other petroleum or chemical release sites within the project limits or from adjacent and surrounding properties.

Land use within the project study area is a mix of developed commercial and residential properties, undeveloped properties that have been cleared in the past but which have not been built upon, and undeveloped native rangeland used for livestock grazing and wildlife-related activities. Based on

database searches and field surveys, no oil or gas wells or pipelines were identified within the project study area.

Demolition of structures are not anticipated; therefore, no lead or asbestos containing materials are anticipated to be encountered during the construction of the proposed US 59 Loop Upgrade Project.

Excavation for storm sewer installation is planned for the entire 5.8-mile long project that would pass through both developed and undeveloped properties.

The field survey did not indicate any encroaching tanks, waste sites, or other evidence of hazardous materials contamination with the potential to impact project ROW acquisition or construction activities.

In conclusion, an analysis of the ISA data indicates hazardous materials impacts are not anticipated, and further investigations are not required. Any unanticipated hazardous materials encountered during construction would be managed in accordance with applicable state and federal regulations and as per TxDOT Standard Specifications.

5.14 Traffic Noise

A Roadway Noise Technical Report is available for review at the TxDOT Laredo District office (TxDOT 2020e).

No-Build Alternative

Under the No Build Alternative, traffic noise levels at modeled receiver locations would be expected to increase due to the increase in traffic volumes.

Build Alternative

5.14.1 Existing and Predicted Noise Levels

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

Existing and predicted traffic noise levels were modeled at receiver locations (**Table 6** and **Appendix F, Exhibit F.5**) that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement. The FHWA has established Noise Abatement Criteria (NAC) for various land use activity areas to determine when a traffic noise impact would occur. A noise impact occurs when either the absolute or relative criterion is met:

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

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

Before any abatement measure can be proposed for incorporation into the proposed project, it must be both feasible and reasonable. In order to be “feasible,” the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least five dB(A); and to be “reasonable,” it must not exceed the cost-effectiveness criterion (FHWA 2017) of $52,500 for each receiver that would benefit by a reduction of at least five dB(A) and the abatement measure must be able to reduce the noise level for at least one impacted, first row receiver by at least seven dB(A).

Table 6: Traffic Noise Levels db(A) Leq

Receiver ID	Land Use	NAC Category	NAC Level	Existing 2019	Predicted 2039	Change (+/-)	Noise Impact
R1	Restaurant Patio	E	72	67	65	-2	N
R2	Restaurant Patio	E	72	70	67	-3	N
R3	Restaurant Patio	E	72	59	60	+1	N
R4	Residential	B	67	65	63	-2	N
R5	Residential	B	67	63	64	+1	N
R6	Residential	B	67	63	63	0	N
R7	Residential	B	67	61	62	+1	N
R8	Residential	B	67	65	66	+1	Y
R9	Residential	B	67	65	63	-2	N
R10	Residential	B	67	66	64	-2	N
R11*	Commercial Patio	E	72	69	60	-9	N
R12	Dorm Patio	B	67	62	63	+1	N
R13	Restaurant Patio	E	72	68	67	-1	N
R14	Hotel Pool	E	72	54	55	+1	N
R15	Restaurant Patio	E	72	74	70	-4	N
R16	Restaurant Patio	E	72	68	67	-1	N
R17	Restaurant Patio	E	72	71	66	-5	N
R18	Hotel Pool	E	72	55	56	+1	N
R19	Residential	B	67	63	66	+3	Y
R20	Residential	B	67	57	65	+8	N
R21	Residential	B	67	56	63	+7	N
R22	Residential	B	67	56	60	+4	N
R23	Residential	B	67	61	65	+4	N
R24**	Residential	B	67	60	65	+5	N
R25**	Residential	B	67	73	70	-3	Y

*R11 represents a new site pad with limited details for land use. Based on site photos, it is our worst-case assumption that the site will be commercial with an outdoor use (i.e., restaurant patio). Receiver was placed in the centroid of the cleared site pad.
**R24 & 25 represent new neighborhood developments. Future property locations were determined through subdivision plats, provided by the City of Laredo Planning and Zoning Department.
Source: TxDOT 2020e

5.14.2 Outcome of Noise Abatement Analysis

Three representative receivers would be expected to have a noise level at or above the criteria for absolute or relative impacts; therefore, noise barriers were considered for the proposed project.

Recommended Noise Abatement

Noise barriers would be feasible and reasonable for the following impacted receivers and; therefore, are proposed for incorporation into the project (refer to **Table 7**). A total of three noise barriers were found to be reasonable and feasible for the proposed project. The location of these three preliminary noise barriers can be seen in (**Appendix F, Exhibit F.5**). Any subsequent project design changes may require a re-evaluation 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.

Table 7: Proposed Noise Barriers

Barrier	Representative Receivers	Total No. Benefited Receivers	Length (feet)	Height (feet)	Total Cost	Cost/ Benefited Receiver
1	R8-R10	15	12	582	$ 244,440	$16,296
2	R19-21	5	14	530	$259,700	$51,940
3*	R25	13	10	355	$124,250	$ 9,558

*This barrier would only be proposed if building permits for the future development are issued before environmental clearance.

Source: TxDOT 2020e

5.14.3 Noise Impact Contour Analysis

To avoid noise impacts that may result from future development of properties adjacent to the proposed 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 (2039) noise impact contours **Table 8**.

Table 8: Traffic Noise Impact Contours

Location	Distance from ROW	
	NAC Category B & C 66 dB(A)	NAC Category E 71 dB(A)
US 59 (Northbound) between International Blvd. and Bucky Houdmann Blvd	ROW	ROW
US 59 (Southbound) Between Eskimo Dr. and Shiloh Dr.	40 feet	ROW

Source: TxDOT 2020e

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

Encroachment Alteration Impacts Analysis

No encroachment alteration impacts to traffic noise are anticipated with the proposed US 59 Loop Upgrade Project.

5.15 Induced Growth

An Indirect and Cumulative Impacts Technical Report was prepared for the proposed project and is available for review at the TxDOT Laredo District office (TxDOT 2017b). Due to the extensive planned growth in the proposed project Area of Influence (AOI), regardless of the proposed US 59 Loop Upgrade, it has been determined that the project would not result in induced growth impacts to natural resources on the properties within the project AOI and timeframe. However, indirect impacts may result in vegetation and wildlife habitat loss based on encroachment alternation indirect effects. Refer to **Appendix F**, **Exhibit F.6** for a map depicting potential areas of indirect effects.

5.16 Cumulative Impacts

An Indirect and Cumulative Impacts Technical Report was prepared for the proposed project and is available for review at the TxDOT Laredo District office (TxDOT 2017b). **Table 9** summarizes the cumulative effects on the water resources, vegetation and wildlife habitats. Refer to **Appendix F**, **Exhibit F.7** for a map depicting potential areas of cumulative impacts.

Table 9. Summarization of the Direct, Indirect and Cumulative Impacts Analysis

Resource	Direct	Indirect	Cumulative
Water Resources	Direct impacts would occur to approximately 1,685 linear feet of streams and less than 0.10 acre of wetlands.	Up to 33,660 linear feet of streams and 62 acres of wetlands may be impacted by encroachment/ alteration, though impacts are not likely with the City of Laredo Stream Ordinance areas.	Up to 864,676 linear feet of streams (71%) and 1,056 acres of wetlands (34.6%) may be cumulatively impacted by 2040, though impacts are not likely with the City of Laredo Stream Protection Ordinance areas.
Vegetation and Wildlife Habitat	Direct impacts would occur to approximately 95.4 acres of native rangeland that contains a diverse mix of native plant and animal species. This area also contains potential habitats of species listed under state law to be threatened or endangered; however, these species would not be placed in overall jeopardy by the impacts from this project. There would be no effects to any federally listed species.	This project is not anticipated to induce any land developments but could have an encroachment-type effect on land developments (with the resultant loss and fragmentation of potential habitats, increased roadway mortality, interruption of potential wildlife travel corridors, etc.) within the study area and study timeframe on approximately 2,005 acres of native vegetation and habitats.	Cumulative impacts to native vegetation and wildlife habitat are anticipated based on the high likelihood of additional land developments in the study area; approximately 34,233 acres (84%). However, the impacts from the project itself are considered a minor factor in the overall loss of native brush habitats in the RSA.
Parklands	Direct Impacts to 2.1 acres of the Lake Casa Blanca State Park and 15.7 acres of the Lake Casa Blanca Golf Course.	None.	37 acres of existing parklands within the City of Laredo are proposed for additional improvements.

Source: TxDOT 2017b

However; since the completion of the Indirect and Cumulative Impacts Technical Report referenced above, there has been a change in the project limits and area of impacts for this proposed project. These changes include reducing the overall project limits by approximately 1.2 miles, and the addition of additional areas of new ROW for stormwater detention ponds to the proposed project area. These

changes resulted in changes in the direct impacts that were previously documented in the referenced Technical reports and are as follows:

1) For Water Resources, the direct impacts would be to 4,600 linear feet of ephemeral streams and no impacts to wetlands.
2) For Vegetation and Wildlife Habitat direct impacts would occur to approximately 180.3 acres of native brush, disturbed prairies and riparian habitats that contains a diverse mix of native plant and animal species. This area also contains potential habitats of species listed under state law to be threatened or endangered; however, these species would not be placed in overall jeopardy by the impacts from this project. There would be no effects to any federally listed species.
3) For Parklands, this project would no longer have any direct impacts to any parklands or other recreational facilities.

5.17 Construction Phase Impacts

No-Build Alternative

There would be no direct impacts from construction as a result of the No-Build Alternative.

Build Alternative

Detours would be required because the project would be widening an existing six-lane arterial roadway. It is anticipated that the frontage roads, sidewalks and adjacent multi-use path would be constructed first followed by the installment of the mainlanes and interchange bridges. Dedicated right- and left-turn lanes on the frontage roads at the major arterial intersections would be constructed at this time. However, left turns onto and off of non-arterial street intersections would most likely be closed. Right turns into and off of the non-arterial and driveways would be maintained in such a way as to not totally deny access to any adjacent developed properties. Any existing signals at the arterial street intersections would remain in use.

Close coordination with the City of Laredo Fire and Police Departments will be carried out to minimize the impacts to the police/fire substation located on the west side of the Loop between University Boulevard and Del Mar Boulevard as well as to their emergency response times.

The existing number of travel lanes open for traffic would be maintained throughout the construction period. Equivalent dedicated turn lanes would remain open as much as possible. Any lane closures are anticipated to occur on an irregular basis but may be required to switch traffic to new or interim

lanes. Closing cross-traffic at the major arterial intersections is anticipated to occur only when there is active overhead work such as placing overhead bridge beams. It is anticipated that the dedicated turn-around lanes in the ultimate design would be used as construction staging areas and would not be opened to traffic until the bridge structures are completed.

Due to the presence of construction workers and the potential for narrowed travel lanes (e.g. 11-foot lanes vs. the existing 12-foot lanes), construction zone speed limits are anticipated to be lowered to 45 mph from the current 55 to 60 mph posted speed limits.

Impacts from temporarily closing sidewalks and the adjacent multi-use path are anticipated to occur but would be minimized as much as possible. It is anticipated that once both frontage roads are constructed, the sidewalks and multi-use path would be open for use.

TxDOT strategies to minimize the impacts to the traveling public, bicyclists and pedestrians will carry forward whether the project is constructed as a whole or in separate phases as funding becomes available. If the project is constructed in phases, each phase will be completed as a logical, stand-alone facility that would lessen the impacts to the traveling public as much as possible.

6 Agency Coordination

TxDOT has initiated coordination with the Webb County, City of Laredo, the THC/SHPO, TCEQ, and TPWD. Coordination with the City of Laredo and Webb County is ongoing, as the project develops. Coordination with THC for archeological resources was completed on 7/23/2015; tribal coordination was completed on 5/1/2017; and on 8/23/2016 TxDOT Environmental Affairs determined that SHPO coordination was not required. Coordination with the TCEQ was completed (with concurrence) on 6/24/2016, and early coordination with TPWD was completed on 9/14/2020. Copies of the resource agency coordination letters are included in **Appendix G**.

7 Public Involvement

The first public meeting for the proposed project was held on December 1, 2016, at the Texas A&M International University (TAMIU) Zaffirini Student Success Center. A second public meeting were held on March 28, 2017 at the TAMIU Western Hemispheric Trade Center. All legal ads and materials for the meetings and hearing were available in English and Spanish and translation services were

available at both public meetings. The Public Meetings and Public Hearing Summary Reports will be available for review at the TxDOT Laredo District office.

In addition to in-person Meetings with Affected Property Owners, public meetings, and public hearing, a newsletter was developed for the proposed project, and distributed to interested stakeholders. The newsletter and fact sheet will be updated as the project proceeds through major stages and will be distributed at outreach events as well as via e-mail and regular mail as a stakeholder mailing list is developed and maintained. A project web page on the TxDOT public outreach website will continue to be maintained that will match the information in the newsletters, public event flyers, public notices and fact sheet. Copies of the project newsletters are included in **Appendix I**.

8 Environmental Permits, Issues and Commitments

The following is a summary of potential environmental permits, issues and commitments for the proposed US 59 Loop 59 Upgrade Project:

- Vegetation impacts will be mitigated for by reseeding, using TxDOT/FHWA approved planting guidelines and specifications, as appropriate and as quickly as possible following completion of construction activities in order to control soil erosion and re-establish stable vegetative communities and ground cover.

- The concerns for impacting any state listed species will be placed in the Environmental Permits, Issues and Commitments section of the plan sheets and discussed during the pre-construction and project construction meetings.

- Under the Build Alternative, a detailed SW3P will be developed and implemented throughout the duration of the project. It will include temporary erosion and sediment control items, as well as permanent total suspended solids reduction Best Management Practices, to be used as directed by TxDOT in response to changing field conditions and by the contractor for construction activities within State-owned ROW. Where appropriate, these temporary erosion and sedimentation control devices will be in place prior to the initiation of work and maintained throughout the duration of the project. The contractor will take appropriate measures to prevent, minimize, and control the spill of hazardous materials in staging areas. All materials being removed and/or disposed of by the contractor will be done in accordance with City, State

and Federal laws and by the approval of TxDOT. The proposed project site is inside of the Laredo Phase 1 MS4 permit and TxDOT Statewide MS4 permit boundaries and all MS4 regulations will apply.

- If archeological or historic sites are discovered prior to or during construction, work will immediately cease in that area. A TxDOT staff archeologist will then survey the site pursuant to the current emergency discovery protocols and the Texas Antiquities Code. The site will be avoided or mitigated according to the procedural provisions of Section 106 of the NHPA.

- No mitigation is proposed for any impacts to the proposed project's social setting due to the lack of demonstrable negative impacts to any neighborhoods, community facilities, minority, low-income or Limited English Proficiency populations. Spanish speaking staff or interpreters will continue be available for all meetings with the affected landowners, local residents and at the public involvement events such as the public meetings, and the anticipated public hearing in late-2020.

Specific mitigation proposed for impacts to natural resources from this project include:

- Minimizing the disturbances to native vegetation and potential wildlife habitats to the greatest extent possible; using erosion and sediment controls in all disturbed areas during the construction and post-construction periods; and reseeding according to the appropriate TxDOT/FHWA guidelines. Revegetation of disturbed areas will follow the Executive Memorandum on Beneficial Landscaping (4/26/94) and the Executive Order on Invasive Species (EO 13112). Regionally native and non-invasive plants will be used to the extent practicable in the revegetation of the project area. While not anticipated, if specimens of the federally listed ashy dogweed are observed at a later date, proper mitigation will be developed in conjunction with USFWS. Vegetation impacts will be further mitigated for by reseeding as quickly as possible following completion of construction activities to control soil erosion and to re-establish stable, albeit mowed/maintained roadside vegetative communities. If land clearing occurs between March and September, surveys for active nests will be undertaken and appropriately sized avoidance zones will be placed around the nest sites until egg-laying and chick rearing activities are completed.

9 Conclusion

9.1 Identification of the Preferred Alternative

If constructed, the Build Alternative would fulfill the legislative requirements of federal law for upgrading the roadways designated as part of the "Future I-69" system to interstate standards. The Build Alternative would also improve traffic efficiency and local mobility in northeastern Laredo for the traveling public by improving the effective integration of the northern portion of the proposed US 59 Loop Upgrade with the existing street and highway infrastructure in the area, which is the stated objective of the proposed project.

The No-Build Alternative would not fulfill the requirements of federal I-69 enabling legislation and would not fulfill the traveling public's transportation needs in Laredo.

Because of these factors, the project design team has determined that the Build Alternative is the technically preferred alternative for this proposed project.

9.2 Support Rationale

The proposed US 59 Loop Upgrade Project is necessary to further improve existing traffic conditions within the City of Laredo by providing an enhanced ease of access for motorists onto the Loop, the major arterial highway around eastern Laredo. Furthermore, the design team has determined that impacts to resources and issues important to the human and natural environment have been fully analyzed and that all negative impacts have been ameliorated in the project design to the maximum extent reasonably possible.

9.3 Recommendation for an Alternative Selection and for a Finding of No Significant Impact

TxDOT recommends the implementation of the Build Alternative based on the information in this Environmental Assessment, in the associated technical reports, and other information in the proposed US 59 Loop Upgrade Project File. The engineering, social, economic, and environmental investigations conducted thus far on this proposed project indicate that implementation of the project would not result in significant impacts on the quality of the human and natural environments and a Finding of No Significant Impact is recommended.

10 References

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Appendices:

Appendix A – Project Location Map

Appendix B – Project Photographs

Appendix C – Schematics

Appendix D – Typical Sections

Appendix E – Plan and Program Excerpts

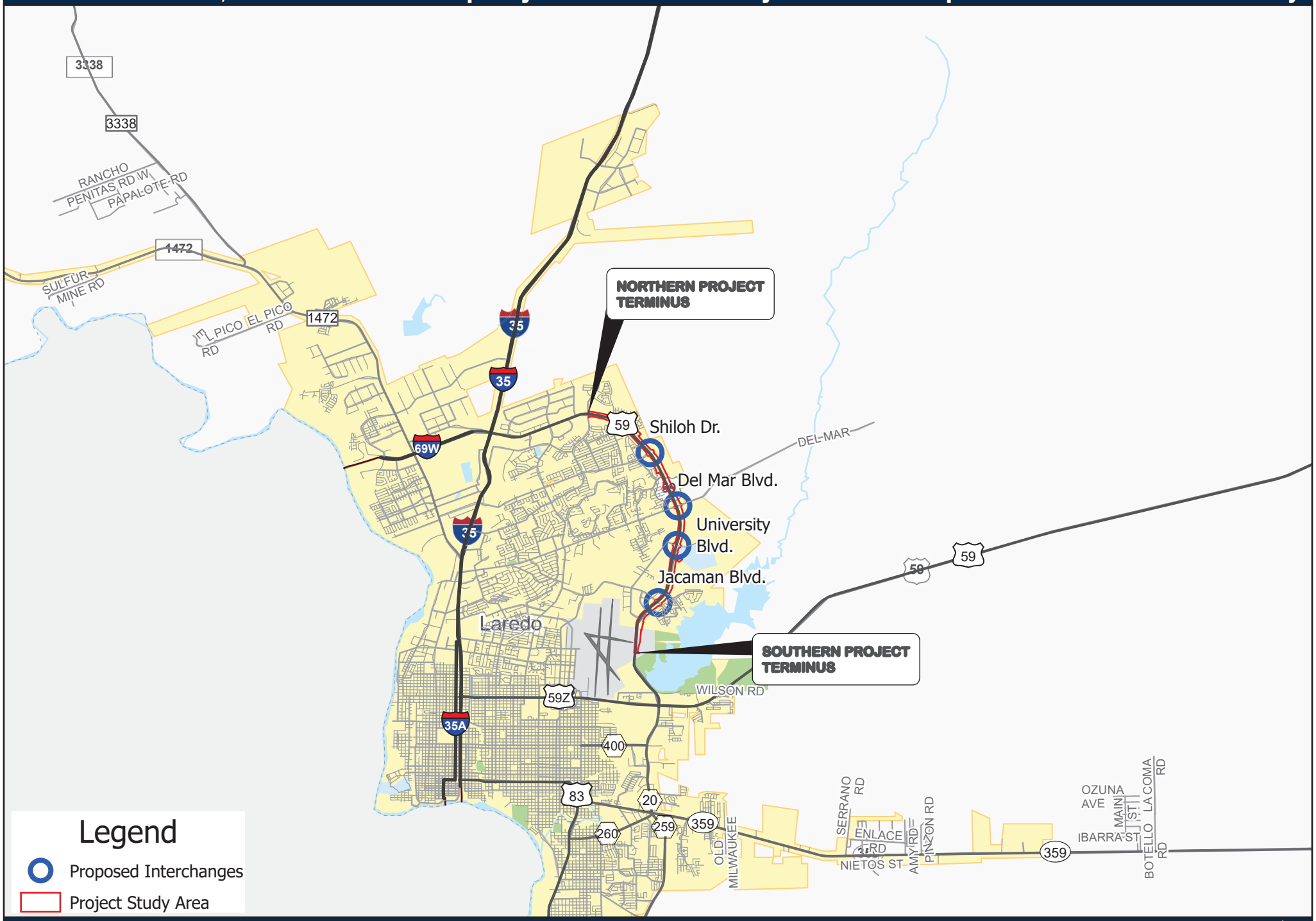
Appendix F – Resource-specific Maps

Appendix G – Resource Agency Coordination

Appendix H – Public Involvement

Appendix A – Project Location Map

CSJ # 0086-14-058, etc. | US 59 Loop Project | Exhibit A: Project Location Map | Webb County



Texas Department of Transportation
Laredo District
July 23, 2020

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Appendix B – Project Photographs

Appendix B: Site Photographs

US 59 Loop: Typical right-of-way (ROW) and fenceline vegetation (South of University on east side)

US 59 Loop: Typical view of Blackbrush-Mixed Brush-Prickly Pear Vegetation on the east side of the existing ROW.

US 59 Loop: Typical view of Blackbrush-Mixed Brush-Prickly Pear Vegetation on the east side of the existing ROW.

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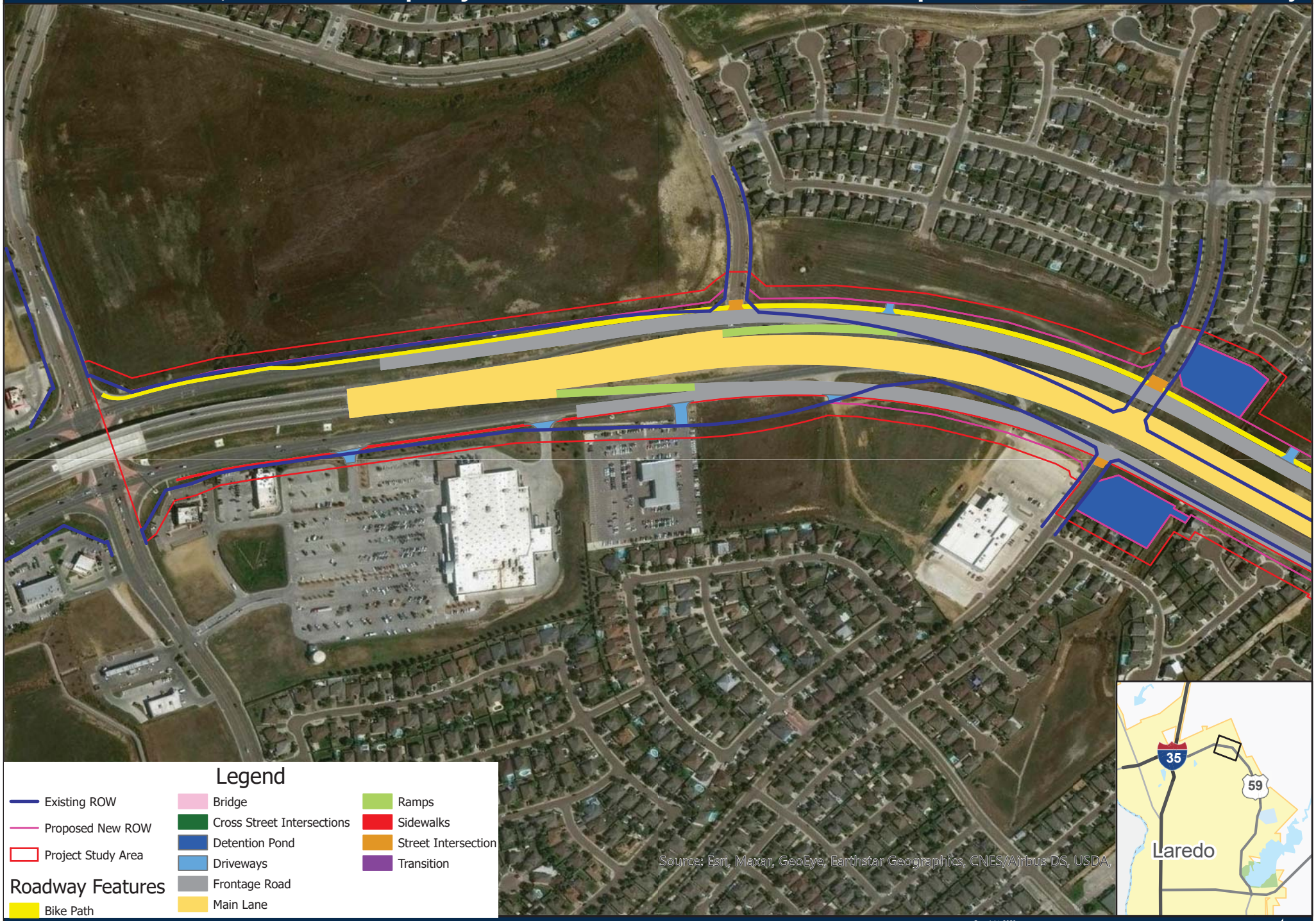
US 59 Loop: Typical view of Blackbrush-Mixed Brush-Prickly Pear Vegetation on the east side of the existing ROW.

US 59 Loop: Hilltop Mixed Brush-Prickly Pear Vegetation (between Del Mar and University on east side of the roadway).

US 59 Loop: Hilltop Mixed Brush-Prickly Pear Vegetation(between Del Mar and University on east side of the roadway).

Appendix C – Schematics



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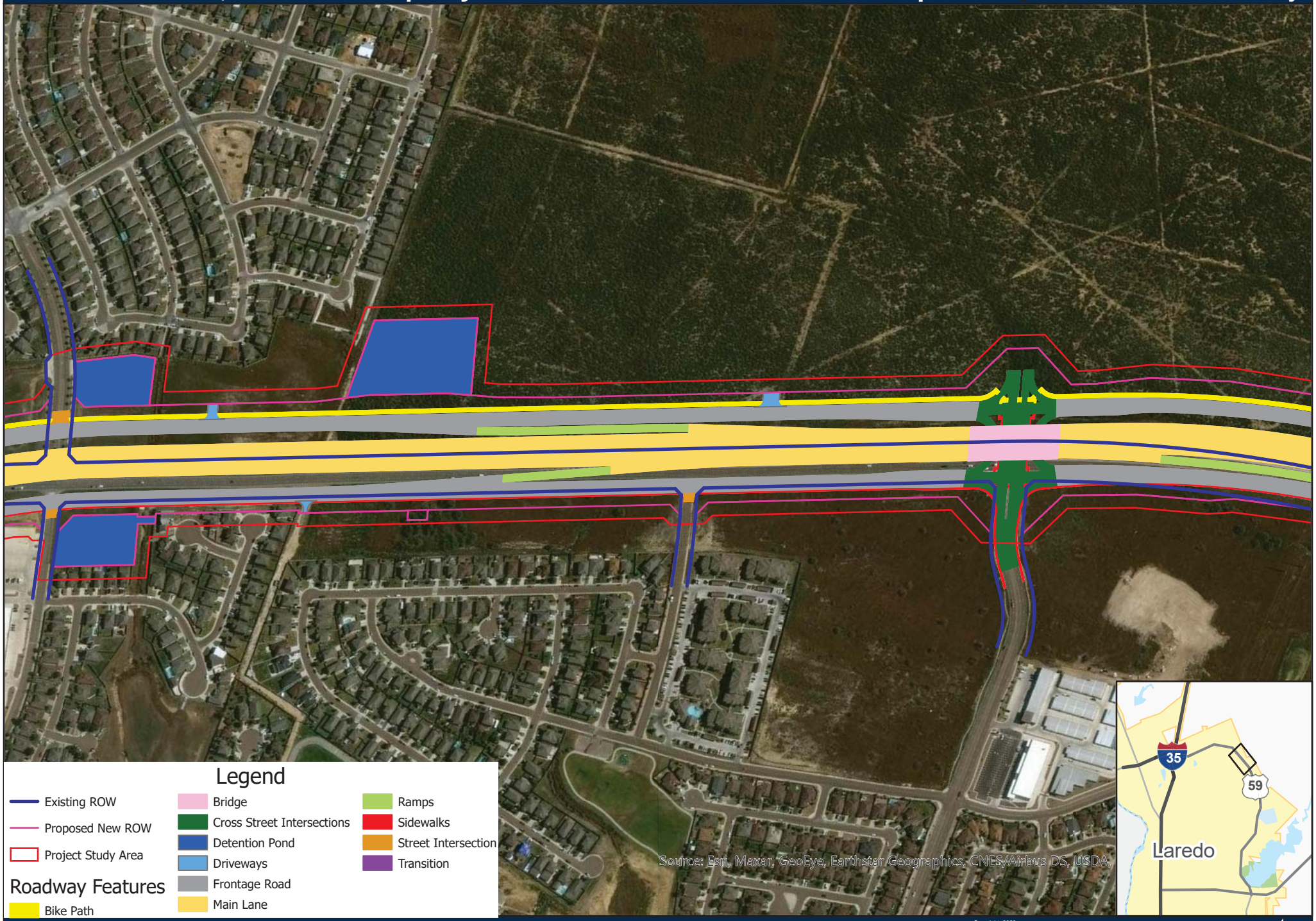

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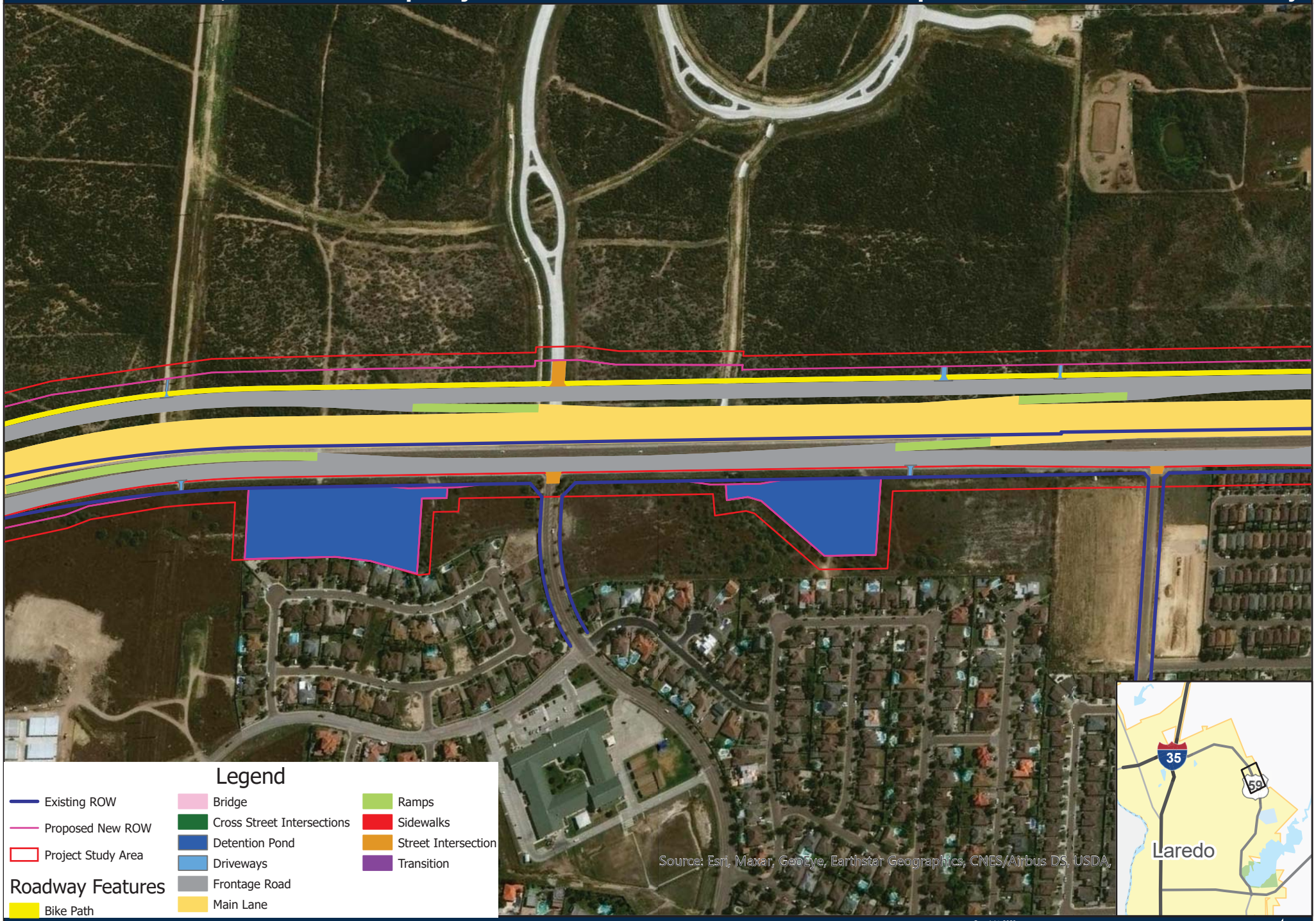

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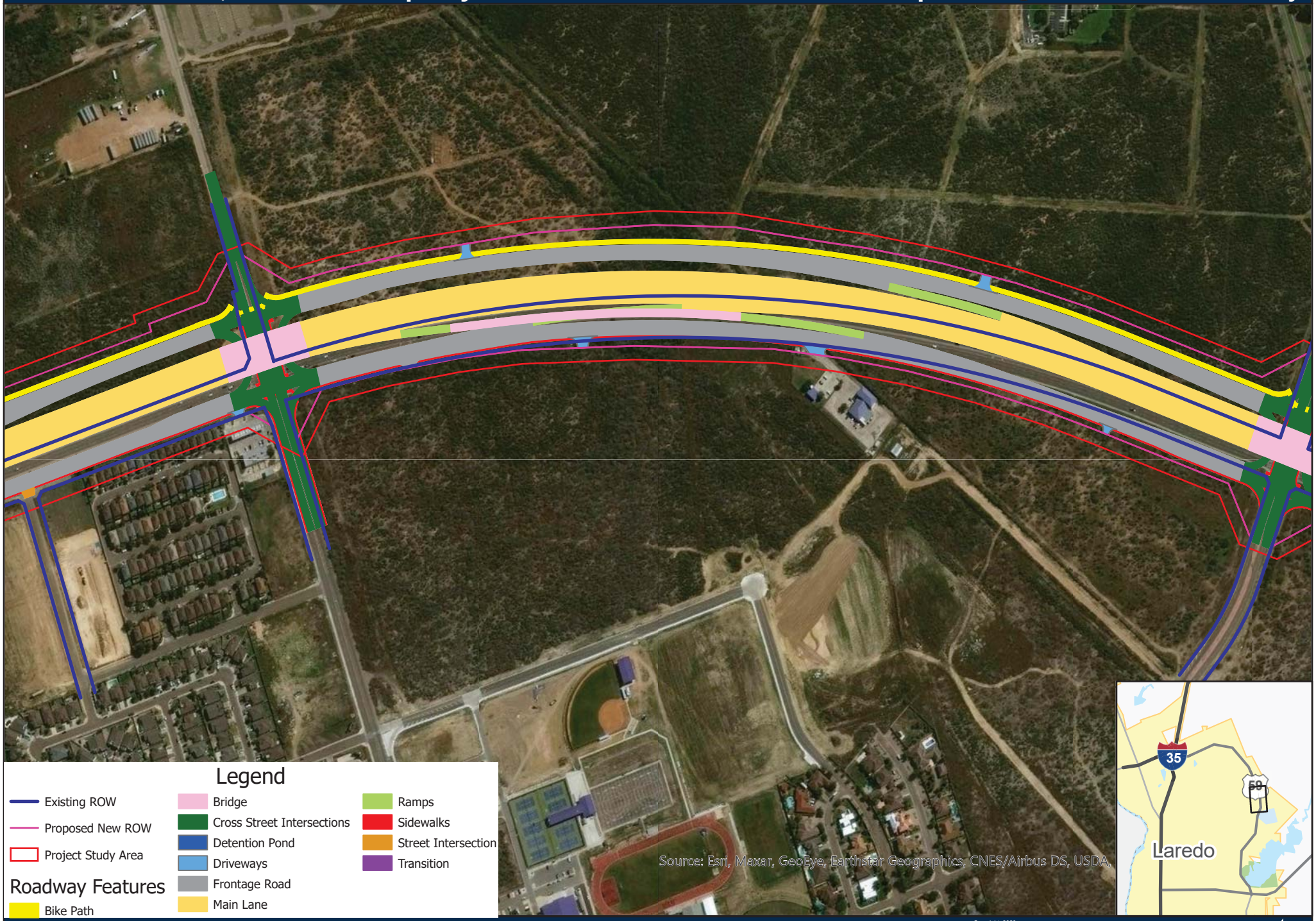

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November 03, 2020

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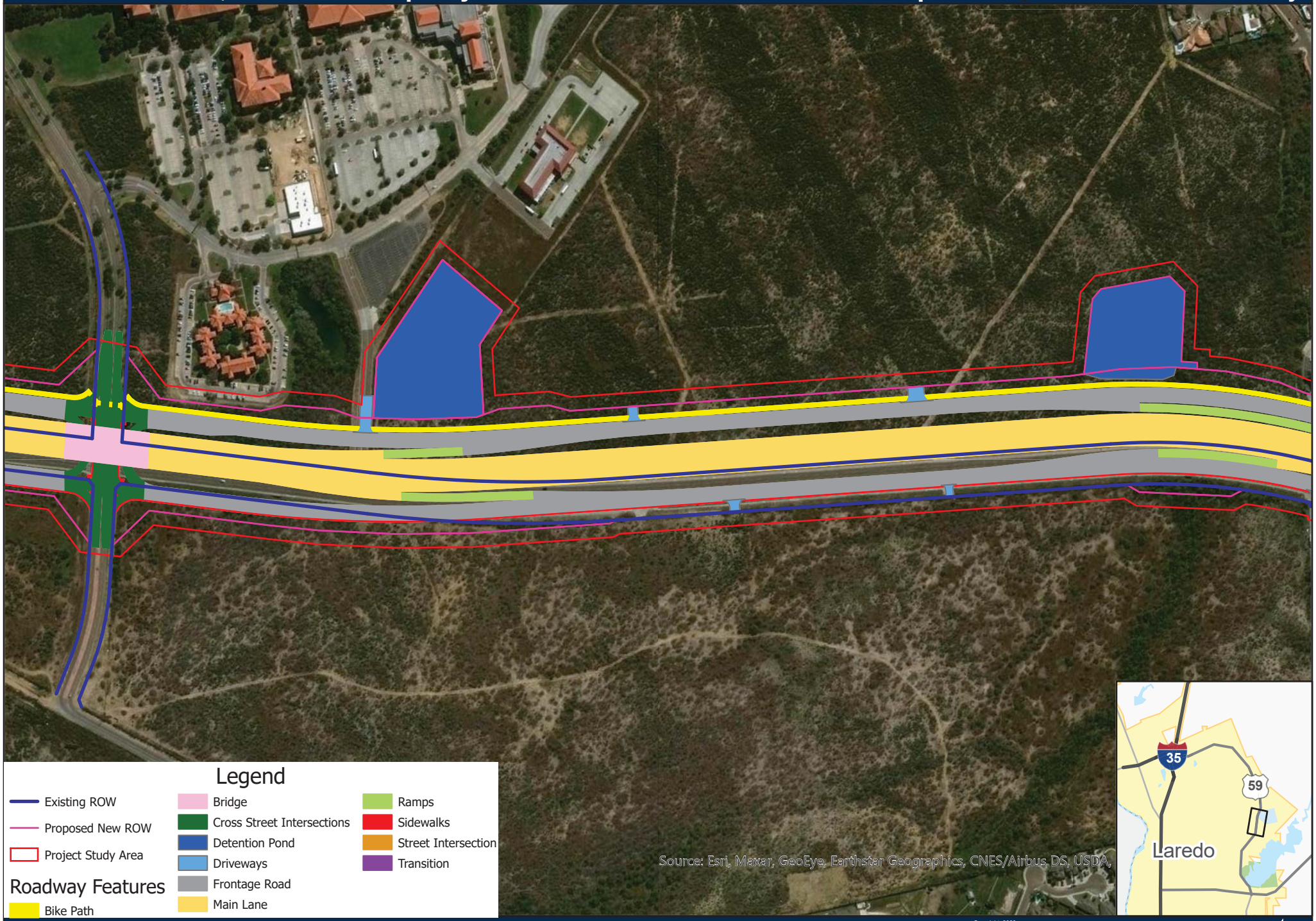

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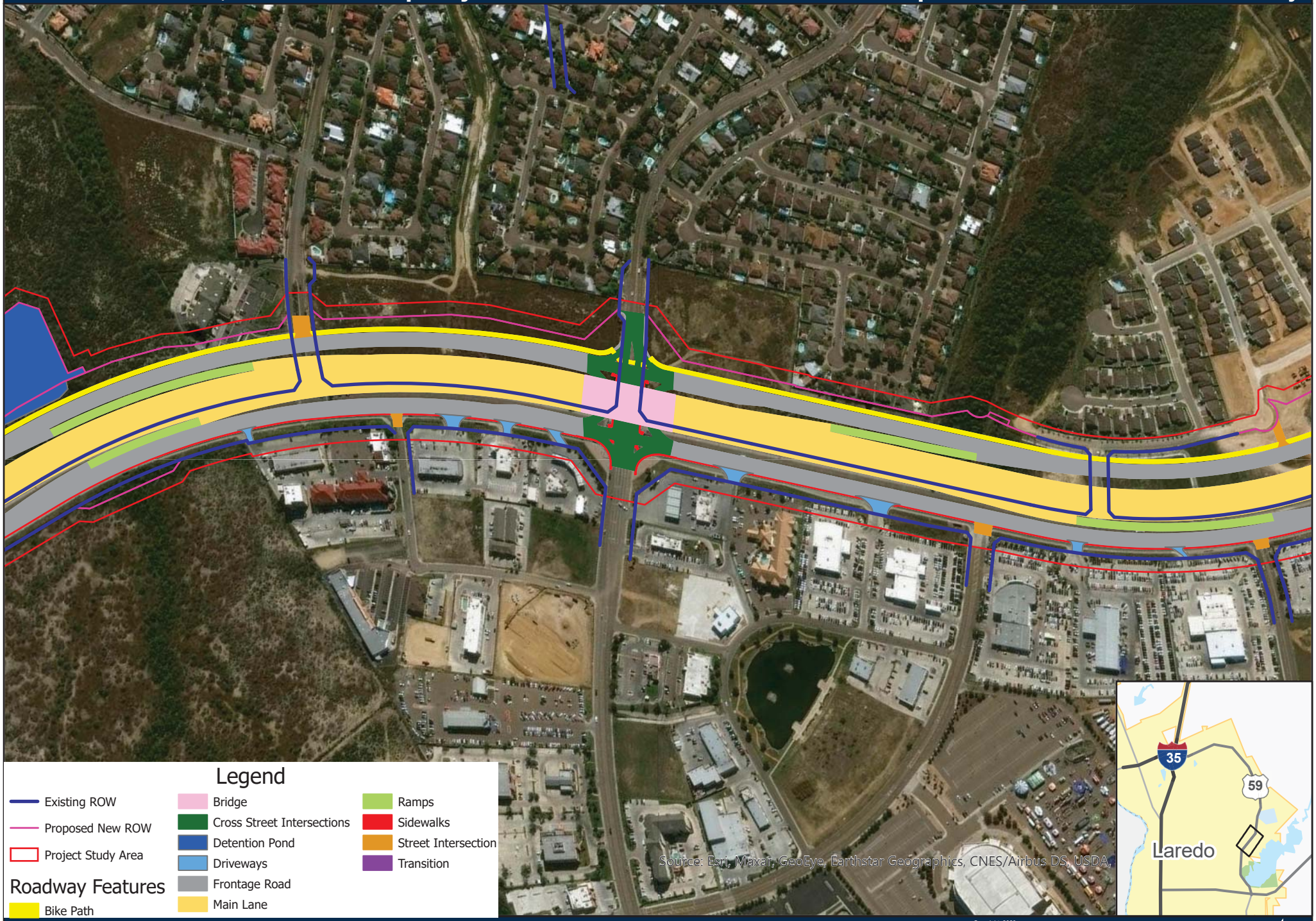
November 03, 2020



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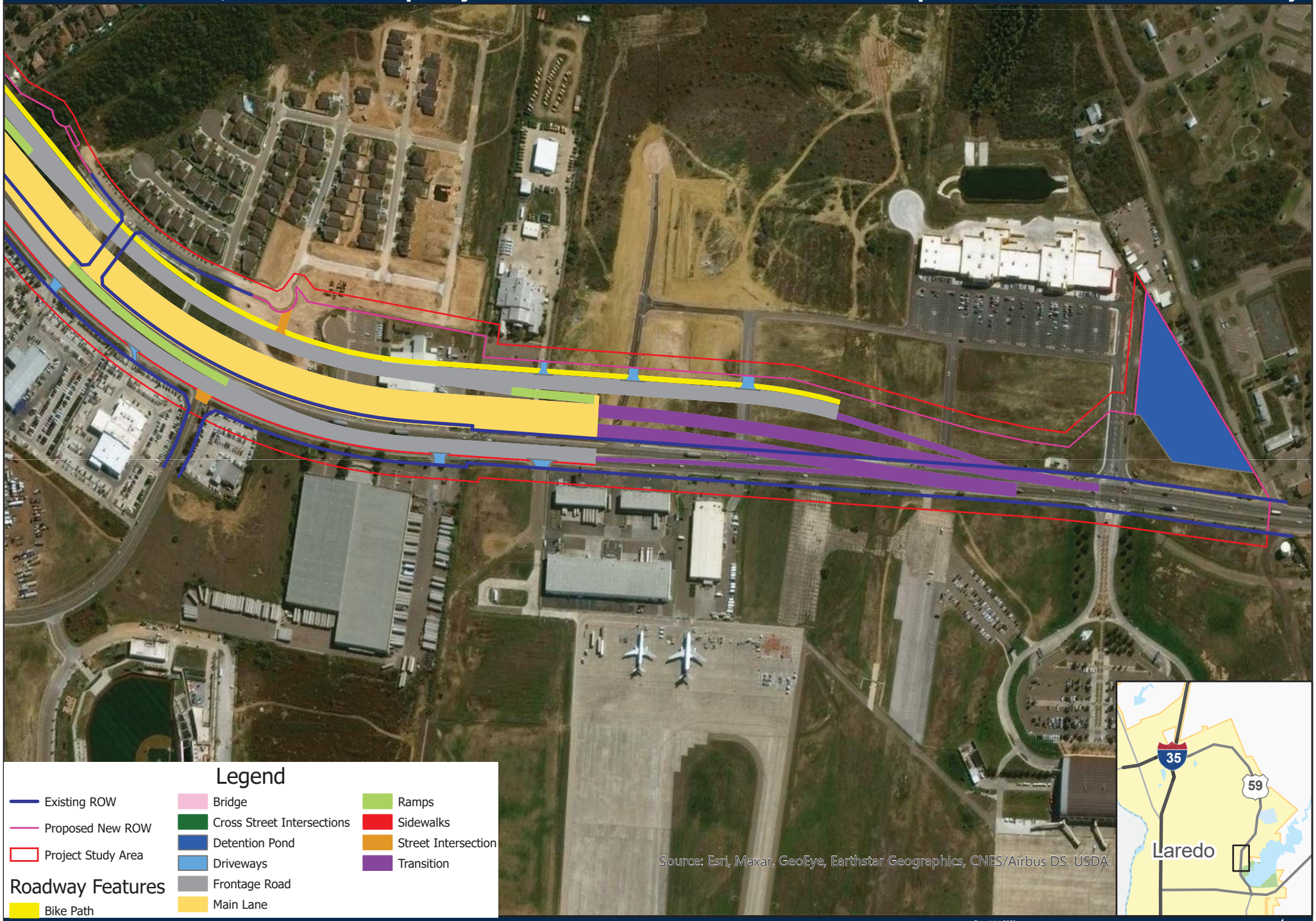

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November 03, 2020

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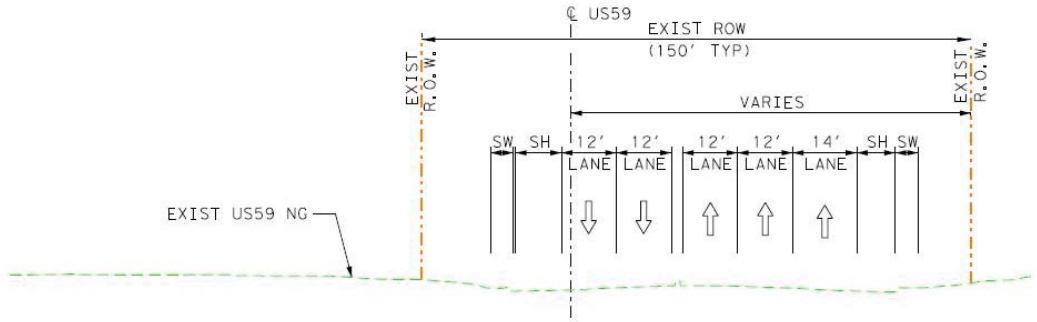
Appendix D – Typical Sections



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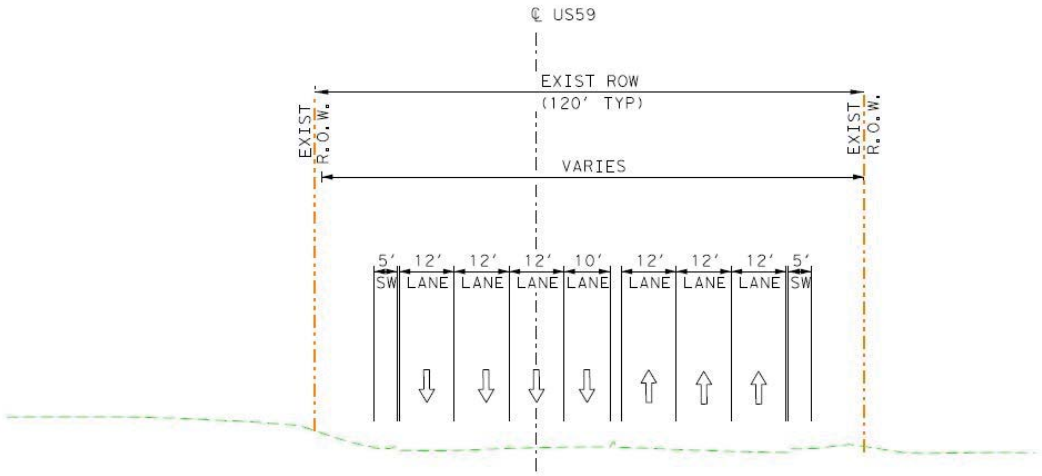

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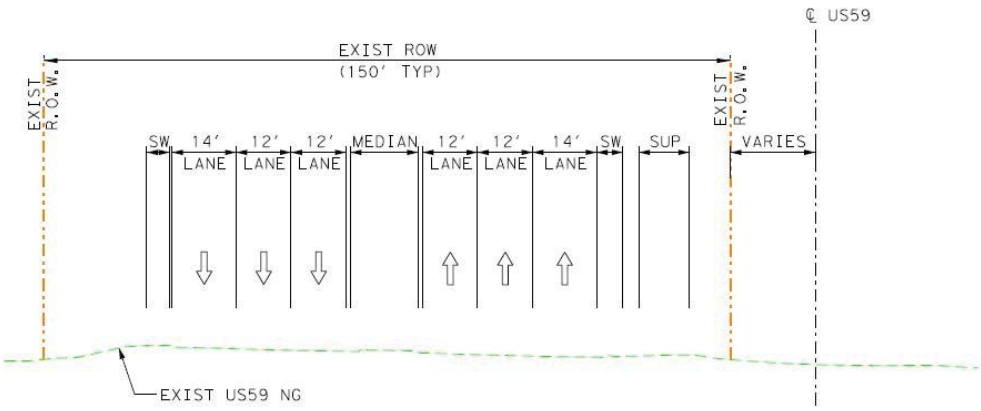

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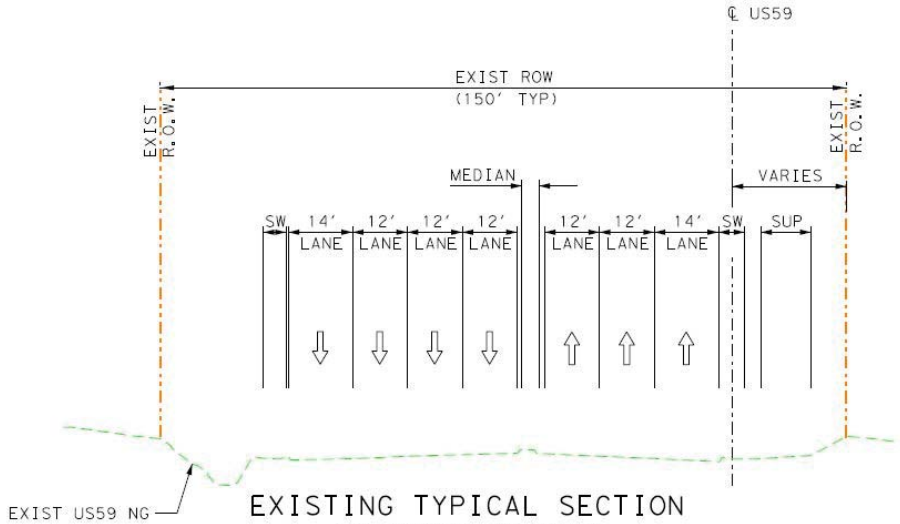
STA 352+64 TO STA 376+00
STA 386+70 TO STA 397+35
STA 417+00 TO STA 430+00



EXISTING TYPICAL SECTION

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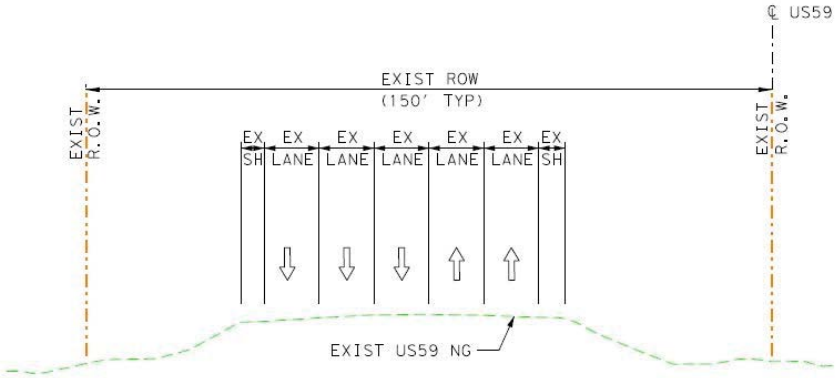
STA 381+30 TO STA 386+70
STA 408+97 TO STA 417+00



EXISTING TYPICAL SECTION

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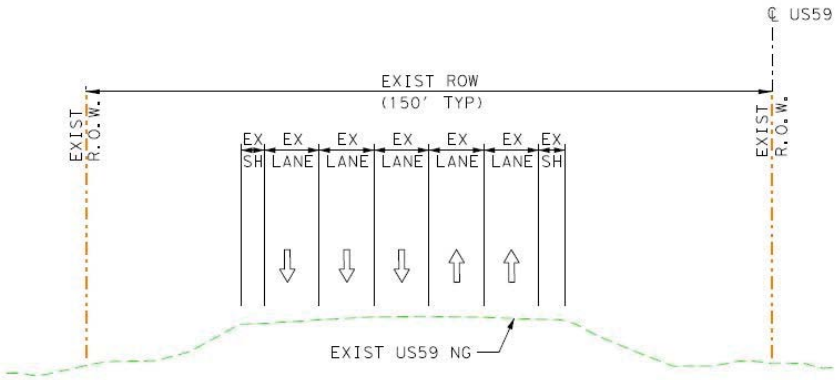

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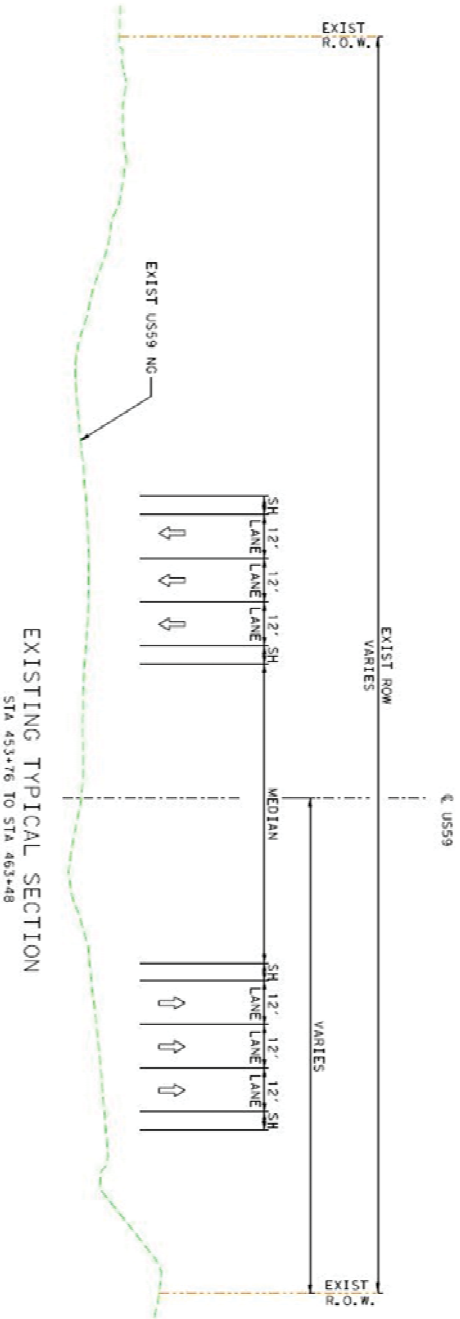
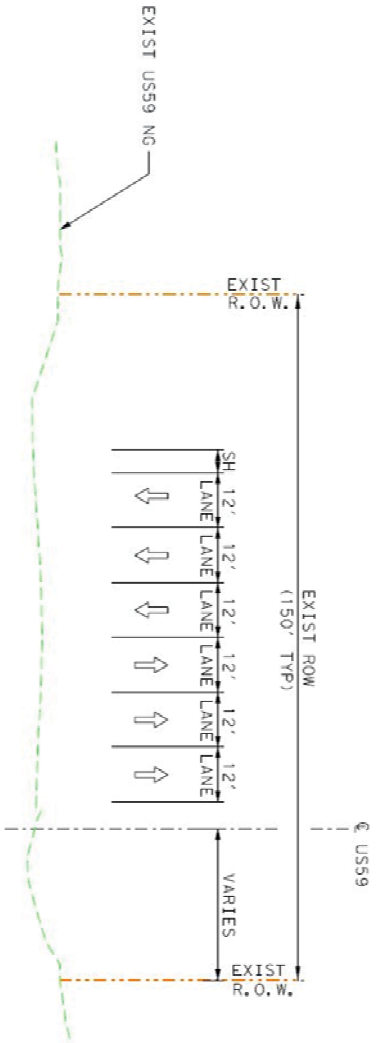
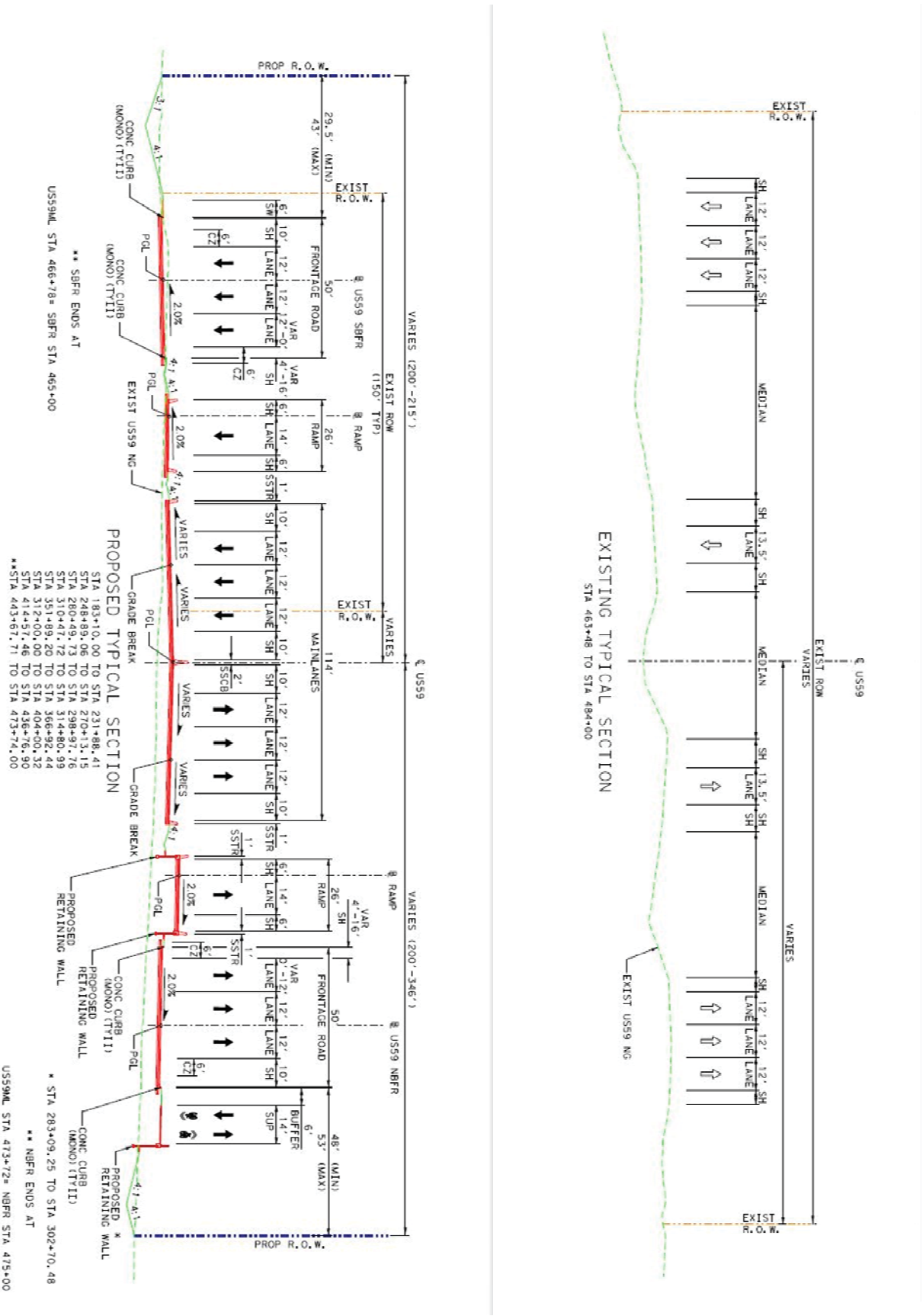
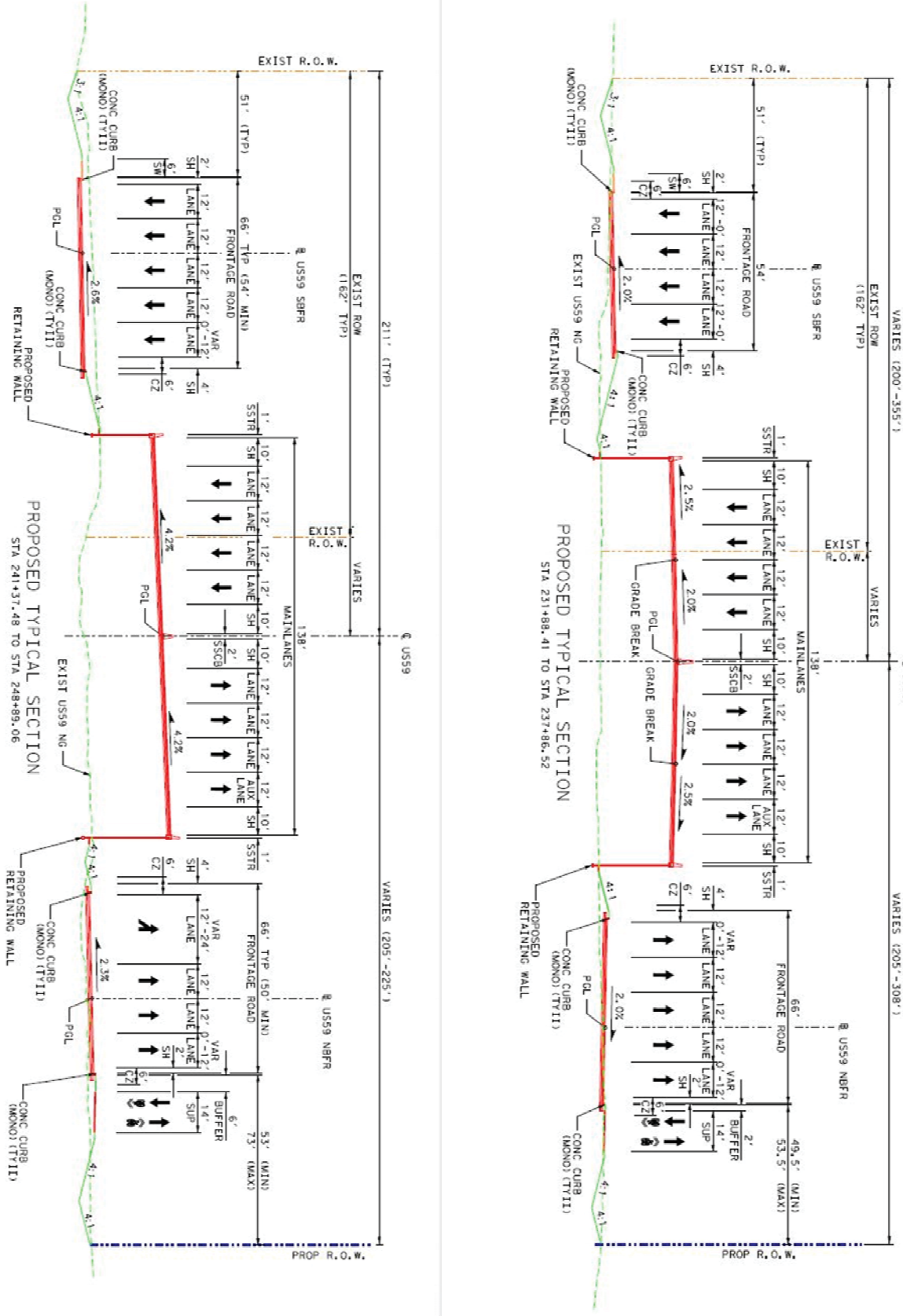


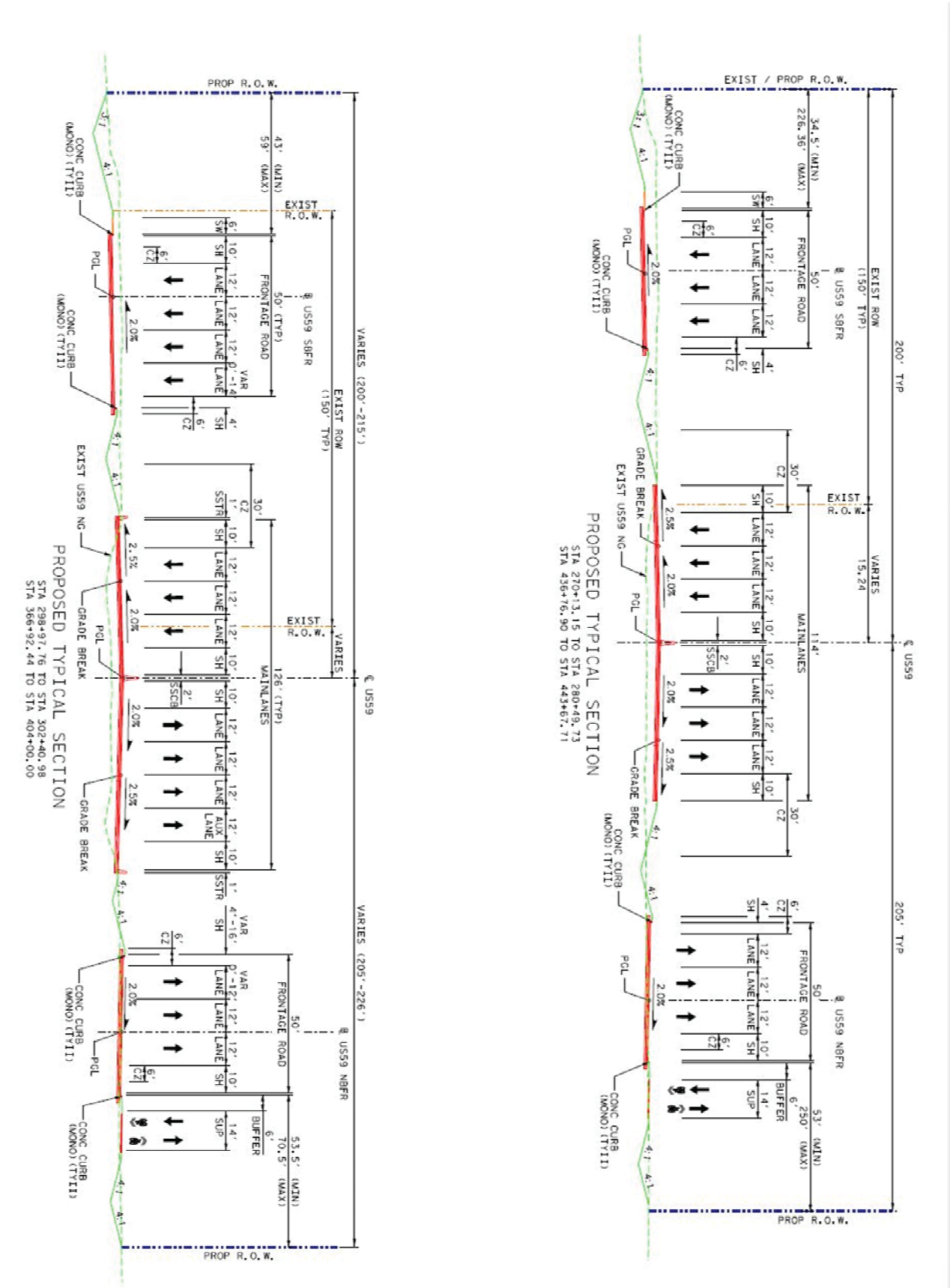
EXISTING TYPICAL SECTION
STA 453+76 TO STA 463+48



EXISTING TYPICAL SECTION
STA 435+55 TO STA 453+76


EXISTING TYPICAL SECTION
STA 463+48 TO STA 484+00
EXIST R.O.W.
EXIST ROW VARIES
℄ US59
MEDIAN
VARIES
EXIST US59 NG
EXIST R.O.W.
PROPOSED TYPICAL SECTION
PROP R.O.W.
EXIST R.O.W.
VARIES (200'-215')
EXIST ROW (150' TYP)
℄ US59
VARIES (200'-346')
℄ US59 NBFR
℄ US59 SBFR
℄ RAMP
FRONTAGE ROAD
MAINLANES
CONC CURB (MONO) (TYII)
PROPOSED RETAINING WALL
GRADE BREAK
EXIST US59 NG
STA 183+10.00 TO STA 231+88.41
STA 248+89.06 TO STA 270+13.15
STA 280+49.73 TO STA 298+97.76
STA 310+47.72 TO STA 314+80.99
STA 351+89.20 TO STA 366+92.44
STA 312+00.00 TO STA 404+00.32
STA 414+57.46 TO STA 436+76.90
**STA 443+67.71 TO STA 473+74.00
US59ML STA 466+78= SBFR STA 465+00
** SBFR ENDS AT
* STA 283+09.25 TO STA 302+70.48
** NBFR ENDS AT
US59ML STA 473+72= NBFR STA 475+00


PROPOSED TYPICAL SECTION
STA 231+88.41 TO STA 237+86.52
EXIST R.O.W.
VARIES (200'-355')
EXIST ROW (162' TYP)
51' (TYP)
54' FRONTAGE ROAD
MAINLANES
138'
VARIES (205'-308')
66' FRONTAGE ROAD
49.5' (MIN) 53.5' (MAX)
PROP R.O.W.
PROPOSED TYPICAL SECTION
STA 241+37.48 TO STA 248+89.06
211' (TYP)
66' TYP (54' MIN) FRONTAGE ROAD
VARIES (205'-225')
66' TYP (50' MIN) FRONTAGE ROAD
53' (MIN) 73' (MAX)


PROPOSED TYPICAL SECTION
STA 270+13.15 TO STA 280+49.73
STA 436+76.90 TO STA 443+67.71
EXIST / PROP R.O.W.
EXIST ROW (150' TYP)
200' TYP
205' TYP
@ US59
@ US59 SBFR
@ US59 NBFR
FRONTAGE ROAD
MAINLANES
EXIST R.O.W.
VARIES 15.24
GRADE BREAK
EXIST US59 NG
PGL
CONC CURB (MONO) (TYII)
BUFFER
SUP
PROP R.O.W.
PROPOSED TYPICAL SECTION
STA 298+97.76 TO STA 302+40.98
STA 366+92.44 TO STA 404+00.00
VARIES (200'-215')
VARIES (205'-226')
126' (TYP)
AUX LANE
SSTR
SSCB
70.5' (MAX)
53.5' (MIN)

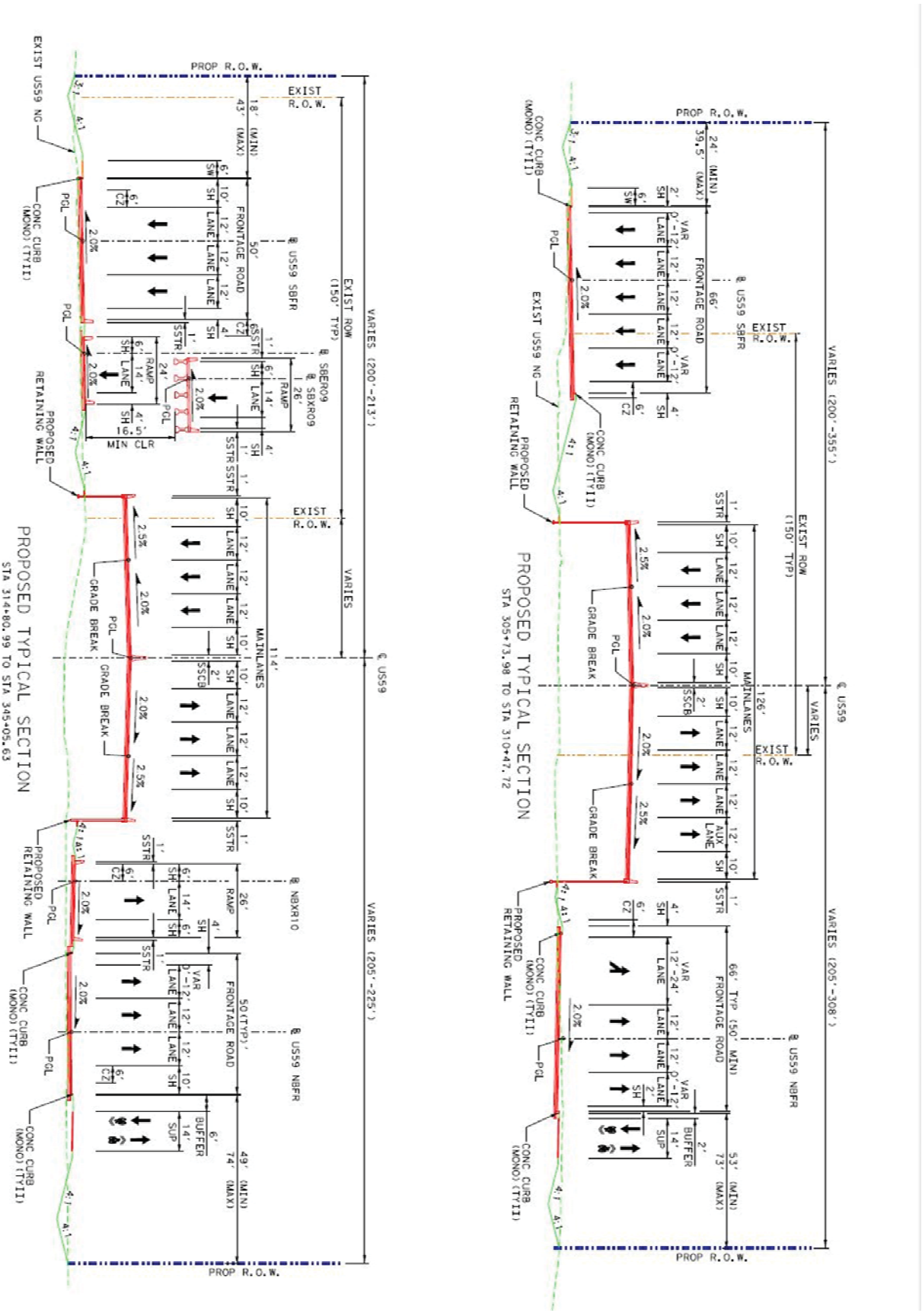
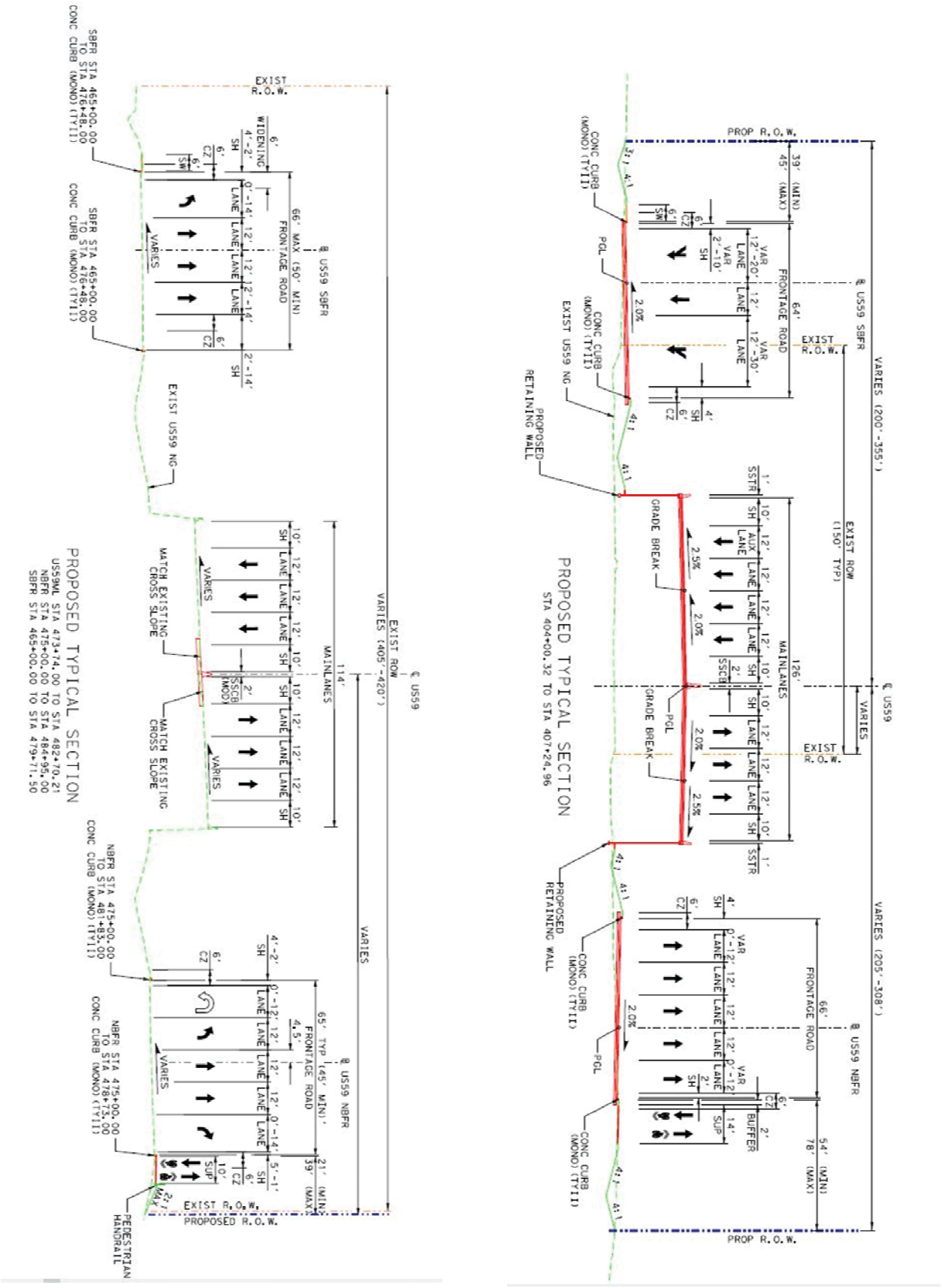


Exhibit D: Existing and Proposed Typical Section
US 59 Loop – CSJ # 0086-14-058, etc.


PROPOSED TYPICAL SECTION
US59ML STA 473+74.00 TO STA 482+70.21
NBFR STA 475+00.00 TO STA 484+95.00
SBFR STA 465+00.00 TO STA 479+71.50
PROPOSED TYPICAL SECTION
STA 404+00.32 TO STA 407+24.96
EXIST R.O.W.
PROP R.O.W.
PROPOSED R.O.W.
EXIST US59 NG
EXIST ROW
MAINLANES
FRONTAGE ROAD
GRADE BREAK
PROPOSED RETAINING WALL
CONC CURB (MONO) (TYII)
MATCH EXISTING CROSS SLOPE
PEDESTRIAN HANDRAIL
BUFFER
SUP
SW
CZ
SH
LANE
AUX LANE
SSTR
SSCB (MOD)

Appendix E – Plan and Program Excerpts

TEXAS TRANSPORTATION COMMISSION

All Counties

MINUTE ORDER

All Districts

Transportation Code, §201.991 provides that the Texas Department of Transportation (department) shall develop a Unified Transportation Program (UTP) covering a period of 10 years to guide the development of and authorize construction of transportation projects. Transportation Code, §201.602 requires the Texas Transportation Commission (commission) to annually conduct a public hearing on its highway project selection process and the relative importance of the various criteria on which the commission bases its project selection decisions. The commission has adopted rules located in Title 43, Texas Administrative Code, Chapter 16, governing the planning and development of transportation projects, which include guidance regarding public involvement related to the project selection process and the development of the UTP. These rules also require the commission to review both the transportation allocation funding formulas and criteria for allocation of funds at least as frequently as every four years and adopt the UTP not later than August 31 of each year.

The commission has reviewed the formulas and criteria set out in the rules and determined that both continue to be appropriate.

The department conducted a statewide virtual public meeting on July 7, 2020, and a statewide virtual public hearing on July 28, 2020, to receive comments and testimony concerning the development of the 2021 UTP and the project selection process.

The 2021 UTP, which is attached as Exhibit A, authorizes funding for each of the twelve funding categories established by the rules and outlines the various project selection methods. The 2021 UTP lists the connectivity and new capacity roadway projects that the department intends to develop and potentially let during the 10-year period and references for each listed project the funding category to which it is assigned. Projects listed that have been authorized by previous legislative action or prior actions of the commission are still approved and their inclusion in the UTP in no way modifies that prior approval. The remaining funding levels and projects listed for aviation, public transportation, rail, and state waterways and coastal waters are authorized by separate minute orders and this UTP does not supersede those prior actions.

IT IS THEREFORE ORDERED by the commission that the 2021 UTP, including the project selection process, as shown in Exhibit A, is hereby approved and supersedes the previously-approved 2020 UTP for fiscal years 2021-2030.

IT IS FURTHER ORDERED that the executive director is hereby authorized to develop the projects funded in the UTP to the appropriate level of authority, to include any necessary agreements, right of way acquisitions, utility adjustments, and relocation assistance, subject to the policies of the department and all applicable federal and state laws governing the acquisition of real property.

IT IS FURTHER ORDERED that pursuant to Transportation Code, §222.052, the commission may accept financial contributions from political subdivisions of the state for development of projects in the 2021 UTP.

Submitted and reviewed by:

DocuSigned by:
Peter Smith
186CA618CEFD410...

Director, Transportation Planning and Programming Division

Recommended by:

DocuSigned by:
James M Bass
A36629BA547D4BD...

Executive Director

115814 Aug 27 2020

Minute Number | Date Passed

UNIFIED TRANSPORTATION PROGRAM

Texas Department of Transportation

2021

Laredo - Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
Webb County											
1	IH 35	Replace Bridge at Uniroyal Dr - Laredo 0018-05-089	0.500 MI S OF UNIROYAL INTERCHANGE	2.68 MI N OF UNIROYAL INTERCHANGE	FY 2021-2024	$110,000,000	No Funding Change	No	Cat. 4 Regional Cat. 12 Strategic Priority **TOTAL**	$65,000,000 $45,000,000 **$110,000,000**	1
2	IH 35	Widen Freeway - Laredo (North) 0018-05-094	2.68 MI N OF UNIROYAL INT(MM 16.0)	1.2 MI N OF US 83 INT(MM 19.674)	FY 2021-2024	$75,000,000	No Funding Change	No	Cat. 4 Regional **TOTAL**	$75,000,000 **$75,000,000**	1
3	IH 35	Interchange at US 59 - Laredo 0018-06-185	0.50 MI EAST OF IH35	0.50 MI NORTH OF US59	FY 2021-2024	$35,000,000	No Funding Change	No	Cat. 12 Strategic Priority **TOTAL**	$35,000,000 **$35,000,000**	1
4a	US 59	Upgrade to Freeway – Laredo (Northeast) 0086-14-075	0.50 MI S OF DEL MAR BLVD	0.50 MI N OF DEL MAR BLVD	FY 2021-2024	$24,100,000	No Funding Change	No	Cat. 2 TOTAL	$24,100,000 $24,100,000	1
4b	US 59	Upgrade to Freeway – Laredo (Northeast) 0086-14-076	0.50 MI S OF SHILOH DR	0.50 MI N OF SHILOH DR	FY 2021-2024	$21,500,000	No Funding Change	No	Cat. 2 TOTAL	$21,500,000 $21,500,000	1
4c	US 59	Upgrade to Freeway – Laredo (Northeast) 0086-14-079	0.50 MI S OF UNIVERSITY BLVD	0.50 MI N OF UNIVERSITY BLVD	FY 2021-2024	$17,471,003	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	$621,003 $16,850,000 $17,471,003	1
4d	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-088	0.36 MI SOUTH OF UNIVERSITY BLVD	0.51 MI SOUTH OF SHILOH DR	FY 2021-2024	$33,324,300	No Funding Change	No	Cat. 1 Cat. 2 Cat. 10 Border Infrastructure TOTAL	$13,324,300 $11,500,000 $8,500,000 $33,324,300	1
4e	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-089	0.51 MI SOUTH OF SHILOH	INTERNATIONAL BLVD.	FY 2021-2024	$40,041,383	No Funding Change	No	Cat. 1 Cat. 2 TOTAL	$8,541,383 $31,500,000 $40,041,383	1
5a	US 59	Upgrade to Freeway - Laredo Airport 0086-14-077	0.50 MI SOUTH OF E. CORRIDOR RD(AIRPORT)	0.50 MI NORTH OF E. CORRIDOR RD(AIRPORT)	FY 2021-2024	$19,906,890	No Funding Change	No	Cat. 1 Cat. 2 **TOTAL**	$7,550,900 $12,355,990 **$19,906,890**	1
5b	US 59	Upgrade to Freeway - Laredo Airport 0086-14-086	US 59	0.4 MI NORTH OF E. CORRIDOR RD.(AIRPORT)	FY 2021-2024	$25,479,163	No Funding Change	No	Cat. 1 Cat. 12 Strategic Priority **TOTAL**	$9,879,163 $15,600,000 **$25,479,163**	1
6a	US 59	Upgrade to Freeway – Laredo (East) 0086-14-078	0.50 MI S OF JACAMAN RD	0.50 MI N OF JACAMAN RD	FY 2021-2024	$21,658,095	No Funding Change	No	Cat. 1 Cat. 2 Cat. 12 Strategic Priority TOTAL	$1,966,671 $2,691,424 $17,000,000 $21,658,095	1
6b	US 59	Upgrade to Freeway - Laredo (East) 0086-14-087	0.4 MI NORTH OF E. CORRIDOR RD.(AIRPORT)	0.36 MI SOUTH OF UNIVERSITY	FY 2021-2024	$34,100,000	No Funding Change	No	Cat. 10 Border Infrastructure Cat. 12 Strategic Priority **TOTAL**	$3,500,000 $30,600,000 **$34,100,000**	1
7	US 59	Widen Non-Freeway - Laredo 0542-01-094	7.49 MILES WEST OF FM 2895	3.00 MI EAST OF ARKANSAS STREET	FY 2025-2030	$205,000,000	New Authorization	No	Cat. 4 Regional --Remaining funding TBD-- **TOTAL**	$20,000,000 $185,000,000 **$205,000,000**	1
8	SH 359	Widen Non-Freeway - Laredo 0086-01-073	4.06 MILES E OF SL 20	8.935 MILES E OF SL 20	FY 2021-2024	$18,000,000	No Funding Change	No	Cat. 12 Strategic Priority **TOTAL**	$18,000,000 **$18,000,000**	3

LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANZIATION
ACTION ITEM

DATE:	**SUBJECT:** RESOLUTION
6-15-20	Receive public testimony and approve Resolution MPO No. 07-2020 adopting the following proposed amendment(s) of the 2020-2045 Metropolitan Transportation Plan (MTP): 1. Amending Table 10-2, entitled List of TxDOT UTP 2020-2030 Programmed Projects, & Figure 10-1, entitled Map of TxDOT UTP Programmed Projects, as necessary to incorporate the following revisions: a) ***Addition*** of project CSJ 0086-02-023 intended to provide for the widening of SH 359 from 2 to 4 lanes, from 8.935 miles east of SL 20 to 9.830 miles east of SL 20, with an estimated total project cost of $7,367,400. The proposed letting date is FY 2023. MTP 20-45/REV 2

INITIATED BY: TXDOT and FHWA	**STAFF SOURCE:** J. Kirby Snideman MPO Director

PREVIOUS ACTION:
On January 21st, 2020 the Policy Committee adopted the 2020-2045 MTP. A ten day public review and comment period was initiated by the Policy Committee on April 6th, 2020. Amendment #1 was approved by the Policy Committee on 4-20-20, after the required 10 day public review and comment period. On May 18th, 2020, the Policy Committee initiated a ten day public review and comment period for Rev #2.

BACKGROUND: The development of the MTP is federally required in to assure the continuation of federal transportation funds. The plan must address, at a minimum, a continuous twenty-year planning horizon.

See attachments for full details of all proposed revisions.

COMMITTEE RECOMMENDATION: Approval	**STAFF RECOMMENDATION:** Approval.

RESOLUTION NO. MPO 2020-07

BY THE LAREDO WEBB COUNTY AREA
METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

ADOPTING THE REVISION(S) OF THE 2020-2045 METROPOLITAN TRANSPORTATION PLAN (MTP)

WHEREAS, the Laredo Webb County Area Metropolitan Planning Organization (MPO) has reviewed the proposed revision(s) of the 2020-2045 Metropolitan Transportation Plan (MTP); and,

WHEREAS, the Laredo Webb County Area Metropolitan Planning Organization (MPO) finds that the proposed revision(s) of the 2020-2045 Metropolitan Transportation Plan (MTP) meet the high priority improvements necessary for the MPO area;

NOW THEREFORE BE IT RESOLVED, that the Laredo Webb County Area Metropolitan Planning Organization (MPO), has adopted the proposed revisions of the 2020-2045 Metropolitan Transportation Plan (MTP), which are attached hereto and made a part hereof for all purpose:

We certify that the above resolution was adopted on June 15th, 2020, at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.

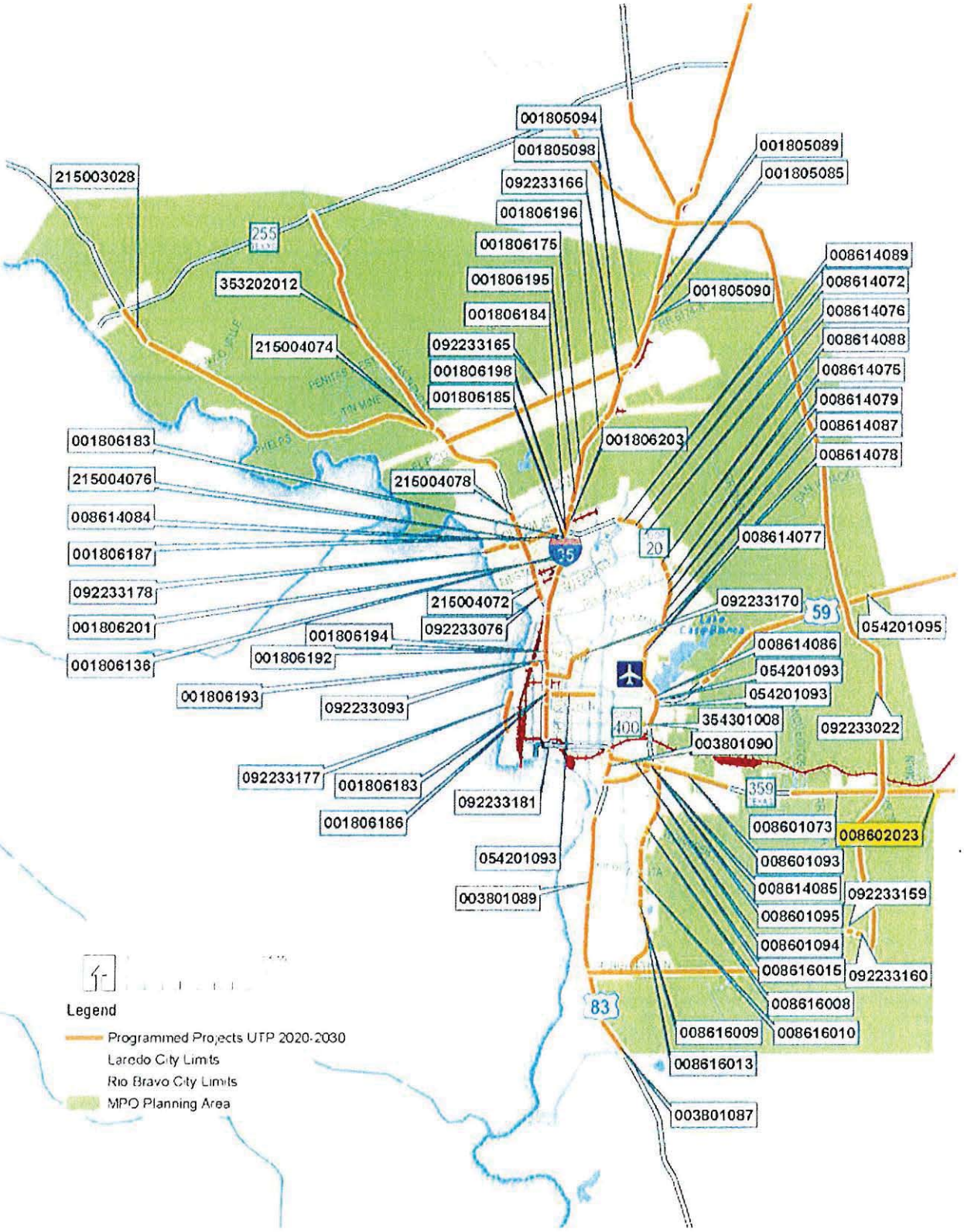
Honorable Pete Saenz
Mayor of Laredo and Chairperson of the
MPO Policy Committee

J. Kirby Sniderman
MPO Director

DocuSigned by:
David Salazar
[illegible]

David M. Salazar,
TxDOT, District Engineer

Figure 10-1: Map of TxDOT UTP Programmed Projects



CSJ/ID	Facility	Limits	Description	Funding Categories	Letting Year	Total Funds
		North of US 59/IH 69W	New grade separation two lane frontage road			
			IH 69W			
008614084	IH 69W	World Trade Bridge GSA Facility to IH 35	Widening of existing freeway from four lanes to six lanes	11	2020	$15,000,000
			US 59			
008614078	US 59	0.5 miles North of Jacaman Rd to 0.5 miles South of Jacaman Rd	Construct interchange - New six lane grade separation interchange	2, 12	2024	$19,691,424
008614075	US 59	0.5 miles South of Del Mar Blvd to 0.5 miles North of Del Mar Blvd	Construct interchange - New six lane grade separation interchange	2	2023	$24,100,000
008614076	US 59	0.5 miles South of Shiloh Dr to 0.5 miles North of Shiloh Dr	Construct interchange - New six lane grade separation interchange	2	2023	$21,500,000
008614079	US 59	0.5 miles South of University Blvd to 0.5 miles North of University Blvd	Construct interchange - New six lane grade separation interchange	2	2023	$16,850,000
008614086	US 59	US 59 to 0.4 miles North of Airport	Reconstruct Existing Roadway	12	2024	$15,600,000
008614087	US 59	0.4 miles North of Airport to 0.36 miles North of Del Mar Blvd	Reconstruct Existing Roadway	12	2024	$30,600,000
054201095	US 59	7.4 miles West of FM 2895 to 1.982 miles	Resurface Roadway	1	2023	$6,150,639

CSJ/ID	Facility	Limits	Description	Funding Categories	Letting Year	Total Funds
008614077	US 59	East of SL 20 International Airport	Construct interchange - New six lane grade separation interchange	2M	2024	$12,355,990
008614088	US 59	0.36 miles South of University to 0.51 miles South of Shiloh Dr	Reconstruct Existing Roadway	2, 10	2023	$20,000,000
008614089	US 59	0.51 miles South of Shiloh Dr to International Blvd	Reconstruct Existing Roadway	2, 10	2023	$40,500,000
			BU 59			
054201093	BU 59	Buena Vista Ave to IH 35	Resurface of Existing Highway	1	2024	$1,031,501
			US 83			
003801090	US 83	Market St to Chacon St Bridge	Resurface Roadway	1	2020	$398,469
003801089	US 83	Palo Blanco St to Cielito Lindo Blvd	Preventive Maintenance	1	2022	$776,149
003801087	US 83	Cielito-Lindo Blvd to Espejo Molina Rd	Preventive Maintenance	PA	2029	$238,550
			SH 359			
008601093	SH 359	SL 20 to RR 6086L	Install Raised Median	8	2020	$1,353,740
008601094	SH 359	US 83 to SL 20	Install Raised Median	8	2020	$688,677
008601095	SH 359	0.25 miles East of SL 20 Intersection to 0.25 miles West of SL 20 Intersection	Intersection Improvement - Preliminary Engineering for continuous flow intersection	11	2023	$500,000
008601073	SH 359	4.06 miles East of SL 20 to 8.935 miles East of SL 20	Widen Road - New four lane undivided section with one left turn continuous lane,	12	2023	$18,000,000

LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION
ACTION ITEM

DATE: 6-15-20	**SUBJECT:** RESOLUTION Receive public testimony and approve Resolution No. MPO 2020-06 adopting the proposed 2021-2024 Transportation Improvement Program (TIP). TIP 21-24
INITIATED BY: Staff	**STAFF SOURCE:** J. Kirby Snideman, MPO Director

PREVIOUS ACTION: On April 20, 2020 the Policy Committee initiated a 20 day public review and comment period.

BACKGROUND:

Fixing America's Surface Transportation Act (FAST Act) requires that Metropolitan Planning Organizations (MPOs) in cooperation with the State and affected transit operators develop Transportation Improvement Programs (TIP) for their planning areas. These Transportation Improvement Programs then become part of the State Transportation Improvement Program (STIP). As a Transportation Management Area (TMA), the Laredo MPO, selects projects funded by 23 U.S.C. and 49 U.S.C., Chapter 53 (excluding projects on the National Highway System (NHS) and projects funded under the Bridge, Interstate Maintenance, and Federal Lands Highway programs) in consultation with the State and public transportation operator(s) from the approved TIP and in accordance with the priorities in the approved TIP. Projects on the NHS and projects funded under the Bridge and Interstate Maintenance programs shall be selected by the State in cooperation with the MPO. The TIP will include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available within the time period that is contemplated for completion of the project.

Listed below are the proposed funding levels for the 2021-2024 TIP: (See attached TIP Mobility Projects summary, and mobility and transit projects spreadsheets for individual project details)

TIP YEAR	# OF MOBILITY PROJECTS	MOBILITY FUNDING	# OF TRANSIT PROJECTS	TRANSIT FUNDING
2021	5	$28,962,004	3	$16,387,979
2022	2	$49,979,368	3	$16,387,979
2023	7	$146,950,000	3	$16,387,979
2024	6	$223,247,414	3	$16,387,979
	20	$449,138,786	12	$65,551,916

COMMITTEE RECOMMENDATION: Approval	**STAFF RECOMMENDATION:** Approval

RESOLUTION NO. MPO 2020-06

BY THE LAREDO WEBB COUNTY AREA
METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

ADOPTING THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Laredo Webb County Area Metropolitan Planning Organization (MPO) has reviewed the proposed 2021-2024 Transportation Improvement Program (TIP); and,

WHEREAS, the Laredo Webb County Area Metropolitan Planning Organization (MPO) finds that the 2021-2024 Transportation Improvement Program (TIP) meets the high priority improvements necessary for the LWCA MPO area;

NOW THEREFORE BE IT RESOLVED, that the Laredo Webb County Area Metropolitan Planning Organization (MPO) has adopted the 2021-2024 Transportation Improvement Program (TIP), which is attached hereto and made a part hereof for all purpose:

We certify that the above resolution was adopted on June 15th, 2020, at a public meeting of the Policy Committee of the Laredo Webb County Area Metropolitan Planning Organization (MPO).

Honorable Pete Saenz
Mayor of Laredo and Chairperson of the
MPO Policy Committee

J. Kirby Smideman
MPO Director

DocuSigned by:
David Salazar
David M. Salazar,
TxDOT, District Engineer

Laredo MPO Highway Project Summary List
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
PER ACTIONS OF THE POLICY COMMITTEE THRU - 04/2020

	CSJ	PROJECT NAME	SCOPE	FROM	TO	PROJECT SPONSOR	CATEGORY	YOE COST
FY 2021	0922-33-178	World Trade Bridge Inspection Booths	Consrtuction of 4 Inspection Booths	World Trade Bridge		City	10	$10,000,000
	0922-33-181	Improvement of 17 Bus Stops	Improve connections, accessibility and security for up to 17 bus stops	various locations		TRANSIT (CITY)	9-TAP	$225,000
	0922-33-076	FM1472/Flecha Lane	Realign Flecha and Las Cruces Blvd.	Intersection of FM 1472 and Flecha	0.174 miles east of FM 1472	City	10	$1,800,000
	0922-33-093	Calton and San Maria International	Construction of a grade separation interchange	0.25 m east of Calton/San Maria international	0.25 m west of Calton/San Maria International	City	10	$16,240,154
	0922-33-177	River Vega Trail	Construct hike & bike trail	Anna Park	LCC Campus	City	9-Tap	$696,850
FY 2022	0922-33-165	Hachar Road	New location 5 lane highway with 2 lane frontage roads	FM 1472	0.100 miles E of Beltway Parkway	County/City	7, 3LC	$28,538,700
	0922-33-166	Reuthinger Road	New location 5 lane highway with 2 lane frontage roads	0.1 mile East of Beltway Parkway	IH 35 West Frontage road	County/City	7	$21,440,668
FY 2023	0086-14-088	US 59 (LOOP 20) RECONSTRUCTION	Reconstruction of existing 6-lane divided highway to proposed 6-lane freeway facility with3-lane frontage roads	0.36 mi South of University Blvd	0.51 mi South of Shiloh Dr	TxDOT	2U, 10	$20,000,000
	0086-14-089	US 59 (LOOP 20) RECONSTRUCTION	Reconstruction of existing 6-lane divided highway to proposed 6-lane freeway facility with3-lane frontage roads	0.51 mi South of Shiloh	International Blvd.	TxDOT	2U, 10	$40,500,000
	0086-01-073	SH 359 WIDENING	Widen roadway from 3-lane to 5-lane undivided Highway	4.06 miles E of SL 20	8.935 miles E of SL 20	TxDOT	12	$18,000,000
	0086-02-023	SH 359 WIDENING	Widen roadway from 2-lane to 4-lane divided highway	8.935 miles e of SL 20	9.830 miles e of SL 20	TxDOT	11	$6,000,000

	0086-14-075	US 59(LOOP 20) INTERCHANGE AT DEL MAR	Construction of Interchange at del Mar Blvd	0.50 mi South of del Mar Blvd	0.50 mi North of del Mar Bvd	TxDOT	2M	$24,100,000
	0086-14-076	US 59(LOOP 20) INTERCHANGE AT SHILOH DR.	Construction of interchange at Shiloh	0.50 mi s of Shiloh Dr	0.50 mi n of Shiloh Dr	TxDOT	2M	$21,500,000
	0086-14-079	US 59 (LOOP 20) INTERCHANGE AT UNIVERSITY BLVD	Construction of Interchange at University Blvd	0.50 mi s of University Blvd	0.50 mi n of University Blvd	TxDOT	2M	$16,850,000
FY 2024	0086-14-087	US 59 (LOOP 20) RECONSTRUCTION	Reconstruction of existing 6-lane divided highway to proposed 6-lane freeway facility with3-lane frontage roads at 0.4 mi N. of Airport to University	0.4 mi North of E Corridor Rd (Airport)	0.36 mi South of University Blvd	TxDOT	12	$30,600,000
	0086-14-086	US 59 (LOOP 20) RECONSTRUCTION	Reconstruction of existing 6-lane divided highway to proposed 6 to 8-lane freeway facility with a section including 3-lane frontage roads.	US 59	0.4 mi North of E Corridor Rd (Airport)	TxDOT	12	$15,600,000
	0018-06-185	DIRECT CONNECTOR # 3 ON IH 35	New direct connector (#3) South IH35 to East I-69W	0.50 mi East of IH35	0.50 mi North of US59	TxDOT	12	$35,000,000
	0086-14-078	US 59 (LOOP 20) INTERCHANGE AT JACAMAN RD	Construction of interchange at Jacaman Rd	0.50 mi S of Jacaman Rd	0.50 mi N of Jacaman Rd	TxDOT	12, 2M	$19,691,424
	0018-05-089	BRIDGE REPLACEMENT AT UNIROYAL DR.	Replacement of bridge structure at Uniroyal Drive	0.500 mi S of Uniroyal interchange	2.68 miNn of Uniroyal interchange	TxDOT	12, 4	$110,000,000
	0086-14-077	US 59 (LOOP 20) INTERCHANGE AT AIRPORT	Construction of interchange at Airport	0.500 mi South of E Corridor Rd (Airport)	0.50 mi North of E Corridor Rd (Airport)	TxDOT	2M	$12,355,990
	20 projects							$449,138,786

Note: Shaded areas denote a GROUPED project category

Funding Category Types

CAT 1: Preventive Maintenance and Rehabilitaion

CAT 2 Metro Corridor Projects

CAT 3 Non Traditionally Funded - includes local funds, propostion 12 or 14, etc

CAT 7: Metro Mobility and Rehabilitation

CAT 9: Transportation Enhancement (TE) and Transporation Alternative Program (TAP)
CAT 10: Supplemental Projects include CBI and Earmark funds
CAT 11: District Discretionary
CAT 12: Strategic Priority- addresses project with priority to the State
Prop 1: Propostion 1: Effective in 2015 Highway Trust Fund allocation from gas tax revenue
Prop 7: Proposition 7 : MPO allocations from formula funds diverted from state general sales, use tax, vehicle sales and rental tax (become available in 2018)

LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2021-2024

Public Meeting Date(s): April 20, 2020, May 18th, 2020

Approved by Policy Committee: May 18, 2020

Amended on:

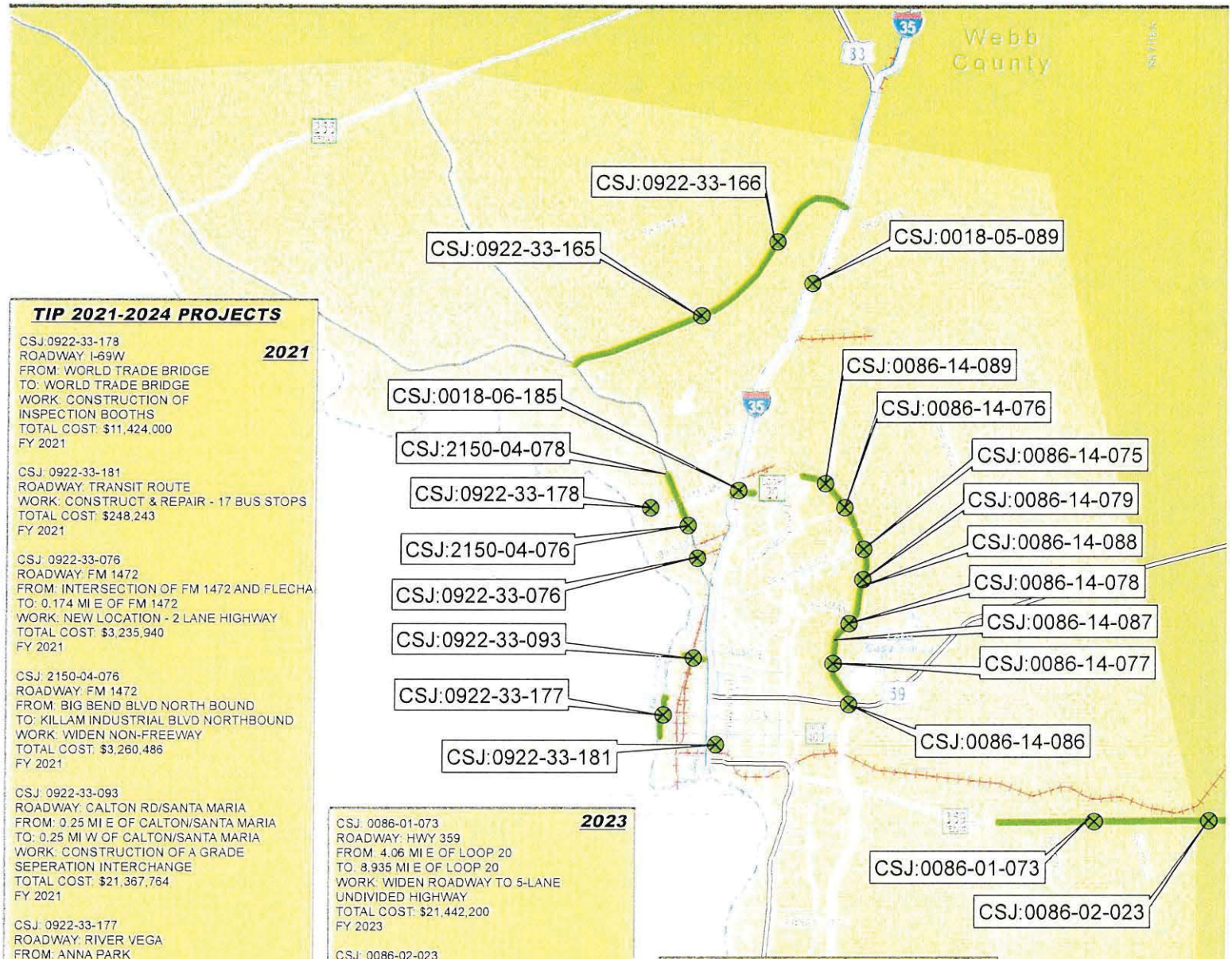
LAREDO DISTRICT MPO TIP STATUS OF MAJOR PROJECT FROM PRIOR YEARS FY 17-24

MPO/DISTRICT	FISCAL YEAR	ESTIMATED LET DATE	CONTROL SECTION JOB	COUNTY	HIGHWAY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	LOC	PROJECT STAGE
MPO	2017	10/2016	0922-33-158	Webb	Various	AT VARIOUS LOCATIONS ACROSS	THE CITY OF LAREDO	RETIMING OF TRAFFIC SIGNALS CITY WIDE AND ADDING OR UPGRADIN COMMUNICATION EQUIPMENT TO INCORPORATE IN TO THE ATMS NETWK	#	Constriction Completed
MPO	2017	07/2017	0086-14-065	Webb	SL 20	0.330 MILES WEST OF IH 35	0.160 MILES WEST OF MCPHERSON	FOR THE CONSTRUCTION OF AN INTERCHANGE FACILITY OVER IH35	#	Constriction Completed
MPO	2017	07/2017	0086-14-081	Webb	SL 20	1.400 MILES WEST OF IH 35	0.600 MILES EAST OF MCPHERSON	FOR THE CONSTRUCTION OF AN INTERCHANGE FACILITY OVER IH 35 ITS PORTION	#	Constriction Completed
MPO	2019	10/2018	0922-33-170	Webb	CS	AT ZACATE CREEK	.	ZACATE CREEK MULTI-USE ALTERNATIVE TRANSPORTATION TRAIL	#	Under Construction
MPO	2020	06/2020	0018-06-136	Webb	IH 35	SHILOH DRIVE	0.38 MILES S. OF US 59/ IH 35 Int	Widen of Interstate to 6 lane and RR grade separation.		PS&E - Development
MPO	2020	06/2020	0018-06-183	Webb	IH 35	0.454 MILE SOUTH OF IH35 / US59-SL20 INT	0.732 MILE EAST OF US59-SL20 / IH35 INT	New direct connector (#5) west I-69W to south IH 35.		PS&E - Development
MPO	2020	06/2020	0018-06-184	Webb	IH 35	0.207 MILE WEST OF US59-SL20 / IH35 INT	0.197 MILE SOUTH OF IH35 / US59-SL20 INT	New direct connector (#8) east I-69W to south IH 35.		PS&E - Development
MPO	2020	06/2020	0018-06-198	Webb	IH 35	0.38 MILES SOUTH OF US59/IH35 INT	0.80 MILES NORTH OF US59/IH35 INT	Widen Interstate to 6 lane.		PS&E - Development
MPO	2020	08/2020	0086-14-097	Webb	US 59	JACAMAN / BAYSIDE	LAKEVIEW BLVD	INSTALL ADVANCE INTERSECTION WARNING SIGNALS AND SIGNS		PS&E - Development
MPO	2020	08/2020	0086-14-098	Webb	US 59	AT TOWNCENTER	.	INSTALL ADVANCE INTERSECTION WARNING SIGNALS AND SIGNS		PS&E - Development
MPO	2020	08/2020	0086-14-084	Webb	IH 69W	WORLD TRADE BRIDGE GSA FACILITIES	0.330 MILES WEST OF IH 35	Widen interstate to 6 lanes.		PS&E - Development
MPO	2020	08/2020	2150-04-076	Webb	FM 1472	BIG BEND BLVD NORTHBOUND	KILLAM INDUSTRIAL BLVD NORTHBOUND	Widening of pavement to provide additional travel lane.		PS&E - Development
MPO	2020	08/2020	2150-04-078	Webb	FM 1472	Killam Industrial Blvd Int	0.187 MI N of Killam Industrial Blvd Int	Intersection Improvements with right and left turn lanes.		PS&E - Development
MPO	2020	08/2020	0922-33-175	Webb	CS	FM 1472	IH 35 WEST FRONTAGE ROAD	PS&E INCLUDING ROW MAPPING ONLY		PS&E - Development
MPO	2021	09/2020	0922-33-177	Webb	CS	ANNA PARK	LCC CAMPUS	RIVER VEGA MULTI-USE ALTERNATIVE TRANSPORTATION TRAIL		PS&E - Development
MPO	2021	09/2020	0922-33-178	Webb	Various	WORLD TRADE INTERNATIONAL BRIDGE	.	CONSTRUCTION OF INSPECTION BOOTHS		PS&E - Development
MPO	2021	09/2020	0922-33-181	Webb	CS	ADA BUS STOPS AND BICYCLE PLAZAS	.	IMPROVE CONNECTIONS, ACCESSIBILITY AND SECURITY FOR UP TO 17 BUS STOPS		PS&E - Development
MPO	2021	05/2021	0922-33-076	Webb	CS	INTERSECTION OF FM 1472 AND FLECHA	0.174 MILES EAST OF FM 1472	REALIGNMENT OF FLECHA LN/LAS CRUCES ALONG FM 1472		PS&E - Development
MPO	2021	05/2021	0922-33-093	Webb	CS	0.25 M EAST OF CALTON/SAN MARIA_INT	0.25 M WEST OF CALTON/SAN MARIA INT	Construction of a grade separation interchange over UPRR tracks.		PS&E - Development
MPO	2022	09/2021	0922-33-165	Webb	CS	FM 1472	0.1 MILES E OF BELTWAY PARKWAY	New location 5 lane highway with 2 lane frontage roads.		PS&E - Development
MPO	2022	09/2021	0922-33-166	Webb	CS	0.1 MILE EAST OF BELTWAY PARKWAY	IH 35 WEST FRONTAGE ROAD	New location 5 lane highway with 2 lane frontage roads.		PS&E - Development
MPO	2023	09/2022	0086-14-075	Webb	US 59	0.50 MI S OF DEL MAR BLVD	0.50 MI N OF DEL MAR BLVD	Construction of Interchange at Del Mar Blvd		PS&E - Development
MPO	2023	09/2022	0086-14-076	Webb	US 59	0.50 MI S OF SHILOH DR	0.50 MI N OF SHILOH DR	Construction of Interchange at Shiloh Dr		PS&E - Development
MPO	2023	09/2022	0086-14-079	Webb	US 59	0.50 MI S OF UNIVERSITY BLVD	0.50 MI N OF UNIVERSITY BLVD	Construction of Interchange at University Blvd		PS&E - Development
MPO	2023	09/2022	0086-14-088	Webb	US 59	0.36 MI SOUTH OF UNIVERSITY BLVD	0.51 MI SOUTH OF SHILOH DR	Construction of mainlanes and frontage roads at University Blvd to Shiloh Dr.		PS&E - Development
MPO	2023	09/2022	0086-14-089	Webb	US 59	0.51 MI SOUTH OF SHILOH	INTERNATIONAL BLVD.	Construction of mainlanes and frontage roads at Shiloh Dr to International Blvd		PS&E - Development
MPO	2024	09/2023	0018-05-089	Webb	IH 35	0.500 MI S OF UNIROYAL INTERCHANGE	2.68 MI N OF UNIROYAL INTERCHANGE	Replacement of bridge structure at Uniroyal Drive		PS&E - Development
MPO	2024	08/2024	0018-06-185	Webb	IH 35	0.50 MI EAST OF IH35	0.50 MI NORTH OF US59	New direct connector (#3) southbound IH 35 to eastbound US 59.		PS&E - Development
MPO	2024	08/2024	0086-14-077	Webb	US 59	0.50 MI SOUTH OF E. CORRIDOR RD(AIRPORT)	0.50 MI NORTH OF E. CORRIDOR RD(AIRPORT	Construction of Interchange at Airport		PS&E - Development
MPO	2024	08/2024	0086-14-086	Webb	US 59	US 59	0.4 MI NORTH OF E. CORRIDOR RD.(AIRPORT	Construction of mainlanes and frontage roads at US 59 to 0.4 MI N of Airport		PS&E - Development
MPO	2024	08/2024	0086-14-078	Webb	US 59	0.50 MI S OF JACAMAN RD	0.50 MI N OF JACAMAN RD	Construction of Interchange at Jacaman Rd		PS&E - Development
MPO	2024	08/2024	0086-14-087	Webb	US 59	0.4 MI NORTH OF E. CORRIDOR RD.(AIRPORT)	0.36 MI SOUTH OF UNIVERSITY	Construction of mainlanes and frontage roads at 0.4 MI N of Airport to 0.36 MI S of University Blvd		PS&E - Development

INSERT

MAP OF FY 2021-2024 TIP PROJECTS

2021-2024 TIP
LOCATIONS OF PROJECTS



TIP 2021-2024 PROJECTS

2021

CSJ:0922-33-178
ROADWAY: I-69W
FROM: WORLD TRADE BRIDGE
TO: WORLD TRADE BRIDGE
WORK: CONSTRUCTION OF INSPECTION BOOTHS
TOTAL COST: $11,424,000
FY 2021

CSJ: 0922-33-181
ROADWAY: TRANSIT ROUTE
WORK: CONSTRUCT & REPAIR - 17 BUS STOPS
TOTAL COST: $248,243
FY 2021

CSJ: 0922-33-076
ROADWAY: FM 1472
FROM: INTERSECTION OF FM 1472 AND FLECHA
TO: 0.174 MI E OF FM 1472
WORK: NEW LOCATION - 2 LANE HIGHWAY
TOTAL COST: $3,235,940
FY 2021

CSJ: 2150-04-076
ROADWAY: FM 1472
FROM: BIG BEND BLVD NORTH BOUND
TO: KILLAM INDUSTRIAL BLVD NORTHBOUND
WORK: WIDEN NON-FREEWAY
TOTAL COST: $3,260,486
FY 2021

CSJ: 0922-33-093
ROADWAY: CALTON RD/SANTA MARIA
FROM: 0.25 MI E OF CALTON/SANTA MARIA
TO: 0.25 MI W OF CALTON/SANTA MARIA
WORK: CONSTRUCTION OF A GRADE SEPERATION INTERCHANGE
TOTAL COST: $21,367,764
FY 2021

CSJ: 0922-33-177
ROADWAY: RIVER VEGA
FROM: ANNA PARK
TO: LCC CAMPUS
WORK: RIVER VEGA MULTI-USE ALTERNATIVE TRANSPORTATION TRAIL
TOTAL COST: $768,836
FY 2021

2022

CSJ: 0922-33-165
ROADWAY: HACHAR PARKWAY
FROM: FM 1472
TO: 0.1 MI E OF BELTWAY PKWY.
WORK: CONSTRUCTION OF 5-LANE HIGHWAY WITH 2-LANE FRONTAGE ROADS
TOTAL COST: $33,418,819
FY 2022

CSJ: 0922-33-166
ROADWAY: HACHAR PARKWAY
FROM: 0.1 MI E OF BELTWAY PKWY.
TO: IH 35 W FRONTAGE ROAD
WORK: CONSTRUCTION OF 5-LANE HIGHWAY WITH 2-LANE FRONTAGE ROADS
TOTAL COST: $25,107,024
FY 2022

2023

CSJ: 0086-14-088
ROADWAY: LOOP 20
FROM: 0.36 MI S OF UNIVERSITY BLVD
TO: 0.51 MI S OF SHILOH DR
WORK: 6-LANE FREEWAY W/ 3-LANE FRONTAGE
TOTAL COST: $70,361,397
FY 2023

CSJ: 0086-14-089
ROADWAY: LOOP 20
FROM: 0.51 MI S OF SHILOH DR
TO: INTERNATIONAL BLVD
WORK: 6-LANE FREEWAY W/ 3-LANE FRONTAGE
TOTAL COST: $111,789,732
FY 2023

2023

CSJ: 0086-01-073
ROADWAY: HWY 359
FROM: 4.06 MI E OF LOOP 20
TO: 8.935 MI E OF LOOP 20
WORK: WIDEN ROADWAY TO 5-LANE UNDIVIDED HIGHWAY
TOTAL COST: $21,442,200
FY 2023

CSJ: 0086-02-023
ROADWAY: HWY 359
FROM: 8.935 MI E OF LOOP 20
TO: 9.830 MI E OF LOOP 20
WORK: WIDEN ROADWAY TO 4-LANE DIVIDED HIGHWAY
TOTAL COST: $7,367,400
FY 2023

CSJ: 0086-14-075
ROADWAY: US 59
FROM: 0.5 MI S OF DEL MAR BLVD
TO: 0.5 MI N OF DEL MAR BLVD
WORK: CONSTRUCTION OF INTERCHANGES
TOTAL COST: $278,887,074
FY 2023

CSJ: 0086-14-076
ROADWAY: US 59
FROM: 0.5 MI S OF SHILOH DR
TO: 0.5 MI N OF SHILOH DR
WORK: CONSTRUCTION OF INTERCHANGE
TOTAL COST: $275,879,134
FY 2023

CSJ: 0086-14-079
ROADWAY: US 59
FROM: 0.5 MI S OF UNIVERSITY BLVD
TO: 0.5 MI N OF UNIVERSITY BLVD
WORK: CONSTRUCTION OF INTERCHANGE
TOTAL COST: $270,499,549
FY 2023

2024

CSJ: 0086-14-087
ROADWAY: US 59
FROM: 0.4 MI N OF CORRIDOR RD (AIRPORT)
TO: 0.36 MI S OF UNIVERSITY BLVD
WORK: 6-LANE FREEWAY W/ 3-LANE FRONTAGE
TOTAL COST: $94,360,410
FY 2024

2024

CSJ: 0086-14-086
ROADWAY: US 59
FROM: US 59
TO: 0.4 MI N OF CORRIDOR RD (AIRPORT)
WORK: 8-LANE FREEWAY W/ 3-LANE FRONTAGE
TOTAL COST: $66,431,724
FY 2024

CSJ: 0018-06-185
ROADWAY: IH 35
FROM: 0.5 MI E OF IH 35
TO: 0.5 MI S OF US 59
WORK: DIRECT CONNECTOR (#3) S IH 35 TO E I-69W
TOTAL COST: $88,869,344
FY 2024

CSJ: 0086-14-078
ROADWAY: US 59
FROM: 0.5 MI S OF JACAMAN RD
TO: 0.5 MI N OF JACAMAN RD
WORK: CONSTRUCTION OF INTERCHANGE
TOTAL COST: $273,786,794
FY 2024

CSJ: 0018-05-089
ROADWAY: IH 35
FROM: 0.5 MI S OF UNIROYAL INTERCHANGE
TO: 2.68 MI N OF UNIROYAL INTERCHANGE
WORK: BRIDGE REPLACEMENT
TOTAL COST: $125,323,000
FY 2024

CSJ: 0086-14-077
ROADWAY: US 59
FROM: 0.5 MI S OF CORRIDOR RD (AIRPORT)
TO: 0.5 MI N OF CORRIDOR RD (AIRPORT)
WORK: CONSTRUCTION OF INTERCHANGE
TOTAL COST: $265,300,430
FY 2024

TIP PROJECTS 2021-2024

Project Point

Project Line

FEDERAL HIGHWAY

NON-GROUPED
PROJECTS
AND
FINANCIAL SUMMARY

FY 2023

2023 New
CSJ 0086-14-088

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-088	2023	US 59	C	Laredo	$ 20,000,000.00

Limits From: 0.36 MI SOUTH OF UNIVERSITY BLVD
Limits To: 0.51 MI SOUTH OF SHILOH DR
Project DESCR: RECONSTRUCTION OF EXISTING 6-LANE DIVIDED HIGHWAY TO PROPOSED 6-LANE FREEWAY FACILITY WITH3-LANE FRONTAGE ROADS AT UNIVERSITY BLVD TO SHILOH DR
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 2U, 10
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2U	$ 9,200,000.00	$ 2,300,000.00	$ -	$ -	$ -	$ 11,500,000.00
10	$ 6,800,000.00	$ 1,700,000.00	$ -	$ -	$ -	$ 8,500,000.00
Total	$ 16,000,000.00	$ 4,000,000.00	$ -	$ -	$ -	$ 20,000,000.00

Total Project Cost Information

Prelim Eng	$ 980,000.00
ROW Purch	$ 47,215,397.00
Const Cost	$ 20,000,000.00
Const Eng	$ 696,000.00
Conting	$ 24,000.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 1,446,000.00
Total Cost	$ 70,361,397.00

CSJ 0086-14-089

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-089	2023	US 59	C	Laredo	$ 40,500,000.00

Limits From: 0.51 MI SOUTH OF SHILOH
Limits To: INTERNATIONAL BLVD.
Project DESCR: RECONSTRUCTION OF EXISTING 6-LANE DIVIDED HIGHWAY TO PROPOSED 6-LANE FREEWAY FACILITY WITH3-LANE FRONT.
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 2U, 10
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2U	$ 25,200,000.00	$ 6,300,000.00	$ -	$ -	$ -	$ 31,500,000.00
10	$ 7,200,000.00	$ 1,800,000.00	$ -	$ -	$ -	$ 9,000,000.00
Total	$ 32,400,000.00	$ 8,100,000.00	$ -	$ -	$ -	$ 40,500,000.00

Total Project Cost Information

Prelim Eng	$ 1,984,500.00
ROW Purch	$ 64,919,082.00
Const Cost	$ 40,500,000.00
Const Eng	$ 1,409,400.00
Conting	$ 48,600.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 2,928,150.00
Total Cost	$ 111,789,732.00

CSJ 0086-01-073

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-01-073	2023	SH 359	C	Laredo	$ 18,000,000.00

Limits From: 4.06 MILES E OF SL 20
Limits To: 8.935 MILES E OF SL 20
Project DESCR: WIDEN ROADWAY FROM 3-LANE TO 5-LANE UNDIVIDED HIGHWAY
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 12
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
12	$ 14,400,000.00	$ 3,600,000.00	$ -	$ -	$ -	$ 18,000,000.00
Total						$ 18,000,000.00

Total Project Cost Information

Prelim Eng	$ 882,000.00
ROW Purch	$ 330,000.00
Const Cost	$ 18,000,000.00
Const Eng	$ 883,800.00
Conting	$ 406,800.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 939,600.00
Total Cost	$ 21,442,200.00

FY 2023

CSJ 0086-02-023

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-02-023	2023	SH 359	C	Laredo	$ 6,000,000.00

Limits From: 8.935 MILES E OF SL 20
Limits To: 9.830 MILES E OF SL 20
Project DESCR: WIDEN ROADWAY FROM 2-LANE TO 4-LANE DIVIDED HIGHWAY
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 11
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
11	$ 4,800,000.00	$ 1,200,000.00	$ -	$ -	$ -	$ 6,000,000.00
Total						$ 6,000,000.00

Total Project Cost Information

Prelim Eng	$ 294,000.00
ROW Purch	$ 330,000.00
Const Cost	$ 6,000,000.00
Const Eng	$ 294,600.00
Conting	$ 135,600.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 313,200.00
Total Cost	$ 7,367,400.00

2023 Updated
CSJ 0086-14-075

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-075	2023	US 59	C	Laredo	$ 24,100,000.00

Limits From: 0.50 MI S OF DEL MAR BLVD
Limits To: 0.50 MI N OF DEL MAR BLVD
Project DESCR: CONSTRUCTION OF INTERCHANGE AT DEL MAR BLVD
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 2M
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2M	$ 19,280,000.00	$ 4,820,000.00	$ -	$ -	$ -	$ 24,100,000.00
Total						$ 24,100,000.00

Total Project Cost Information

Prelim Eng	$ 1,180,900.00
ROW Purch	$ 251,005,784.00
Const Cost	$ 24,100,000.00
Const Eng	$ 1,197,770.00
Conting	$ 602,500.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 800,120.00
Total Cost	$ 278,887,074.00

CSJ 0086-14-076

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-076	2023	US 59	C	Laredo	$ 21,500,000.00

Limits From: 0.50 MI S OF SHILOH DR
Limits To: 0.50 MI N OF SHILOH DR
Project DESCR: CONSTRUCTION OF INTERCHANGE AT SHILOH DR
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 2M
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2M	$ 17,200,000.00	$ 4,300,000.00	$ -	$ -	$ -	$ 21,500,000.00
Total						$ 21,500,000.00

Total Project Cost Information

Prelim Eng	$ 1,053,500.00
ROW Purch	$ 251,005,784.00
Const Cost	$ 21,500,000.00
Const Eng	$ 1,068,550.00
Conting	$ 537,500.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 713,800.00
Total Cost	$ 275,879,134.00

FY 2023

CSJ 0086-14-079

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-079	2023	US 59	C	Laredo	$ 16,850,000.00

Limits From: 0.50 MI S OF UNIVERSITY BLVD
Limits To: 0.50 MI N OF UNIVERSITY BLVD
Project DESCR: CONSTRUCTION OF INTERSHANGE AT UNIVERSITY BLVD
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 2M
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2M	$ 13,480,000.00	$ 3,370,000.00	$ -	$ -	$ -	$ 16,850,000.00
Total						$ 16,850,000.00

Total Project Cost Information

Prelim Eng	$ 825,650.00
ROW Purch	$ 251,005,784.00
Const Cost	$ 16,850,000.00
Const Eng	$ 837,445.00
Conting	$ 421,250.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 559,420.00
Total Cost	$ 270,499,549.00

FY 2024

2024 New
CSJ 0086-14-087

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-087	2024	US 59	C	Laredo	$ 30,600,000.00

Limits From: 0.4 MI NORTH OF E CORRIDOR RD (AIRPORT)
Limits To: 0.36 MI SOUTH OF UNIVERSITY BLVD
Project DESCR: RECONSTRUCTION OF EXISTING 6-LANE DIVIDED HIGHWAY TO PROPOSED 6-LANE FREEWAY FACILITY WITH3-LANE FRONTAGE ROADS AT 0.4 MI N OF AIRPORT TO UNIVERSITY BLVD
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 12
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	$ 24,480,000.00	$ 6,120,000.00	$ -	$ -	$ -	$ 30,600,000.00
Total						$ 30,600,000.00

Total Project Cost Information

Prelim Eng	$ 1,499,400.00
ROW Purch	$ 58,947,030.00
Const Cost	$ 30,600,000.00
Const Eng	$ 1,064,880.00
Conting	$ 36,720.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 2,212,380.00
Total Cost	$ 94,360,410.00

CSJ 0086-14-086

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-086	2024	US 59	C	Laredo	$ 15,600,000.00

Limits From: US 59
Limits To: 0.4 MI MORTH OF E CORRIDOR RD (AIRPORT)
Project DESCR: RECONSTRUCTION OF EXISTING 6-LANE DIVIDED HIGHWAY TO PROPOSED 6 TO 8-LANE FREEWAY FACILITY WITH A SECTION INCLUDING 3-LANE FRONTAGE ROADS AT US 59 TO 0.4 MI N OF AIRPORT
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 12
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	$ 12,480,000.00	$ 3,120,000.00	$ -	$ -	$ -	$ 15,600,000.00
Total						$ 15,600,000.00

Total Project Cost Information

Prelim Eng	$ 764,400.00
ROW Purch	$ 48,377,844.00
Const Cost	$ 15,600,000.00
Const Eng	$ 542,880.00
Conting	$ 18,720.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 1,127,880.00
Total Cost	$ 66,431,724.00

CSJ 0018-06-185

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-185	2024	IH 35	C	Laredo	$ 35,000,000.00

Limits From: 0.50 MI EAST OF IH35
Limits To: 0.50 MI NORTH OF US59
Project DESCR: NEW DIRECT CONNECTOR (#3) SOUTH IH35 TO EAST I-69W
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 12
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	$ 28,000,000.00	$ 7,000,000.00	$ -	$ -	$ -	$ 35,000,000.00
Total						$ 35,000,000.00

Total Project Cost Information

Prelim Eng	$ 1,715,000.00
ROW Purch	$ 48,377,844.00
Const Cost	$ 35,000,000.00
Const Eng	$ 1,739,500.00
Conting	$ 875,000.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 1,162,000.00
Total Cost	$ 88,869,344.00

FY 2024

2024 Updated
CSJ 0086-14-078

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-078	2024	US 59	C	Laredo	$ 19,691,424.00

Limits From: 0.50 MI S OF JACAMAN RD
Limits To: 0.50 MI N OF JACAMAN RD
Project DESCR: CONSTRUCTION OF INTERCHANGE AT JACAMAN RD
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 12, 2M
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	$ 13,600,000.00	$ 3,400,000.00	$ -	$ -	$ -	$ 17,000,000.00
2M	$ 2,153,139.20	$ 538,284.80	$ -	$ -	$ -	$ 2,691,424.00
Total	$ 15,753,139.20	$ 3,938,284.80	$ -	$ -	$ -	$ 19,691,424.00

Total Project Cost Information

Prelim Eng	$ 964,880.00
ROW Purch	$ 251,005,784.00
Const Cost	$ 19,691,424.00
Const Eng	$ 978,664.00
Conting	$ 492,286.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 653,756.00
Total Cost	$ 273,786,794.00

CSJ 0018-05-089

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-05-089	2024	IH 35	C	Laredo	$ 110,000,000.00

Limits From: 0.500 MI S OF UNIROYAL INTERCHANGE
Limits To: 2.68 MI N OF UNIROYAL INTERCHANGE
Project DESCR: REPLACEMENT OF BRIDGE STRUCTURE AT UNIROYAL DRIVE
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 12, 4
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	$ 36,000,000.00	$ 9,000,000.00	$ -	$ -	$ -	$ 45,000,000.00
4	$ 52,000,000.00	$ 13,000,000.00	$ -	$ -	$ -	$ 65,000,000.00
Total	$ 88,000,000.00	$ 22,000,000.00	$ -	$ -	$ -	$ 110,000,000.00

Total Project Cost Information

Prelim Eng	$ 5,390,000.00
ROW Purch	$ -
Const Cost	$ 110,000,000.00
Const Eng	$ 6,193,000.00
Conting	$ 561,000.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 3,179,000.00
Total Cost	$ 125,323,000.00

2024Remain
CSJ 0086-14-077

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-077	2024	US 59	C	Laredo	$ 12,355,990.00

Limits From: 0.500 MI SOUTH OF E CORRIDOR RD (AIRPORT)
Limits To: 0.50 MI NORTH OF E CORRIDOR RD (AIRPORT)
Project DESCR: CONSTRUCTION OF INTERCHANGE AT AIRPORT
Remarks P7: HWY CHANGE FROM SL 20 TO US 59

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 2M
Project History

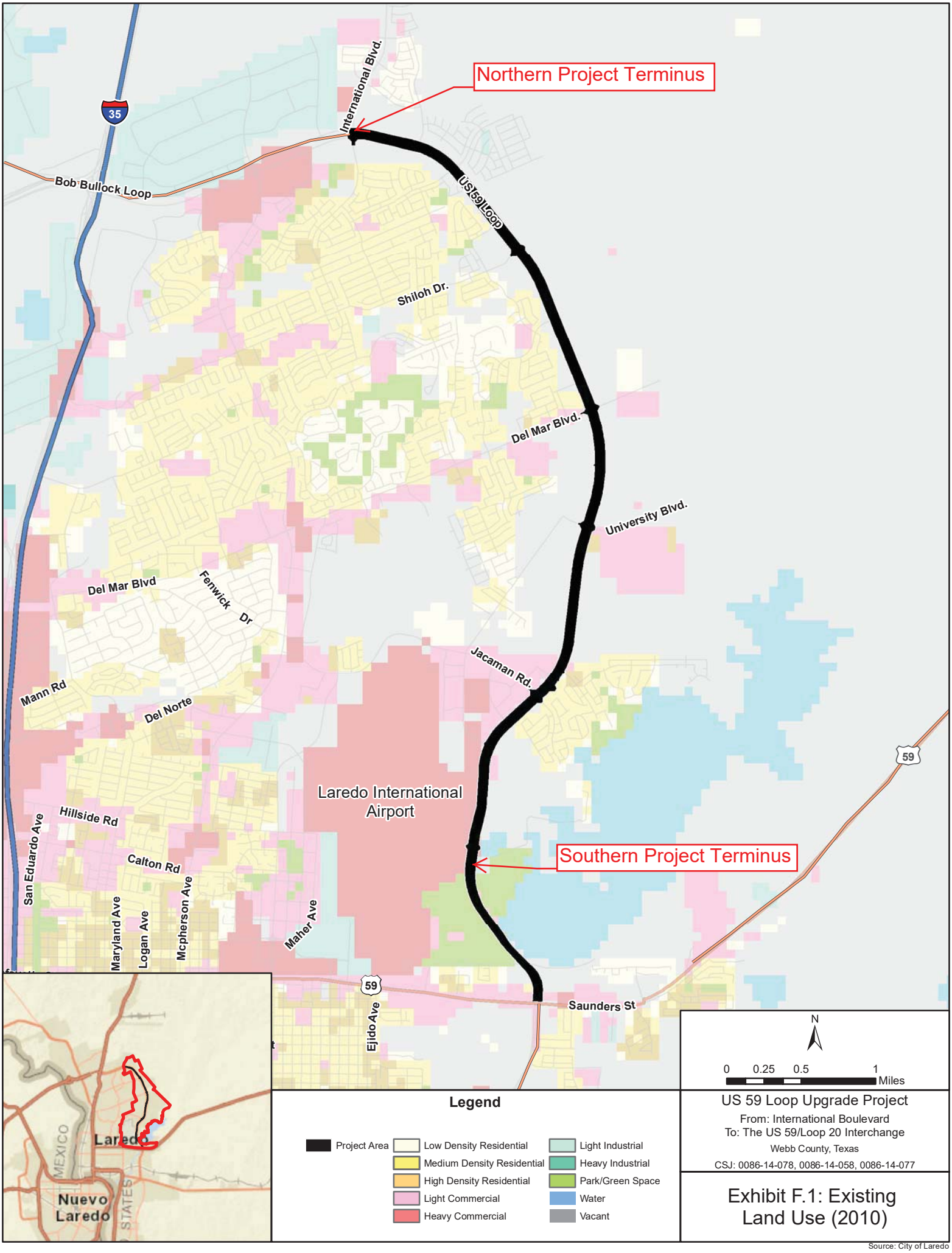
Authorized Funding By Category/Share

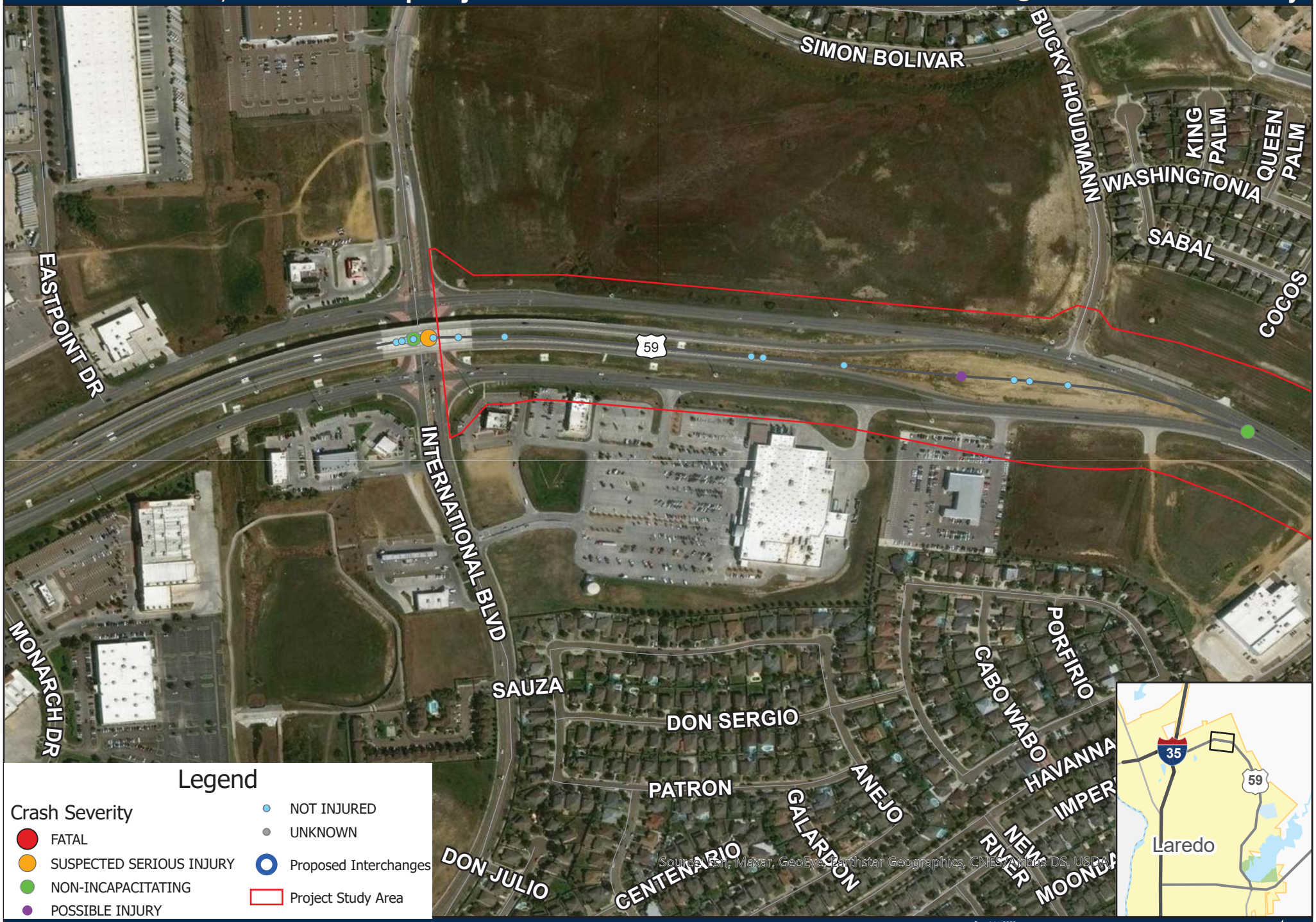
Category	Federal	State	Regional	Local	Local Contributions	Total
2M	$ 9,884,792.00	$ 2,471,198.00	$ -	$ -	$ -	$ 12,355,990.00
Total						$ 12,355,990.00

Total Project Cost Information

Prelim Eng	$ 605,444.00
ROW Purch	$ 251,005,784.00
Const Cost	$ 12,355,990.00
Const Eng	$ 614,093.00
Conting	$ 308,900.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 410,219.00
Total Cost	$ 265,300,430.00

Appendix F – Resource-specific Maps


Northern Project Terminus
International Blvd.
35
Bob Bullock Loop
US 59 Loop
Shiloh Dr.
Del Mar Blvd.
University Blvd.
Del Mar Blvd
Fenwick Dr
Jacaman Rd.
Mann Rd
Del Norte
Laredo International Airport
Hillside Rd
San Eduardo Ave
Calton Rd
Maryland Ave
Logan Ave
Mcpherson Ave
Maher Ave
Southern Project Terminus
59
Saunders St
Ejido Ave
Laredo
Nuevo Laredo
MEXICO
STATES
N
0 0.25 0.5 1 Miles
Legend
Project Area
Low Density Residential
Medium Density Residential
High Density Residential
Light Commercial
Heavy Commercial
Light Industrial
Heavy Industrial
Park/Green Space
Water
Vacant
US 59 Loop Upgrade Project
From: International Boulevard
To: The US 59/Loop 20 Interchange
Webb County, Texas
CSJ: 0086-14-078, 0086-14-058, 0086-14-077
Exhibit F.1: Existing Land Use (2010)
Source: City of Laredo



Legend

Crash Severity

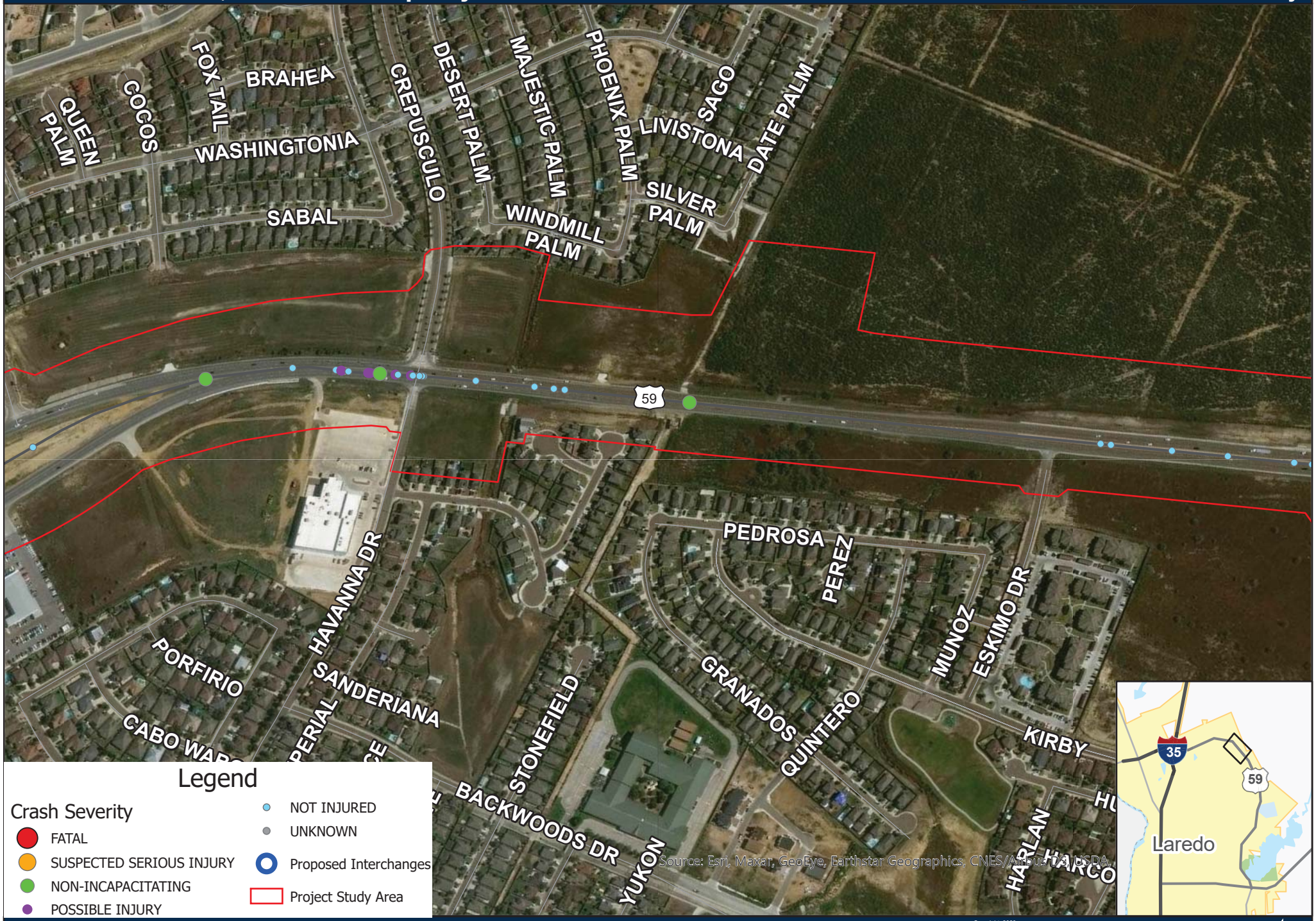
- FATAL
- SUSPECTED SERIOUS INJURY
- NON-INCAPACITATING
- POSSIBLE INJURY
- NOT INJURED
- UNKNOWN

- Proposed Interchanges
- Project Study Area

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
October 21, 2020

Texas Department of Transportation



Legend

Crash Severity

- FATAL
- SUSPECTED SERIOUS INJURY
- NON-INCAPACITATING
- POSSIBLE INJURY
- NOT INJURED
- UNKNOWN
- Proposed Interchanges
- Project Study Area

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
October 21, 2020

Texas Department of Transportation

Legend

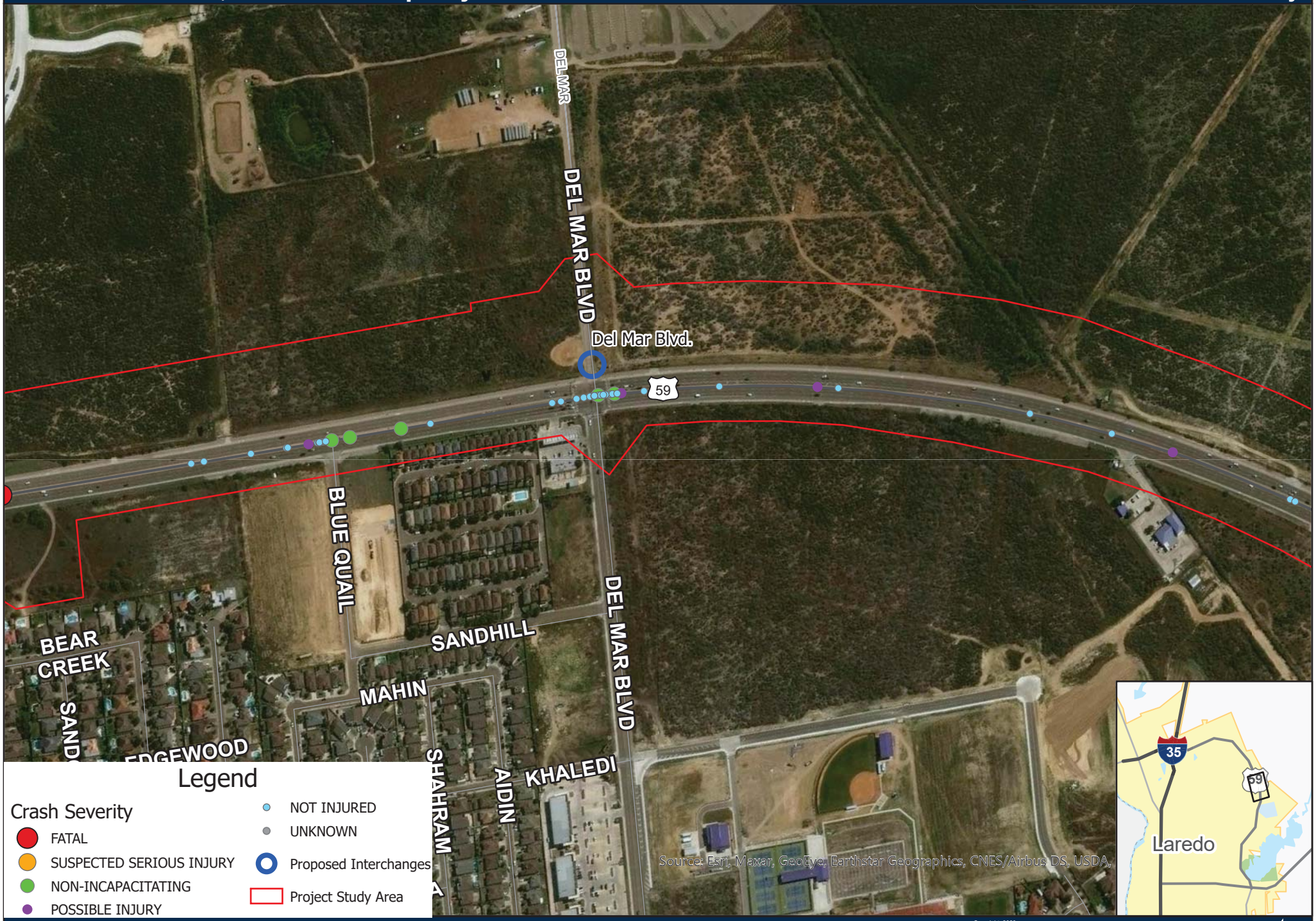
Crash Severity

- FATAL
- SUSPECTED SERIOUS INJURY
- NON-INCAPACITATING
- POSSIBLE INJURY
- NOT INJURED
- UNKNOWN
- Proposed Interchanges
- Project Study Area

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
October 21, 2020

Texas Department of Transportation



Legend

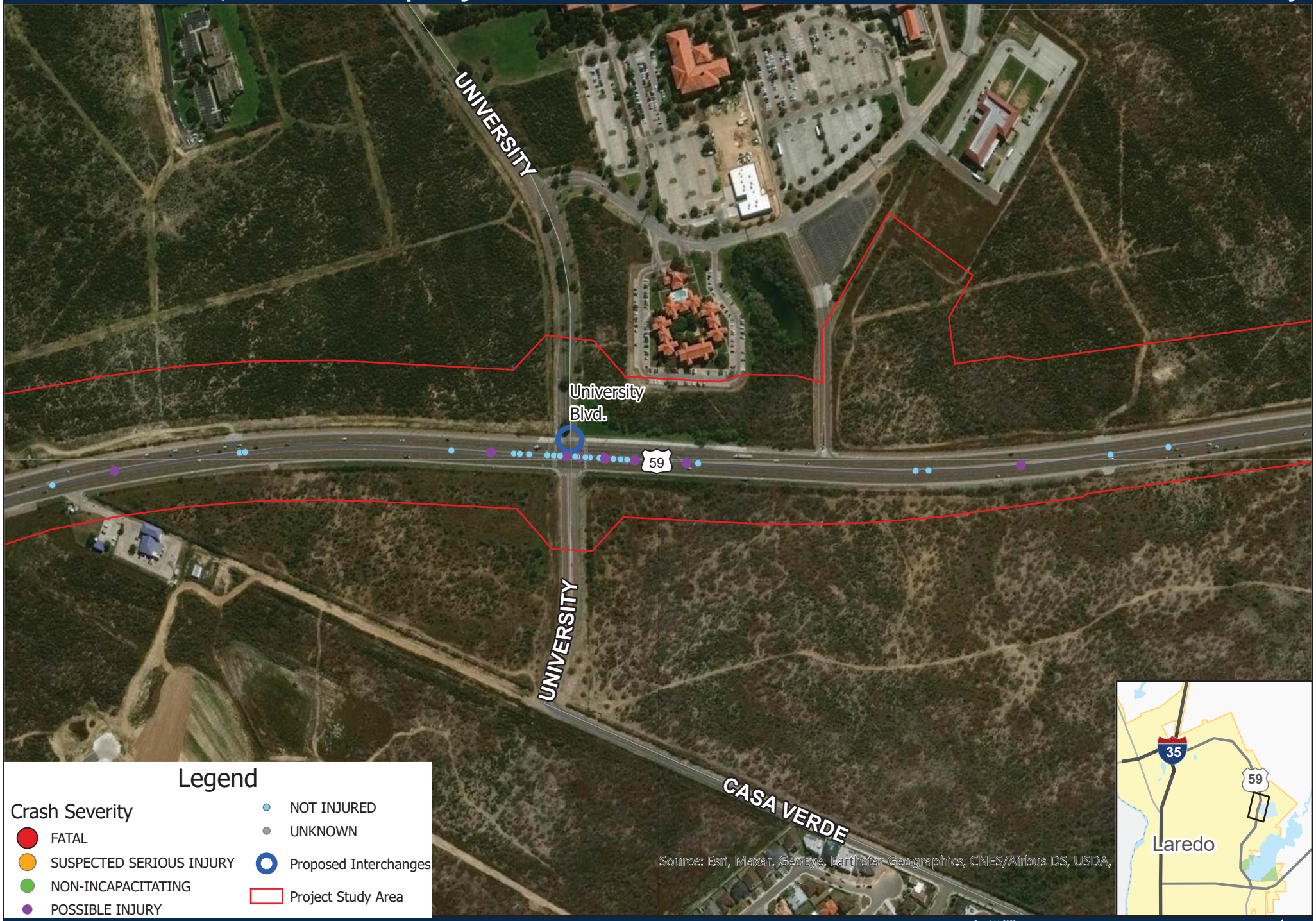
Crash Severity

- FATAL
- SUSPECTED SERIOUS INJURY
- NON-INCAPACITATING
- POSSIBLE INJURY
- NOT INJURED
- UNKNOWN
- Proposed Interchanges
- Project Study Area

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
October 21, 2020

Texas Department of Transportation



Legend

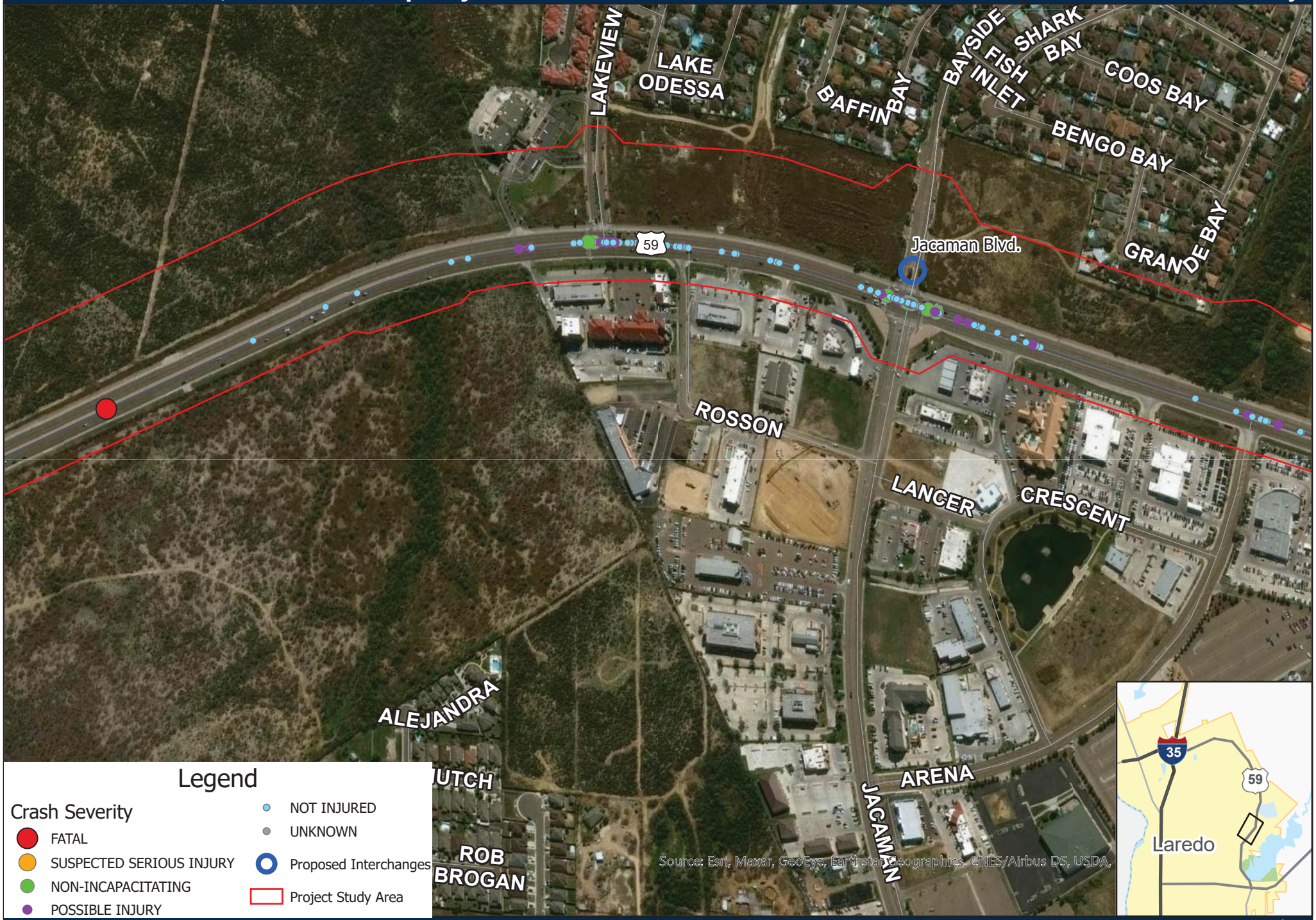
Crash Severity

- FATAL
- SUSPECTED SERIOUS INJURY
- NON-INCAPACITATING
- POSSIBLE INJURY
- NOT INJURED
- UNKNOWN
- Proposed Interchanges
- Project Study Area

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
October 21, 2020

Texas Department of Transportation



Legend

Crash Severity

- FATAL
- SUSPECTED SERIOUS INJURY
- NON-INCAPACITATING
- POSSIBLE INJURY
- NOT INJURED
- UNKNOWN
- Proposed Interchanges
- Project Study Area

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
October 21, 2020

Texas Department of Transportation

Legend

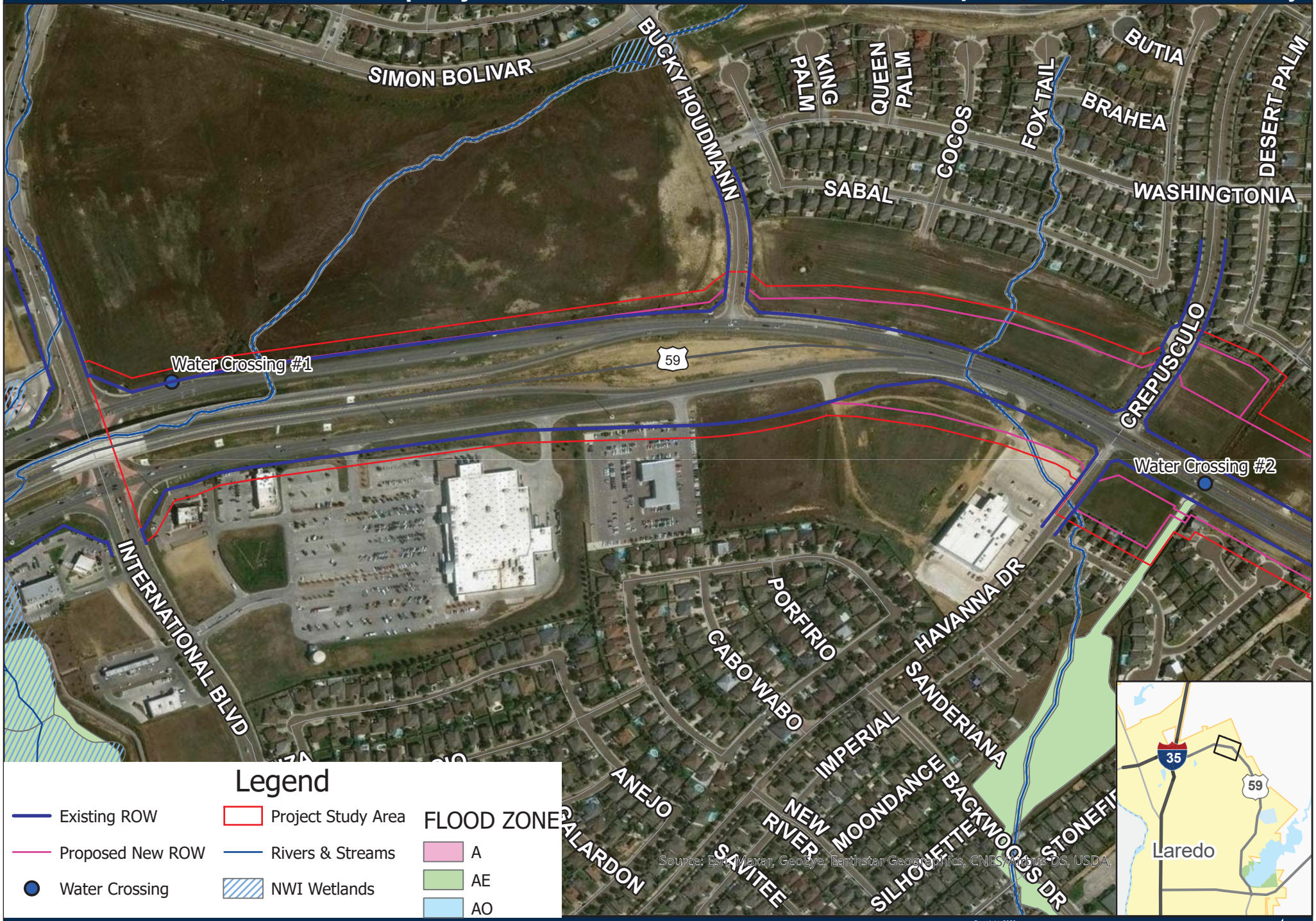
Crash Severity

- FATAL
- SUSPECTED SERIOUS INJURY
- NON-INCAPACITATING
- POSSIBLE INJURY
- NOT INJURED
- UNKNOWN
- Proposed Interchanges
- Project Study Area

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
October 21, 2020

Texas Department of Transportation



Legend

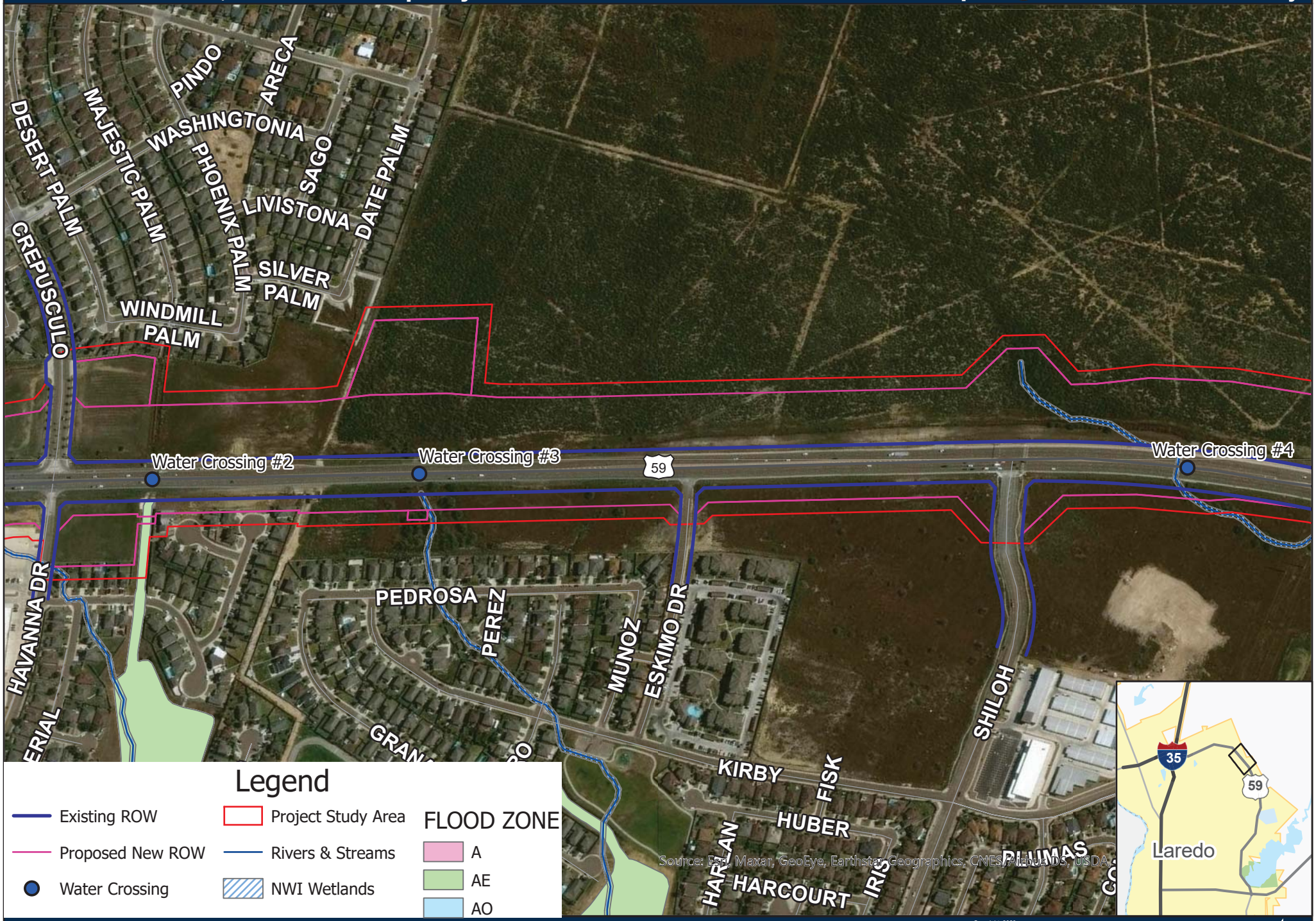
- Existing ROW
- Proposed New ROW
- Water Crossing
- Project Study Area
- Rivers & Streams
- NWI Wetlands

FLOOD ZONE
- A
- AE
- AO

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

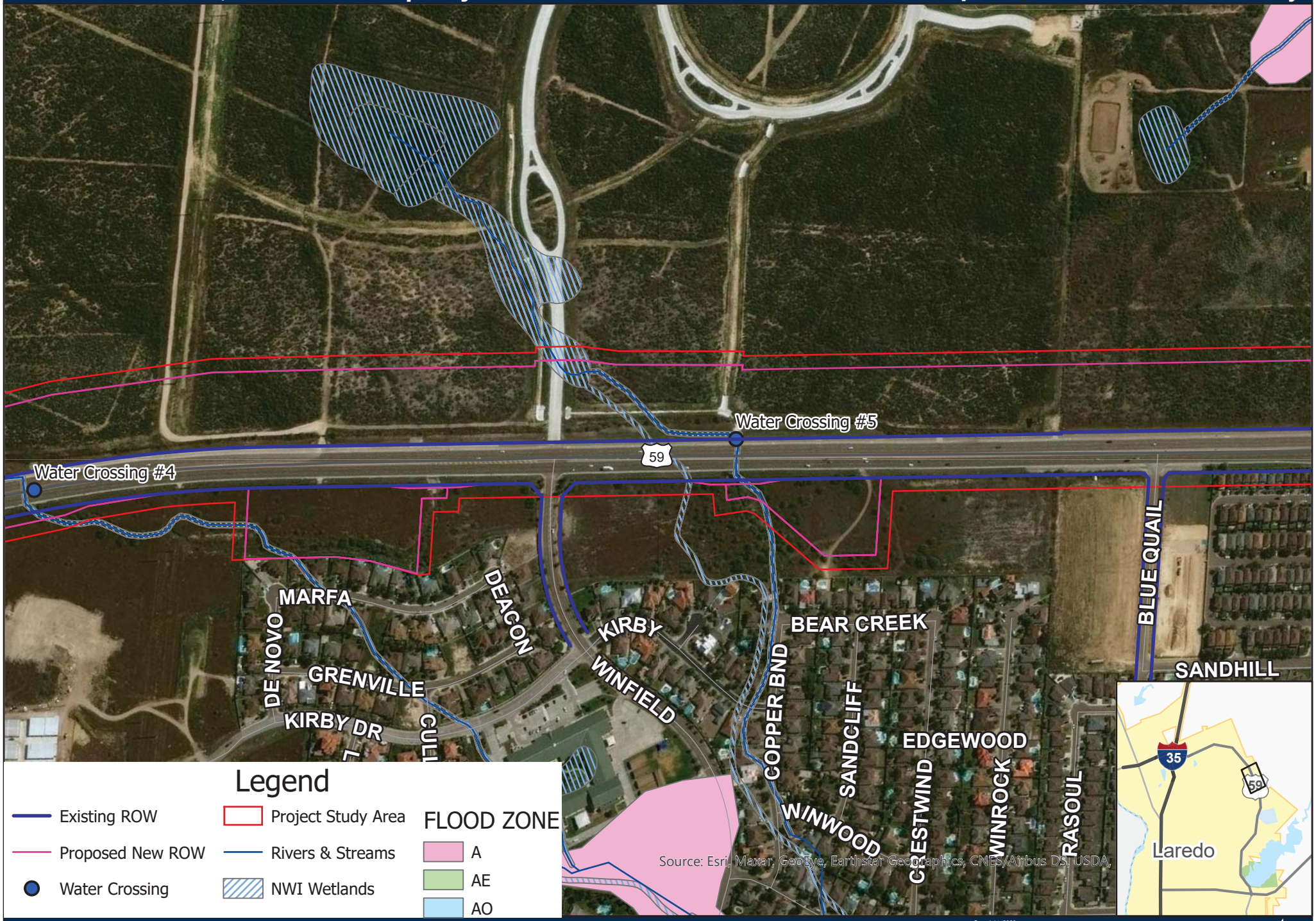
- Existing ROW
- Proposed New ROW
- Water Crossing
- Project Study Area
- Rivers & Streams
- NWI Wetlands

FLOOD ZONE
- A
- AE
- AO

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

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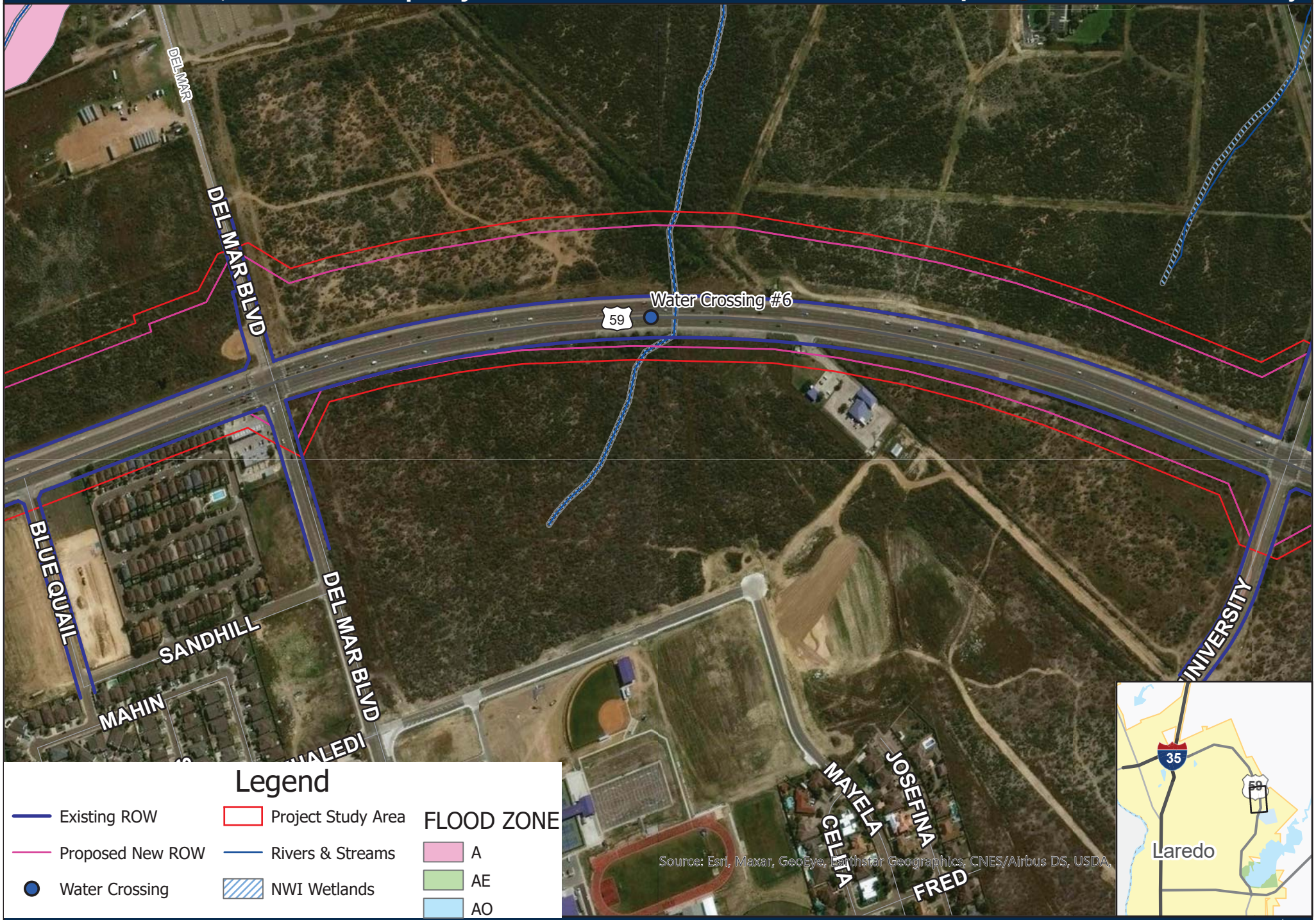
- Project Study Area
- Rivers & Streams
- NWI Wetlands

FLOOD ZONE
- A
- AE
- AO

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

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- Project Study Area
- Rivers & Streams
- NWI Wetlands

FLOOD ZONE

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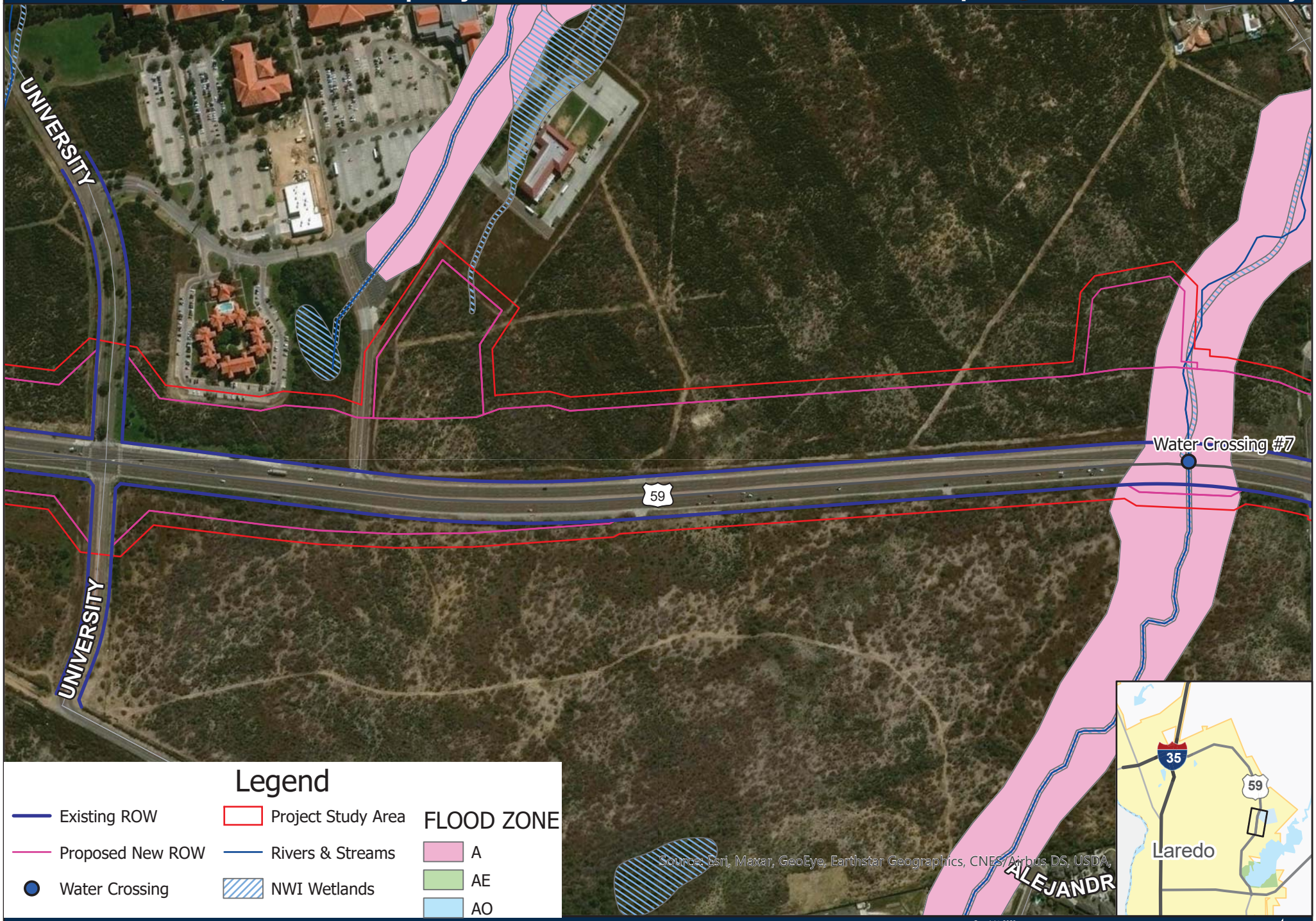
- AE
- AO

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

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- Proposed New ROW
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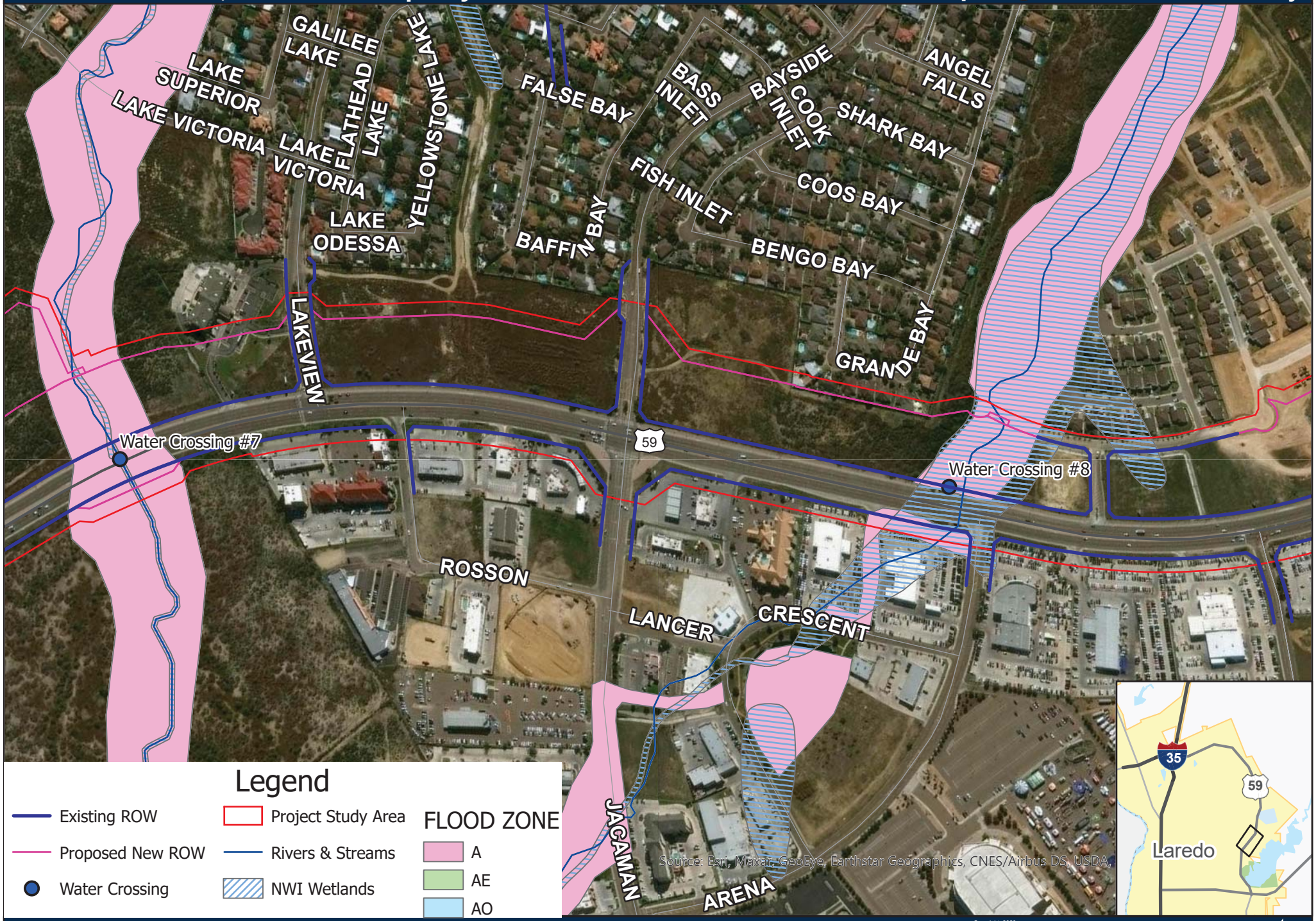
- Project Study Area
- Rivers & Streams
- NWI Wetlands

FLOOD ZONE
- A
- AE
- AO

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

- Existing ROW
- Proposed New ROW
- Water Crossing
- Project Study Area
- Rivers & Streams
- NWI Wetlands

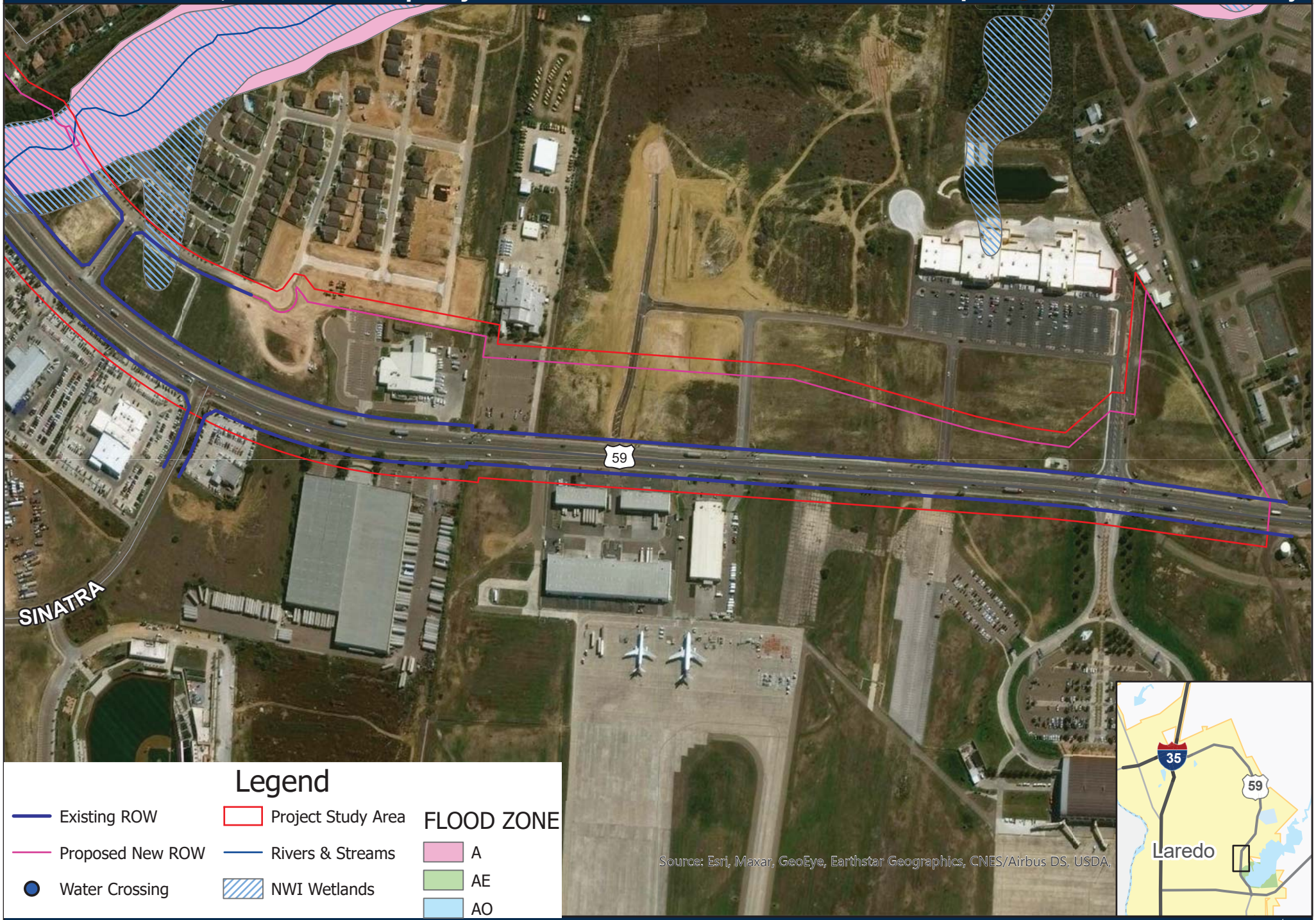
FLOOD ZONE

- A
- AE
- AO

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

- Existing ROW
- Proposed New ROW
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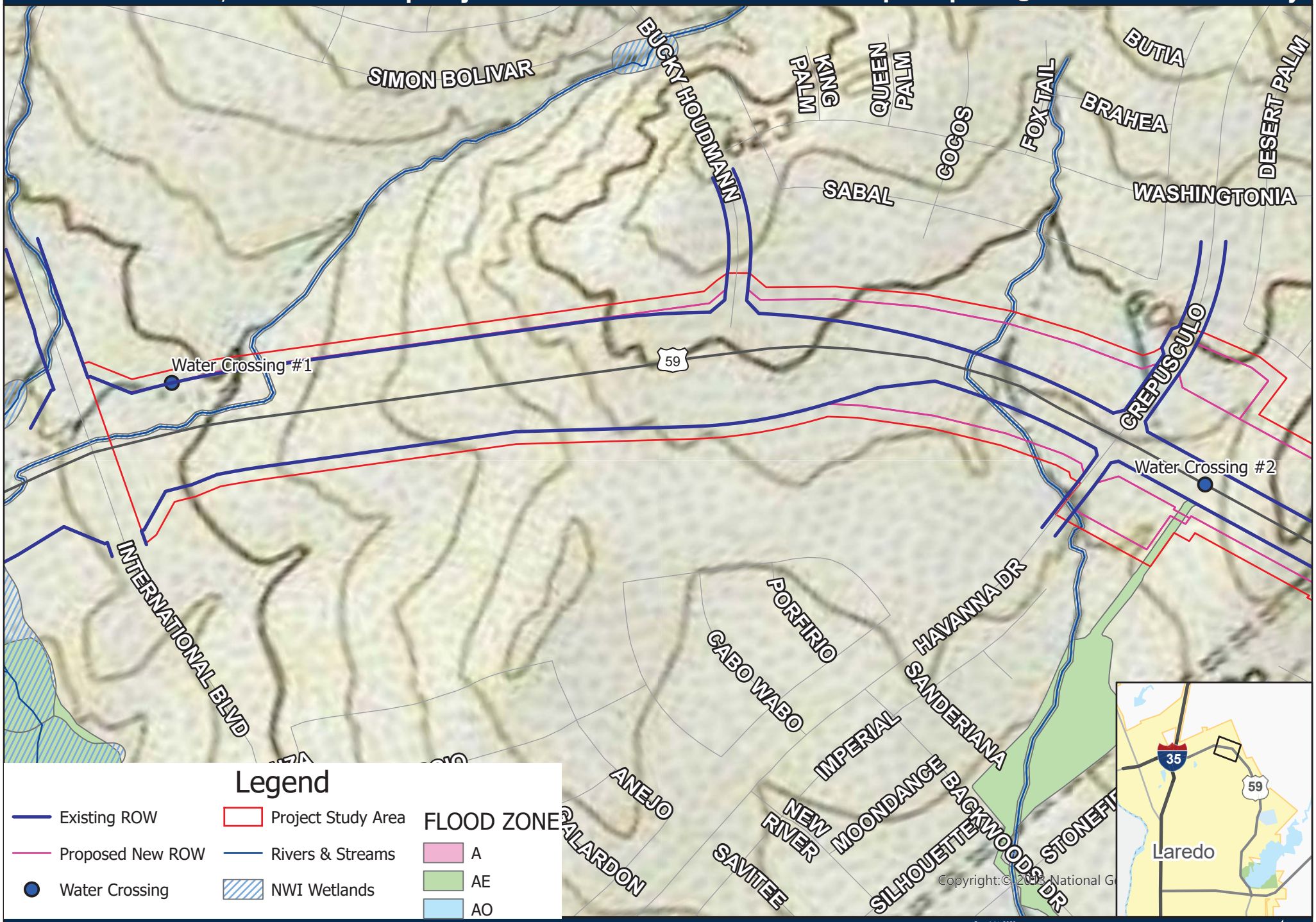
- Project Study Area
- Rivers & Streams
- NWI Wetlands

FLOOD ZONE
- A
- AE
- AO

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

- Existing ROW
- Proposed New ROW
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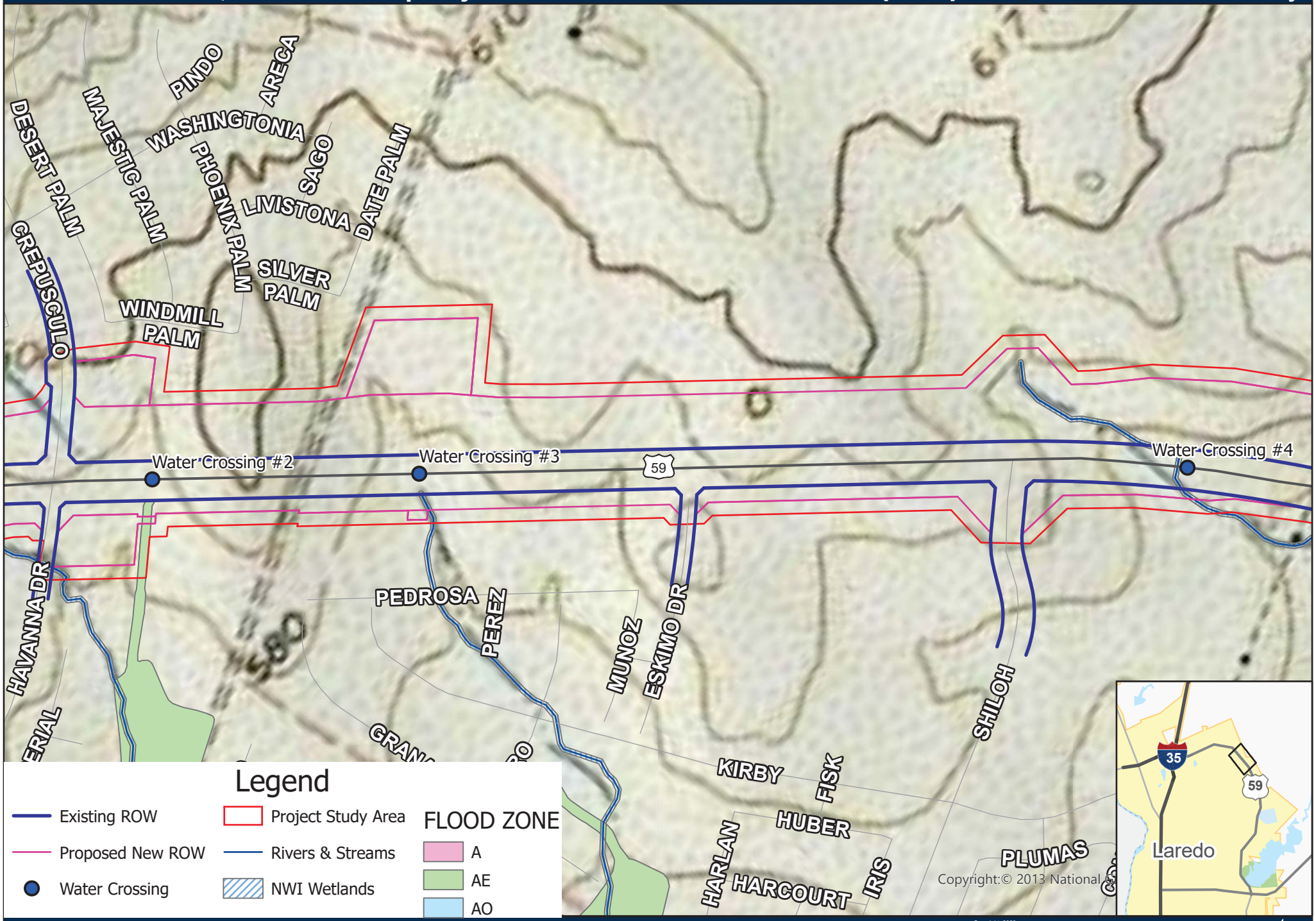
- Project Study Area
- Rivers & Streams
- NWI Wetlands

FLOOD ZONE
- A
- AE
- AO

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

- Existing ROW
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- NWI Wetlands

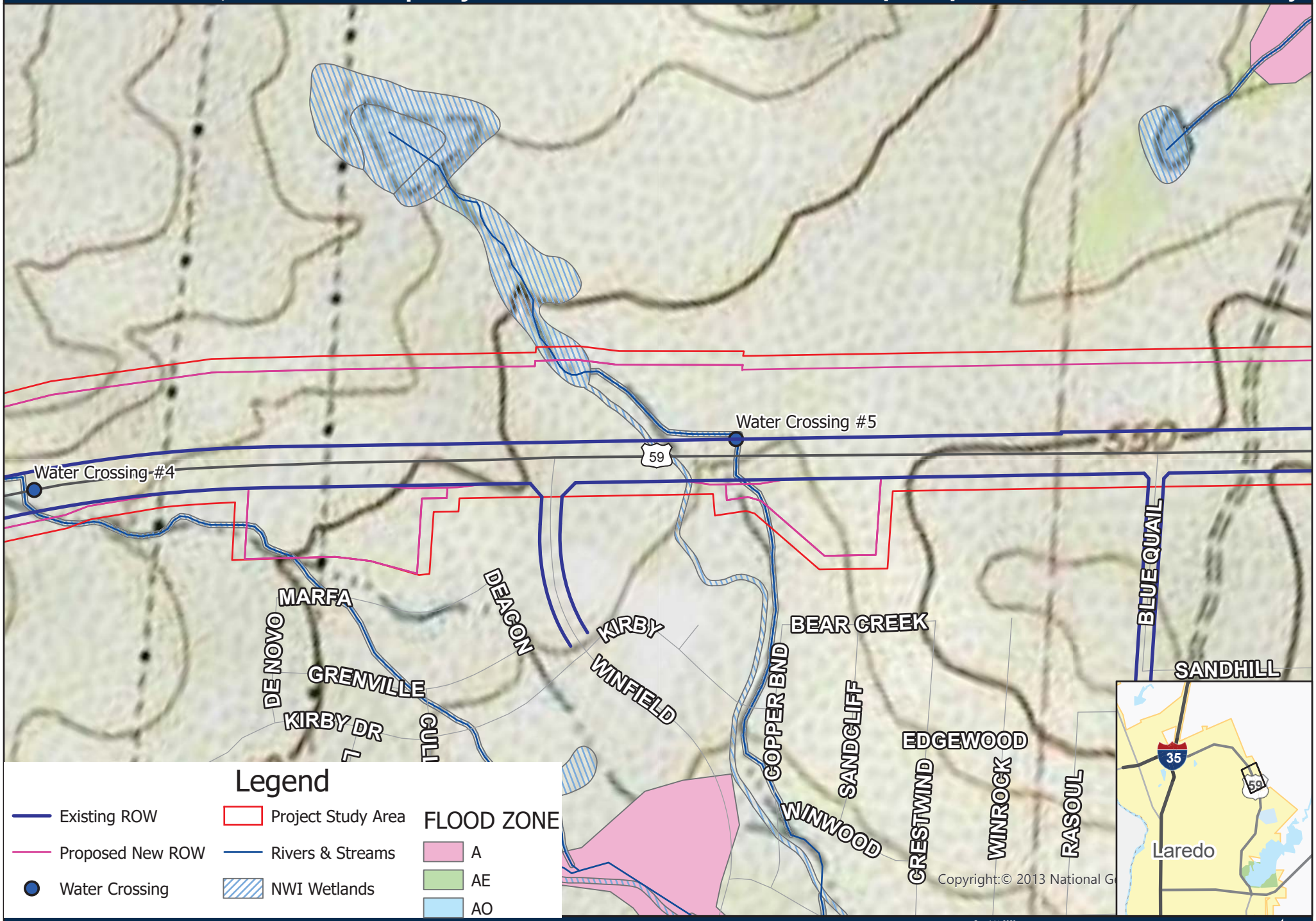
FLOOD ZONE

- A
- AE
- AO

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

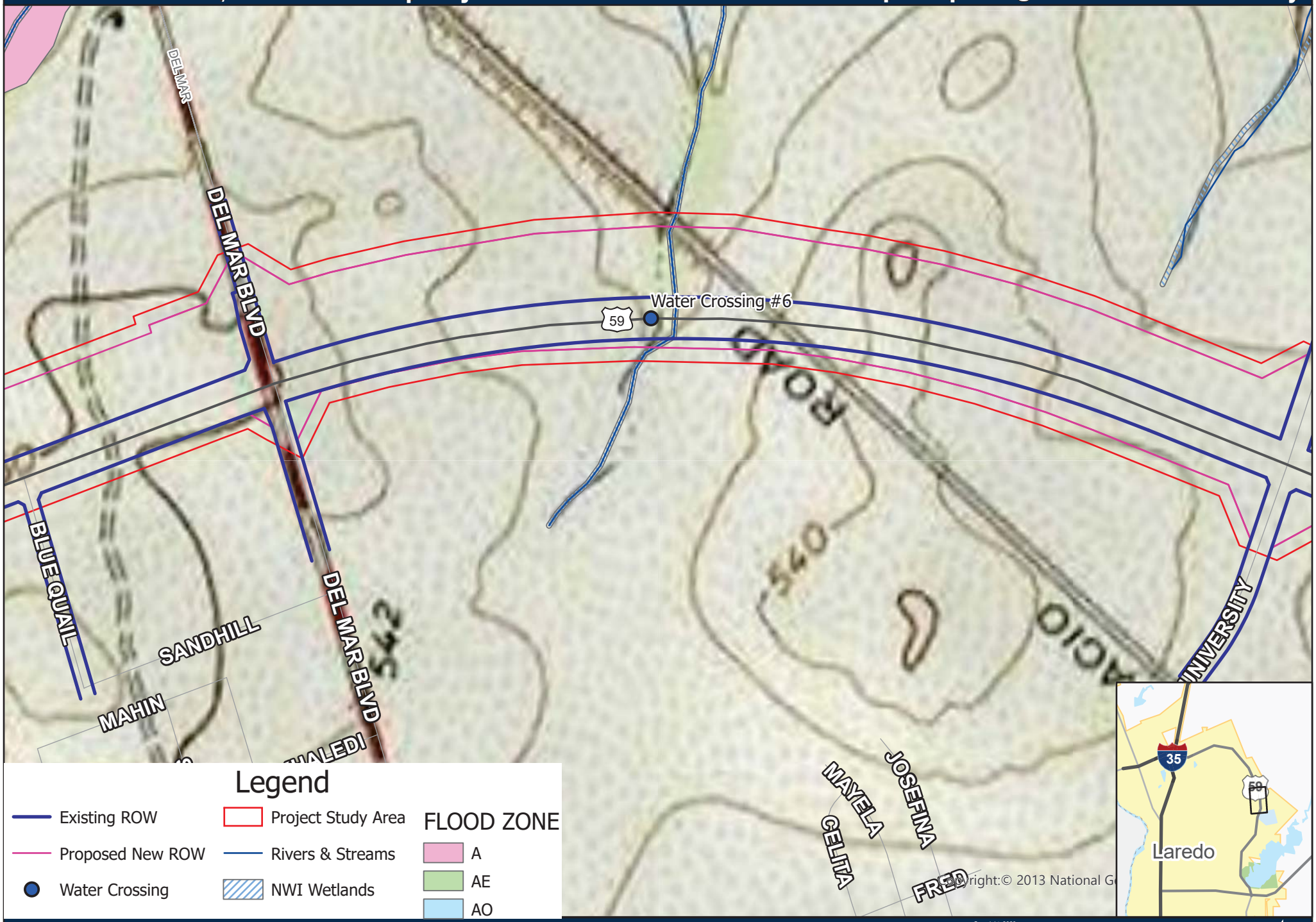
- Existing ROW
- Proposed New ROW
- Water Crossing
- Project Study Area
- Rivers & Streams
- NWI Wetlands

FLOOD ZONE
- A
- AE
- AO

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

- Existing ROW
- Proposed New ROW
- Water Crossing
- Project Study Area
- Rivers & Streams
- NWI Wetlands

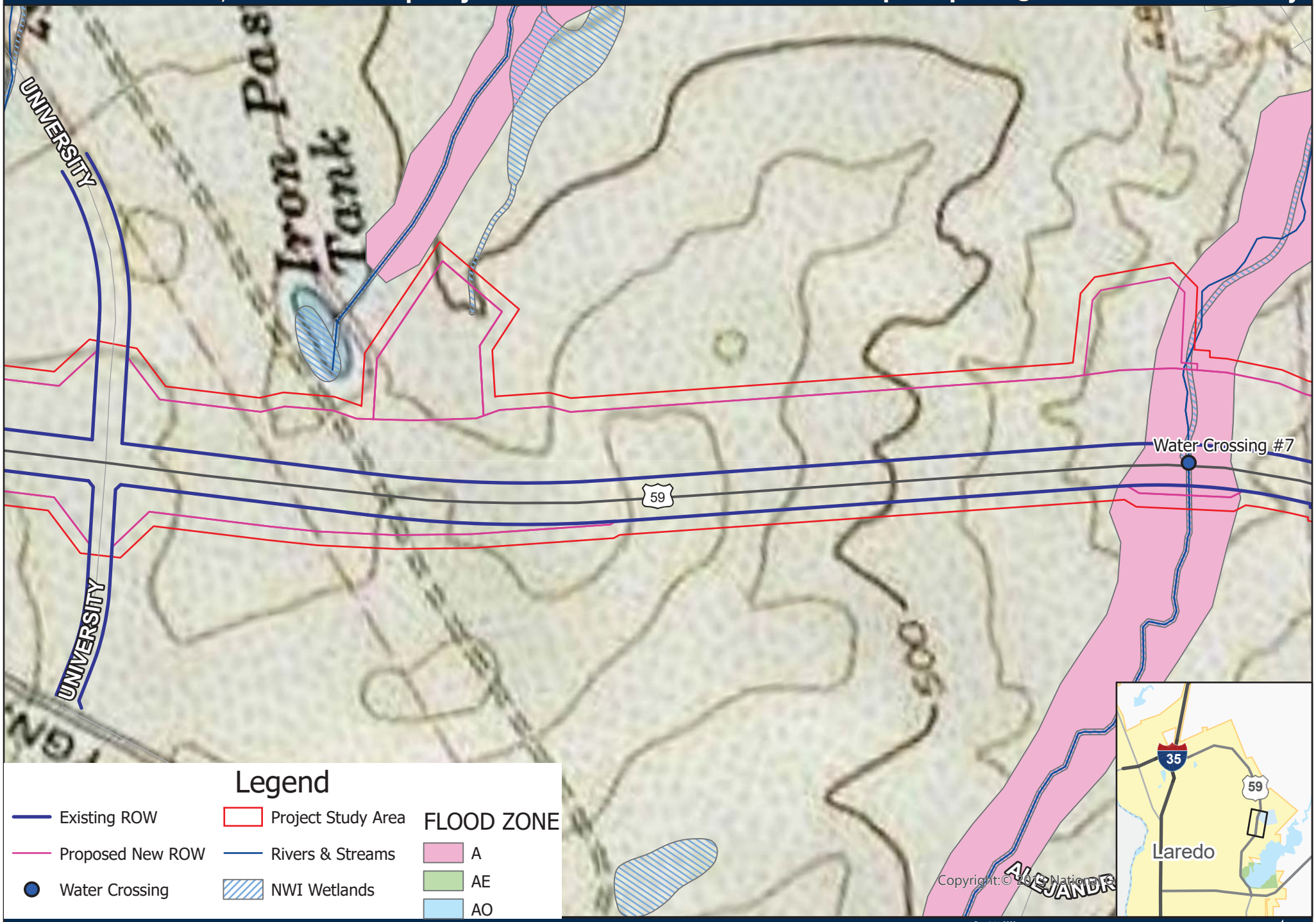
FLOOD ZONE

- A
- AE
- AO

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

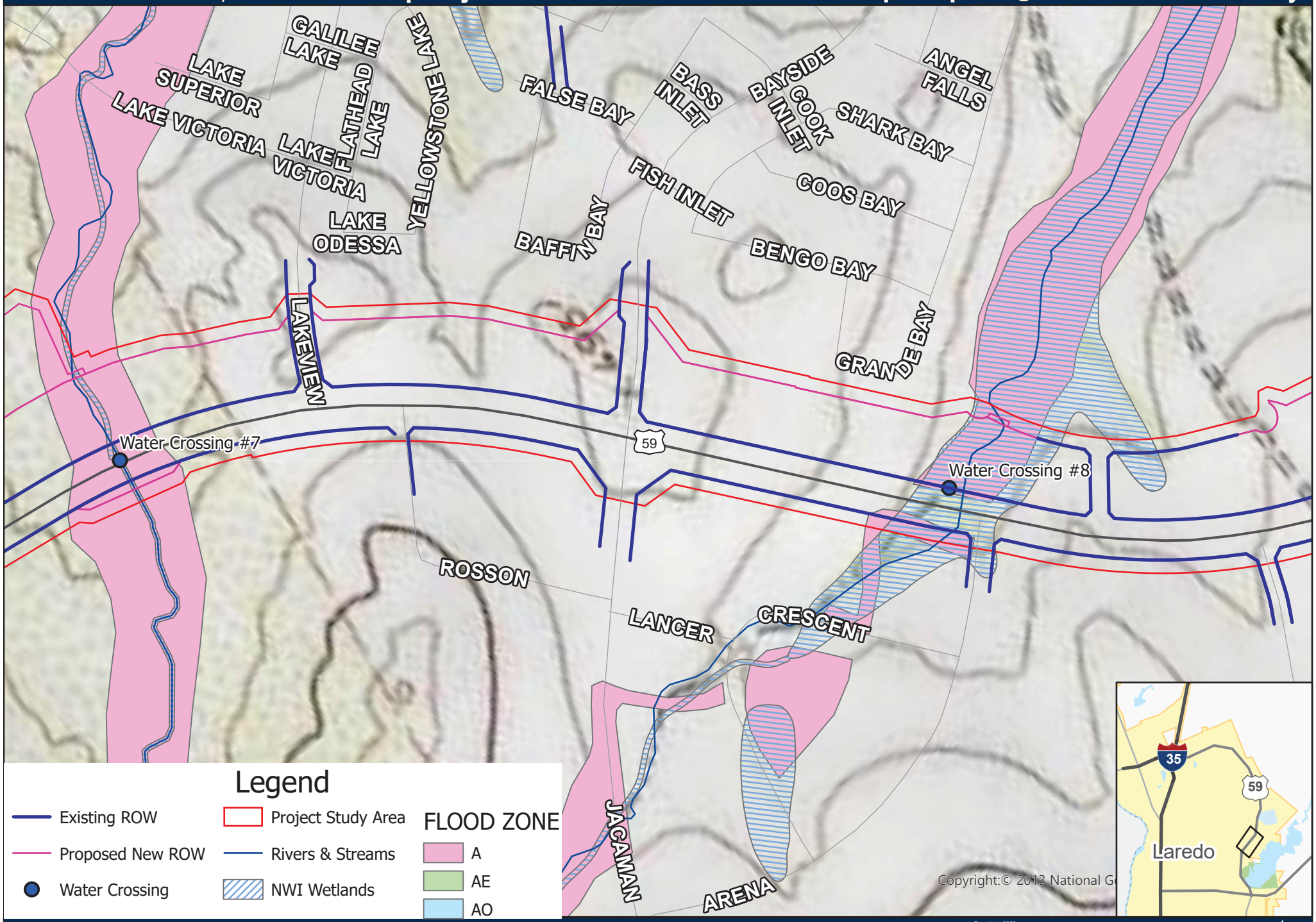
- Existing ROW
- Proposed New ROW
- Water Crossing
- Project Study Area
- Rivers & Streams
- NWI Wetlands

FLOOD ZONE
- A
- AE
- AO

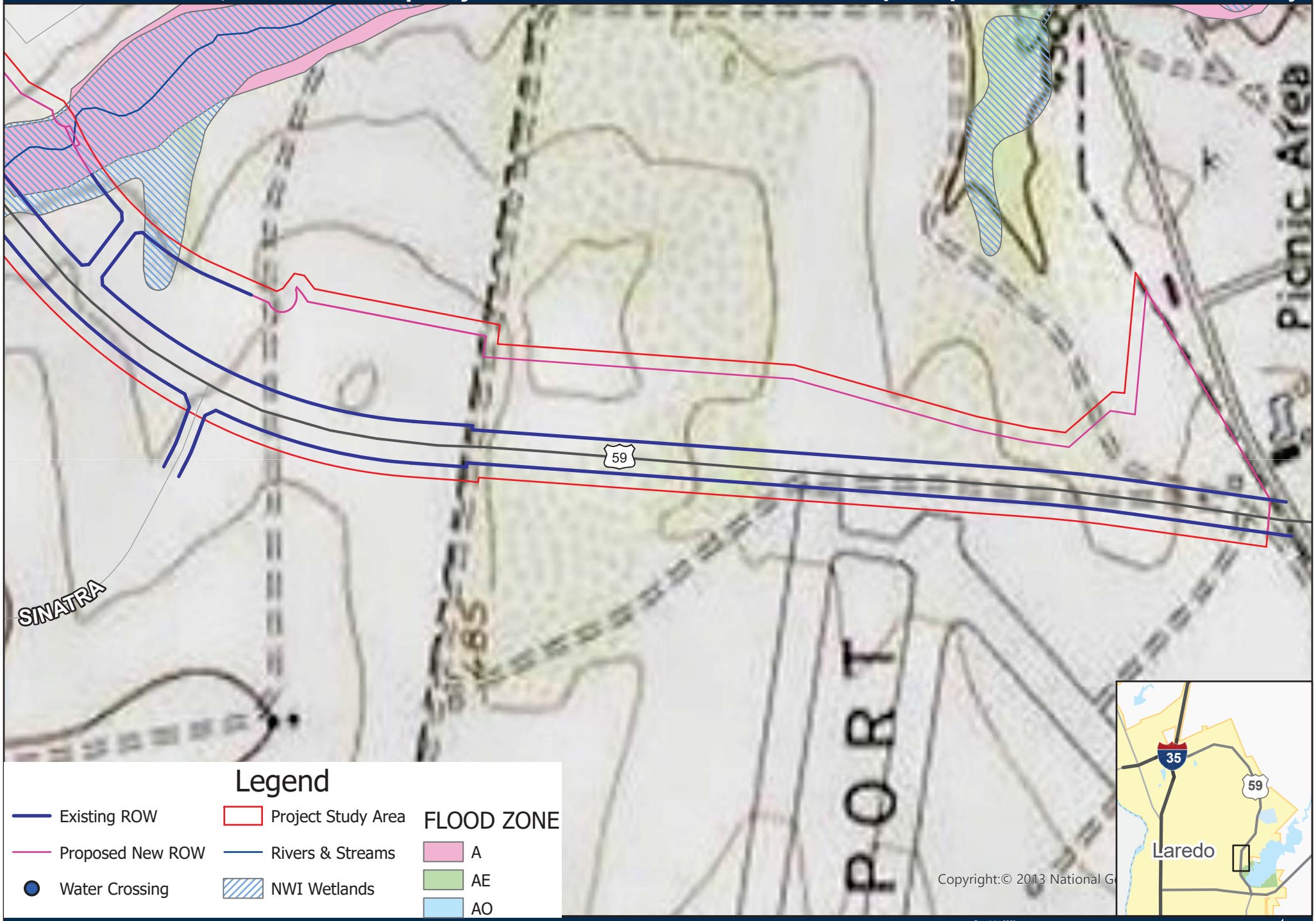
0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Texas Department of Transportation
Laredo District
November 03, 2020



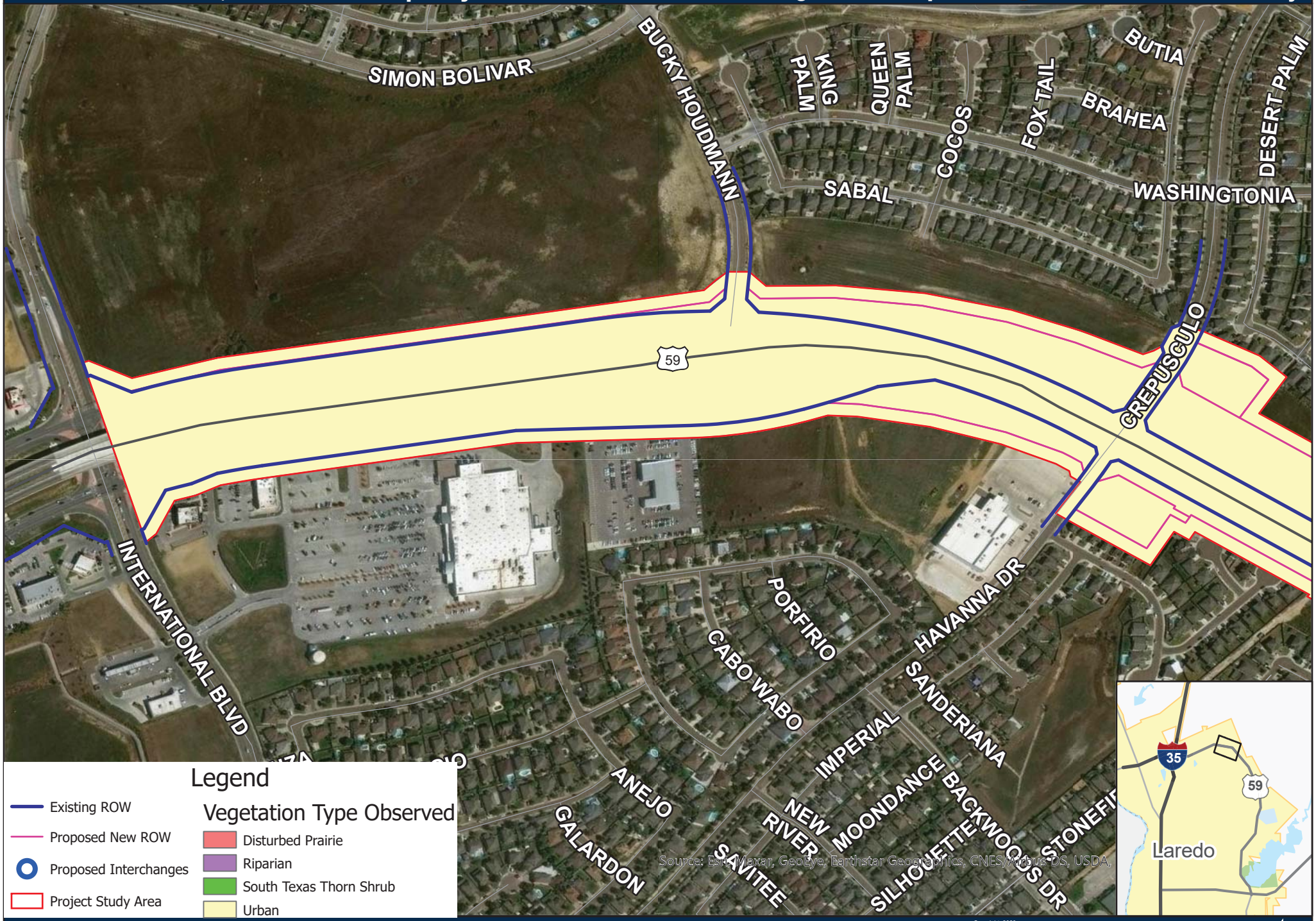
Legend

- Existing ROW
- Proposed New ROW
- Water Crossing
- Project Study Area
- Rivers & Streams
- NWI Wetlands

FLOOD ZONE
- A
- AE
- AO

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020



Legend

- Existing ROW
- Proposed New ROW
- Proposed Interchanges
- Project Study Area

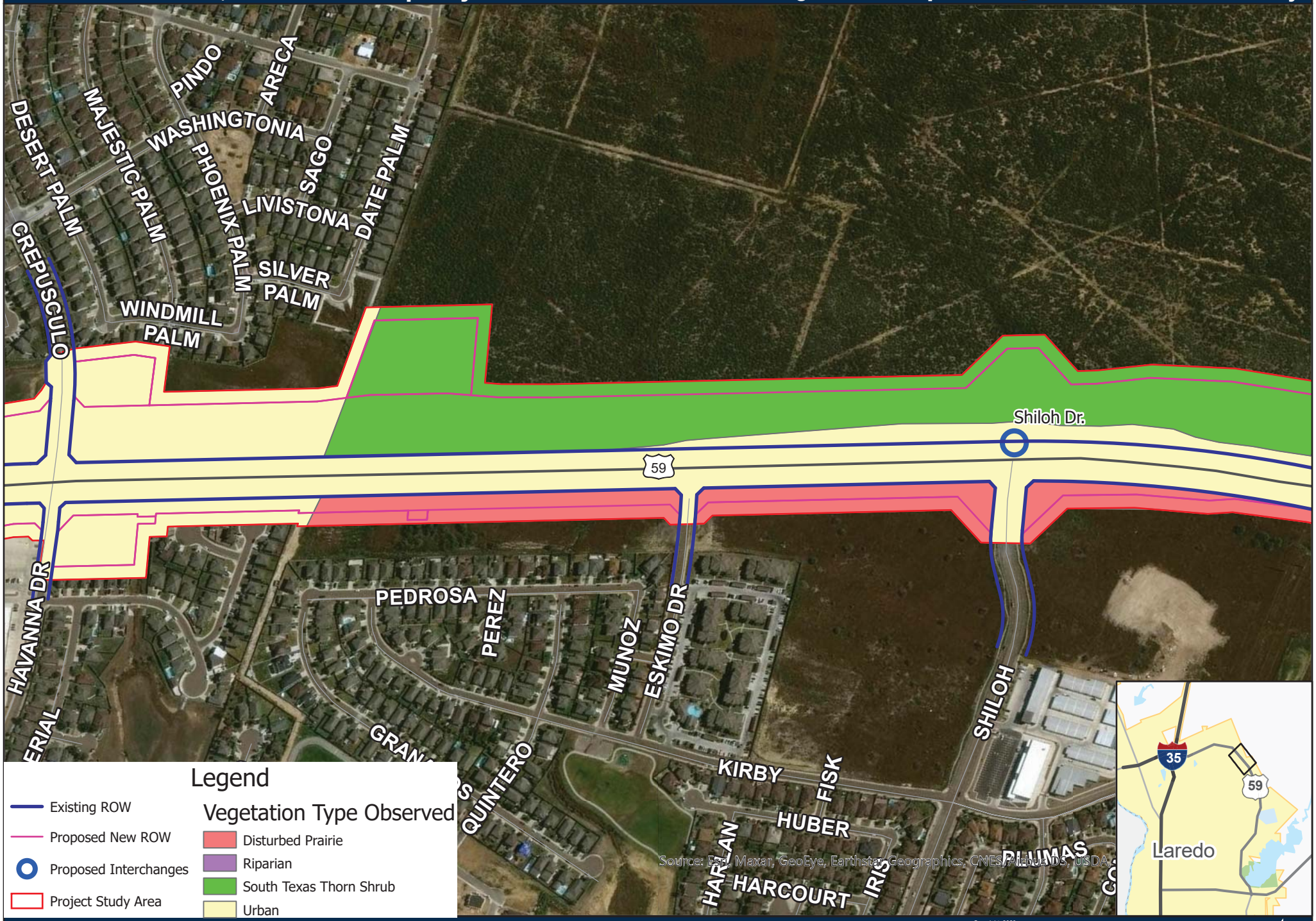
Vegetation Type Observed

- Disturbed Prairie
- Riparian
- South Texas Thorn Shrub
- Urban

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

- Existing ROW
- Proposed New ROW
- Proposed Interchanges
- Project Study Area

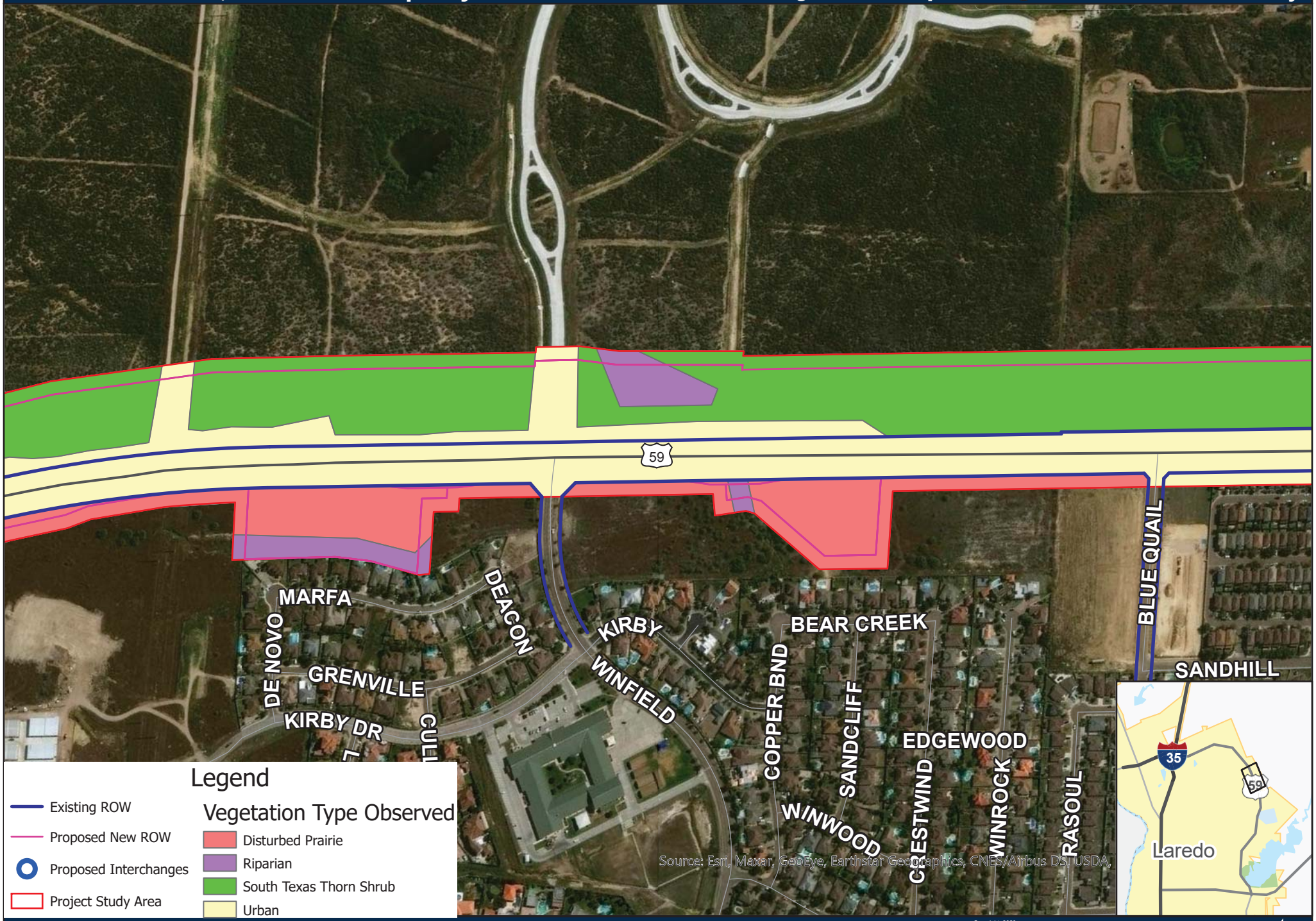
Vegetation Type Observed

- Disturbed Prairie
- Riparian
- South Texas Thorn Shrub
- Urban

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

- Existing ROW
- Proposed New ROW
- Proposed Interchanges
- Project Study Area

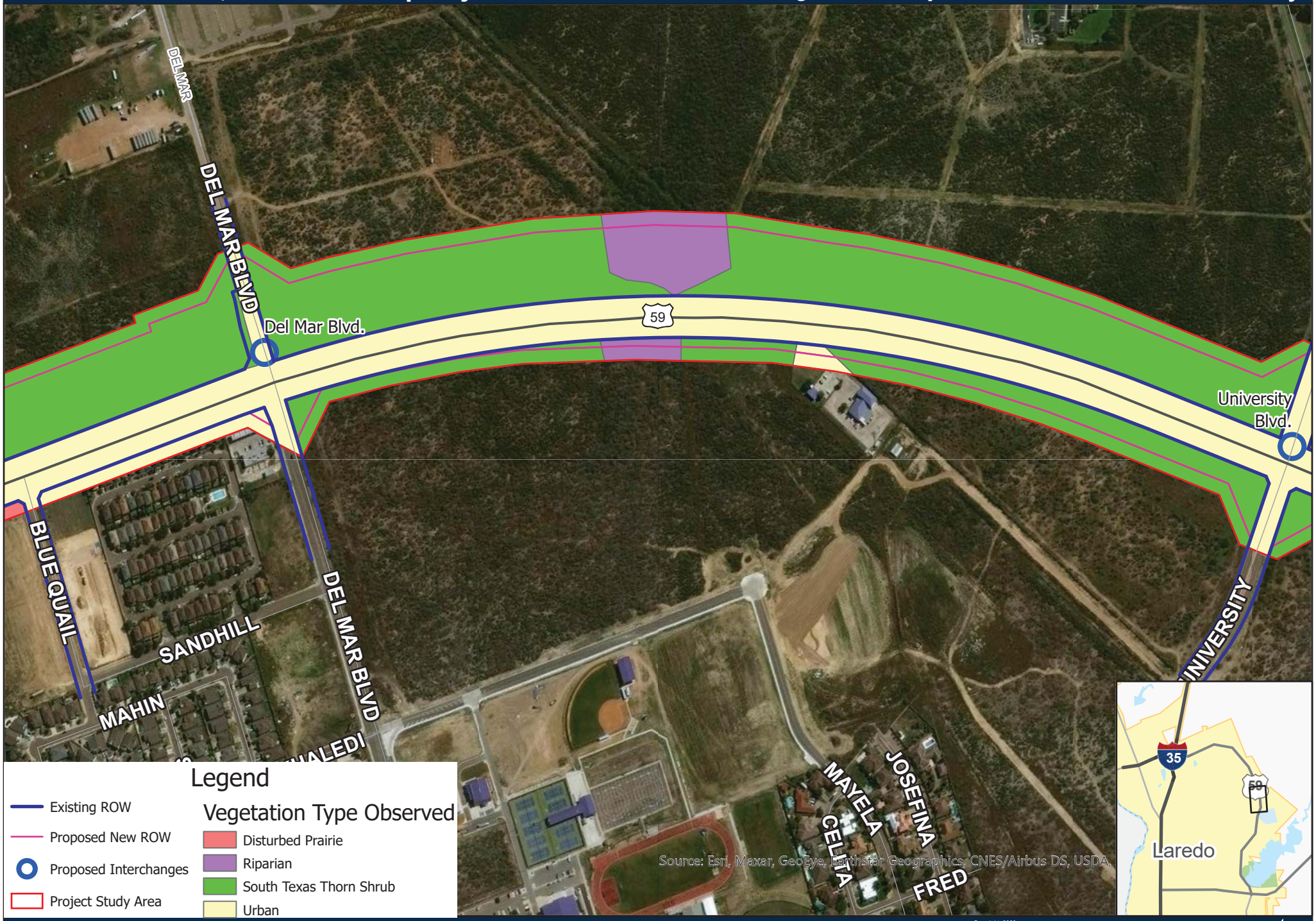
Vegetation Type Observed

- Disturbed Prairie
- Riparian
- South Texas Thorn Shrub
- Urban

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

- Existing ROW
- Proposed New ROW
- Proposed Interchanges
- Project Study Area

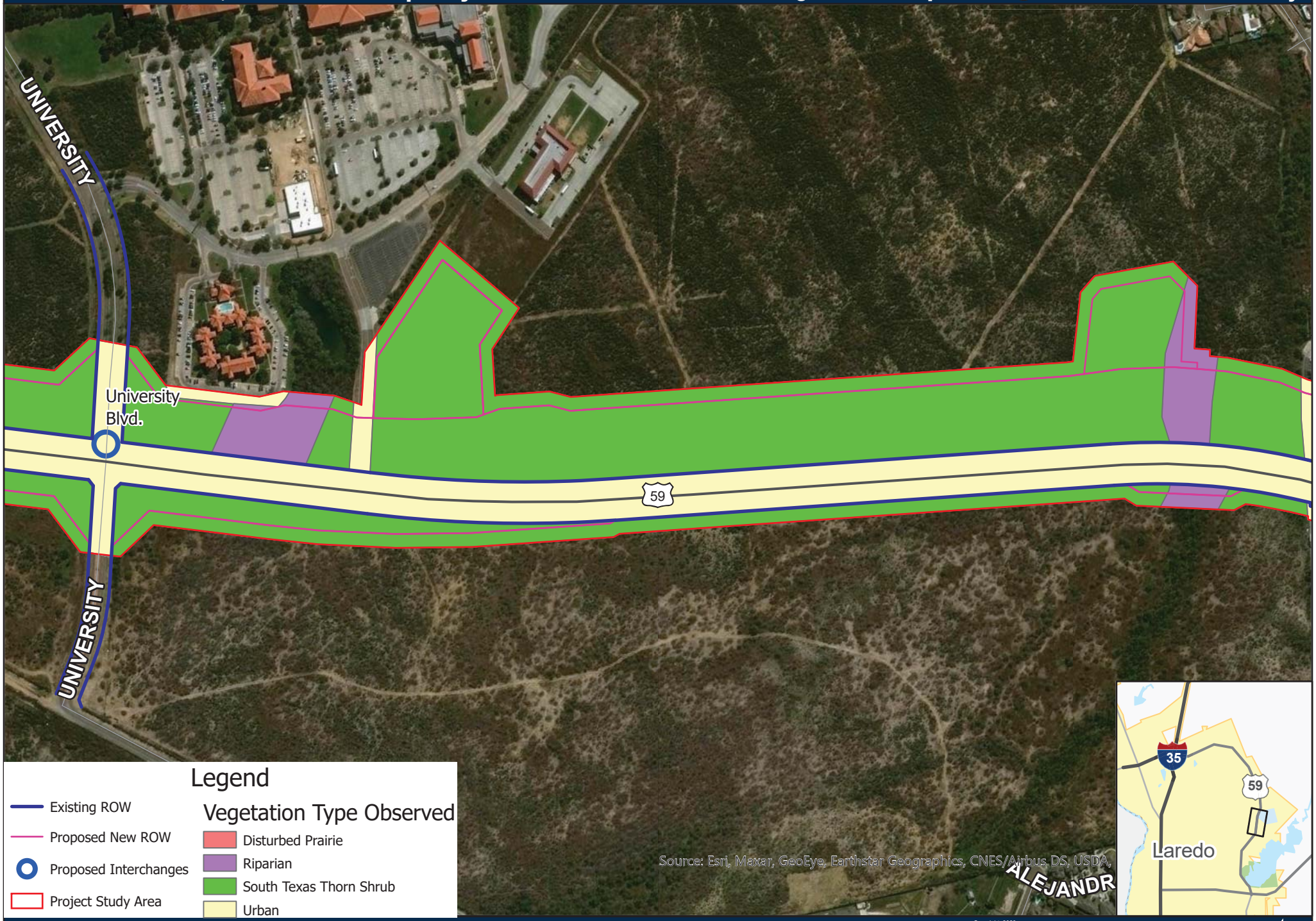
Vegetation Type Observed

- Disturbed Prairie
- Riparian
- South Texas Thorn Shrub
- Urban

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

- Existing ROW
- Proposed New ROW
- Proposed Interchanges
- Project Study Area

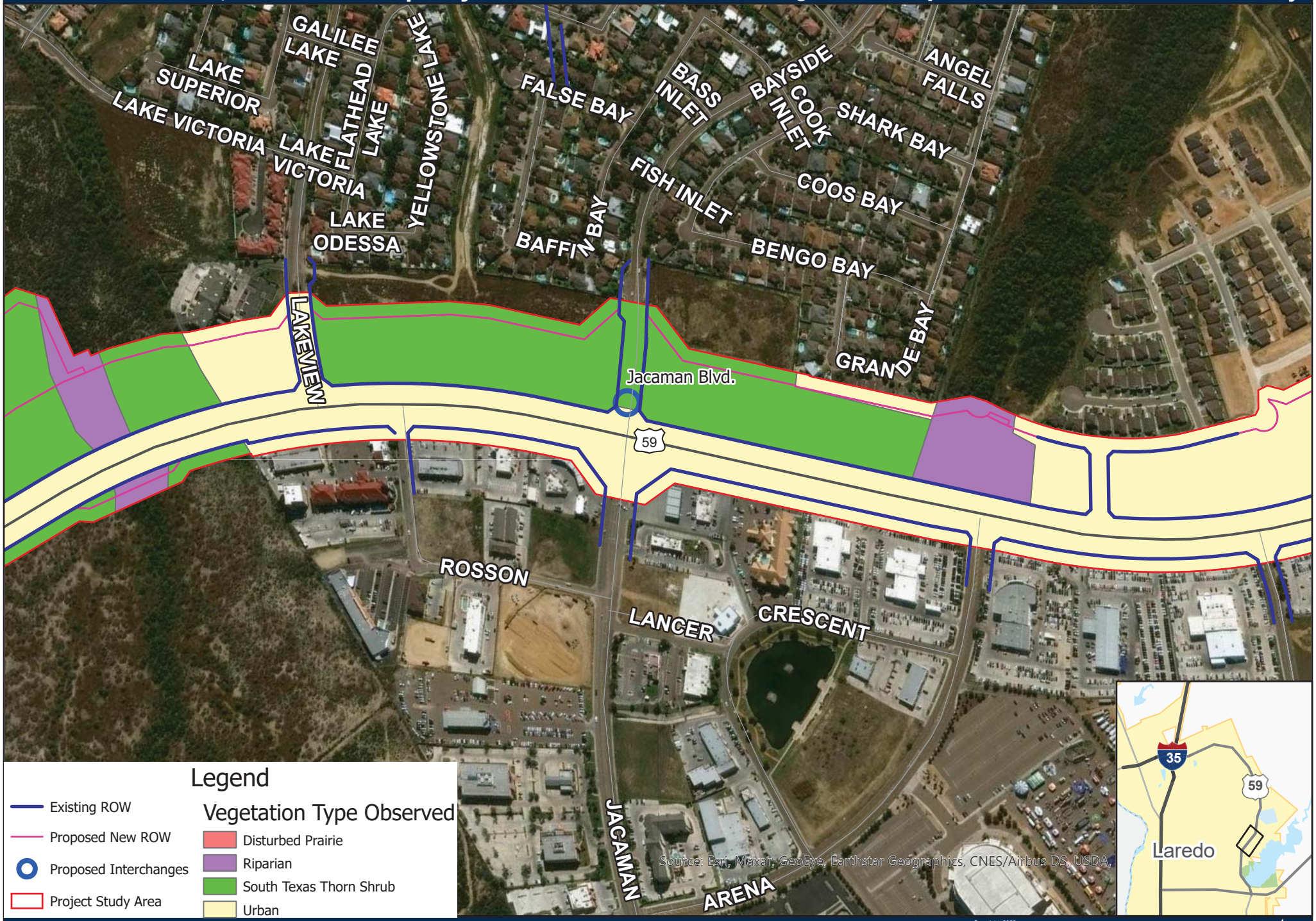
Vegetation Type Observed

- Disturbed Prairie
- Riparian
- South Texas Thorn Shrub
- Urban

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

- Existing ROW
- Proposed New ROW
- Proposed Interchanges
- Project Study Area

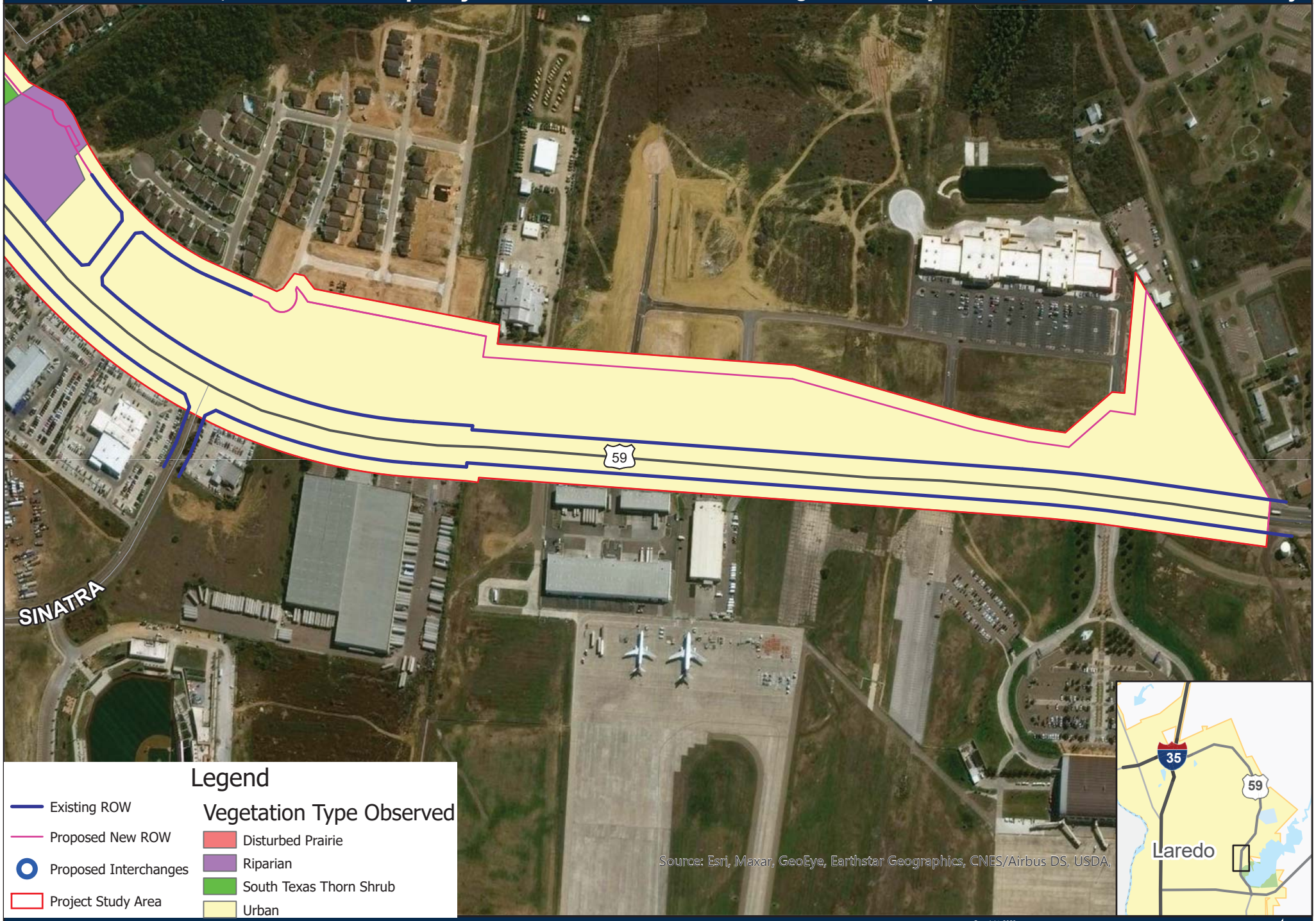
Vegetation Type Observed

- Disturbed Prairie
- Riparian
- South Texas Thorn Shrub
- Urban

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Legend

- Existing ROW
- Proposed New ROW
- Proposed Interchanges
- Project Study Area

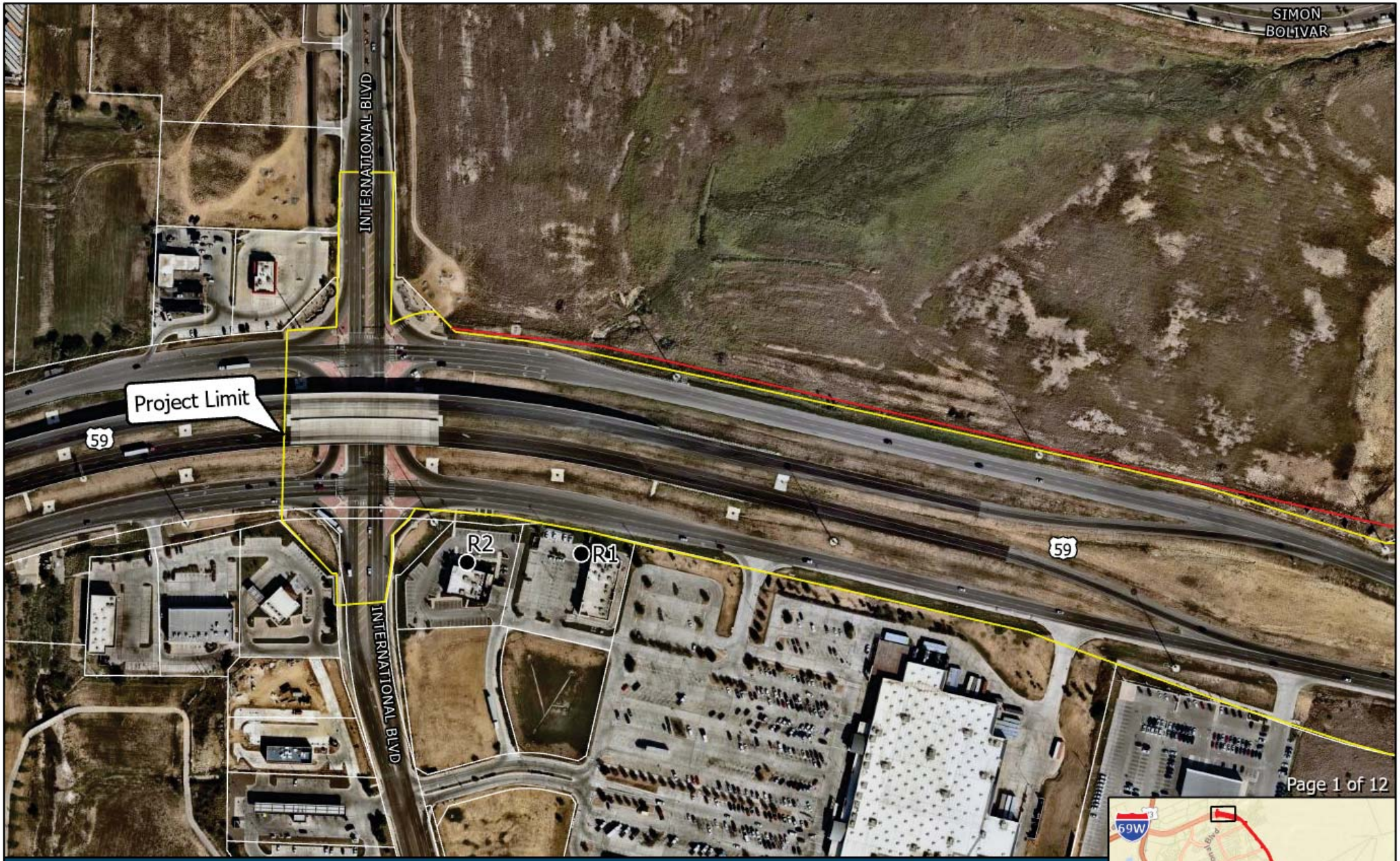
Vegetation Type Observed

- Disturbed Prairie
- Riparian
- South Texas Thorn Shrub
- Urban

0 500 1,000 Feet

Texas Department of Transportation
Laredo District
November 03, 2020

Texas Department of Transportation



Representative Receivers

US 59

From International Blvd.
to Airport Rd
Webb County, Texas
CSJ: 0086-14-058

Basemap: Google Imagery 2019

Existing ROW
Proposed ROW
Parcel Boundary
Proposed Barrier

Receiver

Non-Impacted
Impacted
Benefitted

0 150 300
Feet

Representative Receivers

US 59

From International Blvd.
to Airport Rd
Webb County, Texas
CSJ: 0086-14-058

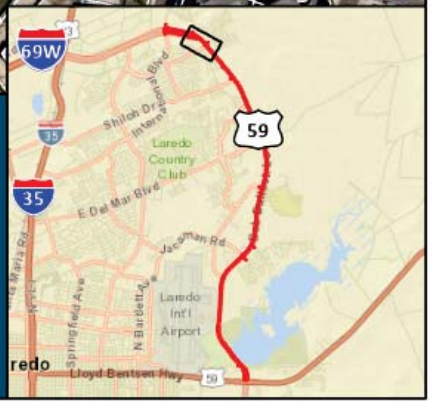
Basemap: Google Imagery 2019

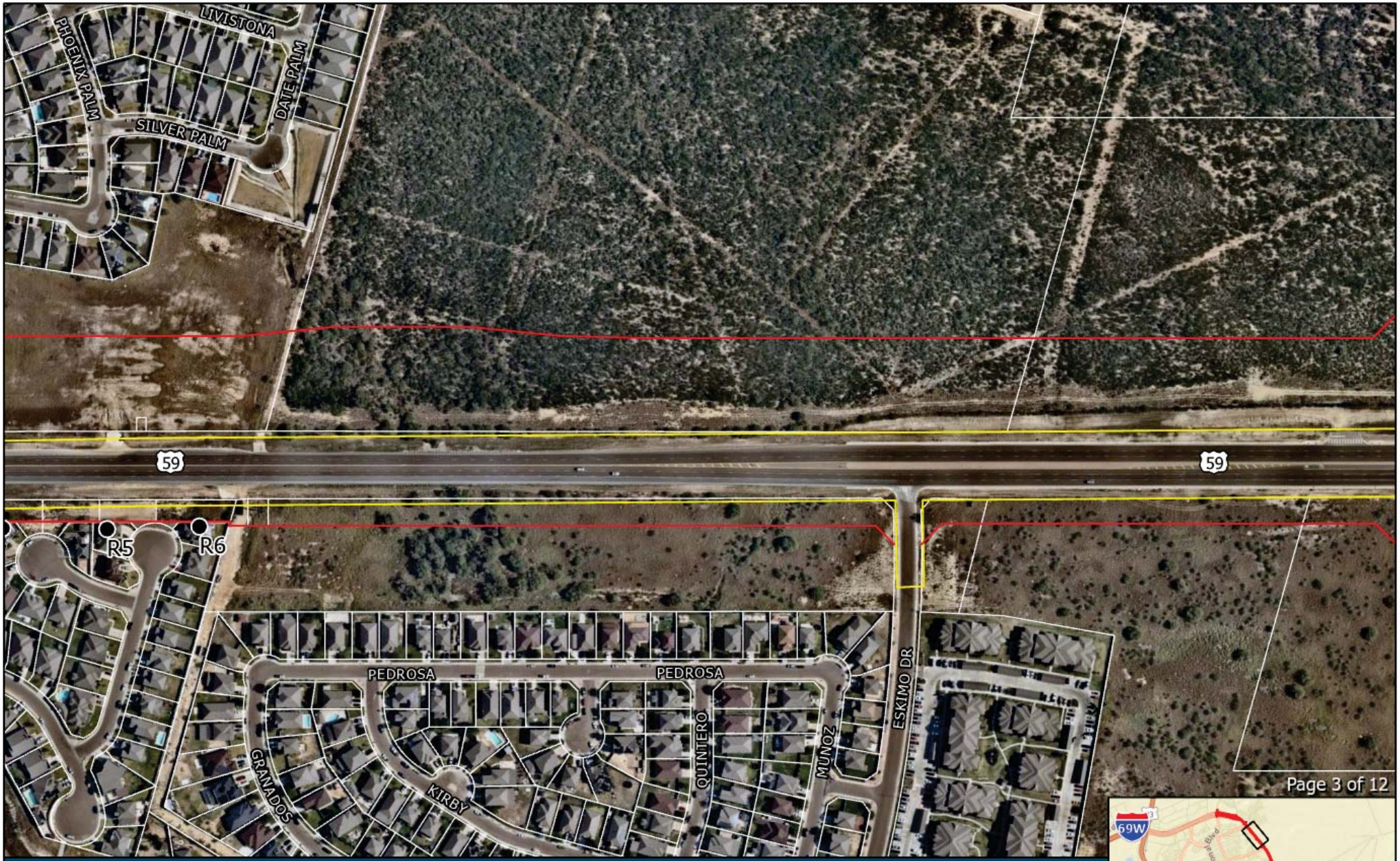
Existing ROW
Proposed ROW
Parcel Boundary
Proposed Barrier

Receiver

Non-Impacted
Impacted
Benefitted

0 150 300
Feet





Representative Receivers

US 59

From International Blvd.
to Airport Rd
Webb County, Texas
CSJ: 0086-14-058

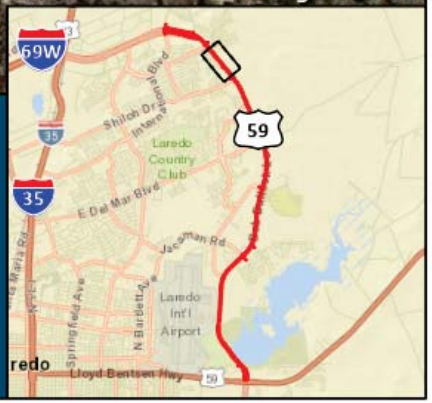
Basemap: Google Imagery 2019

Existing ROW
Proposed ROW
Parcel Boundary
Proposed Barrier

Receiver

Non-Impacted
Impacted
Benefitted

0 150 300
Feet



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From International Blvd.
to Airport Rd
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CSJ: 0086-14-058

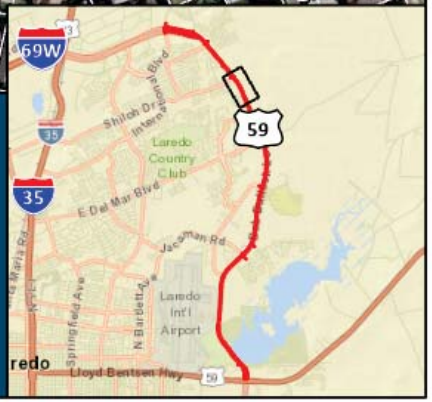
Basemap: Google Imagery 2019

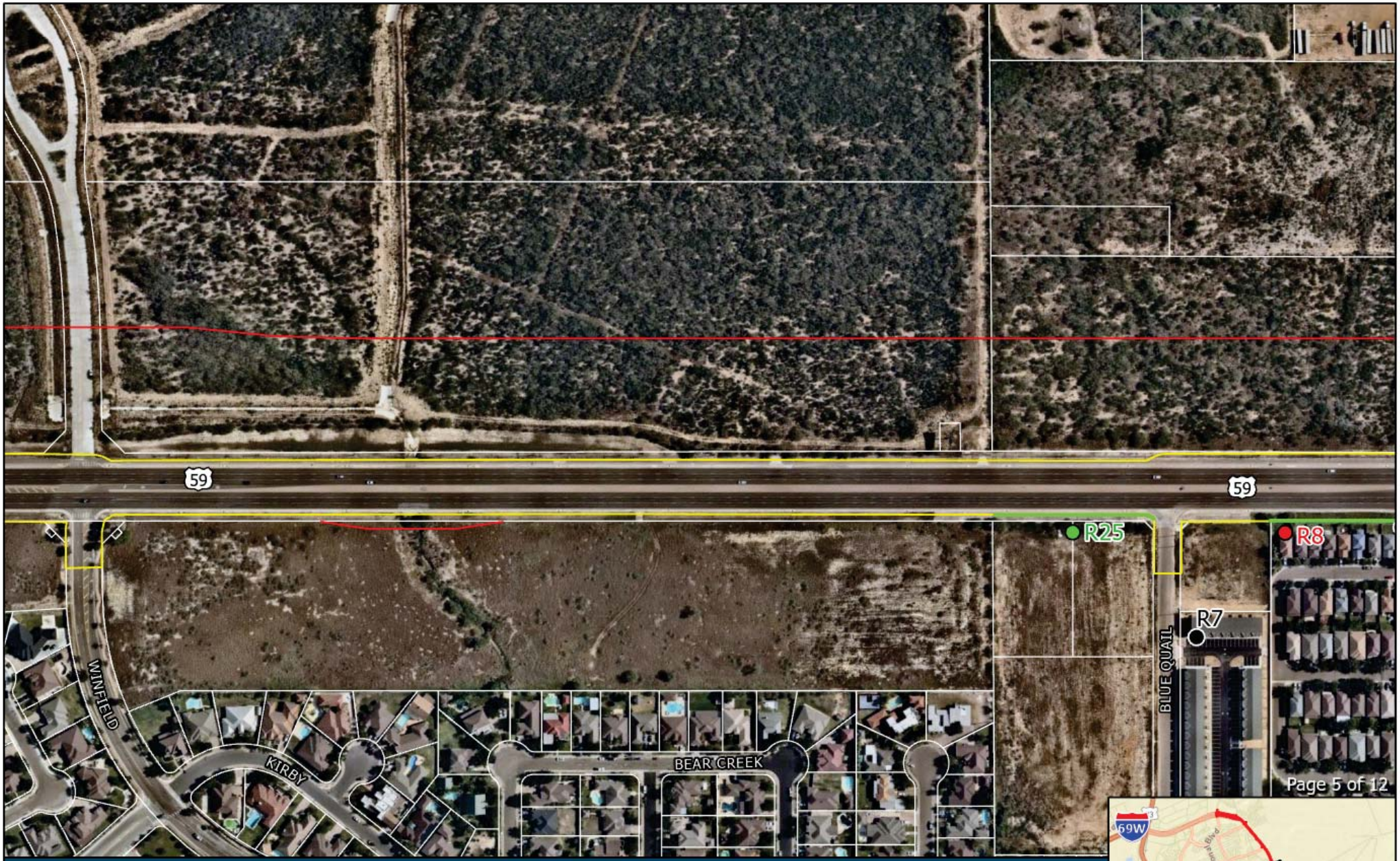
Existing ROW
Proposed ROW
Parcel Boundary
Proposed Barrier

Receiver

Non-Impacted
Impacted
Benefitted

0 150 300
Feet





Representative Receivers

US 59

From International Blvd.
to Airport Rd
Webb County, Texas
CSJ: 0086-14-058

Basemap: Google Imagery 2019

Existing ROW
Proposed ROW
Parcel Boundary
Proposed Barrier

Receiver

Non-Impacted
Impacted
Benefitted

0 150 300
Feet

Representative Receivers

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From International Blvd.
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Proposed ROW
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Feet

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Parcel Boundary
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Receiver

Non-Impacted
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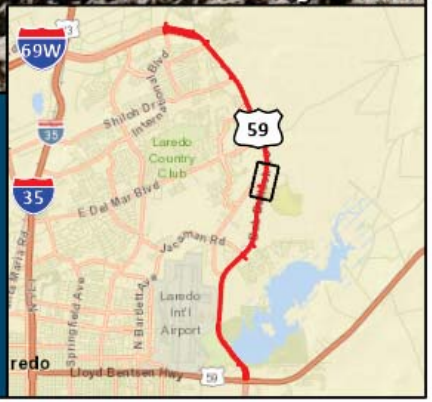
Benefitted

0 150 300
Feet



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US 59

From International Blvd.
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Basemap: Google Imagery 2019

Existing ROW

Proposed ROW

Parcel Boundary

Proposed Barrier

Receiver

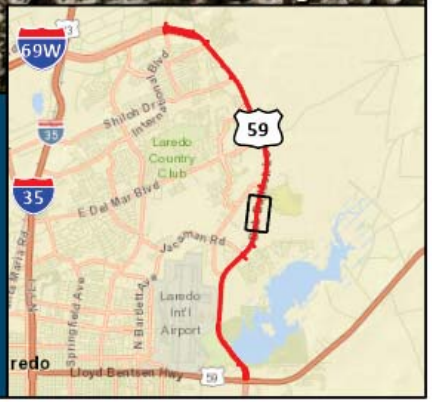
Non-Impacted

Impacted

Benefitted

0 150 300

Feet



Representative Receivers

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Webb County, Texas
CSJ: 0086-14-058

Basemap: Google Imagery 2019

Existing ROW
Proposed ROW
Parcel Boundary
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Feet

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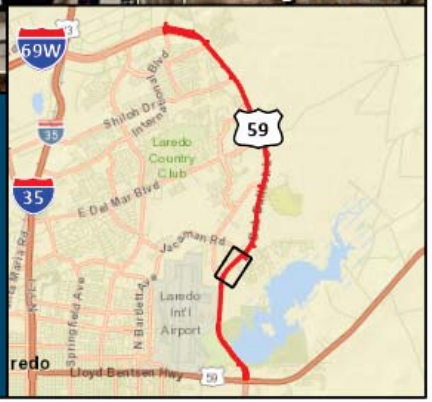
Non-Impacted
Impacted
Benefitted

0 150 300
Feet



Representative Receivers

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From International Blvd.
to Airport Rd
Webb County, Texas
CSJ: 0086-14-058

Basemap: Google Imagery 2019

Existing ROW
Proposed ROW
Parcel Boundary
Proposed Barrier

Receiver

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Impacted
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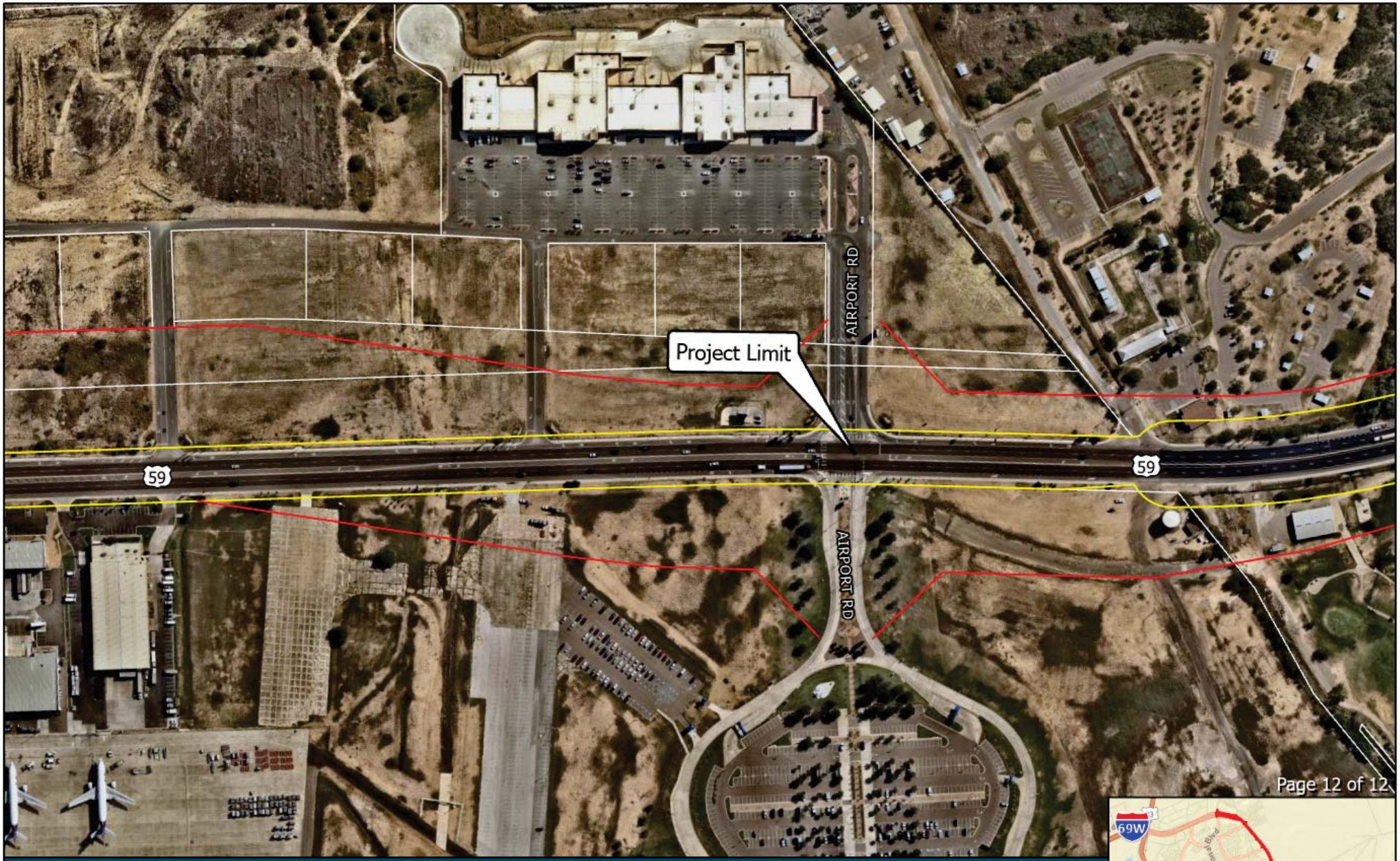
0 150 300
Feet



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0 150 300
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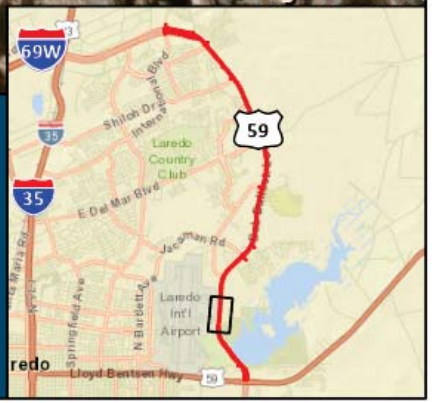
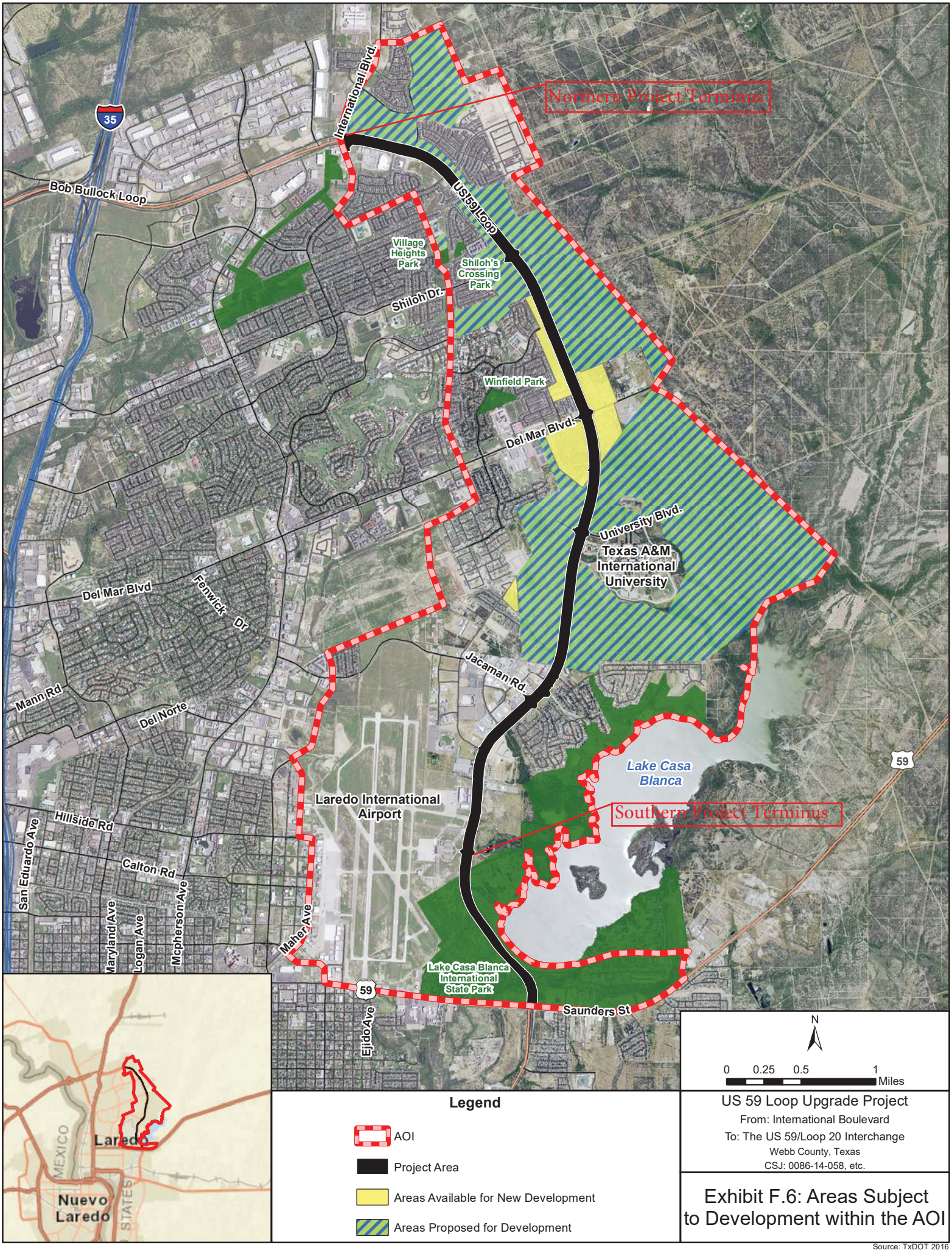




US 59 Loop Upgrade Project

From: International Boulevard

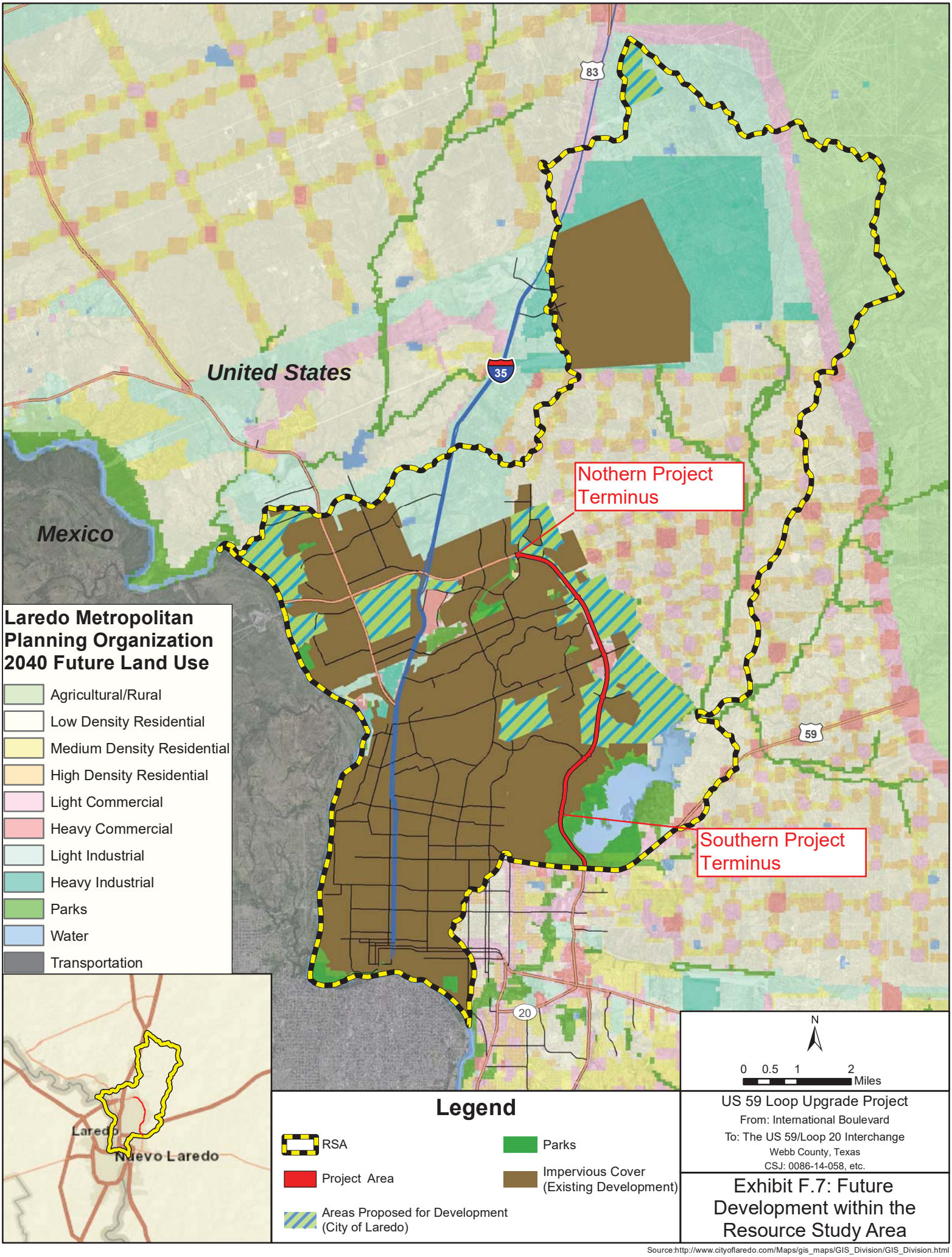
To: The US 59/Loop 20 Interchange

Webb County, Texas

CSJ: 0086-14-058, etc.

Exhibit F.6: Areas Subject to Development within the AOI

Source: TxDOT 2016


United States
Mexico
83
35
59
20
Nothern Project Terminus
Southern Project Terminus
Laredo Metropolitan Planning Organization 2040 Future Land Use
Agricultural/Rural
Low Density Residential
Medium Density Residential
High Density Residential
Light Commercial
Heavy Commercial
Light Industrial
Heavy Industrial
Parks
Water
Transportation
Laredo
Nuevo Laredo
N
0 0.5 1 2
Miles
Legend
RSA
Project Area
Areas Proposed for Development (City of Laredo)
Parks
Impervious Cover (Existing Development)
US 59 Loop Upgrade Project
From: International Boulevard
To: The US 59/Loop 20 Interchange
Webb County, Texas
CSJ: 0086-14-058, etc.
Exhibit F.7: Future Development within the Resource Study Area
Source:http://www.cityoflaredo.com/Maps/gis_maps/GIS_Division/GIS_Division.html

Appendix G – Resource Agency Coordination

Lisa Mitchell

From: NEPA <NEPA@tceq.texas.gov>
Sent: Wednesday, June 22, 2016 2:04 PM
To: Lisa Mitchell
Subject: 15-38: EA review / US 59, Laredo, Webb County, TX / CSJ 0086-14-058

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: **[CSJ: 0086-14-058, US 59 (LP 20) Upgrade to I-69W, TxDOT 15-38.**

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. TCEQ does not have any comments.

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 feel free to contact the NEPA Coordinator at (512) 239-3500 or NEPA@tceq.texas.gov.

NEPA Coordinator
TCEQ, MC-119
NEPA@tceq.texas.gov
512-239-3500

From: Lisa Mitchell [mailto:Lisa.McClain@txdot.gov]
Sent: Friday, June 03, 2016 9:16 AM
To: NEPA <NEPA@tceq.texas.gov>
Subject: EA review / US 59, Laredo, Webb County, TX / CSJ 0086-14-058

Hello,

TxDOT requests that TCEQ evaluate the US 59 project in the city of Laredo, per 43 Texas Administrative Code sections 2.305(a)(2)(B) and 2.305(b)(2)(B). TxDOT plans to upgrade US 59 (previously designated as Loop 20)/Future I-69 West to an urban expressway that meets interstate standards. The proposed project would extend from the interchange of US 59 and Loop 20 and Business 59 to International Boulevard. Additional right of way will be required. The proposed Build Alternative would upgrade US 59 to a full urban interstate expressway with three 12-foot lanes with 4-foot inside shoulders and 10-foot outside shoulders in each direction, with mainlanes separated by an approximately 3-foot tall concrete barrier. Full, one-direction frontage roads would consist of three 12-foot lanes with 4-foot inside shoulders and 14-foot outside shoulders. Mainlane overpasses would be constructed at major arterials Shiloh Road, Del Mar

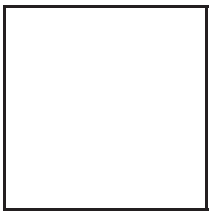
Boulevard, University Drive, Jacaman Road, and Airport Drive. Storm water drainage would typically be via underground separate storm sewers. Pedestrian and bicycle accommodations would consist of 5-foot sidewalks outside of the frontage roads and an adjacent 14-foot dual-use pathway on the east side of the east frontage road.

The proposed project is located within five miles of Segment 2304 Rio Grande Below Amistad Reservoir (From the confluence of the Arroyo Salado (Mexico) in Zapata County to Amistad Dam in Val Verde County). We are requesting TCEQ coordination on Segment 2304 because it appears on TCEQ's 2014 303(d) List as a category 5c segment, impaired due to elevated bacterial levels.

An electronic version of the Biological and Water Resource Impacts Technical Report will be transmitted to your office using our FTP system. Please let me know if you have any questions.

Thank you.

Lisa Mitchell J.D. LL.M
Environmental Specialist
Strategic Projects – Environmental Affairs Division
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701-2483
512.416.3029
Lisa.Mitchell@txdot.gov



Texas Department of Transportation®
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

July 23, 2015

Section 106 Consultation/ Antiquities Code of Texas
Transmittal of TxDOT Survey Report; *Archeological Survey of the Loop 20 Improvement Project, Webb County, Texas*
Laredo District, CSJ: 0086-14-058
THC Antiquities Permit No. 7289

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 First Amended Programmatic Agreement (PA, 2005) 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.

TxDOT conducted the Intensive Archeological Survey and examined both the existing ROW and proposed new ROW in an Area of Potential Effect (APE) totaling approximately 378.2 acres. Five previously recorded archeological sites are located within the project area consisting of 41WB357, 41WB358, 41WB359, 41WB360, and 41WB367. No new archeological sites were recorded. Three of the five sites, 41WB357, 41WB358, and 41WB359 are considered potentially eligible for listing to the NRHP and for designation as a SAL and will require additional investigation. The remaining two sites 41WB360 and 41WB367, have either scant assemblages or have extensive land modification impacts and will require no additional investigation.. In addition to sites 41HG240 and 41HG241, TxDOT recommends additional archeological investigations in the 5.9 acres that could not be accessed due to denied Right of Entry (ROE). A report of investigation is enclosed.

TxDOT seeks THC concurrence that:

1.TxDOT conducted a survey under TAC 7289 to access the potential to affect archeological historic properties (36 CFR Part 800.16(1) or State Archeological Landmarks (13 TAC 26.12) Of the five previously recorded sites revisited, sites 41WB357, 41WB358, and 41WB359 are considered potentially eligible for listing to the NRHP (36 CFR 60.4) or for designation as a SAL (13 TAC 26.8) and will require additional investigation. The remaining two sites 41WB360 and 41WB367, lack sufficient integrity of location, association, and materials (36CFR60.4) to be able to

address important questions of prehistory or history and no further archeological investigations are warranted in those areas. The remaining 5.9 acres with no ROE will require additional archeological investigations. TxDOT will complete the survey and Section 106/ Antiquities Code of Texas consultation of the remaining 18 acres once access is acquired and prior to construction.

2. Despite ROE constraints, TxDOT has conducted a good faith effort within the 378.2 acres of the APE assessed in the attached report. TxDOT requests your concurrence to revise permit 6552 to the 372.3 acres examined and the remaining inaccessible 5.9 acres be examined under a separate Texas Antiquities Permit.

3. 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. 7289. 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 that the proposed undertaking will have no effect on an archeological historic properties or State Archeological Landmarks.

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 (2005) 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/attachment: Robin Gelston, TxDOT Laredo District Environmental Coordinator; Mike Chavez, ENV-PD; Christopher Ringstaff ENV-Arch TxDOT; ENV Arch Project File

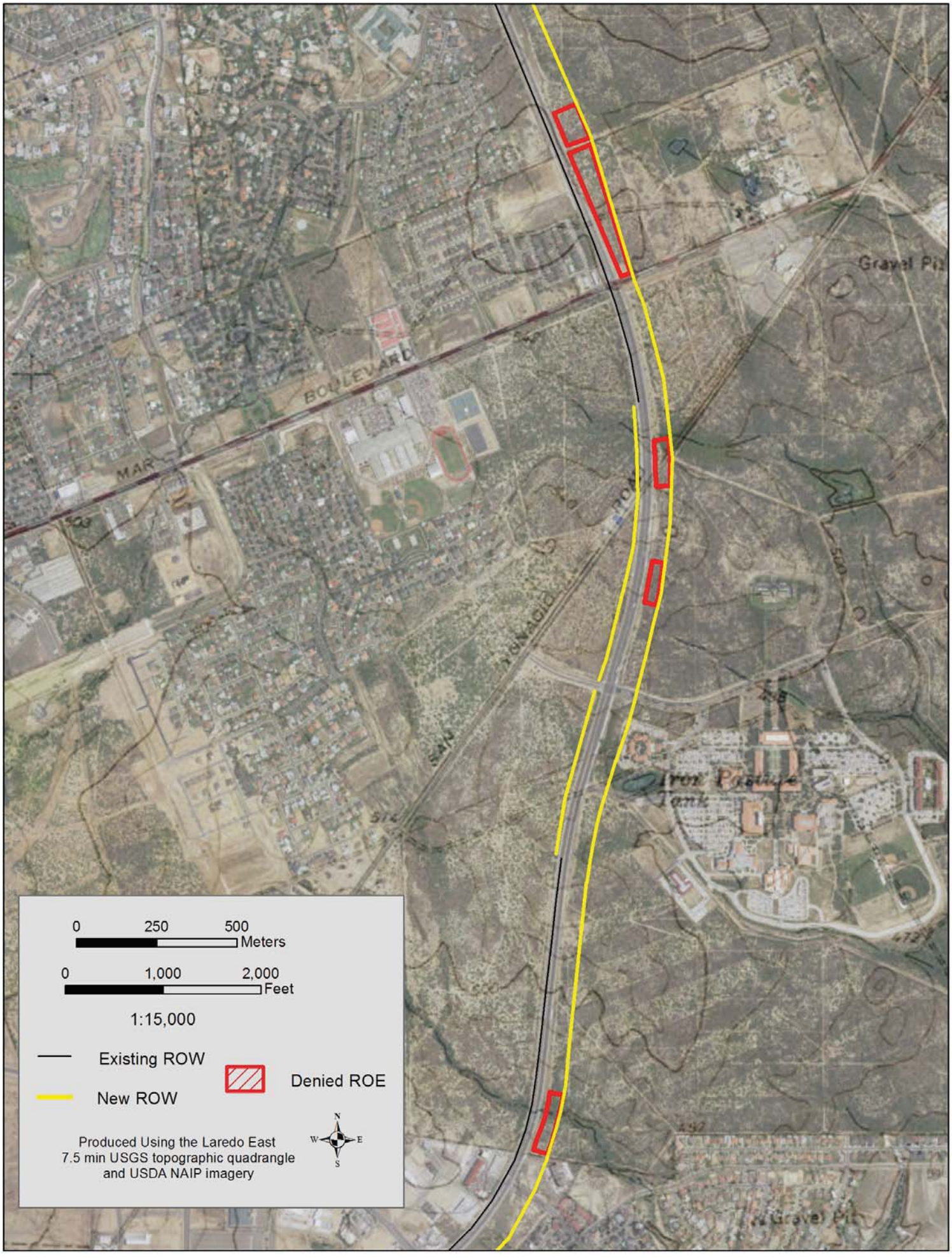
cc w/o attachments: ECOS Scan

Concurrence By:

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

7/24/15
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.


BOULEVARD
Gravel Pit
Iron Ridge
Tank
Gravel Pit
0 250 500
Meters
0 1,000 2,000
Feet
1:15,000
Existing ROW
New ROW
Denied ROE
N
W
E
S
Produced Using the Laredo East
7.5 min USGS topographic quadrangle
and USDA NAIP imagery

From: Suzanne Walsh
To: Chris Kloss
Subject: RE: Re-Coordination of CSJ # 0086-14-058
Date: Wednesday, September 23, 2020 6:00:08 PM

Chris,

Thank you for the response and consideration of my comments. I helped create fact sheets for another district so I am happy to assist the Laredo District with developing fact sheets for the species that you asked about in your email. I am going to go ahead and close the project but please let me know if you want to talk further about the fact sheets.

Thank you for submitting the following project for early coordination: US 59 from International Blvd to 0.5 miles N of East Corridor Road (CSJ: 0086-14-058). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment form submitted on August 6, 2020 and in the 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: Chris Kloss <Chris.Kloss@txdot.gov>
Sent: Monday, September 14, 2020 8:36 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: Re-Coordination of CSJ # 0086-14-058

Suzanne,

See TxDOT responses to TPWD recommendations below in Red. Please let me know if you have any additional questions or comments.

Thanks,

Chris Kloss
Environmental Coordinator
TxDOT-Laredo District
1817 Bob Bullock LP
Laredo TX, 78043
956-712-7445

From: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Friday, September 04, 2020 5:15 PM
To: Chris Kloss <Chris.Kloss@txdot.gov>
Subject: RE: Re-Coordination of CSJ # 0086-14-058

Hi Chris,

I appreciate the additional project information. Please see my comments below and let me know if you have any questions.

Thanks,
Suzanne

- TPWD recommends the Terrestrial Reptile BMPs be implemented for the following additional species: northern cat-eyed snake, massasauga, Tamaulipan spot-tailed earless lizard, western hognose snake – The Laredo district will follow TPWD recommendation and include these listed reptiles under the Terrestrial Reptiles BMPs; however, we would inquire if TPWD has already developed any informational handout / fact sheets for these species since the Laredo District currently does not have any informational handouts about these species to provide TxDOT Contractors or TxDOT personnel.

- TPWD recommends the plains spotted skunk BMPs be implemented for the following species: American badger, eastern spotted skunk, western hog-nosed ~~snake~~ skunk – It is the Laredo District opinion that due to the similarities between a plains spotted skunk and an eastern spotted skunk, most members of the general public will not be able to discern the morphological differences between these two species. Therefore, the BMPs that the Laredo

district utilizes for the plains spotted skunk will suffice for the eastern spotted skunk and no additional changes.

The Laredo District will follow TPWD recommendation and include the American badger and western hog-nosed skunk under the plains spotted skunk BMP; however, would inquire if TPWD has any information handouts / fact sheets for these two species since the Laredo District currently does not have any informational handouts on these species to provide TxDOT Contractors or TxDOT personnel.

- TPWD recommends that the Bat BMPs be implemented for the following species: hoary bat, Mexican free-tailed bat, tricolored bat – TxDOT does not agree with this recommendation. There are no existing bridges within the project limits and the existing woody vegetation that will be removed by the widening of the roadway does not have large trees or high density vegetation that would provide roosting habitat for any of the listed bat species.

- TPWD recommends that contractors should be advised to place staging areas, stock piles, and other project related sites in previously disturbed areas outside of the riparian corridor, at least 100 feet, whenever possible. Further, we recommend the Water Quality BMPs be implemented to minimize impacts:
    - Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges.
    - When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.

  This project has eight ephemeral waters located within the proposed project limits. Although the EPA and US Army Corp of Engineers have removed ephemeral waters from their regulations, TxDOT will to follow its current practice of minimizing disturbances within these features and having the Contractor place any staging area, stock piles, or other PSL only on upland sites.

- Will there be any impacts to Lake Casa Blanca International State Park from the proposed project? – The new limits of this project ends at the intersection of East Corridor Road (aka Airport Drive), which is located north of the Lake Casa Blanca International State Park. This project will have no impacts on the state park.

From: Chris Kloss <Chris.Kloss@txdot.gov>
Sent: Monday, August 31, 2020 10:00 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: Re-Coordination of CSJ # 0086-14-058

Suzanne,

We will be utilizing the Terrestrial Reptile BMPs on this project. I have attached a draft EPIC Sheet for this project that will be included into the project PS&E Sheets and a copy of the TxDOT Best Management Practices for rare species that will be presented to the TxDOT Contractor at the future Preconstruction Meeting after this project is let for bids. The Preconstruction Meeting typically take place a week or two before the Contractor actually start to work on the project.

I have also updated the Tier I Site Assessment to include the Terrestrial Reptiles BMPs in the BMPs Implemented box on page 3. See the uploaded file "0086-14-058, etc. Tier I Site Assement (8-31-2020).pdf" for this revised document.

The reticulated collared lizard is mentioned in the Tier I form due to the NDD Reports that were listed. However, both of the reports listed had a low level of confidence in their locations as depicted on the TxDOT NDD map. As the Species Analysis spreadsheet indicates, no habitat for this species was noted in the biological PSA.

The "Exhibit C Schematic.pdf" is a representation of the latest schematic showing the current project limits.

If you have any additional questions or comments, please give me a call.

Thanks,

Chris Kloss
Environmental Coordinator
TxDOT-Laredo District
1817 Bob Bullock LP
Laredo TX, 78043
956-712-7445

From: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Wednesday, August 26, 2020 6:27 PM
To: Chris Kloss <Chris.Kloss@txdot.gov>
Subject: RE: Re-Coordination of CSJ # 0086-14-058

Hi Chris,

Could you provide me a list of the BMPs that TxDOT will implement for this project. I did not see a

list and it was not clear from the documents. You mentioned reticulate-collared lizard in the Tier I form but the species analysis spreadsheet indicates that the project does not have suitable habitat.

Also, I wanted to make sure that the current schematic in ECOS is the file named "Exhibit C Schematic.pdf" as you mentioned that the project has had changes in the proposed project limits.

Thanks,
Suzanne

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Thursday, August 6, 2020 5:21 PM
To: Chris Kloss <Chris.Kloss@txdot.gov>; WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: Re-Coordination of CSJ # 0086-14-058

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 44686. 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: Chris Kloss <Chris.Kloss@txdot.gov>
Sent: Thursday, August 6, 2020 3:22 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Subject: Re-Coordination of CSJ # 0086-14-058

This project was originally coordinated with TPWD back in May 2016. Since it has been more than three years since this project was coordinated and since there has been significant changes in the proposed project limits, I am re-initiating early coordination.

All updated Biology related documents can be found uploaded in the 0086-14-058 ECOS file under the Documents/Biology. Updated Project maps and photos can be found uploaded in Documents/Projects.

We are anticipating obtaining Environmental Clearance for this project in February 2021.

If you have any questions or comments, please give me a call or send me an email.

Thanks,

Chris Kloss
Environmental Coordinator
TxDOT-Laredo District
1817 Bob Bullock LP
Laredo TX, 78043
956-712-7445

Appendix H – Public Involvement

US 59 LOOP UPGRADE

OCTOBER 2016 NEWSLETTER

IN THIS ISSUE:

TxDOT-Laredo District Office
1817 Bob Bullock Loop
Laredo, Texas 78043
(956) 712-7400

Texas Department of Transportation

The History Of the US 59 Loop

Upon the ratification and implementation of the North American Free Trade Agreement (NAFTA) in the mid-1990s, international trade between the United States, Mexico and Canada began a period of rapid growth that continues to the present day. Due to the presence of I-35 in the U.S. and an equivalent Mexican Federal Highway 2 that pass through Laredo and Nuevo Laredo respectively, our community became a logical crossing location for international trade being shipped by truck. High-capacity rail facilities that cross at Laredo and high air-freight levels at the Laredo International Airport also add to these increasing trade crossings through Laredo. This growth of international crossings at Laredo was anticipated by local government officials and TxDOT, which led to a decision in the late 1990s and early 2000s for the development of projects that would provide a route around the densely populated portions of Laredo. This resulted in the World Trade International Bridge IV and Loop 20 (now the US 59 Loop) as they are travelled today.

The Evolution of the Loop to I-69 West

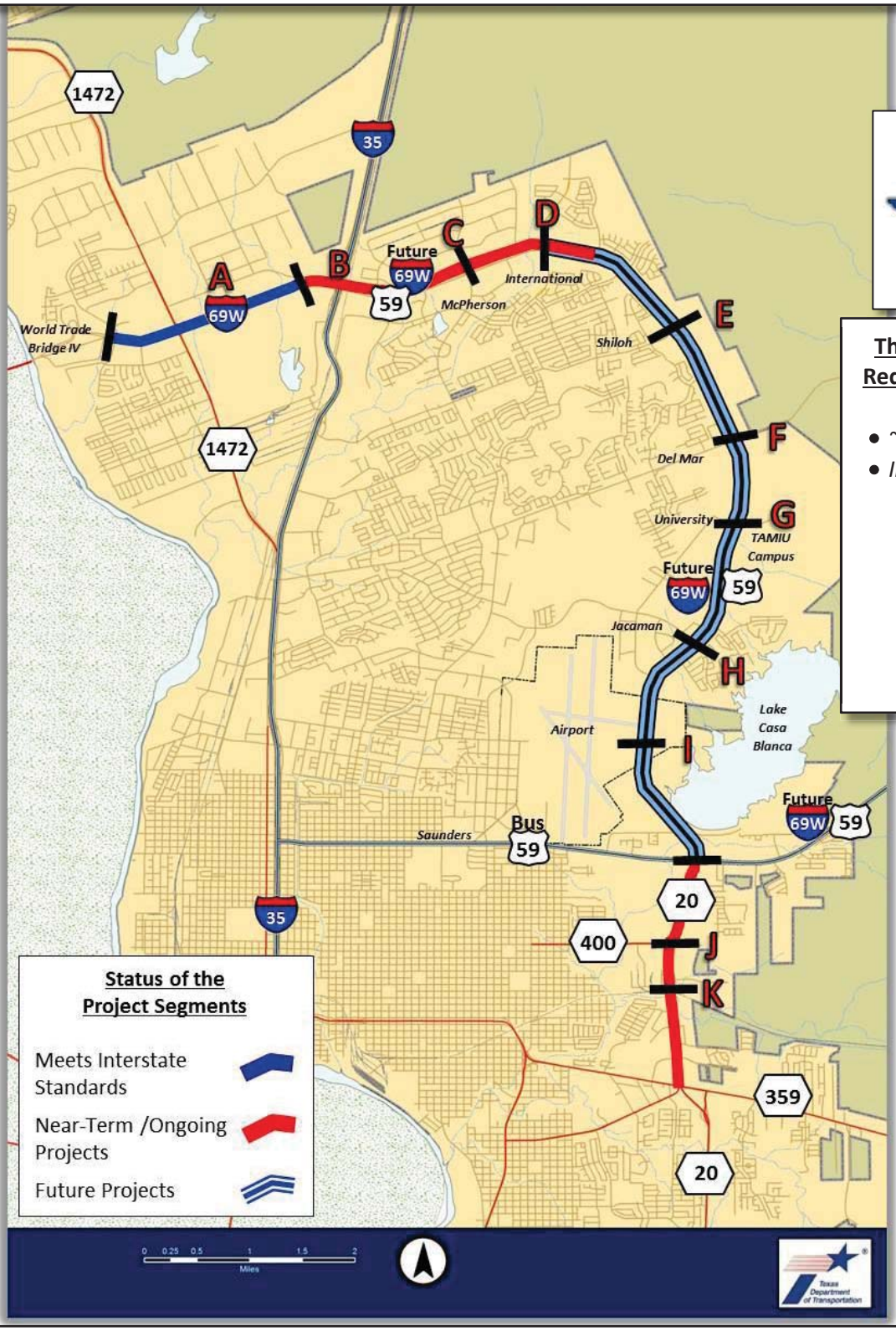
The northern portion of Loop 20 was re-designated as a part of US 59 and "Future I-69" by the Texas Transportation Commission (TTC) on February 26, 2014. As part of this redesignation, the portion of US 59 (Saunders Street) from Loop 20 (Bob Bullock Loop) to IH 35 is now designated as Business US 59. In addition, the TTC and the Federal Highway Administration (FHWA) determined that the segment of the US 59 Loop from 0.3-mile west of I-35 to the entrance to the World Trade International Bridge IV meets interstate design standards and is now officially designated as a segment of I-69 West (I-69W).

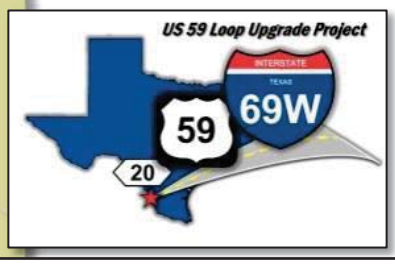
State, National and International Importance

In south Texas, I-69 will split into three branches: I-69 West in Laredo, I-69 Central in Hidalgo, and I-69 East in Brownsville. North of the south Texas split, I-69 passes through Victoria then Houston and east Texas. The northern terminus of I-69 nationally is at Port Huron, Michigan. The U.S. Congress has deemed I-69 to be a vital and high priority trade corridor between Canada, the Midwestern U.S. and Mexico. Both I-35 and I-69W are important freight corridors into Laredo. Laredo ranks as the third busiest port-of-entry of all types (land/sea/air) in the U.S.; Nuevo Laredo is the #1 port-of-entry in Mexico. According to TxDOT's 2015 Freight Mobility Plan, nearly 7 million jobs in Texas rely on freight transportation and trade with Mexico with the vast percentage of that freight passing through Laredo.

Other Related Projects on the US 59 Loop:

A. West of I-35 To The Entrance of World Trade International Bridge IV: Meets interstate standards and is currently designated as I-69W.
B. US 59 Loop over I-35/U-P RR: Construct mainlanes over I-35/Union-Pacific Railroad line *(January 2017).*
C. At McPherson Road: Construct overpass *(Open to Traffic).*
D. At International Blvd.: Construct mainlanes over International Blvd. *(Under Construction).*





The US 59 Loop Upgrade Project Requiring Additional Right-of-Way And Interchanges

- *~182-acres Additional ROW*
- *Interchanges At:*

E. At Shiloh Rd.
F. At Del Mar Blvd.
G. At University Blvd.
H. At Jacaman Rd.
I. At Airport Dr.

Other Related Projects on Loop 20:

J. At Spur 400 (Clark): Construct mainlanes over Spur 400 (Clark) *(Under Construction).*
K. At Kansas City Southern: Widen mainlane's bridge & construct frontage road bridges *(Under Construction).*

How To Get Involved

Public involvement is an important component of the US 59 Loop Upgrade Project and your feedback is highly valued. Public input is essential to the success of the project and final design.

To get more information or to submit comments on the project, please contact:

Mike Graham – Laredo District Environmental Coordinator
E-Mail: Mike.Graham@TxDOT.gov
TxDOT – Laredo District
1817 Bob Bullock Loop
Laredo, Texas 78043
Direct Phone Line: (956) 712-7742

Raul Leal – TxDOT Public Information Officer
E-Mail: Raul.Leal@TxDOT.gov
TxDOT – Laredo District
1817 Bob Bullock Loop
Laredo, Texas 78043
(956) 712-7416

Upcoming Public Meeting

The TxDOT Laredo District will host a Public Meeting to present the proposed US 59 Loop Upgrade Project. The meeting will be held in an open-house format with no formal presentation. The public will have an opportunity to view the proposed layouts, to visit with the project staff and to ask questions about the proposed project. The discussions will be in a one-on-one setting and attendees are invited to come and go at their convenience.

Spanish-speaking team members will be available at the meeting to assist with translation needs. If you require other communication needs or special accommodations, please call Raul Leal, the TxDOT Laredo Public Information Officer at (956) 712-7416 at least five business days prior to the meeting. Every reasonable effort will be made to accommodate these needs. For more information, visit txdot.gov and search keywords "US 59 Loop Upgrade".

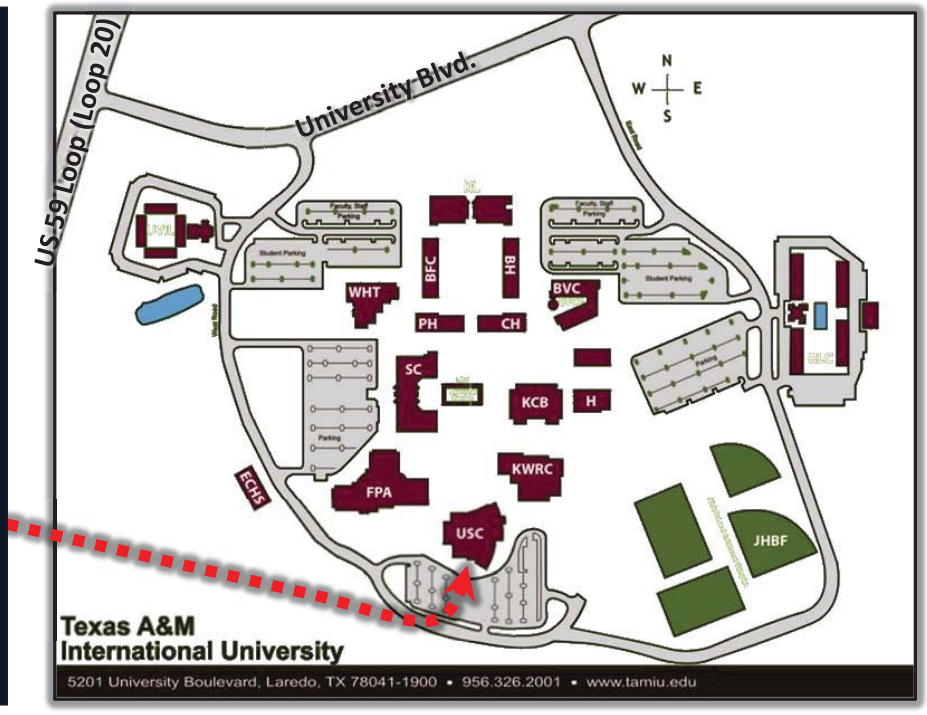
US 59 Loop Upgrade Project

Public Meeting

Thursday, December 1, 2016

5:00 p.m. to 7:00 p.m.
(Open House Format)

Texas A&M International University
at the
Zaffirini Student Success Center
Room 101



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 Dec. 17, 2014, and executed by FHWA and TxDOT.

MODERNIZACIÓN DEL LOOP US 59

BOLETÍN INFORMATIVO DE OCTUBRE 2016

EN ESTA EDICIÓN:

Oficina de TxDOT del
Distrito de Laredo
1817 Bob Bullock Loop
Laredo, Texas 78043
(956) 712-7400

Texas Department of Transportation

Historia del Loop US 59

La ratificación e implementación del Tratado de Libre Comercio de América del Norte (NAFTA, por sus siglas en inglés) a mediados de la década del '90 dio inicio a un periodo de rápido crecimiento del comercio internacional entre los Estados Unidos, México y Canadá que continúa hasta hoy. Dada la presencia de la I-35 en los Estados Unidos y su contraparte mexicana, la Carretera Federal No. 2, las cuales pasan por Laredo y Nuevo Laredo respectivamente, nuestra comunidad se convirtió en un punto lógico de cruce fronterizo para el comercio internacional realizado con camiones de carga. Las instalaciones ferroviarias de alta capacidad y los altos niveles de transporte aéreo de mercancía en el Aeropuerto Internacional de Laredo también contribuyen al crecimiento de estos cruces comerciales a través de Laredo. Este crecimiento de cruces internacionales en Laredo fue previsto por oficiales del gobierno local y por TxDOT. Dicha previsión dio lugar a que, a finales de la década del '90 y a principios del nuevo siglo, se tomara una decisión para el desarrollo de proyectos que proporcionen una ruta que pasara alrededor de las porciones altamente pobladas de Laredo. Resultado de esto fueron el World Trade International Bridge IV y el Loop 20 (ahora conocido como el Loop US 59) como los conocemos hoy en día.

Evolución del Loop a la I-69 con dirección Oeste

La sección norte del Loop 20 fue designada como parte de la US 59 y la "Futura I-69" por la Comisión de Transporte de Texas (TTC, por sus siglas en inglés) el 26 de febrero de 2014. Como parte de esta designación, la porción de la US 59 (Saunders Street) desde el Loop 20 (Bob Bullock Loop) hasta la IH 35 es ahora conocida como Business US 59. Además, la TTC y la Administración Federal de Autopistas (FHWA, por sus siglas en inglés) determinaron que el segmento del Loop US 59 comprendido desde 0.3 millas al oeste de la I-35 hasta la entrada al World Trade International Bridge IV satisface los estándares interestatales de diseño, razón por la cual se le designa actualmente como un segmento de la I-69 con dirección Oeste (I-69W, por sus siglas en inglés).

Importancia Estatal, Nacional e Internacional

En el sur de Texas, la I-69 se ramificará en tres partes: I-69 con dirección Oeste en Laredo, I-69 Central en Hidalgo, e I-69 con dirección Este en Brownsville. Al norte de la ramificación del sur de Texas, la I-69 pasa a través de Victoria, de Houston y del Este de Texas. Al norte del país, la I-69 termina en Port Huron, Michigan. El Congreso de los Estados Unidos ha calificado a la I-69 como un corredor vital y de alta prioridad para el comercio entre Canadá, la región del oeste medio de los Estados Unidos, y México. La I-35 y la I-69W son importantes corredores de transporte de mercancía hacia Laredo. Laredo está considerada como el tercer puerto de entrada más transitado de todos los tipos (tierra/mar/aire) en los Estados Unidos. Asimismo, Nuevo Laredo es el puerto de entrada número uno en México. De acuerdo al Plan de Movilidad de Transporte de Mercancía 2015 de TxDOT, aproximadamente 7 millones de puestos de trabajo en Texas dependen del transporte de mercancía y el comercio con México. Un gran porcentaje de dicha mercancía pasa por Laredo.

Necesidad y Objetivo de Modernizar el Loop US 59

Debido al rápido crecimiento del tráfico vehicular asociado con el crecimiento del comercio internacional y con el crecimiento poblacional en Laredo, el tráfico vehicular en el Loop US 59 ha aumentado a niveles que no habían sido previstos en el plan original del Loop. En general, la modernización del Loop es necesaria por las siguientes razones:

- Aumento de la población y del tráfico vehicular El rápido crecimiento de la población en Laredo ha dado lugar a un incremento en el número de vehículos. Se estima que los niveles de tráfico vehicular aumentarán en aproximadamente 70 % dentro de los siguientes 30 años a medida que la población de Laredo se duplique en ese tiempo.
- Camiones pesados. Dependiendo de la ubicación dentro del Loop US 59, los camiones representan entre 8.5 y 74 % de los vehículos que utilizan el Loop.
- Congestión de tráfico vehicular. TxDOT estudia la congestión como "Nivel de Servicio" (LOS, por sus siglas en inglés). La escala de LOS va desde "A" (sin retrasos al conducir) hasta "F" (retrasos/bloqueo del tráfico vehicular). De acuerdo a estudios recientes comisionados por TxDOT y elaborados por el Instituto de Transporte de Texas (TTI, por sus siglas en inglés) a finales de 2013, todas las intersecciones señalizadas entre la US 59/Saunders Street y el International Boulevard cuentan actualmente con una calificación igual o menor a "D" en las horas de mayor circulación vehicular.
- Accidentes de tránsito. Según datos sobre accidentes recolectados por TxDOT en 2012 y 2013, hubo 370 accidentes a lo largo del corredor del proyecto entre la US 59 y la entrada al World Trade International Bridge, con un total de 444 vehículos involucrados. El 46.6 % de estos incidentes tuvieron lugar en intersecciones con calles o caminos de entrada. Mientras que la gran mayoría de estos choques resultaron en lesiones menores o ninguna lesión, se registraron dos muertes en este periodo.

El propósito del proyecto propuesto es el de aumentar la capacidad de viaje para el tráfico vehicular local, regional e internacional, incrementar la seguridad y modernizar la vía actual para que cumpla con los estándares interestatales requeridos por la ley federal.

¿Qué se propone con esta modernización del Loop US 59?:

Se propone modernizar el corredor del Loop US 59 entre el International Boulevard y la intersección de la US 59 y el Loop 20 para convertirlo en una autopista urbana. Se propone que esta autopista incluya lo siguiente:

- Tres carriles en cada dirección.
- Construcción de vías auxiliares de acceso de tres carriles a ambos lados de los carriles principales.
- Elevar los carriles principales por encima de las intersecciones con calles, incluyendo Airport Drive, Jacaman Road, University Boulevard, Del Mar Boulevard y Shiloh Road.
- Construir aceras a cada lado y un carril para bicicletas junto a la vía auxiliar del lado este.
- Este proyecto se integrará con el proyecto del International Boulevard actualmente en construcción y con el proyecto de construcción que instalará, en un futuro no muy lejano, los carriles principales del Loop por sobre la I-35 y la línea de ferrocarril Union-Pacific. Los carriles principales sobre McPherson Road también serían completados con esos dos proyectos.

Se estima que se necesitarán aproximadamente 182 acres de derecho de paso adicional desde el este del International Boulevard hasta la actual intersección de la US 59 con el Loop 20.

¿Cuánto costará la modernización y cómo será financiada?

Usando costos actuales y sin ajustar a la inflación para años futuros, se estima que este proyecto costará más de 400 millones de dólares. Este costo total incluiría los ajustes adicionales de derecho de paso y utilidades, ingeniería y costos de construcción.

Las opciones de financiamiento para el costo total del proyecto propuesto para la US 59 están siendo actualmente desarrolladas por los gobiernos locales y TxDOT. Dependiendo del nivel de participación local en el financiamiento, se estima que estas mejoras podrían hacerse ya sea como un solo proyecto o en varias fases a lo largo de los siguientes 10 a 20 años. Si solo se utilizan fondos de transporte estatal y federal, esta obra tan necesaria *no podrá* completarse como un solo proyecto de construcción.

Peaje. *No se está considerand implementación de un peaje p este proyecto.*

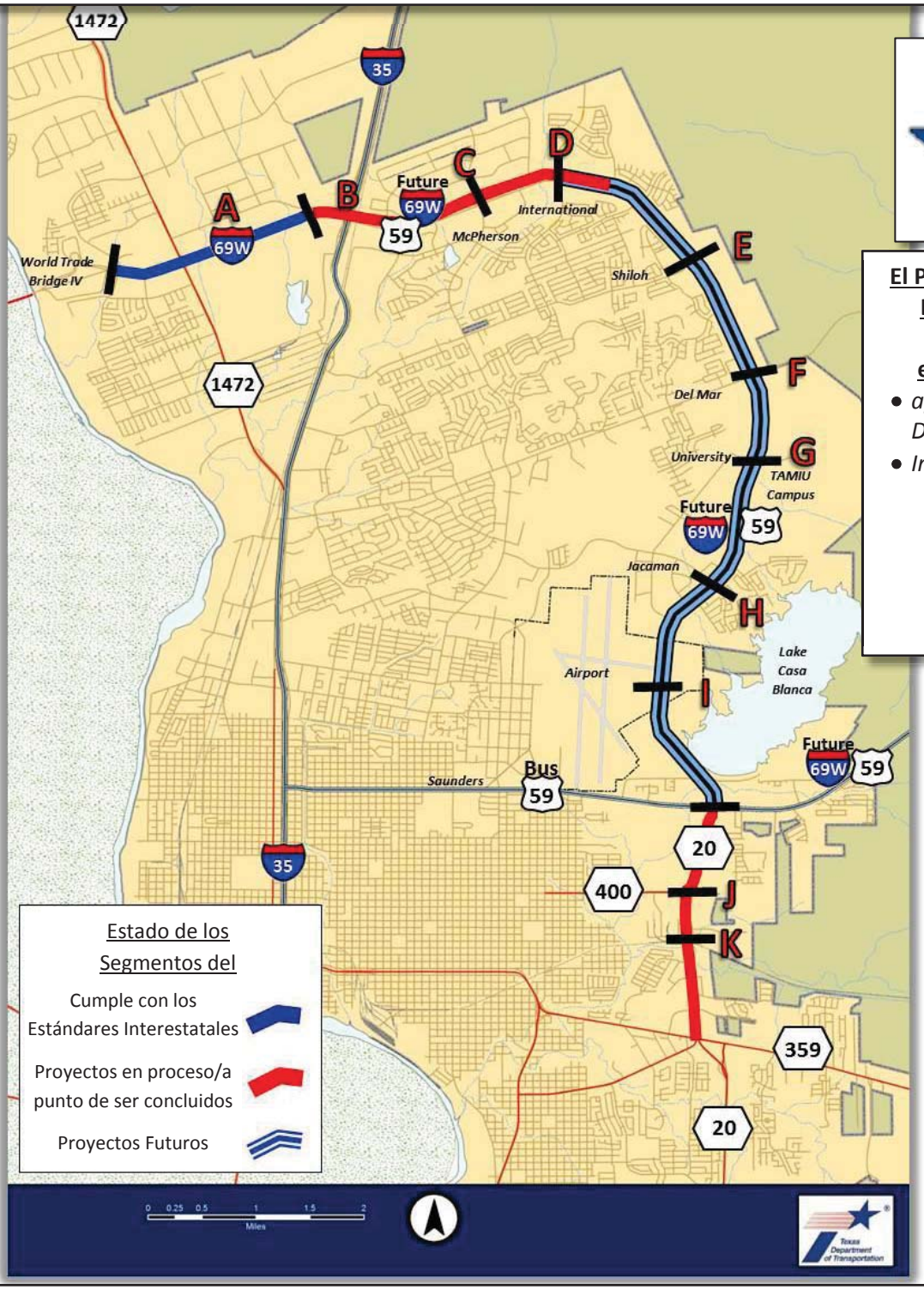
Otros proyectos relacionados en el Loop US 59:

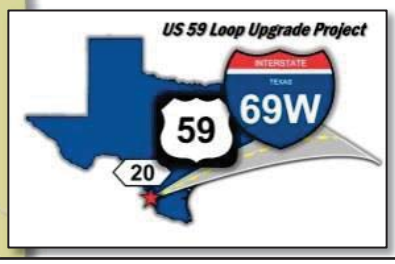
A. Desde el Oeste de la I-35 hasta la entrada al World Trade International Bridge IV: Cumple con los estándares interestatales y está actualmente designada como I-69W.

B. Loop US 59 sobre la I-35/U-P RR: Construir carriles principales sobre la I-35/Línea de Ferrocarril Union-Pacific *(enero de 2017).*

C. En McPherson Road: Construir un paso elevado *(abierto al tráfico vehicular).*

D. En el International Blvd.: Construir carriles principales por sobre el International Boulevard. *(En Construcción)*.





El Proyecto de Modernización del Loop US 59 que requiere de Derechos de Paso e Intersecciones Adicionales

- *aproximadamente 182 acres de Derecho de Paso adicional*
- *Intersecciones en:*

E. Shiloh Rd.

F. Del Mar Blvd.

G. University Blvd.

H. Jacaman Rd.

Otros proyectos relacionados en el Loop US 20:

J. En el Spur 400 (Clark): Construir carriles principales por sobre el Spur 400 (Clark) *(en construcción)*

K. En Kansas City Southern: Ampliar el puente del carril principal y construir puentes para las vías auxiliares *(en construcción).*

¿Cómo participar?

La participación pública es un componente importante del proyecto de modernización del Loop US 59 y sus comentarios son altamente valorados. El aporte del público es esencial para el éxito del proyecto y del diseño final.

Para obtener más información o para enviar comentarios sobre el proyecto, por favor contacte a:

Mike Graham – Coordinador Ambiental del Distrito de Laredo TxDOT
Correo Electrónico: Mike.Graham@TxDOT.gov
TxDOT – Distrito de Laredo
1817 Bob Bullock Loop
Laredo, Texas 78043
Línea telefónica directa: (956) 712-7742

Raul Leal – Oficial de Información Pública de TxDOT
Correo Electrónico: Raul.Leal@TxDOT.gov
TxDOT – Distrito de Laredo
1817 Bob Bullock Loop
Laredo, Texas 78043
(956) 712-7416

Siguiente Reunión Pública

La oficina de TxDOT del Distrito de Laredo organizará una Reunión Pública para presentar el proyecto propuesto de modernización del Loop US 59. El formato de la reunión consistirá de una "casa abierta" sin presentaciones formales. El público tendrá la oportunidad de ver los diseños propuestos, conversar con el personal del proyecto y hacer preguntas sobre el proyecto propuesto. Las discusiones se harán de manera personal y los asistentes están invitados a entrar y salir como más les convenga.

Se contará con la presencia de miembros hispanohablantes del equipo en la reunión para ayudar con las necesidades de traducción. Si tiene otros requisitos de comunicación o necesidades especiales, por favor llame a Raul Leal, Oficial de Información Pública de TxDOT, al (956) 712-7416 al menos cinco días hábiles antes de la reunión. Se realizarán todos los esfuerzos razonables para satisfacer estas necesidades. Para más información, visite txdot.gov y realice una búsqueda para las palabras clave "Modernización del Loop US 59".

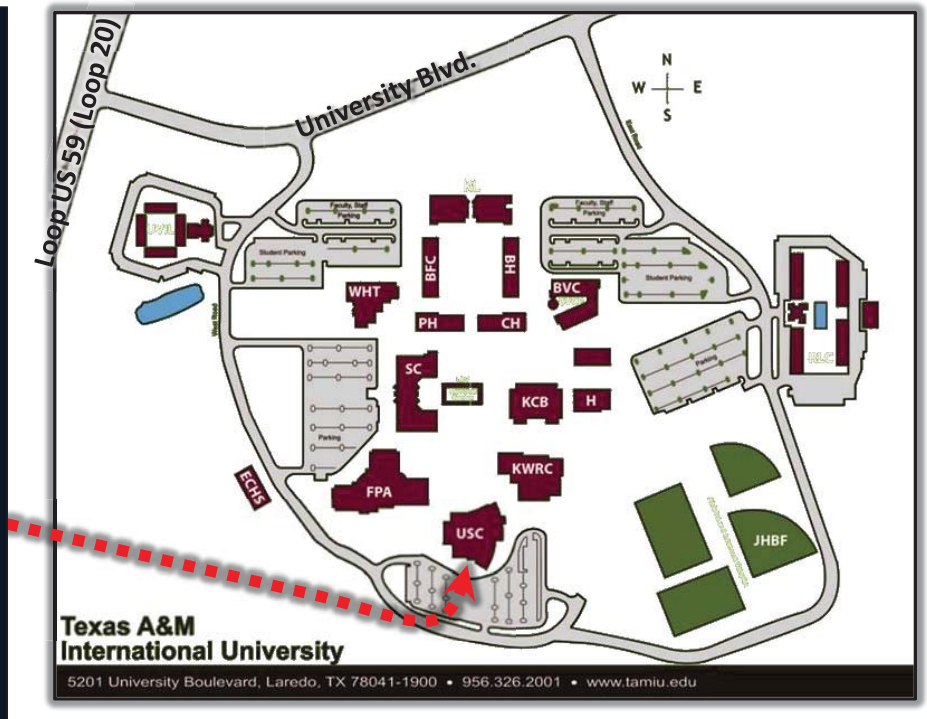
Proyecto de Modernización del Loop US 59

Reunión Pública

Jueves, 1 de diciembre de 2016

De 5:00 p.m. a 7:00 p.m.
(Formato de "Casa Abierta")

Texas A&M International University
en el
Zaffirini Student Success Center
Sala 101



De conformidad con la Sección 327 del Título 23 del Código de los Estados Unidos y un Memorándum de Entendimiento con fecha del 17 de diciembre de 2014, y ejecutado por FHWA y TxDOT, TxDOT está realizando o ha realizado la revisión ambiental, las consultas y otras acciones requeridas por las leyes ambientales federales aplicables con respecto a este proyecto.

US 59 LOOP UPGRADE

February 2017 NEWSLETTER #2

TxDOT-Laredo District Office
1817 Bob Bullock Loop
Laredo, Texas 78043
(956) 712-7400

The US 59 Loop and I-69 West

The northern portion of Loop 20 has been re-designated as a part of US 59 and "Future I-69". The portion of US 59 (Saunders Street) from west of Loop 20 (Bob Bullock Loop) to I-35 is now designated as Business US 59. In addition, the segment of the US 59 Loop from 0.3-mile west of I-35 to the entrance to the World Trade International Bridge IV is now officially designated as a segment of I-69 West (I-69W).

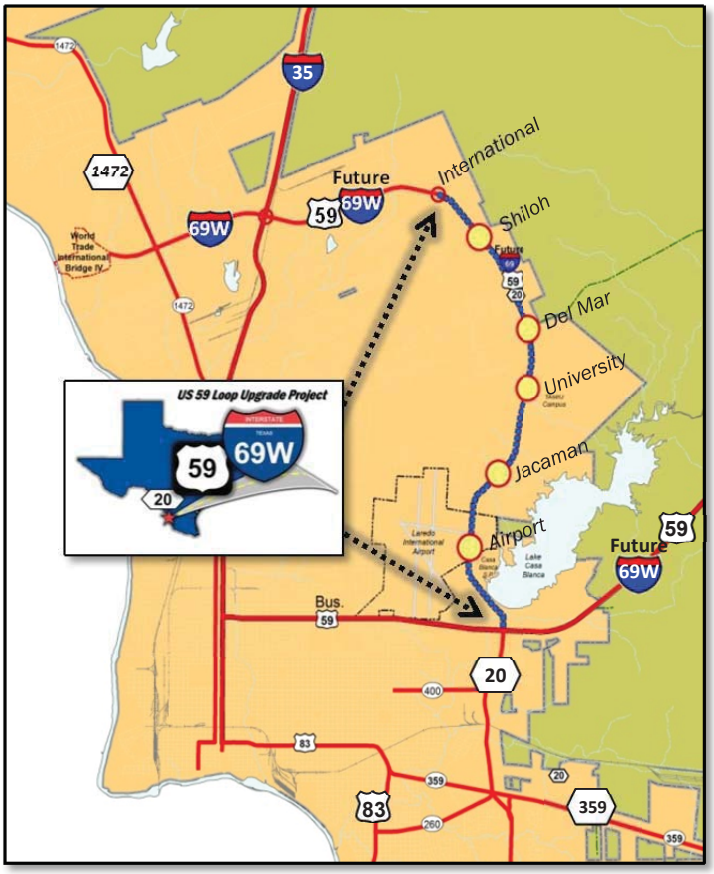
The Loop's State, National and International Importance

In south Texas, I-69 will split into three branches: I-69 West to Laredo, I-69 Central into Hidalgo County, and I-69 East to Brownsville. North of this split, I-69 passes through Houston and east Texas. The northern terminus of I-69 nationally is at Port Huron, Michigan. Both I-35 and I-69W are important freight corridors into Laredo. Based on federal crossing data, Laredo ranks as the third busiest port-of-entry of all types (land/sea/air) in the U.S.; according to Mexican officials, Nuevo Laredo is ranked as the #1 port-of-entry in Mexico. According to TxDOT's 2015 Freight Mobility Plan, nearly 7 million jobs in Texas rely on freight transportation and trade with Mexico with the vast percentage of that freight passing through Laredo.

The Need for Upgrading the US 59 Loop

Overall, upgrades to the Loop are needed due to:

- Rapid Population and Traffic Growth.
- Traffic Congestion.
- The Increasing Number of Heavy Trucks.
- Traffic Safety Concerns.
- Federal Legislative Requirements for the I-69 Corridor.



What Will It Cost And How Will It Be Funded

Using current, non-inflated future-year costs, this project is estimated to cost well over $400 million. That includes the costs for the additional right-of-way and utility adjustments, engineering and construction.

Funding options for the overall construction cost of the proposed US 59 Loop project are being developed by the local government planning organizations and TxDOT at this time. Still to be decided is whether construction proceeds along the entire 6.9-mile project corridor as one project or proceeds in phases as funds become available over the next 10-20 years.

Direct Tolling. *Not currently under consideration.*

What Is Proposed With The US 59 Loop Upgrade:

The US 59 Loop corridor between the International Boulevard and the US 59/Loop 20 intersection is proposed to be upgraded to an urban interstate freeway. This freeway facility is proposed to include:

- Three mainlanes in each direction.
- Three-lane frontage roads on each side of the mainlanes.
- Mainlane bridges over the major street crossings at Airport Drive, Jacaman Road, University Boulevard, Del Mar Boulevard and Shiloh Road.
- Constructing sidewalks on each side plus a 10-ft. bicycle path adjacent to the east-side frontage road.
- This project will integrate with the International Boulevard project that is under construction and the near future construction project of constructing the Loop mainlanes over the I-35 and the adjacent Union-Pacific Railroad line. The mainlanes over McPherson Road would also be completed with those two projects. This project would also integrate with the Spur 400 (Clark Blvd.) project that is currently under construction.

It is anticipated that approximately 184-acres of additional right-of-way would be needed to upgrade the US 59 Loop from east of International Boulevard to the existing US 59/Loop 20 Interchange. Minor impacts are anticipated to the Casa Blanca Golf Course and the Lake Casa Blanca State Park as a result of the additional right-of-way needed from these two Webb County owned properties. However, both of these park facilities would continue to be fully operational as a golf course and state park with the State Park entrance realigned to a much safer location off of Ranchito Road.

How To Get Involved:

Public involvement is an important component of the US 59 Loop Upgrade Project and your feedback is highly valued. Public input is essential to the success of the project and final design. For more information, visit *www.txdot.gov* and search keywords *"US 59 Loop"*.

To get more information or to submit comments on the project, please contact:

Mike Graham – Laredo District Environmental Coordinator
E-Mail: *Mike.Graham@TxDOT.gov*
TxDOT – Laredo District
1817 Bob Bullock Loop
Laredo, Texas 78043
Phone: (956) 712-7742

Raul Leal – TxDOT Public Information Officer
E-Mail: *Raul.Leal@TxDOT.gov*
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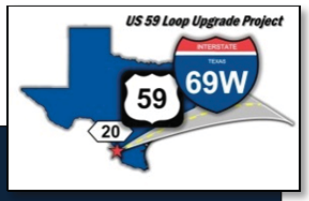


The 2nd US 59 Loop Upgrade Project Public Meeting
& The Chapter 26 Parks & Wildlife Code Public Hearing

March 28, 2017
Open House: 5:00 p.m. to 6:00 p.m. and after the Hearing until 7:00 p.m.
Chapter 26 (PWC) Public Hearing: 6:00 p.m.
Texas A&M International University at the Western Hemispheric Trade Center – Room 111

Spanish-speaking team members will be available at the meeting to assist with translation needs. If you require other communication needs or special accommodations, please contact Raul Leal, the TxDOT Laredo Public Information Officer at least five days before the public meeting. All reasonable efforts will be made to accommodate your request.

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 Dec. 17, 2014, and executed by FHWA and TxDOT.

MODERNIZACIÓN DEL LOOP US 59

BOLETÍN INFORMATIVO No. 2 - Febrero de 2017

Texas Department of Transportation
Oficina de TxDOT
del Distrito de Laredo
1817 Bob Bullock Loop
Laredo, Texas 78043
(956) 712-7400

El Loop US 59 y la I-69 West

La porción norte del Loop 20 ha sido ahora designada como parte de la US 59 y "Futura I-69". La porción de la US 59 (Saunders Street) desde el oeste del Loop 20 (Bob Bullock Loop) hasta la I-35 se llamará ahora Business US 59. Además, el segmento del Loop US 59 comprendido desde 0.3 millas al oeste de la I-35 hasta la entrada al World Trade International Bridge IV se conoce ahora oficialmente como un segmento de la I-69 con dirección Oeste (I-69W, por sus siglas en inglés).

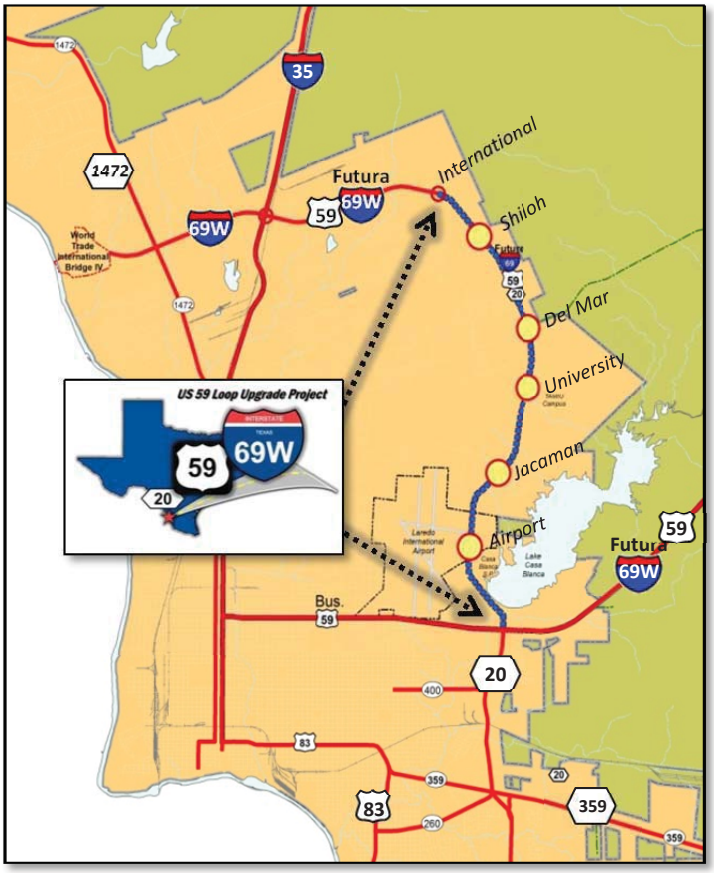
Importancia Estatal, Nacional e Internacional del Loop

En el sur de Texas, la I-69 se ramificará en tres partes: I-69 West a Laredo, I-69 Central al Condado de Hidalgo, e I-69 East a Brownsville. Al norte de esta ramificación, la I-69 atravesará Houston y el este de Texas. Al norte del país, la I-69 termina en Port Huron, Michigan. La I-35 y la I-69W son importantes corredores de transporte de mercancía hacia Laredo. De acuerdo a información federal sobre cruce de fronteras, Laredo está considerada como el tercer puerto de entrada más transitado de todos los tipos (tierra/mar/aire) en los Estados Unidos. Asimismo, y de acuerdo a las autoridades mexicanas, Nuevo Laredo es el puerto de entrada número uno en México. De acuerdo al Plan de Movilidad de Transporte de Mercancía 2015 de TxDOT, aproximadamente 7 millones de puestos de trabajo en Texas dependen del transporte de mercancía y el comercio con México. Un gran porcentaje de dicha mercancía pasa por Laredo.

Necesidad de Modernizar el Loop US 59

En general, la modernización del Loop es necesaria por las siguientes razones:

- Rápido aumento de la población y del tráfico vehicular.
- Congestión del tráfico vehicular.
- Incremento en el número de camiones pesados.
- Preocupaciones sobre la seguridad en el tráfico vehicular.
- Requerimientos legislativos federales para el corredor I-69.



¿Cuánto costará la modernización y cómo será financiada?

Usando costos actuales y sin hacer ajustes para la inflación en años futuros, se estima que este proyecto costará más de 400 millones de dólares. Este costo total incluiría los costos de los ajustes adicionales de derecho de paso y utilidades, ingeniería y construcción.

Las opciones de financiamiento para el costo total de construcción del proyecto propuesto para el Loop US 59 están siendo actualmente desarrolladas por TxDOT y las organizaciones de planificación de los gobiernos locales. Todavía está por decidirse si la construcción se hará (1) a lo largo de la totalidad del corredor de 6.9 millas del proyecto como un solo proyecto o (2) en diferentes fases de acuerdo a la disponibilidad de fondos durante los siguientes 10 a 20 años.

Peaje directo. *No está actualmente en consideración.*

¿Qué se propone con esta modernización del Loop US 59?:

Se propone modernizar el corredor del Loop US 59 entre el International Boulevard y la intersección de la US 59 y el Loop 20 para convertirlo en una autopista interestatal urbana. Se propone que esta autopista cuente con lo siguiente:

- Tres carriles principales en cada dirección.
- Vías auxiliares de acceso de tres carriles a ambos lados de los carriles principales.
- Puentes para los carriles principales por encima de las intersecciones con las siguientes calles: Airport Drive, Jacaman Road, University Boulevard, Del Mar Boulevard y Shiloh Road.
- Construir banquetas a cada lado y un carril de diez pies de ancho para bicicletas junto a la vía auxiliar del lado este.
- Este proyecto se integrará con el proyecto del International Boulevard actualmente en construcción y con el proyecto de construcción que instalará, en un futuro no muy lejano, los carriles principales del Loop por sobre la I-35 y la línea de ferrocarril Union-Pacific adyacente. Los carriles principales sobre McPherson Road también serían completados con esos dos proyectos. Este proyecto también se integraría con el proyecto del Spur 400 (Clark Blvd.) que se encuentra actualmente en construcción.

Se estima que se necesitarán aproximadamente 184 acres de derecho de vía adicional para modernizar el Loop US 59 desde el este del International Boulevard hasta la actual intersección de la US 59 con el Loop 20. Se estima que habrá impactos menores a Campo de Golf Casa Blanca y al Parque Estatal Lake Casa Blanca como resultado del derecho de vía adicional que se necesita de estas dos propiedades del Condado de Webb. Sin embargo, estas dos instalaciones de parque seguirían operando con normalidad como cancha de golf y como el parque estatal, con la entrada al Parque Estatal en una ubicación mucho más segura junto a Ranchito Road.

¿Cómo participar?:

La participación del público es un componente importante del proyecto de modernización del Loop US 59 y sus comentarios son altamente valorados. El aporte del público es esencial para el éxito del proyecto y del diseño final. Para más información, visite *www.txdot.gov* y realice una búsqueda para las palabras clave *"Loop US 59"*.

Para obtener más información o para enviar comentarios sobre el proyecto, por favor contacte a:

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Segunda reunión pública sobre el Proyecto de Modernización del Loop US 59 y audiencia pública sobre el Capítulo 26 del Código de Parques y Vida Salvaje
28 de marzo de 2017
Casa Abierta: de 5:00 p. m. a 6:00 p. m. y después de la Audiencia hasta las 7:00 p. m.
Audiencia Pública sobre el Capítulo 26 del Código de Parques y Vida Salvaje: 6:00 p. m.
Sala 111 del Western Hemispheric Trade Center de Texas A&M International University

La reunión contará con la presencia de miembros hispanohablantes del equipo para ayudar con las necesidades de traducción. Si tiene otros requisitos de comunicación o necesidades especiales, por favor contacte a Raul Leal, Oficial de Información Pública de TxDOT, al menos cinco días antes de la reunión. Se realizarán todos los esfuerzos razonables para atender su solicitud.

De conformidad con la Sección 327 del Título 23 del Código de los Estados Unidos y un Memorándum de Entendimiento con fecha del 17 de diciembre de 2014, y firmado por FHWA y TxDOT, TxDOT está realizando o ya ha realizado la revisión ambiental, las consultas y otras acciones requeridas por las leyes ambientales federales aplicables con respecto a este proyecto.