



# **Finding of No Significant Impact for a NEPA Assigned Federal Aid Project**

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**Proposed Action:** Interstate Highway (IH) 30

**Project Limits:** From Cooper Street to State Highway (SH) 161, including the IH 30/SH 360 interchange

**City:** Arlington and Grand Prairie      **County:** Tarrant and Dallas      **State:** Texas

**TxDOT CSJ(s):** 1068-02-076, -104, -127; and 1068-04-903

In accordance with 23 CFR Section 771.119 and Section 771.121, the Texas Department of Transportation (TxDOT) has determined that the IH 30 Project will not have a significant impact on the human or natural environment.

This Finding of No Significant Impact (FONSI) for the Preferred Alternative is based on the final Environmental Assessment dated August 2015 and the entire project record. This decision documents the selection of the Preferred Alternative, presented in the final EA as the Build Alternative.

The Build Alternative involves the construction of a fully directional, multi-level IH 30/SH 360 interchange providing direct-connecting ramps for all freeway-to-freeway traffic movements. The proposed interchange will require reconstructing the SH 360 main lanes from north of Avenue J to Road to Six Flags Street; widening the existing main lanes from Brown Boulevard/Avenue K to north of Avenue J; and reconstructing the one-way, continuous frontage roads along SH 360 within the project limits. The proposed improvements to IH 30 will provide up to ten general-purpose lanes and auxiliary lanes from Cooper Street to SH 161. Two reversible managed lanes will be provided from Center Street to SH 161, tying into the existing two-lane reversible managed lane system in Dallas County. Selected main lane widening, ramp improvements, and restriping will be utilized to create the proposed number of lanes and reversible managed lanes. The limits and general configuration of the existing IH 30 frontage roads will not be altered, except that one-way collector-distributor roadways between Ballpark Way and Six Flags Drive will be constructed to facilitate access between the IH 30 ramps and the local street network. The proposed improvements to IH 30 include reconstructing portions of Copeland Road, Six Flags Drive, Avenue F, Avenue G, Great Southwest Parkway, and the Union Pacific Railroad (UPRR) bridge over IH 30. The proposed project design includes improvements for bicycle and pedestrian facilities, where practicable. Approximately 13.9 acres of new right of way (ROW) will be required, in addition to 0.2 acre of drainage easements and 0.3 acre for temporary construction easements. The proposed project will displace seven commercial buildings and one advertising billboard or affect these structures in a manner that will prevent the structures from continuing to operate. Affected buildings include one fast-food restaurant, three gas stations with convenience stores, one car wash, one tire and rim repair business, and one motel building will be displaced or affected in a manner that will likely prevent further operation.

A Notice of Availability of the draft EA was issued on May 31, 2015.

A public hearing for this project was held on June 30, 2015.

Several changes to the draft EA were made as a result of comments received on the draft EA during the posted comment period or from comments made at the public hearing. In several instances where property owners expressed concerns about impacts to adjacent properties, TxDOT staff subsequently met with the property owners and made modifications to the preliminary schematic design to avoid or



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minimize impacts to adjacent property owners. In addition, upon the City of Arlington's notification that a parcel within the Johnson Creek floodplain is part of the Parks and Recreation Department inventory, TxDOT coordinated closely with the city to ensure that federal and state requirements were satisfied with regard to the acquisition of ROW from the parcel. This coordination resulted in the determination that the parcel is not subject to the requirements of Section 4(f) of the U.S. Department of Transportation Act of 1966, and the requirements of Chapter 26 of the Texas Parks and Wildlife Code will be met prior to any acquisition of this city-owned property for transportation use.

A Public Hearing Summary and Analysis report and certification that the required hearing was held have been prepared and are available for review on request.

The final EA, the Public Hearing Summary and Analysis report, and reports contained in the file of record have been independently evaluated by TxDOT and determined to adequately and accurately discuss the need, purpose, alternatives, environmental issues, impacts of the proposed project, and appropriate mitigation measures. These documents provide sufficient evidence and analysis for determining that preparation of an Environmental Impact Statement is not required. These documents are incorporated by reference into this decisional document.

Based upon TxDOT's review and consideration of the analysis and evaluation contained in the EA for this project, and after careful consideration of all social, economic, and environmental factors, including input from the public involvement process, TxDOT hereby issues this Finding of No Significant Impact for the IH 30 Project from Cooper Street to SH 161, including the IH 30/SH 360 interchange.

TxDOT will ensure adherence and completion of all project commitments described in the final EA August 2015, Section 6.0. TxDOT will ensure that any and all local, state, or federal permit requirements and conditions are met and otherwise complied with.

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 the Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

TxDOT Environmental Affairs Division Director

Date