



## **Amendment to Open-Ended (d) Categorical Exclusion Classification Request Form**

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District environmental staff must use this form if there are changes to the project description or preliminary schematic previously provided to ENV with an Open-Ended (d) Categorical Exclusion Classification Request Form. District environmental staff will complete this form and receive ENV's approval prior to proceeding with public involvement or issuing an open-ended (d) categorical exclusion determination for the project.

By requesting ENV's approval, district environmental staff is certifying that this project is expected to meet the requirements of 23 CFR 771.117 and 40 CFR 1508.4 (or, for a state project, 43 TAC 2.81), and that there is no potential for significant environmental impacts that would warrant preparation of an environmental impact statement.

If at any time during the environmental review it becomes apparent that this project is not expected to meet the requirements of 23 CFR 771.117 and 40 CFR 1508.4 (or, for a state project, 43 TAC 2.81), or that there is a potential for significant environmental impacts, district environmental staff will not proceed with a CE determination, and will instead prepare an environmental assessment or environmental impact statement, as appropriate.

Prior to issuing a notice and opportunity to comment, notice of public meeting, notice affording an opportunity for a public hearing, or notice of public hearing, district environmental staff must email the draft notice to the ENV Project Delivery personnel assigned to their district for review. Additionally, prior to holding a public meeting or public hearing, district environmental staff must email the anticipated meeting or hearing presentation materials to the ENV Project Delivery personnel assigned to their district for review.

If the information provided in the Project Description or Proposed Facility sections of this form or the preliminary schematic for the project changes at any time, district environmental staff must submit an Amendment to Open-Ended (d) Categorical Exclusion Classification Request Form and receive ENV's approval before proceeding.

ENV's approval to proceed with an open-ended (d) CE classification is not the final CE determination. District environmental staff must proceed with conducting the CE analysis and any further public involvement or technical analyses detailed below, and then make a final CE determination in ECOS, if warranted.

Project Name: **Interstate Highway 35W**

Project Limits From: **County Road 604/County Road 707**

Project Limits To: **US Highway 67**

Control Section Job Number (CSJ): **CSJ 0014-03-087**

District(s): **Fort Worth District**

County(ies): **Johnson County**

Description of Changes:



The Open-Ended (d) Categorical Exclusion Classification Request Form stated “Surface Water Analysis – Some or all regulated activity in jurisdictional waters will be authorized under a non-reporting NWP 14. This project is federally funded and therefore is subject to EP 11990, Protection of Wetlands, and will not involve construction in any wetlands.”

The design was refined to allow for the use of existing culverts to convey water; therefore, these structures are not being extended. Due to this change, the proposed project will not be affecting any jurisdictional waters and as a result would not require authorization under a non-reporting NWP 14.

Updated Project Description:

The Project Description remains unchanged from what was reported in the Open-Ended (d) Categorical Exclusion Classification Request Form. The Project Descriptions is as follows:

Project activities would occur along Interstate Highway 35 West (IH 35W) from United States Highway 67 (US 67) to County Road 604 (CR 604), a distance of approximately 1.15 miles, within the city of Alvarado, Johnson County, Texas.

The existing right-of-way (ROW) width along IH 35W in this area varies from approximately 350 to 742 feet.

Proposed improvements would occur within existing ROW. Improvements to existing cross streets are not proposed. No new ROW and no permanent easements would be required for the proposed project.

Existing Facility:

Existing IH 35W is the main north-south interstate in the region. After splitting into east and west branches near Denton, Texas, the western branch (IH 35W) extends south through Fort Worth, the city of Alvarado, and then reconnects with the eastern branch of IH 35 roughly 26 miles south of Alvarado. US 67 (also called East Henderson Street) is a four-lane east-west rural highway connecting the region, from Dallas to the east, to Stephenville to the west.

Within the project limits, existing IH 35W is a four-lane divided urban freeway, with two 12-foot general purpose travel lanes in each direction, 10-foot outside shoulders and 4-foot inside shoulders. The northbound and southbound lanes of I-35W are separated by a vegetated median that varies in width from 40 to 160 feet. Off the east side of IH 35W is a two-way frontage road with 12-foot-wide travel lanes and 2-foot shoulders. Off the west side of IH 35W is a one-way (southbound only) frontage road with the same widths.

IH 35W has several existing northbound and southbound access ramps connected to the frontage roads. At the south end of the project, IH 35W intersects US 67 via two overpass bridges; one northbound and one southbound. At the north end of the segment, CR 604 crosses over IH 35W via one bridge and becomes CR 707 to the west. Northbound IH 35W also has a bridge over a currently closed southbound IH 35W exit ramp to BUS 35W. On the east, existing BUS 35W (called North Parkway Drive to the north) forms part of the existing eastside frontage road system between US 67 and IH 35W.

Existing drainage features within the project site consist of: open ditches and roadside swales running with the roadways; a set of box culverts conveying an existing drainage under both the



northbound and southbound interstate road-ways and both sets of frontage roads; and various concrete pipes channeling water off roadways and into the swale system throughout.

Updated Proposed Facility:

TxDOT is proposing to realign the IH 35W northbound main lanes and remove the closed left-hand exit from southbound IH 35W main lanes to BUS 35W. This project would add a northbound frontage road between US 67 and BUS 35W (North Parkway Drive) and the existing frontage road from BUS 35W (North Parkway Drive) to CR 604/CR 707 would be converted from two-way to a one-way frontage road. This would provide a continuous one-way frontage road from US 67 to CR 604/CR 707 intersection.

Existing BUS 35W (North Parkway Drive) would be realigned to a T-intersection at the proposed northbound frontage road. Along the previously referenced frontage road, a 10-foot shared use path would be constructed from US 67 extending north through the T-intersection with BUS 35W to the shared use driveway of the Super 8 by Wyndham and Motor Home Specialist RV Dealer.

A 5-foot sidewalk would also be constructed along BUS 35W from the intersection with the IH 35W northbound frontage road terminating at the Village Park Drive existing driveway.

Additionally, the proposed project would include the reversal of the existing IH 35W entrance and exit ramps to increase mobility and enhance safety. The proposed project is approximately 1.15 miles long and would not require additional right-of-way or permanent easements.