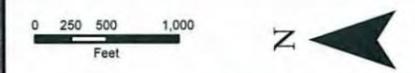


- Legend**
- Right of Way for the Modified Alignment
  - Local Access Construction
  - Interstate Highway
  - U.S. Highway
  - State Highway
  - Farm-to-Market Road
  - Minor Road
  - County Boundary
- Cover Type**
- Rural developed
  - Mesquite pasture
  - Pasture/grassland
  - Regenerative
  - Upland woods
  - Riparian woods
  - Water body

Source: HDR Cover Types

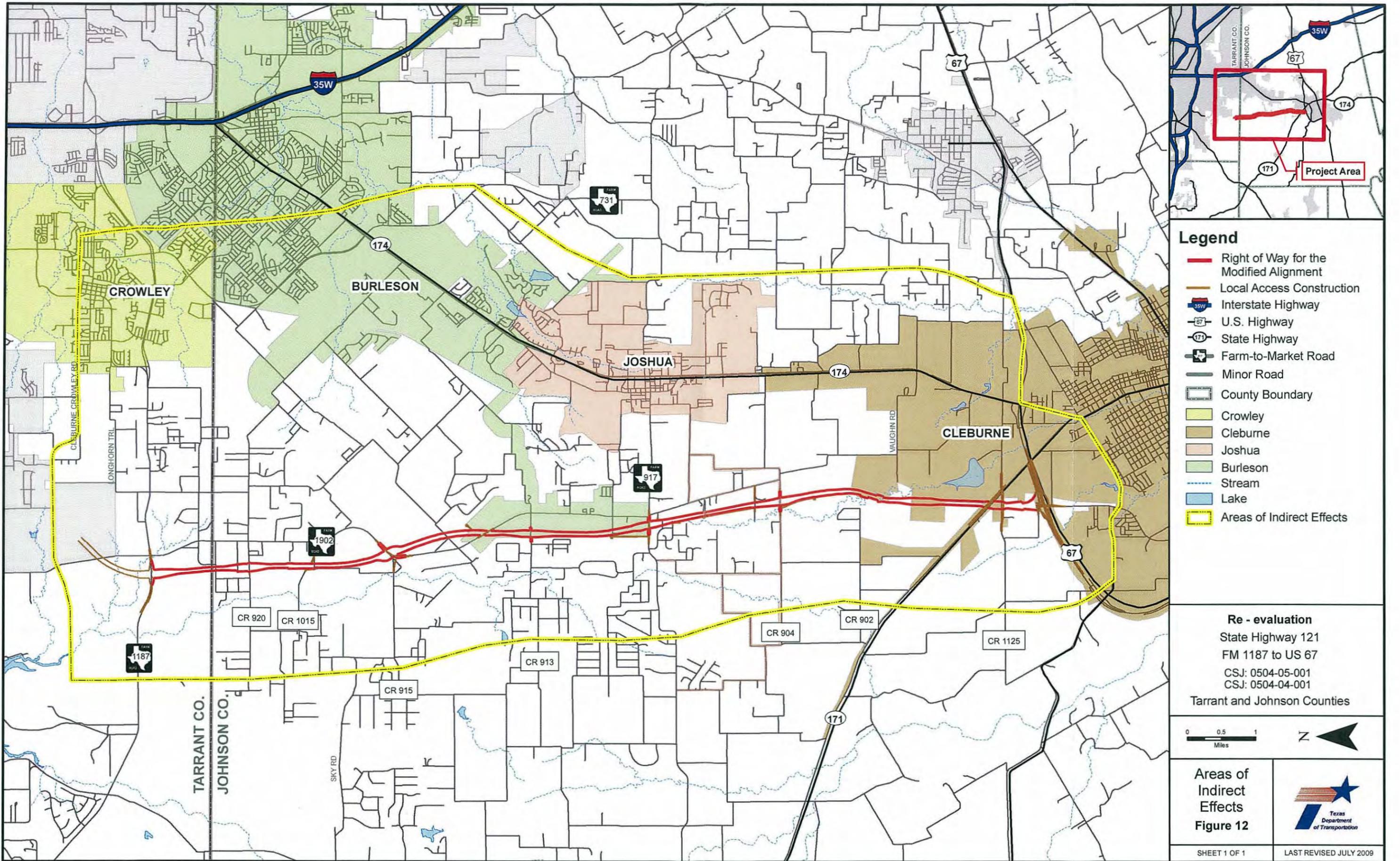
**Re - evaluation**  
 State Highway 121  
 FM 1187 to US 67  
 CSJ: 0504-05-001  
 CSJ: 0504-04-001  
 Tarrant and Johnson Counties

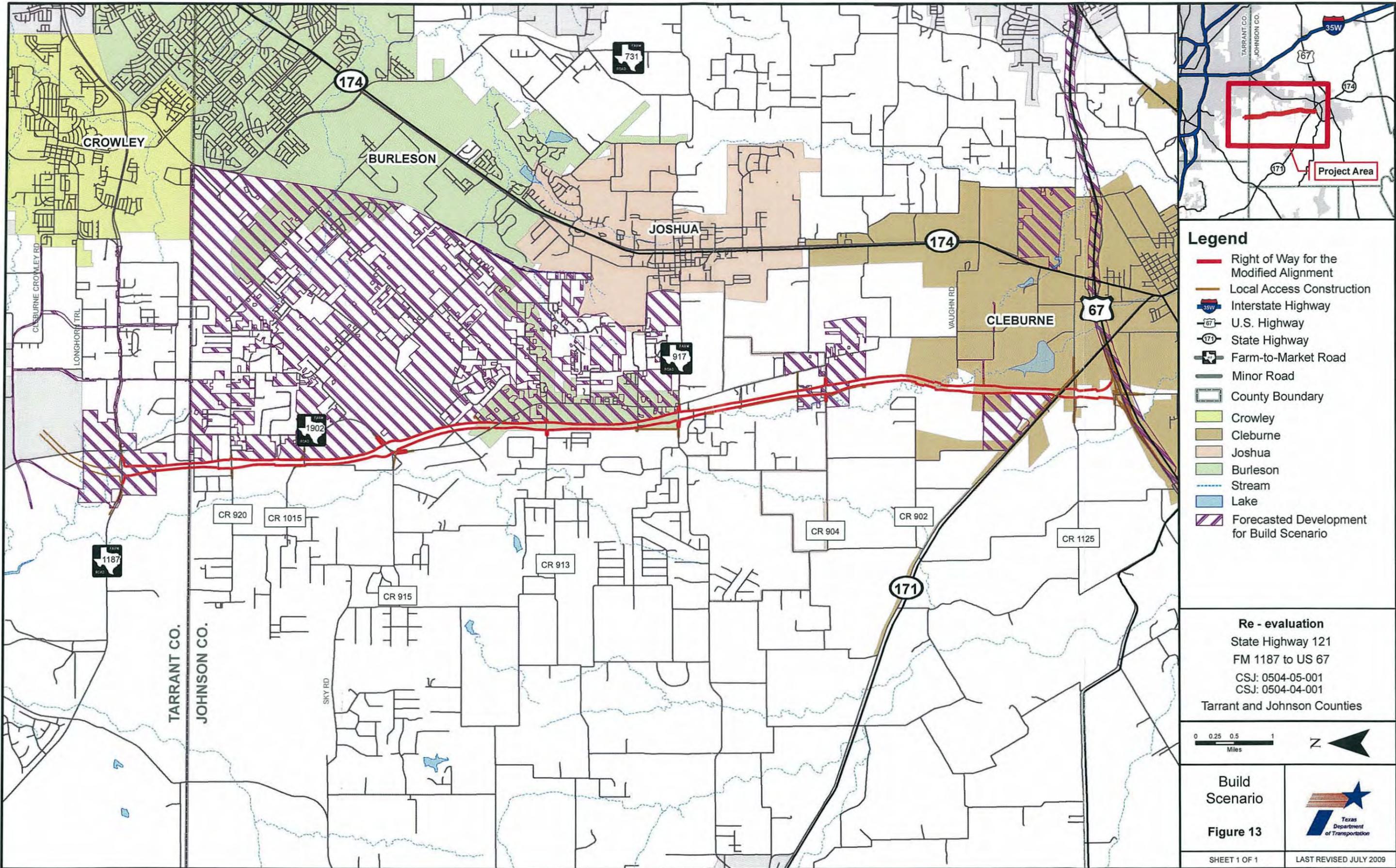


Cover Types

**Figure 11**

SHEET 5 OF 5      LAST REVISED JULY 2009





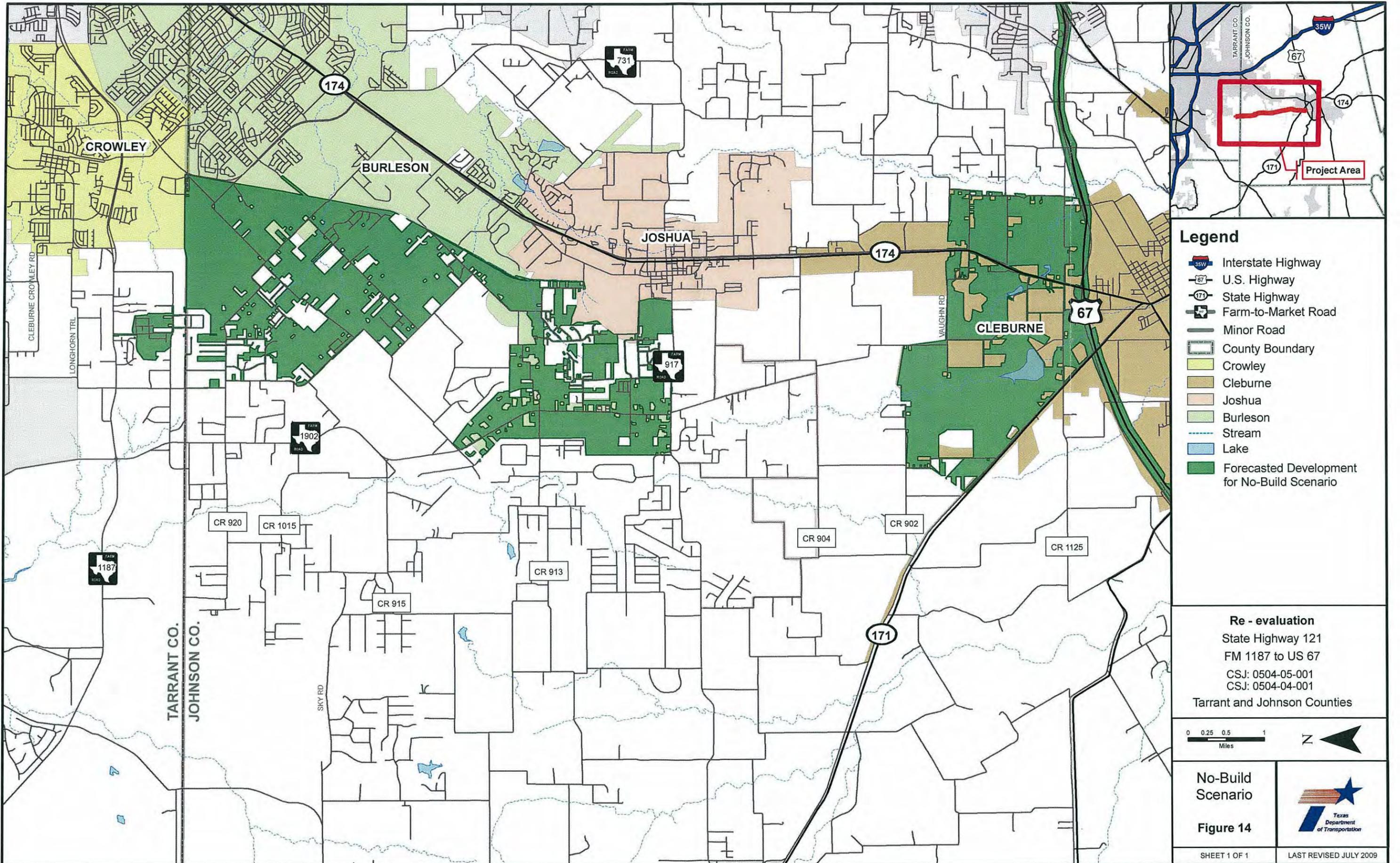
- Legend**
- Right of Way for the Modified Alignment
  - Local Access Construction
  - Interstate Highway
  - U.S. Highway
  - State Highway
  - Farm-to-Market Road
  - Minor Road
  - County Boundary
  - Crowley
  - Cleburne
  - Joshua
  - Burleson
  - Stream
  - Lake
  - Forecasted Development for Build Scenario

**Re - evaluation**  
 State Highway 121  
 FM 1187 to US 67  
 CSJ: 0504-05-001  
 CSJ: 0504-04-001  
 Tarrant and Johnson Counties



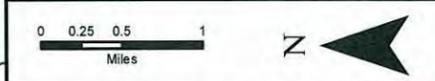
**Build Scenario**

**Figure 13**



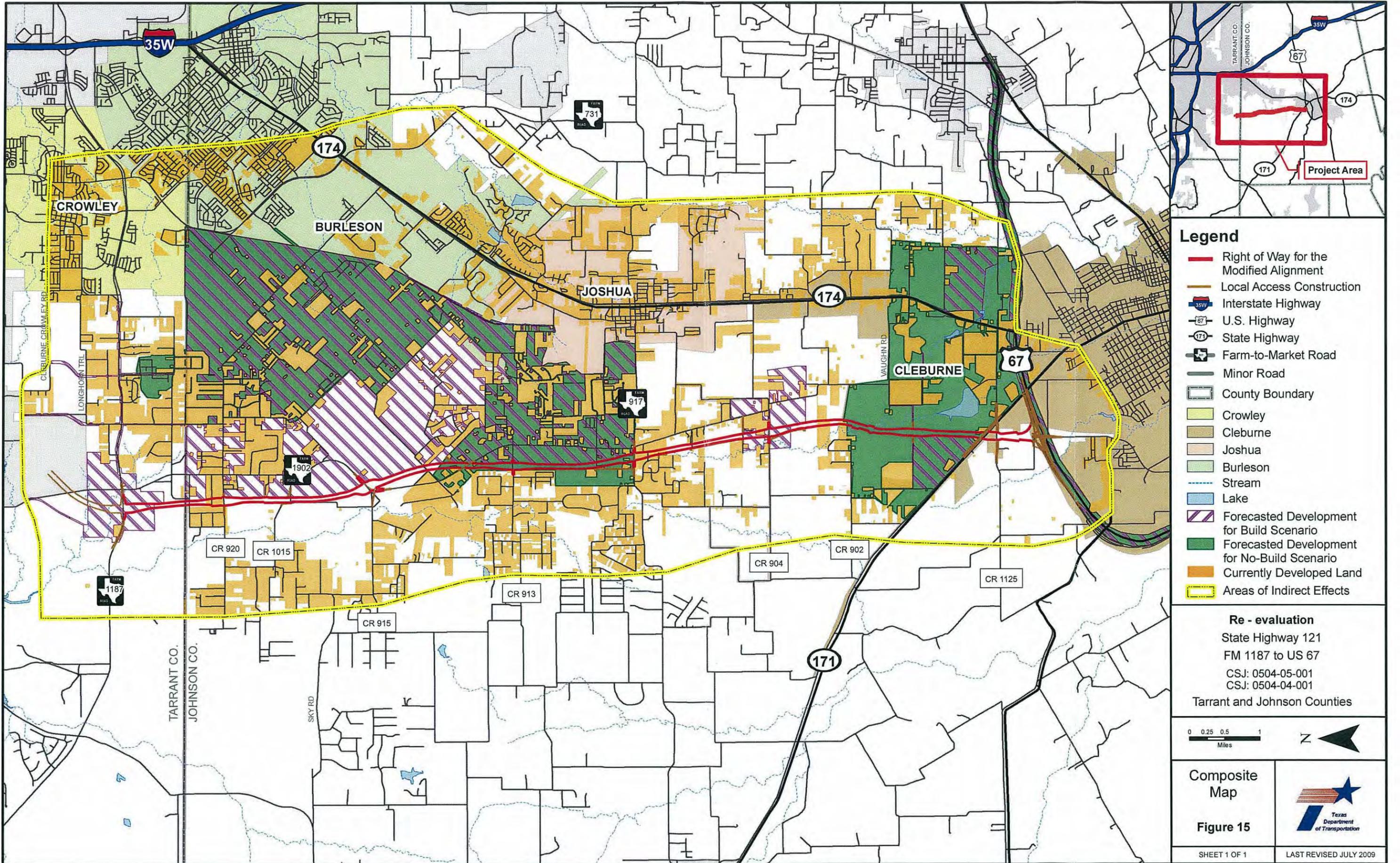
- Legend**
- Interstate Highway
  - U.S. Highway
  - State Highway
  - Farm-to-Market Road
  - Minor Road
  - County Boundary
  - Crowley
  - Cleburne
  - Joshua
  - Burleson
  - Stream
  - Lake
  - Forecasted Development for No-Build Scenario

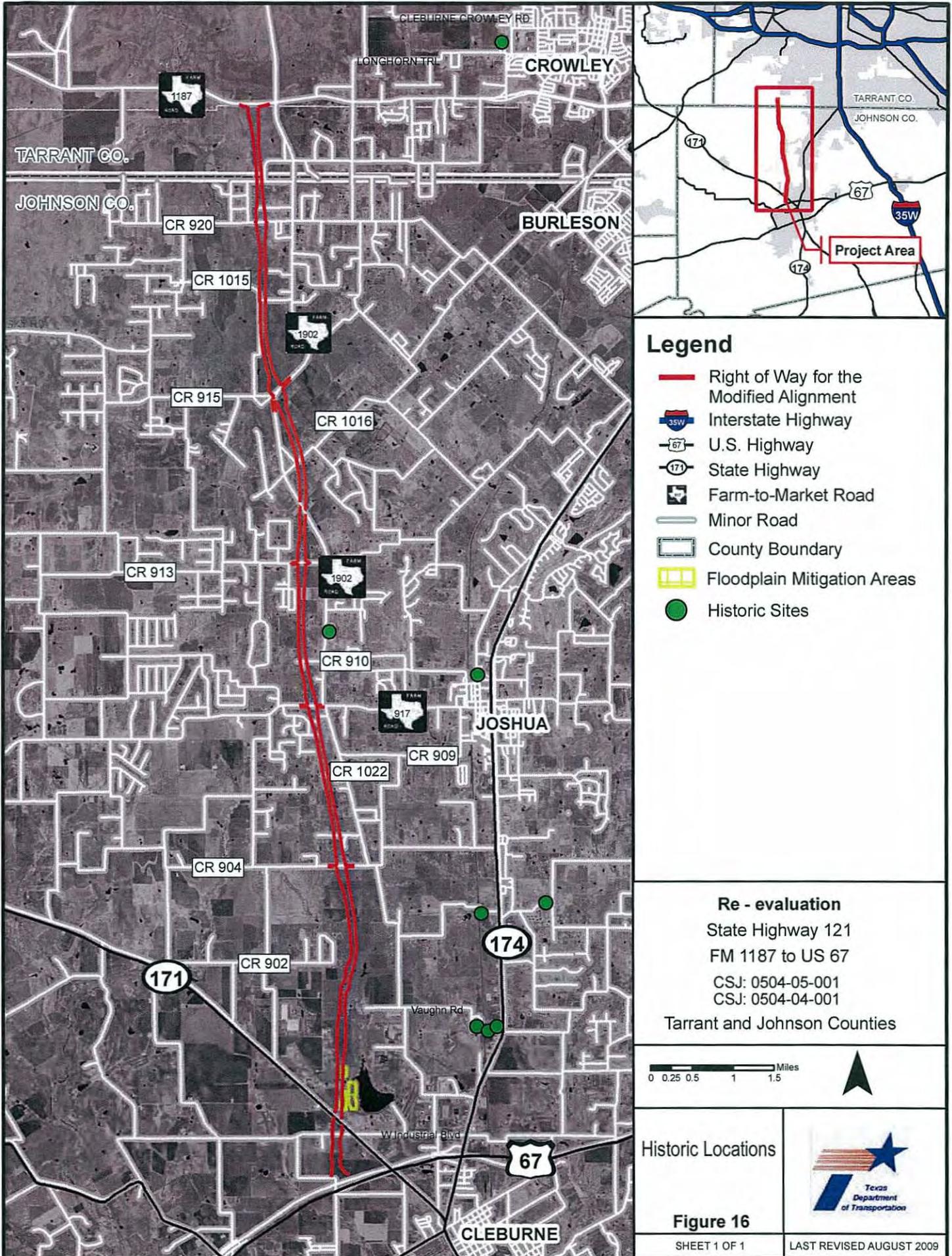
**Re - evaluation**  
 State Highway 121  
 FM 1187 to US 67  
 CSJ: 0504-05-001  
 CSJ: 0504-04-001  
 Tarrant and Johnson Counties



**No-Build Scenario**

**Figure 14**





## **APPENDIX B: AGENCY COORDINATION**



# Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8555

May 24, 2004

NH ( )  
Environmental Assessment  
Johnson and Tarrant Counties  
CSJ 0504-04-001; 0504-05-001

SH 121: From FM 1187 to US 67

Ms. Denise Francis  
State Single Point of Contact  
Governor's Office of Budget and Planning  
P.O. Box 12428  
Austin, Texas 78711

Post-It® Fax Note	7671	Date	6-25-04	# of pages	2
To	James Thomas	From	Robert Hall		
Co./Dept.		Co.	TxDOT		
Phone #	972-960-4400	Phone #	817-370-6755		
Fax #	972-960-4471	Fax #			

Dear Ms. Francis:

A finding of no significant impact has been issued for the subject project. It has been determined that this project will not significantly affect the quality of the human environment.

Sincerely,

Ann M. Irwin  
TRACS Coordinator

MMS: pat  
Attachment  
bcc: Fort Worth District  
FS-A ERG  
Reference: ENV 850

NOTE TO DISTRICT: Attached is one copy of the Finding of No Significant Impact (FONSI) signed by the FHWA. This completes the public hearing requirement. As indicated in the Environmental Manual, the news media should be notified by press release that approval has been received. Also, please notify the State intergovernmental review contact of the availability of the FONSI. Please note, coordination with the USACE for Individual and Nationwide Permits is required. Final environmental clearance will be granted once the permits are received. These permits must be received prior to the Letter of Authority date.

FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR

NH( )  
Environmental Assessment  
Johnson and Tarrant Counties  
CSJ 0504-04-001; 0504-05-001

SH 121 South: From FM 1187 to US 67

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required.

5/20/04  
DATE

Salma L. Deegan  
FEDERAL HIGHWAY ADMINISTRATION



LAKE BENBROOK

SH 121

McPHERSON (Proposed)

FM 731

FM 1187

FM 1187

SH 35W

BLUE ALTERNATIVE

BURLESON

RED ALTERNATIVE

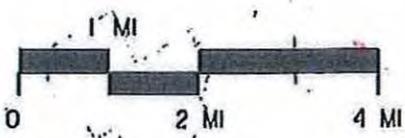
GREEN ALTERNATIVE

SH 174

FM 1902

FM 917

YELLOW ALTERNATIVE



ALTERNATIVE ALIGNMENTS FOR "SOUTH SECTION" OCTOBER 1989

SH 121 SOUTH FROM: FM 1187 TO: US 67



EXHIBIT C





# Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-4585

*cc: CRM*

RECEIVED

JUN 04 2002

21 May 2002

SECTION 106: Determination of NRHP Eligibility  
Johnson County, FTW  
CSJ 2118-01-008

MAY 22 2002

SH 121 from FM 1187 to US 67

Bob Brinkman  
History Programs Division  
Texas Historical Commission  
Austin, Texas 78711

RECEIVED

MAY 22 2002

TEXAS HISTORICAL COMMISSION

Dear Mr. Brinkman:

In accordance with the provisions of our Statewide Programmatic Agreement for Cultural Resources, we are initiating coordination with your agency regarding National Register eligibility of one property located within the project's area of potential effect (APE). This federally funded project will widen an existing transportation facility and extend its alignment in northern Johnson County. The project would acquire additional right-of-way. A map and photos are included.

Organized in 1867, Johnson County sustained a largely agricultural economy throughout the subsequent decades. Completion of the Gulf, Colorado and Santa Fe line through the county in 1881 spurred the value of agricultural production to \$1,654,960 by 1890. Cotton production led this increase, with 18,826 bales ginned in the county in that year. Nearly half of the approximately 3,000 farms in the county were involved in sharecropping cotton by the turn of the century. The county's population remained nearly 80% rural throughout this period, reaching a peak of 37,286 in 1920. Declining agricultural revenues and the effects of the Great Depression prompted a steady decline in subsequent decades.

As detailed below, field survey efforts identified only one pre-1955 property within the APE, which ranged from 500' to 1300' based on project parameters. Severe alterations and the loss of its historically associated outbuildings preclude eligibility for this modest architectural resource, however. Despite its probable role in the region's agrarian economy, this property is therefore *not eligible* for listing in the National Register of Historic Places.

ID #	LOCATION	PROPERTY TYPE	SUBTYPE	STYLISTIC INFLUENCE	DATE	INTEGRITY ISSUES	NR ELIG.
1	FM 917, west of FM 1902	Domestic	ctr. hall plan farmhouse	NA	c.1890	porch infill, additions, fenestration changes	No

07/16/2002 10:57  
07/16/2002 09:22 PAX

TXDOT FT WORTH → 82145264433

NJ, 136 104  
0004

SH 121 from FM 1187 to US 67, 21 May 2002, page two

We request your written concurrence with this determination of eligibility within 30 days of receiving this letter. If you have any questions or comments concerning this project, please contact me at 416-2657.

Sincerely,

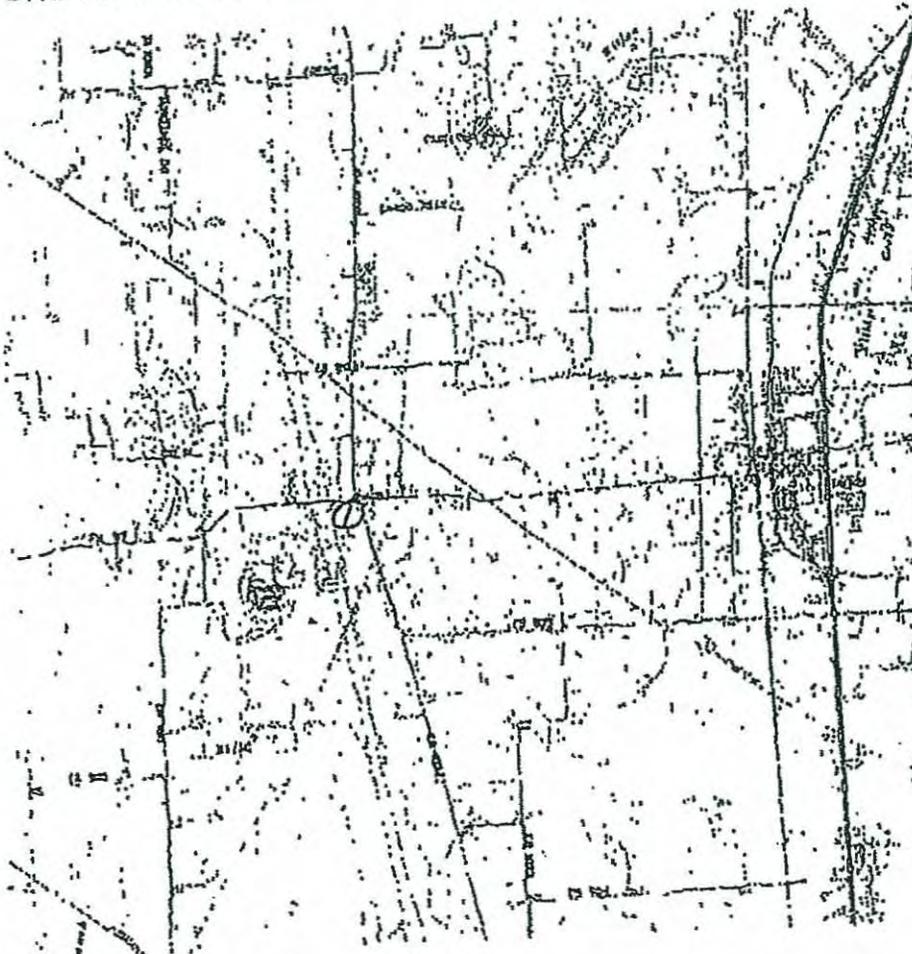


Bruce Jensen  
Architectural Historian  
Environmental Affairs Division

attachments

<p><b>NOT ELIGIBLE</b> for listing in the National Register of Historic Places <b>PROJECT MAY PROCEED</b> by <u>Rth:BJ</u> for F. Luperón Ochoa State Historic Preservation Officer Date <u>30 MAY 2002</u></p>
---

SITE LOCATION MAP



07/16/2002 10:57 TXDOT FT WORTH → 82145264433  
U/1x2002 09:21 PAJ

NJ, 130 102  
10002

Page: 1 of 1

ETS

**ARCHEOLOGICAL COORDINATION**  
**Impact Evaluations, No Further Work Recommended**

**RECEIVED**  
05/15/2002  
05/15/2002

(Section 106 and ANTIQUITIES CODE OF TEXAS)

JUN 03 2002

Date: 05/31/2002

TEXAS HISTORICAL COMMISSION

COUNTY	DISTRICT	PROJECT	CSJ	*F30/T20 Concur, no further work	*F10/T10 Unable to Concur
El Paso	El Paso	Loop 376	2552-01-021	✓	
Hansford	Amarillo	F.M. 520	1621-01-013	✓	
Hardeman	Childress	FM 1166	1312-01-013	✓	
Johnson	Fort Worth	SH 121	2118-01-008	✓	
Wise	Fort Worth	FM 2123	1606-02-012	✓	

Number of Projects: 5

*William A. [Signature]*

*6/14/02*



# Texas Department of Transportation

P.I  
2118-02-008

P.O. BOX 6868 • FORT WORTH, TEXAS 76115-0868 • (817) 370-6500

May 31, 2002

Mr. James Greenwade  
Natural Resources Conservation Service  
W.R. Poage Federal Building  
101 South Main Street  
Temple, Texas 76501-7682

Re: Proposed SH 121 in Johnson County  
From: FM 1187  
To: US 67  
CSJ: 2118-02-008

Dear Mr. Greenwade:

The Texas Department of Transportation (TxDOT) is currently preparing an Environmental Assessment for the proposed SH 121 project in Johnson County. At this time we are requesting a farmland conversion impact rating for this proposed project from you.

Enclosed is a copy of form AD-1006, a location map and a copy of the Johnson County Soil Survey Maps with the alignment annotated in blue. The project can be found on United States Geological Survey Quadrangles for Joshua, Primrose and Cleburne West Texas.

Please send your response to me at the address above. We previously sent this information to the Cleburne Field Office on July 9, 2001, therefore, and expedited response will be appreciated. If you have any questions or need additional information, please call me at (817) 370-6755. Thank you for your assistance with this matter.

Sincerely,

Robert Hall  
Environmental Coordinator

Enclosures



# Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 453-8585

June 6, 2002

Section 106 Consultation  
Tarrant County, Fort Worth District  
C/SJ 0504-02-008 SH 121 T  
Re: Proposed Alternative Shift - Alternative "C"

RECEIVED

JUN 17 2002

Dr. James E. Bruseth  
Division of Archeology  
Texas Historical Commission  
P.O. Box 12276  
Austin, Texas 78711

CONCURRENCE  
TEXAS HISTORICAL COMMISSION  
by *[Signature]*  
for F. Lawrence  
State Historian  
Date *[Signature]*

Dear Dr. Bruseth:

The proposed road widening project would be undertaken with federal funds. In accord with the Programmatic Agreement (PA) among the Advisory Council on Historic Preservation, the Federal Highway Administration, the Texas Historical Commission (THC), and TxDOT, and the Memorandum of Understanding (MOU) between TxDOT and THC, we hereby continue consultation under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas.

The proposed project would construct a segment of State Highway 121 between IH 20 in Fort Worth and FM 1187 and is part of a larger project that would eventually extend to US 67 in Cleburne, Johnson County. This segment of SH 121 is located entirely within Tarrant county and has been designated SH 121 T. Recently an alignment shift has been proposed at the southern end of SH 121 T near Cleburne Crowley Road, where this segment joins the next segment of SH 121, designated SH 121 South. The proposed alignment shift would utilize Alternative "C" on the attached maps. Several archeological studies have already been conducted in association with this project.

In 1994, TxDOT conducted an archeological survey of almost the entire proposed SH 121 T and SH 121 South alignments. The survey extended from 0.8 miles north of IH 820 in Fort Worth, Tarrant County to US 67 in Cleburne, Johnson County. The survey included shovel testing of a segment, designated Alternative "A" and "B" on the attached maps, that is located approximately 1,500 ft east of the proposed alignment shift, designated Alternative "C" on the attached maps. Despite shovel testing, no archeological sites were identified within the project area. One site, 41TR137, a surface lithic scatter, was observed 30m east of the project area. Please note that site 41TR137 is located over 1.5 miles northeast of the proposed alignment shift. Furthermore, the site is located east of the area surveyed in 1994 (designated as Alternative "A" and "B" on the attached maps) and Alignment "C", the proposed alignment shift, is located west of the area surveyed in 1994.

In 1999, Hleks and Company conducted an archeological survey of the northern portion of SH 121 T, where the proposed alignment crosses the West Fork of the Trinity River. One prehistoric archeological site, 41TR170, was identified during the survey. On March 28, 2000 TxDOT recommended that site 41TR170 be tested and that no further work was required within the remainder of the SH 121 T project area. On April 24, 2000, your office concurred. Right of entry in the site was denied by the property owner and currently testing is on hold pending ROW acquisition. This area is over 6 miles north of the proposed alignment shift designated Alternative "C" and is located in an entirely different environmental setting.

In May of 2002 Geo-Marine, Inc. performed an impact evaluation of the segment of SH 121, located south of SH 121 T. This segment has been designated SH 121 South (CSJ: 2118-02-008). The impact evaluation covered the entire length of the proposed SH 121 South project and extended from the southern terminus of the SH 121 T project (600 ft northeast of Cleburne Crowley Road) to US 67. No archeological sites and no settings with reasonable potential to contain archeological historic properties or SAL's were observed. The impact evaluation report dated May 22, 2002 noted that the entire project area is located in an upland setting and that because the upland setting lacks a permanent water source, archeological sites are unlikely to occur within the project area. Furthermore, the report concluded that the soils within the project area are too shallow to be conducive to retaining archeological deposits.

The proposed SH 121 T alignment shift would be located in a setting very similar to that described in the Geo-Marine impact evaluation report. Alternative "C" is located in an upland setting with no permanent source of water. The Geologic Atlas of Texas, Dallas Sheet (Bureau of Economic Geology: 1972) indicates that Alternative "C" is located in an area mapped as Lower Cretaceous Pawpaw Formation, Lower Cretaceous Weno Limestone, and Lower Cretaceous Grayson Marl and Main Street Limestone undivided. There are no alluvial settings mapped within Alignment "C". According to the Soil survey of Tarrant County [Map Sheets 54 and 61] Alternative "C" crosses shallow upland soils. Furthermore, these shallow soils have been previously disturbed by agricultural activities. These soils are considered too shallow and too disturbed to be conducive to retaining archeological deposits.

A check of the Texas Archeological Sites Atlas revealed no recorded archeological sites within or adjacent to Alternative "C". Because Alternative "C" is located in an area of ancient geologic deposits in an upland setting that is devoid of a permanent water source and consists of previously disturbed shallow soils it is concluded that the area does not include settings with reasonable potential to contain archeological historic properties or SAL's. Recent archeological work in the vicinity of the proposed alignment shift, described above, supports this conclusion.

We request your concurrence that the proposed alignment shift labeled Alternative "C" does not contain settings with reasonable potential to contain archeological Historic Properties (36 CFR 800.16.(1)) or SAL's (13 TAC §26.12) and that no further archeological work is required within the limits of Alternative "C". In the unlikely event that archeological materials are discovered during construction, work in the area of discovery will cease and accidental discovery procedures will be implemented in accordance with the provisions of the Programmatic Agreement (PA) between TxDOT and the THC.

Dr. James E. Bruseth

-3-

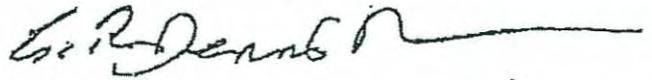
June 6, 2002

If you have any questions or need more information, please contact Mike Jordan at 512/416-2635.

Sincerely,



Michael Jordan, Staff Archeologist  
Archaeological Studies Program  
Environmental Affairs Division



G. R. Dennis Price  
Environmental Specialist  
Environmental Affairs Division

Attachments

07/12/2002 09:18 FAX 210 499 5157

LAN SAN ANTONIO

→ LAN DALLAS

002



United States  
Department of  
Agriculture

Natural  
Resources  
Conservation  
Service

101 South Main  
Temple, Texas  
76701-7602

DIST 02 FT. WORTH  
TXDOT MAILROOM

JUN 10 2002

Subject: LNU-Farmland Protection-  
SH 121 Highway Proposed  
Johnson County, Texas

June 7, 2002

Texas Department of Transportation  
P.O. Box 6868  
Fort Worth, Texas  
76115-0686

Attention: Robert Hall, Environmental Coordinator

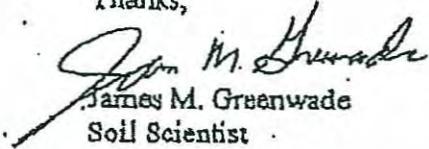
We have reviewed the information provided concerning proposed S. H. 121 in Johnson County, Texas. This is part of an Environmental Evaluation for the above-referenced highway being prepared for the TxDOT and FHWA. We have evaluated the soils for this project as required by the Farmland Protection Policy Act (FPPA).

The proposed project does contain Prime and Statewide Important Farmland soils as defined by the FPPA. Several map units identified in the Soil Survey of Johnson County are classified as Prime Farmland and Statewide Important Farmland. Approximately 431.4 acres of land will be acquired of which about 298.4 acres is classified as Important Farmland by the FPPA. These soils had a composite score of 74 and the Total Points on Part VII of the AD-1006 is 142. This site will require no additional consideration since the rating score is less than 160. The FPPA states, "Sites receiving a total score of less than 160 need not be given further consideration for protection and no additional sites need to be evaluated", 7CFR Part 658.4 (c) 2.

Attached is the completed AD-1006 (Farmland Conversion Impact Rating) form for this project indicating the exemption status of this proposed project.

Thanks for the quality resource materials you submitted to evaluate this project. If you have any questions please call James Greenwade at (254)-742-9960 or Sam Brown at (254)-742-9854, Fax (254)-742-9859.

Thanks,

  
James M. Greenwade  
Soil Scientist  
Soil Survey Section  
USDA-NRCS, Temple, Texas



## GEO-MARINE, INC.

550 East 15th Street  
Plano, Texas 75074

phone: 972.423.5480  
email: gmi@geo-marine.com

fax: 972.422.2736  
website: geo-marine.com

22 May 2002

Nancy A. Kenmotsu, Ph.D., Supervisor  
Archeological Studies Program  
Environmental Affairs Division  
Texas Department of Transportation  
125 E. 11<sup>th</sup> Street  
Austin, Texas 78701-2483

Impact Evaluation WA 57022PD002—Tarrant and Johnson Counties *2118-01-008 and*  
SH 121 from 600 ft northeast of Cleburne-Crowley Road to US 67 (CSJ 2118-02-008)

Dear Dr. Kenmotsu:

Geo-Marine, Inc., performed an archeological impact evaluation for the above-referenced project in Johnson and Tarrant counties, Texas, on 2 May and 9 May 2002. Melissa Green, Michelle Wurtz, Denise Hough, and Duane Peter completed the impact evaluation. This report presents the findings and recommendations for the project areas.

This project proposes to construct a four-lane, divided highway on a new alignment from US 67 (the Cleburne Bypass) northward to approximately 183 m (600 ft) northeast of Cleburne-Crowley Road (FM 1902). The total project corridor is approximately 22.5 km (14 mi) long, and the right-of-way width varies from 73 m (240 ft) to 122 m (400 ft) at the interchanges, covering a total area of approximately 240 ha (594 acres; Figures 1, 2, and 3). Additionally, a new county road is to be constructed north from FM 917 and just west of the new SH 121 alignment (see Figure 2).

The purpose of the impact evaluation was to provide the following information:

1. Identifying areas where existing ROW is too disturbed or otherwise unlikely to contain intact archeological deposits;
2. Identifying areas/depths where existing ROW is likely to be too disturbed or otherwise unlikely to contain intact archeological deposits;
3. Identifying areas/depths where intact deposits may be present within existing ROW;
4. Identifying areas where survey should and should not be performed, including identifying locations where mechanical trenching and/or shovel testing should be performed. If trenching is recommended, the report shall indicate obstacles (if any) to machine access.

Prior to fieldwork, site files at the Texas Archeological Research Laboratory (TARL) were searched for information on any known sites within 1.6 km (1 mi) of the project corridor. No sites were identified within that perimeter. Geologic, soils, and historic maps were also consulted.

The majority of the project area is underlain by Lower Cretaceous geological formations. The northernmost one-fourth consists of undivided middle shale and lower limestone units of Weno Limestone, Denton Clay, Fort Worth Limestone, and Duck Creek Formation. Most of the southern three-fourths of the project area is composed of Grayson Marl and Main Street Limestone undivided. In addition, small areas of the Upper Cretaceous Woodbine Formation and Holocene alluvium occur within the project area (Bureau of Economic Geology 1972).

Soil surveys of Tarrant (Ressel 1981) and Johnson counties (Coburn 1985) indicate 28 soil map units within the project area. These units include the following:

- Sanger clay, 1 to 3 percent slopes; Sanger clay, 3 to 5 percent slopes
- Bolar clay loam, 1 to 3 percent slopes; Bolar clay loam, 3 to 8 percent slopes
- Frio silty clay, occasionally flooded
- Aledo-Bolar complex, 2 to 8 percent slopes; Aledo-Bolar complex, 5 to 20 percent slopes
- Purves clay, 0 to 3 percent slopes
- Lindale clay loam, 1 to 3 percent slopes
- Heiden clay, 1 to 3 percent slopes
- Ponder clay loam, 1 to 3 percent slopes; Ponder clay loam, 3 to 5 percent slopes
- Wilson silty clay loam, 0 to 1 percent slopes; Wilson silty clay loam, 1 to 3 percent slopes
- Lott silty clay, 1 to 3 percent slopes
- Culp clay loam, 0 to 3 percent slopes
- Pursley clay loam, frequently flooded
- Hassee fine sandy loam, 0 to 1 percent slopes
- Crosstell fine sandy loam, 3 to 8 percent slopes
- Rader fine sandy loam, 0 to 3 percent slopes
- Coving loamy fine sand, 0 to 3 percent slopes
- Birome-Rayex complex, 5 to 20 percent slopes
- Slidell clay, 0 to 1 percent slopes; Slidell clay, 1 to 3 percent slopes
- Lewisville silty clay, 1 to 3 percent slopes; Lewisville silty clay, 3 to 5 percent slopes
- Burleson clay, 0 to 1 percent slopes, and Burleson clay, 1 to 3 percent slopes

The entire project area is situated in an upland setting. The area is gently rolling or flat, and small tributaries to West Buffalo and Rock creeks cross the project corridor. Much of the corridor is in pasture or plowed fields, some of which have been allowed to go fallow. Wildflowers were in full bloom in many of the fields at the time of the survey.

Fieldwork consisted of visual inspection of the project area. Three crewmembers were present for each day of fieldwork; two archeologists walked the corridor while a third moved the vehicle ahead. Disturbances were noted, and drainage profiles and cleared or eroded areas were examined for cultural materials and contextual integrity potential. No shovel tests were excavated. Photographs were taken of disturbances, drainage crossings, project area overviews, and representative sections of the roadway. The project corridor investigations consisted of a pedestrian walk-over that started at the southern end and ended at the northern terminus. Approximately 14.5 km (9 mi) of the corridor were examined on the first day, and the remaining 8 km (5 mi) covered on the later date.

The walk-over began along the southern segment of the corridor at CR 1216 (see Figure 1). Between CR 1216 and Industrial Boulevard are a recently plowed field and a pasture (Plate 1). A waterline that runs north-south in the fields has a large release valve at its intersection with CR 1216. The pasture has been terraced at one time. Some small cobbles were noted across the surface of both fields. Telephone and cable lines run along the north side of Industrial Boulevard. Between Industrial Boulevard and Highway 171 are a pasture and a small field of oats. Underground fiber optics, telephone, and cable lines were observed between, and following, the rights-of-way of Highway 171 and the BNSF railroad.

The section between Highway 171 and Vaughn Road consists primarily of pasture and fallow fields (see Figure 1). A maximum of approximately 100 m (328 ft) has been added to widen this segment for an alternative alignment. A new water line in the field starts at the corner of the fence and follows the proposed highway right-of-way for slightly more than 0.8 km (0.5 mi) to the Cleburne city limits and then turns west. A high voltage power line also extends east-west at the city limits. This area is currently in pasture. Two West Buffalo Creek tributaries—small, ephemeral, upland drainages that are little more than ditches carrying very little water, and thus with no potential for archeological remains—cross this segment (Plates 2 and 3). The property from the proposed Sparks Road to Vaughn Road consists of a fallow field. New industrial complexes are east and west of the project corridor just north of a lake (appearing on the aerial photographs, but not on the earlier 1960s topographic quadrangle). The right-of-way for the proposed Sparks Road was apparent by the cleared and leveled ground and by a drainage ditch and overhead telephone or electric lines.

Between Vaughn Road and CR 904 are several tracts, particularly along West Buffalo Creek, to which access was not granted (see Figure 1). Based on the lack of soil change and depth of cutbanks noted along West Buffalo Creek in the previous segment, the potential for archeological deposits along this drainage is slight. In areas to which access had been granted, the landscape is predominantly in pasture, some with stands of mesquite. Two underground natural gas pipelines cross the project right-of-way in this segment: one trending northwest-southeast approximately 1.3 km (0.8 mi) north of Vaughn Road, and the other in a northeast-southwest direction approximately 0.7 km (0.4 mi) farther north. An east-west, overhead, high-voltage power line crosses this segment approximately 0.45 km (0.28 mi) south of CR 904. The two small tributaries that cross this segment are also no more than ephemeral, upland drainages with no likelihood for archeological deposits.

Along the middle segment of the project corridor (see Figure 2), several new manufactured homes, with overhead power lines and underground telephone and cable lines, have been built on the north side of CR 904 (Plate 4). From CR 904 to FM 917, the slightly more rolling landscape is primarily in pasture, some with stands of mesquite. Much of this segment is used for grazing horses, and many electric fences were observed. The small drainages that the right-of-way crosses are nothing more than low-lying areas that act as runoff channels from surrounding fields. Since pedestrian access was also denied at the northern end near FM 917—an area of several new homes, as well as a subdivision just below Brushy Knob—a windshield survey was conducted for the section from CR 909 to FM 917 by way of the subdivision roads. Overhead and underground utilities have been installed for these new homes.

Much of the project corridor section between FM 917 and CR 910 was not accessible for pedestrian examination (see Figure 2). Approximately 225 m (738 ft) west of the proposed SH 121 right-of-way, however, a new, north-south-oriented county road is proposed on the northern

side of FM 917. Approximately 300 m (984 ft) of this proposed county road is currently a well-maintained dirt road leading to a trailer home. The remainder of the proposed road is in pasture, although some hardwood trees are scattered about.

The corridor section that begins at CR 910 and extends to CR 1016 consists primarily of pasture land, although a sparsely wooded area of mesquite was encountered approximately 250 m (820 ft) north of CR 910 (see Figure 2). A new livestock tank is located at the northern end of this wooded area. Several shallow swales feed the tank with runoff water from the surrounding fields. A large, contoured field on the western side of the right-of-way is adjacent to the northern end of the wooded area. All the tributaries through this segment that run to Rock Creek are primarily shallow swales or drainages with no standing or flowing water. Bedrock slabs and cobbles occur at the surface in some portions of this segment as well. At CR 913, more residential areas appear along and adjacent to the project corridor, though there is still open pasture in the corridor. A Brazos Electric Coop power station is located at the intersection of the project corridor and FM 1902. The stretch of this segment between FM 1902 and CR 1016 is made up entirely of pasture (Plate 5).

The northernmost segment of the project corridor extends from CR 1016 to its northern terminus just northeast of FM 1902 (see Figure 3). The property just north of CR 1016 consists of a recently plowed field. Small, fist-sized cobbles were observed in the newly turned dirt. The next property northward, as well as the one extending to the southernmost intersection of the project corridor with FM 1902 at CR 915, was covered in blooming wildflowers at the time of the survey. The tributary to Rock Creek in this area has incised the rolling topography in varying degrees, from nearly level with the surrounding ground surface to at least 1.2 m (4 ft) in depth. The tributary section that crosses the corridor revealed a small cutbank filled with cobble lenses (Plate 6), apparently the result of high-energy deposition.

The section from CR 915 northward to CR 1015 crosses a large upland pasture that is still used for cattle grazing and was filled with wildflowers (Plate 7; see Figure 3). At the southern end of this section, a buried water line and an aerial power line were observed along CR 915. Two large swales for delivering runoff to a large tank/pond just west of the project corridor were crossed approximately 0.5 km (0.3 mi) north of CR 915. An aerial power line crosses the corridor just north of this pond and extends to a house with a windmill and outbuildings located on CR 1015A at the road's right-angle turn, which is 0.8 km (0.5 mi) north of its intersection with CR 915. Moving northward, the project corridor closely follows the now-abandoned, north-south-trending portion of CR 1015A. A natural gas pipeline crosses the corridor at a northwest-southeast direction approximately 150 m (492 ft) south of CR 1015. This pipeline is mounded and marked with orange posts and signs at fence lines. The walk-over continued northward at the west-turning elbow of CR 1015 at an unnamed tributary to Rock Creek. Some flowing water was seen in the shallow, rock-bottomed channel. The remaining portion of the segment northward to CR 920 is in pasture, covered with wildflowers and some scattered mesquite thickets. Another unnamed tributary in this segment, similar to the tributary just north of CR 1016, has incised the landscape, although no evidence of archeological remains was discovered.

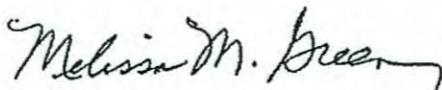
Between CR 920 and CR 1014A (just south of the Tarrant/Johnson county line), a windshield viewing of some of the area that was partially inaccessible was achieved by way of Sparks Lane (see Figure 3). Sparks Lane ends in a cul-de-sac that is in the center of the proposed alignment. Several built and manufactured homes and outbuildings will be impacted. These residences are recent (built after 1976 when the Primrose 7.5-minute quad was last photoinspceted). Pasture

runs from the north side of the cul-de-sac to CR 1014A, and from just north of CR 1014A to FM 1187. A wooden slurry(?) tank/pump was encountered approximately 100 m (328 ft) north of CR 1014A (Plate 8). The quad shows an abandoned outbuilding, though there is no extant evidence other than an electrical pole in approximately the same location. About 100 m (328 ft) north of this slurry tank/pump are two large rectangular ditches that may have been used as earthen silos(?), each about 1.8 m (6 ft) deep (Plate 9). Several outbuildings across Floyd Hampton Road may have been part of this farming complex. The remaining 1.1 km (0.7 mi) of this section to FM 1187 are in open upland pasturage. An east-west overhead power/telephone line crosses the right-of-way 200 m (656 ft) south of FM 1187.

The section between FM 1187 and its intersection with FM 1902 (Cleburne-Crowley Road; see Figure 3) is composed of pasture, with some trees close to FM 1187. A Rock Creek tributary just north of the FM 1187/corridor right-of-way intersection is slightly larger than other drainages seen along the project area and has incised the landscape, based on the rolling topography. Although the cutbanks are from 0.6–1.5 m (2–5 ft) deep, there is no evidence of archeological deposits. On the north side of this tributary the landscape gradually rises and somewhat levels off. Just south of the northernmost right-of-way intersection with FM 1902 is another tributary. This stream also varies in depth due to the topography. At the right-of-way, the cutbanks are only about 0.6 m (2 ft) deep (Plate 10), but just 300 m (984 ft) downstream, the southern cutbank is approximately 3 m (10 ft) in depth; yet no evidence of archeological remains was found. At this point, the right-of-way turns northeasterly and crosses FM 1902 onto yet more upland pasture.

In conclusion, the proposed SH 121 project corridor falls completely in an upland setting. Because the upland lacks a permanent water source and because the soils are too shallow to be conducive to retaining archeological deposits, prehistoric cultural resources are unlikely to occur and no evidence of early historic pioneer farmsteads or ranches was found. Although most of the roads in the general project area have been there for quite some time, occupation along these roads is still, for the most part, sparse. No archeological remains were discovered during the current investigation, and it is thus highly unlikely that any significant archeological resources will be impacted during construction of this portion of SH 121. Therefore, no further archeological investigations are recommended for this project corridor.

Sincerely,



Melissa M. Green  
Project Archeologist

Ref: 32020.00.22

## REFERENCES

Bureau of Economic Geology

1972 *Geologic Atlas of Texas, Dallas Sheet*. Revised 1988. The University of Texas at Austin.

Coburn, W. C.

1985 *Soil Survey of Johnson County, Texas*. U.S. Department of Agriculture, Soil Conservation Service, Washington, D.C.

Ressel, D. D.

1981 *Soil Survey of Tarrant County, Texas*. U.S. Department of Agriculture, Soil Conservation Service, Washington, D.C.

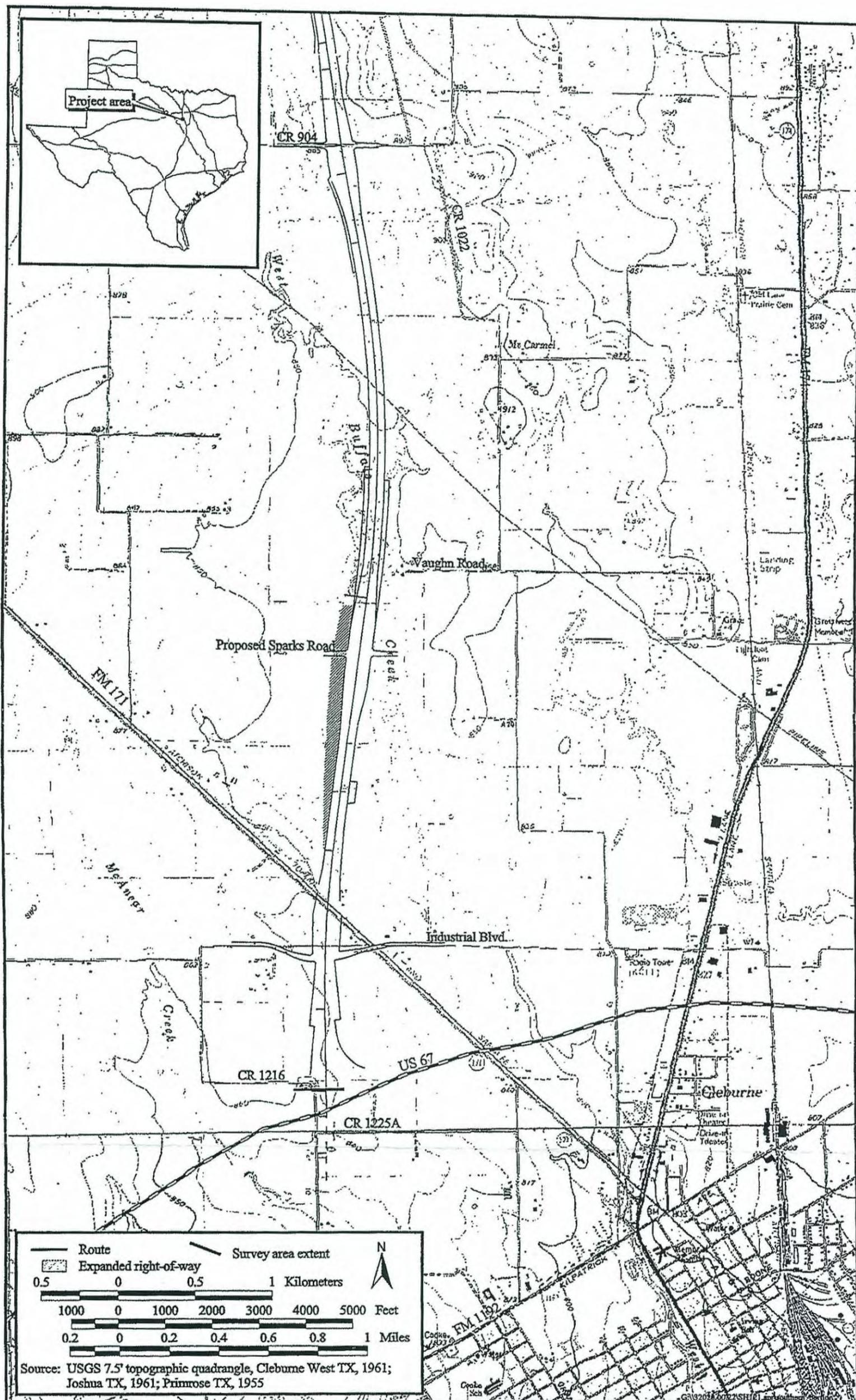


Figure 1. Detail of southern portion of the project area (CSJ 2118-02-008).

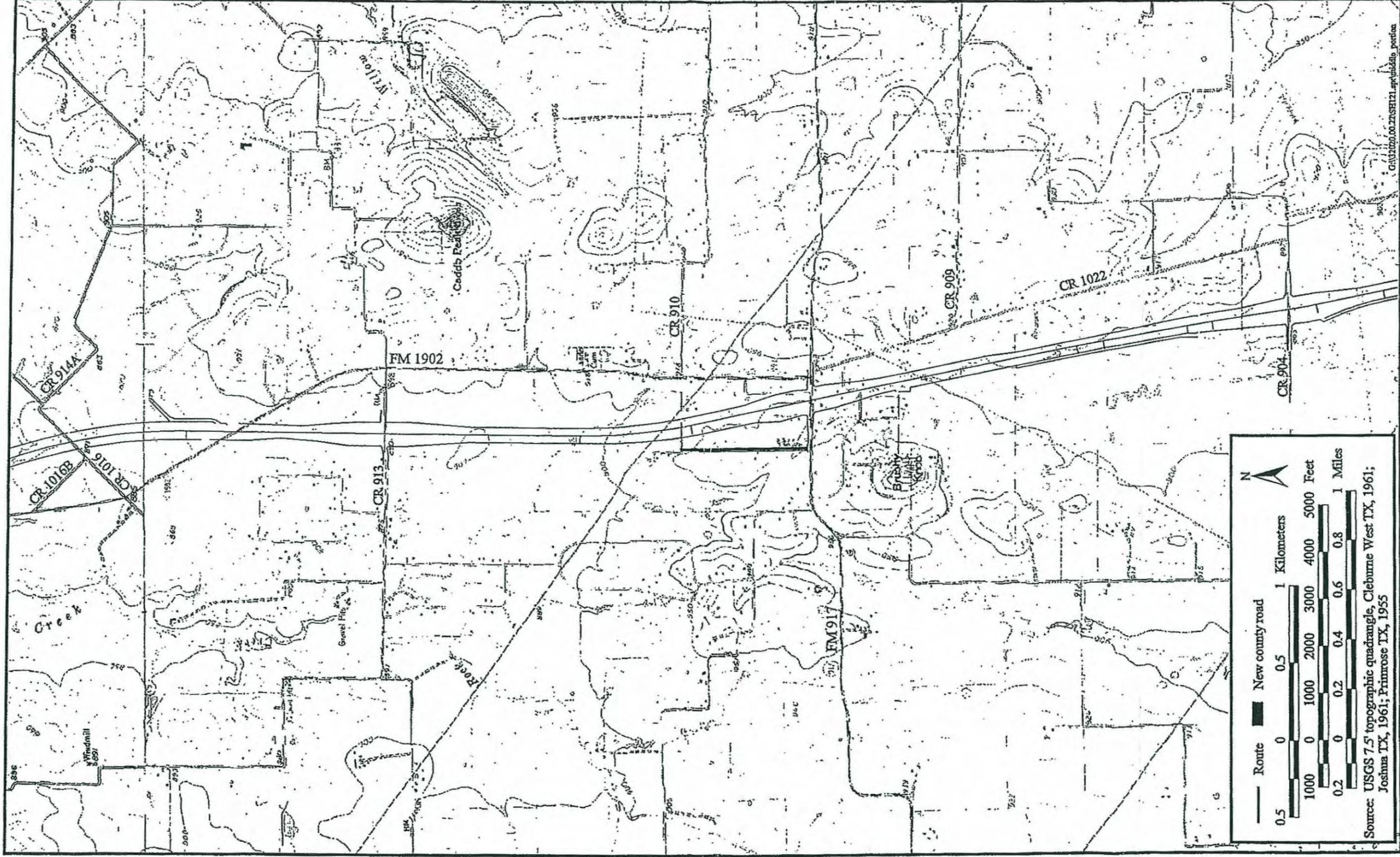


Figure 2. Detail of middle portion of the project area (CSJ 2118-02-008).



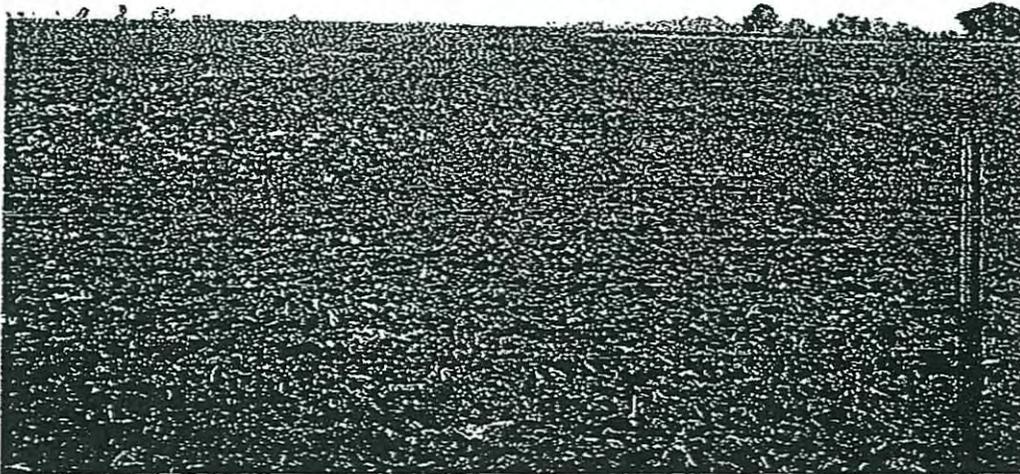


Plate 1. View north. Plowed field north of CR 1216.

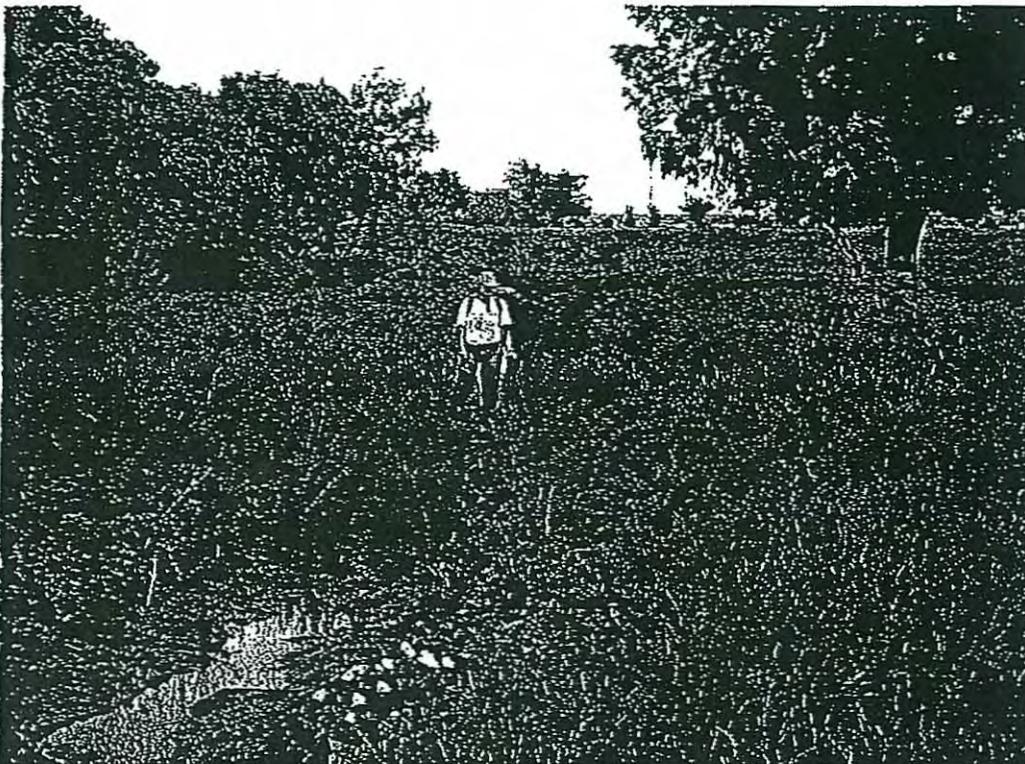


Plate 2. View southeast. Tributary channel of West Buffalo Creek.



Plate 3. View east. Tributary drainage of West Buffalo Creek.

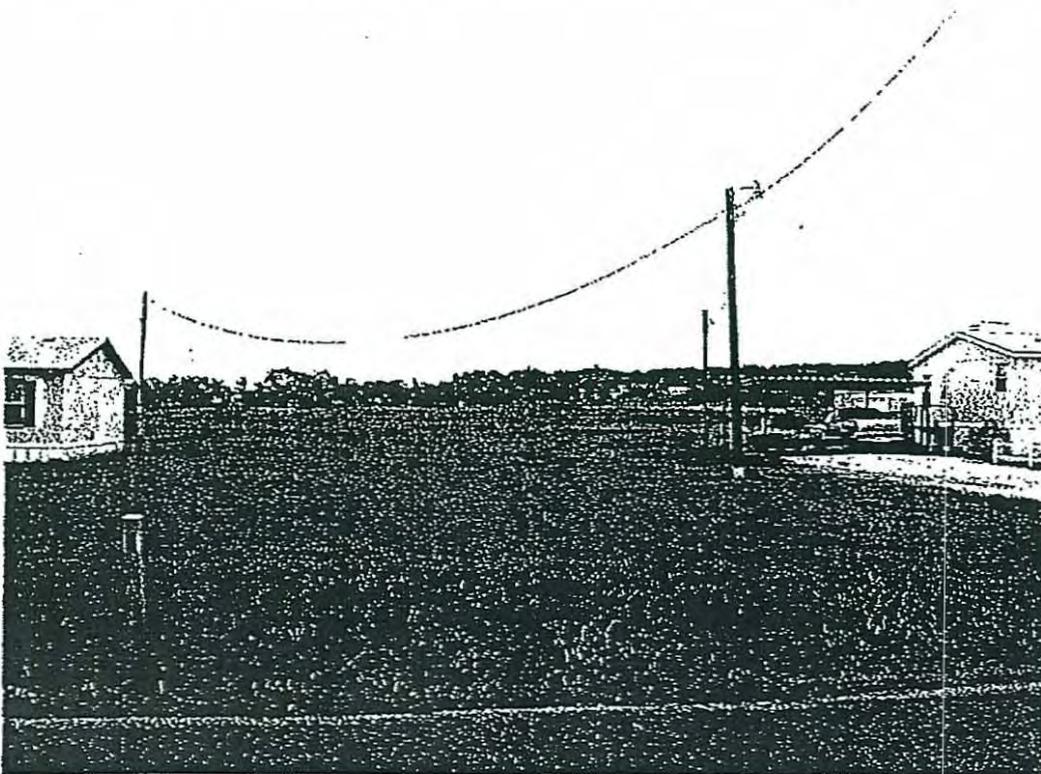


Plate 4. View north, intersection with CR 904.

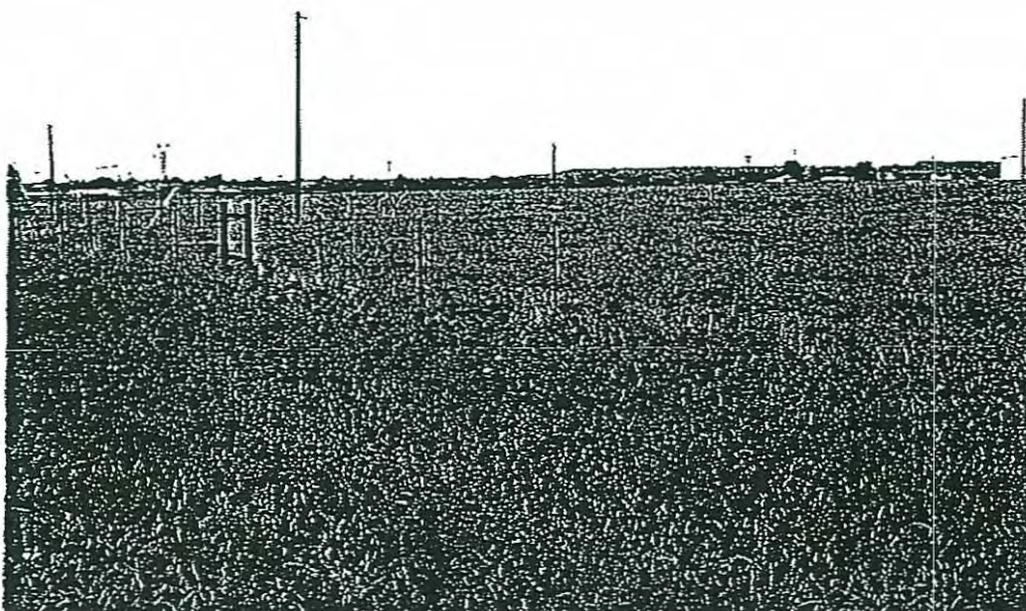


Plate 5. View north, southern intersection with FM 1902.

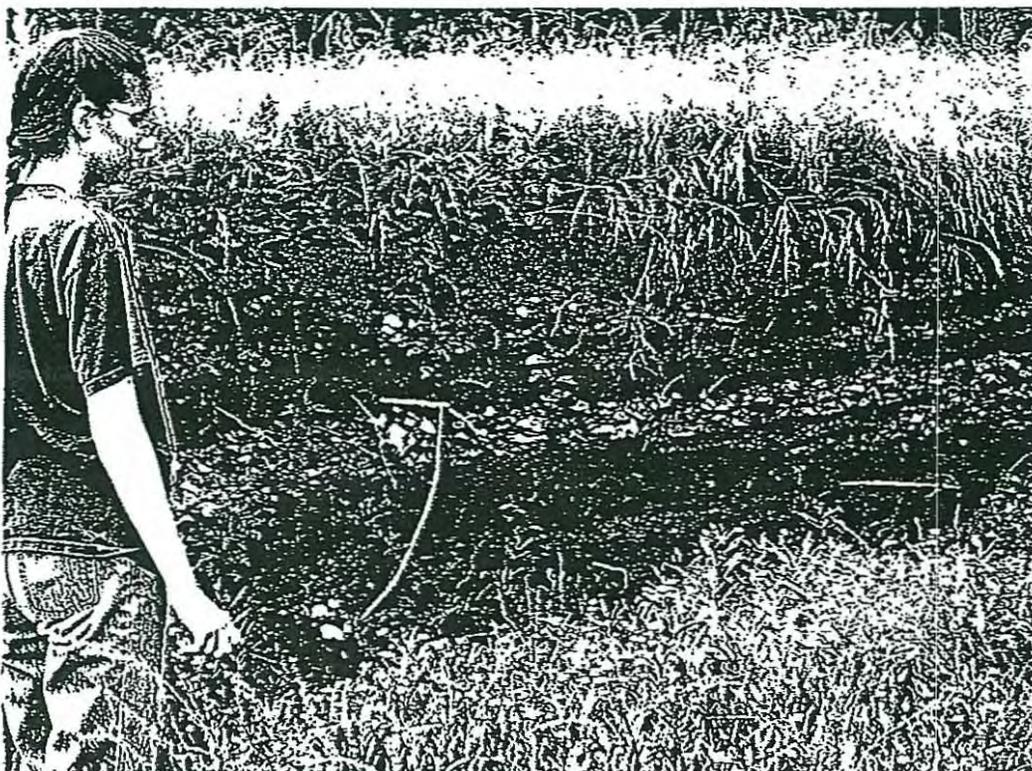


Plate 6. View southeast, creek cutbank, looking toward creek.

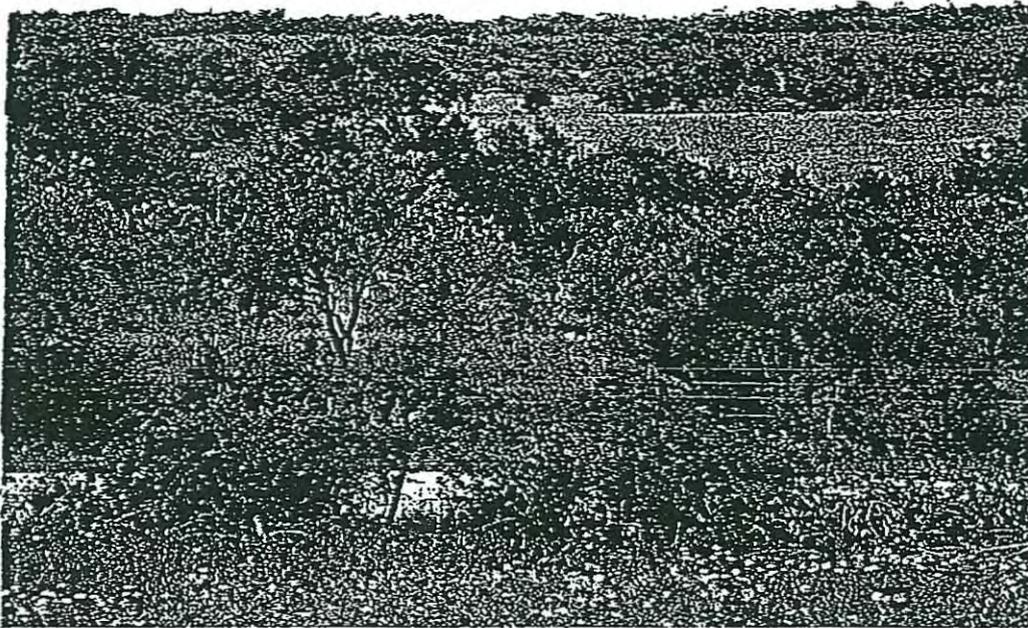


Plate 7. View north. Corridor to CR 1015 intersection.



Plate 8. View east. Pump/tank in pasture off CR 1014A.



Plate 9. View west. Overlooking ditches (possible trench silos) from Floyd Hampton Road.

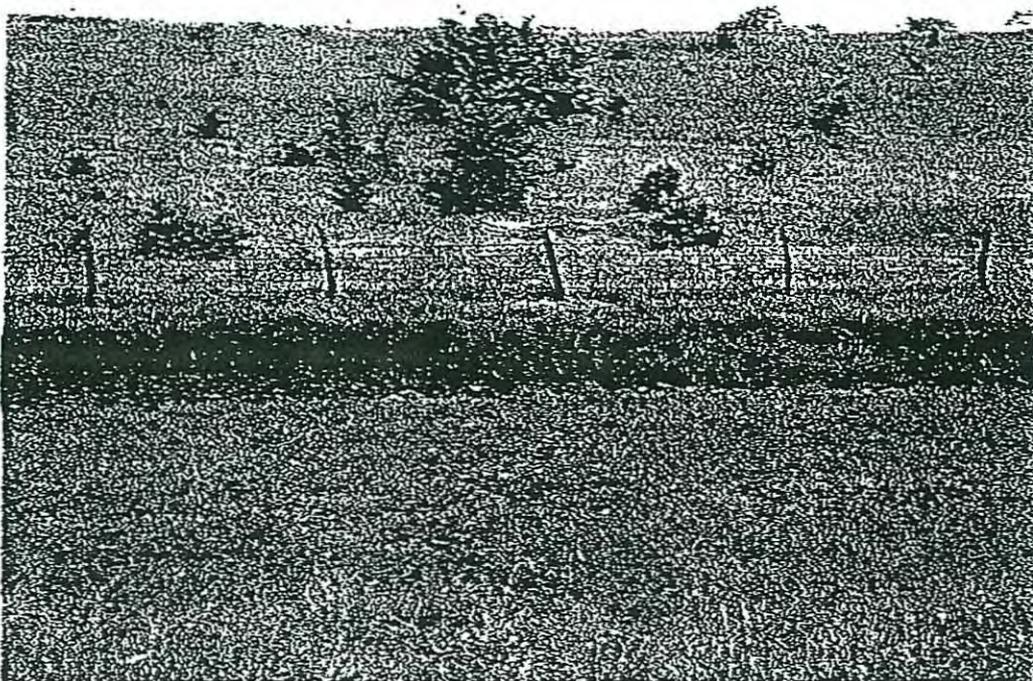


Plate 10. View southwest. Creek cutbank just south of FM 1902.



# MEMORANDUM

**TO:** Michelle Skinner, ENV-PRO  
**CC:** Judy Anderson

**DATE:** August 20, 2009

**FROM:** Mark Brown, ENV/CRM

**SUBJECT:** Comment on NEPA document circulated 7/1/09

**District:** Fort Worth                      **Highway:** SH 121  
**County:** Johnson  
**CSJ #:** 0504-04-001  
**Project Limits:** from FM 1187 to US 670

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Section 106 consultation for the above referenced re-evaluation closed on August 13, 2009.  
Negative survey: no historic age resources in 300' APE.  
A copy of the negative survey memo must be included in the Appendices.

Replace the 2<sup>nd</sup> paragraph (The APE, as designated . . .) on page 37 with the following text:

"The historic resources survey completed for the 2004 FONSI remains valid except for the project area divergent from the alignment approved under the FONSI. TxDOT historians surveyed the new APE and determined that no historic-age resources are present and that individual project coordination with SHPO is not required"

CRM-HIST recommends creating separate subsections within section 3.12 for archeological and non-archeological cultural resources.

Create a table listing the eight known historic sites mentioned in the third paragraph of Section 4.1.16, p. 53. Add a map showing their locations.

Replace the third paragraph of Section 4.1.16, p. 53 with the following:

"Section 106 coordination determined that there are no historic resources in the APE of the Modified Alignment under reevaluation. Therefore the Modified Alignment can have no indirect or cumulative effects. There are eight known historic sites that are listed on, or eligible for listing on, the NRHP in the Resource Study Area (Table \_ and Figure \_), but none would be impacted by the induced development forecasted by the local planners. Although it is possible that other historic

sites exist in the induced development area for the proposed project, it is not possible to determine potential effects as the exact locations and nature of the resources are unknown.”

Please contact me at 512.416.2600 should you have any questions or require additional information.

###

District: Fort Worth  
County: Johnson  
CSJ #: 0504-04-001

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*Scanned & distributed  
12/14/08 LP*



## MEMORANDUM

**TO:** 850 File, Various Road Projects, Various CSJs, Various Districts

**FROM:** Scott Pletka, Ph.D. **DATE:** December 3, 2008

**SUBJECT:** Internal review under the First Amended Programmatic Agreement Among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU), and internal review under the Memorandum of Understanding (MOU) Between the Texas Historical Commission and the Texas Department of Transportation

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Attached are the lists of projects reviewed internally by qualified TxDOT archeologists from 11/27/08 to 12/03/08. These projects either do not warrant survey as a result of a low probability of encountering archeological historic properties and State Archeological Landmarks, or the projects were inspected by survey or impact evaluation and do not warrant further work. As provided under the PA-TU, consultation with the Texas State Historic Preservation Officer is not necessary for these undertakings. As provided under the MOU, the proposed projects do not require individual coordination with the Texas Historical Commission.

Signature *Scott Pletka*  
For FHWA and TxDOT

Date *December 4, 2008*

Attachment

cc: ETS Data Entry; PM; ENV\_ARC; PA File;

**ETS**  
**ARCHEOLOGICAL COORDINATION**  
Projects that do not warrant Archeological Survey  
(Section 106 and ANTIQUITIES CODE OF TEXAS)  
From : 11/27/2008 To: 12/3/2008

COUNTY	DISTRICT	PROJECT	CSJ	F30/T20 Concur. no further work	F10/T10 Unable to Concur
Austin	Yoakum	CR 5288	0913-20-071		
Fort Bend	Houston	LP 541	0089-17-003		
Fort Bend	Houston	FM 3345	3420-01-011		
Johnson	Fort Worth	SH 121	0504-04-001		

Number of Projects: 4

Signature Seth Pen  
For FHWA and TxDOT

Date December 4, 2008

ETS  
**ARCHEOLOGICAL COORDINATION**  
Archeological Surveys, No Further Work Recommended  
(Section 106 and ANTIQUITIES CODE OF TEXAS)  
From : 11/27/2008 To: 12/3/2008

COUNTY	DISTRICT	PROJECT	CSJ	*F30/T20 Concur, no further work	*F10/T10 Unable to Concur
Clay	Wichita Falls	SH 79	0282-01-014		

Number of Projects: 1

Signature Scott Peck  
For FHWA and TxDOT

Date December 4, 2008



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**FEDERAL HIGHWAY ADMINISTRATION**  
300 EAST 8TH STREET, RM 826  
AUSTIN, TEXAS 78701



**Texas  
Department  
of Transportation**  
**TEXAS DEPARTMENT OF TRANSPORTATION**  
125 E. 11<sup>th</sup> STREET  
AUSTIN, TEXAS 78701-2483

December 3, 2008

Mr. Alonzo Chalepah, Chairman  
Apache Tribe of Oklahoma  
P.O. Box 1220  
Anadarko, OK 73005

RE: CSJ: 0504-04-001 (previously 2118-01-008 and 2118-02-008); SH 121, from FM 1187 to US 67,  
Construct Divided Highway on New Location; Section 106 Continuing Consultation; Johnson County, Fort  
Worth District

Dear Mr. Chalepah:

The above referenced transportation project is being considered for construction by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT). Environmental studies are in the process of being conducted for this project. The project is located in an area that may be of interest to your tribe. The purpose of this letter is to contact you in order to continue Section 106 consultation with your community pursuant to stipulations of the First Amended Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU). Previous consultation was conducted by correspondence dated January 2, 2002. At that time, the proposed project was listed under CSJs: 2118-01-008 and 2118-02-008.

The original project involved the proposed construction of SH 121 from FM 1187 to US 67. The original location map which was enclosed with the January 2, 2002, letter is attached. The current consultation involves an adjustment to that project which would shift the proposed right of way (ROW) west of a prior alignment. The shift would only concern the 2.05-mile segment of SH 121, from SH 171 to just northwest of West Buffalo Creek. The location of the proposed change is depicted on the attached map of Johnson County. A state map depicting the location of Johnson County is also attached.

The proposed segment of SH 121 would be a 4-lane divided highway on a new location. For the most part, SH 121 would have 44-foot-wide pavement for both the north- and south-bound highway. Each section of divided highway would consist of two 12-foot-wide lanes with 10-foot-wide shoulders. There would be a 52-foot-wide median between north and south bound traffic. The segments of SH 121 just north and south of Sparks Road would include entrance and exit access ramps. At this location pavement width would be increased to 56 feet, incorporating a 12-foot-wide entrance/exit acceleration/deceleration

**MOVING THE  
AMERICAN  
ECONOMY**

Re: Section 106 Continuing Consultation, National Historic Preservation Act;  
Proposed Texas Department of Transportation Project, Fort Worth District  
CSJ: 0504-04-001 (previously 2118-01-008 and 2118-02-008); SH 121, from FM 1187 to US 67,  
Construct Divided Highway on New Location; Johnson County

lane to accommodate access to and from SH 121 and Sparks Road. A 58-foot-wide overpass would be constructed over SH 121 at Sparks Road. SH 121 would be raised on fill for the entirety of the project length (see attached Plan and Profile). Three borrow areas for construction fill are also proposed. These areas are depicted on the attached Conceptual Mitigation Plan. Borrow Area A would be approximately 424 feet wide by 1188 feet long. Borrow Area B would be approximately 613 feet wide by 1716 feet long. Borrow Area C would be approximately 292 feet wide by 613 feet long. Proposed ROW width for SH 121 would vary from approximately 327 to 516 feet along the length of the project.

Additionally, bridges would be constructed where SH 121 would cross West Buffalo Creek and an unnamed headwater of West Buffalo Creek. The divided bridges over West Buffalo Creek would each be 44 feet wide by 450 feet long. Approaches to the bridge would be raised on fill 10 feet high at the southern end of the bridge and 11 feet high at the northern end of the bridge. The divided bridges over the unnamed drainage would be 44 feet wide on the north-bound side and 56 feet wide on the south-bound side. Both bridges would be 450 feet long. Approaches to the bridge would be raised on fill 16 feet high on the southern end of the bridge and 7.5 feet high on the northern end of the bridge. At the southernmost extent of the project, where SH 121 intersects with SH 171, overpass bridges would be constructed allowing SH 121 to pass over SH 171 (see attached Plan and Profile). The location of this intersection is where the latest proposed ROW tapers back to the old proposed ROW. A map depicting the latest proposed ROW and the old proposed ROW location is enclosed (see attached SH 121 Right of Way Shift).

The area of potential effects (APE) for the project has been defined as all of the existing highway right of way (maximum of 516 feet wide for 2.05 miles) and the three proposed borrow areas for a total area of almost 168 acres. Vertical impacts would be confined to about 2-foot depths along the roadway. In general, borrow areas would be excavated to a depth of 5 feet.

Within the APE, SH 121 would be aligned mostly north to south. The terrain is relatively level along the length of the APE (see attached USGS map). Overall, the proposed highway would range in elevation from 830 feet (253 meters) above sea level at the base of the channel bed of the unnamed drainage to 859 feet (262 meters) above sea level at the southernmost edge of the APE (see attached Plan and Profile). Drainage occurs via West Buffalo Creek, a tributary of Buffalo Creek, and two unnamed drainages, both headwaters of West Buffalo Creek. Within the APE, West Buffalo Creek trends south and the two unnamed drainages trend east. All three are mapped as intermittent by the USGS (see attached map). The USGS map, dated 1961 and photorevised 1978, does not depict Lake George Marti, indicating that the lake postdates 1978.

Most (89 percent) of the surface geologic deposits within the proposed APE have been mapped as belonging to Grayson Marl and Main Street Limestone undivided [Kgy] (Bureau of Economic Geology 1972: Geologic Atlas of Texas, Dallas Sheet, Scale 1:250,000. The University of Texas at Austin, Austin, Texas – see enlarged section). Grayson Marl and Main Street undivided is a Lower Cretaceous formation. As the Lower Cretaceous predates the existence of higher primates, the geologic deposits would, therefore, long predate any human presence in the Americas. Any archeological materials in these deposits would be expected to be at or close to the surface. Two sections of surface geologic deposits along the unnamed drainage and Buffalo Creek (11 percent), however, have been mapped as Holocene Alluvium [Qal]. As these deposits postdate the accepted start of human occupation in North America, they have the potential to contain buried archeological deposits.

Soil data were retrieved from the USDA Natural Resources Conservation Service Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey>) on November 25, 2008 (see attached map). As there were numerous mapped soils over the length of the APE, detailed information is presented in the following table (see Table 1 and attached map).

Re: Section 106 Continuing Consultation, National Historic Preservation Act;  
 Proposed Texas Department of Transportation Project, Fort Worth District  
 CSJ: 0504-04-001 (previously 2118-01-008 and 2118-02-008); SH 121, from FM 1187 to US 67,  
 Construct Divided Highway on New Location; Johnson County

Table 1. Soil Data for Proposed Project Area.

Map Symbol	Soil	% APE	Horizon: Brief Description	Source/Location
CuB	Culp clay loam, 0-3% slopes [Vertic Argiustolls]	17.6	Ap: 0-18 cm (0-7 in), dark grayish brown clay loam B21t: 18-46 cm (7-18 in), dark grayish brown sandy clay loam, hard, firm, plastic B22t: 46-112 cm (18-44 in), dark brown sandy clay, hard, extremely firm, plastic	loamy alluvium of Quaternary age derived from mixed sources / stream terraces
Fr	Frio silty clay, occasionally flooded [Cumullic Haplustolls]	9.2	A1: 0-20 cm (0-8 in), dark grayish brown silty clay A2: 20-56 cm (8-22 in), dark grayish brown clay loam A3/A4: 56-102 cm (22-40 in), dark grayish brown silty clay loam Bk: 102-203cm (40-80 in), grayish brown silty clay	loamy and clayey alluvial sediments derived from Cretaceous-aged limestone and shale / flood plains
LeB	Lewisville silty clay, 1-3% slopes [Udic Calciustolls]	6.5	Ap: 0-15 cm (0-6 in), dark grayish brown silty clay A: 15-41 cm (6-16 in), dark grayish brown silty clay Bk: 41-86 cm (16-34 in), grayish brown silty clay	clayey slope alluvium derived from ancient loamy and calcareous sediments / draws
PnB	Ponder clay loam, 1-3% slopes [Vertic Haplustalfs]	16.2	Ap: 0-18 cm (0-7 in), dark grayish brown clay loam, extremely hard, firm, sticky and plastic Bt1: 18-43 cm (7-17 in), brown clay, extremely hard, very firm, very sticky and plastic	clayey alluvium / stream terraces (Lower Cretaceous)
SaB	Sanger clay, 1-3% slopes [Udic Haplusterts]	0.3	Ap: 0-18 cm (0-7 in), dark grayish brown clay, extremely hard, very firm, sticky and plastic A: 18-97 cm (7-38 in), dark grayish brown clay, extremely hard, very firm, sticky and plastic Bkss: 97-140 cm (38-55 in), light yellowish brown silty clay, hard, firm, sticky and plastic	clayey residuum weathered from shale / ridges (Lower Cretaceous)
SIA	Slidell clay, 0-1% slopes [Udic Haplusterts]	36.8	Ap: 0-15 cm (0-6 in), dark gray clay, extremely hard, very firm A: 15-48 cm (6-19 in), very dark gray clay, extremely hard, very firm	clayey slope alluvium / ridges (Lower Cretaceous)
SIB	Slidell clay, 1-3% slopes [Udic Haplusterts]	3.6	Bss: 48-81cm (19-32 in), very dark gray clay, extremely hard, very firm	
WsA	Wilson silty clay loam, 0-1% slopes [Oxyaquic Vertic Haplustalfs]	9.7	Ap: 0-13 cm (0-5 in), very dark gray silt loam, very hard, firm, sticky and plastic Bt: 13-51 cm (5-20 in), very dark gray silty clay, extremely hard, very firm, very sticky and very plastic	loamy alluvium of Quaternary age derived from mixed sources / level to gently sloping terraces

Mapped soils primarily derived from ridge and stream terrace deposits of Cretaceous age (at least 57 percent). These soils long predate human presence in the Americas. Quaternary alluvial soils (27 percent) mapped within the APE include Culp clay loam and Wilson silty clay loam. Culp series soils reach a hard, firm, plastic, horizon by a depth of 18 centimeters (7 inches). Wilson series soils have a very hard, firm, sticky and plastic surface horizon which transitions to an extremely hard, very firm, very

Re: Section 106 Continuing Consultation, National Historic Preservation Act;  
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Construct Divided Highway on New Location; Johnson County

sticky, and very plastic horizon by a depth of 13 centimeters (5 inches). Despite being Quaternary alluvium, the nature of the soils suggests all archeological materials would be close to or at the surface.

A check of the Texas Archeological Sites Atlas (Atlas) on November 25, 2008, shows no previously recorded archeological sites within, immediately adjacent to, or within one kilometer (0.621 mile) of the proposed APE (see attached map section). The Atlas check did show three linear surveys which overlap with and are directly adjacent to the APE. Two of these were conducted by TxDOT (as agents of FHWA) in January 1994 for an earlier version of the current project. The surveys consisted of both pedestrian survey and subsurface investigations. Those surveys identified one archeological site (41TR137 – a surficial lithic scatter) north of FM 1187 approximately 23 kilometers (14.2 miles) beyond the current APE. The third adjacent survey was conducted by the Soil Conservation Service in 1981 (see attached Atlas). No sites were identified. Additionally, an area survey 230 meters (755 feet) from the APE was conducted by the USDA-Rural Development in January 2007 and one linear survey 1.09 kilometers (0.677 mile) from the APE was conducted by an unlisted agency. No archeological sites were identified during either survey.

Additional field investigations are known which were conducted under the auspices of TxDOT. In May 2002, Geo-Marine, Inc. conducted an archeological impact evaluation of the prior preferred alignment for SH 121. The 2002 impact evaluation overlapped the 1994 FHWA surveys in four locations. Part of the 2002 field investigations included a segment between SH 171 and CR 904. A figure which depicts the location of the archeological project is attached. The extent of the impact evaluation corresponds to the "Old Row" demarcated on the SH 121 Right of Way Shift figure. The relationship of the "Latest Row" to the "Old Row" can be seen on that same figure. Much of the previously evaluated area overlaps with the newest proposed ROW alignment. Additionally, the proposed borrow areas fall within or partially overlap previously investigated areas (see attached Conceptual Mitigation Plan). The 2002 investigations concluded it was highly unlikely that any significant archeological resources would be impacted as the project area fell completely within an upland setting with shallow soils and little likelihood of buried deposits.

A check of the Texas State Highway Department State Highway Planning Survey of 1936 (Johnson County, sheet 127 – see enlarged attached section) revealed one dwelling and a rail line within or adjacent to the APE. The railway is listed as the Atchison-Topeka on the USGS Maps and as the Santa Fe on the State Highway Planning Survey of 1936. According to the Texas State Historical Association Handbook of Texas Online (Handbook) (retrieved on December 2, 2008, <http://www.tshaonline.org/handbook/online/articles/JJ/hcj8.html>), the Atchison, Topeka, and Santa Fe was constructed in Johnson County in 1881. Also, according to the Handbook, the Johnson County economy was primarily dependent on agriculture until the late twentieth century. The USGS map indicates the APE was under cultivation in 1978. Based on this and the lack of historic structures, it is likely the area has been heavily plowed, further disturbing archeological deposits.

Given the foregoing discussion of the geographical setting and the results of previous field investigations which are adjacent to or overlap the current APE, the project area is considered to have low probability for the presence of prehistoric archeological sites. Furthermore, any archeological sites which do occur within the APE would likely lack sufficient integrity to address important questions of prehistory. Therefore, TxDOT finds that the proposed project would not affect archeological historic properties (36 CFR 800.16(l)(1)) or State Archeological Landmarks (13 TAC 26.12) and recommends that no further archeological investigations are warranted.

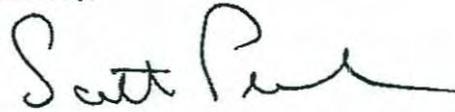
According to our procedures and at the request of the FHWA under Section 106 of the National Historic Preservation Act, we are writing to request your comments on historic properties of cultural or religious significance to your tribe that may be affected by the proposed undertaking. Any comments you may have on the TxDOT recommendation should also be provided. Please provide your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent

Re: Section 106 Continuing Consultation, National Historic Preservation Act;  
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possible. If you do not object with a recommendation "no historic properties affected," please sign below to indicate your concurrence. In the event that further investigations by our office disclose the presence of archeological deposits, we will contact your tribe to continue consultation.

Thank you for your attention to this matter. If you have questions, please contact John Arnn (TxDOT Archeologist) at 512/416-2639 (email: jarnn@dot.state.tx.us) or me at 512/416-2631 (email: spletka@dot.state.tx.us).

Sincerely,



Scott Pletka, Ph.D., Supervisor  
Archeological Studies Branch  
Environmental Affairs Division

\_\_\_\_\_  
Concurrence by:

\_\_\_\_\_  
Date:

Attachments

cc w/attachments: Barbara Maley, Environmental Coordinator FHWA; Sonja Whitehead, TxDOT Fort Worth District Environmental Coordinator; Michelle Skinner, ENV-PM TxDOT; John Arnn, ENV-ARCH TxDOT; ENV-ARCH Project File

cc w/o attachments: ETS Scan

The attached letter was sent to the following tribes on December 3, 2008 :

Mr. Alonzo Chalepah, Chairman  
Apache Tribe of Oklahoma  
P.O. Box 1220  
Anadarko, OK 73005

Mr. Marlon Frye, Chairperson  
Business Committee  
Kickapoo of Oklahoma  
P.O. Box 70  
McLoud, OK 74851

Mr. Juan Garza, Jr., Chairperson  
NAGPRA Coordinator  
Kickapoo Traditional Tribe of Texas  
HC1 Route, Box 9700  
Eagle Pass, TX 78852

Mr. Leslle Standing, President  
Wichita and Affiliated Tribes  
P.O. Box 729  
Anadarko, OK 73005

Ms. Jennie Lillard, Town King  
Kialegee Tribal Town  
P.O. Box 332  
Wetumka, OK 74883

Mr. Arlan Whitebird, Chairperson  
Kickapoo of Kansas  
1107 Goldfinch Road  
P.O. Box 271  
Horton, KS 66439

Mr. Buford Rolin, Chairperson  
Poarch Band of Creek Indians  
5811 Jack Springs Road  
Atmore, AL 36502

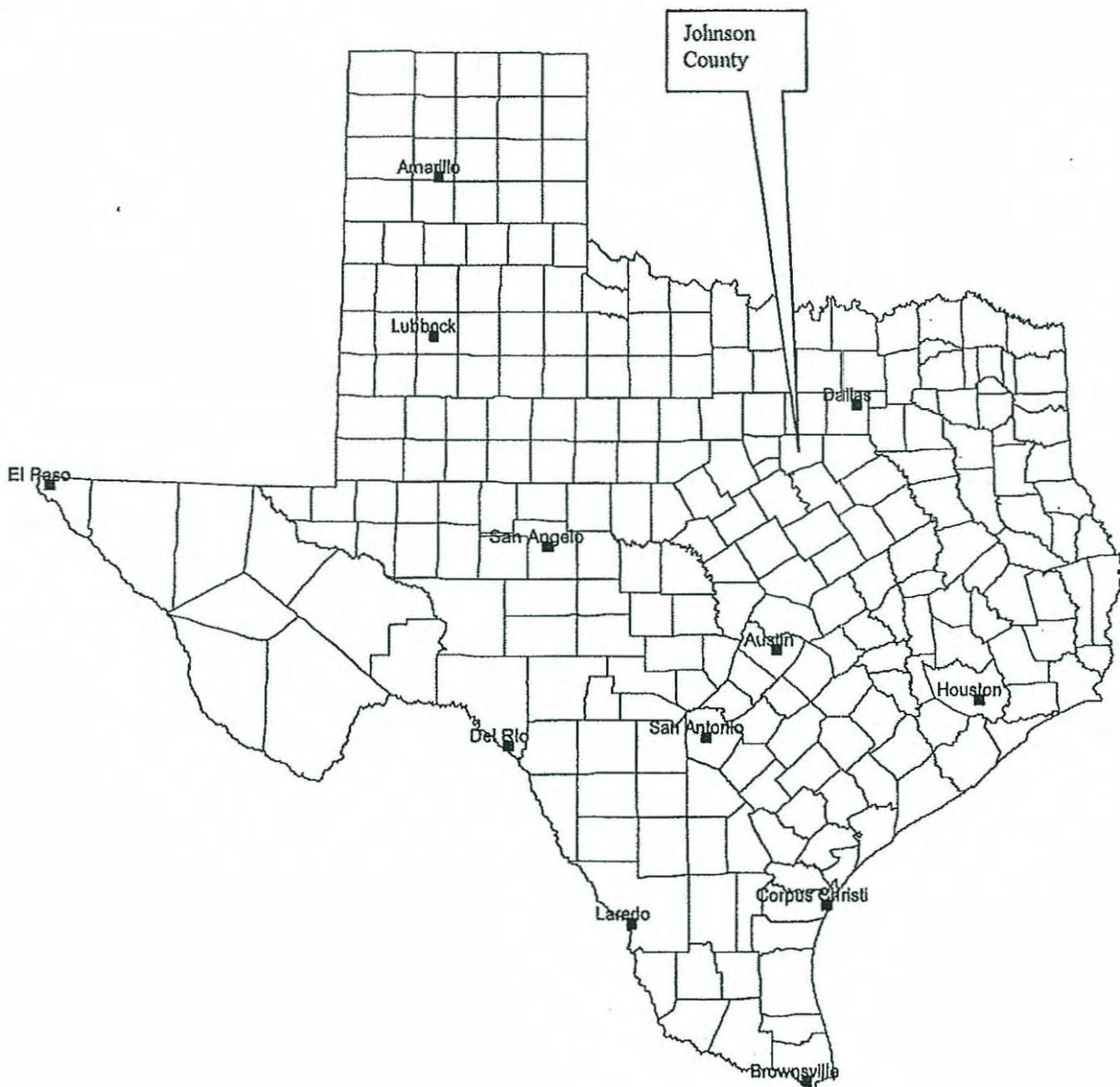
Mr. John Miller, Chairperson  
Pokagon Band of Potawatomi Indians of Michigan  
P.O. Box 180  
Dowagiac, MI 49047

# County Location Map

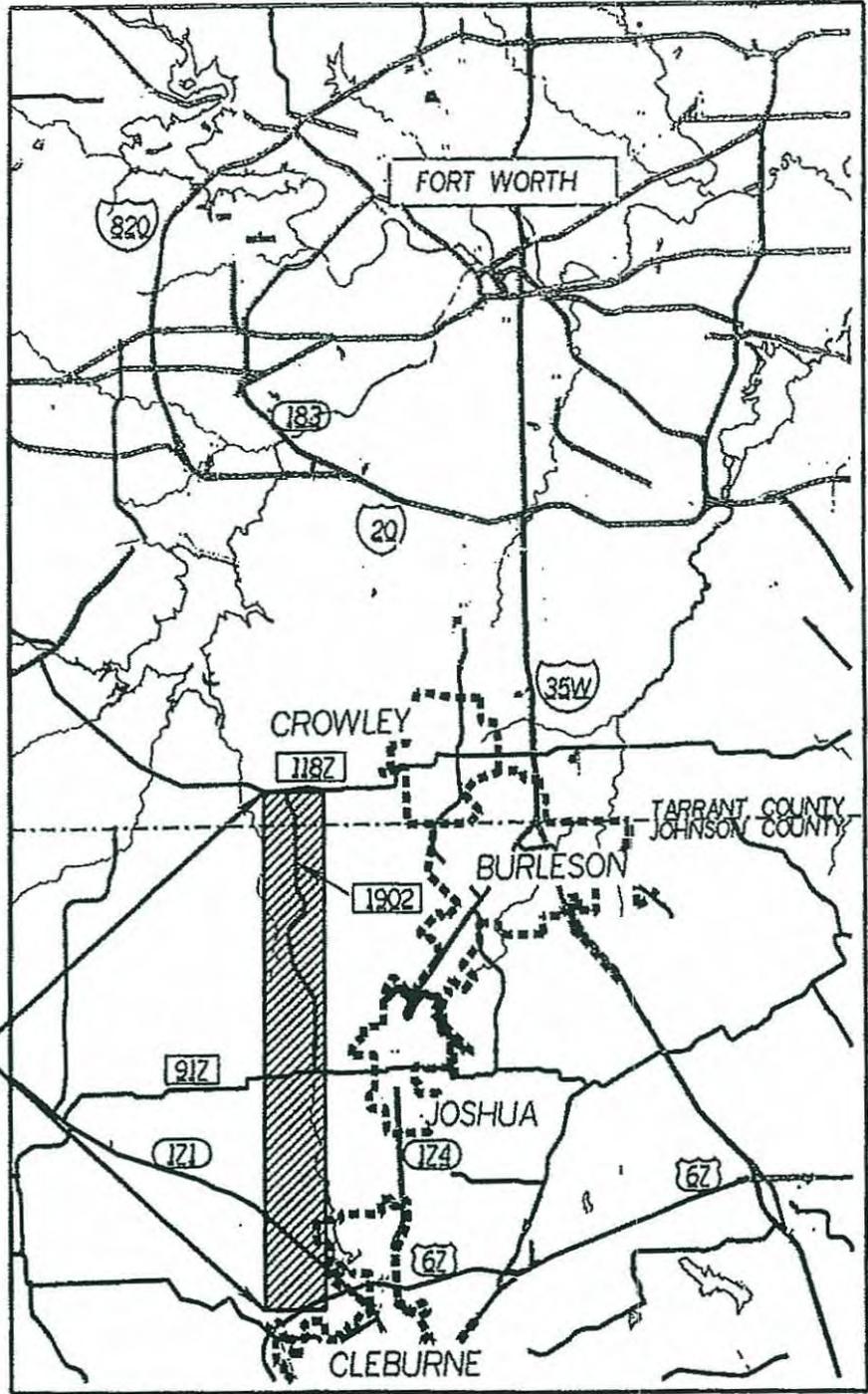
County: Johnson

Project CSJ: 0504-04-001

Project Name: SH 121 from FM 1187 to US 67, Fort Worth District







STUDY LIMITS  
FROM  
FM 1187  
TO  
US 67

# SH 121

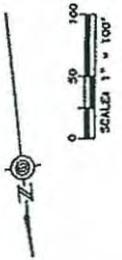
TARRANT AND  
JOHNSON COUNTIES

CSJ: 2118-01-008  
PROJECT LOCATION MAP



SH 121 SOUTH  
FROM : FM 1187  
TO : US 67

EXHIBIT A



NOTES  
 1. ALL DIMENSIONS ARE RELATIVE TO THE L.O.P. UNLESS OTHERWISE NOTED.  
 2. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.

LEGEND

---	PLANIMETRICS
---	EXISTING R.O.W.
---	PROPOSED R.O.W.
→	DIRECTION OF TRAVEL
(C13)	CURVE NAME
▬	CONCRETE PAVEMENT
▬	ASPHALT PAVEMENT

SHEET TOTALS

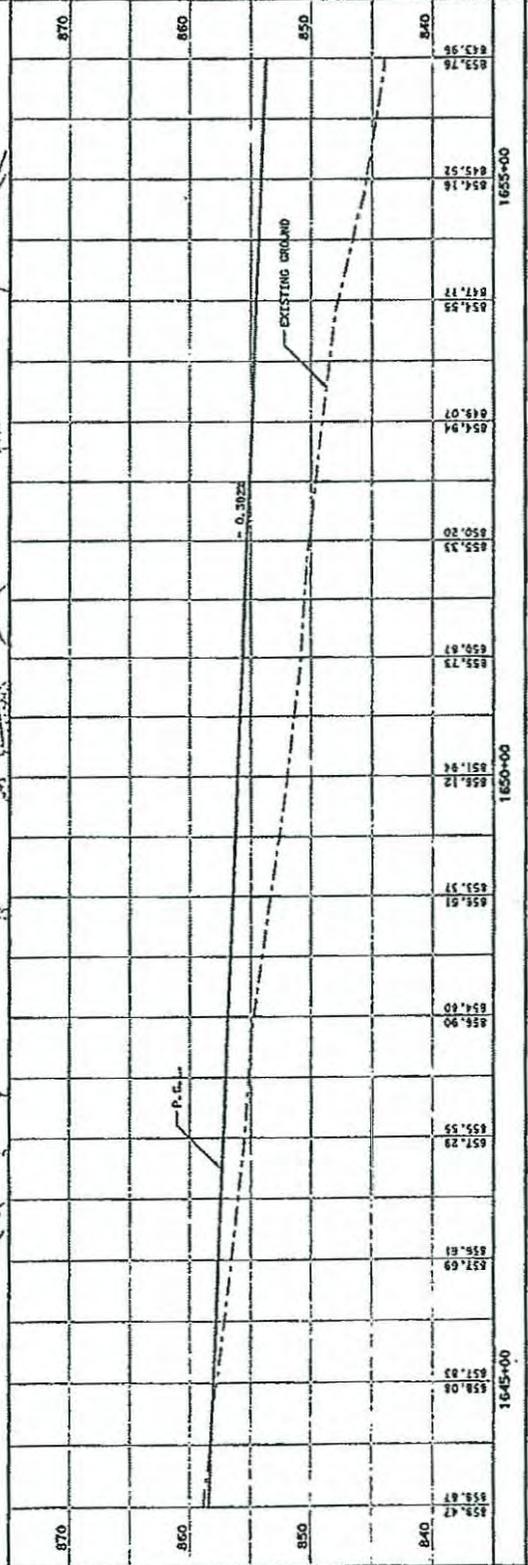
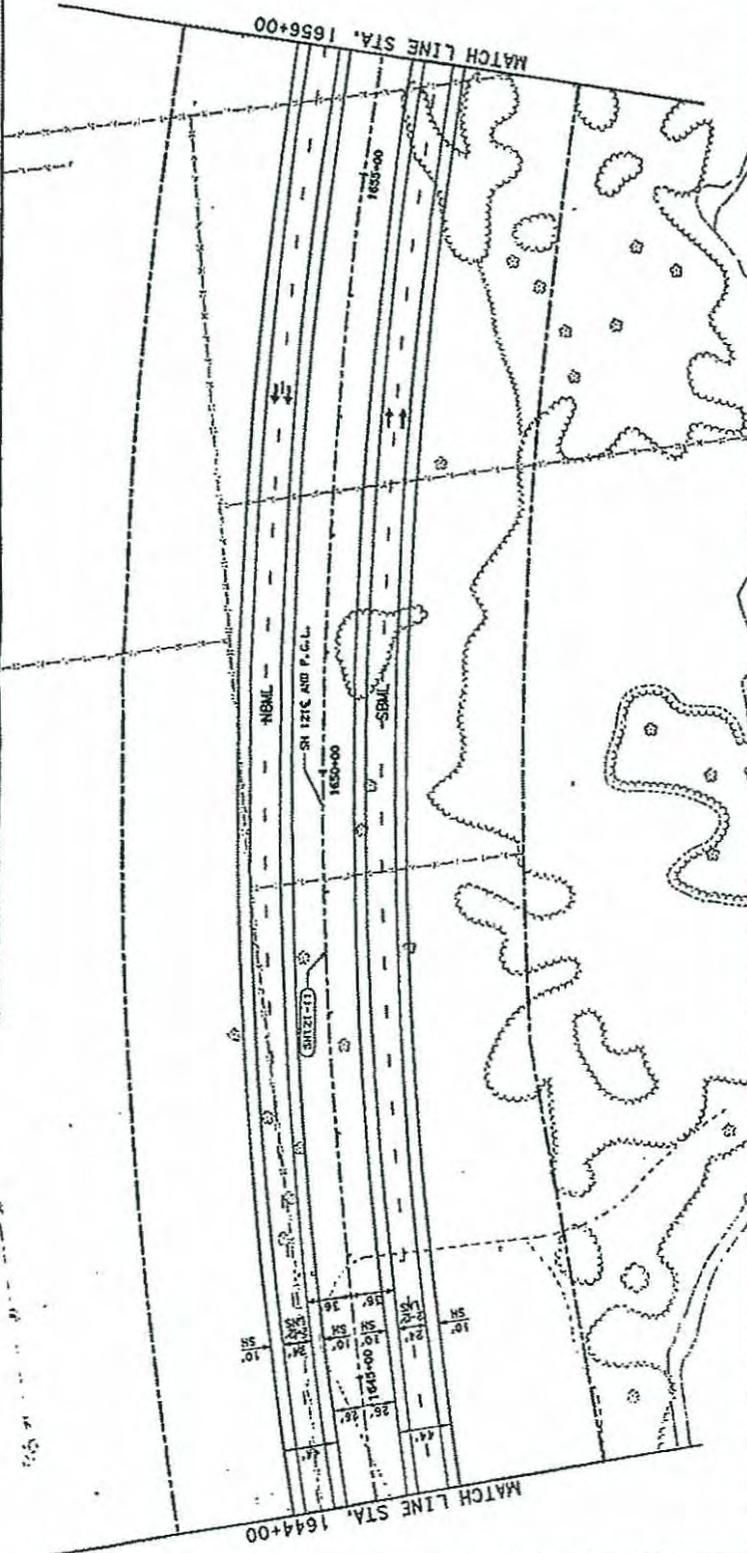
EST.	FINAL	UNIT	DESCRIPTION

**EXTENSIVE REVIEW**  
 THIS DRAWING HAS BEEN EXTENSIVELY REVIEWED BY THE DISTRICT ENGINEER OF THE TEXAS DEPARTMENT OF TRANSPORTATION AND IS HEREBY APPROVED FOR CONSTRUCTION.  
 DATE: 11/15/2005  
 BY: [Signature]

Texas Department of Transportation  
 TEXAS  
 RODRIGUEZ TRANSPORTATION GROUP  
 CONSULTING ENGINEERS

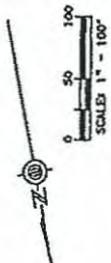
SH 121  
**PLAN AND PROFILE**  
 STA. 1644+00 TO STA. 1656+00  
 SCALE: PLAN PROFILE 1"=100' HORIZ.  
 1"=10' VERT.  
 SHEET 47 OF 61

DATE	11/15/2005	BY	[Signature]
SCALE	1"=100' HORIZ. 1"=10' VERT.	PROJECT NO.	SH 121
PROJECT	SH 121	SECTION	47
DATE	11/15/2005	BY	[Signature]
SCALE	1"=100' HORIZ. 1"=10' VERT.	PROJECT NO.	SH 121
PROJECT	SH 121	SECTION	47



1/25/2005 12:51:24 PM



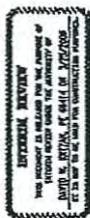


NOTES:  
 1. ALL DIMENSIONS ARE RELATIVE TO THE E.O.P. UNLESS OTHERWISE NOTED.  
 2. REFER TO HORIZONTAL ALIGNMENT DATA SHEETS FOR ADDITIONAL INFORMATION.

LEGEND	
---	PLANIMETRICS
---	PROPOSED R.O.W.
---	PROPOSED R.O.M.
---	DIRECTION OF TRAVEL
---	CURVE NAME
---	CONCRETE PAVEMENT
---	ASPHALT PAVEMENT

SHEET TOTALS

EST.	FINAL	UNIT	DESCRIPTION



Texas Department of Transportation  
 © 2008  
 RODRIGUEZ CONSULTING GROUP  
 CONSULTING ENGINEERS

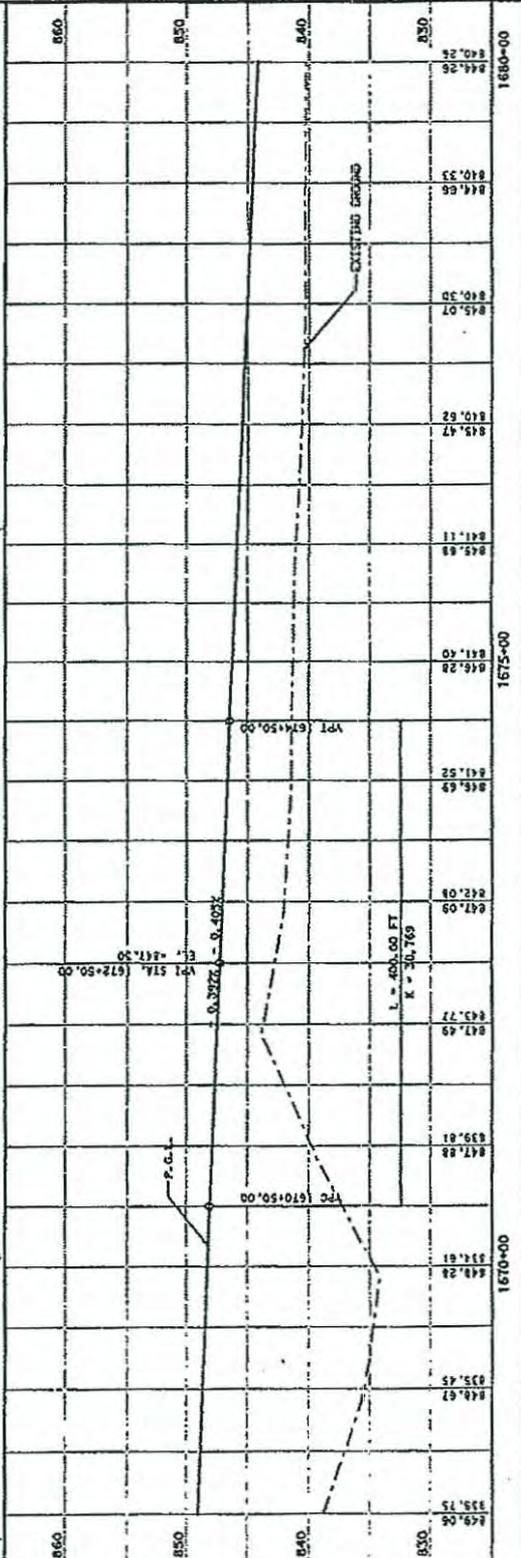
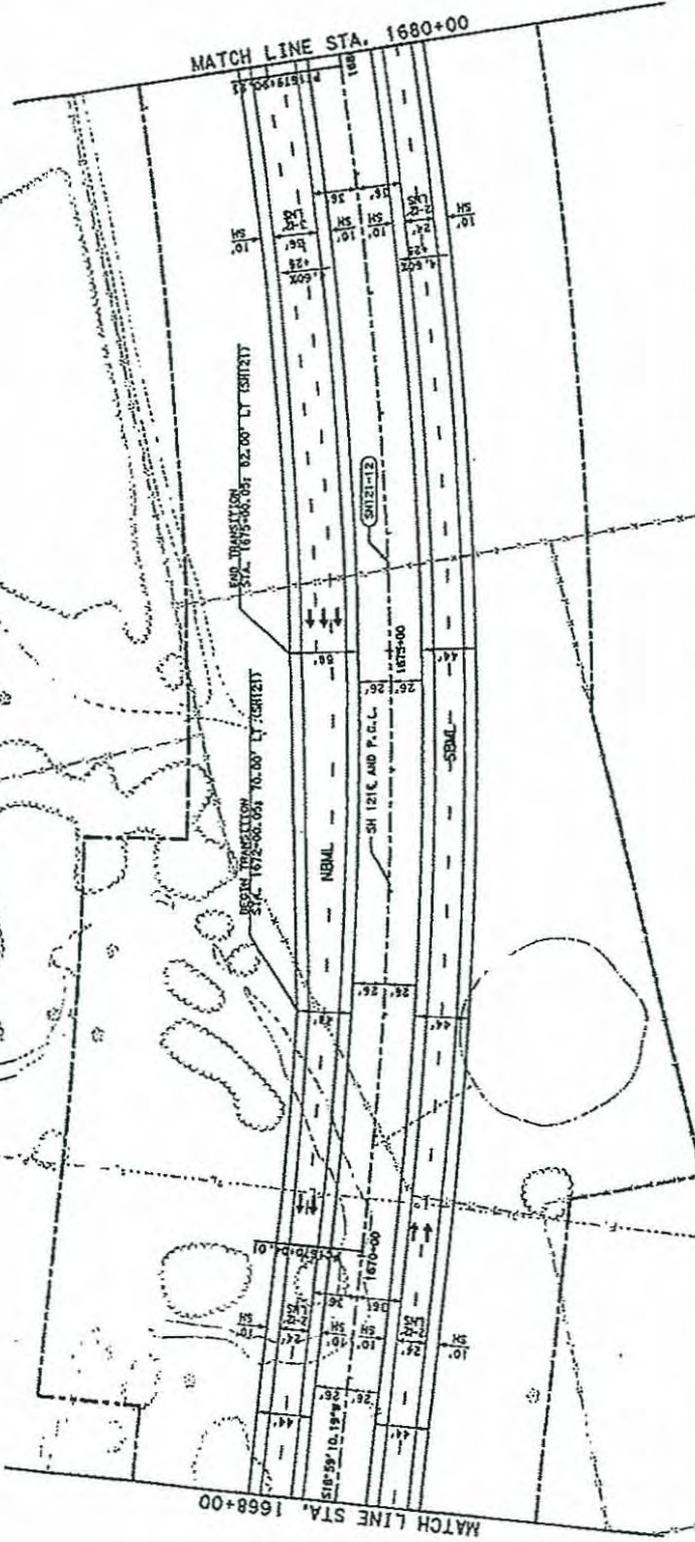
SH 121

PLAN AND PROFILE

STA. 1668+00 TO STA. 1680+00

SCALE  
 PLAN 1"=100' HORIZ.  
 PROFILE 1"=10' VERT.

DESIGNED BY	DATE	SCALE	SHEET NO. OF TOTAL SHEETS
CHKD BY	DATE	SCALE	SHEET NO. OF TOTAL SHEETS
APPROVED BY	DATE	SCALE	SHEET NO. OF TOTAL SHEETS
PROJECT NO.	DATE	SCALE	SHEET NO. OF TOTAL SHEETS
CONTRACT NO.	DATE	SCALE	SHEET NO. OF TOTAL SHEETS
CITY	DATE	SCALE	SHEET NO. OF TOTAL SHEETS
COUNTY	DATE	SCALE	SHEET NO. OF TOTAL SHEETS
DISTRICT	DATE	SCALE	SHEET NO. OF TOTAL SHEETS
SECTION	DATE	SCALE	SHEET NO. OF TOTAL SHEETS
DATE	DATE	SCALE	SHEET NO. OF TOTAL SHEETS
DRAWN BY	DATE	SCALE	SHEET NO. OF TOTAL SHEETS
CHECKED BY	DATE	SCALE	SHEET NO. OF TOTAL SHEETS

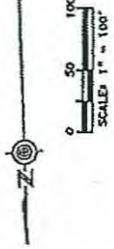












NOTES  
 1. ALL DIMENSIONS ARE RELATIVE TO THE C.O.P. UNLESS OTHERWISE NOTED.  
 2. REFER TO HORIZONTAL ALIGNMENT SHEETS FOR ADDITIONAL INFORMATION.

LEGEND

---	PLANIMETRICS
---	EXISTING R.O.W.
---	PROPOSED R.O.W.
---	DIRECTION OF TRAVEL
(C1)	CURVE NAME
---	CONCRETE PAVEMENT
---	ASPHALT PAVEMENT

SHEET TOTALS

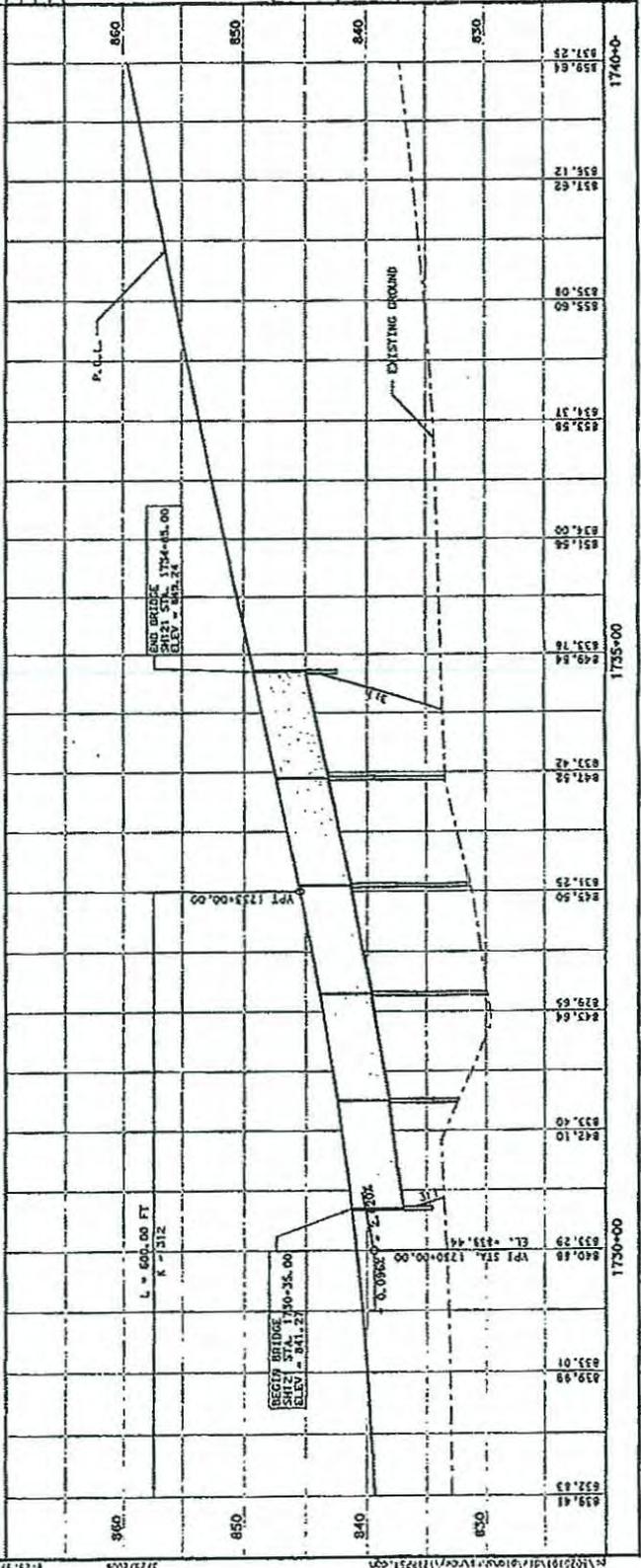
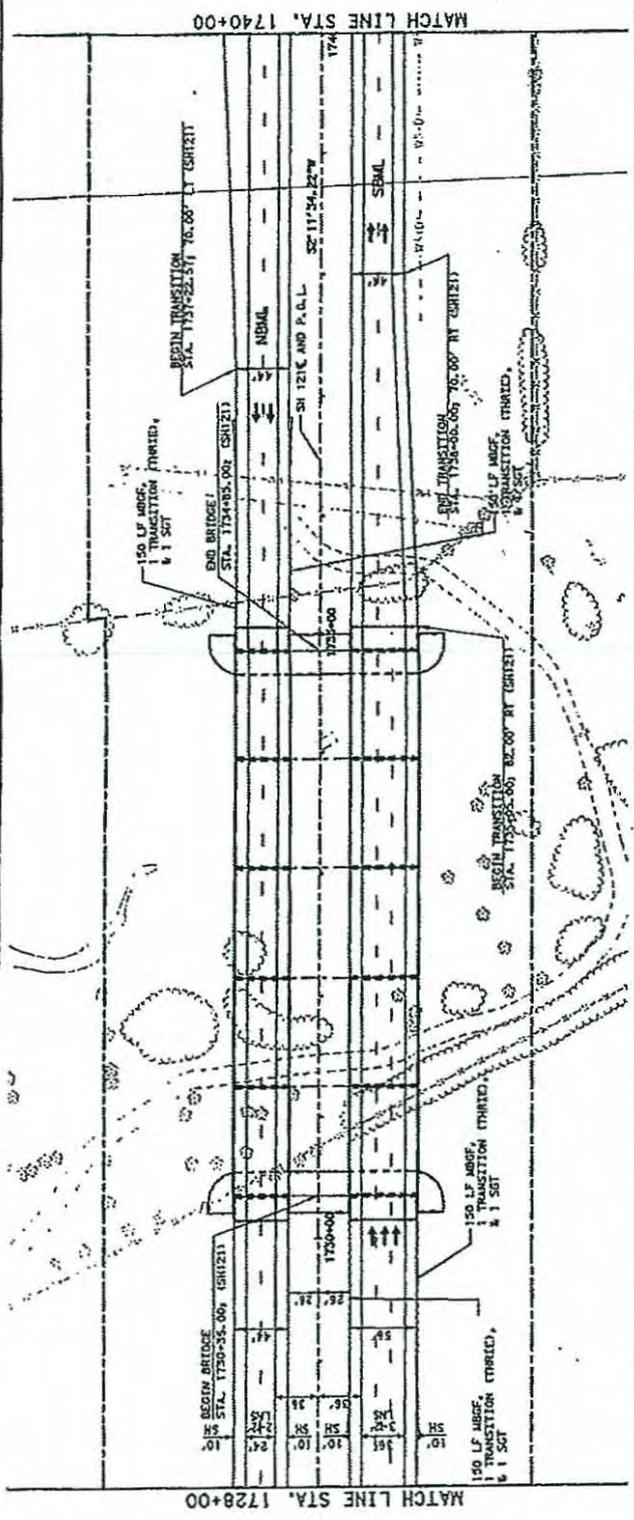
EST.	FINAL UNIT DESCRIPTION

EXTERNAL REVIEW  
 THIS DRAWING IS REVIEWED FOR THE PURPOSE OF  
 TECHNICAL ACCURACY AND THE AUTHORITY OF  
 THE ENGINEER. IT DOES NOT GUARANTEE THE  
 ACCURACY OF THE INFORMATION PROVIDED.

Texas Department of Transportation  
 TEXAS  
 RODRIGUEZ TRANSPORTATION GROUP  
 CONSULTING ENGINEERS

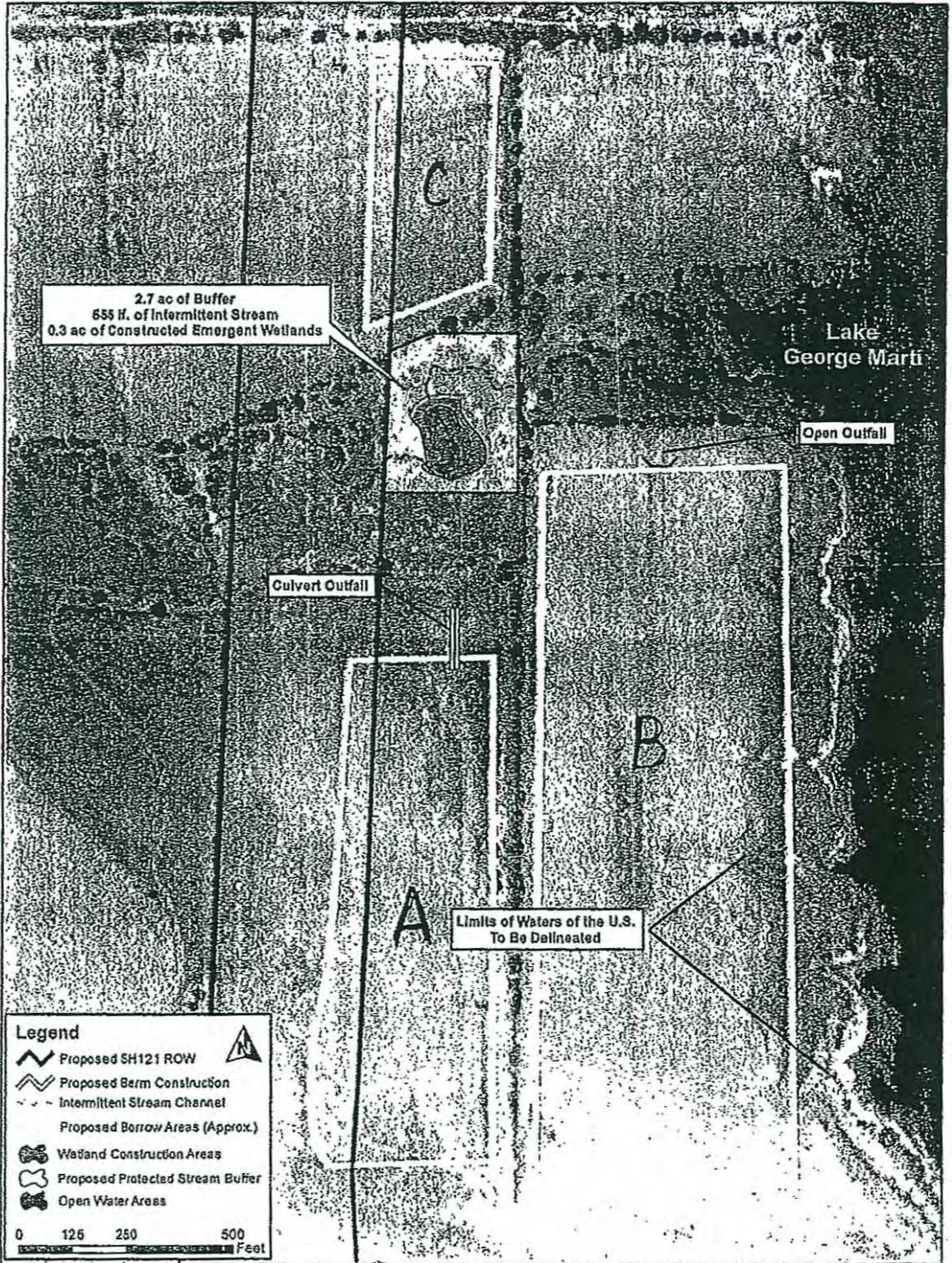
SH 121  
 PLAN AND PROFILE  
 STA. 1728+00 TO STA. 1740+00  
 SCALE: PLAN 1"=100' HORIZ.  
 PROFILE 1"=10' VERT.

DESIGNED BY	DATE	SCALE	SHEET NO.	TOTAL SHEETS
CHKD BY				
APPROVED BY				
PROJECT NO.				
SECTION NO.				
DATE				





Texas Department of Transportation  
SH 121 - FM 1187 to US 67



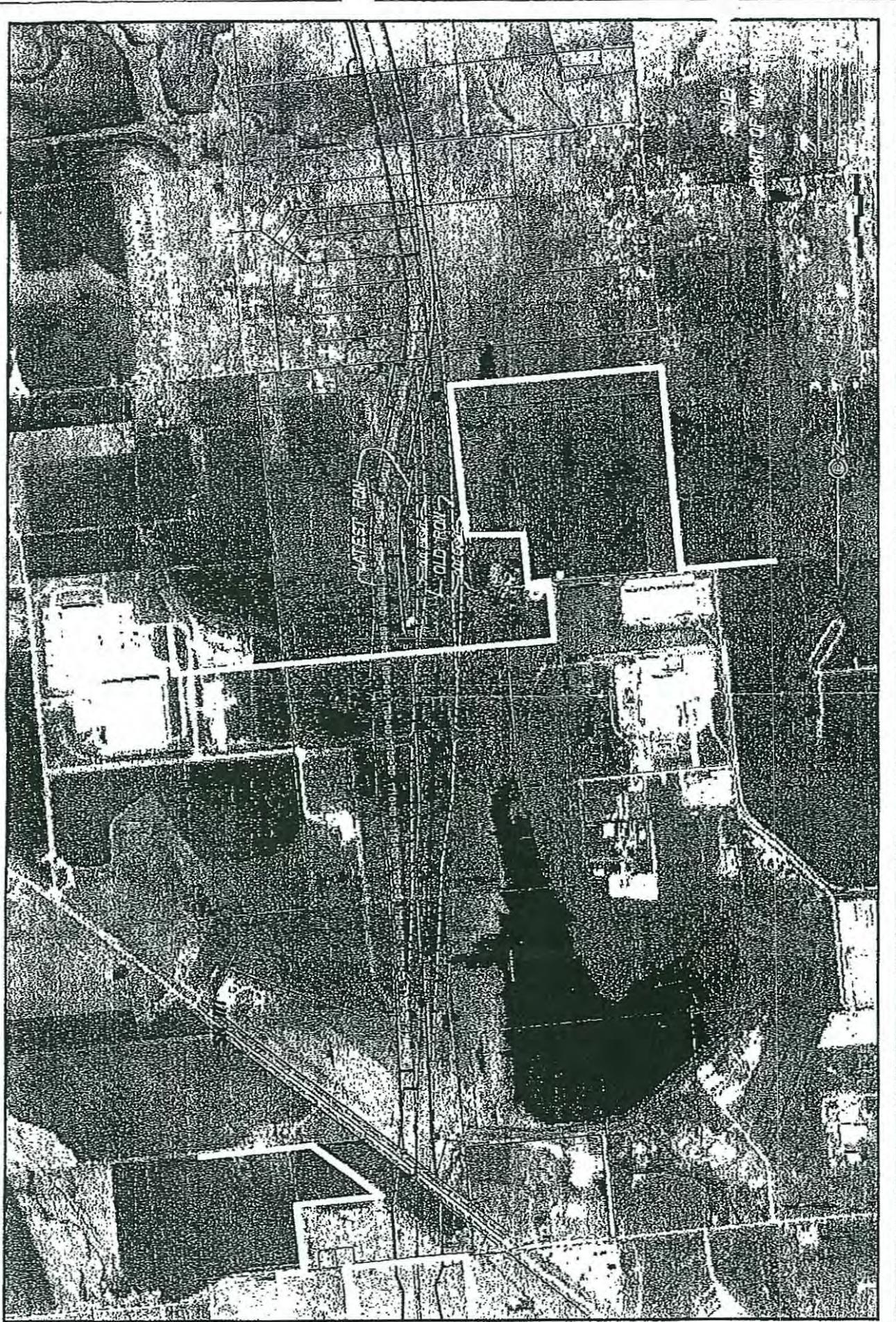
**Legend**

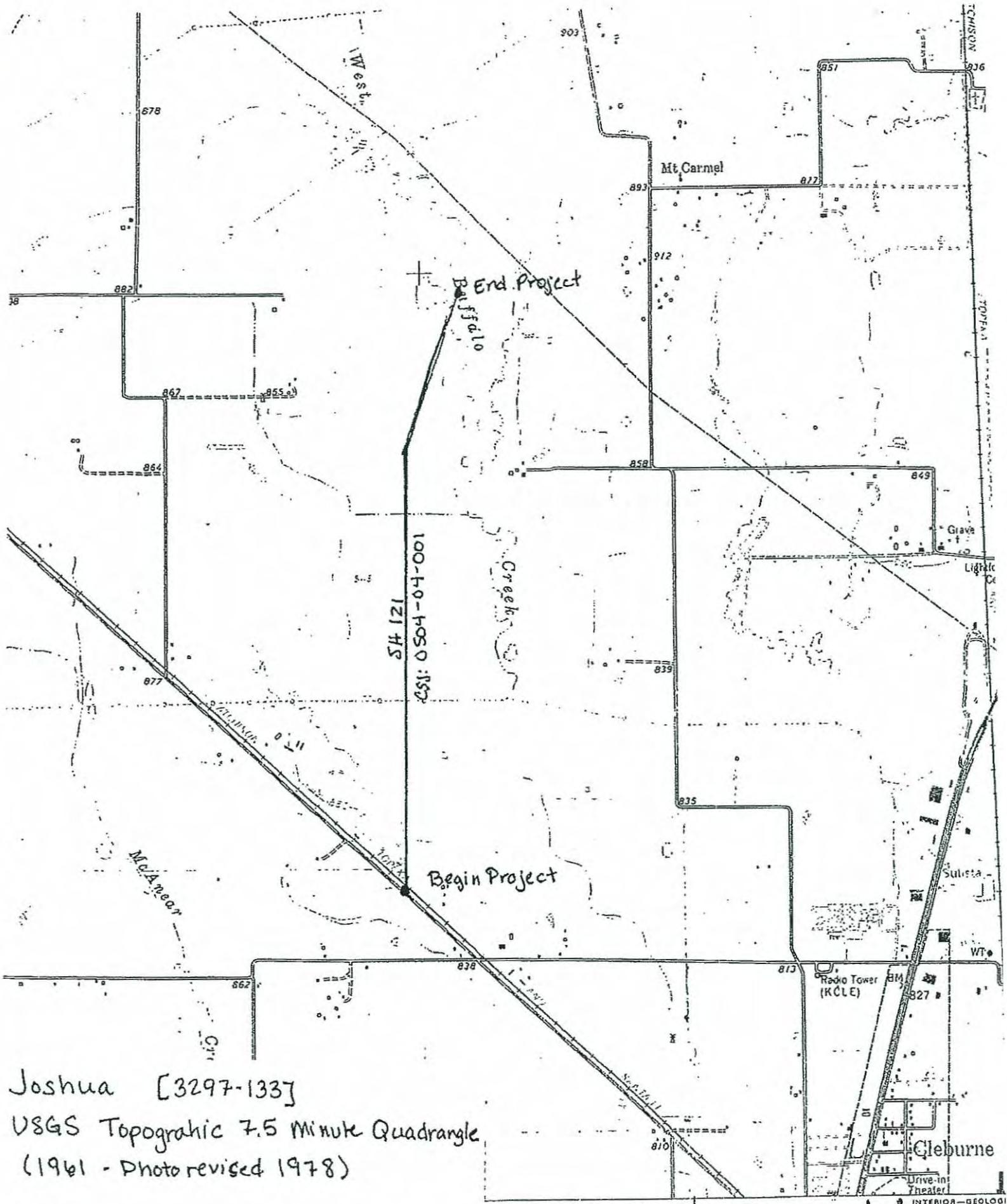
- Proposed SH121 ROW
- Proposed Berm Construction
- Intermittent Stream Channel
- Proposed Borrow Areas (Approx.)
- Wetland Construction Areas
- Proposed Protected Stream Buffer
- Open Water Areas

0 125 250 500 Feet

 Texas Department of Transportation  
Fort Worth District  
P.O. Box 6868  
Fort Worth, Texas 76115-0368

**Conceptual Mitigation Plan**  
**Lake George Marti**  
**City of Cleburne**





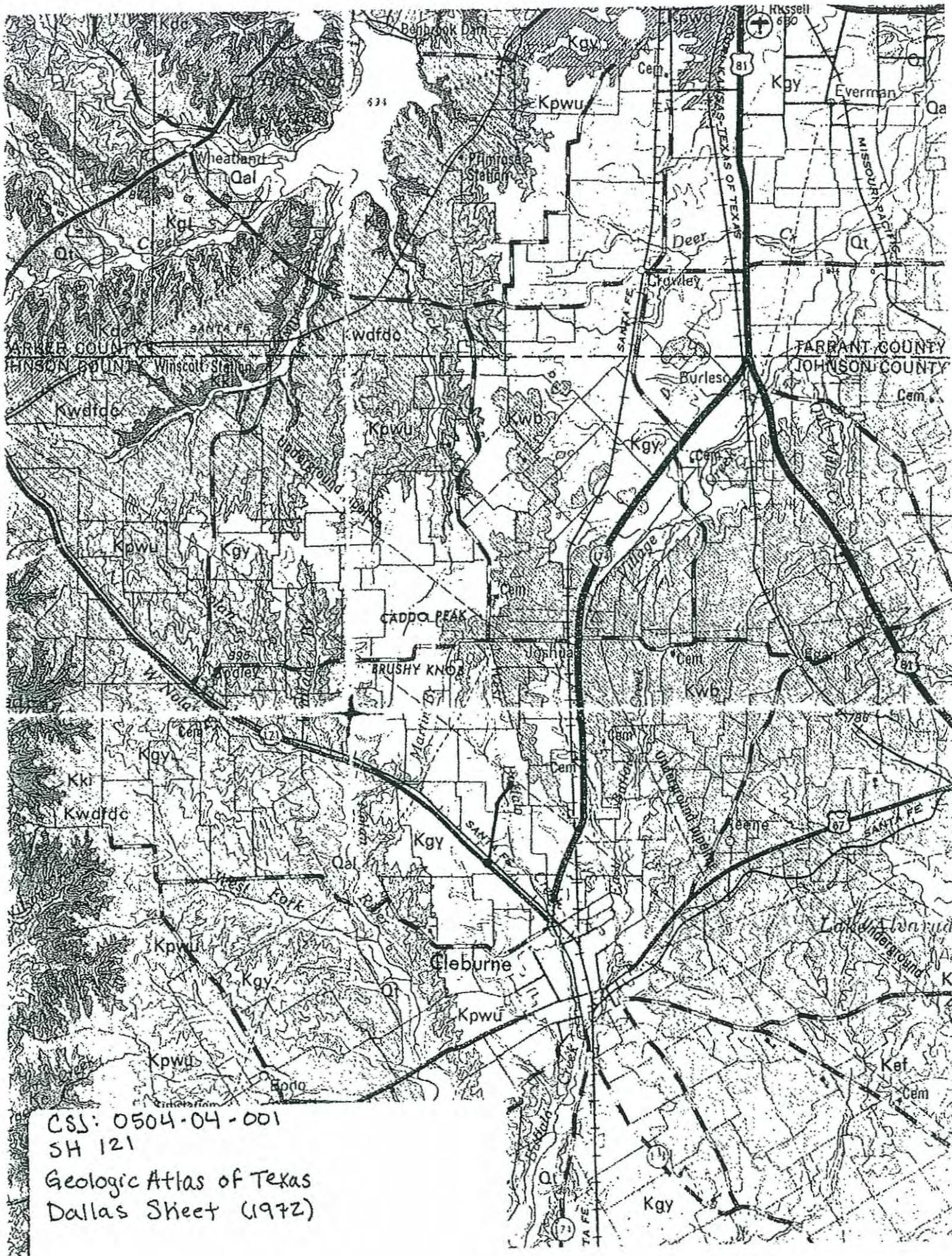
Joshua [3297-133]  
 USGS Topographic 7.5 Minute Quadrangle  
 (1961 - Photo revised 1978)

48 IV SW  
 E 1:24 000

1 MILE

ROAD

INTERIOR—GEOLOGICAL SURVEY



CSS: 0504-04-001  
 SH 121  
 Geologic Atlas of Texas  
 Dallas Sheet (1972)

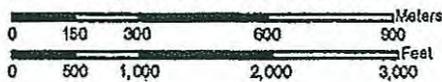
Soil Map  
(CSJ: 0504-04-001 SH 121)



97° 25' 49"



Map Scale: 1:17,000 if printed on A size (8.5" x 11") sheet.



97° 24' 7"

Soil Map—Johnson County, Texas  
(CSJ: 0504-04-001 SH 121)

**MAP LEGEND**

<b>Area of Interest (AOI)</b>		Very Stony Spot	
	Area of Interest (AOI)		Wet Spot
<b>Soils</b>			Other
	Soil Map Units	<b>Special Line Features</b>	
<b>Special Point Features</b>			Gully
	Blowout		Short Steep Slope
	Borrow Pit		Other
	Clay Spot	<b>Political Features</b>	
	Closed Depression		Cities
	Gravel Pit	<b>Water Features</b>	
	Gravelly Spot		Oceans
	Landfill		Streams and Canals
	Lava Flow	<b>Transportation</b>	
	Marsh or swamp		Rails
	Mine or Quarry		Interstate Highways
	Miscellaneous Water		US Routes
	Perennial Water		Major Roads
	Rock Outcrop		Local Roads
	Saline Spot		
	Sandy Spot		
	Severely Eroded Spot		
	Sinkhole		
	Slide or Slip		
	Sodic Spot		
	Spoil Area		
	Stony Spot		

**MAP INFORMATION**

Map Scale: 1:17,000 if printed on A size (8.5" × 11") sheet.

The soil surveys that comprise your AOI were mapped at 1:20,000.

Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service  
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>  
Coordinate System: UTM Zone 14N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Johnson County, Texas  
Survey Area Data: Version 6, Apr 10, 2008

Date(s) aerial images were photographed: 1995

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

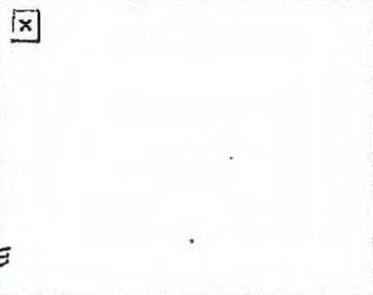
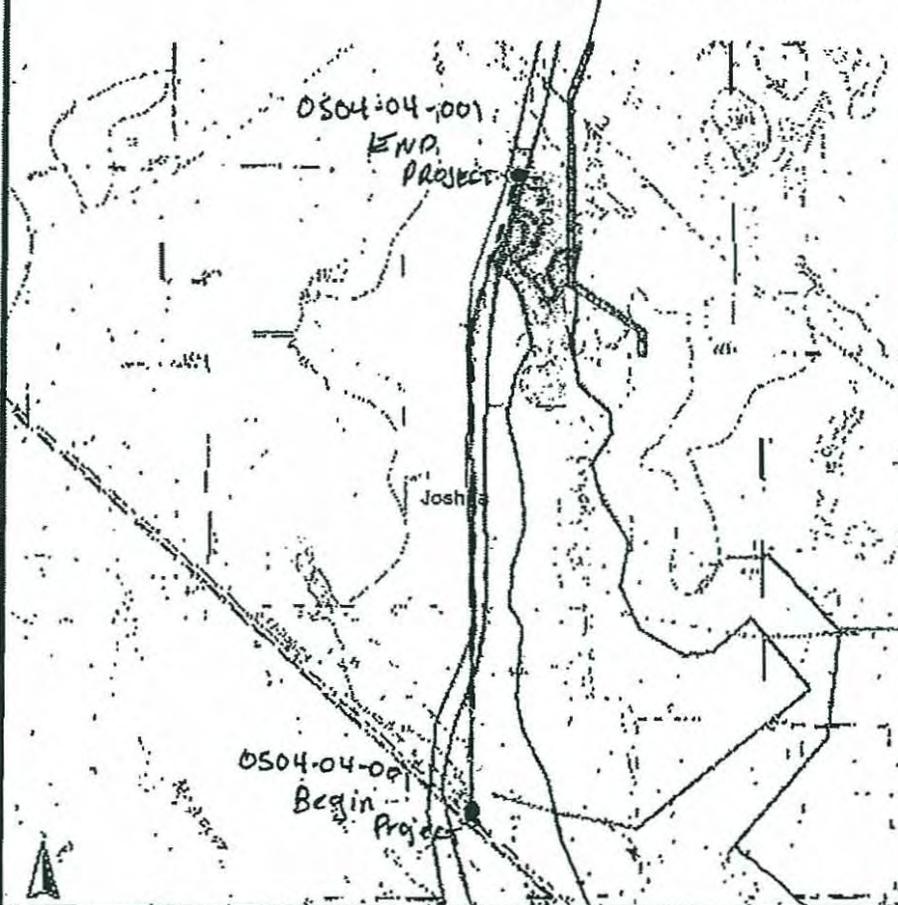
## Map Unit Legend

Johnson County, Texas (TX261)			
Map Unit Symbol	Map Unit Name	Acres In AOI	Percent of AOI
CuB	Culp clay loam, 0 to 3 percent slopes	23.3	17.6%
Fr	Frio silty clay, occasionally flooded	12.2	9.2%
LeB	Lewisville silty clay, 1 to 3 percent slopes	8.6	6.5%
PnB	Ponder clay loam, 1 to 3 percent slopes	21.5	16.2%
SaB	Sanger clay, 1 to 3 percent slopes	0.4	0.3%
SlA	Sildell clay, 0 to 1 percent slopes	48.8	36.8%
SIB	Sildell clay, 1 to 3 percent slopes	4.7	3.6%
WsA	Wilson silty clay loam, 0 to 1 percent slopes	12.9	9.7%
Totals for Area of Interest		132.4	100.0%

CSJ: 0504-04-001, SH 121, Texas Archeological Sites Atlas Map

--- represents current proposed ROW alignment

Surveyed USDA-Rural Development 01/07  
distance 230 meters from APE



- Legend**
- ▲ Archeological Site Centroids
  - ⚡ Archeological Site Boundaries
  - Archeological Site Areas
  - ⋯ Neighborhood Survey
  - Historical Marker
  - ★ National Register Property
  - ▨ National Register District
  - ▩ National Register District (address restricted)
  - ⚡ Archeological Project [linear]
  - ▨ Archeological Project [area]
  - ▩ Cemetery
  - ▲ Shipwreck
  - ⋯ USGS Quad Grid
  - ⋯ Counties
  - ⋯ USGS Topo Data

Texas Archeological Sites Atlas Copyright ©: 1995-2000 Texas Historical Foundation

Surveyed FHWA 01/94  
CSJ 2118 01-008

Surveyed Soil Conservation Service  
12/81 distance from directly  
adjacent to 320 meters from APE

Surveyed 02/96  
Agency not listed

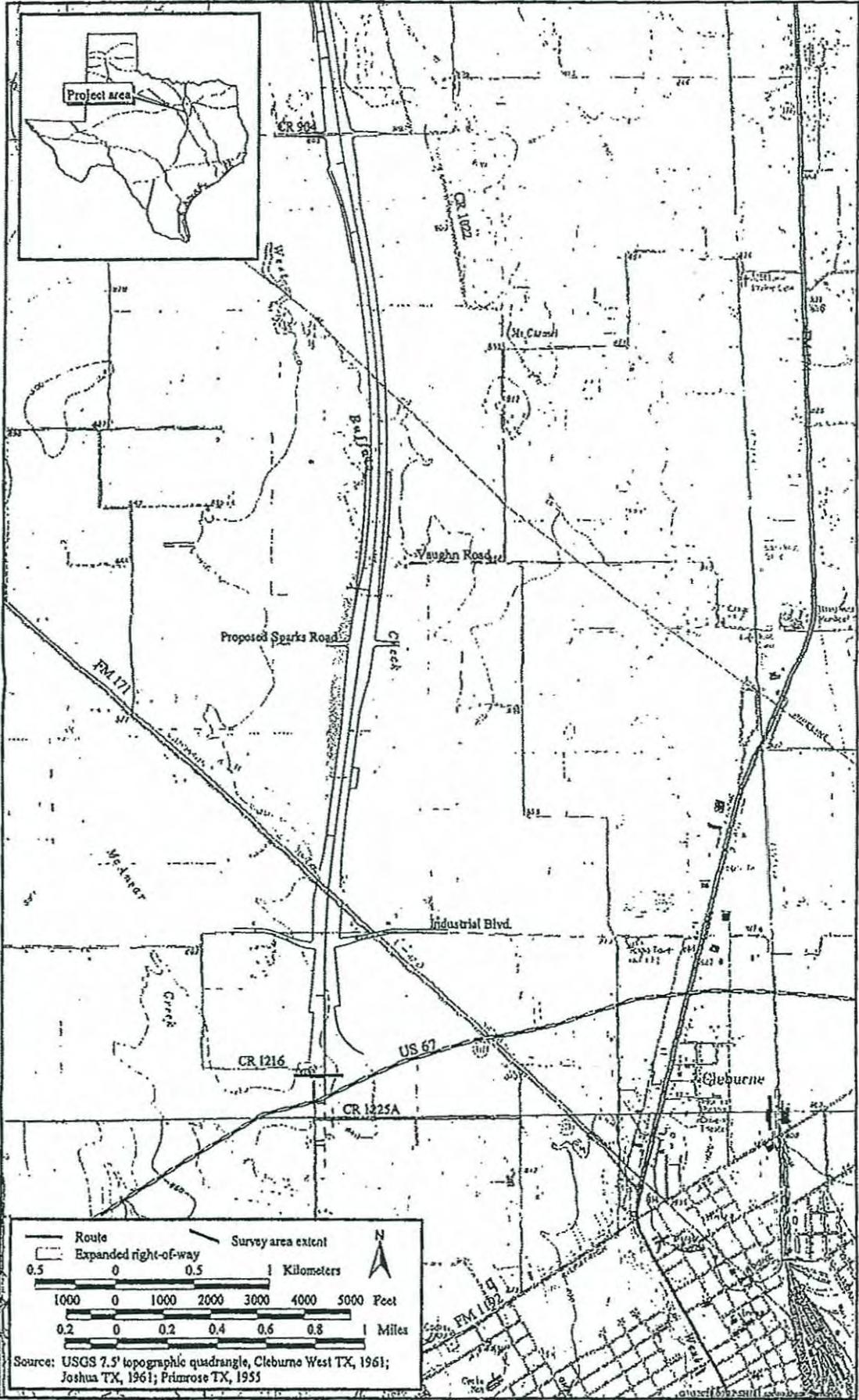
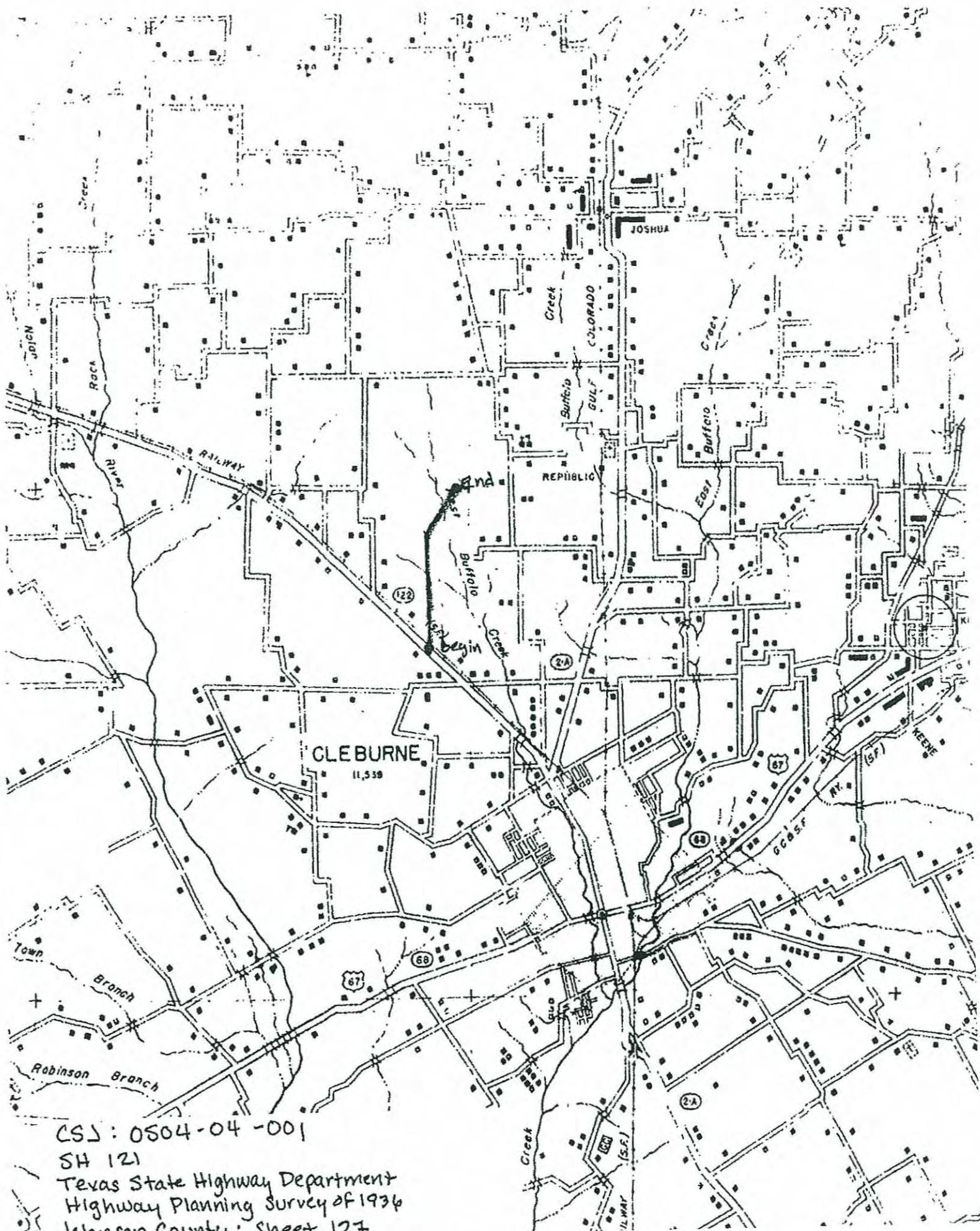


Figure 1. Detail of southern portion of the project area (CS/ 2113-02-008).



CSJ: 0504-04-001  
SH 121  
Texas State Highway Department  
Highway Planning Survey of 1936  
Johnson County: Sheet 127



# Texas Department of Transportation

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

December 3, 2008

Ms. LaRue Parker, Chairperson  
Caddo Nation of Oklahoma  
P.O. Box 487  
Binger, OK 73009

DIST 02 FT. WORTH  
TXDOT MAILROOM  
DEC 04 2008

RE: CSJ: 0504-04-001 (previously 2118-01-008 and 2118-02-008); SH 121, from FM 1187 to US 67, Construct Divided Highway on New Location; Section 106 Continuing Consultation; Johnson County, Fort Worth District

Dear Ms. Parker:

The above referenced transportation project is being considered for construction by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT). Environmental studies are in the process of being conducted for this project. The project is located in an area that is of interest to your tribe. The purpose of this letter is to contact you in order to continue Section 106 consultation with your community pursuant to stipulations of the First Amended Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU). Previous consultation was conducted by correspondence dated January 2, 2002. At that time, the proposed project was listed under CSJs: 2118-01-008 and 2118-02-008.

The original project involved the proposed construction of SH 121 from FM 1187 to US 67. The original location map which was enclosed with the January 2, 2002, letter is attached. The current consultation involves an adjustment to that project which would shift the proposed right of way (ROW) west of a prior alignment. The shift would only concern the 2.05-mile segment of SH 121, from SH 171 to just northwest of West Buffalo Creek. The location of the proposed change is depicted on the attached map of Johnson County. A state map depicting the location of Johnson County is also attached.

The proposed segment of SH 121 would be a 4-lane divided highway on a new location. For the most part, SH 121 would have 44-foot-wide pavement for both the north- and south-bound highway. Each section of divided highway would consist of two 12-foot-wide lanes with 10-foot-wide shoulders. There would be a 52-foot-wide median between north and south bound traffic. The segments of SH 121 just north and south of Sparks Road would include entrance and exit access ramps. At this location pavement width would be increased to 56 feet, incorporating a 12-foot-wide entrance/exit acceleration/deceleration lane to accommodate access to and from SH 121 and Sparks Road. A 58-foot-wide overpass would be constructed over SH 121 at Sparks Road. SH 121 would be raised on fill for the entirety of the project length (see attached Plan and Profile). Three borrow areas for construction fill are also proposed. These areas are depicted on the attached Conceptual Mitigation Plan. Borrow Area A would be approximately

Re: Section 106 Continuing Consultation, National Historic Preservation Act;  
Proposed Texas Department of Transportation Project, Fort Worth District  
CSJ: 0504-04-001 (previously 2118-01-008 and 2118-02-008); SH 121, from FM 1187 to US 67,  
Construct Divided Highway on New Location; Johnson County

424 feet wide by 1188 feet long. Borrow Area B would be approximately 613 feet wide by 1716 feet long. Borrow Area C would be approximately 292 feet wide by 613 feet long. Proposed ROW width for SH 121 would vary from approximately 327 to 516 feet along the length of the project.

Additionally, bridges would be constructed where SH 121 would cross West Buffalo Creek and an unnamed headwater of West Buffalo Creek. The divided bridges over West Buffalo Creek would each be 44 feet wide by 450 feet long. Approaches to the bridge would be raised on fill 10 feet high at the southern end of the bridge and 11 feet high at the northern end of the bridge. The divided bridges over the unnamed drainage would be 44 feet wide on the north-bound side and 56 feet wide on the south-bound side. Both bridges would be 450 feet long. Approaches to the bridge would be raised on fill 16 feet high on the southern end of the bridge and 7.5 feet high on the northern end of the bridge. At the southernmost extent of the project, where SH 121 intersects with SH 171, overpass bridges would be constructed allowing SH 121 to pass over SH 171 (see attached Plan and Profile). The location of this intersection is where the latest proposed ROW tapers back to the old proposed ROW. A map depicting the latest proposed ROW and the old proposed ROW location is enclosed (see attached SH 121 Right of Way Shift).

The area of potential effects (APE) for the project has been defined as all of the existing highway right of way (maximum of 516 feet wide for 2.05 miles) and the three proposed borrow areas for a total area of almost 168 acres. Vertical impacts would be confined to about 2-foot depths along the roadway. In general, borrow areas would be excavated to a depth of 5 feet.

Within the APE, SH 121 would be aligned mostly north to south. The terrain is relatively level along the length of the APE (see attached USGS map). Overall, the proposed highway would range in elevation from 830 feet (253 meters) above sea level at the base of the channel bed of the unnamed drainage to 859 feet (262 meters) above sea level at the southernmost edge of the APE (see attached Plan and Profile). Drainage occurs via West Buffalo Creek, a tributary of Buffalo Creek, and two unnamed drainages, both headwaters of West Buffalo Creek. Within the APE, West Buffalo Creek trends south and the two unnamed drainages trend east. All three are mapped as intermittent by the USGS (see attached map). The USGS map, dated 1961 and photorevised 1978, does not depict Lake George Marl, indicating that the lake postdates 1978.

Most (89 percent) of the surface geologic deposits within the proposed APE have been mapped as belonging to Grayson Marl and Main Street Limestone undivided [Kgy] (Bureau of Economic Geology 1972: Geologic Atlas of Texas, Dallas Sheet, Scale 1:250,000. The University of Texas at Austin, Austin, Texas – see enlarged section). Grayson Marl and Main Street undivided is a Lower Cretaceous formation. As the Lower Cretaceous predates the existence of higher primates, the geologic deposits would, therefore, long predate any human presence in the Americas. Any archeological materials in these deposits would be expected to be at or close to the surface. Two sections of surface geologic deposits along the unnamed drainage and Buffalo Creek (11 percent), however, have been mapped as Holocene Alluvium [Qal]. As these deposits postdate the accepted start of human occupation in North America, they have the potential to contain buried archeological deposits.

Soil data were retrieved from the USDA Natural Resources Conservation Service Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey>) on November 25, 2008 (see attached map). As there were numerous mapped soils over the length of the APE, detailed information is presented in the following table (see Table 1 and attached map).

Re: Section 106 Continuing Consultation, National Historic Preservation Act;  
Proposed Texas Department of Transportation Project, Fort Worth District  
CSJ: 0504-04-001 (previously 2118-01-008 and 2118-02-008); SH 121, from FM 1187 to US 67,  
Construct Divided Highway on New Location; Johnson County

Table 1. Soil Data for Proposed Project Area.

Map Symbol	Soil	% APE	Horizon: Brief Description	Source/Location
CuB	Culp clay loam, 0-3% slopes [Vertic Argiustolls]	17.6	Ap: 0-18 cm (0-7 in), dark grayish brown clay loam B21t: 18-46 cm (7-18 in), dark grayish brown sandy clay loam, hard, firm, plastic B22t: 46-112 cm (18-44 in), dark brown sandy clay, hard, extremely firm, plastic	loamy alluvium of Quaternary age derived from mixed sources / stream terraces
Fr	Frio silty clay, occasionally flooded [Cumulic Haplustolls]	9.2	A1: 0-20 cm (0-8 in), dark grayish brown silty clay A2: 20-56 cm (8-22 in), dark grayish brown clay loam A3/A4: 56-102 cm (22-40 in), dark grayish brown silty clay loam Bk: 102-203cm (40-80 in), grayish brown silty clay	loamy and clayey alluvial sediments derived from Cretaceous-aged limestone and shale / flood plains
LeB	Lewisville silty clay, 1-3% slopes [Udic Calcistolls]	6.5	Ap: 0-15 cm (0-6 in), dark grayish brown silty clay A: 15-41 cm (6-16 in), dark grayish brown silty clay Bk: 41-86 cm (16-34 in), grayish brown silty clay	clayey slope alluvium derived from ancient loamy and calcareous sediments / draws
PnB	Ponder clay loam, 1-3% slopes [Vertic Haplustalfs]	16.2	Ap: 0-18 cm (0-7 in), dark grayish brown clay loam, extremely hard, firm, sticky and plastic Bt1: 18-43 cm (7-17 in), brown clay, extremely hard, very firm, very sticky and plastic	clayey alluvium / stream terraces (Lower Cretaceous)
SaB	Sanger clay, 1-3% slopes [Udic Haplusterts]	0.3	Ap: 0-18 cm (0-7 in), dark grayish brown clay, extremely hard, very firm, sticky and plastic A: 18-97 cm (7-38 in), dark grayish brown clay, extremely hard, very firm, sticky and plastic Bkss: 97-140 cm (38-55 in), light yellowish brown silty clay, hard, firm, sticky and plastic	clayey residuum weathered from shale / ridges (Lower Cretaceous)
SIA	Slidell clay, 0-1% slopes [Udic Haplusterts]	36.8	Ap: 0-15 cm (0-6 in), dark gray clay, extremely hard, very firm A: 15-48 cm (6-19 in), very dark gray clay, extremely hard, very firm	clayey slope alluvium / ridges (Lower Cretaceous)
SIB	Slidell clay, 1-3% slopes [Udic Haplusterts]	3.6	Bss: 48-81cm (19-32 in), very dark gray clay, extremely hard, very firm	
WsA	Wilson silty clay loam, 0-1% slopes [Oxyaquic Vertic Haplustalfs]	9.7	Ap: 0-13 cm (0-5 in), very dark gray silt loam, very hard, firm, sticky and plastic Bt: 13-51 cm (5-20 in), very dark gray silty clay, extremely hard, very firm, very sticky and very plastic	loamy alluvium of Quaternary age derived from mixed sources / level to gently sloping terraces

Mapped soils primarily derived from ridge and stream terrace deposits of Cretaceous age (at least 57 percent). These soils long predate human presence in the Americas. Quaternary alluvial soils (27 percent) mapped within the APE include Culp clay loam and Wilson silty clay loam. Culp series soils reach a hard, firm, plastic, horizon by a depth of 18 centimeters (7 inches). Wilson series soils have a very hard, firm, sticky and plastic surface horizon which transitions to an extremely hard, very firm, very

Re: Section 106 Continuing Consultation, National Historic Preservation Act;  
Proposed Texas Department of Transportation Project, Fort Worth District  
CSJ: 0504-04-001 (previously 2118-01-008 and 2118-02-008); SH 121, from FM 1187 to US 67,  
Construct Divided Highway on New Location; Johnson County

sticky, and very plastic horizon by a depth of 13 centimeters (5 inches). Despite being Quaternary alluvium, the nature of the soils suggests all archeological materials would be close to or at the surface.

A check of the Texas Archeological Sites Atlas (Atlas) on November 25, 2008, shows no previously recorded archeological sites within, immediately adjacent to, or within one kilometer (0.621 mile) of the proposed APE (see attached map section). The Atlas check did show three linear surveys which overlap with and are directly adjacent to the APE. Two of these were conducted by TxDOT (as agents of FHWA) in January 1994 for an earlier version of the current project. The surveys consisted of both pedestrian survey and subsurface investigations. Those surveys identified one archeological site (41TR137 – a surficial lithic scatter) north of FM 1187 approximately 23 kilometers (14.2 miles) beyond the current APE. The third adjacent survey was conducted by the Soil Conservation Service in 1981 (see attached Atlas). No sites were identified. Additionally, an area survey 230 meters (755 feet) from the APE was conducted by the USDA-Rural Development in January 2007 and one linear survey 1.09 kilometers (0.677 mile) from the APE was conducted by an unlisted agency. No archeological sites were identified during either survey.

Additional field investigations are known which were conducted under the auspices of TxDOT. In May 2002, Geo-Marine, Inc. conducted an archeological impact evaluation of the prior preferred alignment for SH 121. The 2002 impact evaluation overlapped the 1994 FHWA surveys in four locations. Part of the 2002 field investigations included a segment between SH 171 and CR 904. A figure which depicts the location of the archeological project is attached. The extent of the impact evaluation corresponds to the "Old Row" demarcated on the SH 121 Right of Way Shift figure. The relationship of the "Latest Row" to the "Old Row" can be seen on that same figure. Much of the previously evaluated area overlaps with the newest proposed ROW alignment. Additionally, the proposed borrow areas fall within or partially overlap previously investigated areas (see attached Conceptual Mitigation Plan). The 2002 investigations concluded it was highly unlikely that any significant archeological resources would be impacted as the project area fell completely within an upland setting with shallow soils and little likelihood of buried deposits.

A check of the Texas State Highway Department State Highway Planning Survey of 1936 (Johnson County, sheet 127 – see enlarged attached section) revealed one dwelling and a rail line within or adjacent to the APE. The railway is listed as the Atchison-Topeka on the USGS Maps and as the Santa Fe on the State Highway Planning Survey of 1936. According to the Texas State Historical Association Handbook of Texas Online (Handbook) (retrieved on December 2, 2008, <http://www.tshaonline.org/handbook/online/articles/JJ/hcj8.html>), the Atchison, Topeka, and Santa Fe was constructed in Johnson County in 1881. Also, according to the Handbook, the Johnson County economy was primarily dependent on agriculture until the late twentieth century. The USGS map indicates the APE was under cultivation in 1978. Based on this and the lack of historic structures, it is likely the area has been heavily plowed, further disturbing archeological deposits.

Given the foregoing discussion of the geographical setting and the results of previous field investigations which are adjacent to or overlap the current APE, the project area is considered to have low probability for the presence of prehistoric archeological sites. Furthermore, any archeological sites which do occur within the APE would likely lack sufficient integrity to address important questions of prehistory. Therefore, TxDOT finds that the proposed project would not affect archeological historic properties (36 CFR 800.16(l)(1)) or State Archeological Landmarks (13 TAC 26.12) and recommends that no further archeological investigations are warranted.

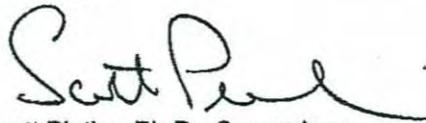
According to our Programmatic Agreement under Section 106 of the National Historic Preservation Act, we are writing to request your comments on historic properties of cultural or religious significance to your tribe that may be affected by the proposed undertaking. Any comments you may have on the TxDOT recommendation should also be provided. Please provide your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible. If you do not

Re: Section 106 Continuing Consultation, National Historic Preservation Act;  
Proposed Texas Department of Transportation Project, Fort Worth District  
CSJ: 0504-04-001 (previously 2118-01-008 and 2118-02-008); SH 121, from FM 1187 to US 67,  
Construct Divided Highway on New Location; Johnson County

object with a recommendation of "no historic properties affected," please sign below to indicate your concurrence. In the event that further investigations by our office disclose the presence of archeological deposits, we will contact your tribe to continue consultation.

Thank you for your attention to this matter. If you have questions, please contact John Arnn (TxDOT Archeologist) at 512/416-2639 (email: jarnn@dot.state.tx.us) or me at 512/416-2631 (email: spletka@dot.state.tx.us).

Sincerely,



Scott Pletka, Ph.D., Supervisor  
Archeological Studies Branch  
Environmental Affairs Division

\_\_\_\_\_  
Concurrence by:

\_\_\_\_\_  
Date:

Attachments

cc w/attachments: Barbara Maley, Environmental Coordinator FHWA; Sonja Whitehead, TxDOT Fort Worth District Environmental Coordinator; Michelle Skinner, ENV-PM TxDOT; John Arnn, ENV-ARCH TxDOT; ENV-ARCH Project File

cc w/o attachments: ETS Scan

The attached letter was sent to the following tribes on December 3, 2008:

Ms. LaRue Parker, Chairperson  
Caddo Nation of Oklahoma  
P.O. Box 487  
Binger, OK 73009

Mr. Jimmy Arterberry, THPO  
Comanche Nation of Oklahoma  
Comanche Nation Office of Historic Preservation  
P.O. Box 908  
Lawton, OK 73502

Mr. Dewey Tsonetokoy, Sr.,  
Cultural Preservation/NAGPRA Office  
Klowa Indian Tribe of Oklahoma  
P.O. Box 369  
Carnegie, OK 73015

Mr. Carleton Nalche-Palmer, President  
c/o Holly Houghten  
Mescalero Apache Tribe  
P.O. Box 227  
Mescalero, NM 88340

Mr. Kerry Holton, President  
The Delaware Nation  
P.O. Box 825  
Anadarko, OK 73005

Mr. Don Patterson, President  
Tonkawa Tribe of Indians of Oklahoma  
1 Rush Buffalo Rd  
Tonkawa, OK 74653



RECEIVED DEC 09 2008

# Texas Department of Transportation

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

December 3, 2008

*TXDOT-ENV*

JAN 05 2009

*CRM*

Mr. Kerry Holton, President  
The Delaware Nation  
P.O. Box 825  
Anadarko, OK 73005

RE: CSJ: 0504-04-001 (previously 2118-01-008 and 2118-02-008); SH 121, from FM 1187 to US 67, Construct Divided Highway on New Location; Section 106 Continuing Consultation; Johnson County, Fort Worth District

Dear Mr. Holton:

The above referenced transportation project is being considered for construction by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT). Environmental studies are in the process of being conducted for this project. The project is located in an area that is of interest to your tribe. The purpose of this letter is to contact you in order to continue Section 106 consultation with your community pursuant to stipulations of the First Amended Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU). Previous consultation was conducted by correspondence dated January 2, 2002. At that time, the proposed project was listed under CSJs: 2118-01-008 and 2118-02-008.

The original project involved the proposed construction of SH 121 from FM 1187 to US 67. The original location map which was enclosed with the January 2, 2002, letter is attached. The current consultation involves an adjustment to that project which would shift the proposed right of way (ROW) west of a prior alignment. The shift would only concern the 2.05-mile segment of SH 121, from SH 171 to just northwest of West Buffalo Creek. The location of the proposed change is depicted on the attached map of Johnson County. A state map depicting the location of Johnson County is also attached.

The proposed segment of SH 121 would be a 4-lane divided highway on a new location. For the most part, SH 121 would have 44-foot-wide pavement for both the north- and south-bound highway. Each section of divided highway would consist of two 12-foot-wide lanes with 10-foot-wide shoulders. There would be a 52-foot-wide median between north and south bound traffic. The segments of SH 121 just north and south of Sparks Road would include entrance and exit access ramps. At this location pavement width would be increased to 56 feet, incorporating a 12-foot-wide entrance/exit acceleration/deceleration lane to accommodate access to and from SH 121 and Sparks Road. A 58-foot-wide overpass would be constructed over SH 121 at Sparks Road. SH 121 would be raised on fill for the entirety of the project length (see attached Plan and Profile). Three borrow areas for construction fill are also proposed. These areas are depicted on the attached Conceptual Mitigation Plan. Borrow Area A would be approximately

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INCREASE THE VALUE OF OUR TRANSPORTATION ASSETS

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Re: Section 1 Continuing Consultation, National Historic Preservation Act;  
Proposed Texas Department of Transportation Project, Fort Worth District  
CSJ: 0504-04-001 (previously 2118-01-008 and 2118-02-008); SH 121, from FM 1187 to US 67,  
Construct Divided Highway on New Location; Johnson County

424 feet wide by 1188 feet long. Borrow Area B would be approximately 613 feet wide by 1716 feet long. Borrow Area C would be approximately 292 feet wide by 613 feet long. Proposed ROW width for SH 121 would vary from approximately 327 to 516 feet along the length of the project.

Additionally, bridges would be constructed where SH 121 would cross West Buffalo Creek and an unnamed headwater of West Buffalo Creek. The divided bridges over West Buffalo Creek would each be 44 feet wide by 450 feet long. Approaches to the bridge would be raised on fill 10 feet high at the southern end of the bridge and 11 feet high at the northern end of the bridge. The divided bridges over the unnamed drainage would be 44 feet wide on the north-bound side and 56 feet wide on the south-bound side. Both bridges would be 450 feet long. Approaches to the bridge would be raised on fill 16 feet high on the southern end of the bridge and 7.5 feet high on the northern end of the bridge. At the southernmost extent of the project, where SH 121 intersects with SH 171, overpass bridges would be constructed allowing SH 121 to pass over SH 171 (see attached Plan and Profile). The location of this intersection is where the latest proposed ROW tapers back to the old proposed ROW. A map depicting the latest proposed ROW and the old proposed ROW location is enclosed (see attached SH 121 Right of Way Shift).

The area of potential effects (APE) for the project has been defined as all of the existing highway right of way (maximum of 516 feet wide for 2.05 miles) and the three proposed borrow areas for a total area of almost 168 acres. Vertical impacts would be confined to about 2-foot depths along the roadway. In general, borrow areas would be excavated to a depth of 5 feet.

Within the APE, SH 121 would be aligned mostly north to south. The terrain is relatively level along the length of the APE (see attached USGS map). Overall, the proposed highway would range in elevation from 830 feet (253 meters) above sea level at the base of the channel bed of the unnamed drainage to 859 feet (262 meters) above sea level at the southernmost edge of the APE (see attached Plan and Profile). Drainage occurs via West Buffalo Creek, a tributary of Buffalo Creek, and two unnamed drainages, both headwaters of West Buffalo Creek. Within the APE, West Buffalo Creek trends south and the two unnamed drainages trend east. All three are mapped as Intermittent by the USGS (see attached map). The USGS map, dated 1961 and photorevised 1978, does not depict Lake George Marl, indicating that the lake postdates 1978.

Most (89 percent) of the surface geologic deposits within the proposed APE have been mapped as belonging to Grayson Marl and Main Street Limestone undivided [Kgy] (Bureau of Economic Geology 1972: Geologic Atlas of Texas, Dallas Sheet. Scale 1:250,000, The University of Texas at Austin, Austin, Texas – see enlarged section). Grayson Marl and Main Street undivided is a Lower Cretaceous formation. As the Lower Cretaceous predates the existence of higher primates, the geologic deposits would, therefore, long predate any human presence in the Americas. Any archeological materials in these deposits would be expected to be at or close to the surface. Two sections of surface geologic deposits along the unnamed drainage and Buffalo Creek (11 percent), however, have been mapped as Holocene Alluvium [Qal]. As these deposits postdate the accepted start of human occupation in North America, they have the potential to contain buried archeological deposits.

Soil data were retrieved from the USDA Natural Resources Conservation Service Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey>) on November 25, 2008 (see attached map). As there were numerous mapped soils over the length of the APE, detailed information is presented in the following table (see Table 1 and attached map).

Re: Section 1 Continuing Consultation, National Historic Preservation Act;  
 Proposed Texas Department of Transportation Project, Fort Worth District  
 CSJ: 0504-04-001 (previously 2118-01-008 and 2118-02-008); SH 121, from FM 1187 to US 67,  
 Construct Divided Highway on New Location; Johnson County

Table 1. Soil Data for Proposed Project Area.

Map Symbol	Soil	% APE	Horizon: Brief Description	Source/Location
CuB	Culp clay loam, 0-3% slopes [Vertic Argiustolls]	17.6	Ap: 0-18 cm (0-7 in), dark grayish brown clay loam B21t: 18-46 cm (7-18 in), dark grayish brown sandy clay loam, hard, firm, plastic B22t: 46-112 cm (18-44 in), dark brown sandy clay, hard, extremely firm, plastic	loamy alluvium of Quaternary age derived from mixed sources / stream terraces
Fr	Frio silty clay, occasionally flooded [Cumulic Haplustolls]	9.2	A1: 0-20 cm (0-8 in), dark grayish brown silty clay A2: 20-56 cm (8-22 in), dark grayish brown clay loam A3/A4: 56-102 cm (22-40 in), dark grayish brown silty clay loam Bk: 102-203cm (40-80 in), grayish brown silty clay	loamy and clayey alluvial sediments derived from Cretaceous-aged limestone and shale / flood plains
LeB	Lewisville silty clay, 1-3% slopes [Udic Calcistolls]	6.5	Ap: 0-15 cm (0-6 in), dark grayish brown silty clay A: 15-41 cm (6-16 in), dark grayish brown silty clay Bk: 41-86 cm(16-34 in), grayish brown silty clay	clayey slope alluvium derived from ancient loamy and calcareous sediments / draws
PnB	Ponder clay loam, 1-3% slopes [Vertic Haplustalfs]	16.2	Ap: 0-18 cm (0-7 in), dark grayish brown clay loam, extremely hard, firm, sticky and plastic Bt1: 18-43 cm (7-17 in), brown clay, extremely hard, very firm, very sticky and plastic	clayey alluvium / stream terraces (Lower Cretaceous)
SaB	Sanger clay, 1-3% slopes [Udic Haplusterts]	0.3	Ap: 0-18 cm (0-7 in), dark grayish brown clay, extremely hard, very firm, sticky and plastic A: 18-97 cm (7-38 in), dark grayish brown clay, extremely hard, very firm, sticky and plastic Bkss: 97-140 cm (38-55 in), light yellowish brown silty clay, hard, firm, sticky and plastic	clayey residuum weathered from shale / ridges (Lower Cretaceous)
SIA	Slidell clay, 0-1% slopes [Udic Haplusterts]	36.8	Ap: 0-15 cm (0-6 in), dark gray clay, extremely hard, very firm A: 15-48 cm (6-19 in), very dark gray clay, extremely hard, very firm	clayey slope alluvium / ridges (Lower Cretaceous)
SIB	Slidell clay, 1-3% slopes [Udic Haplusterts]	3.6	Bss: 48-81cm (19-32 in), very dark gray clay, extremely hard, very firm	
WsA	Wilson silty clay loam, 0-1% slopes [Oxyaquic Vertic Haplustalfs]	9.7	Ap: 0-13 cm (0-5 in), very dark gray silt loam, very hard, firm, sticky and plastic Bt: 13-51 cm (5-20 in), very dark gray silty clay, extremely hard, very firm, very sticky and very plastic	loamy alluvium of Quaternary age derived from mixed sources / level to gently sloping terraces

Mapped soils primarily derived from ridge and stream terrace deposits of Cretaceous age (at least 57 percent). These soils long predate human presence in the Americas. Quaternary alluvial soils (27 percent) mapped within the APE include Culp clay loam and Wilson silty clay loam. Culp series soils reach a hard, firm, plastic, horizon by a depth of 18 centimeters (7 inches). Wilson series soils have a very hard, firm, sticky and plastic surface horizon which transitions to an extremely hard, very firm, very

Re: Section 106 Continuing Consultation, National Historic Preservation Act;  
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Construct Divided Highway on New Location; Johnson County

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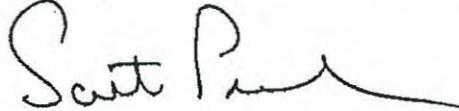
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Re: Section Continuing Consultation, National Historic Preservation Act;  
Proposed Texas Department of Transportation Project, Fort Worth District  
CSJ: 0504-04-001 (previously 2118-01-008 and 2118-02-008); SH 121, from FM 1187 to US 67,  
Construct Divided Highway on New Location; Johnson County

object with a recommendation of "no historic properties affected," please sign below to indicate your concurrence. In the event that further investigations by our office disclose the presence of archeological deposits, we will contact your tribe to continue consultation.

Thank you for your attention to this matter. If you have questions, please contact John Arnn (TxDOT Archeologist) at 512/416-2639 (email: jarnn@dot.state.tx.us) or me at 512/416-2631 (email: spletk@dot.state.tx.us).

Sincerely,



Scott Pletka, Ph.D., Supervisor  
Archeological Studies Branch  
Environmental Affairs Division

DIST 02 FT. WORTH  
TXDOT MAILROOM

JAN 08 2009



Concurrence by:

Date:

12-15-2008

Attachments

The Delaware Nation

cc w/attachments: Barbara Maley, Environmental Coordinator FHWA; Sonja Whitehead, TxDOT Fort Worth District Environmental Coordinator; Michelle Skinner, ENV-PM TxDOT; John Arnn, ENV-ARCH TxDOT; ENV-ARCH Project File

cc w/o attachments: ETS Scan

**TXDOT-ENV**

JAN 05 2009

**CRM**



TONKAWA TRIBE OF OKLAHOMA  
**NATIVE AMERICAN GRAVES PROTECTION  
AND REPATRIATION ACT**

• 1 RUSH BUFFALO ROAD, TONKAWA, OKLAHOMA 74653 •  
• PHONE (580) 628-2561 • FAX: (580) 628-9903 •  
WEB SITE: www.tonkawatribe.com

Texas Department of Transportation  
Dewitt C. Greer State Highway Bldg.  
125 E. 11<sup>th</sup> Street  
Austin, Texas 78701-2483

*Handwritten notes:*  
12-15-08 → LAD  
C-12/16/08  
COC

*Stamp:*  
RECEIVED  
DEC 16 2008  
TXDOT

DIST 02 FT. WORTH  
TXDOT MAILROOM  
DEC 19 2008

Date: December 9, 2008

Regarding the proposed construction projects listed we submit the following:

- Project No. CSJ: 0913-22-033 (VKM)
- Project No. CSJ: 0504-04-001 (previously 2118-01-008 & 2118-02-008) (FTW)
- Project No. CSJ: 0914-04-200 (AUS)
- Project No. CSJ: 0912-00-262 (HDU)

The Tonkawa Tribe has no specifically designated historical or cultural sites identified in the above listed project area. However if any human remains, funerary objects, or other evidence of historical or cultural significance is inadvertently discovered then the Tonkawa Tribe would certainly be interested in proper disposition thereof.

We appreciate notification by your office of the many projects on-going, and as always the Tonkawa Tribe is willing to work with your representatives in any manner to uphold the provisions of NAGPRA to the extent of our capability.

Respectfully,

NAGPRA Representative

Tonkawa Tribe Business Committee

TXDOT-ENV  
12-11-2008  
CRM

Concurrence:



# Texas Department of Transportation

P.O. BOX 6868 • FORT WORTH, TEXAS 76115-0868 • (817) 370-6500

July 9, 2001

Mr. Stan Ellison  
Natural Resources Conservation Service  
103 B Poindexter  
Cleburne, Texas 76031

Re: Proposed SH 121 in Johnson County  
From: FM 1187  
To: US 67  
CSJ: 2118-02-008

Dear Mr. Ellison:

The Texas Department of Transportation (TxDOT) is currently preparing an Environmental Assessment for the proposed SH 121 project in Johnson County. At this time we are requesting a farmland conversion impact rating for this proposed project from you.

Enclosed are three (3) copies of form AD-1006, a location map, a composite United States Geological Survey roll (Joshua, Primrose and Cleburne West Texas Quadrangles) indicating the bounds of the proposed right-of-way (in dashed orange) and a copy of the Johnson County Soil Survey Maps with the alignment annotated in blue.

Please send your response to me at the address above. If you have any questions or need additional information, please call me at (817) 370-6755. Thank you for your assistance with this matter.

Sincerely,

Robert Hall  
Environmental Coordinator

Enclosures

Copy w/o: Greg Parrent, P.E.  
3141 Hood Street, Ste. 700  
Dallas, TX 75219



Lockwood, Andrews & Newnam, Inc.

3141 Hood Street, Suite 700  
Dallas, Texas 75219

**FACSIMILE TRANSMISSION COVER SHEET**

DATE: 6/25/01 PROJECT NUMBER: 0101

ATTENTION: Judy Anderson, P.E.

COMPANY: TXDOT Fort Worth

DEPARTMENT:

CITY/STATE:

FAX NUMBER: 817 370 6759

FROM: G. Parrent PHONE: (214) 522-8778 EXTENSION:  
FAX: (214) 526-4433

**NUMBER OF PAGES INCLUDING THIS PAGE:**

MESSAGE:  
Sgt 121 seen  
AD 1004 w/ pants  
Thanks Judy,  
Greg

U.S. Department of Agriculture

# FARMLAND CONVERSION IMPACT RATING

<b>PART I (To be completed by Federal Agency)</b>		Date Of Land Evaluation Request	6/25/01
Name Of Project	SH 121 Southern Extension	Federal Agency Involved	Federal Highway Administration
Proposed Land Use	State Highway	County And State	Johnson County, Texas

<b>PART II (To be completed by NRCS)</b>		Date Request Received By NRCS	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input type="checkbox"/>
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Acres Irrigated	Average Farm Size
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Amount Of Farmland As Defined In FPPA Acres: %	
		Date Land Evaluation Returned By NRCS	

<b>PART III (To be completed by Federal Agency)</b>	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	407.3			
B. Total Acres To Be Converted Indirectly	24.1			
C. Total Acres In Site	431.4	0.0	0.0	0.0

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

<b>PART V (To be completed by NRCS) Land Evaluation Criterion</b>	0	0	0	0
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)				

<b>PART VI (To be completed by Federal Agency)</b>	Maximum Points				
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use	15	13			
2. Perimeter In Nonurban Use	10	8			
3. Percent Of Site Being Farmed	20	7			
4. Protection Provided By State And Local Government	20	0			
5. Distance From Urban Bullup Area	0	0			
6. Distance To Urban Support Services	0	0			
7. Size Of Present Farm Unit Compared To Average	10	3			
8. Creation Of Nonfarmable Farmland	25	22			
9. Availability Of Farm Support Services	5	5			
10. On-Farm Investments	20	5			
11. Effects Of Conversion On Farm Support Services	25	0			
12. Compatibility With Existing Agricultural Use	10	5			
<b>TOTAL SITE ASSESSMENT POINTS</b>	160	68	0	0	0

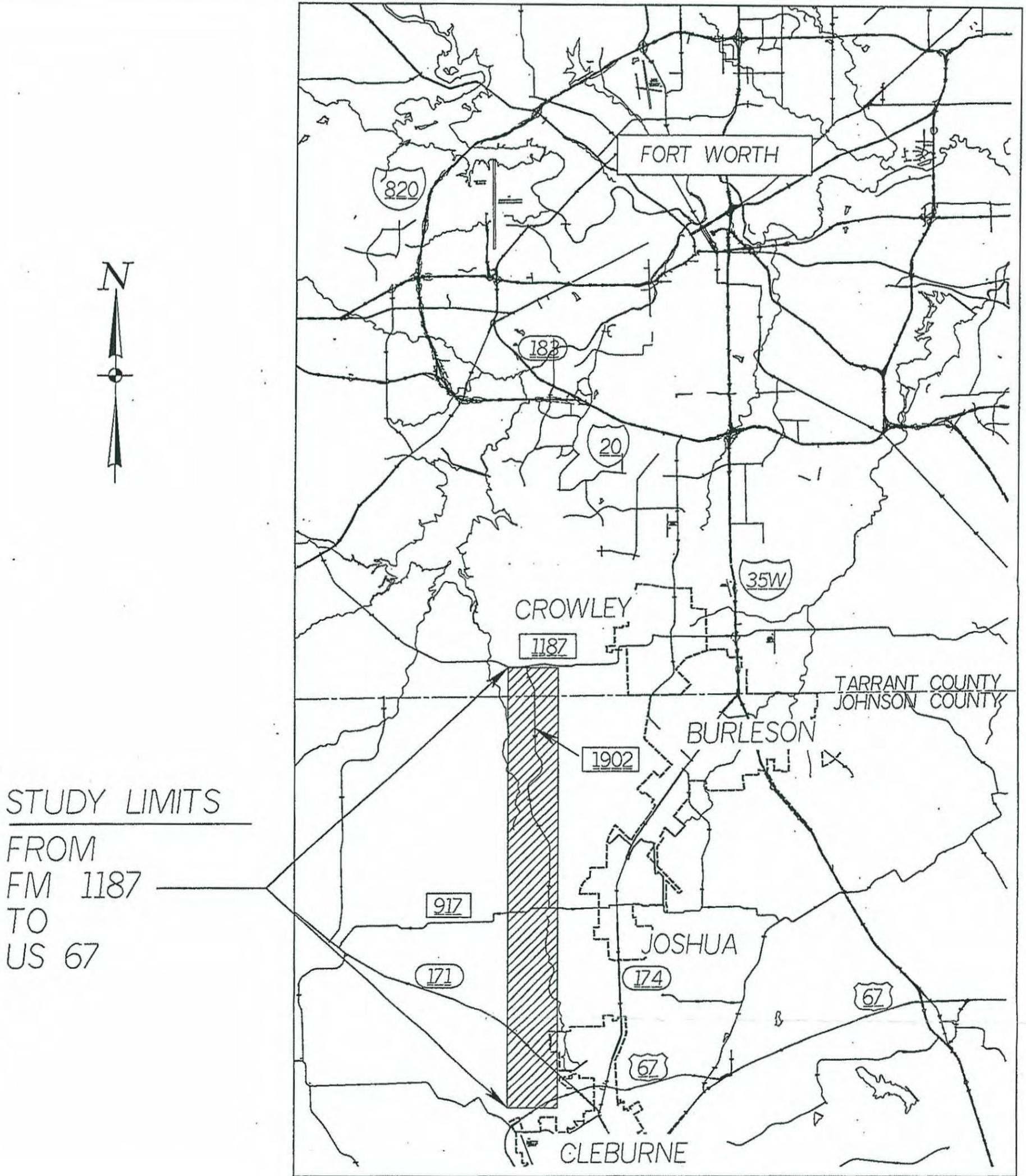
<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)	160	68	0	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	260	68	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used?
		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

Reason For Selection:

# SH 121

## TARRANT AND JOHNSON COUNTIES



STUDY LIMITS  
FROM  
FM 1187  
TO  
US 67

TARRANT COUNTY, TEXAS - SHEET NUMBER 61

2 010 000 FEET

(Joins sheet 54)

61

N

1 Mile

(Joins sheet 62)

0

1/4

1/2

3/4

1

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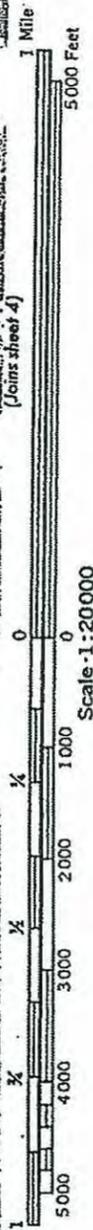
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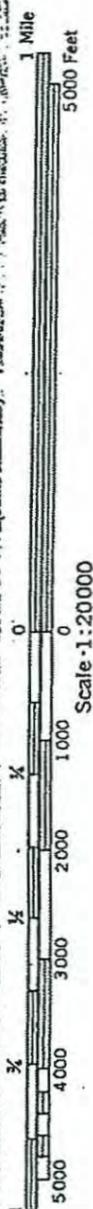
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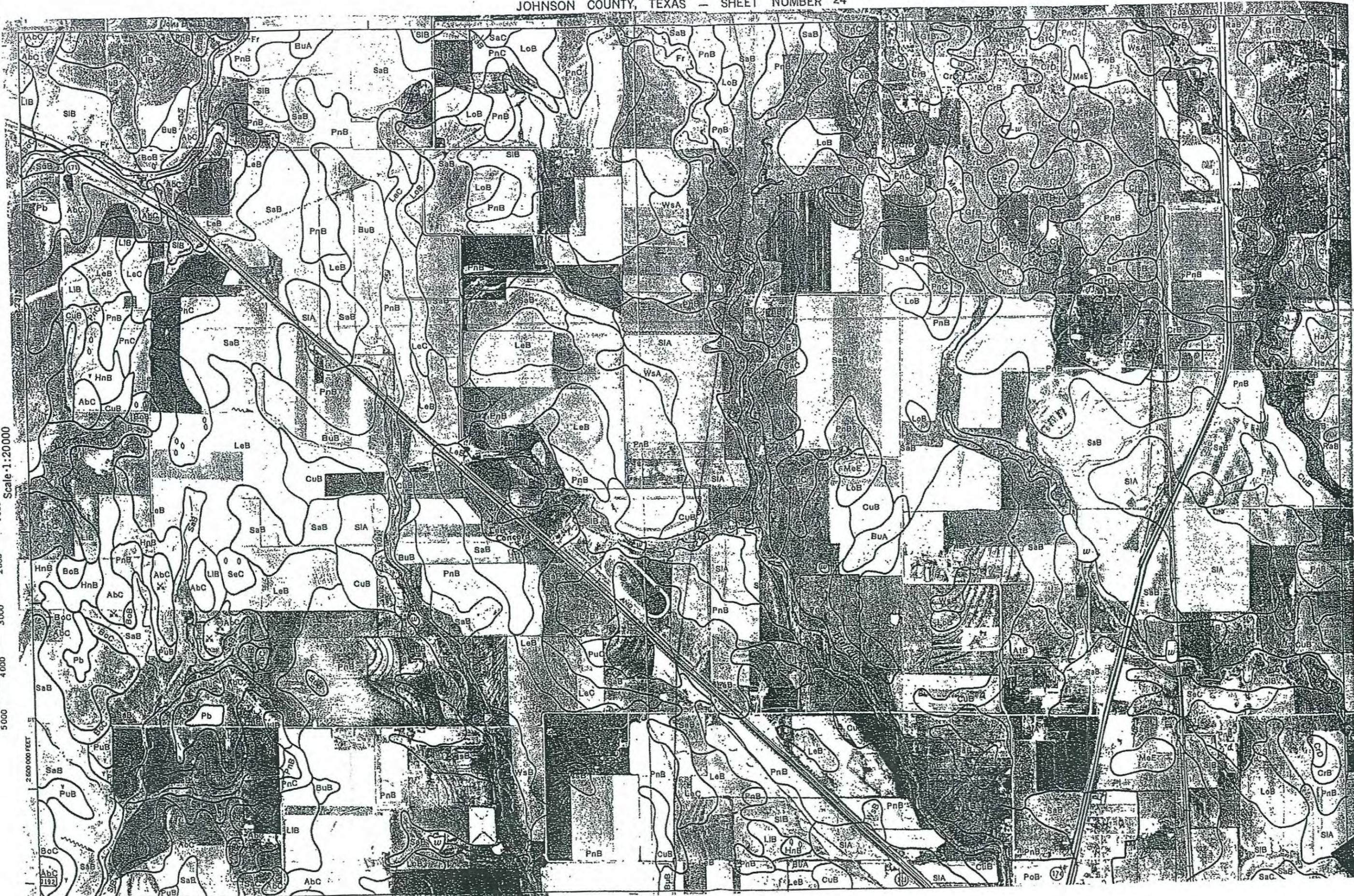
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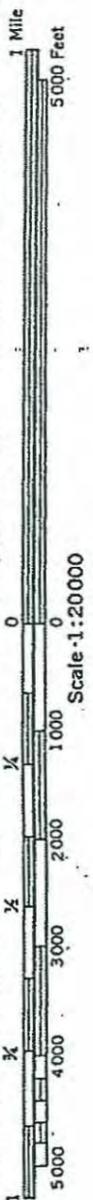


JOHNSON COUNTY, TEXAS — SHEET NUMBER 24

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United States  
Department of  
Agriculture

Natural  
Resources  
Conservation  
Service

101 South Main  
Temple, Texas  
76501-7602

101 SOUTH MAIN  
TXDOT MAILROOM

JUN 10 2002

Subject: LNU-Farmland Protection-  
SH 121 Highway Proposed  
Johnson County, Texas

June 7, 2002

7

Texas Department of Transportation  
P.O. Box 6868  
Fort Worth, Texas  
76115-0686

**Attention: Robert Hall, Environmental Coordinator**

We have reviewed the information provided concerning proposed S. H. 121 in Johnson County, Texas. This is part of an Environmental Evaluation for the above-referenced highway being prepared for the TxDOT and FHWA. We have evaluated the soils for this project as required by the Farmland Protection Policy Act (FPPA).

The proposed project does contain Prime and Statewide Important Farmland soils as defined by the FPPA. Several map units identified in the Soil Survey of Johnson County are classified as Prime Farmland and Statewide Important Farmland. Approximately 431.4 acres of land will be acquired of which about 298.4 acres is classified as Important Farmland by the FPPA. These soils had a composite score of 74 and the Total Points on Part VII of the AD-1006 is 142. This site will require no additional consideration since the rating score is less than 160. The FPPA states, "Sites receiving a total score of less than 160 need not be given further consideration for protection and no additional sites need to be evaluated", 7CFR Part 658.4 (c) 2.

Attached is the completed AD-1006 (Farmland Conversion Impact Rating) form for this project indicating the exemption status of this proposed project.

Thanks for the quality resource materials you submitted to evaluate this project. If you have any questions please call James Greenwade at (254)-742-9960 or Sam Brown at (254)-742-9854, Fax (254)-742-9859.

Thanks,

James M. Greenwade  
Soil Scientist  
Soil Survey Section  
USDA-NRCS, Temple, Texas

U.S. Department of Agriculture  
**FARMLAND CONVERSION IMPACT RATING**

<b>PART I (To be completed by Federal Agency)</b>		Date Of Land Evaluation Request		6-25-01		
Name of Project		SH 121		Federal Agency Involved		
				Federal Highway Administration		
Proposed Land Use		Transportation		County and State		
				Johnson County, Texas		
<b>PART II (To be completed by NRCS)</b>		Date Request Received By NRCS		Person Completing Form: James Greenwade		
		4-24-02				
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES	NO	Acres Irrigated	Average Farm Size	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	882	161	
Major Crop(s)	Farmable Land In Govt. Jurisdiction	Amount of Farmland As Defined In FPPA				
Improved Bermudagrass	Acres: 286,324 % 61	Acres: 283,624 %61				
Name of Land Evaluation System Used	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS				
LESA	NONE	6-7-2002				
<b>PART III (To be completed by Federal Agency)</b>		<b>Alternative Site Rating</b>				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly		407.3				
B. Total Acres To Be Converted Indirectly		24.1				
C. Total Acres In Site		431.4				
<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>						
A. Total Acres Prime And Unique Farmland		263.2				
B. Total Acres Statewide Important or Local Important Farmland		35.2				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.001				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		77				
<b>PART V (To be completed by NRCS) Land Evaluation Criterion</b>		74				
Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)						
<b>PART VI (To be completed by Federal Agency) Site Assessment Criteria</b> (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)	13			
2. Perimeter In Non-urban Use		(10)	8			
3. Percent Of Site Being Farmed		(20)	7			
4. Protection Provided By State and Local Government		(20)	0			
5. Distance From Urban Built-up Area		(15)	0			
6. Distance To Urban Support Services		(15)	0			
7. Size Of Present Farm Unit Compared To Average		(10)	3			
8. Creation Of Non-farmable Farmland		(10)	22			
9. Availability Of Farm Support Services		(5)	5			
10. On-Farm Investments		(20)	5			
11. Effects Of Conversion On Farm Support Services		(10)	0			
12. Compatibility With Existing Agricultural Use		(10)	5			
<b>TOTAL SITE ASSESSMENT POINTS</b>		160	68			
<b>PART VII (To be completed by Federal Agency)</b>						
Relative Value Of Farmland (From Part V)		100	74			
Total Site Assessment (From Part VI above or local site assessment)		160	68			
<b>TOTAL POINTS (Total of above 2 lines)</b>		260	142			
Site Selected: A		Date Of Selection	Was A Local Site Assessment Used?			
			YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
Reason For Selection Points less than 160						
Name of Federal agency representative completing this form:					Date:	
(See Instructions on reverse side)					Form AD-1006 (03-02)	

07/12/2002 09:19 FAX 210 499 5167

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LAN DALLAS

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07/11/2002 11:08 FAX

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received  
May 24, 2002

# Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 462-2635

May 24, 2002

NH ( )  
Environmental Assessment Coordination  
Johnson and Tarrant Counties  
CSJ 2118-01-008; 2118-02-008

PROJECT  
JUN 05 2002  
MANAGEMENT

SH 121 South: From FM 1187 to US 67

Dr. Ray C. Telfair  
Texas Parks and Wildlife Department  
Wildlife Division  
Wildlife Habitat Assessment Program  
11942 FM 848  
Tyler, Texas 75707-9657

Dear Dr. Telfair:

Consistent with the Memorandum of Understanding signed by our two agencies, attached is a copy of the environmental assessment covering the subject project for your review and comment. Any comments you may have on this document will assist the Department in ensuring that the Department's projects are sensitive to the natural resources of the state.

Please submit any comments you may have within 45 days from the date of this letter. If you do not have any comments on the document, please sign and date the bottom of this letter and return a copy to the Environmental Affairs Division. If no response is received after the 45 days have expired, we will proceed with project development. If you have any questions regarding this project, please contact Mr. William Hood at (512) 416-2623.

Sincerely,

Michelle Skinner  
Project Management  
Environmental Affairs Division

Attachment

NO COMMENT: Ray C. Telfair  
Wildlife Habitat Assessment Program

DATE: May 31, 2002



# Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2463 • (512) 463-8585

May 24, 2002

DIST 02 FT. WORTH  
TXDOT MAILROOM

MAY 30 2002

NH ( )

Environmental Assessment Coordination  
Johnson and Tarrant Counties  
CSJ 2118-01-008; 2118-02-008

SH 121 South: From FM 1187 to US 67

Ms. Celeste Brancel-Brown  
Texas Parks and Wildlife Department  
Endangered Resources Branch  
3000 S. I.H. 35, Suite 100  
Austin, Texas 78704

Dear Ms. Brown:

Consistent with the Memorandum of Understanding signed by our two agencies; attached is a copy of the environmental assessment covering the subject project for your review and comment. Any comments you may have on this document will assist the Department in ensuring that the Department's projects are sensitive to the natural resources of the state.

Please submit any comments you may have within 45 days from the date of this letter. If you do not have any comments on the document, please sign and date the bottom of this letter and return a copy to the Environmental Affairs Division. If no response is received after the 45 days have expired, we will proceed with project development. If you have any questions regarding this project please contact Mr. William Hood at 512-416-2623.

Sincerely,

Michelle Skinner  
Project Management  
Environmental Affairs Division

Attachment

NO COMMENT: \_\_\_\_\_

Texas Biological and Conservation Data System

DATE: \_\_\_\_\_

MMS:M

bcc: Fort Worth District

ERG

Reference: ENV 850

## TARRANT COUNTY

### BIRDS

		Federal Status	State Status
<b>American Peregrine Falcon</b>	<i>Falco peregrinus anatum</i>	DL	T
year-round resident and local breeder in west Texas, nests in tall cliff eyries; also, migrant across state from more northern breeding areas in US and Canada, winters along coast and farther south; occupies wide range of habitats during migration, including urban, concentrations along coast and barrier islands; low-altitude migrant, stopovers at leading landscape edges such as lake shores, coastlines, and barrier islands.			
<b>Arctic Peregrine Falcon</b>	<i>Falco peregrinus tundrius</i>	DL	
migrant throughout state from subspecies' far northern breeding range, winters along coast and farther south; occupies wide range of habitats during migration, including urban, concentrations along coast and barrier islands; low-altitude migrant, stopovers at leading landscape edges such as lake shores, coastlines, and barrier islands.			
<b>Bald Eagle</b>	<i>Haliaeetus leucocephalus</i>	DL	T
found primarily near rivers and large lakes; nests in tall trees or on cliffs near water; communally roosts, especially in winter; hunts live prey, scavenges, and pirates food from other birds			
<b>Henslow's Sparrow</b>	<i>Ammodramus henslowii</i>		
wintering individuals (not flocks) found in weedy fields or cut-over areas where lots of bunch grasses occur along with vines and brambles; a key component is bare ground for running/walking			
<b>Interior Least Tern</b>	<i>Sterna antillarum athalassos</i>	LE	E
subspecies is listed only when inland (more than 50 miles from a coastline); nests along sand and gravel bars within braided streams, rivers; also know to nest on man-made structures (inland beaches, wastewater treatment plants, gravel mines, etc); eats small fish and crustaceans, when breeding forages within a few hundred feet of colony			
<b>Peregrine Falcon</b>	<i>Falco peregrinus</i>	DL	T
both subspecies migrate across the state from more northern breeding areas in US and Canada to winter along coast and farther south; subspecies (F. p. anatum) is also a resident breeder in west Texas; the two subspecies' listing statuses differ, F.p. tundrius is no longer listed in Texas; but because the subspecies are not easily distinguishable at a distance, reference is generally made only to the species level; see subspecies for habitat.			
<b>Western Burrowing Owl</b>	<i>Athene cunicularia hypugaea</i>		
open grasslands, especially prairie, plains, and savanna, sometimes in open areas such as vacant lots near human habitation or airports; nests and roosts in abandoned burrows			
<b>Whooping Crane</b>	<i>Grus americana</i>	LE	E
potential migrant via plains throughout most of state to coast; winters in coastal marshes of Aransas, Calhoun, and Refugio counties			

### MAMMALS

		Federal Status	State Status
<b>Gray wolf</b>	<i>Canis lupus</i>	LE	E

## TARRANT COUNTY

### MAMMALS

Federal Status

State Status

extirpated; formerly known throughout the western two-thirds of the state in forests, brushlands, or grasslands

**Plains spotted skunk** *Spilogale putorius interrupta*

catholic; open fields, prairies, croplands, fence rows, farmyards, forest edges, and woodlands; prefers wooded, brushy areas and tallgrass prairie

**Red wolf** *Canis rufus*

LE

E

extirpated; formerly known throughout eastern half of Texas in brushy and forested areas, as well as coastal prairies

### MOLLUSKS

Federal Status

State Status

**Fawnsfoot** *Truncilla donaciformis*

small and large rivers especially on sand, mud, rocky mud, and sand and gravel, also silt and cobble bottoms in still to swiftly flowing waters; Red (historic), Cypress (historic), Sabine (historic), Neches, Trinity, and San Jacinto River basins.

**Little spectaclecase** *Villosa lienosa*

creeks, rivers, and reservoirs, sandy substrates in slight to moderate current, usually along the banks in slower currents; east Texas, Cypress through San Jacinto River basins

**Louisiana pigtoe** *Pleurobema riddellii*

streams and moderate-size rivers, usually flowing water on substrates of mud, sand, and gravel; not generally known from impoundments; Sabine, Neches, and Trinity (historic) River basins

**Pistolgrip** *Tritogonia verrucosa*

stable substrate, rock, hard mud, silt, and soft bottoms, often buried deeply; east and central Texas, Red through San Antonio River basins

**Rock pocketbook** *Arcidens confragosus*

mud, sand, and gravel substrates of medium to large rivers in standing or slow flowing water, may tolerate moderate currents and some reservoirs, east Texas, Red through Guadalupe River basins

**Sandbank pocketbook** *Lampsilis satura*

small to large rivers with moderate flows and swift current on gravel, gravel-sand, and sand bottoms; east Texas, Sulfur south through San Jacinto River basins; Neches River

**Texas heelsplitter** *Potamilus amphichaenus*

quiet waters in mud or sand and also in reservoirs. Sabine, Neches, and Trinity River basins

### REPTILES

Federal Status

State Status

**Texas garter snake** *Thamnophis sirtalis annectens*

wet or moist microhabitats are conducive to the species occurrence, but is not necessarily restricted to them; hibernates underground or in or under surface cover; breeds March-August

## TARRANT COUNTY

### REPTILES

		Federal Status	State Status
<b>Texas horned lizard</b>	<i>Phrynosoma cornutum</i>		T
open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive; breeds March-September			
<b>Timber/Canebrake rattlesnake</b>	<i>Crotalus horridus</i>		T
swamps, floodplains, upland pine and deciduous woodlands, riparian zones, abandoned farmland; limestone bluffs, sandy soil or black clay; prefers dense ground cover, i.e. grapevines or palmetto			

### PLANTS

		Federal Status	State Status
<b>Glen Rose yucca</b>	<i>Yucca necopina</i>		
Texas endemic; grasslands on sandy soils and limestone outcrops; flowering April-June			

## JOHNSON COUNTY

### BIRDS

		Federal Status	State Status
<b>American Peregrine Falcon</b>	<i>Falco peregrinus anatum</i>	DL	T
year-round resident and local breeder in west Texas, nests in tall cliff eyries; also, migrant across state from more northern breeding areas in US and Canada, winters along coast and farther south; occupies wide range of habitats during migration, including urban, concentrations along coast and barrier islands; low-altitude migrant, stopovers at leading landscape edges such as lake shores, coastlines, and barrier islands.			
<b>Arctic Peregrine Falcon</b>	<i>Falco peregrinus tundrius</i>	DL	
migrant throughout state from subspecies' far northern breeding range, winters along coast and farther south; occupies wide range of habitats during migration, including urban, concentrations along coast and barrier islands; low-altitude migrant, stopovers at leading landscape edges such as lake shores, coastlines, and barrier islands.			
<b>Bald Eagle</b>	<i>Haliaeetus leucocephalus</i>	DL	T
found primarily near rivers and large lakes; nests in tall trees or on cliffs near water; communally roosts, especially in winter; hunts live prey, scavenges, and pirates food from other birds			
<b>Black-capped Vireo</b>	<i>Vireo atricapilla</i>	LE	E
oak-juniper woodlands with distinctive patchy, two-layered aspect; shrub and tree layer with open, grassy spaces; requires foliage reaching to ground level for nesting cover; return to same territory, or one nearby, year after year; deciduous and broad-leaved shrubs and trees provide insects for feeding; species composition less important than presence of adequate broad-leaved shrubs, foliage to ground level, and required structure; nesting season March-late summer			
<b>Golden-cheeked Warbler</b>	<i>Dendroica chrysoparia</i>	LE	E
juniper-oak woodlands; dependent on Ashe juniper (also known as cedar) for long fine bark strips, only available from mature trees, used in nest construction; nests are placed in various trees other than Ashe juniper; only a few mature junipers or nearby cedar brakes can provide the necessary nest material; forage for insects in broad-leaved trees and shrubs; nesting late March-early summer			
<b>Henslow's Sparrow</b>	<i>Ammodramus henslowii</i>		
wintering individuals (not flocks) found in weedy fields or cut-over areas where lots of bunch grasses occur along with vines and brambles; a key component is bare ground for running/walking			
<b>Interior Least Tern</b>	<i>Sterna antillarum athalassos</i>	LE	E
subspecies is listed only when inland (more than 50 miles from a coastline); nests along sand and gravel bars within braided streams, rivers; also know to nest on man-made structures (inland beaches, wastewater treatment plants, gravel mines, etc); eats small fish and crustaceans, when breeding forages within a few hundred feet of colony			
<b>Peregrine Falcon</b>	<i>Falco peregrinus</i>	DL	T

## JOHNSON COUNTY

### BIRDS

Federal Status      State Status

both subspecies migrate across the state from more northern breeding areas in US and Canada to winter along coast and farther south; subspecies (*F. p. anatum*) is also a resident breeder in west Texas; the two subspecies' listing statuses differ, *F.p. tundrius* is no longer listed in Texas; but because the subspecies are not easily distinguishable at a distance, reference is generally made only to the species level; see subspecies for habitat.

**Western Burrowing Owl**      *Athene cunicularia hypugaea*

open grasslands, especially prairie, plains, and savanna, sometimes in open areas such as vacant lots near human habitation or airports; nests and roosts in abandoned burrows

**White-faced Ibis**      *Plegadis chihi*      T

prefers freshwater marshes, sloughs, and irrigated rice fields, but will attend brackish and saltwater habitats; nests in marshes, in low trees, on the ground in bulrushes or reeds, or on floating mats

**Whooping Crane**      *Grus americana*      LE      E

potential migrant via plains throughout most of state to coast; winters in coastal marshes of Aransas, Calhoun, and Refugio counties

### FISHES

Federal Status      State Status

**Sharpnose shiner**      *Notropis oxyrinchus*      C

endemic to Brazos River drainage; also, apparently introduced into adjacent Colorado River drainage; large turbid river, with bottom a combination of sand, gravel, and clay-mud

**Smalleye shiner**      *Notropis buccula*      C

endemic to upper Brazos River system and its tributaries (Clear Fork and Bosque); apparently introduced into adjacent Colorado River drainage; medium to large prairie streams with sandy substrate and turbid to clear warm water; presumably eats small aquatic invertebrates

### MAMMALS

Federal Status      State Status

**Gray wolf**      *Canis lupus*      LE      E

extirpated; formerly known throughout the western two-thirds of the state in forests, brushlands, or grasslands

**Plains spotted skunk**      *Spilogale putorius interrupta*

catholic; open fields, prairies, croplands, fence rows, farmyards, forest edges, and woodlands; prefers wooded, brushy areas and tallgrass prairie

**Red wolf**      *Canis rufus*      LE      E

extirpated; formerly known throughout eastern half of Texas in brushy and forested areas, as well as coastal prairies

## JOHNSON COUNTY

### MOLLUSKS

Federal Status      State Status

**Pistolgrip**

*Tritogonia verrucosa*

stable substrate, rock, hard mud, silt, and soft bottoms, often buried deeply; east and central Texas, Red through San Antonio River basins

**Rock pocketbook**

*Arcidens confragosus*

mud, sand, and gravel substrates of medium to large rivers in standing or slow flowing water, may tolerate moderate currents and some reservoirs, east Texas, Red through Guadalupe River basins

**Texas fawnsfoot**

*Truncilla macrodon*

little known; possibly rivers and larger streams, and intolerant of impoundment; flowing rice irrigation canals, possibly sand, gravel, and perhaps sandy-mud bottoms in moderate flows; Brazos and Colorado River basins

### REPTILES

Federal Status      State Status

**Brazos water snake**

*Nerodia harteri*

T

upper Brazos River drainage; in shallow water with rocky bottom and on rocky portions of banks

**Texas garter snake**

*Thamnophis sirtalis annectens*

wet or moist microhabitats are conducive to the species occurrence, but is not necessarily restricted to them; hibernates underground or in or under surface cover; breeds March-August

**Texas horned lizard**

*Phrynosoma cornutum*

T

open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive; breeds March-September

**Timber/Canebrake  
rattlesnake**

*Crotalus horridus*

T

swamps, floodplains, upland pine and deciduous woodlands, riparian zones, abandoned farmland; limestone bluffs, sandy soil or black clay; prefers dense ground cover, i.e. grapevines or palmetto

Customer Service Center in Austin. NTTA and TxDOT cash accounts allow a check or money order to be mailed in to maintain the account balance. The cash user deposit would be refunded without interest if the user returns the tag (by mail or in person) in good condition or if the user converts the cash account to a credit card account.

Bilingual (English and Spanish) information on payment methods is available on TxDOT ([www.TxTag.org](http://www.TxTag.org)) and the NTTA ([www.ntta.org](http://www.ntta.org)) websites and over the phone (Customer Service Centers).

#### **5.25.4 Origin-Destination Analysis**

Origin-destination data secured from the NCTCOG for the north central Texas Metropolitan Planning Area (MPA) was used for further analysis of user impact of the SH 121 facility on low-income and minority populations. The MPA is defined as that portion of the north central Texas region expected to be contiguously urbanized during the 20-year planning horizon. This area includes all of Collin, Dallas, Denton, Rockwall, and Tarrant Counties, and contiguous portions of Ellis, Johnson, Kaufman, and Parker Counties.

Origin-destination data can determine travel patterns of traffic along a transportation facility during a typical day. This form of analysis is useful in assessing user impact as the number of trips associated with specific population characteristics can be studied to provide general travel assumptions of those specific populations. Trips are defined as a one-way movement from where a person starts (origin) to where the person is going (destination).

Assessing user impact in the form of an origin-destination analysis is an integral component of the environmental justice analysis for the proposed project. As funding mechanisms evolve, the trend towards utilization of toll facilities in this region would create "user impacts" as access to highway systems becomes an issue to the economically disadvantaged. The origin-destination analysis revealed anticipated users and associated traffic patterns of the proposed project in 2030 and identified environmental justice populations to assess the intensity of use by those protected populations.

The information associated with the origin-destination analysis is organized by traffic survey zones (TSZs) which are small geographic units of area that are developed as a basis for estimation of travel. TSZs may vary in size, are determined by roadway network and homogeneity of development, and directly reflect demographic data generated by the U.S. Census Bureau. Delineated by state and/or transportation offices for tabulating traffic-related data, TSZs usually consist of one or more census blocks, block groups, or census tracts. A total of 4,813 TSZs comprise the origin-destination study area. Of the total number of TSZs located within the MPA, 1,805 TSZs are anticipated to regularly utilize SH 121 in 2030 (originating at least one trip per day). This represents 38 percent of the total study area TSZs.

TransCAD®, a GIS-based transportation planning software, was utilized by the NCTCOG to generate the traffic data analyzed during the origin-destination analysis. The NCTCOG conducted a "select-link analysis" based on 2030 morning peak period traffic to generate origin-destination data associated with the proposed project. "Morning peak period traffic" represents the vehicles that pass a point on a highway during the time period of 6:30 a.m. and 8:59 a.m. Morning peak traffic is the preferred form of traffic data for origin-destination analysis because it is the most effective means to convey daily trips linked to TSZs. Traffic data exported directly from TransCAD® select-link matrices was correlated with U.S. Census Bureau data to provide a demographic profile of users anticipated to utilize the proposed SH 121 facility in 2030.

To clarify the intent of the origin-destination analysis, the analysis does not attempt to identify specific users (low-income or minority populations) but instead compares the origins and intensity origins of trips based on collective socio-economic characteristics at the TSZ level for both the toll and non-toll scenarios. In other words, the origin-destination analysis predicts the potential users of the SH 121 corridor in 2030 by correlating the general socio-economic characteristics of the future users based on Census 2000 data to the intensity of use quantified by the number of trips per TSZ generated by TransCAD®. The NCTCOG conducted a "select-link analysis" based on 2030 morning peak period traffic. The model distinguishes between toll and non-toll scenarios by identifying the "toll links." These "toll links" are assigned a cost per mile for the toll scenario and no cost per mile for the non-toll scenario. The model then assigns vehicle trips based on user cost, trip distance, time of day, and other factors to achieve system equilibrium in the network. The correlation of Census 2000 and TransCAD® data is the best available method to identify which TSZs would originate trips anticipated to utilize the SH 121 facility and general demographics of the population associated with those TSZs. However, the vehicle trip assignment process does not consider relative income differences or the differences in relative cost to potential users in the population when making trip assignments. Because no definitive data exists on the future users of SH 121, the origin-destination analysis cannot predict the specific race, ethnicity, or economic status associated with the predicted trips on toll or non-toll facilities. However, the origin-destination analysis can identify a potential difference in trip intensity by comparing toll and non-toll scenario TSZ trip percentages.

Analysis of the origin-destination trip was concentrated on those TSZs with high proportions of low-income and/or minority populations within the study area that are anticipated to utilize the proposed managed lane portion of the facility in 2030. The threshold for an environmental justice TSZ was defined as a TSZ with an environmental justice population (specifically low-income and minority populations) equal to or greater than 51 percent of the total TSZ population. A total of 1,542 environmental justice TSZs were identified within the NCTCOG study area. Of the identified environmental justice TSZs, a total of 465 are anticipated to regularly utilize SH 121 (originating at least one trip per day). Data analysis indicates that of approximately 32,005 total trips which originated from the TSZs anticipated to utilize SH 121, approximately 14.1 percent (4,506 trips) of the total trips originate from environmental justice TSZs. Exhibit 7 in Appendix A shows the environmental justice TSZs that would utilize the SH 121 facility per number of trips. Exhibit 8 in Appendix A breaks out each environmental justice TSZ that would utilize SH 121 facility (originating at least one trip per day) by environmental justice type (i.e., minority, low-income).

Based on the origin-destination information, it is not anticipated there would be any disproportionate impacts to low-income or minority populations with the implementation of the proposed project due to the low distribution of trips between identified low-income and/or minority populations and the low percentage of these populations within the proposed project study area. In addition, non-toll alternatives would be available for use. The SH 121 project would benefit users and adjacent populations as a result of the improved system linkage and mobility within the study area and region.

Proactive public involvement, including public meetings and surveys, and coordination with local planning officials can help avoid disproportionate impacts by allowing these populations to voice their concerns and be a part of the planning process. Therefore, no environmental justice populations in the study area would be disproportionately affected as the entire study area non-minority population would be equally impacted. However, individual low-income persons may choose to utilize adjacent non-toll alternatives specifically for cost saving measures. Low-income individuals may be impacted as a result of difference in time travel associated with

utilizing non-toll alternatives. The economic impact of the tolled facility would be higher for low-income residents because the cost of paying tolls would represent a higher percentage of household income than for non-low-income households. The toll rates for SH 121 would be consistent with other toll rates in the region.

**5.26 Relationship Between Local Short-Term Uses of Man’s Environment and the Maintenance and Enhancement of Long-Term Productivity**

The proposed electronic tolling of SH 121 or the proposed minor design changes do not change the findings indicated in the October 2004 FEIS with regard to relationship between local short-term use of man’s environment and the maintenance and enhancement of long-term productivity.

**5.27 Irreversible and Irretrievable Commitments on Resources Which Would Be Involved in the Proposed Action**

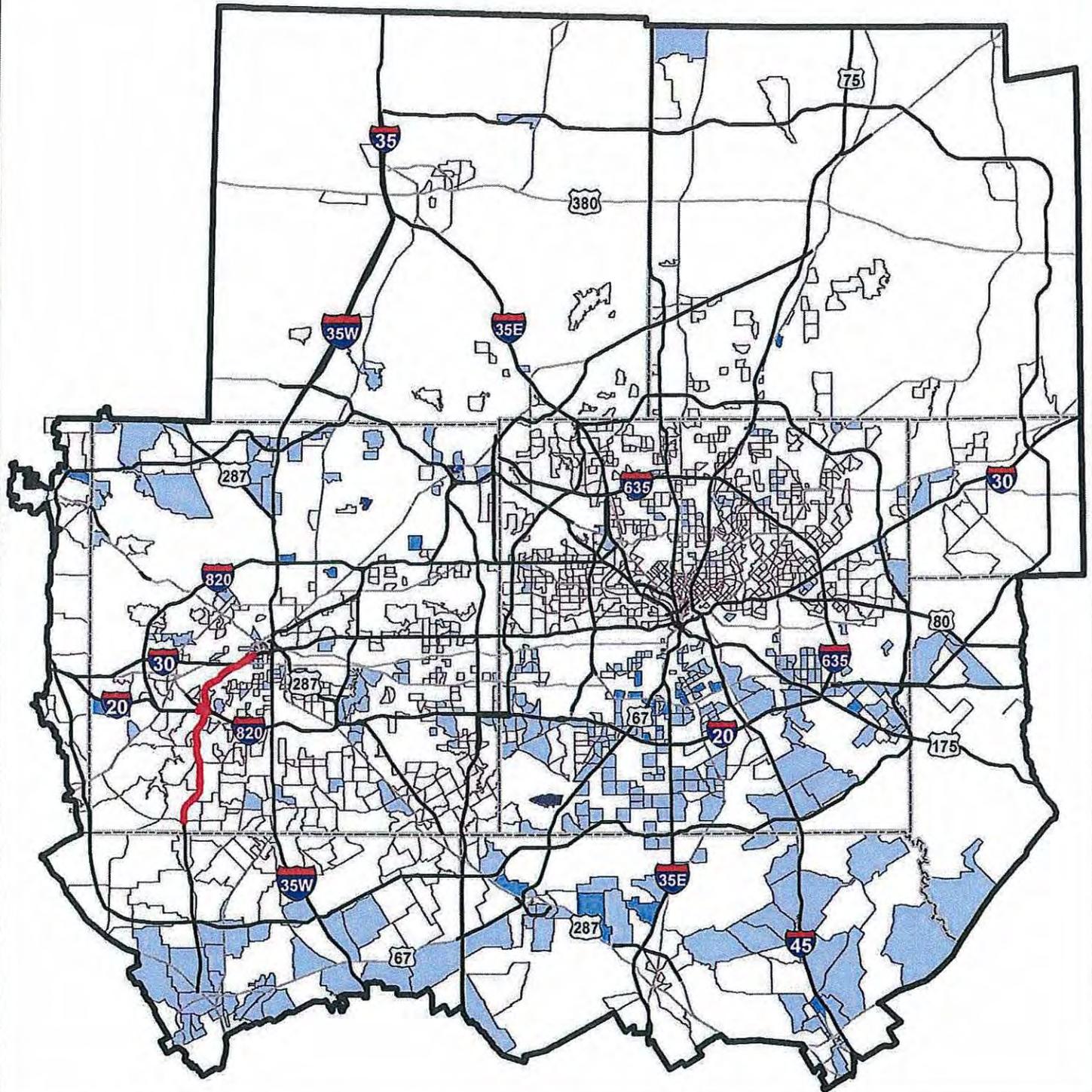
The resources used in highway construction (land, materials, capital, labor, energy, and productivity) may all be considered irreversibly and irretrievably committed because of the long-term nature of a transportation project. Implementation of the proposed SH 121 electronic toll facility and proposed minor design changes would not increase the resources irreversibly and irretrievably committed to the highway because no additional right-of-way is required.

**5.28 Summary**

Table 7 provides a summary of the direct impacts associated with Build Alternative C/A as presented in the October 2004 FEIS and this re-evaluation document (Section 5.0). The words “No change” in the November 2008 Re-Evaluation column of Table 7 indicate that the project impacts identified in the October 2004 FEIS (summarized in the middle column of Table 7) are still valid. An analysis of potential indirect and cumulative impacts is presented in Section 6.0.

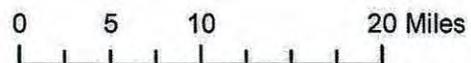
**Table 7 Summary of Direct Impacts (Build Alternative C/A)**

Environmental Issue	October 2004 FEIS	November 2008 Re-Evaluation
Land Use Impacts	Compatible with local land use plans/policies	No change
Prime and Unique Farmlands	No impacts to prime and unique farmlands	No change
Environmental Justice Impacts	No disproportionate adverse impacts to minority or low-income populations	Re-evaluated to assess potential EJ impacts because of electronic tolling.
Social Impacts	No adverse community cohesion impacts	No change
Public Safety Impacts	No adverse public safety impacts	No change
Relocation Impacts	A total of 85 displacements. Three residential properties and 82 commercial business properties	No change
Economic Impacts	Long-term, beneficial economic impacts anticipated	No change
Pedestrian and Bicycle Impacts	No adverse pedestrian/bicycle impacts	No change
Section 4(f) Impacts	No impact to Section 4(f) resources	No change
Air Quality Impacts	No CO NAAQS exceedances. The proposed project is in conformity with the CAA in relation to ozone non-attainment	MSAT were evaluated for the proposed project. Three sensitive receptors were located within 328 feet (100 meters) and 14 within 1,640 feet (500 meters) of the proposed project. A long-term decrease in MSAT emissions is expected to occur because of federal vehicle emission standards and control measures



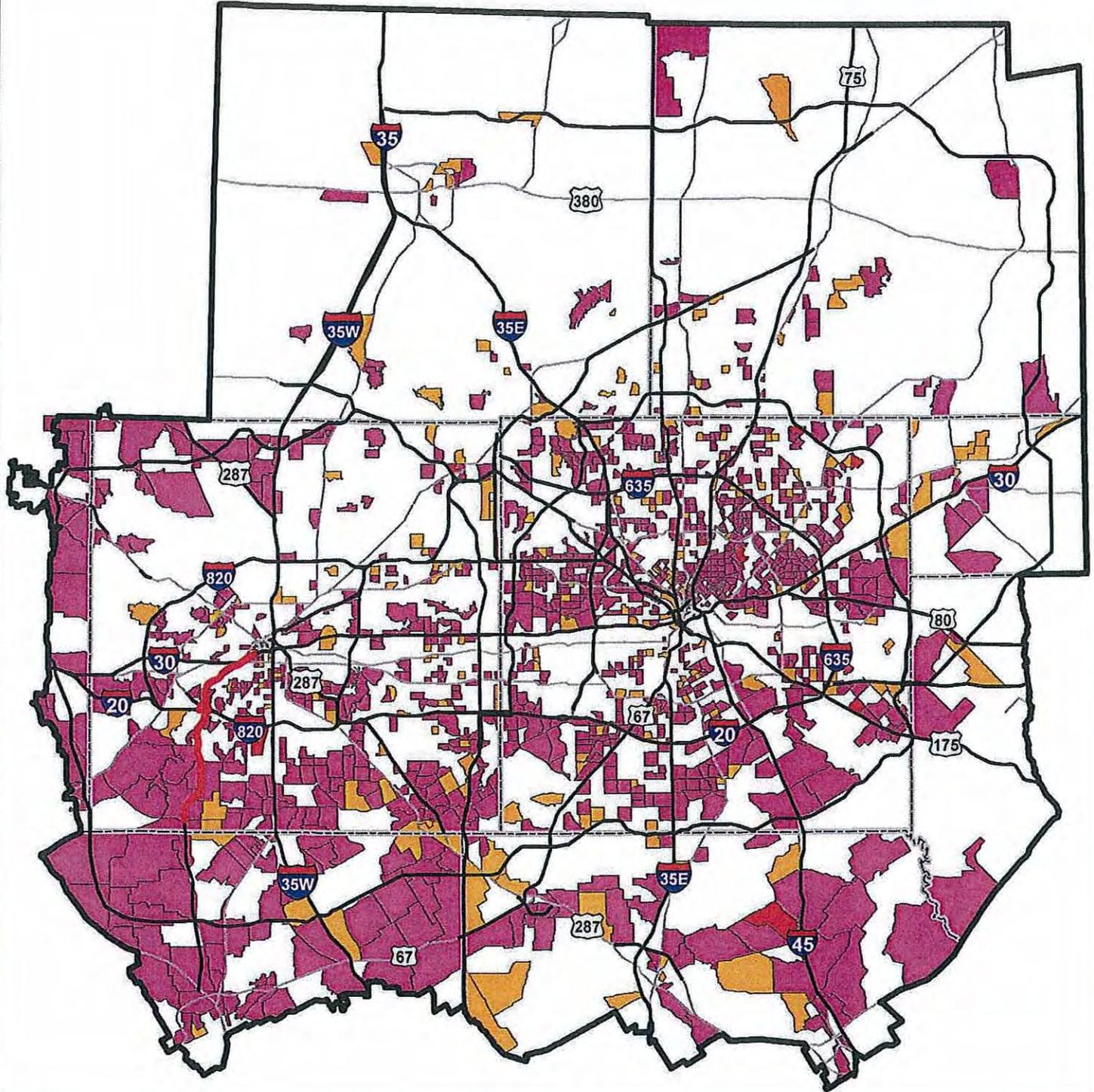
**Legend**

- Mobility 2030 Roadway Network
  - Proposed Project
  - MPA Boundary
  - County Boundaries
- | Environmental Justice TSZs |   |
|----------------------------|---|
| Trips                      |   |
|                            | <1 Trip   |
|                            | 1-25 Trips (1,858 EJ Trips, 37% of total EJ Trips)  |
|                            | 26-75 Trips (1,006 EJ Trips, 22% of total EJ Trips) |
|                            | 76-150 Trips (221 EJ Trips, 5% of total EJ Trips)   |
|                            | >150 Trips (1,621 EJ Trips, 36% of total EJ Trips)  |



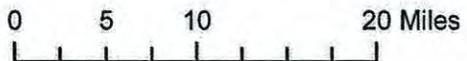
Texas Department of Transportation  
Tarrant County

**Environmental Justice  
Traffic Survey Zones  
2030 Daily Trips**  
SH 121 from IH 30 to FM 1187  
**Exhibit 7**



**Legend**

- Mobility 2030 Roadway Network
- Proposed Project
- ▭ MPA Boundary
- ▭ County Boundaries
- Environmental Justice TSZs Generating 1 or more Trips on SH 121
  - Low Income >50%
  - Minority > 50%
  - Minority (<50%) and Low-income (<50%) combined >50%



Texas Department of Transportation  
Tarrant County

**Environmental Justice Breakdown  
SH 121 Environmental Justice  
Traffic Survey Zones Utilization  
SH 121 from IH 30 to FM 1187  
Exhibit 8**

**APPENDIX C: SH 121 PROJECT SHEETS**

***MOBILITY 2030 - 2009 AMENDMENT, METROPOLITAN***  
**TRANSPORTATION PLAN**  
**AND**  
**2008 - 2011 TRANSPORTATION IMPROVEMENT PROGRAM**



Since the EPA designated these nine North Central Texas counties nonattainment under the new 8-Hour standard, a federal requirement known as transportation conformity is now required. Transportation conformity ensures that federal funding and federal approval goes to only those transportation projects and programs that meet air quality goals to reach attainment in a timely manner. Under this federal requirement, the Texas Department of Transportation (TxDOT) is responsible for conducting transportation conformity for the portion of the nonattainment area outside of an MPA. The North Central Texas Council of Governments (NCTCOG) is responsible for conducting transportation conformity for the portion inside the MPA.

The current Regional Transportation Council's (RTC's) Metropolitan Planning Area is all of Collin, Dallas, Denton, Rockwall, and Tarrant Counties, and portions of Ellis, Johnson, Kaufman, and Parker Counties. Title 23 Code of Federal Regulations 450.310(f) states that if the Metropolitan Planning Area does not include the entire nonattainment or maintenance area, there shall be an agreement among the State Department of Transportation, the state air quality agency, affected local agencies, and the Metropolitan Planning Organization (MPO) describing the process for cooperative planning and analysis of all projects outside the MPA, but within the nonattainment or maintenance area, for the purposes of determining transportation conformity. Therefore, a conformity Memorandum of Agreement (MOA) between TxDOT, the Texas Commission on Environmental Quality (TCEQ), NCTCOG's Regional Transportation Council, and those affected local agencies (Ellis, Johnson, Kaufman, and Parker Counties) was established. The conformity MOA is contained in the Transportation Conformity document and allows NCTCOG staff to conduct the conformity analysis for the full nine-county ozone nonattainment area.

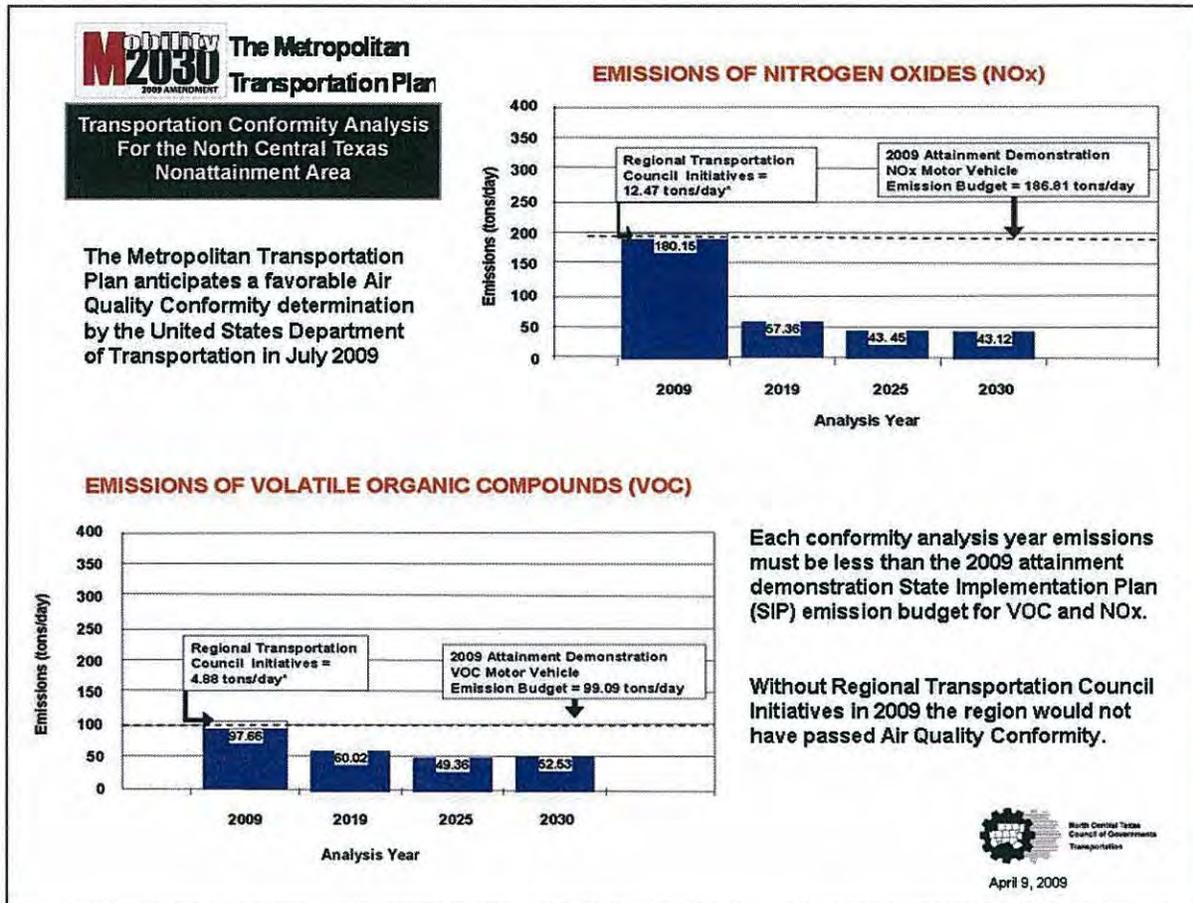
For the purposes of the conformity MOA and transportation conformity needs, the newly-designated North Central Texas 8-Hour ozone nonattainment area that covers nine counties is defined in two portions: the MPA Nonattainment Area and the Extended Nonattainment Area. The MPA Nonattainment Area is the portion of the nine-county nonattainment area within the Metropolitan Planning Area. The Extended Nonattainment Area is the portion of the nine-county nonattainment area outside the Metropolitan Planning Area.

The conformity determination process is a two-step procedure in metropolitan areas. For the first step, the RTC, as the MPO's policy body, makes the initial transportation conformity determination at the local level. For the second step, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) make the final transportation conformity determination at the federal level. The conformity analysis does not measure ozone directly, but ozone's precursors of volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>).

As part of the conformity analysis, two tests are required: a motor vehicle emission budget test and an emission reduction test. For the motor vehicle emission budget test, emissions limits for motor vehicle emissions sources are called "budgets". Under the budget test, vehicle emissions for each analysis year must be less than the air quality budgets identified. The vehicle emission results demonstrate that the North

Central Texas ozone nonattainment area meets the regional air quality conformity requirements of the budget test and emission reduction test. The conformity analysis results can be found in both the 2009 Transportation Conformity document and can be seen in *Exhibit 22-2*.

*Exhibit 22-2. Conformity Analysis Results*



The RTC initiatives were key in the region’s ability to pass the NO<sub>x</sub> requirements in analysis year 2009. Without the RTC initiatives, the NO<sub>x</sub> emission for 2009 would be above the set budget of 186.81 tons/day and a favorable conformity determination would not be possible without changes to Mobility 2030 or the air quality plan. The magnitude of RTC initiatives demonstrate the region’s commitment to reducing vehicle emissions that leads to improving air quality, mobility, and the overall quality of life in the region.

The results of the conformity determination demonstrate that Mobility 2030 – 2009 Amendment meets the specific transportation air quality conformity requirements of the CAAA (42 U.S.C. 7504, 7506(c) and (d)) and amendments, the air quality plan (five percent Increment of Progress plan), and the transportation conformity rule (40 CFR Parts 51 and 93). This conformity determination was approved by the RTC on April 9, 2009 and was printed while under FHWA and FTA review for a favorable approval. For additional transportation conformity information, refer to the 2009 Transportation Conformity document.

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## APPENDIX B

### RTC RESOLUTION APPROVING THE 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE DALLAS-FORT WORTH METROPOLITAN AREA

Amendments to the 2008-2011 Transportation Improvement Program were approved by the Regional Transportation Council on April 9, 2009. A final copy of the resolution approving the 2008-2011 Transportation Improvement Program amendments, along with the Mobility 2030: The Metropolitan Transportation Plan 2009 Amendments and the 2009 Transportation Conformity is included in this section and transmitted to the federal/State review partners.

**RESOLUTION APPROVING AMENDMENTS TO THE 2008-2011 TRANSPORTATION  
IMPROVEMENT PROGRAM; MOBILITY 2030: THE METROPOLITAN TRANSPORTATION  
PLAN FOR THE DALLAS-FORT WORTH AREA, 2009 AMENDMENT; AND  
2009 TRANSPORTATION CONFORMITY DETERMINATION FOR THE  
DALLAS-FORT WORTH NINE-COUNTY NONATTAINMENT AREA**  
(R09-02)

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the NCTCOG and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) assigns the MPO the responsibility for carrying out the transportation conformity process, in cooperation with the State and operators of publicly-owned transit services; and,

**WHEREAS**, SAFETEA-LU assigns the MPO the responsibility for approving the metropolitan transportation plan and transportation improvement program and their periodic updates; and,

**WHEREAS**, SAFETEA-LU requires that the metropolitan transportation plan include a financial plan that demonstrates the consistency of proposed transportation investments with available and projected sources of revenue; and,

**WHEREAS**, the Dallas-Fort Worth Metropolitan Area has a population greater than 200,000 and has, therefore, been designated as a Transportation Management Area; and,

**WHEREAS**, Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment was developed in cooperation with local governments, the Texas Department of Transportation, North Texas Tollway Authority, Dallas Area Rapid Transit, Fort Worth Transportation Authority, Denton County Transportation Authority, and other transportation agencies; and,

**WHEREAS**, amendments to the 2008-2011 Transportation Improvement Program are necessary to ensure consistency with the Mobility 2030 – 2009 Amendment; and,

**WHEREAS**, the United States Environmental Protection Agency (EPA) has designated the nine-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant counties as nonattainment under the 1997 8-hour National Ambient Air Quality Standards for the pollutant ozone effective June 15, 2004; and,

**WHEREAS**, the current RTC metropolitan planning area consists of all of Collin, Dallas, Denton, Tarrant, and Rockwall counties, and portions of Ellis, Johnson, Kaufman, and Parker counties; and,

**WHEREAS**, the remainder of the nonattainment area is outside the RTC metropolitan planning area and is the remaining portions of Ellis, Johnson, Kaufman, and Parker counties, referred to as the extended nonattainment area; and,

**WHEREAS**, Title 23, Code of Federal Regulations 450.310(f) states that if the metropolitan planning area does not include the entire nonattainment area, there shall be an agreement among the state department of transportation, state air quality agency, affected local agencies, and the MPO, describing the process for cooperative planning and analysis of all projects outside the metropolitan planning area but within the nonattainment area; and,

**WHEREAS**, the agreement also must indicate how the total transportation-related emissions for the nonattainment area, including areas both within and outside the metropolitan planning area, will be treated for the purposes of determining conformity in accordance with the EPA conformity regulation (40 CFR), and shall address policy mechanisms for resolving conflicts concerning transportation-related emissions that may arise between the metropolitan planning area and the portion of the nonattainment area outside the metropolitan planning area; and,

**WHEREAS**, Title 30, Texas Administrative Code 114.260(d)(2)(A)(xii) requires the MPO, for the purpose of determining the conformity of all transportation projects outside the metropolitan planning area but within the nonattainment area, to enter into a Memorandum of Agreement (MOA) involving the MPO and Texas Department of Transportation (TxDOT) for cooperative planning and analysis of projects; and,

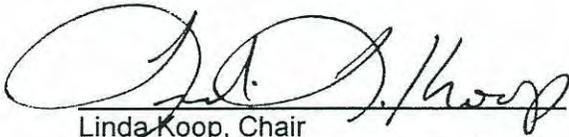
**WHEREAS**, the planning process used in the development of Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment; amendments to the 2008-2011 Transportation Improvement Program; and the 2009 Transportation Conformity was conducted in accordance with NCTCOG's approved public involvement procedures and is consistent with SAFETEA-LU Public Participation Plan requirements, including presentations of the plan recommendations and conformity results at public meetings and the allowance of a 30-day comment period prior to RTC approval of Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment; 2008-2011 Transportation Improvement Program amendments; and the 2009 Transportation Conformity determination; and,

**WHEREAS**, Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment; 2008-2011 Transportation Improvement Program amendments; and the 2009 Transportation Conformity have been recommended for approval to the RTC by the NCTCOG Surface Transportation Technical Committee.

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

- Section 1.** That the Regional Transportation Council, as the transportation policy body for the Metropolitan Planning Organization, approves Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment.
- Section 2.** The Regional Transportation Council endorses the financial element recommendations of the Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment where increases in revenue for transportation are pursued; that the Regional Transportation Council will monitor local, state, and federal legislative initiatives to ensure that revenues increase; and that the Regional Transportation Council will be forced to delete transportation projects and programs from the Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment if revenues do not increase to anticipated levels.
- Section 3.** The Regional Transportation Council, as the transportation policy body for the Metropolitan Planning Organization, approves the 2008-2011 Transportation Improvement Program amendments.
- Section 4.** The Regional Transportation Council approves the initial conformity determination of the 2009 Transportation Conformity of Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment and the 2008 – 2011 Transportation Improvement Program as amended for the Dallas-Fort Worth nine-county nonattainment area.

- Section 5.** The 2009 Transportation Conformity determination documents passed the motor vehicle emissions budgets (MVEB) test requirements for the 2008-2011 Transportation Improvement Program and the Texas Department of Transportation project listing for the extended nonattainment area.
- Section 6.** Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment, and the 2008-2011 Transportation Improvement Program provide for the timely implementation of Transportation Control Measures (TCMs).
- Section 7.** This resolution will be transmitted to the Federal Highway Administration, Federal Transit Administration, United States Environmental Protection Agency, Texas Department of Transportation, Texas Commission on Environmental Quality, Dallas Area Rapid Transit, Fort Worth Transportation Authority, Denton County Transportation Authority, North Texas Tollway Authority, and all impacted local governments.
- Section 8.** The 2009 Transportation Conformity document (including Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment, and the 2008-2011 Transportation Improvement Program) will be transmitted to the Federal Highway Administration, Federal Transit Administration, United States Environmental Protection Agency, Texas Department of Transportation, Texas Commission on Environmental Quality,
- Section 9.** This resolution shall be in effect immediately upon its adoption.



Linda Koop, Chair  
Regional Transportation Council  
Council Member, City of Dallas

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on April 09, 2009.



Ron Natinsky, Secretary  
Regional Transportation Council  
Council Member, City of Dallas

**RESOLUTION ADOPTING  
2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE DALLAS-FORT WORTH METROPOLITAN AREA  
(R07-04)**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, the federal law, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), assigns the MPO the responsibility for carrying out the metropolitan transportation planning process, in cooperation with the state and operators of publicly owned transit services; and,

**WHEREAS**, SAFETEA-LU assigns the MPO the responsibility for developing and approving the metropolitan Transportation Improvement Program (TIP) and its periodic updates; and,

**WHEREAS**, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone, and air quality conformity of the TIP shall be determined by the MPO; and,

**WHEREAS**, all regionally significant ground transportation improvements, regardless of funding source, within the Dallas-Fort Worth ozone nonattainment area must be inventoried and included in the TIP and Statewide Transportation Improvement Program (STIP) for the conformity analysis requirements of the Clean Air Act Amendments of 1990; and,

**WHEREAS**, the TIP was developed in cooperation with the local governments, Texas Department of Transportation, Dallas Area Rapid Transit, Denton County Transportation Authority, Fort Worth Transportation Authority, North Texas Tollway Authority, and other transportation agencies; and,

**WHEREAS**, all projects in the 2008-2011 Transportation Improvement Program for the Dallas-Fort Worth Metropolitan Area were developed in conjunction with Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Metropolitan Area in a manner consistent with the federal guidelines in Section 450, Subpart B, of Title 23 of the Code of Federal Regulations and Section 613, Subpart B, of Title 49 of the Code of Federal Regulations; and,

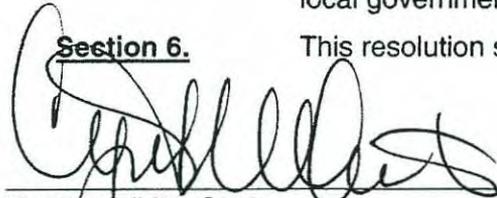
**WHEREAS**, the planning process used in development of the 2008-2011 Transportation Improvement Program for the Dallas-Fort Worth Metropolitan Area was conducted in accordance with NCTCOG's approved public involvement procedures and is consistent with SAFETEA-LU Public Participation Plan requirements, including presentation at public meetings and the allowance of a 30-day comment period prior to Regional Transportation Council approval of the TIP; and,

**WHEREAS**, the air quality conformity review has indicated that the 2008-2011 Transportation Improvement Program for the Dallas-Fort Worth Metropolitan Area meets the transportation conformity-related requirements of the State Implementation Plan, the Clean Air Act (42 U.S.C. 7504; 7506 (c) and (d)) as amended on November 15, 1990, and the conformity rule as specified in the U.S. Environmental Protection Agency's Transportation Conformity Rule Amendments, dated July 1, 2004; and,

**WHEREAS**, NCTCOG's Surface Transportation Technical Committee has recommended Regional Transportation Council approval of the 2008-2011 Transportation Improvement Program for the Dallas-Fort Worth Metropolitan Area.

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

- Section 1.** The Regional Transportation Council affirms that the 2008-2011 Transportation Improvement Program for the Dallas-Fort Worth Metropolitan Area has been developed and found to be in compliance with SAFETEA-LU and Clean Air Act requirements.
- Section 2.** The Regional Transportation Council affirms that the 2008-2011 Transportation Improvement Program for the Dallas-Fort Worth Metropolitan Area is consistent with the recommendations of Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Metropolitan Area and the air quality conformity results.
- Section 3.** The Regional Transportation Council adopts the 2008-2011 Transportation Improvement Program for the Dallas-Fort Worth Metropolitan Area.
- Section 4.** The 2008-2011 Transportation Improvement Program will be submitted for inclusion in the 2008-2011 Statewide Transportation Improvement Program.
- Section 5.** This resolution will be transmitted to the Federal Highway Administration, Federal Transit Administration, Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority, Denton County Transportation Authority, North Texas Tollway Authority, and all impacted local governments.
- Section 6.** This resolution shall be in effect immediately upon its adoption.



Cynthia White, Chair  
Regional Transportation Council  
Commissioner, Denton County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on April 12, 2007.



Linda Koop, Secretary  
Regional Transportation Council  
Councilmember, City of Dallas

## APPENDIX D: LOCAL PLANNER INTERVIEW DATA

### Planner Interviews

Name	Location	Job Title	Date Interviewed
Allison Craig	City of Fort Worth	Planning Manager	10/28/08
Shari Roos	City of Burleson	Director of Community and Economic Development	10/01/08
Paulette Hartman	City of Joshua	City Manager	10/01/08
David Esquivel P.E	City of Cleburne	Public Works Director	10/01/08
Honorable Roger Harmon	Johnson County	County Judge	10/01/08

**APPENDIX E: 2030 METROPOLITAN TRANSPORTATION  
PLAN: 2009 AMENDMENT (SHEETS 1-8)**

**Funded Roadway  
Recommendations**

**Legend**

- New Freeway Facilities
- New Tollway Facilities
- Additional Capacity To Existing Freeway/Tollway
- HOV/Managed Lanes
- Improvements to Existing Freeway and HOV/Managed Lanes
- Selected New/Improved Regionally Significant Arterials
- Freeways/Tollways

Fort Worth CBD



Dallas CBD



Corridor specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.

Additional and improved Freeway/Tollway interchanges and service roads should be considered on all Freeway/Tollway facilities in order to accommodate a balance between mobility and access needs.

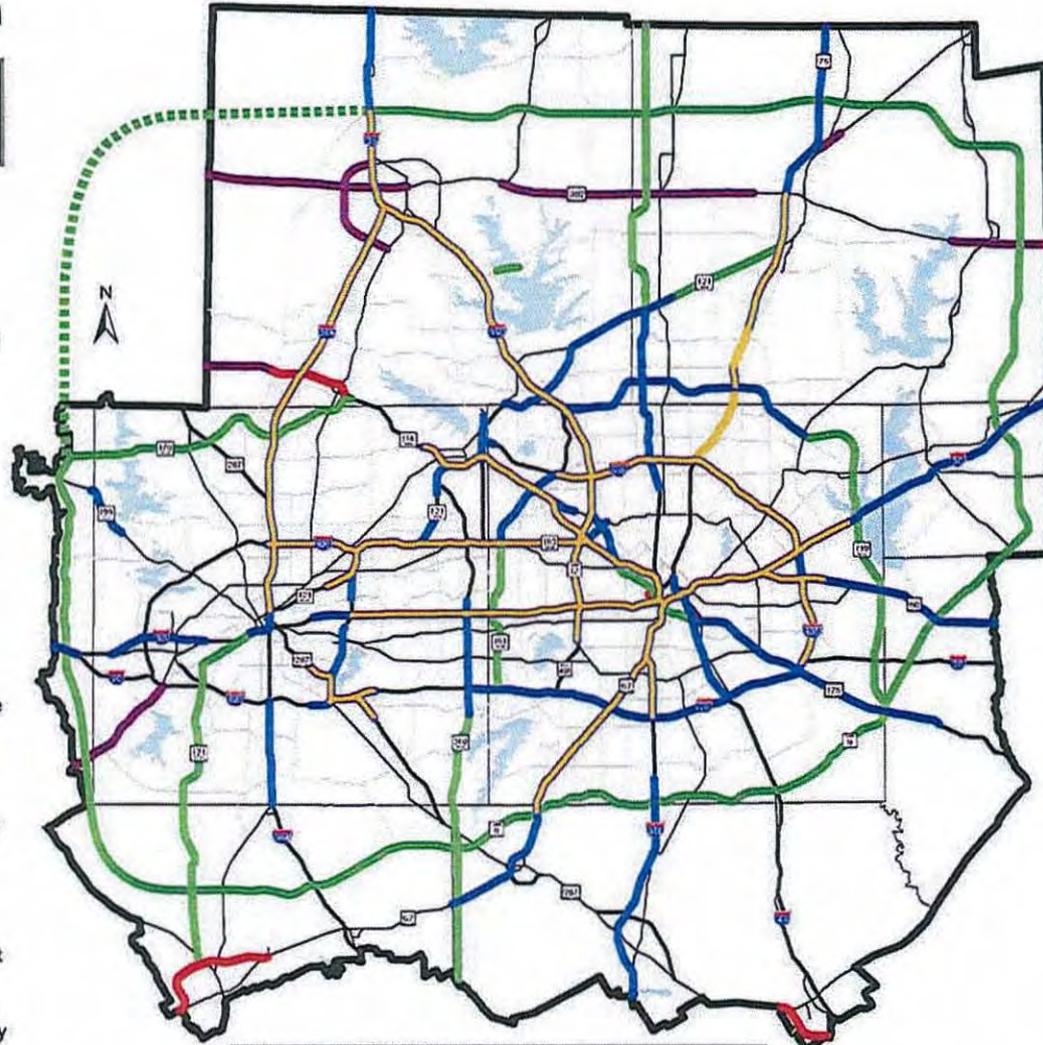
All Freeway/Tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.

New facility locations indicate transportation needs and do not represent specific alignments

Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.



North Central Texas  
Council of Governments  
Transportation



566.9 Billion Regional Roadway System  
Additional Freeway/Tollway lane miles = 3,500  
Additional HOV/Managed lane miles = 730

April 9, 2009

**Priced Facilities**

**Legend**

- Existing Toll Facilities
- Future Toll Facilities
- Future HOV/Managed Facilities\*
- Freeways/Tollways

Fort Worth CBD



Dallas CBD



Corridor specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.

Additional and improved Freeway/Tollway interchanges and service roads should be considered on all Freeway/Tollway facilities in order to accommodate a balance between mobility and access needs.

All Freeway/Tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.

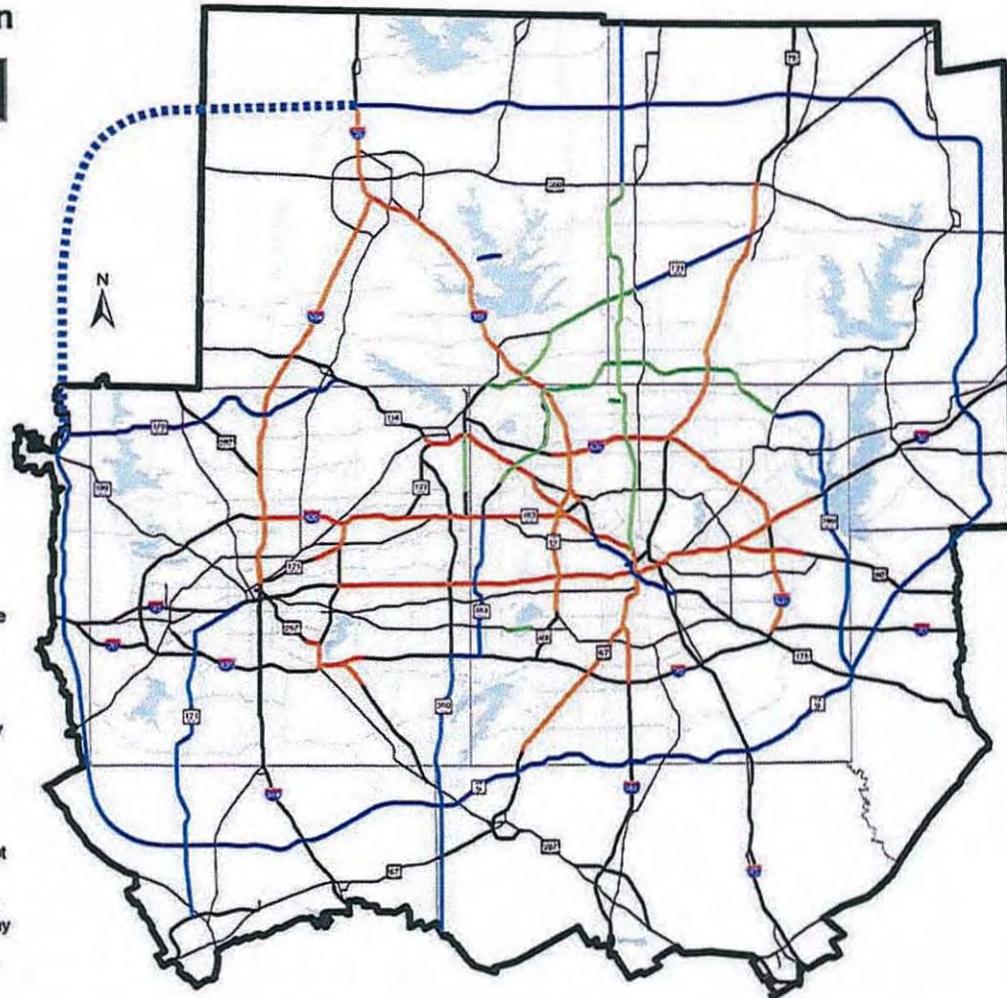
New facility locations indicate transportation needs and do not represent specific alignments

Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.

\* Existing lanes in corridor remain free. Toll charged on new capacity only and will include HOV incentives.



North Central Texas  
Council of Governments  
Transportation



**\$17.9 Billion of Innovative Funding Strategies (2006\$)**

April 9, 2009



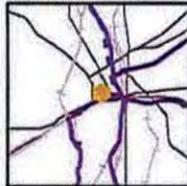
# The Metropolitan Transportation Plan

## Passenger Rail Recommendations

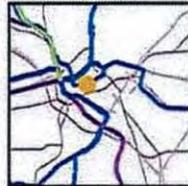
### Legend

- Light Rail
- Light Rail - New Technology
- Regional Rail
- - - Regional Rail - Special Events Only
- Existing Rail Corridors
- Highways
- Modern Streetcar

Fort Worth CBD



Dallas CBD



The Dallas and Fort Worth Streetcar systems are included in the plan and final alignments will be determined by each city.

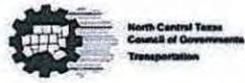
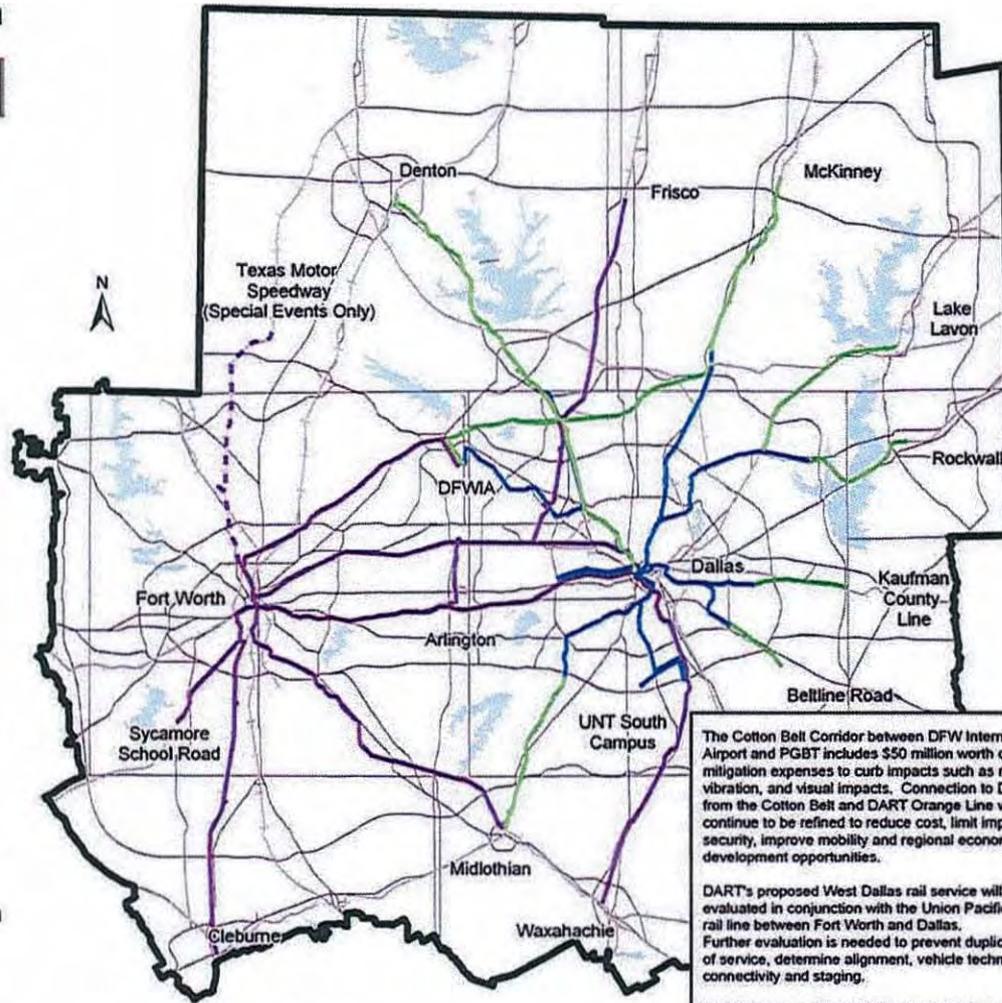
Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

All existing railroad rights-of-way should be monitored for potential future transportation corridors. New facility locations represent transportation needs and do not reflect specific alignments.

Institutional structure being reviewed for the region.

The need for additional rail capacity in the Dallas CBD, Fort Worth CBD, DFW International Airport, and other inter-modal centers will be monitored. A grade separation is needed for the Dallas CBD second alignment.

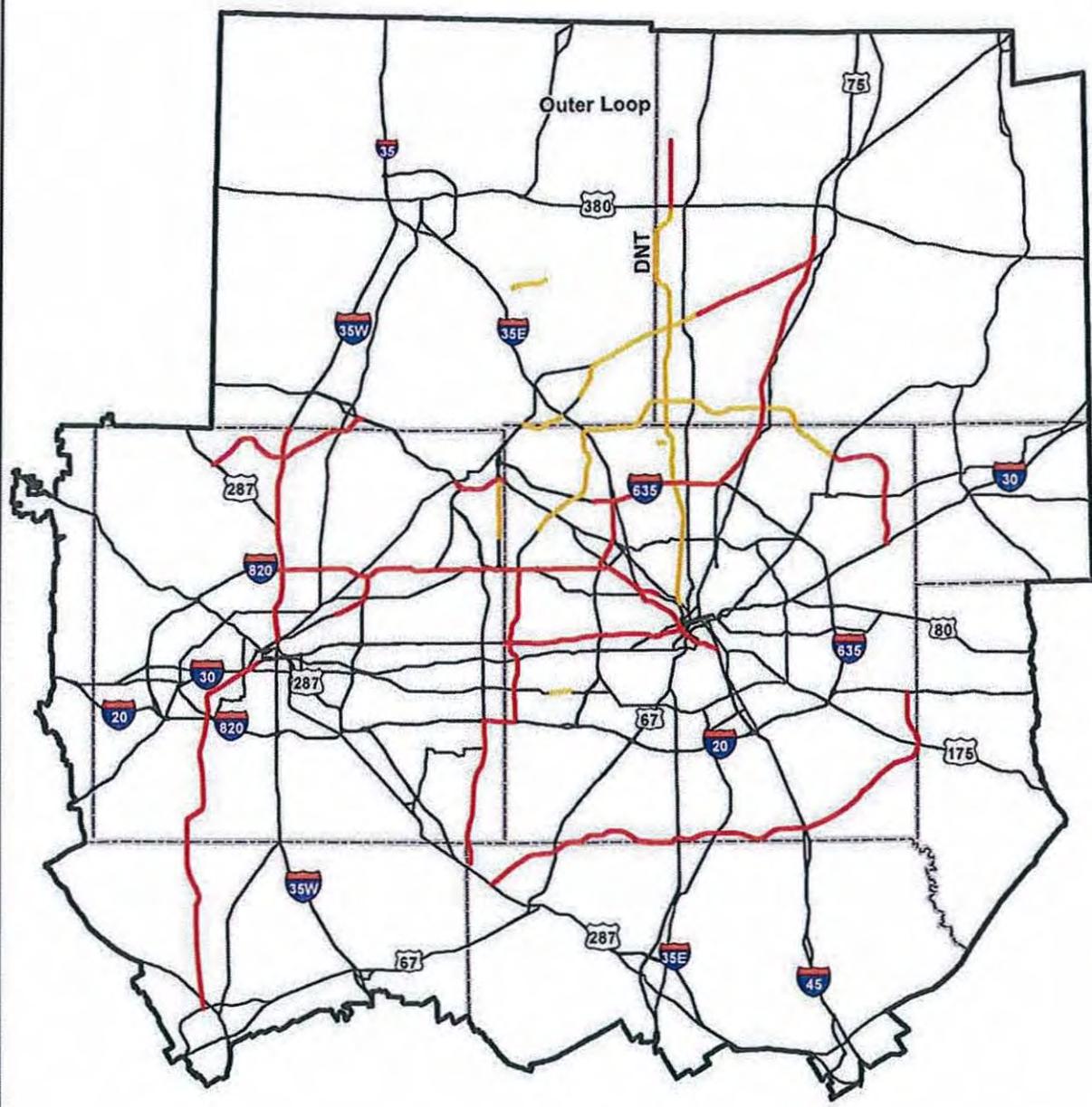
April 09, 2009



The Cotton Belt Corridor between DFW International Airport and PGBT includes \$50 million worth of mitigation expenses to curb impacts such as noise, vibration, and visual impacts. Connection to DFWIA from the Cotton Belt and DART Orange Line will continue to be refined to reduce cost, limit impacts to security, improve mobility and regional economic development opportunities.

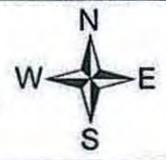
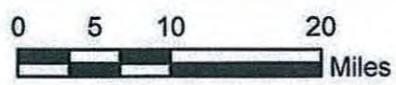
DART's proposed West Dallas rail service will be evaluated in conjunction with the Union Pacific rail line between Fort Worth and Dallas. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.

DART's proposed SouthPort rail line extension will be evaluated in conjunction with the Dallas to Waxahachie rail service. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.



**Legend**

- 2009 Facilities
- Open to Traffic by 2019
- Mobility 2030 - 2009 Amendment Roadway Network
- MPA Boundary
- County Boundaries



Texas Department of Transportation

**2019 Priced Facility Network**

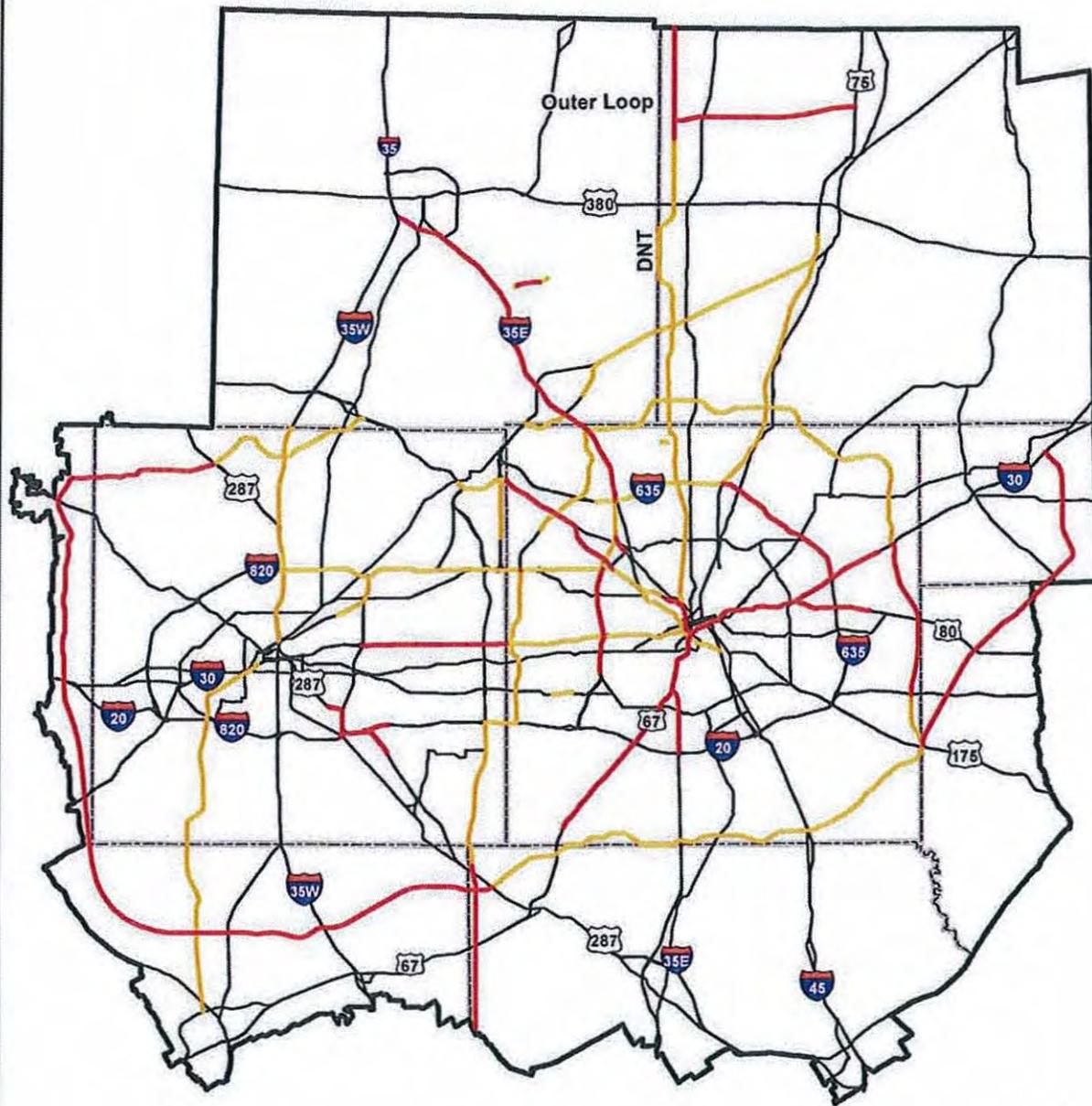
Data from: North Central Texas Council of Governments, 2009  
 Mobility 2030 - 2009 Amendment

Date Created: September 2009

ENVIRONMENTAL ASSESSMENT RE-EVALUATION  
 SH 121 - FM 1187 to US 67  
 CSJ: 0504-04-001  
 CSJ: 0504-05-001

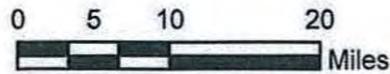
Appendix E

SHEET 4 OF 8



**Legend**

- 2019 Facilities
- Open to Traffic by 2025
- Mobility 2030 - 2009 Amendment Roadway Network
- MPA Boundary
- County Boundaries



Texas Department of Transportation

**2025 Priced Facility Network**

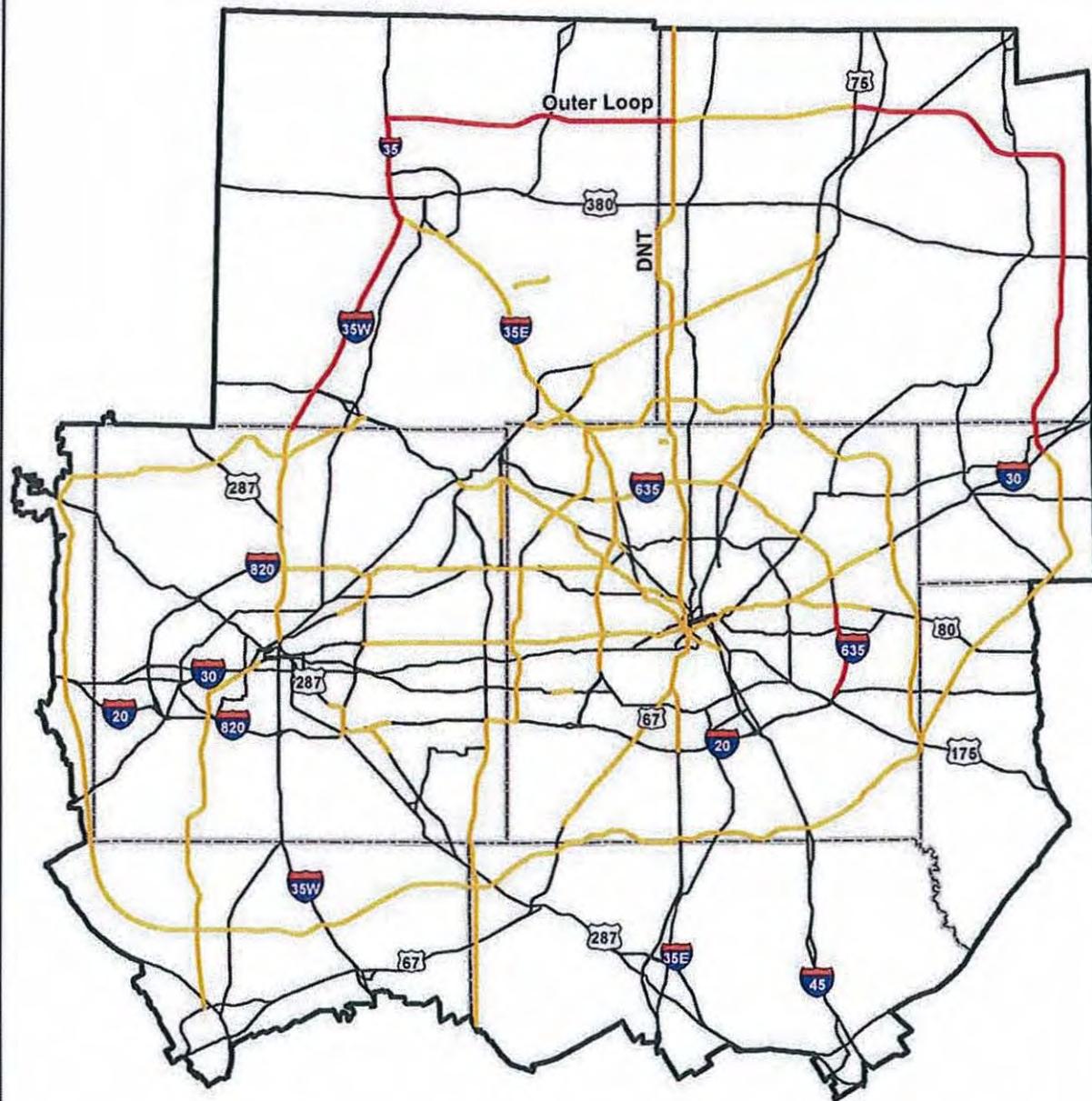
Data from: North Central Texas Council of Governments, 2009  
Mobility 2030 - 2009 Amendment

Date Created: September 2009

ENVIRONMENTAL ASSESSMENT RE-EVALUATION  
**SH 121 - FM 1187 to US 67**  
 CSJ: 0504-04-001  
 CSJ: 0504-05-001

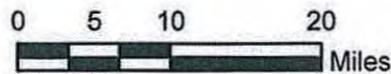
Appendix E

SHEET 5 OF 8



**Legend**

- 2025 Facilities
- Open to Traffic by 2030
- Mobility 2030 - 2009 Amendment Roadway Network
- MPA Boundary
- County Boundaries



Texas Department of Transportation

**2030 Priced Facility Network**

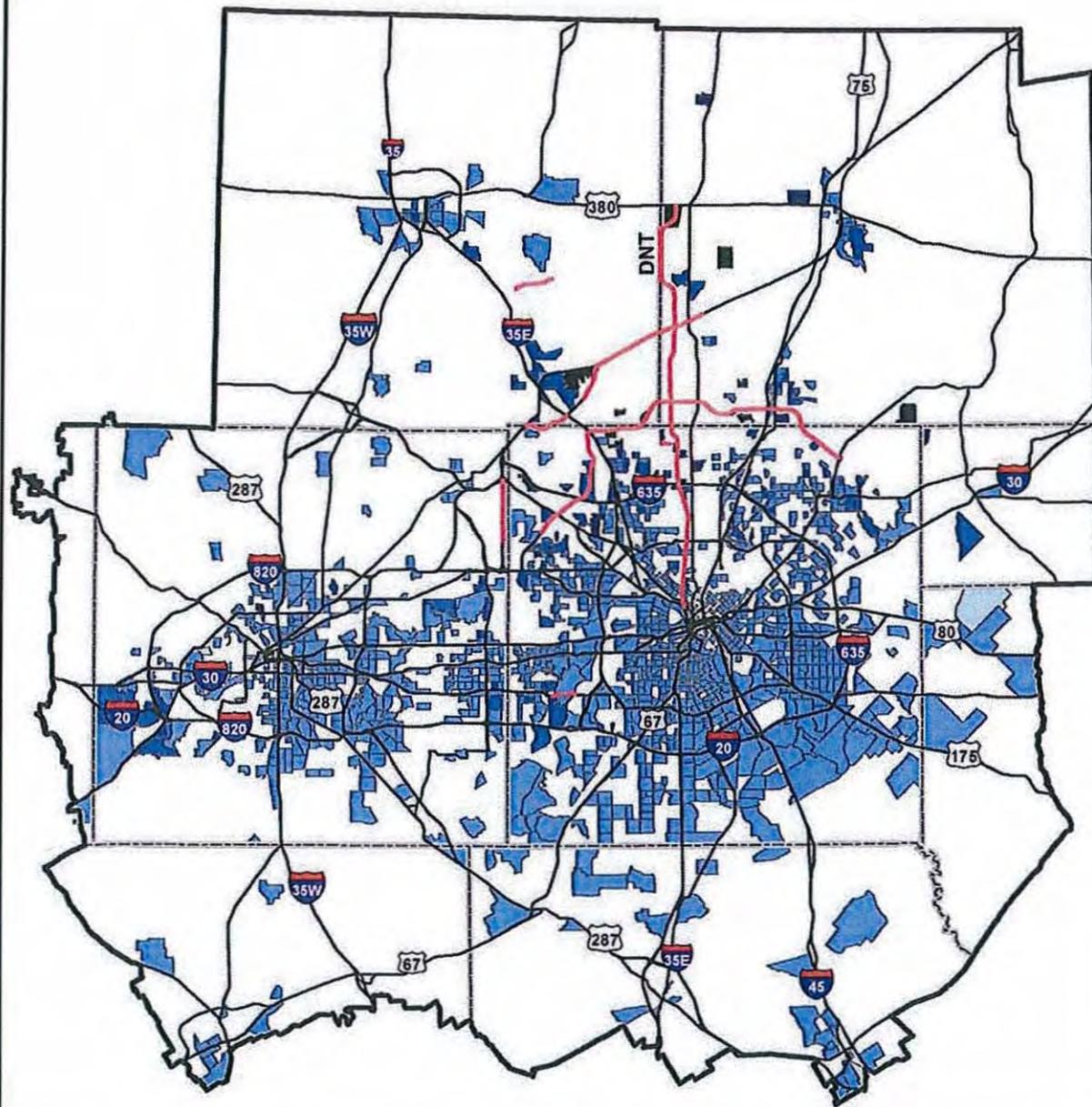
Data from: North Central Texas Council of Governments, 2009  
Mobility 2030 - 2009 Amendment

Date Created: September 2009

ENVIRONMENTAL ASSESSMENT RE-EVALUATION  
**SH 121 - FM 1187 to US 67**  
 CSJ: 0504-04-001  
 CSJ: 0504-05-001

Appendix E

SHEET 6 OF 8

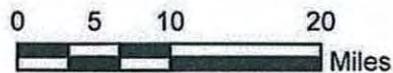


**Legend**

- 2009 Priced Facilities
- Mobility 2030 - 2009 Amendment Roadway Network
- MPA Boundary
- County Boundaries

**Environmental Justice TSZs**

- TRIPS**
- < 1 Trip
  - 1 - 50 Trips (19,545 EJ Trips, 51% of total EJ Trips)
  - 51 - 150 Trips (10,987 EJ Trips, 29% of total EJ Trips)
  - 151 - 300 Trips (9,769 EJ Trips, 10% of total EJ Trips)
  - > 300 Trips (4,326 EJ Trips, 11% of total EJ Trips)



Texas Department of Transportation

**Environmental Justice  
Traffic Survey Zones:  
Daily Trips on Existing (2009) Priced Facilities**

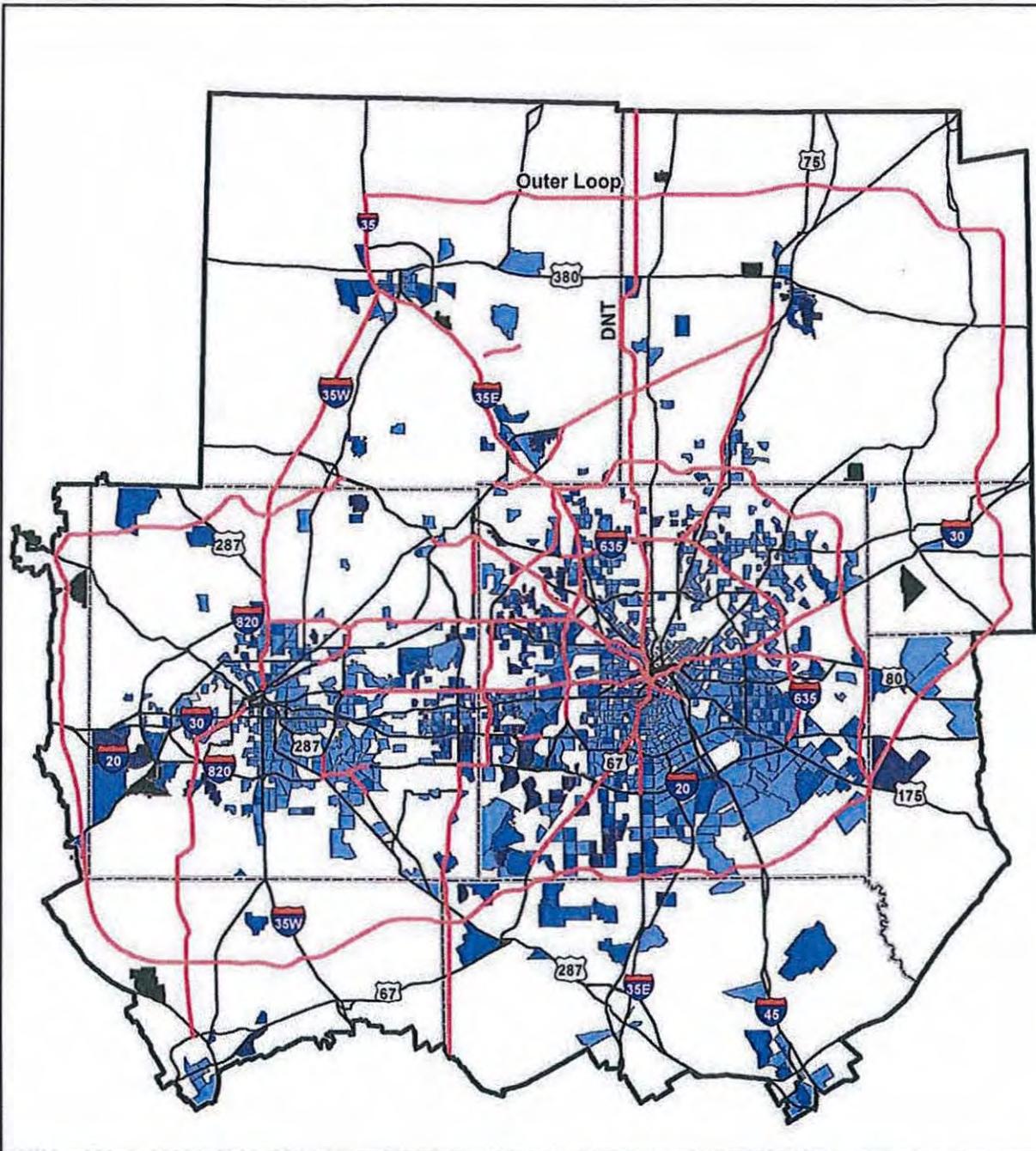
Data from: North Central Texas Council of Governments, 2009  
Mobility 2030 - 2009 Amendment

Date Created: September 2009

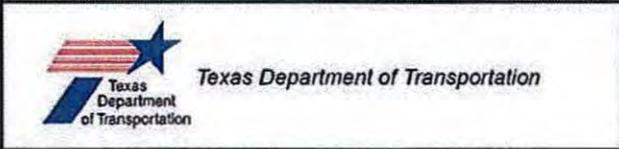
**ENVIRONMENTAL ASSESSMENT RE-EVALUATION  
SH 121 - FM 1187 to US 67  
CSJ: 0504-04-001  
CSJ: 0504-05-001**

Appendix E

SHEET 7 OF 8



<p><b>Legend</b></p> <ul style="list-style-type: none"> <li> 2030 Priced Facilities</li> <li> Mobility 2030 - 2009 Amendment Roadway Network</li> <li> MPA Boundary</li> <li> County Boundaries</li> </ul>	<p><b>Environmental Justice TSZs</b></p> <p><b>TRIPS</b></p> <ul style="list-style-type: none"> <li> &lt; 1 Trip</li> <li> 1 - 50 Trips (24,475 EJ Trips, 32% of total EJ Trips)</li> <li> 51 - 150 Trips (34,494 EJ Trips, 44% of total EJ Trips)</li> <li> 151 - 300 Trips (12,701 EJ Trips, 16% of total EJ Trips)</li> <li> &gt; 300 Trips (6,150 EJ Trips, 8% of total EJ Trips)</li> </ul>	<p>0    5    10    20</p> <p>Miles</p>	
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**Environmental Justice  
Traffic Survey Zones:  
Daily Trips on Future (2030) Priced Facilities**

Data from: North Central Texas Council of Governments, 2009 Mobility 2030 - 2009 Amendment Date Created: September 2009

**ENVIRONMENTAL ASSESSMENT RE-EVALUATION  
SH 121 - FM 1187 to US 67  
CSJ: 0504-04-001  
CSJ: 0504-05-001**

Appendix E  
SHEET 8 OF 8