

# WELCOME

## President George Bush Turnpike East Branch Project **Open House Public Meeting**

Thursday, September 4, 2025

- Please sign in
- View exhibits
- Ask questions
- Leave written comments





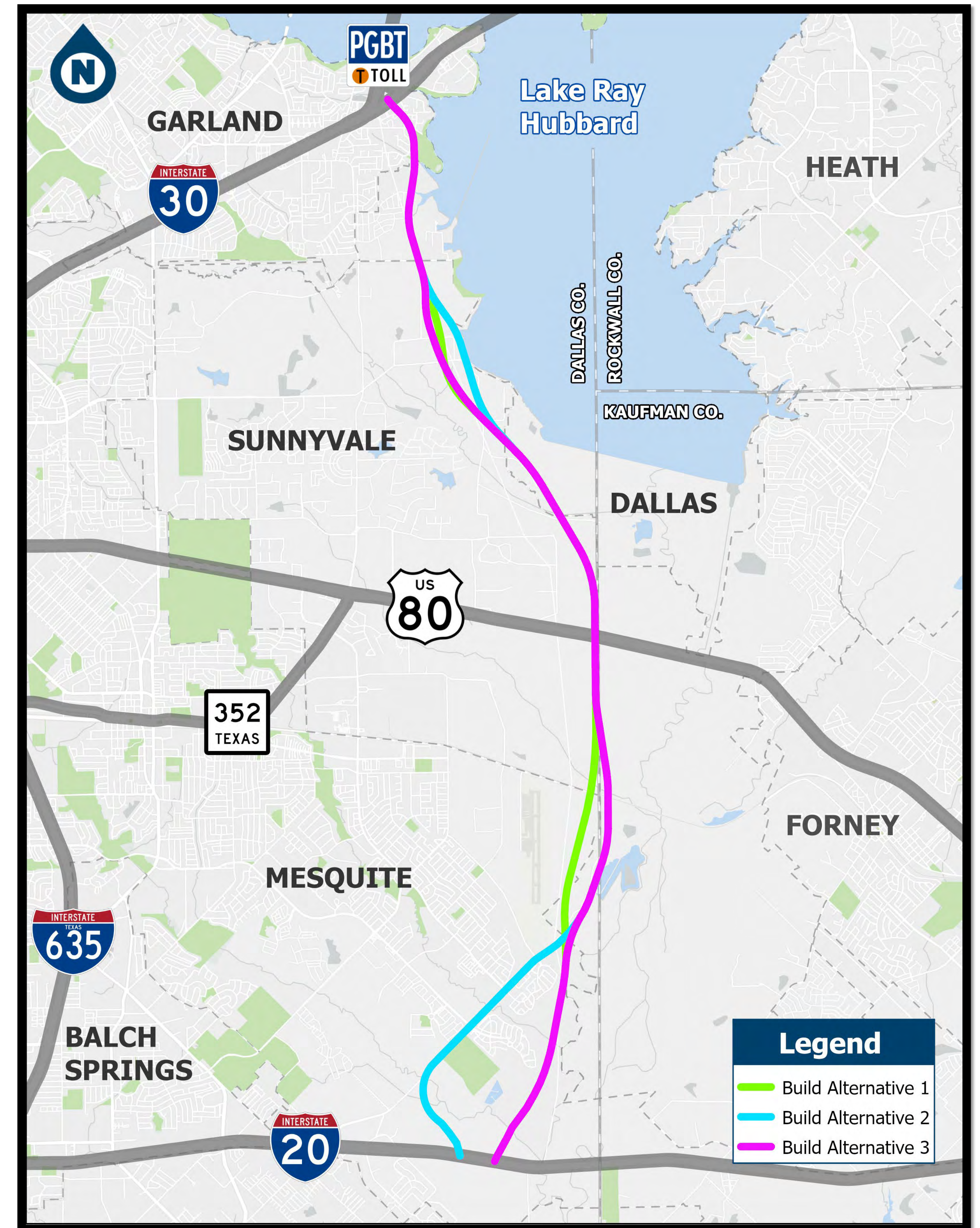
# President George Bush Turnpike East Branch

## Project Location and Details

Highway Limits: I-30 to I-20

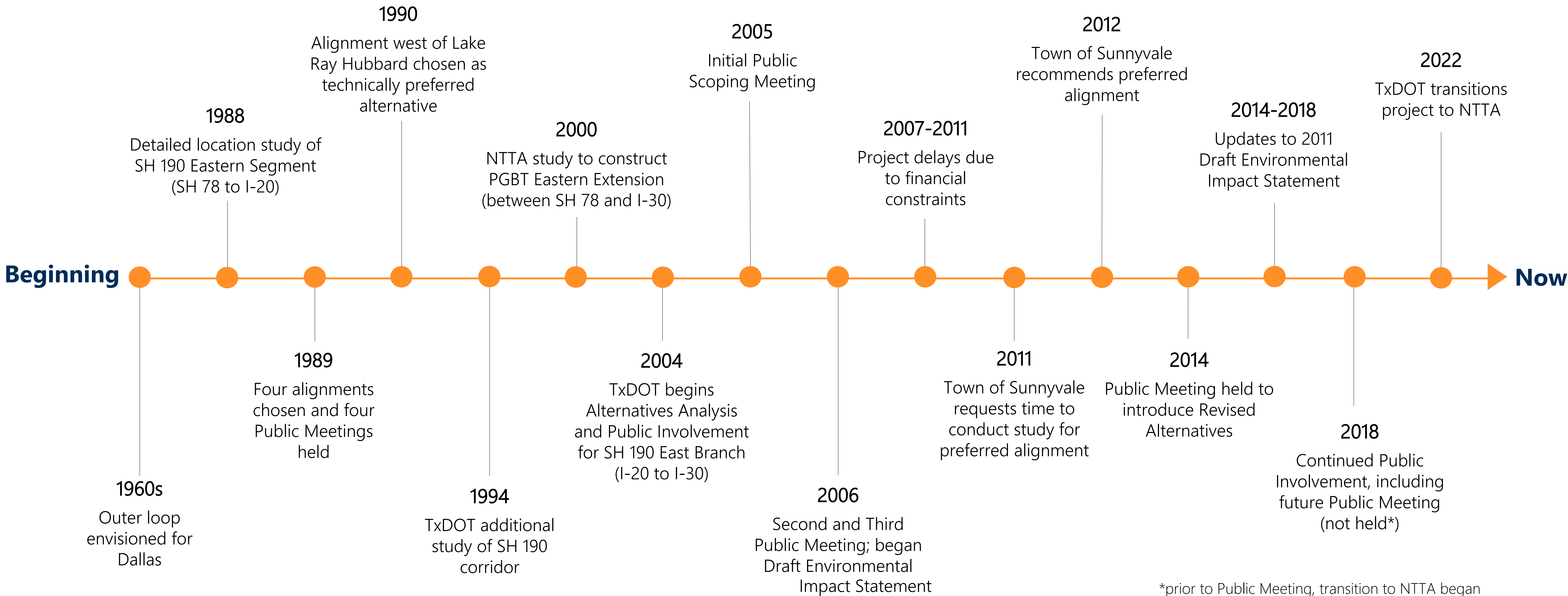
Project CSJ: 2964-06-011, 2964-06-012

Project Length: Approximately 11 Miles through Garland, Dallas, Sunnyvale, and Mesquite. The study area for the proposed project extends through these municipalities plus portions of Dallas and Kaufman Counties.





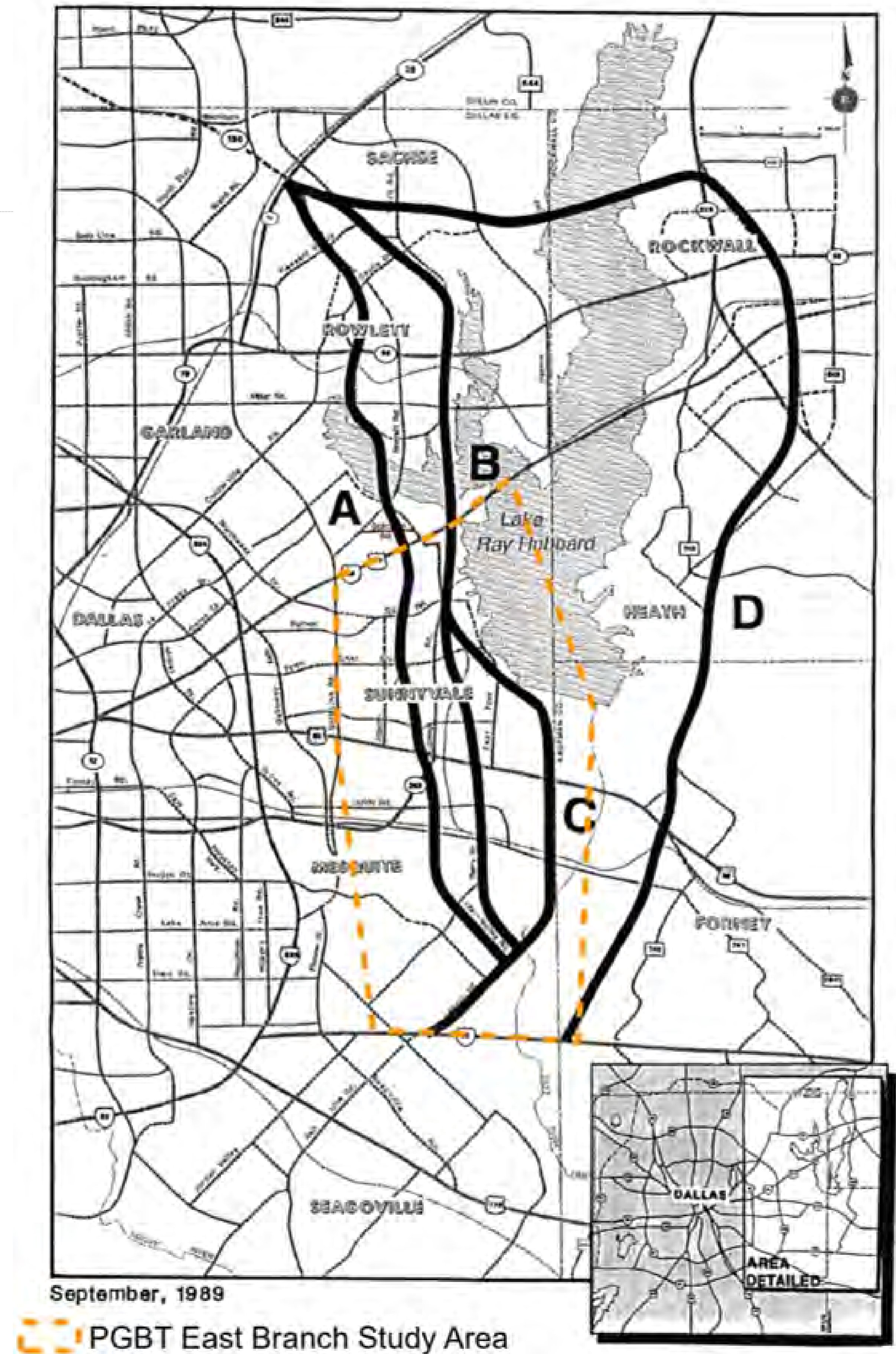
# East Branch Project History





# SH 190 Route Study (1989)

- Route Study sponsored by Dallas County and cities of Garland, Mesquite and Rowlett
- Public Meetings held in April and September of 1989
- Based on public and agency input, the route directly west of the lake was chosen as the technically preferred alignment





# TxDOT SH 190 East Branch Project

## East Branch Alternatives Progression



600 Potential Alternatives  
Between I-30 and I-20



7 North Alts (I-30 to US 80)  
10 South Alts (US 80 to I-30)



4 North Alts (I-30 to US 80)  
4 South Alts (US 80 to I-20)



3 North Alts (I-30 to US 80)  
2 South Alts (US 80 to I-20)



2 North Alts (I-30 to US 80)  
2 South Alts (US 80 to I-20)



# NTTA Transition



- Previous TxDOT-led study, SH 190 East Branch, is now the President George Bush Turnpike East Branch
- New project sponsor is NTTA
- Roadway function is unchanged from the previous study
- Implement NTTA Design Standards
- Current study builds on previous alternative analysis, coordination, public involvement, and environmental analyses



# National Environmental Policy Act

## What is NEPA?

The National Environmental Policy Act (NEPA) was enacted on January 1, 1970, mandating Federal agencies to evaluate the environmental impacts of proposed major actions before making decisions. An Environmental Impact Statement (EIS) will be prepared for the proposed project to comply with NEPA.

## GOALS OF THE NEPA PROCESS:

- Preserve communities and the natural environment
- Ensure continuous public involvement.
- Coordinate with other governmental reviews.
- Execute actions promptly.
- Collaborate with other agencies.
- Maximize public fund investment benefits.

## Applicable Laws, Regulations & Executive Orders:

- Archaeological Resources Protection Act
- Clean Air Act
- Clean Water Act
- Endangered Species Act
- Farmland Protection Policy Act
- National Historic Preservation Act
- Noise Control Act
- Uniform Relocation Assistance and Real Property Acquisition Policies Act
- Executive Order 11988, Floodplain Management
- Executive Order 11990, Protection of Wetlands
- Executive Order 13166, Limited English Proficiency
- Federal Highway Administration and Environmental Protection Agency regulations and policies



# **National Environmental Policy Act (NEPA)**

## **Assignment to the Texas Department of Transportation**

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***The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 17, 2025, and executed by FHWA and TxDOT.***

***La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT-en virtud de 23 U.S.C. 327 y un Memorando de Entendimiento fechado el 17 de julio del 2025, y ejecutado por la FHWA y TxDOT.***



# Public Involvement during the EIS Process

*Public Involvement is a continuous part of the EIS process, and involves the public and federal, state, and local agencies. From the scoping stage until the Public Hearing, public and agency input is a vital part of the process.*



## Scoping

Summer 2024

- Issue Notice of Intent (NOI)
- Agency and Public Scoping Meetings
  - Present and gather input on the draft Purpose and Need, Range of Alternatives, Methodology and Level of Detail for Analyzing Alternatives, and Project Coordination Plan



## Analysis & Public Meeting

WE ARE HERE

2024 – 2025

- Conduct Analysis of Alternatives
- Analyze Alternatives for Potential Impacts
- Public Meeting
  - Present and gather input on Reasonable Alternatives, design schematics, and findings of environmental studies



## Draft EIS & Public Hearing

Fall 2025 / Winter 2026

- Identify Preferred Alternative
- Develop Schematic Design
- Public Hearing
  - Present and gather input on the draft EIS document and Preferred Alternative



## Final EIS & Record of Decision

Summer 2026

- Finalize the EIS
- Issue Combined FEIS and Record of Decision



# Environmental Impact Statement

## What Is It?

- Environmental documentation required under the National Environmental Policy Act.

## Why Do We Need It?

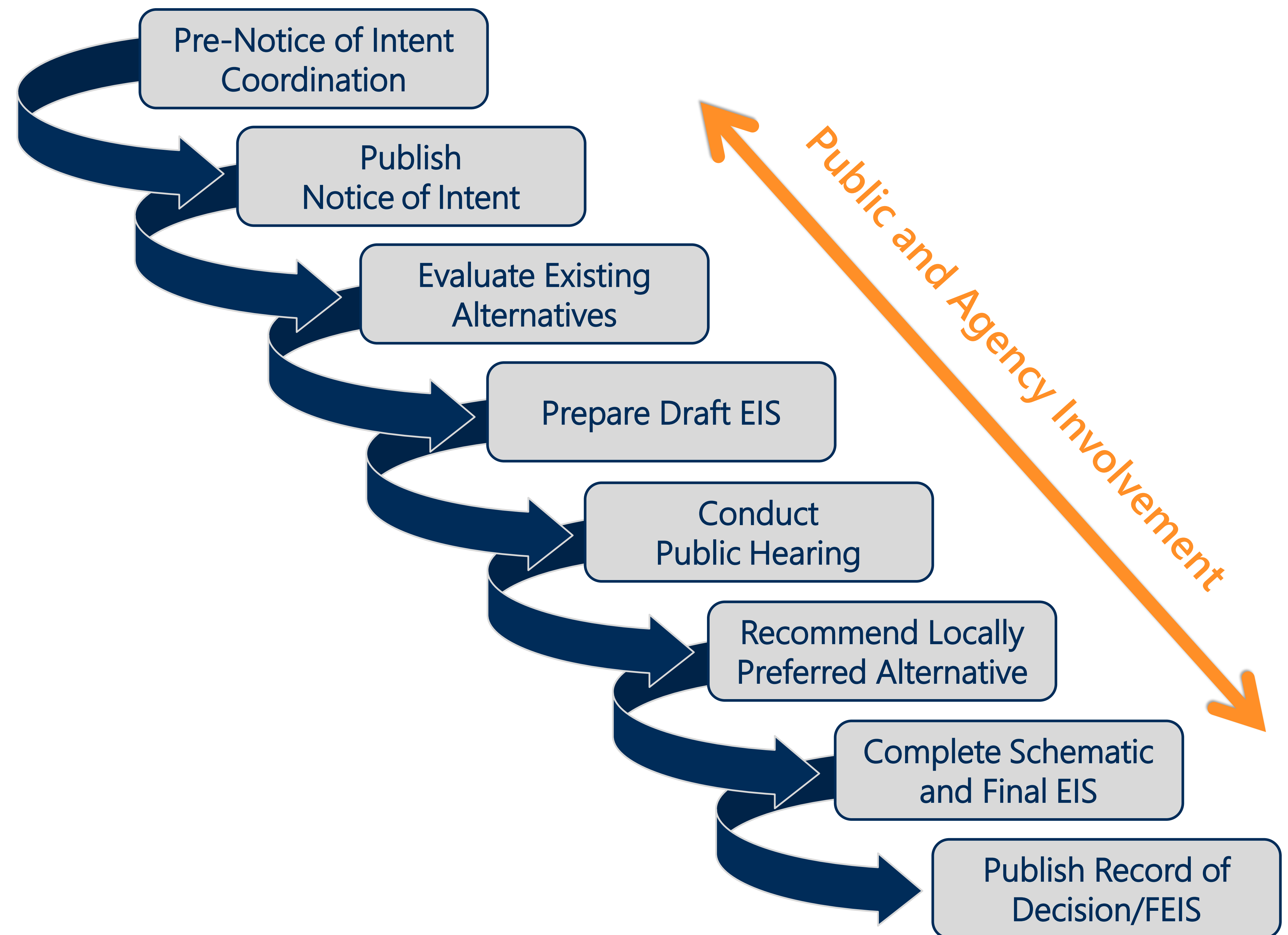
- Reduces human and natural impact.
- Ensures federal funding availability.

## What is the Process?

- See graph

## What is the Outcome?

- A Combined Final EIS and Record of Decision signed by TxDOT summarizing the results of the EIS.





# Purpose and Need

The purpose of the proposed project is to reduce congestion and improve mobility between I-30 and I-20 in eastern Dallas County while contributing to improved system linkage within the Metropolitan Planning Area.

## Traffic Congestion/ Capacity Issues



### Need for Action

Local roadways are insufficient for local and regional traffic movement.

### Supporting Data

In 2045, most highways and roadways in the proposed project area are expected to be **Level of Service F** (unacceptable congestion, stop-and-go).

## Increasing Transportation Demand



### Need for Action

Increases in commercial and residential development plus population growth create higher demand for roadways.

### Supporting Data

Population projections for 2045 show a **48%** increase in regional population, a **25%** increase in local municipalities, and **39%** in employment growth in Dallas, Kaufman and Rockwall Counties.

## Deficient System Linkage



### Need for Action

Incomplete roadway networks increase deficiencies and decrease mobility.

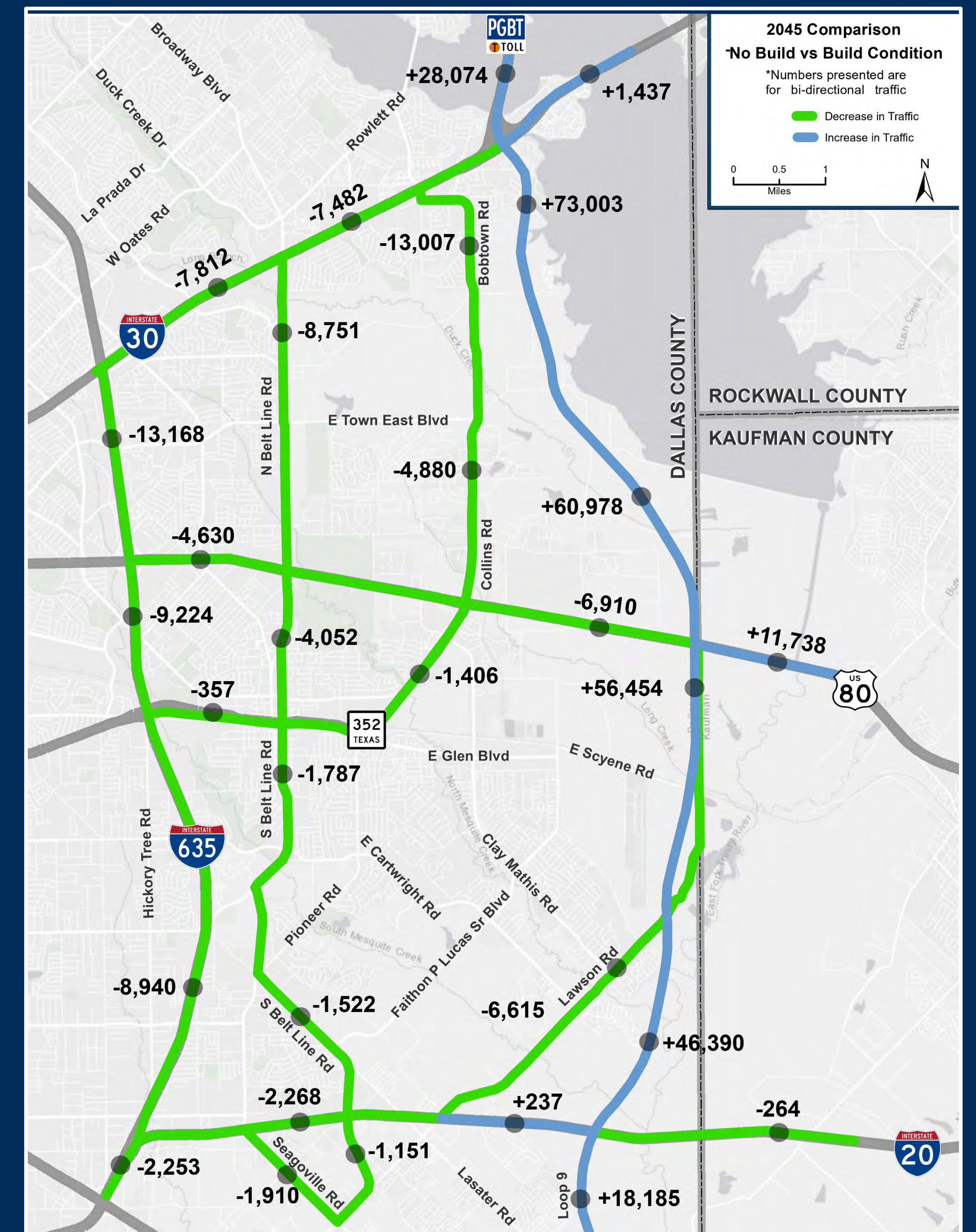
### Supporting Data

The proposed facility would provide Garland, Sunnyvale and Mesquite with connection to I-30, I-20 and US 80 plus the future Loop 9 on **one continuous route**.



# Average Daily Traffic

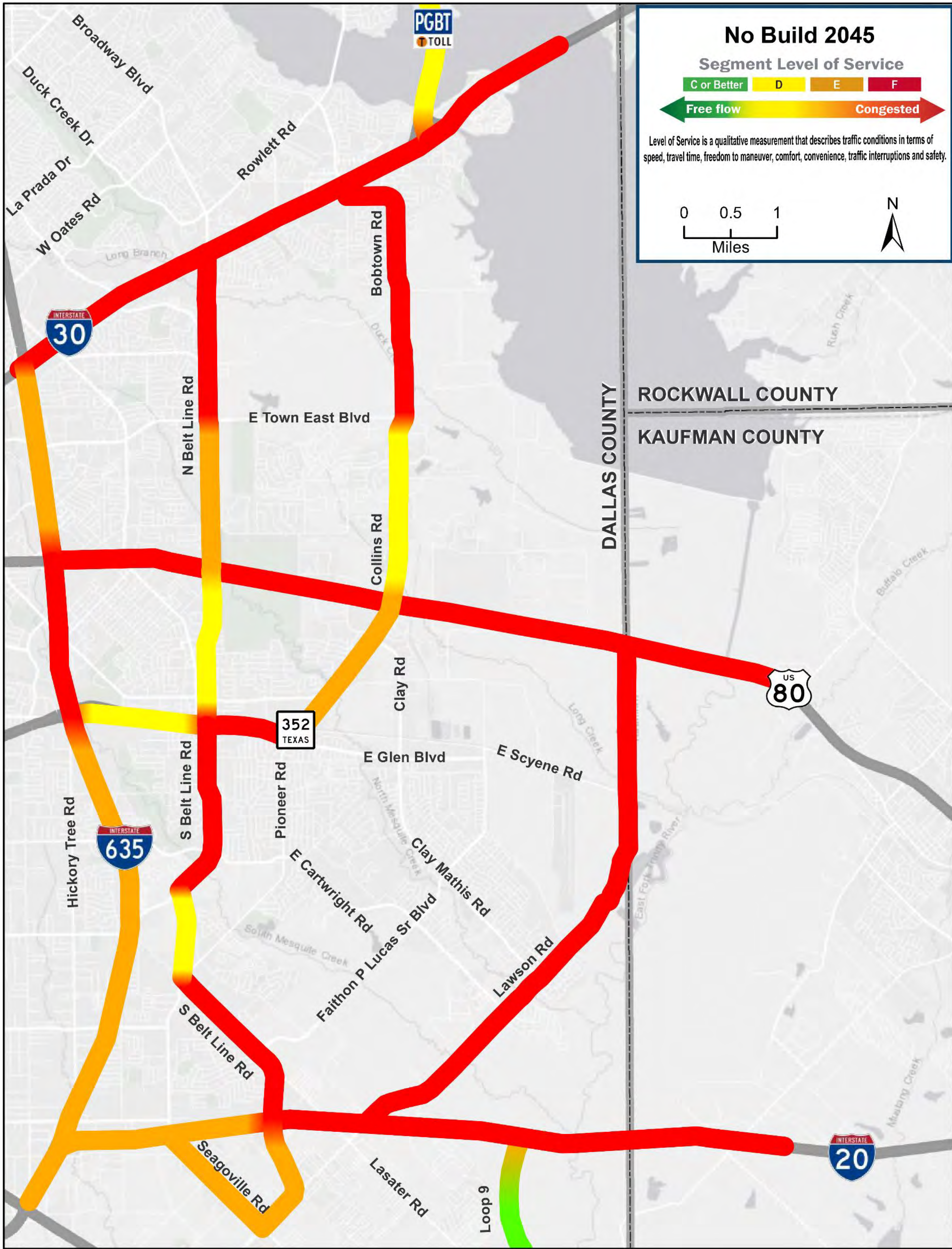
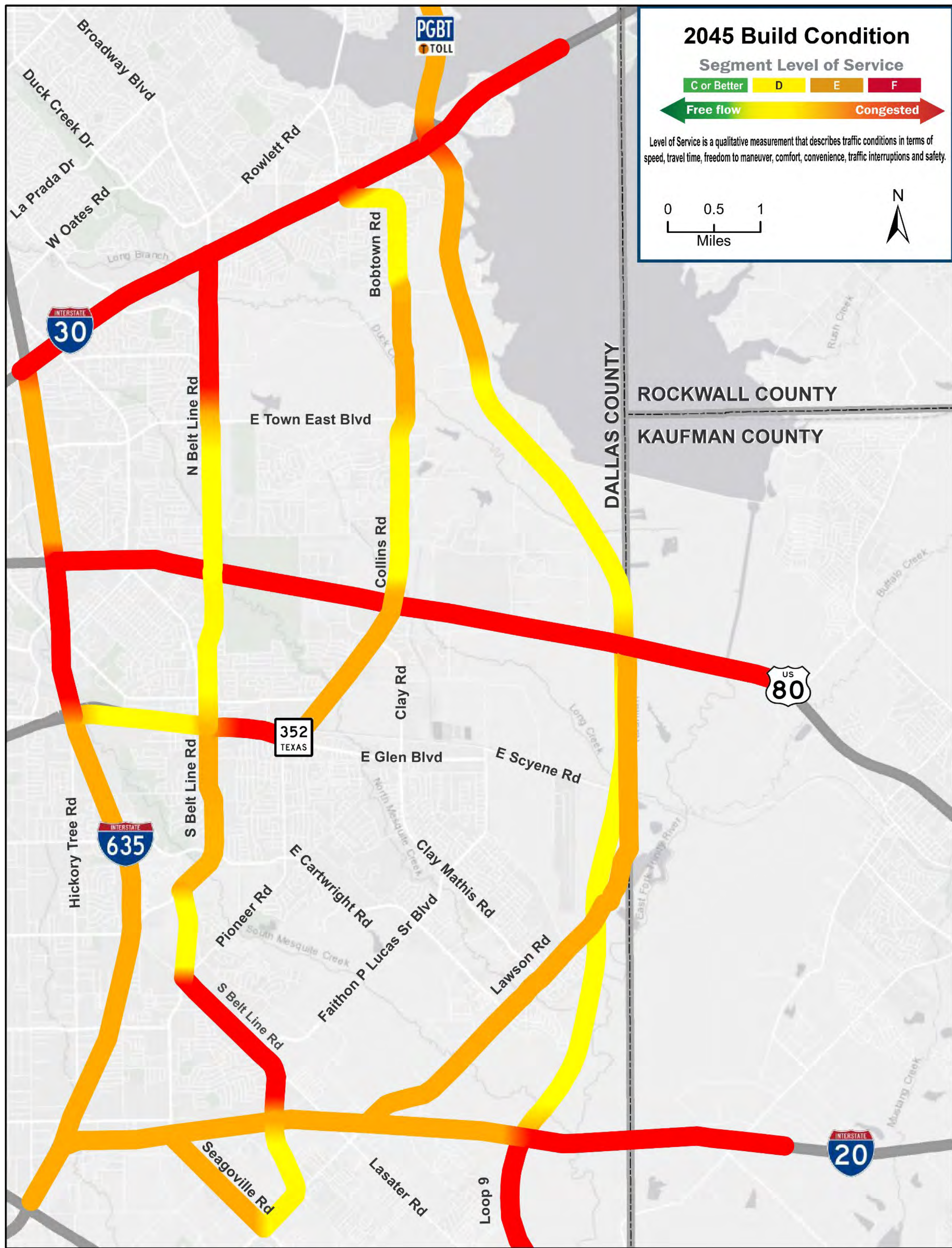
# Comparison





# Purpose and Need

# Level of Service

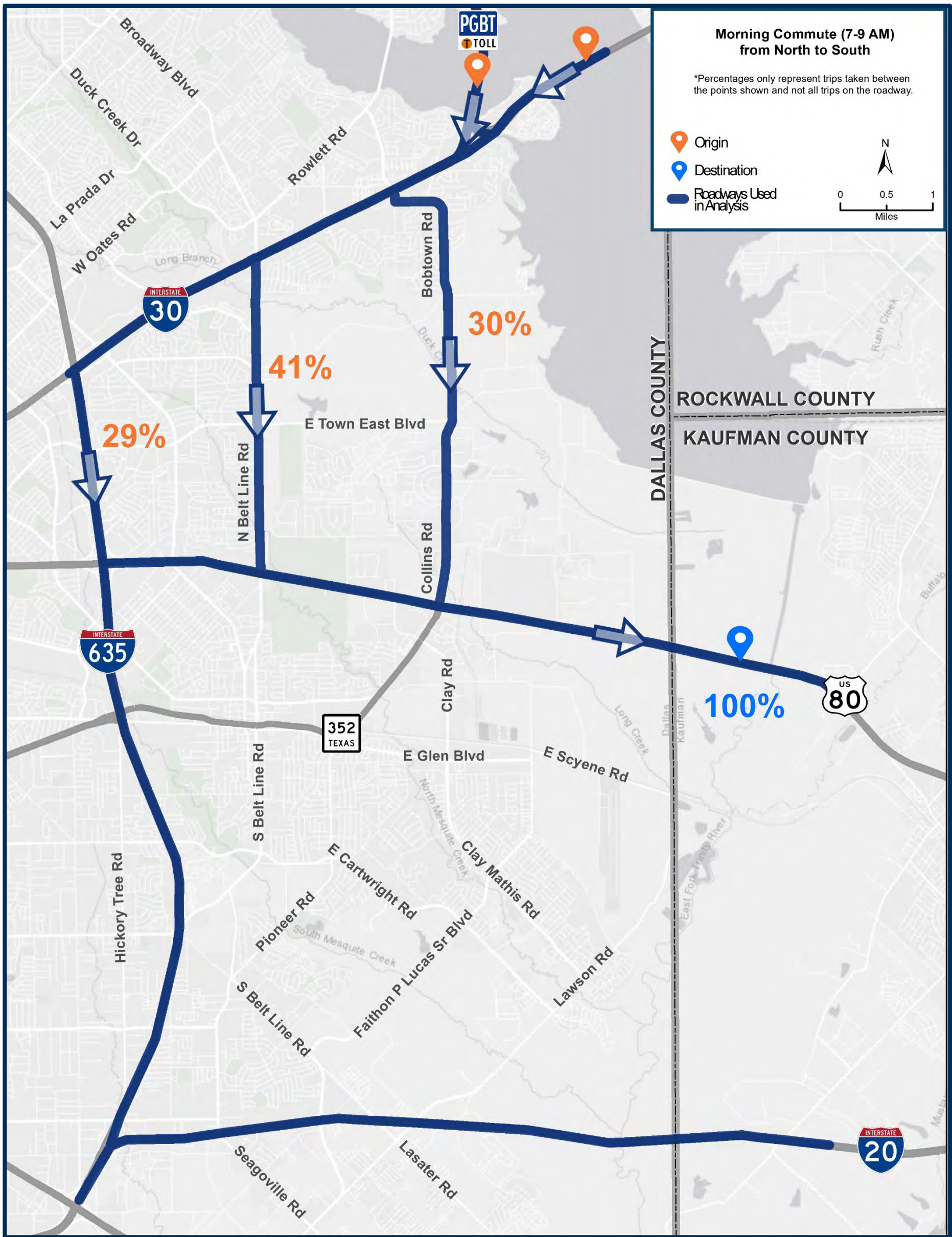
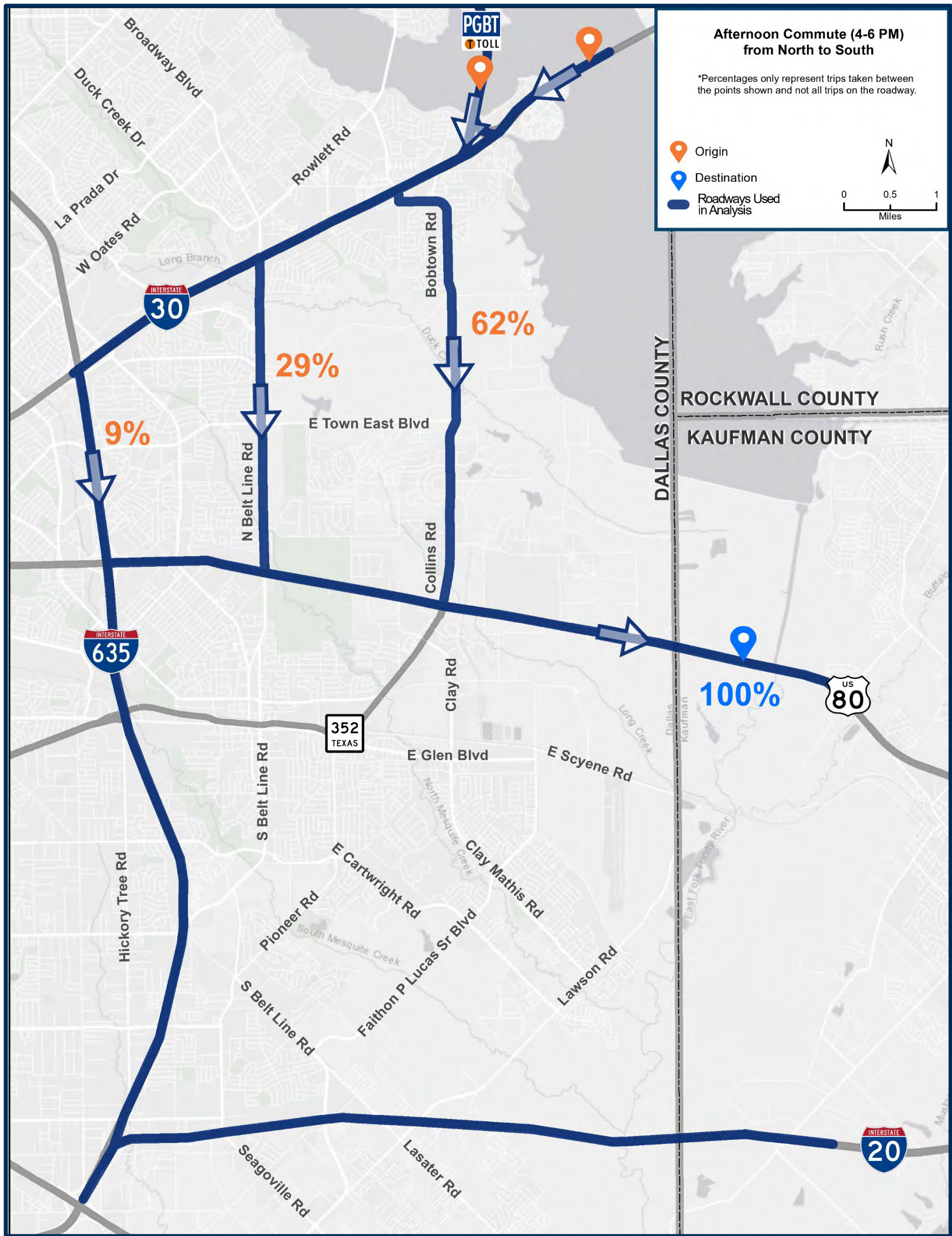




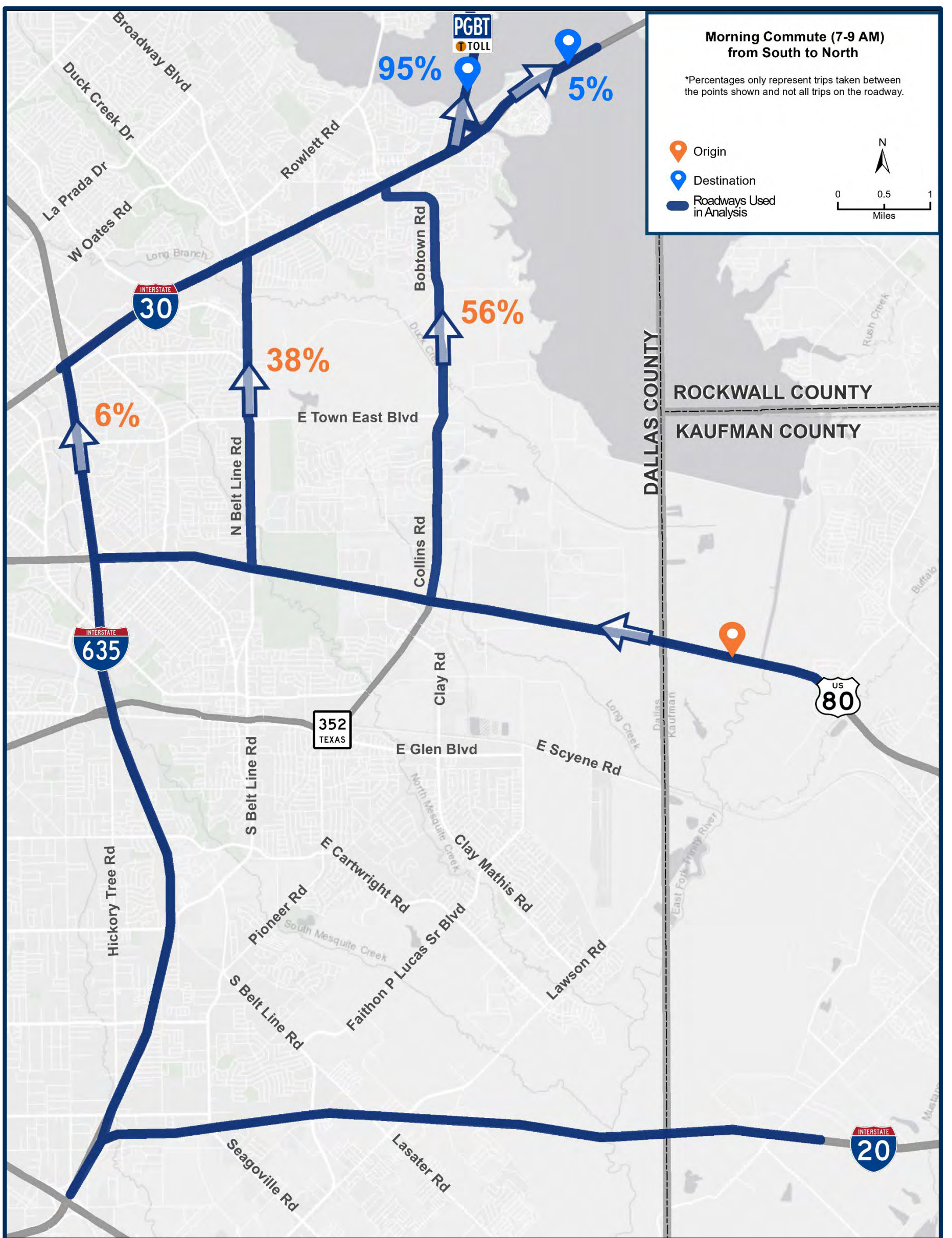
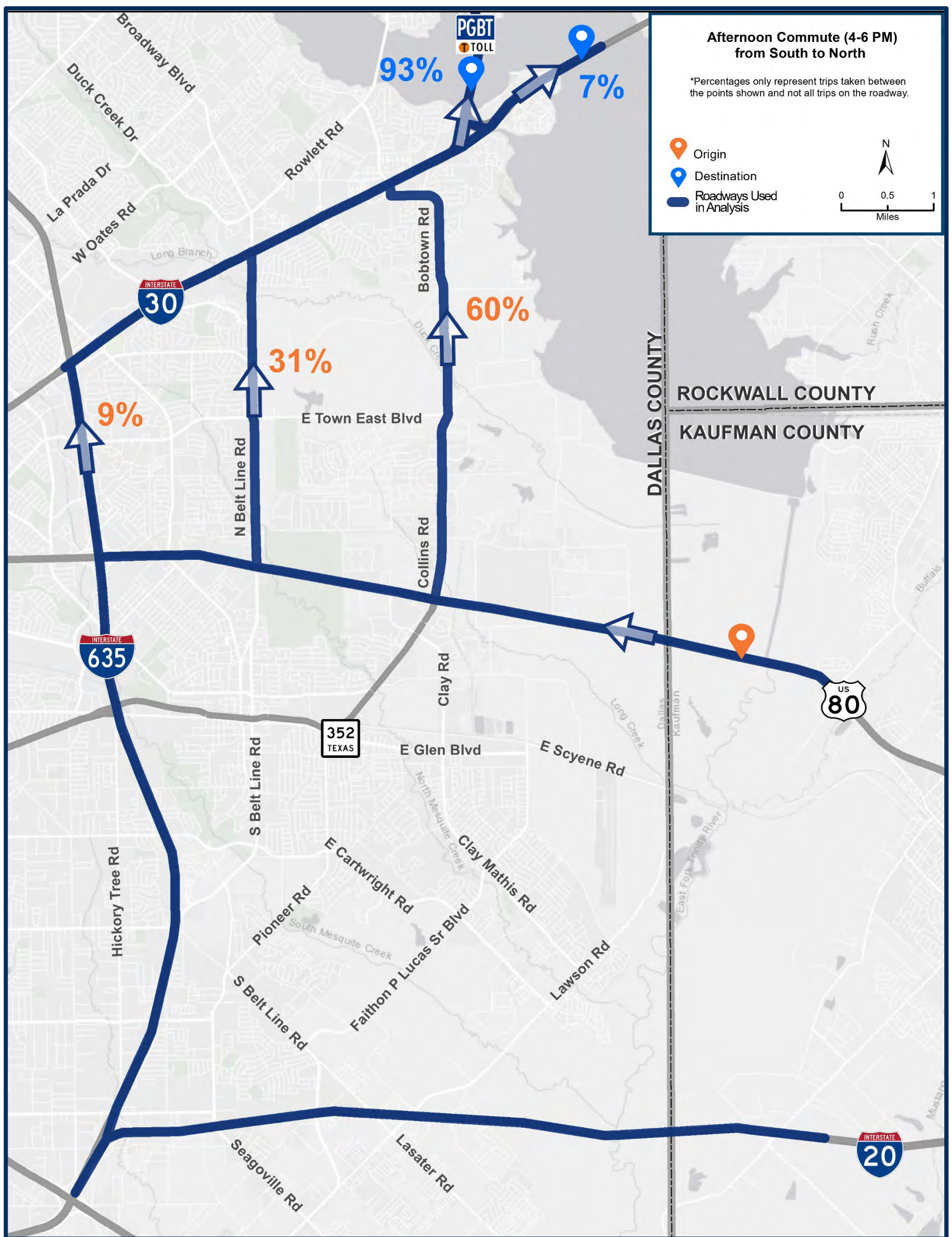
# Purpose and Need

## Origin-Destination Trips

### North to South Movements: PGBT and I-30 to US 80



### South to North Movements: US 80 to PGBT and I-30





# Purpose and Need

## Increasing Transportation Demand

### Regional Population Growth (2045)

- Dallas County – 35.2%
- Kaufman County – 44.1%
- Rockwall County – 49.9%

### Regional Employment Growth (2045)

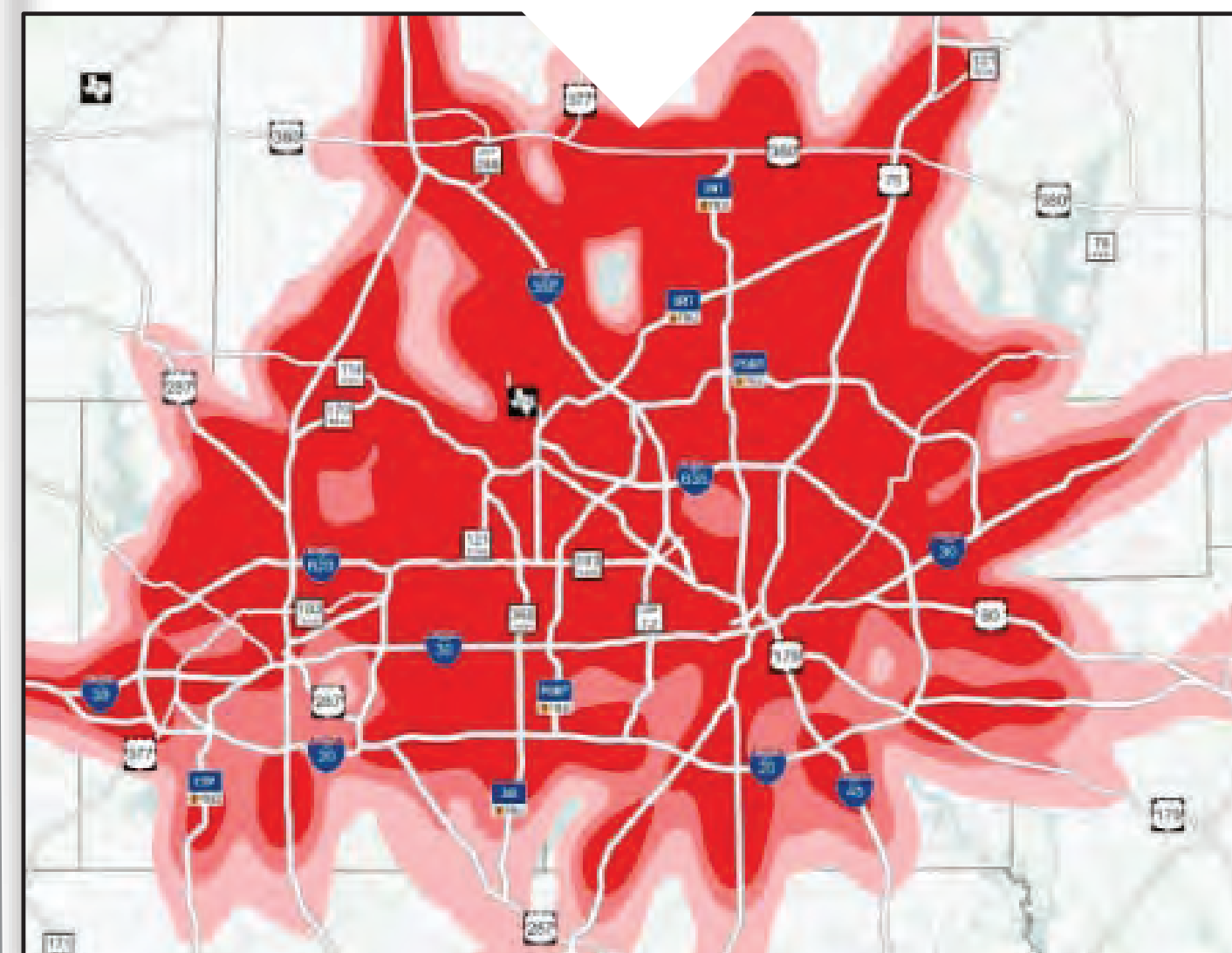
- Dallas County – 39%
- Kaufman County – 39%
- Rockwall County – 47%

### Regional Travel Demand (2045)

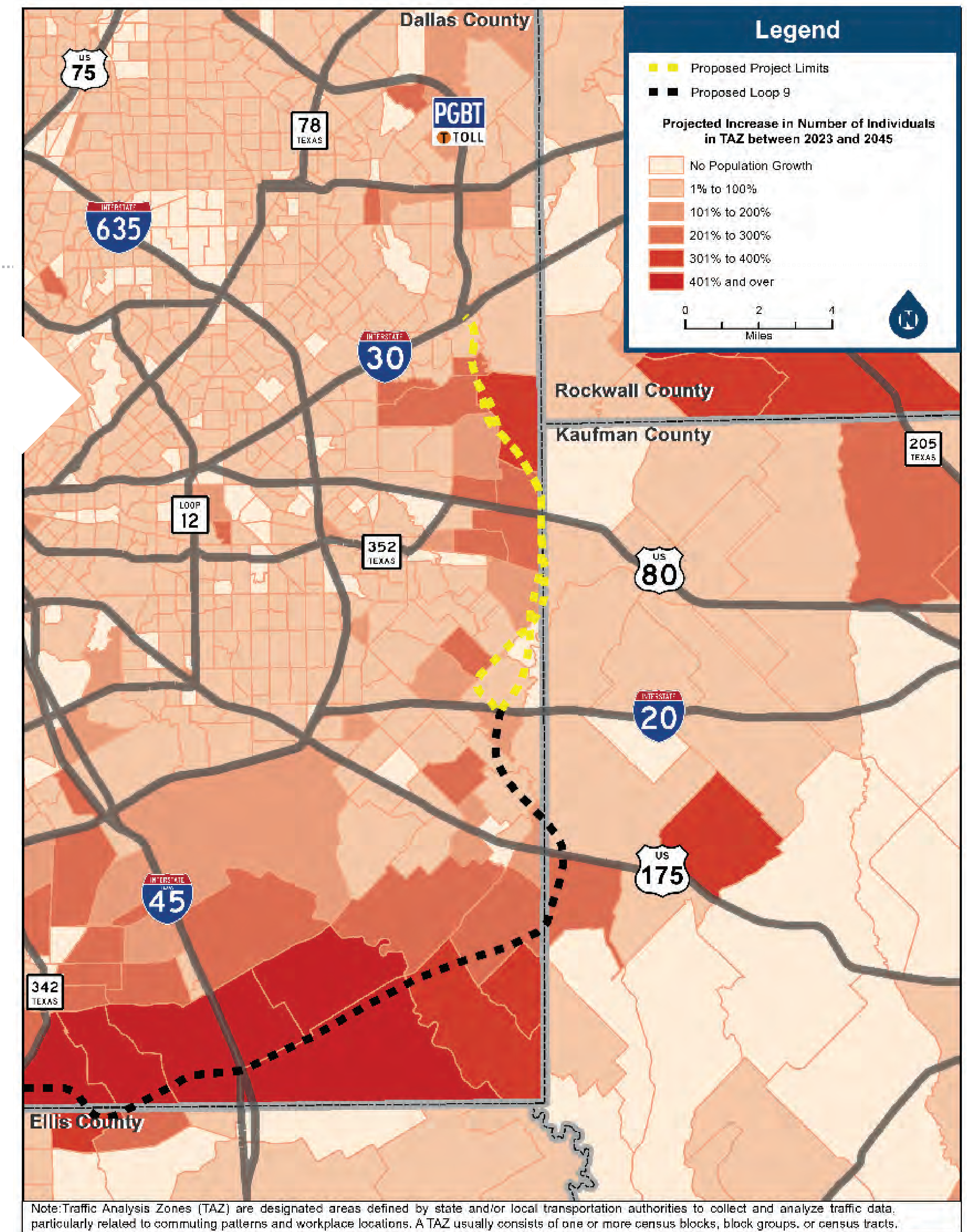
- 325 million vehicle miles traveled daily
- 44% increase over 2023

Anticipated Population Increase Between 2023 and 2045

Anticipated Congestion Levels in 2045



Mobility 2045 Update: The Metropolitan Transportation Plan  
(North Central Texas Council of Governments)

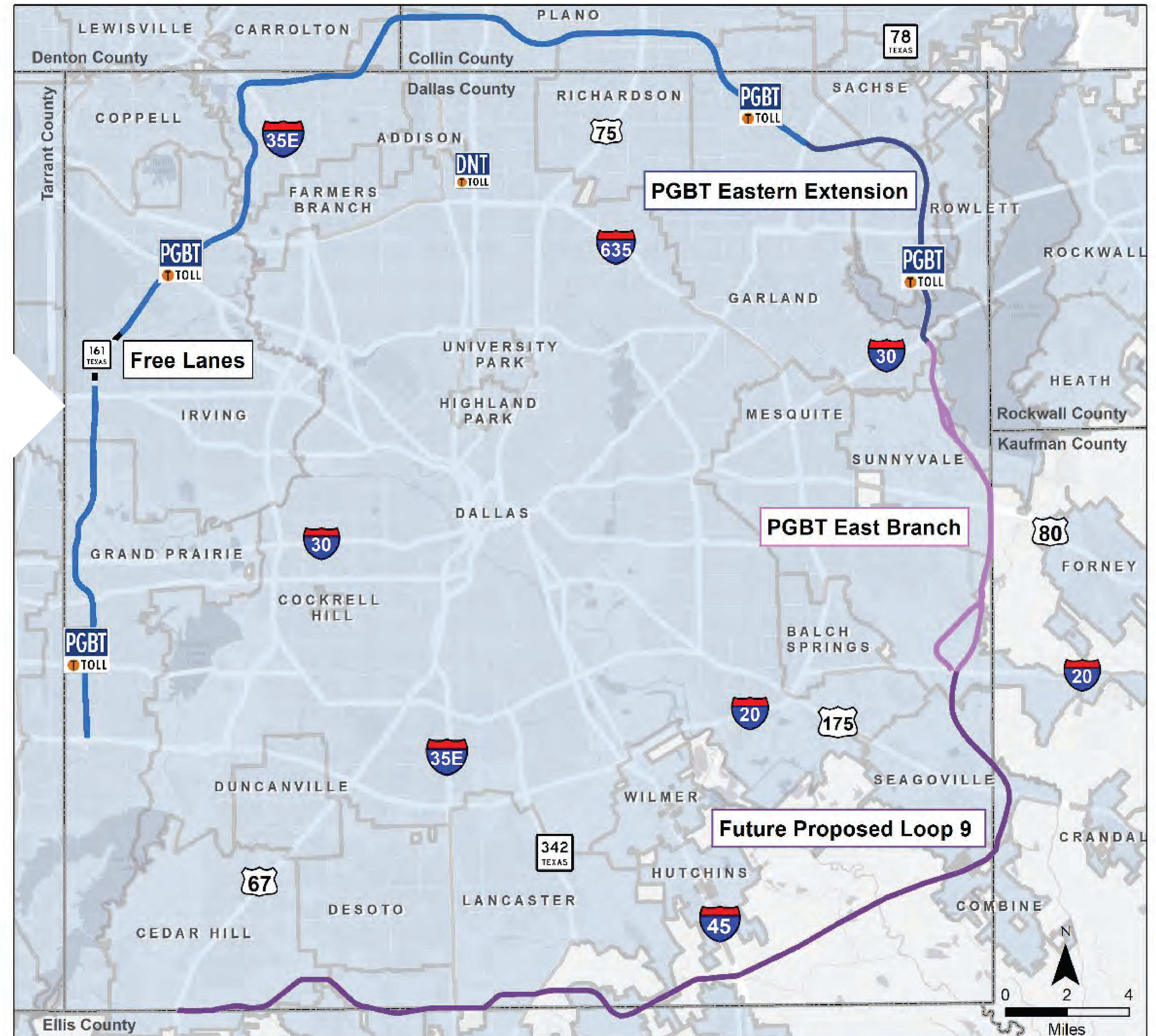




# Purpose and Need

## Deficient System Linkage

Existing and Proposed President George Bush Turnpike / SH 161 / Loop 9 Corridor





# Project Timeline



\* The schedule of Final Design, Right-of-Way Acquisition, and Construction is subject to change pending project phasing and funding.



# Conceptual Alternatives

## Alternatives

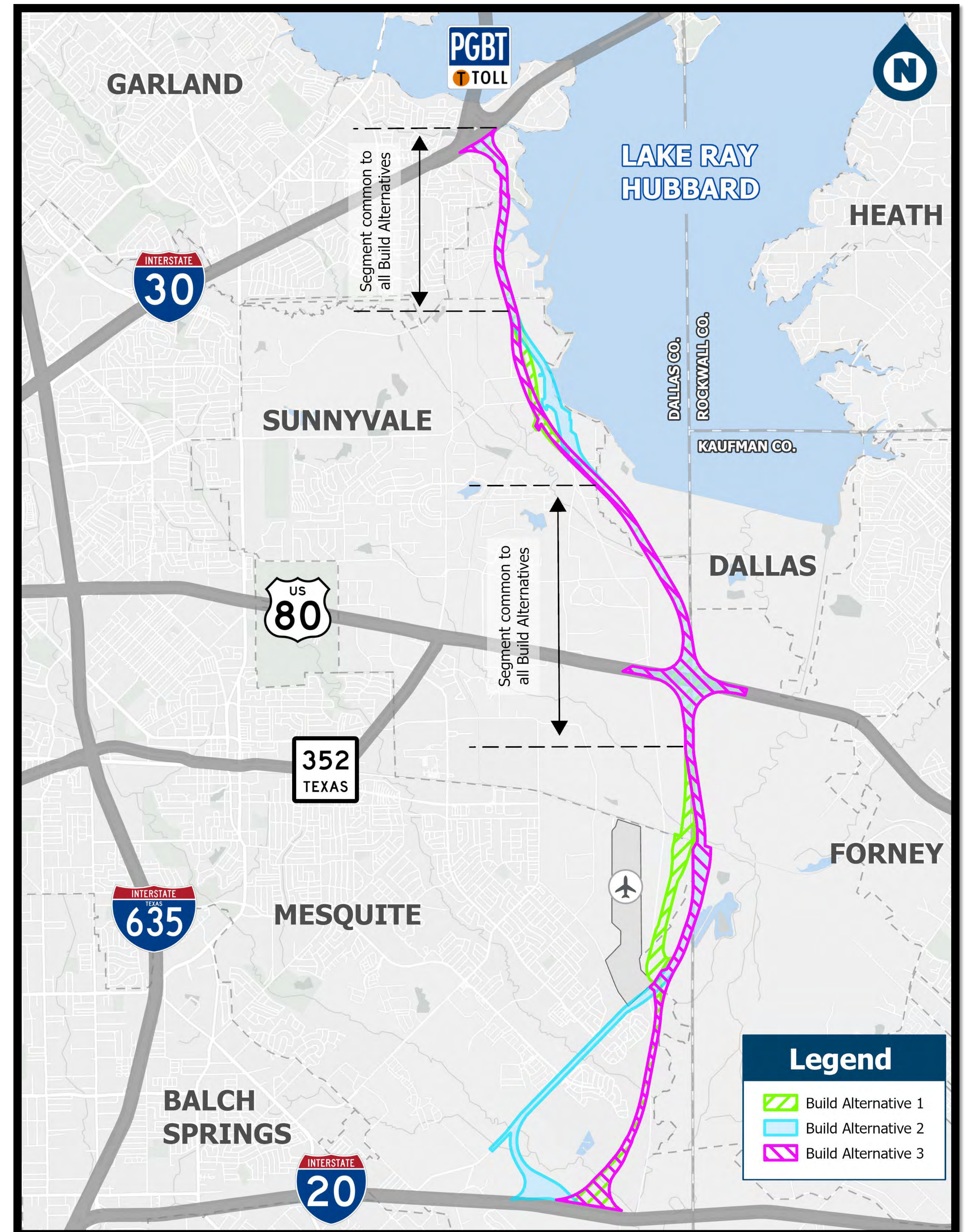
- Evaluated based on specific criteria to determine if the proposed project meets the purpose and need

## Public Involvement

- Public, agency, and stakeholder input determines the preferred alternative

## Timeline

- The preferred alternative will be presented at the Public Hearing

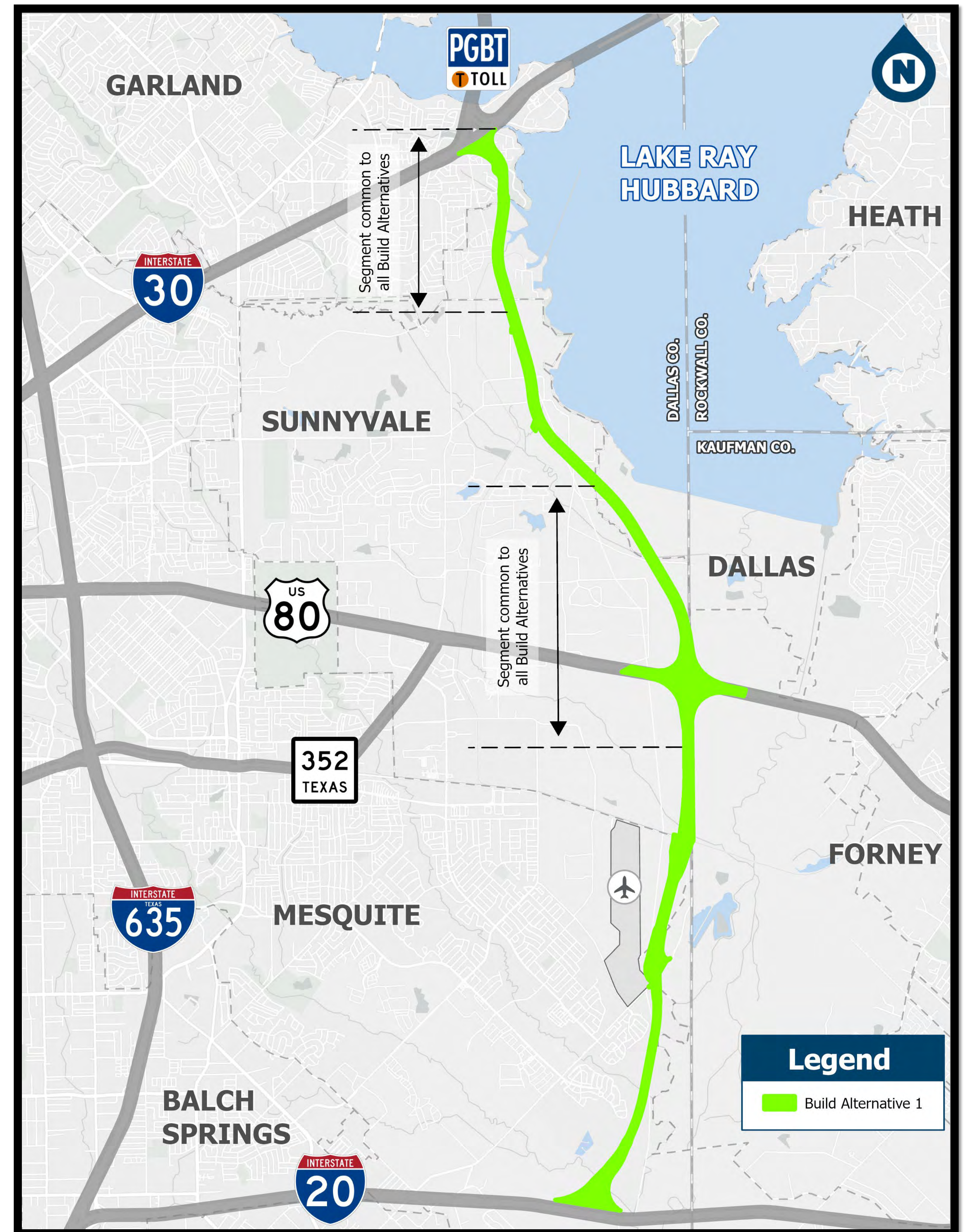




# PGBT East Branch EIS

## ALTERNATIVE 1

Alternative 1 was supported by the Town of Sunnyvale when the project was developed by TxDOT as SH 190. Alternative 1 includes a below-grade section within the Town of Sunnyvale and a bridged section within the East Fork Trinity River floodplain in the City of Mesquite.

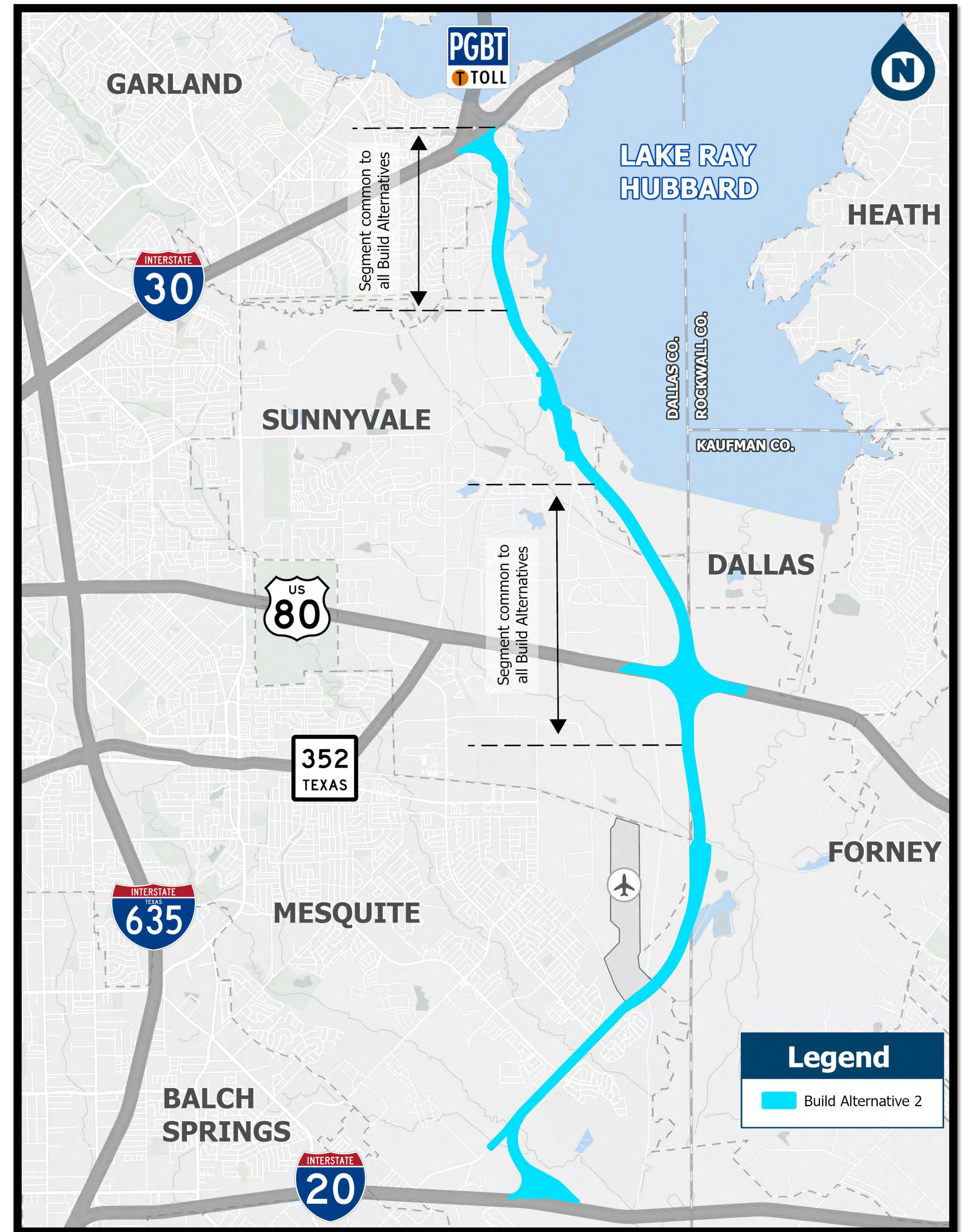




# PGBT East Branch EIS

## ALTERNATIVE 2

Alternative 2 was developed as a feasible alternative based on public input when the project was developed by TxDOT as SH 190. Alternative 2 follows the edge of Lake Ray Hubbard within the Town of Sunnyvale and follows Lawson Road within the City of Mesquite.



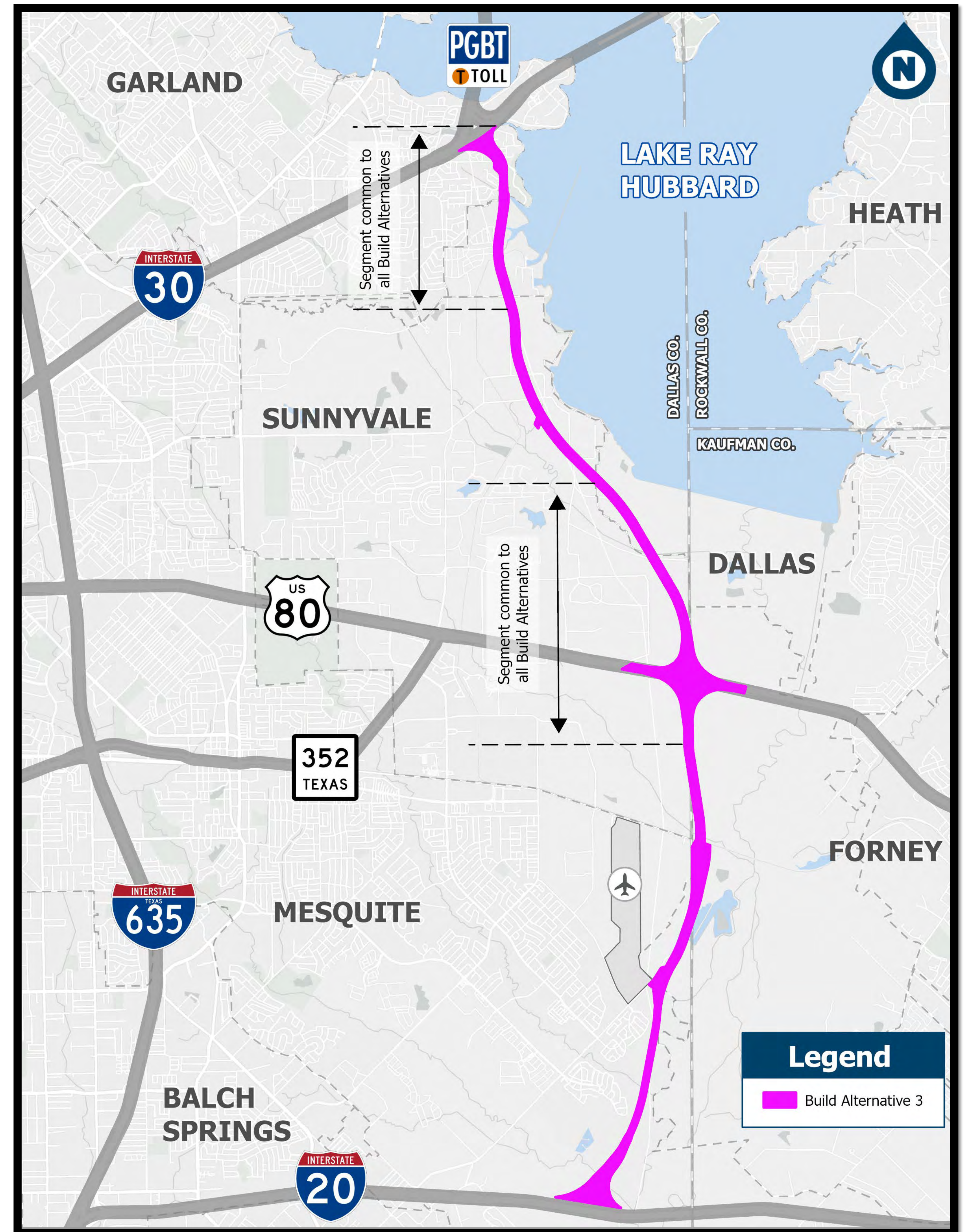


# PGBT East Branch EIS

## ALTERNATIVE 3

Build Alternative 3 was developed based on public comments received during the Public Scoping Meeting and primarily follows existing Build Alternative alignments.

In Sunnyvale, it shifts west of the Build Alternative 1 alignment onto a new alignment for the depressed section. In Mesquite, it follows Build Alternative 2 east of the airport and Build Alternative 1 through the East Fork Trinity River floodplain.





# Alternatives Analysis Matrix

PGBT East Branch from I-30 to I-20

CSJs: 2964-06-011 & 2964-06-012

SCREENING/ EVALUATION CATEGORY		BUILD ALTERNATIVE 1	BUILD ALTERNATIVE 2	BUILD ALTERNATIVE 3	NO-BUILD ALTERNATIVE
Purpose and Need	<b>Purpose</b> To reduce congestion and improve mobility between I-30 and I-20 in eastern Dallas County while contributing to improved system linkage within the Metropolitan Planning Area.	Meets	Meets	Meets	Does not meet
	<b>Need</b> <ul style="list-style-type: none"><li>•Traffic congestion/capacity issues</li><li>•Increasing transportation demand</li><li>•Deficient system linkage</li></ul>	Meets	Meets	Meets	Does not meet
Engineering	<b>Total Length Along Centerline</b>	10.4 mi	11.4 mi	10.6 mi	N/A
	<b>Number of New Grade-Separated Interchanges</b>	10 new interchanges	10 new interchanges	10 new interchanges	No new grade-separated interchanges
	<b>Major Utility Conflicts</b>	24 major conflicts <ul style="list-style-type: none"><li>• 16 Electrical Crossings</li><li>• 8 Natural Gas Pipelines</li></ul>	24 major conflicts <ul style="list-style-type: none"><li>• 16 Electrical Crossings</li><li>• 8 Natural Gas Pipelines</li></ul>	24 major conflicts <ul style="list-style-type: none"><li>• 16 Electrical Crossings</li><li>• 8 Natural Gas Pipelines</li></ul>	No major utility conflicts
	<b>Estimated Cost to Relocate and Accommodate Utilities in Millions (M)</b>	\$74.2 M	\$54.2 M	\$75.9 M	No relocation cost





# Alternatives Analysis Matrix

PGBT East Branch from I-30 to I-20

CSJs: 2964-06-011 & 2964-06-012

SCREENING/ EVALUATION CATEGORY		BUILD ALTERNATIVE 1	BUILD ALTERNATIVE 2	BUILD ALTERNATIVE 3	NO-BUILD ALTERNATIVE
Right-of-Way and Land Use Impacts	Residential Displacements	520	544	519	No displacements
	Business Displacements	10	12	12	No displacements
	New Right-of-Way Required	692 ac	692 ac	682 ac	No new right-of-way required
	Existing Land Use	<ul style="list-style-type: none"><li>Residential: 51 ac</li><li>Commercial: 60 ac</li><li>Agricultural: 1 ac</li><li>Undeveloped: 546 ac</li><li>Civic: 29 ac</li><li>Other: 6 ac</li></ul>	<ul style="list-style-type: none"><li>Residential: 57 ac</li><li>Commercial: 52 ac</li><li>Agricultural: 34 ac</li><li>Undeveloped: 513 ac</li><li>Civic: 30 ac</li><li>Other: 7 ac</li></ul>	<ul style="list-style-type: none"><li>Residential: 46 ac</li><li>Commercial: 57 ac</li><li>Agricultural: 39 ac</li><li>Undeveloped: 508 ac</li><li>Civic: 227 ac</li><li>Other: 6 ac</li></ul>	No impact
	Prime Farmland Identified by the U.S. Department of Agriculture as available land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops.	172 ac	209 ac	175 ac	No impact
	Hazardous Materials Sites	<ul style="list-style-type: none"><li>High-risk: 1</li><li>Moderate-risk: 2</li><li>Low-risk: 5</li></ul>	<ul style="list-style-type: none"><li>High-risk: 1</li><li>Moderate-risk: 2</li><li>Low-risk: 9</li></ul>	<ul style="list-style-type: none"><li>High-risk: 1</li><li>Moderate-risk: 2</li><li>Low-risk: 5</li></ul>	No acquisition of hazardous materials sites

ac = acres; acreage has been rounded up to nearest whole number



# Alternatives Analysis Matrix

PGBT East Branch from I-30 to I-20

CSJs: 2964-06-011 & 2964-06-012

SCREENING/ EVALUATION CATEGORY		BUILD ALTERNATIVE 1	BUILD ALTERNATIVE 2	BUILD ALTERNATIVE 3	NO-BUILD ALTERNATIVE
Environmental and Natural Resources	Wetlands	128 ac	52 ac	154 ac	No impact
	Rivers/Streams	6 ac	4 ac	6 ac	No impact
	Open Waters	5 ac	8 ac	5 ac	No impact
	Section 303(d) Waters	1	0	1	No impact
	100-year Floodplains	353 ac	336 ac	376 ac	No impact
	Impacts to Vegetation/Habitat	<ul style="list-style-type: none"><li>Disturbed/Tame Grassland: 353 ac</li><li>Floodplain Forest: 189 ac</li><li>Deciduous Woodland: 55 ac</li><li>Open Water: 8 ac</li><li>Floodplain Herbaceous : 3 ac</li><li>Riparian Hardwood Forest: &lt;1 ac</li></ul>	<ul style="list-style-type: none"><li>Disturbed/Tame Grassland: 386 ac</li><li>Floodplain Forest: 130 ac</li><li>Deciduous Woodland: 61 ac</li><li>Open Water: 9 ac</li><li>Floodplain Herbaceous: 7 ac</li><li>Riparian Hardwood Forest: &lt;1 ac</li></ul>	<ul style="list-style-type: none"><li>Disturbed/Tame Grassland: 330 ac</li><li>Floodplain Forest: 213 ac</li><li>Deciduous Woodland: 46 ac</li><li>Open Water: 9 ac</li><li>Floodplain Herbaceous: 10 ac</li><li>Riparian Hardwood Forest: &lt;1 ac</li></ul>	No impact
	Threatened, Endangered, or Candidate Species	<ul style="list-style-type: none"><li>4 perennial stream crossings (potential Alligator Snapping Turtle and mussel habitat)</li><li>244 ac wooded habitat (Tricolored Bat roosting and foraging habitat)</li><li>353 ac Disturbed/Tame Grassland (potential Monarch Butterfly habitat)</li><li>Potential impacts to habitat for migratory birds and the Wood Stork</li></ul>	<ul style="list-style-type: none"><li>4 perennial stream crossings (potential Alligator Snapping Turtle and mussel habitat)</li><li>191 ac wooded habitat (Tricolored Bat roosting and foraging habitat)</li><li>386 ac Disturbed/Tame Grassland (potential Monarch Butterfly habitat)</li><li>Potential impacts to habitat for migratory birds and the Wood Stork</li></ul>	<ul style="list-style-type: none"><li>4 perennial stream crossings (potential Alligator Snapping Turtle and mussel habitat)</li><li>259 ac wooded habitat (Tricolored Bat roosting and foraging habitat)</li><li>330 ac Disturbed/Tame Grassland (potential Monarch Butterfly habitat)</li><li>Potential impacts to habitat for migratory birds and the Wood Stork</li></ul>	No impact
Potential habitat exists for 47 state Species of Greatest Conservation Need					

ac = acres; acreage has been rounded up to nearest whole number



# Alternatives Analysis Matrix

PGBT East Branch from I-30 to I-20

CSJs: 2964-06-011 & 2964-06-012

SCREENING/ EVALUATION CATEGORY		BUILD ALTERNATIVE 1	BUILD ALTERNATIVE 2	BUILD ALTERNATIVE 3	NO-BUILD ALTERNATIVE
Community Resources	Community Facilities Affected or Separated from Neighborhoods	None of the proposed Build Alternatives directly impacts any community facilities, including parks, places of worship, community centers, or other neighborhood services and facilities. All three Build Alternatives bisect neighborhoods near the I-30 interchange and would create a sense of separation between neighborhoods. Alternative 2 would introduce a wide transportation corridor between neighborhoods along Lawson Road that would create a sense of separation.			No impact
	Visual and Aesthetic Impacts	The Build Alternatives would implement a new toll road where no such facility exists today, resulting in low to moderate compatibility with the existing visual character and quality of the area for the neighbors and travelers at key views along the corridor. The number and types of neighbors and travelers change throughout the project area, resulting in varied levels of viewer exposure and viewer awareness. The resulting visual quality change for neighbors and travelers under the Build Alternatives is considered to be low to moderate at the key views.			No impact
	Parks/Recreation Areas	Windsurf Bay Park and Rorie Galloway Day Camp are adjacent to the Build Alternatives; however, the project would not require right-of-way at either property or impact any facilities. The project will not impact any Section 4(f), Section 6(f) or Chapter 26 properties.			No impact
Cultural Resources	Archeological Sites and Cemeteries	One precontact site overlaps the Area of Potential Effects (APE) and has an undetermined eligibility.	Eight historic-age archeological sites overlap the APE, but none of these were determined to be eligible for listing on the National Register of Historic Places. Two precontact sites overlap the APE and have an undetermined eligibility.	One precontact site overlaps the APE and has an undetermined eligibility.	No impact
		Potter Cemetery may overlap the existing I-20 ROW.			
		The APE for archeological resources consists of the proposed right-of-way. Soils within the APE have the potential to contain archeological sites with sufficient integrity to qualify those sites for inclusion in the National Register of Historic Places. Additional archeological surveys will be conducted to identify other potentially eligible sites within the APE of the preferred alternative.			
	Historic-Age Properties	Historic-age resources have been identified in the study area, but no properties are eligible for listing on the National Register of Historic Places. A historic resources survey will be conducted to identify potentially eligible structures within the APE (300 feet beyond the existing and proposed right-of-way) of the preferred alternative.			No impact



# Alternatives Analysis Matrix

PGBT East Branch from I-30 to I-20

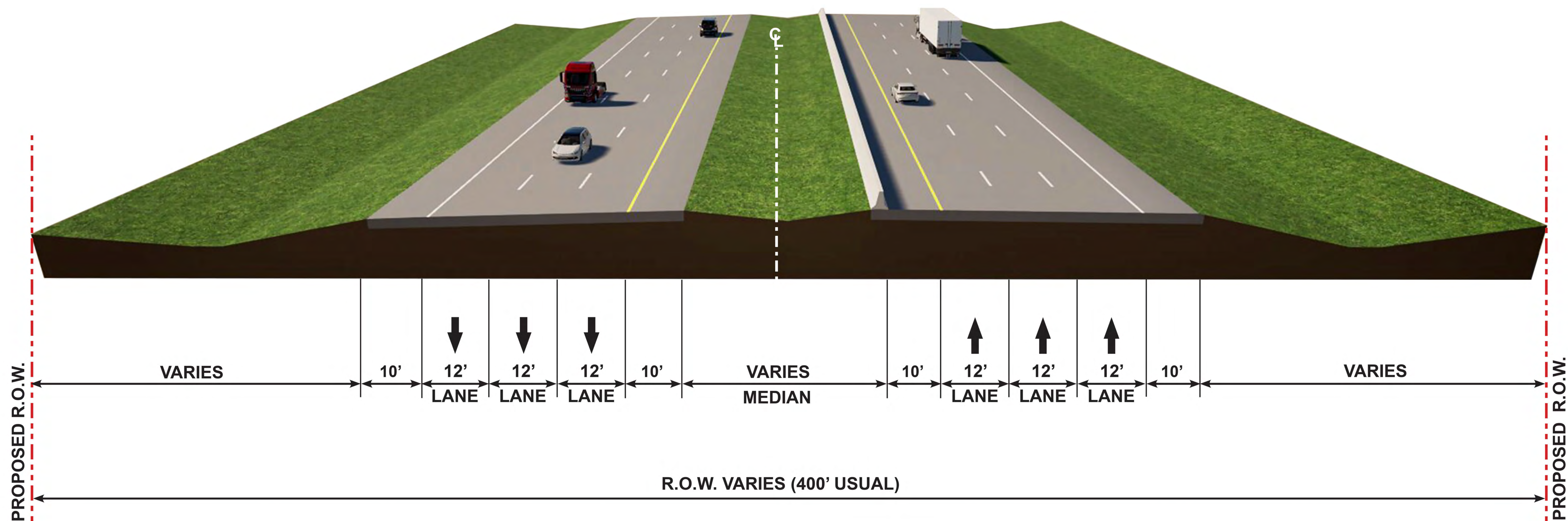
CSJs: 2964-06-011 & 2964-06-012

SCREENING/ EVALUATION CATEGORY		BUILD ALTERNATIVE 1	BUILD ALTERNATIVE 2	BUILD ALTERNATIVE 3	NO-BUILD ALTERNATIVE
Air Quality and Traffic Noise	Air Quality	Mobile Source Air Toxics are expected to decline significantly in the future due to federal regulations on vehicles, fuels, fleet turnover, and the increased use of electric vehicles. A detailed air analysis will not be conducted because the proposed project is not projected to carry more than 140,000 vehicles per day in 2045.			Localized air emissions would increase due to the increase in traffic volumes and congestion contributing to slower travel speeds and longer idling times.
	Traffic Noise – Total Number of Receivers	69	149	74	No impact
	Traffic Noise – Total Number of Potentially Impacted Receivers Before Mitigation	19 (28% of adjacent receivers)	97 (65% of adjacent receivers)	23 (31% of adjacent receivers)	No impact
Stakeholder, Agency, and Public Input	Agencies		Dallas Water Utilities is concerned that accidents on the proposed roadway could lead to contamination of city water in Lake Ray Hubbard.		No impact
	Municipalities	Sunnyvale supports a depressed alignment	Mesquite supports an alignment farther away from Mesquite Metro Airport	Sunnyvale supports a depressed alignment  Mesquite supports an alignment farther away from Mesquite Metro Airport	No impact
	Public Input Based on comments received during the August 20, 2024, Public Scoping Meeting.	44 comments in support	11 comments in support	25 comments in support of a different alignment option than presented at the public meeting	32 comments in support



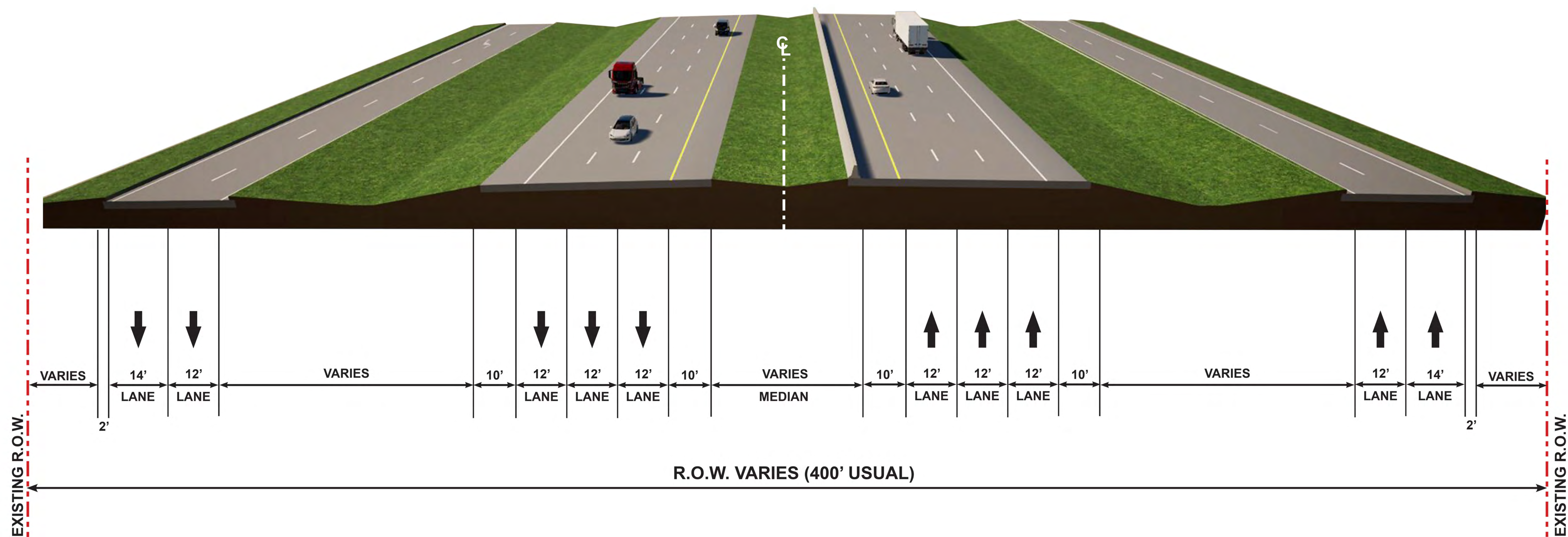


# Typical Section – At-Grade Section





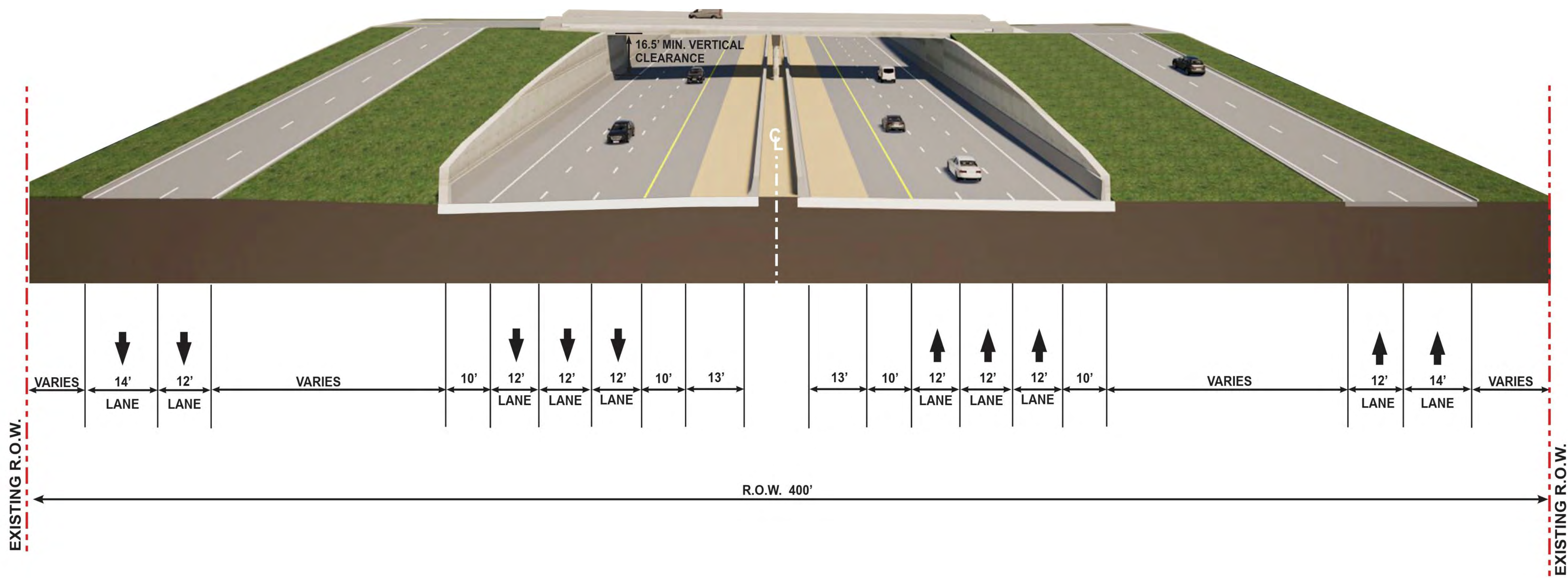
# Typical Section – At-Grade with Frontage Roads





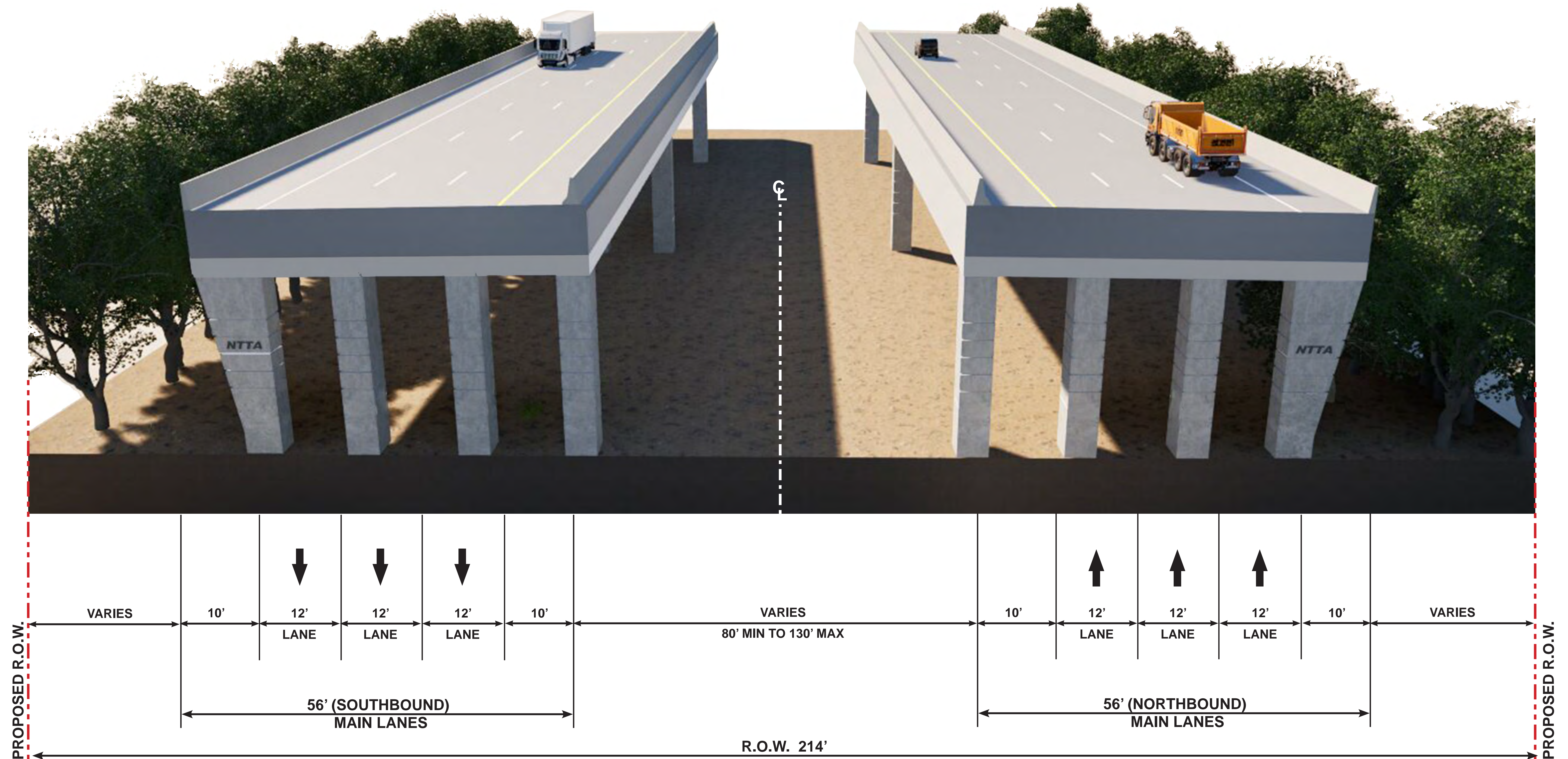
# Typical Section – Depressed Mainlane Section

BARNES BRIDGE ROAD



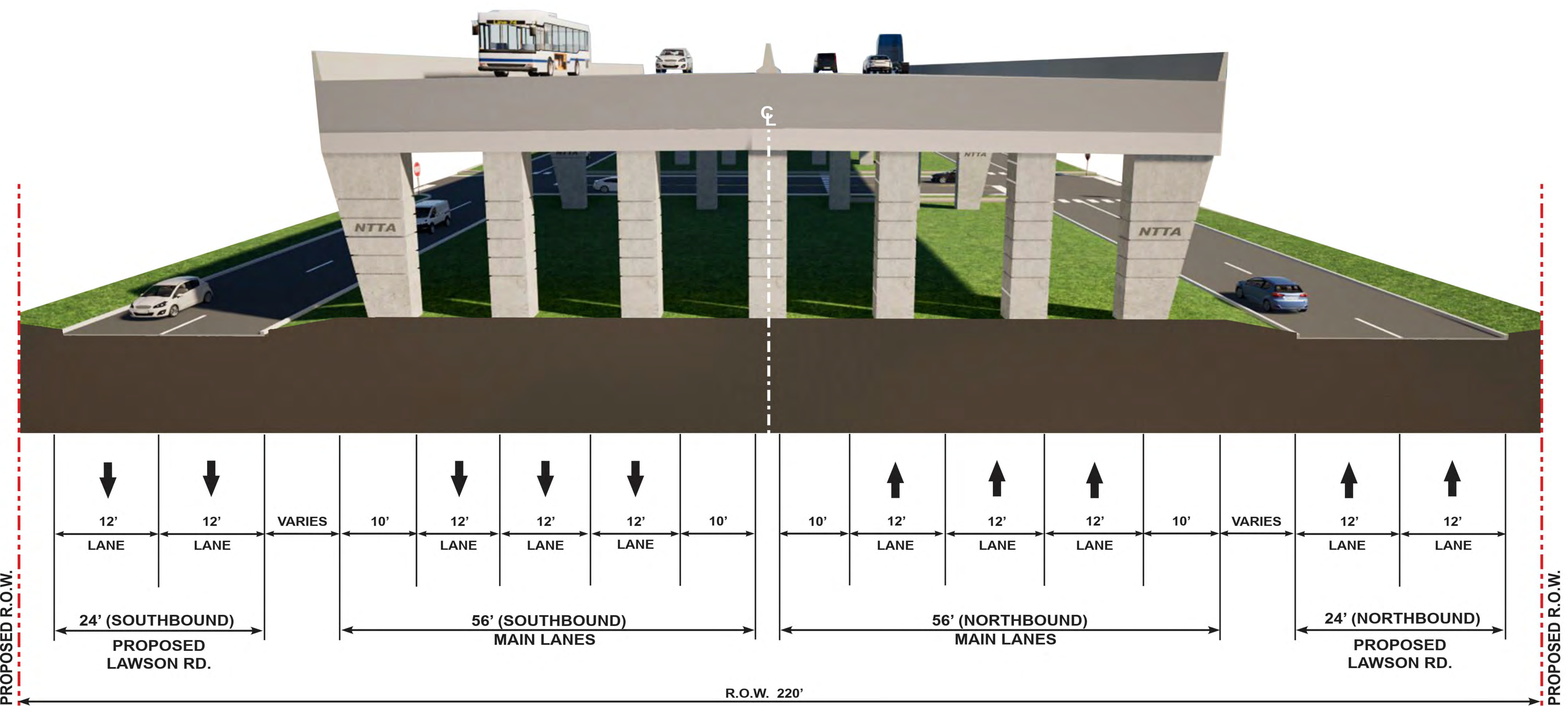


# Typical Section – Bridged Section





# Typical Section – Lawson Road Section





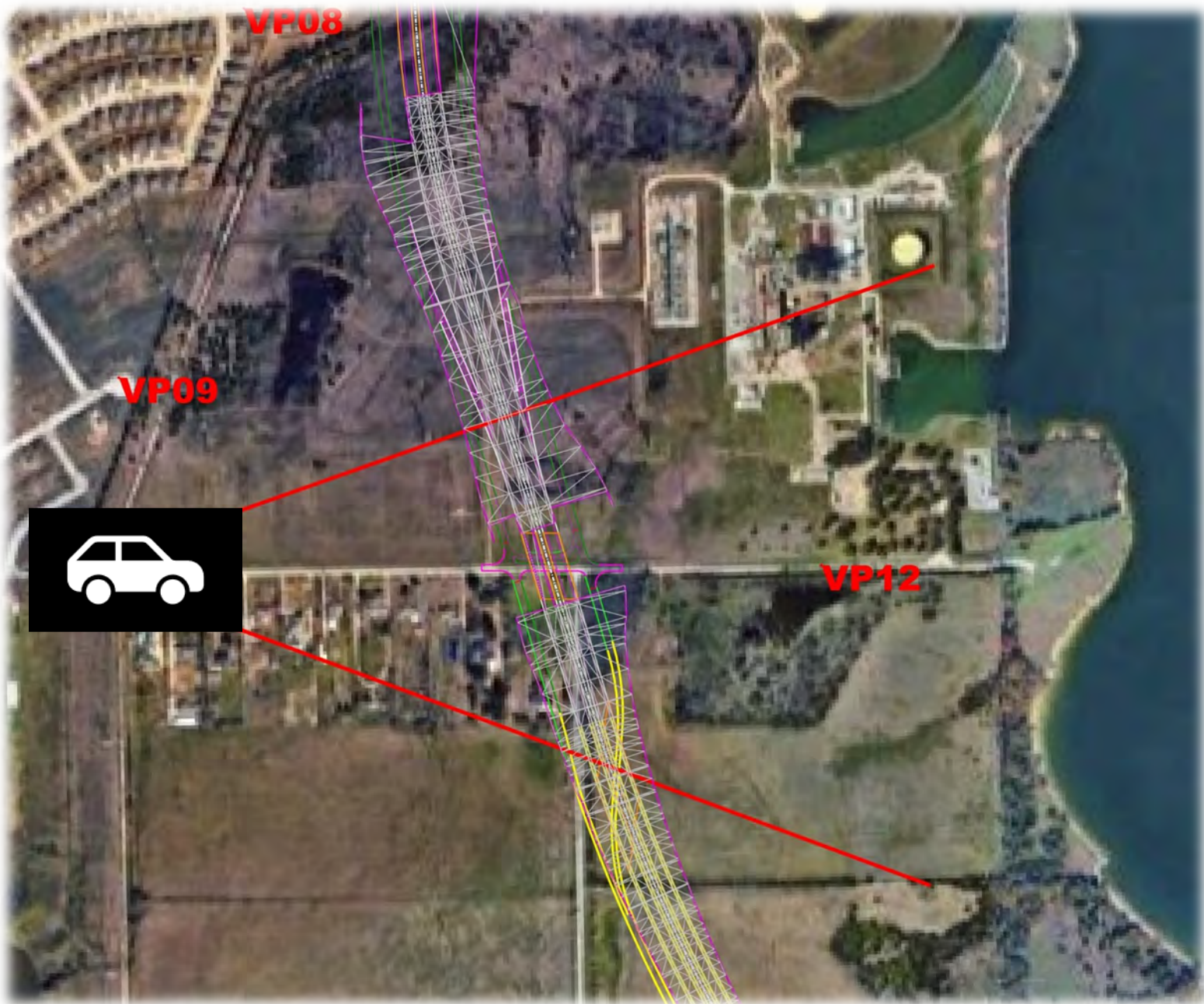
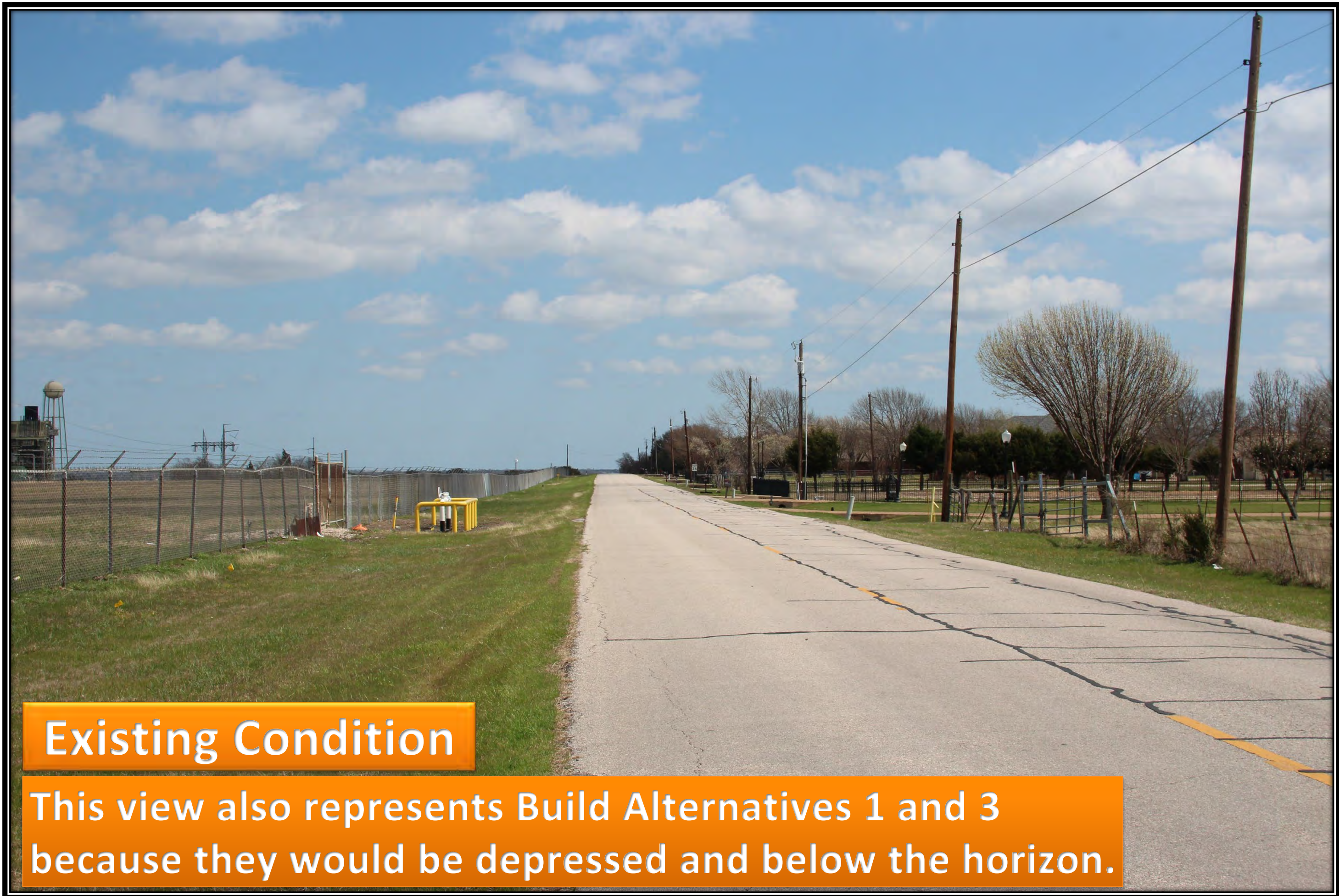
# Garland Simulation – Locust Grove Road



This visual simulation presents Build Alternatives 1, 2, and 3 as they would appear from approximately 1,000 feet west on Locust Grove Road.



# Sunnyvale Simulation – Barnes Bridge Road



This visual simulation presents Build Alternative 2 as it would appear from approximately 1,700 feet west on Barnes Bridge Road.



# Mesquite Simulation – Clay Mathis Road



This visual simulation presents Build Alternative 2 as it would appear from approximately 500 feet east on Clay Mathis Road.



# Environmental Resources Analyzed for NEPA Compliance

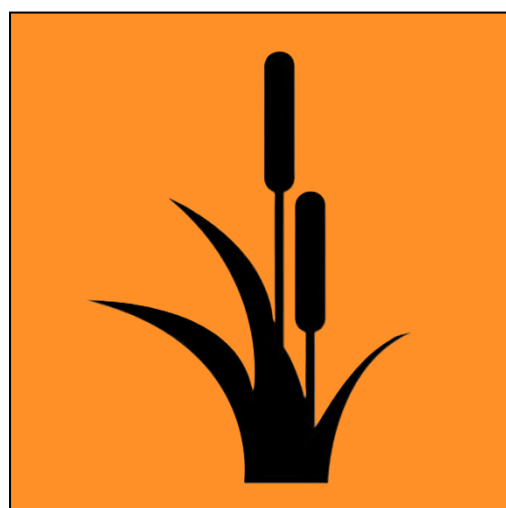
The EIS will identify potential impacts to the human and natural environment, including:



Air Quality



Archeological Resources



Wetlands



Communities



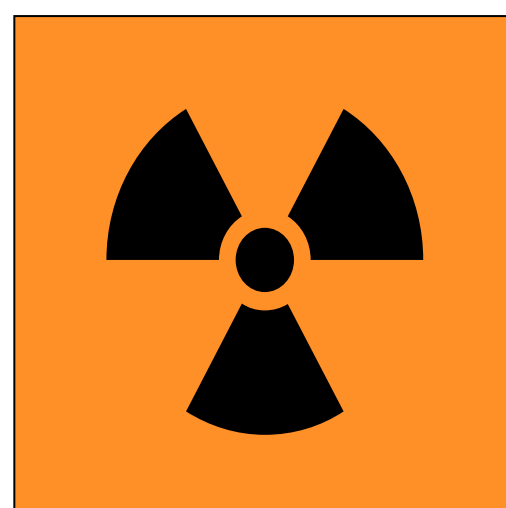
Displacements



Farmland



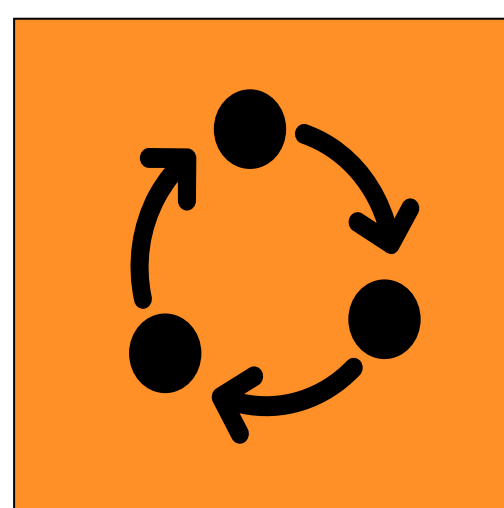
Floodplains



Hazardous Materials



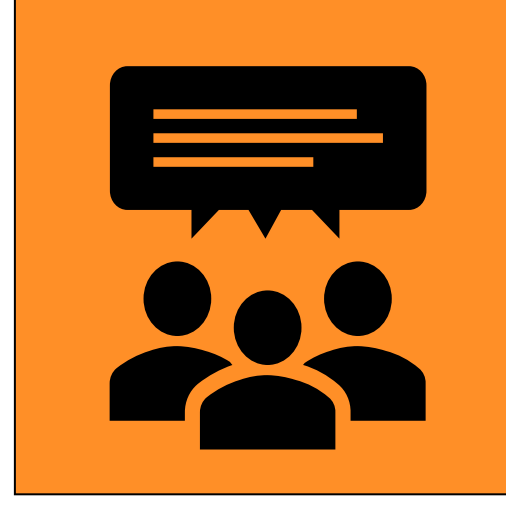
Historical Resources



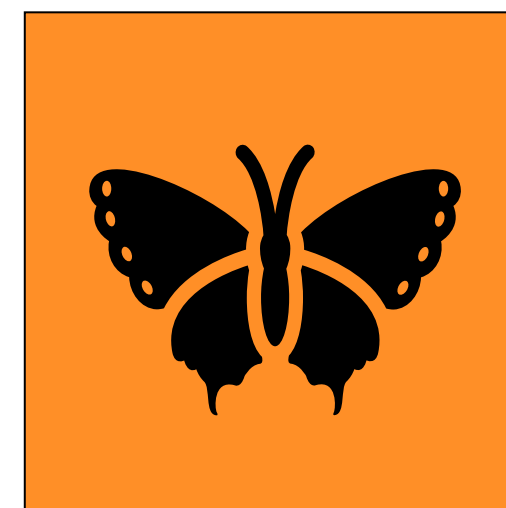
Induced Growth Impacts



Parks and Rec.



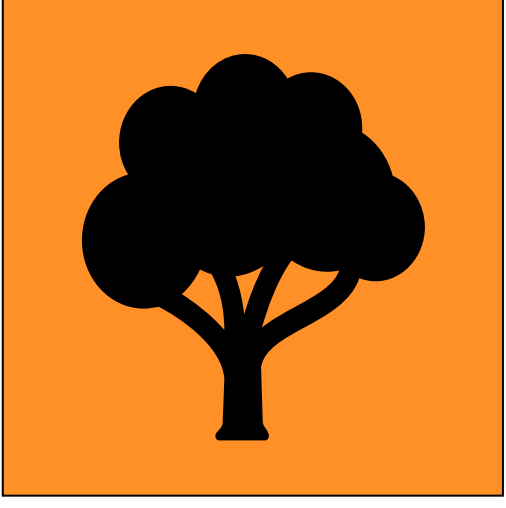
Public Involvement



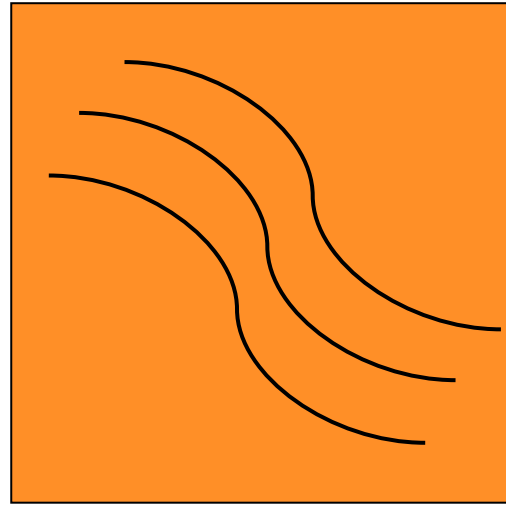
Threatened and Endangered Species



Traffic Noise



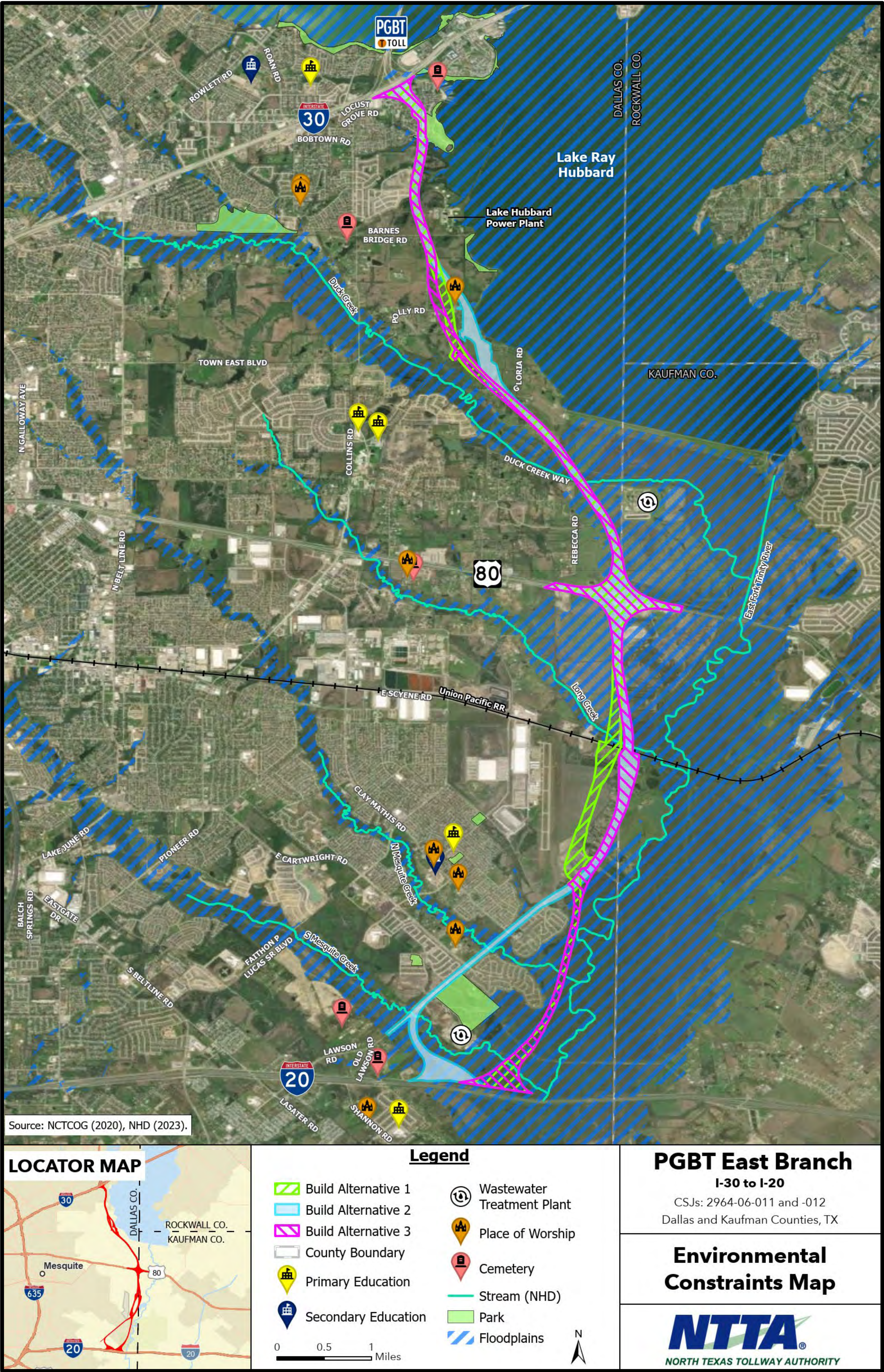
Vegetation



Waters of the US



# Environmental Constraints Map





# Environmental Review – Right-of-Way

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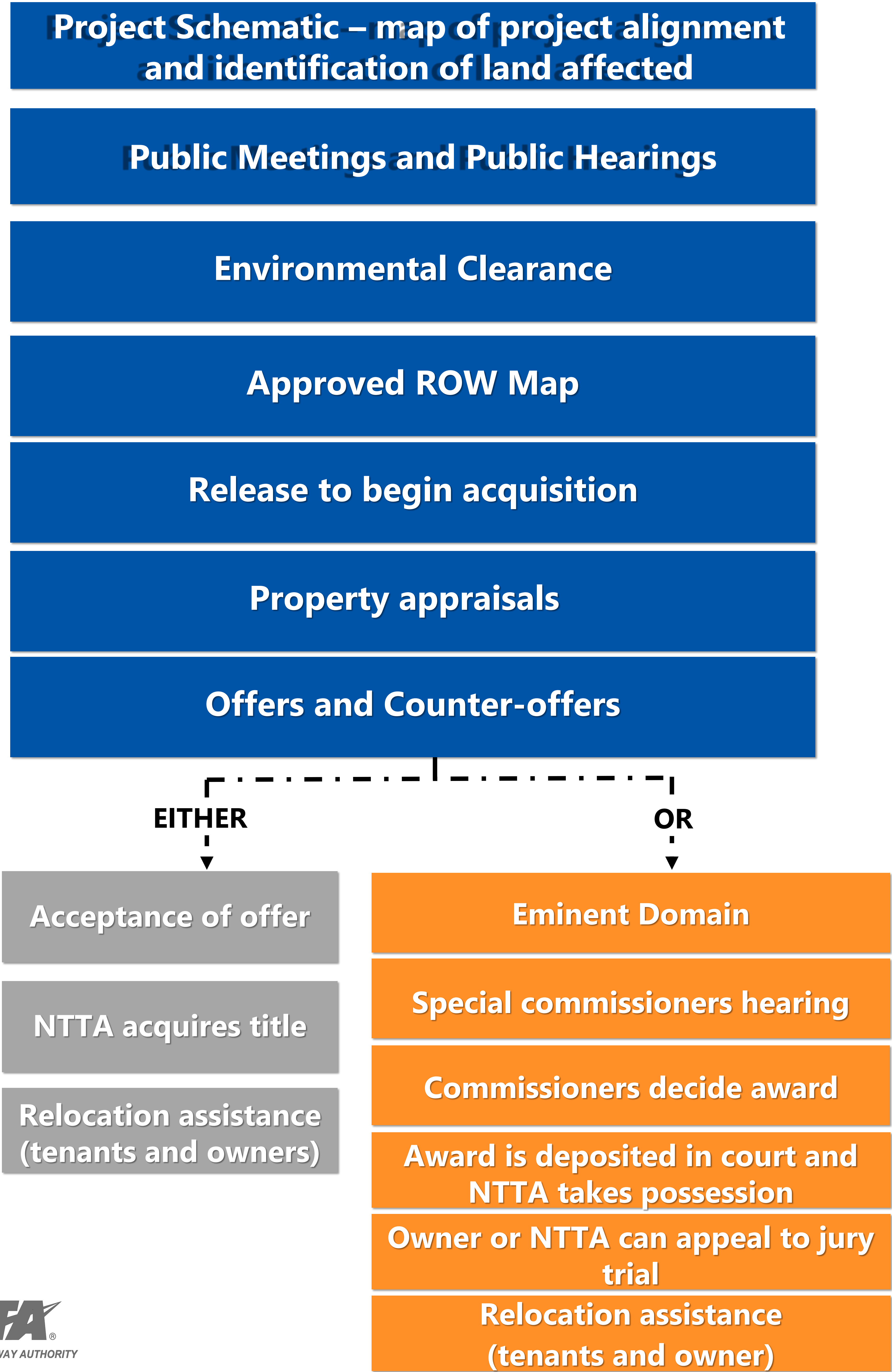
The proposed project would require additional right-of-way and potentially displace residences and non-residential structures.

- Alternative 1 would require approximately 692 acres
- Alternative 2 would require approximately 692 acres
- Alternative 3 would require approximately 682 acres

All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.



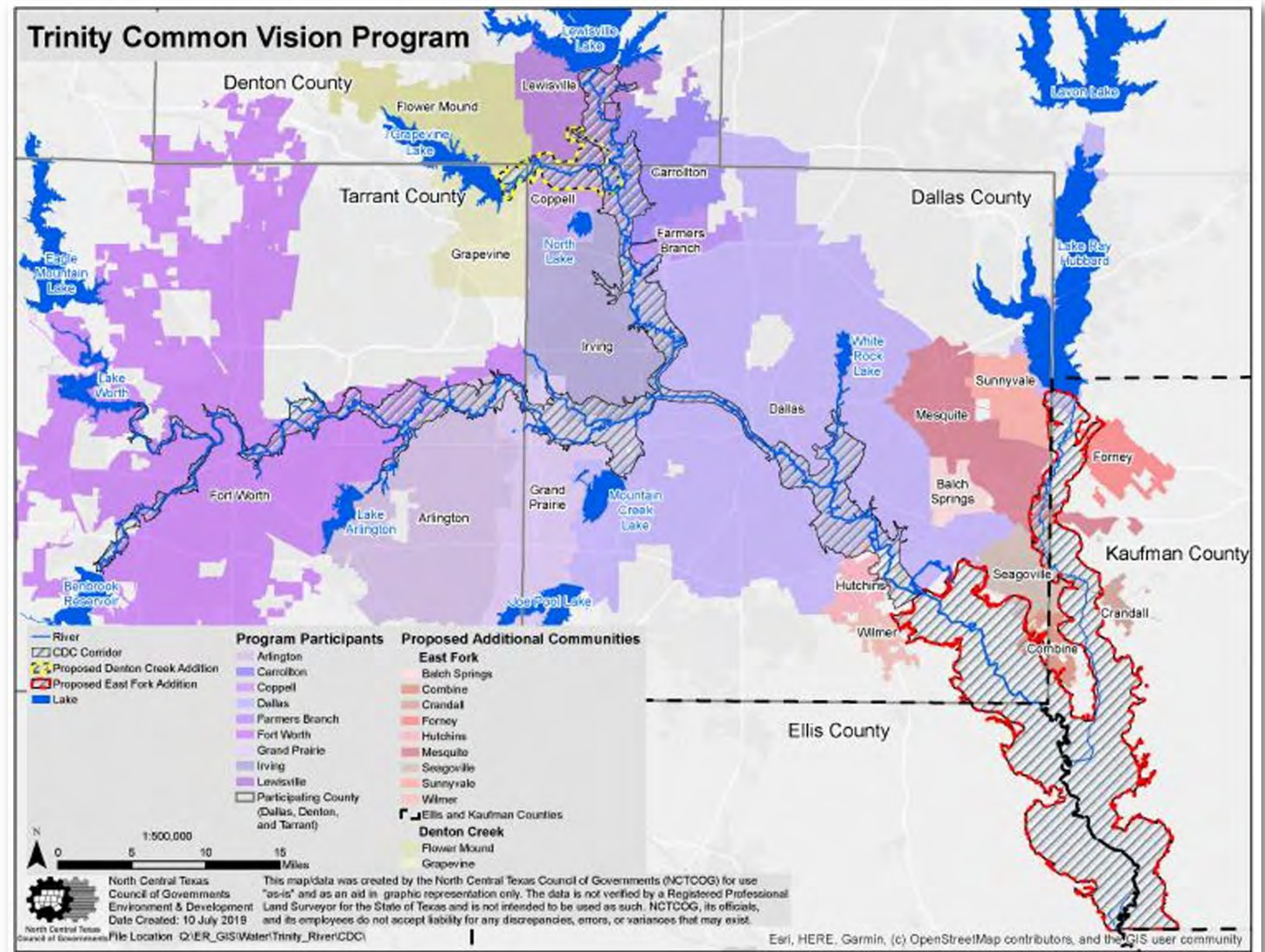
# Right-of-Way (ROW) Process





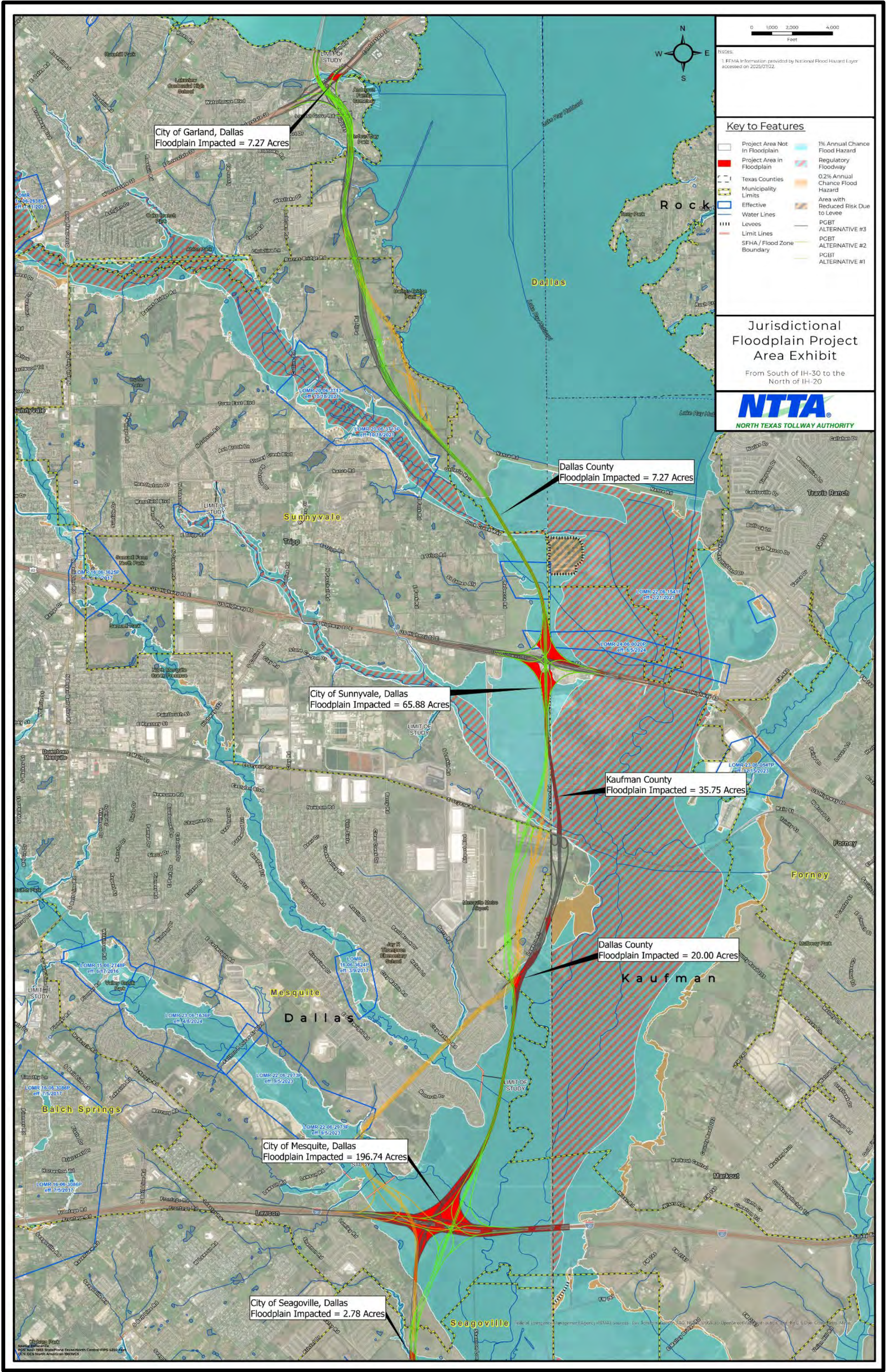
# Corridor Development Certificate

- The Trinity River Common Vision footprint expanded to include the East Fork Trinity River below Lake Ray Hubbard to the confluence with the mainstem Trinity River.
- Coordination meeting held July 23, 2025
- Dallas County leading application





# Jurisdictional Floodplain Map





# Viewing the Public Meeting Materials

**Direct link to the online materials:**

<https://www.ntta.org/president-george-bush-turnpike-pgbt>



**Scan the Project QR Code:**





# FEEDBACK REQUEST – WE WANT TO HEAR FROM YOU!

Please provide comments and input on the PGBT East Branch project.

Examples of information you can share:



Questions about access/wayfinding



Additional environmental constraints not currently identified



Future development we should know about



Interested groups that would like more information



# How to Submit Comments

Please submit your comments regarding the Public Meeting using any of the methods below.

Comments must be received or postmarked on or before Friday, September 19, 2025, to be included in the Public Meeting Summary.



Project Website  
[https://www.ntta.org/  
president-george-  
bush-turnpike-pgbt](https://www.ntta.org/president-george-bush-turnpike-pgbt)



Email  
chancock@NTTA.org



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