

# WELCOME

## President George Bush Turnpike East Branch Project

Tuesday, August 20, 2024

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

The logo for the North Texas Tollway Authority (NTTA) is displayed within a white circular border. It features the acronym "NTTA" in a bold, italicized, sans-serif font, with a registered trademark symbol (®) to its upper right. Below the acronym, the full name "NORTH TEXAS TOLLWAY AUTHORITY" is written in a smaller, all-caps, sans-serif font.

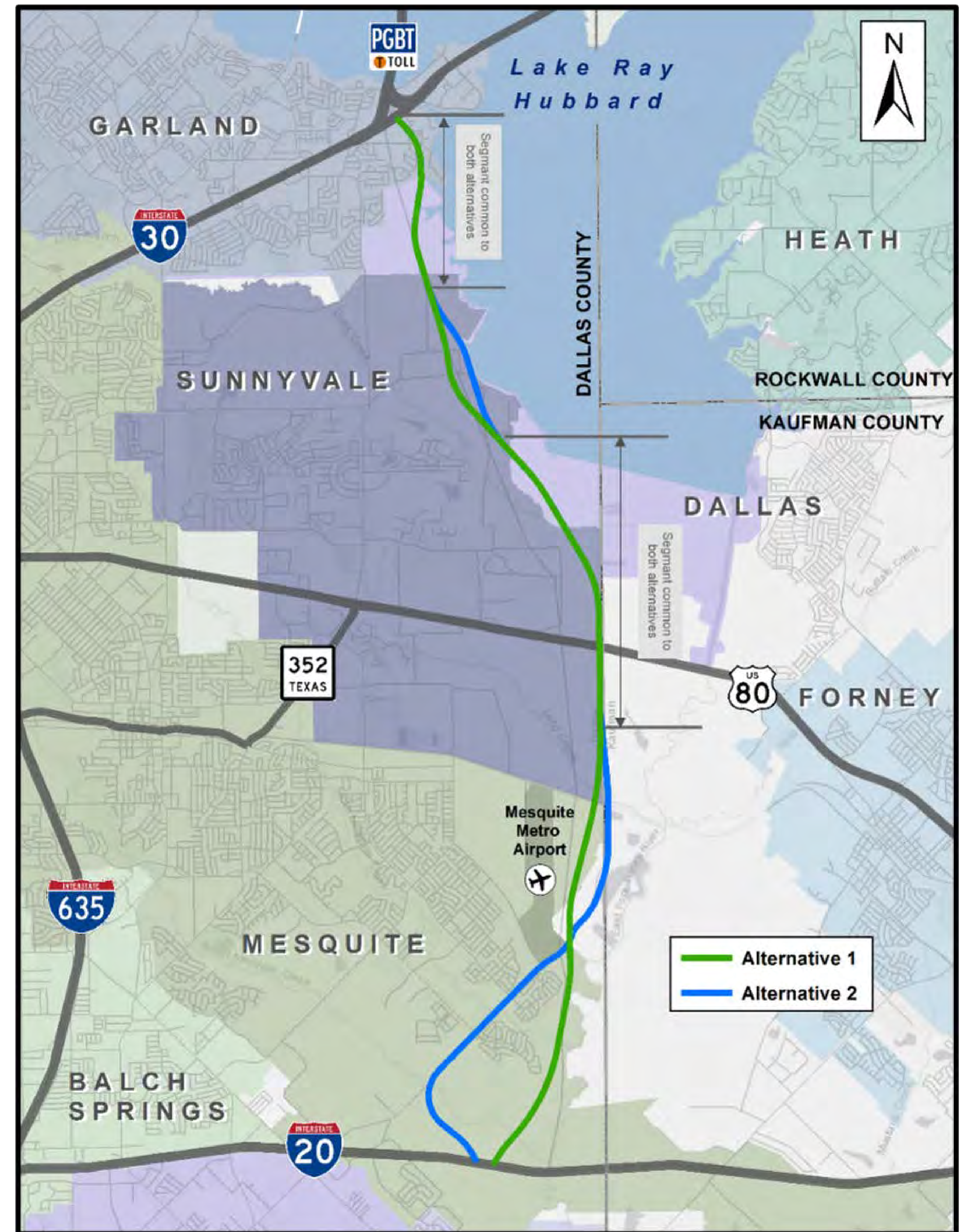
**NTTA**<sup>®</sup>  
NORTH TEXAS TOLLWAY AUTHORITY

# President George Bush Turnpike East Branch Project Location Map

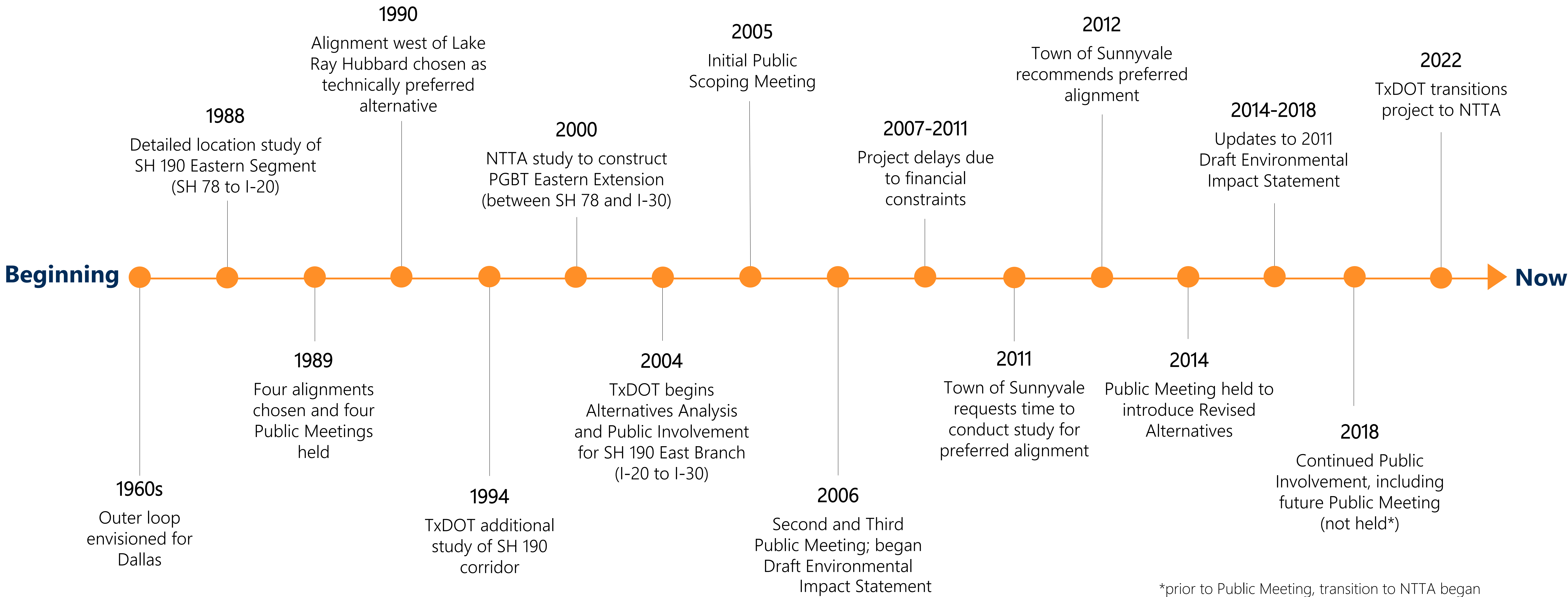
Highway Limits: I-30 to I-20

Project CSJ(s) : 2964-06-011, 2964-06-012

Project Length: Approximately 11 Miles



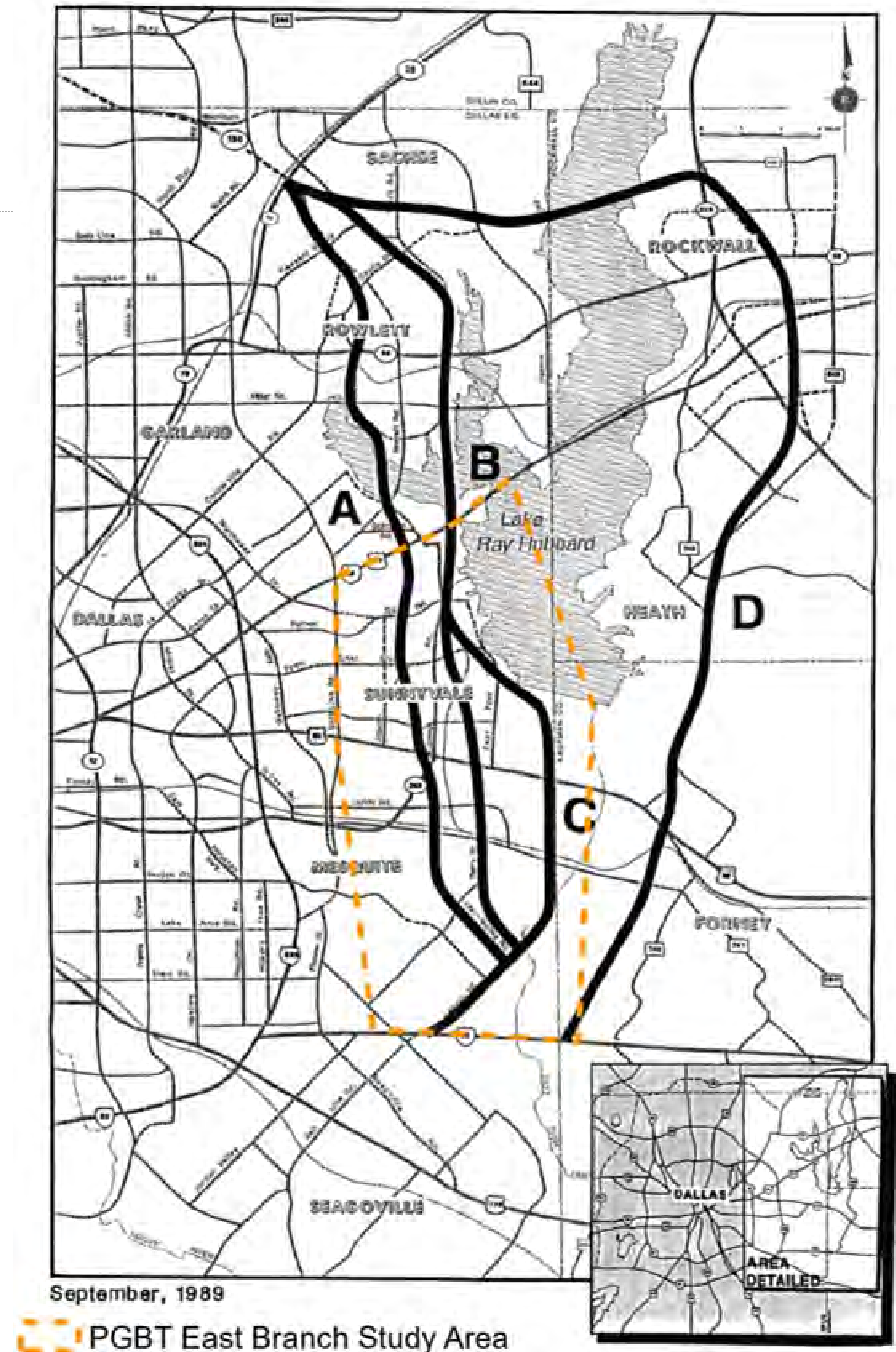
# East Branch Project History



\*prior to Public Meeting, transition to NTTA began

# 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 14096, Environmental Justice
- 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**

---

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

***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 9 de diciembre del 2019, y ejecutado por la FHWA y TxDOT.***



# Scoping and the EIS Process

*Scoping is an open process involving the public and federal, state, and local agencies that determine a range of issues, alternatives, and potential environmental impacts considered in the EIS.*



## Scoping

**WE ARE HERE**

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

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

- 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?

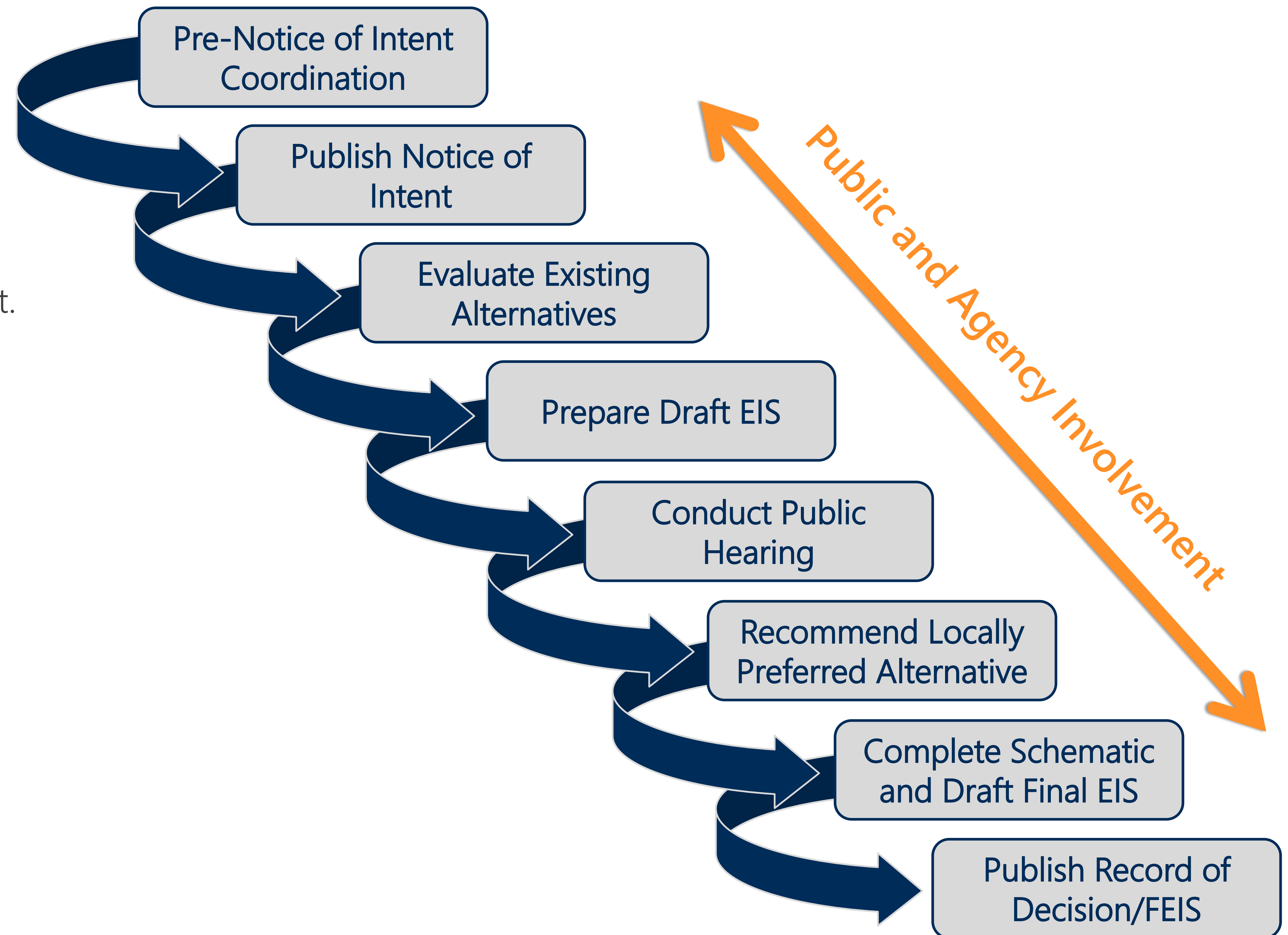
- Reduces human and natural impact.
- Ensures federal funding availability.

## 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.









# Alternative Evaluation Criteria

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

Alternative Evaluation Category		Evaluation Criteria
 <b>Purpose &amp; Need</b>	Traffic Congestion/Capacity Issues	How well does the alternative satisfy the identified need?
	Increasing Transportation Demand	
	Deficient System Linkage	
 <b>Engineering</b>	Total Alternative Length Along Centerline	Miles
	Major Utility Conflicts	Number and length of crossings by utility type
	Estimated Construction Cost	Millions of dollars
	Total Bridge Length	Miles
	Number of New Grade-Separated Interchanges	Number
	Airspace Considerations	Acceptable structure, sign, lighting, heights that do not penetrate navigable airspace
	Amount of New Right-of-Way Required	Acres
 <b>Public Input</b>	Input/Comments/Feedback/Acceptance	Level of support, general sentiment, specific concerns







# Alternative Evaluation Criteria

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

Alternative Evaluation Category		Evaluation Criteria
 <b>Communities</b>	Residential Displacements	Number within project footprint
	Business Displacements	Number within project footprint
	Community Demographics and Services	Minority, low-income, disabled, elderly populations adjacent to project and magnitude of effects
	Community Facilities	Number, type, population served
 <b>Land Use Impacts</b>	Land Use	Acres of developable land within project footprint, conformance with published plans
	Farmland Impacts	Acres of prime farmland within footprint
 <b>Visual Impacts</b>	Visual/Aesthetic Impacts	Changes in visual character; effects on viewsheds
 <b>Cultural Resources</b>	Archeological Sites and Cemeteries	Number and proximity of properties to the footprint (cemeteries, recorded sites, high probability areas)
	Historic Properties	Number and proximity of properties to the footprint (NRHP-listed and NRHP-eligible properties)
 <b>Parks</b>	Protected Lands	Number, public accessibility, acres within footprint
 <b>Waters of the U.S.</b>	Waters of the U.S. – Wetlands	Acres within project footprint by type (emergent, scrub-shrub, forested)
	Waters of the U.S. – Streams and Rivers	Number of crossings and linear feet within footprint by type (ephemeral, intermittent, perennial)
	Section 303(d) Waters	Number of impaired waters within 5 linear miles of project footprint

# Alternative Evaluation Criteria

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

Alternative Evaluation Category		Evaluation Criteria
 <b>Floodplains</b>	Floodplains (100-year) and Floodways	Acres within project footprint
 <b>Vegetation Impacts</b>	Impacts to Vegetation/Habitat	Acres within project footprint by type (riparian, upland forest, row crops, etc.)
 <b>Wildlife Impacts</b>	Impacts to Wildlife	Species and habitat affected, habitat fragmentation, movement corridors
	Threatened, Endangered, or Candidate Species	Species presence, Federal/State status, potential effects
	State Species of Greatest Conservation Need (SGCN)	Species presence, potential impacts
 <b>Air Quality</b>	Air Quality	Do anticipated emissions from future projected traffic volumes warrant the need for a conformity analysis, carbon monoxide (CO) analysis, mobile source air toxics (MSAT), or Congestion Management Process (CMP)?
 <b>Hazardous Materials</b>	Hazardous Materials	Number of potential regulated materials sites; level of risk (low, moderate, high); proximity to footprint
 <b>Traffic Noise</b>	Traffic Noise	Location and number of sensitive noise receivers that could experience an increase in traffic noise levels
 <b>Indirect &amp; Cumulative Effects</b>	Induced Growth	Parcels within a defined area of influence subject to development/redevelopment induced by the proposed project
	Cumulative Effects	Effects of this project in combination with other related actions within the project area

# 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.

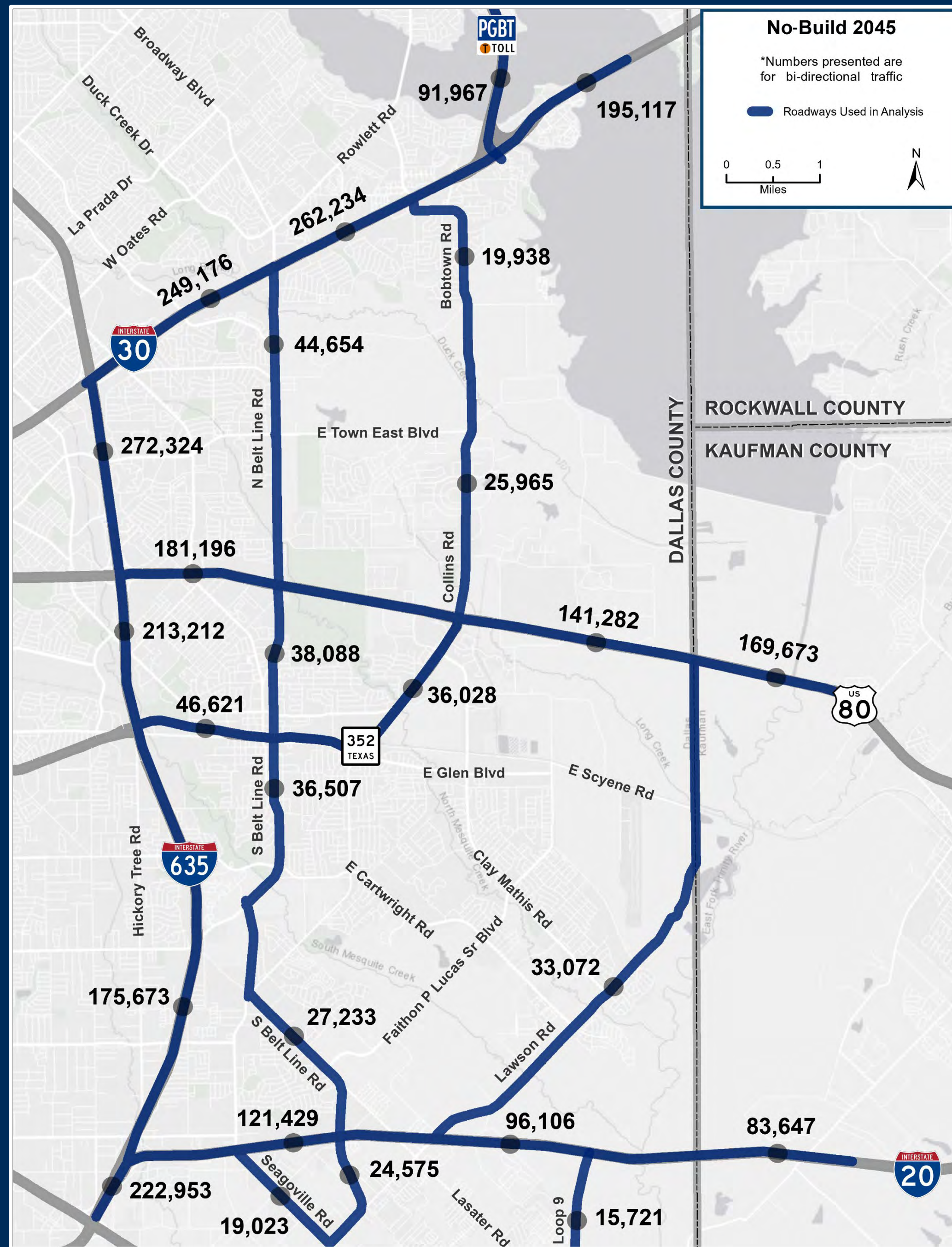
### Supporting Data

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**.

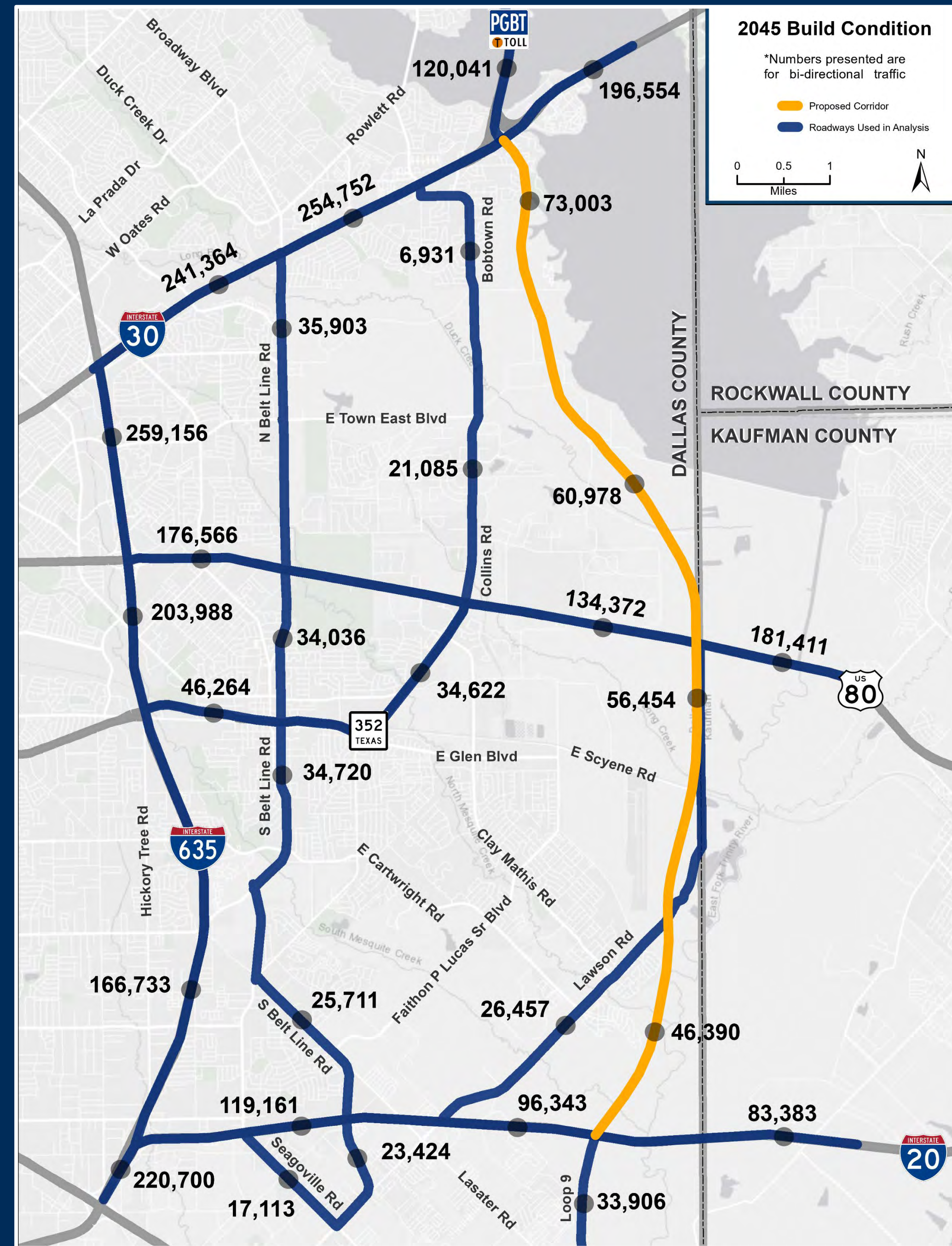
# Purpose and Need

# Average Daily Traffic

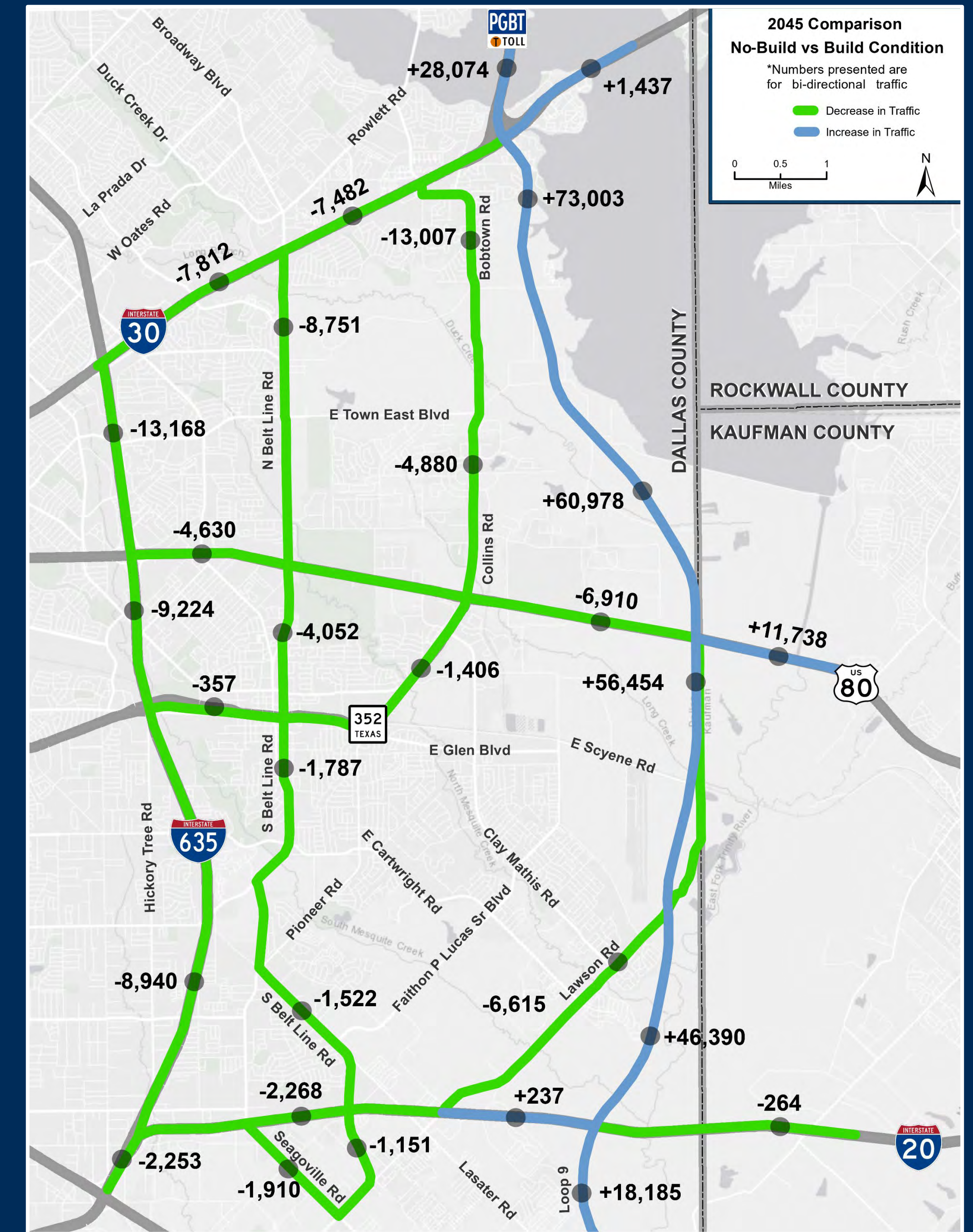
## 2045 No-Build



## 2045 Build



## Comparison



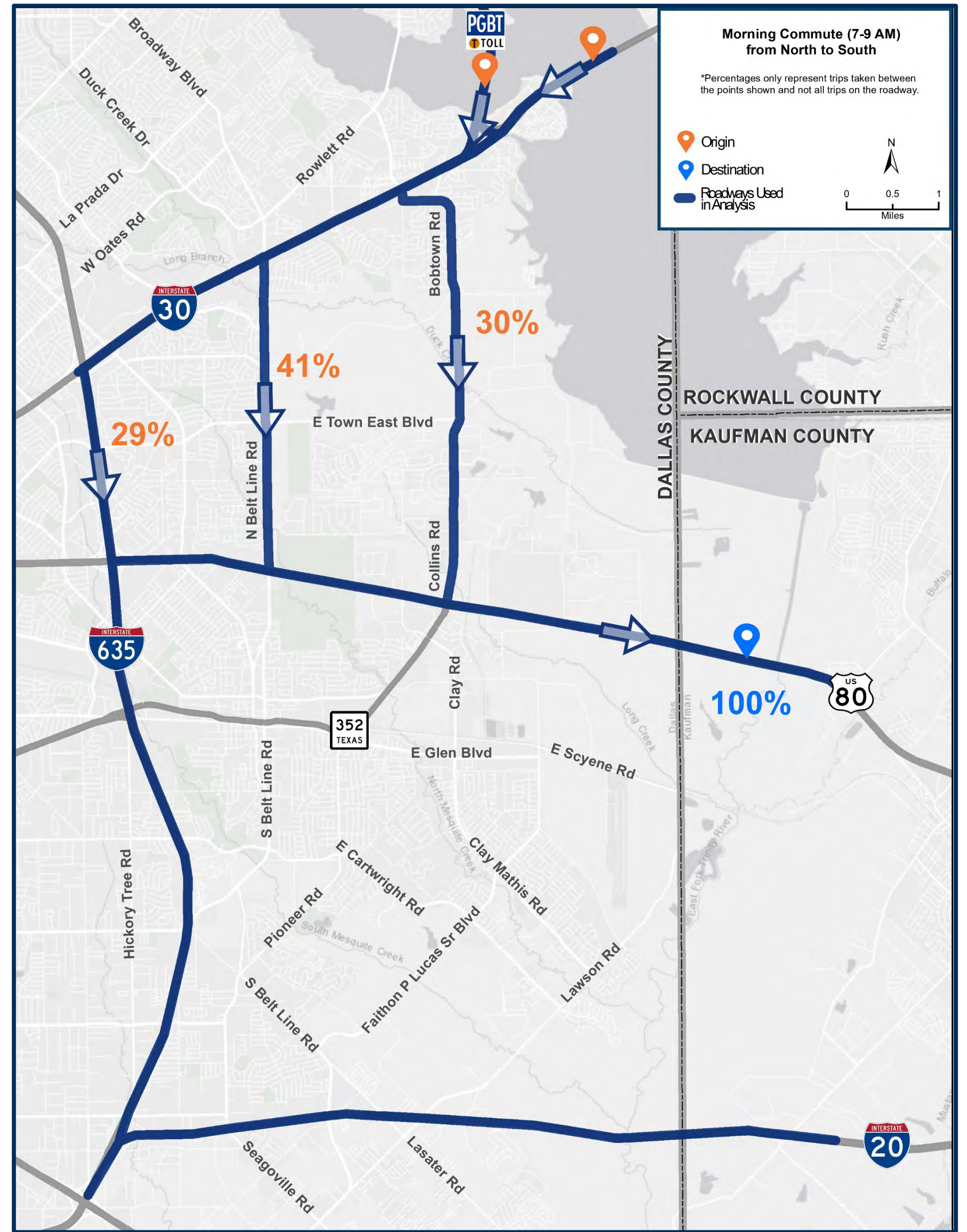
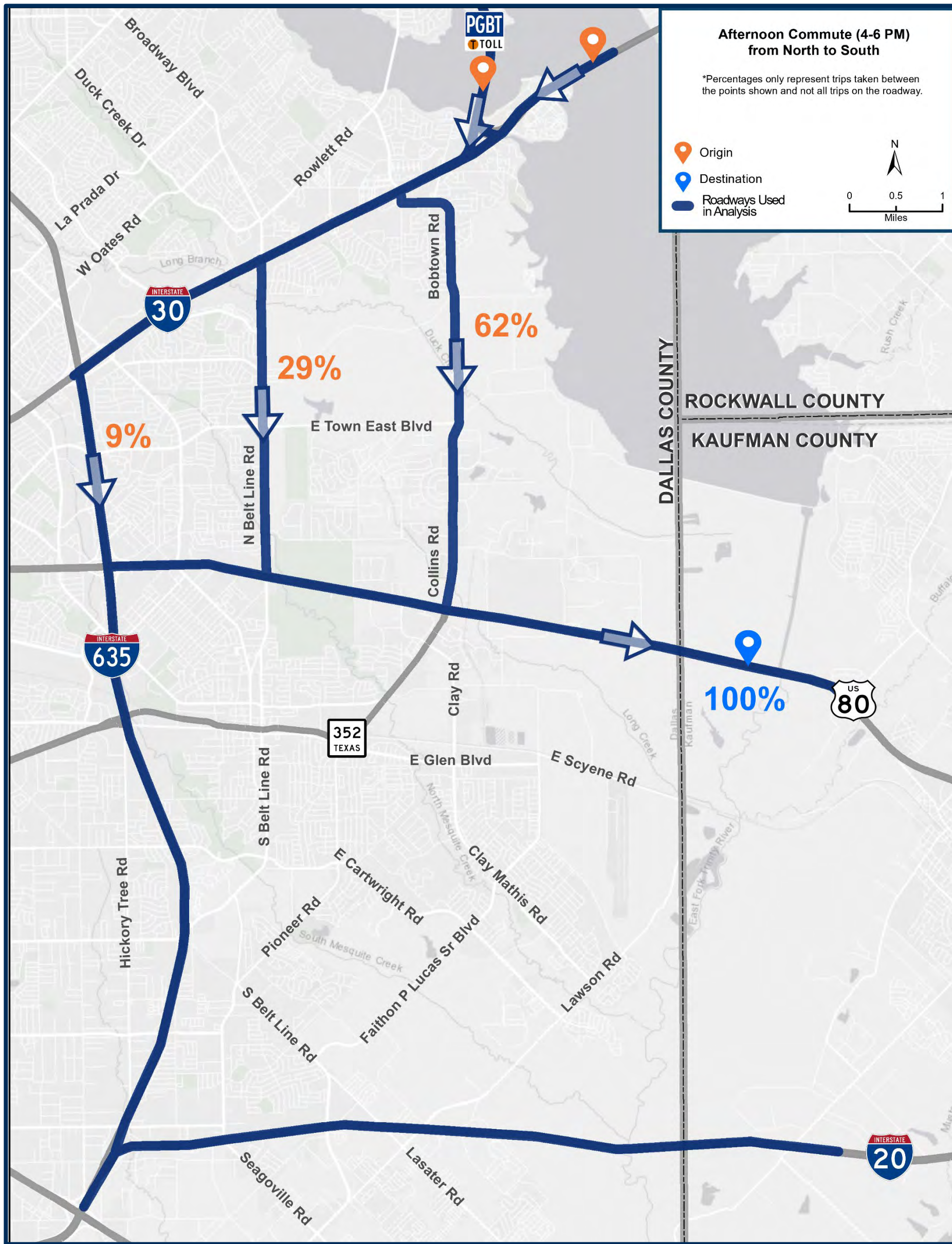




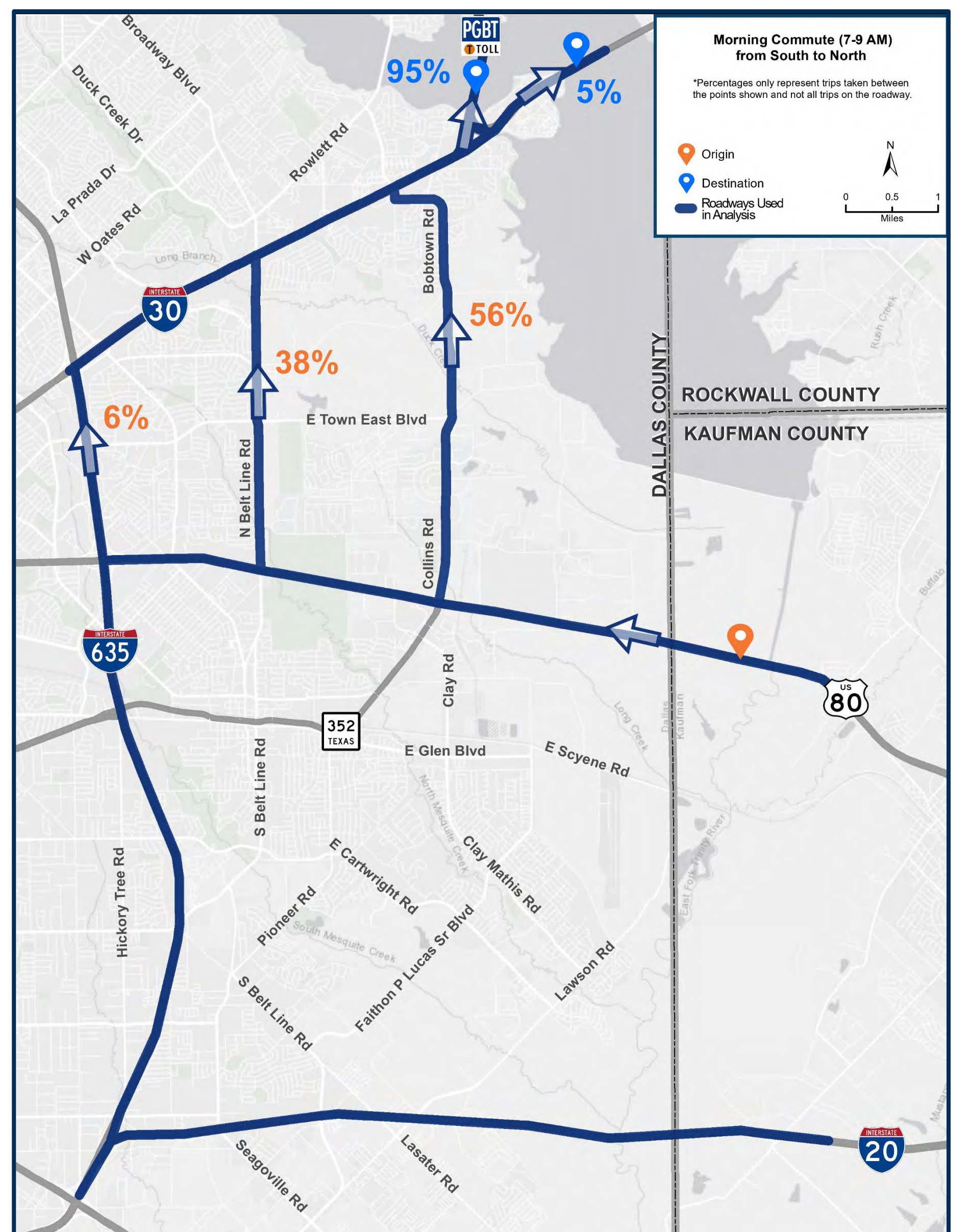
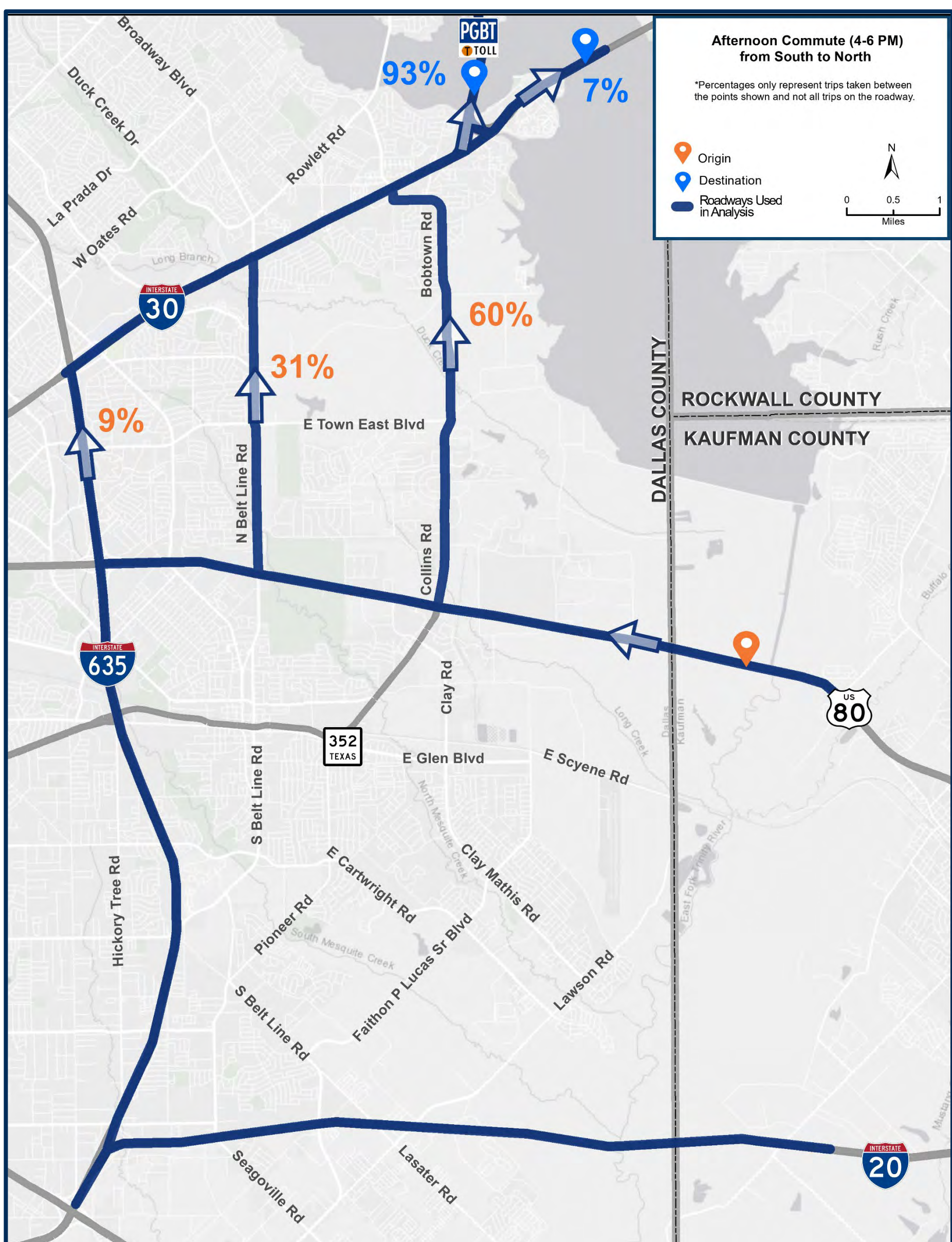
# Purpose and Need

## 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)

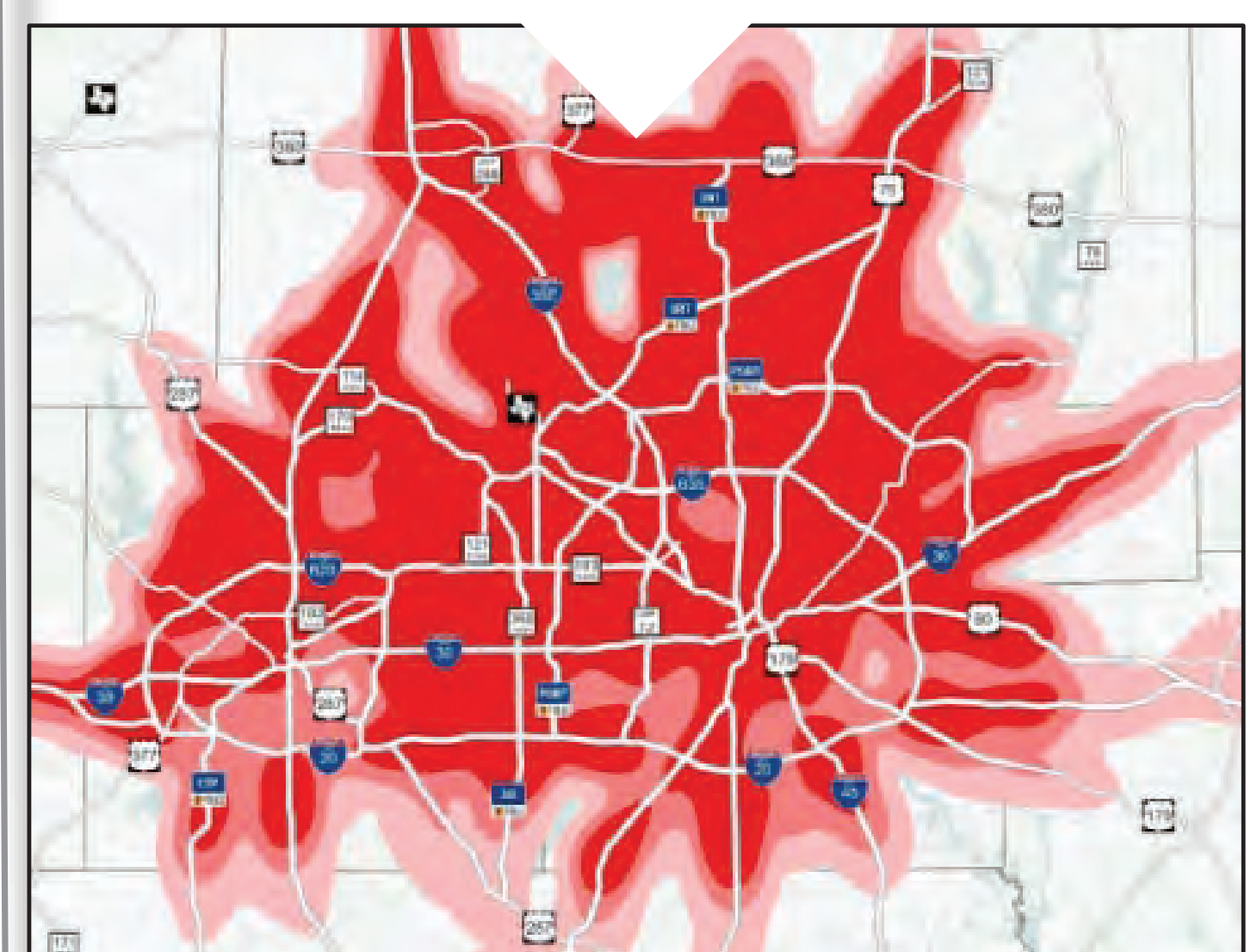
- Dallas County – 39%
- Kaufman County – 39%
- Rockwall County – 47%

### Regional Travel Demand (2045)

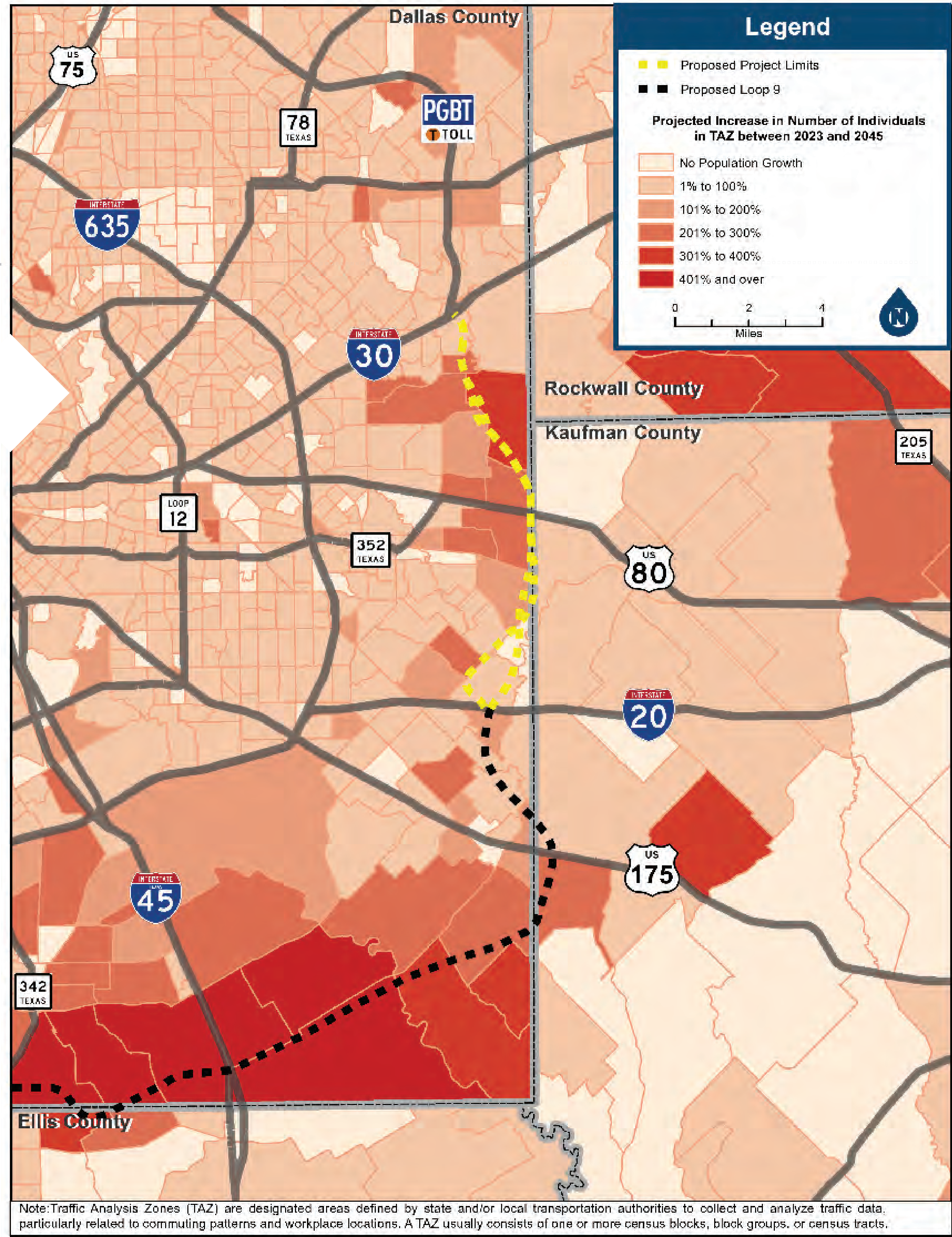
- 325 million vehicle miles traveled daily
- 44% increase over 2023

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)



Note: Traffic Analysis Zones (TAZ) are designated areas defined by state and/or local transportation authorities to collect and analyze traffic data, particularly related to commuting patterns and workplace locations. A TAZ usually consists of one or more census blocks, block groups, or census tracts.



# Anticipated Schedule

## Summer 2023

- Pre-Notice of Intent Activities

## Summer 2024

- Notice of Intent Publication
- Public Scoping Meeting



**WE ARE HERE**

## Winter 2025

- Public Meeting
- Draft Environmental Impact Statement (EIS)

## Fall 2025

- Publish Notice of Availability for Draft EIS
- Public Review of Draft EIS
- Present Preferred Alternative at Public Hearing

## Summer 2026

- Complete Schematic Design
- Combined Final EIS/Record of Decision

## 4-7 Years

- Construction\*

## Spring 2024

- Agency Scoping Meeting

## Summer/Fall 2024

- Technical Analyses
- Field Work

## Summer 2025

- Begin Schematic Design
- Finalize Draft EIS

## Winter 2026

- Final EIS Preparation and Review

## 3-4 Years

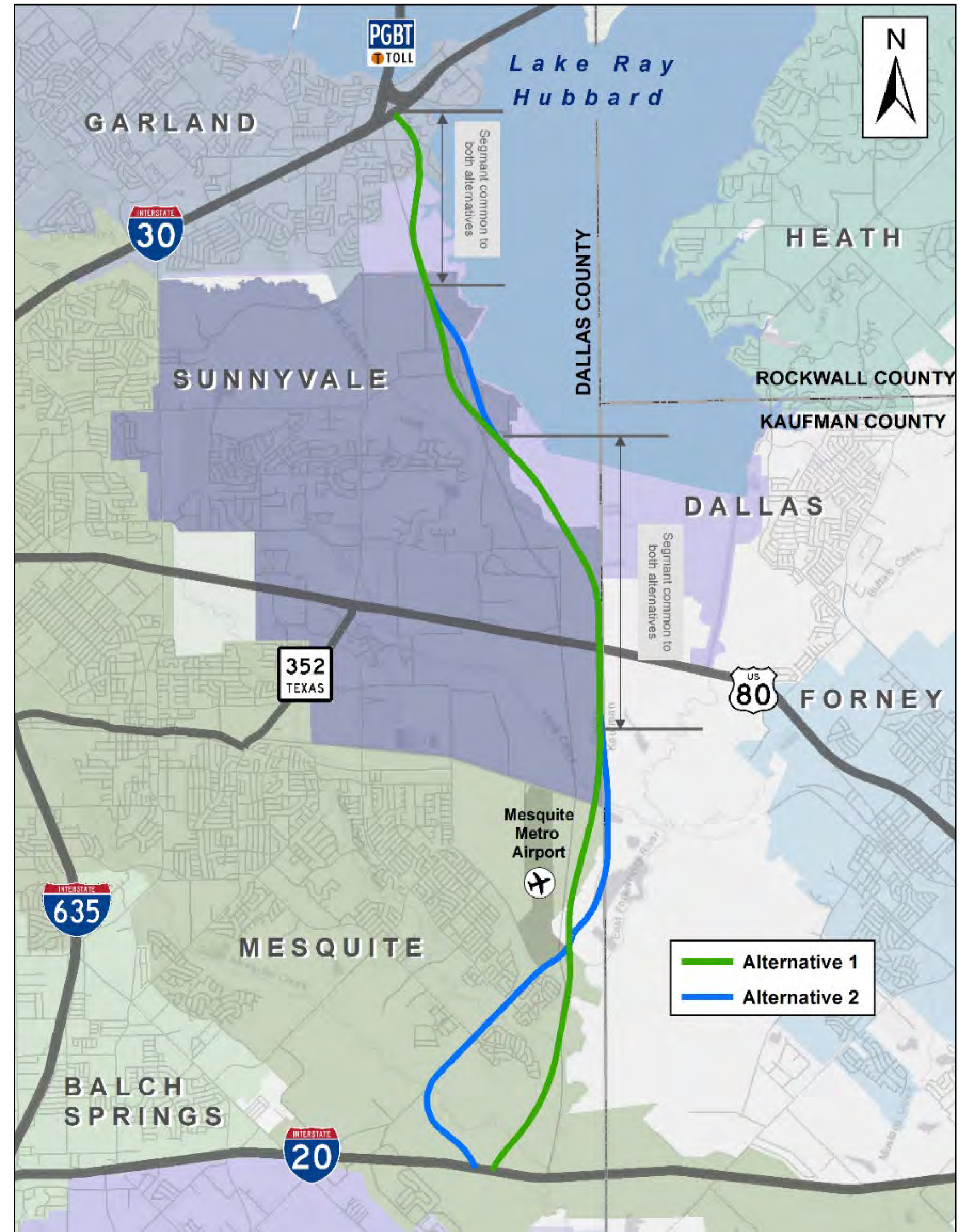
- Right-of-Way Acquisition\*
- Final Design\*

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

# PGBT East Branch EIS Range of Alternatives

The range of alternatives under consideration includes the No-Build Alternative and two Build Alternatives on new location that extend PGBT from I-30 to I-20.

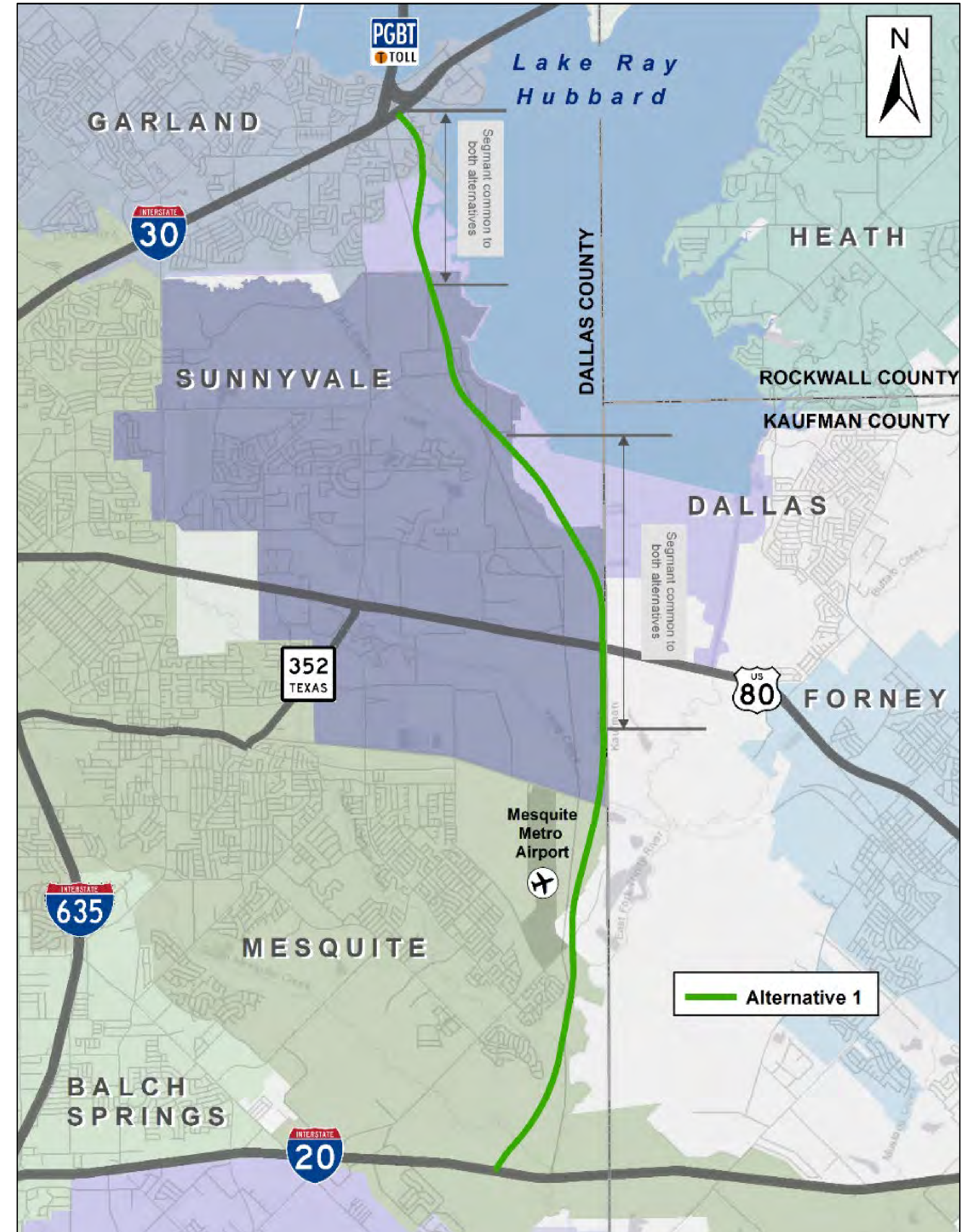
The two Build Alternatives are located in eastern Dallas County and share two common alignment segments. The new location alternatives differ within the Town of Sunnyvale and the City of Mesquite. Modifications may be made to the alignments as the study progresses.



# PGBT East Branch EIS Range of Alternatives

## ALTERNATIVE 1

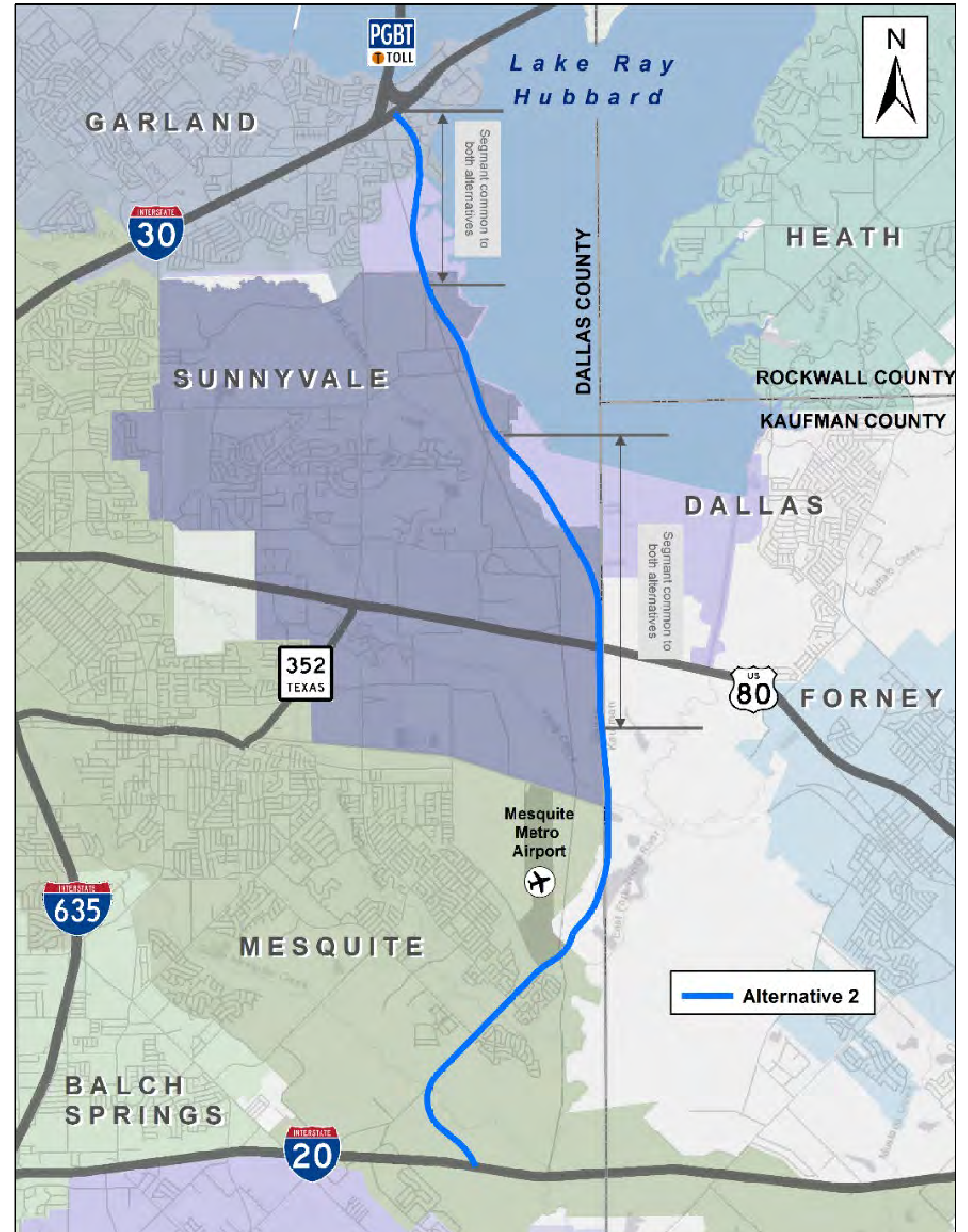
Alternative 1 was supported by the Town of Sunnyvale when the project was developed by TxDOT as SH 190. Alternative 1 includes a below-grade section within the Town of Sunnyvale and a bridged section within the East Fork Trinity River floodplain in the City of Mesquite.



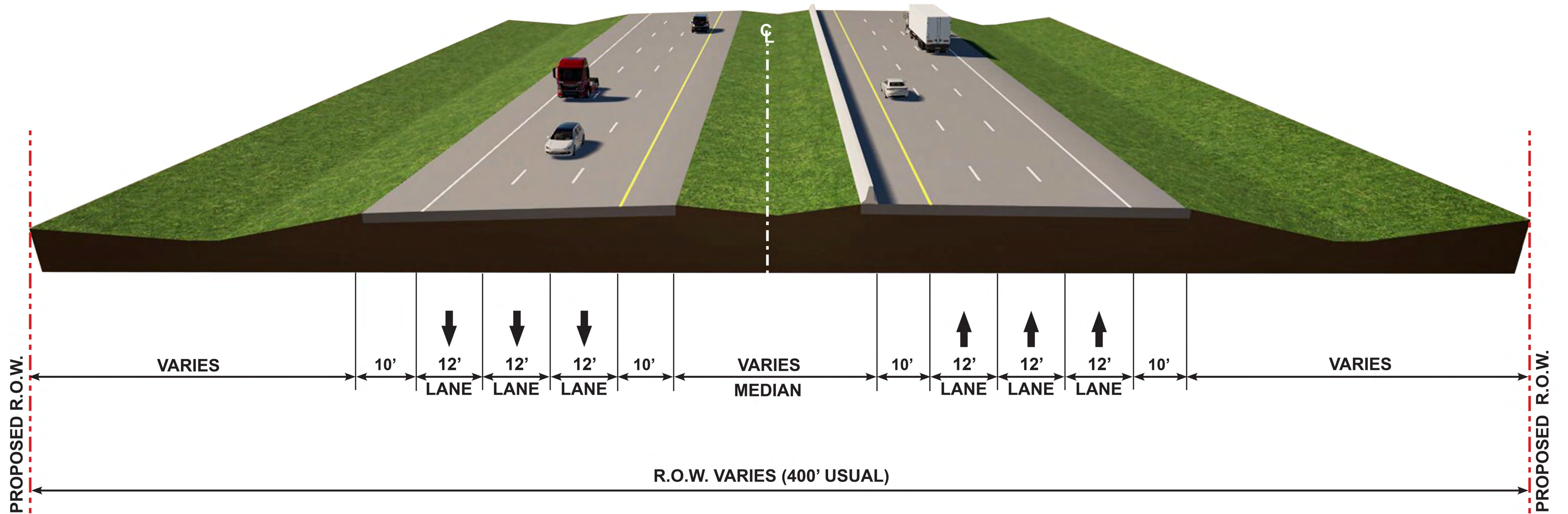
# PGBT East Branch EIS Range of Alternatives

## 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.



# Typical Section – At-Grade Section



VARIES

10'

12'

12'

12'

10'

VARIES  
MEDIAN

10'

12'

12'

12'

10'

VARIES

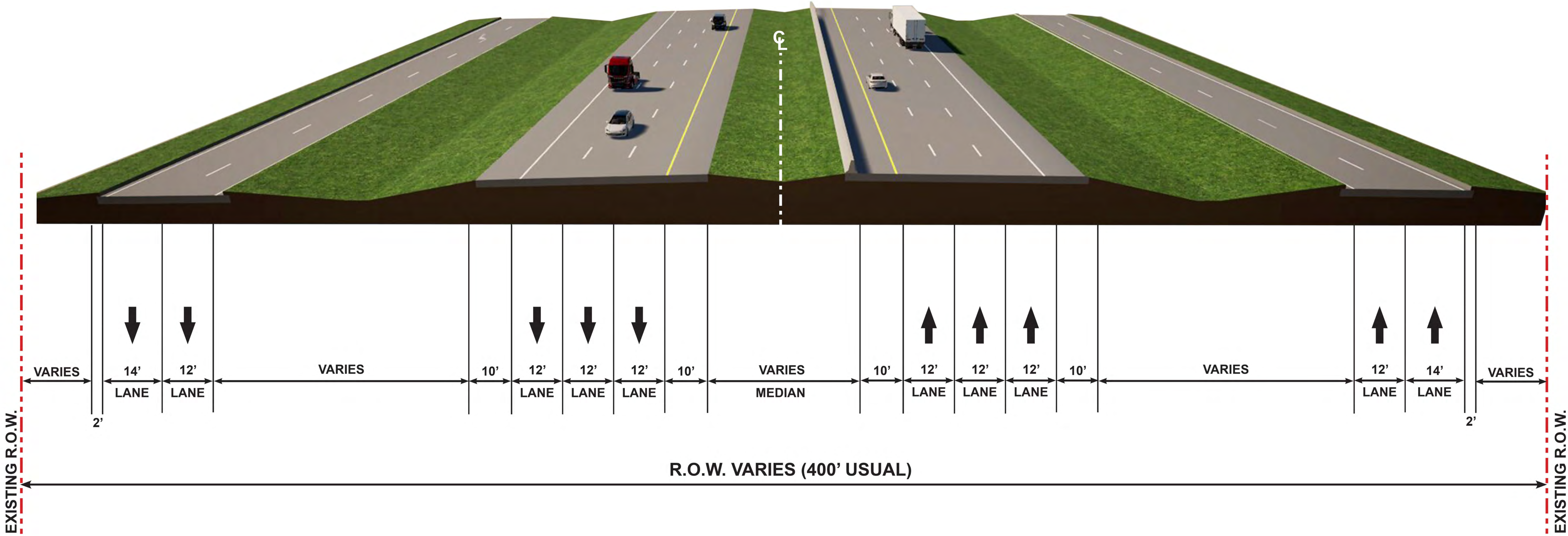
R.O.W. VARIES (400' USUAL)

PROPOSED R.O.W.

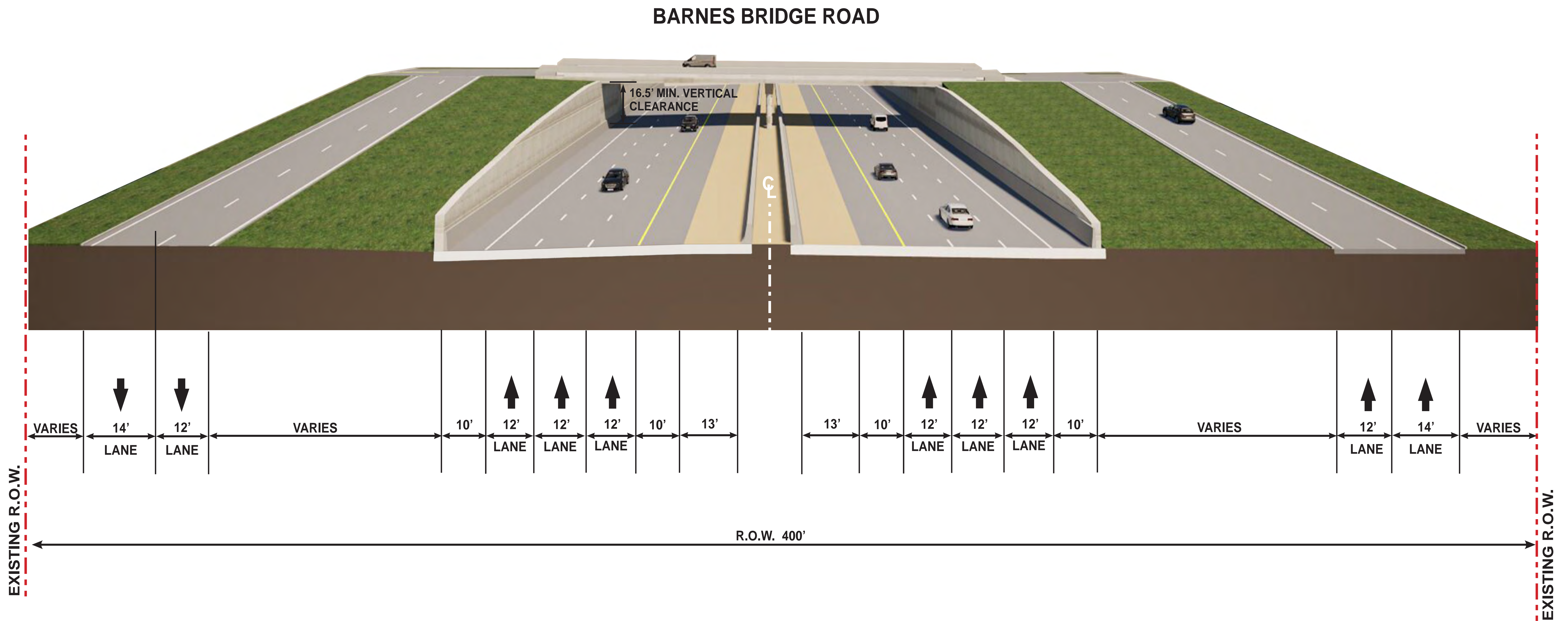
PROPOSED R.O.W.



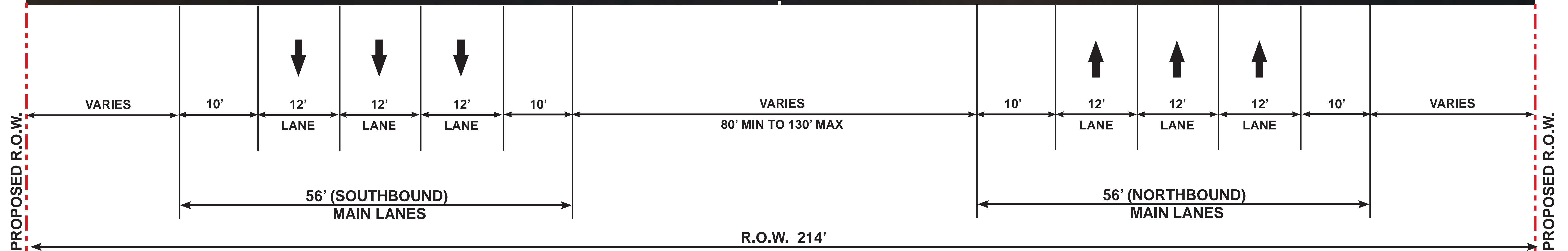
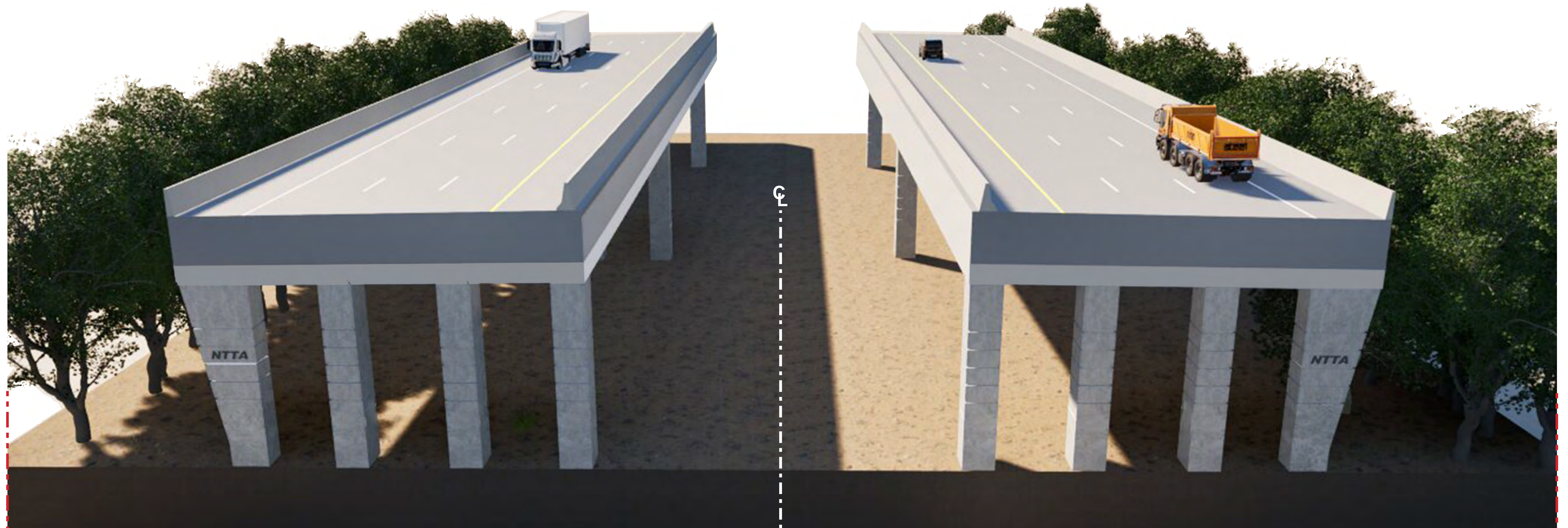
# Typical Section – At-Grade with Frontage Roads



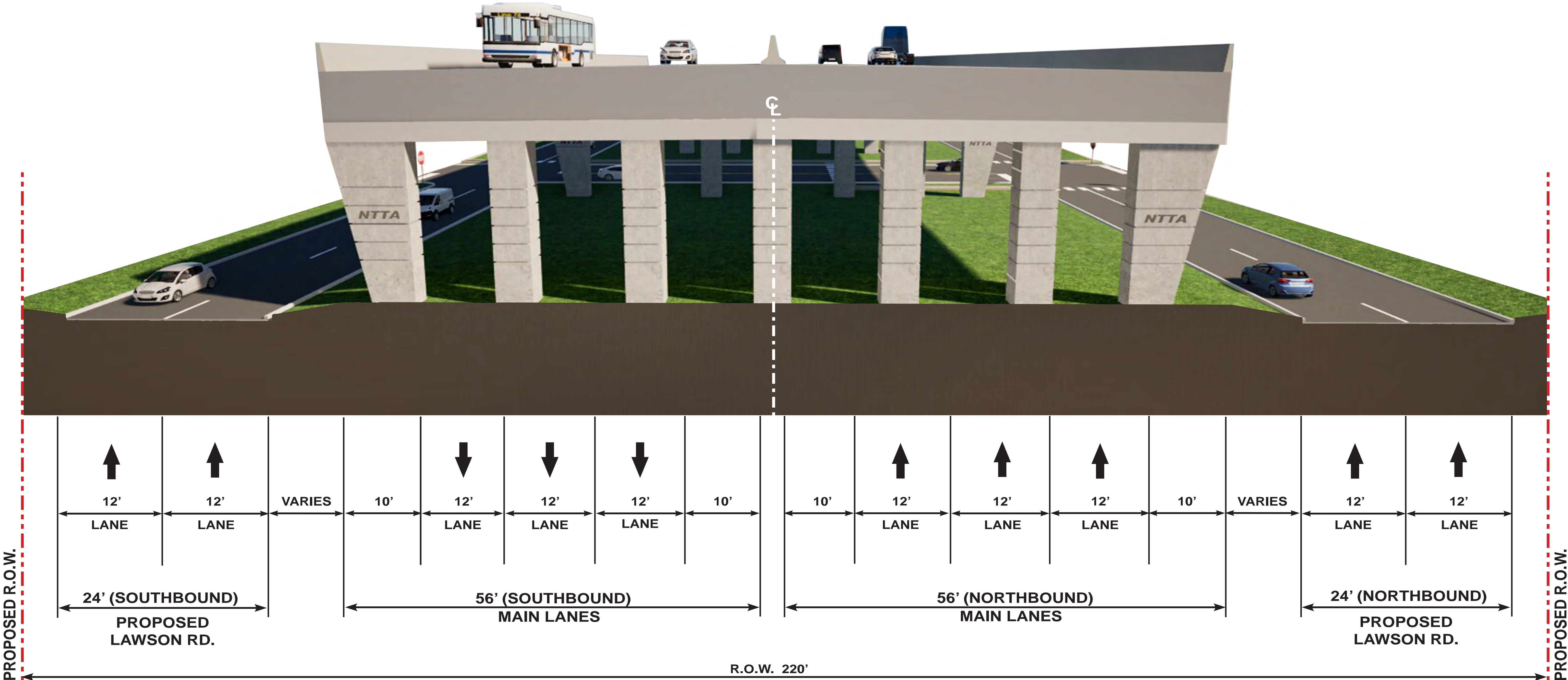
# Typical Section – Depressed Mainlane Section



# Typical Section – Bridged Section



# Typical Section – Lawson Road Section



# FEEDBACK REQUEST – WE WANT TO HEAR FROM YOU!

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

Comments can include your thoughts on:



The Purpose and Need



The Range of Alternatives



The Project Methodology



The level of detail for analyzing alternatives



The Project Coordination Plan

# How to Submit Comments

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

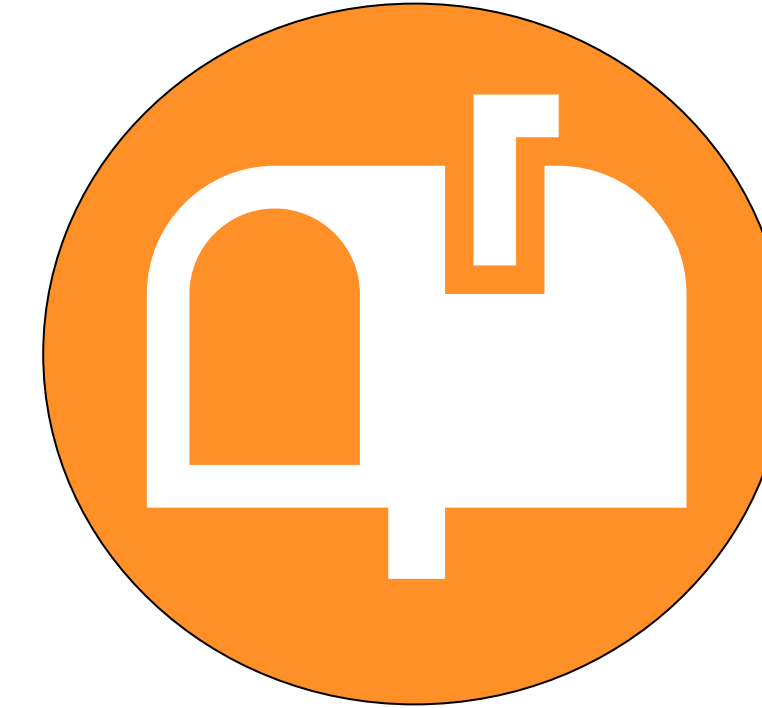
Comments must be received or postmarked on or before Thursday, September 19, 2024, to be included in the Public Scoping Meeting Summary.



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



Email  
Jhancock@NTTA.org



Mail Comments  
NTTA  
Attn: Craig Hancock, P.E.  
PO Box 260928  
Plano, TX 75026



Voicemail  
(945) 766-0668

# Project Information

---

**Please scan the QR Code below to access the  
PGBT East Branch Project Information**

---



**Project Website:**

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