



Finding of No Significant Impact for a FHWA Project

Proposed Action: SH 310 and IH 45 (S.M. Wright, Phase IIB)

Project Limits: SH 310 from Pennsylvania Avenue to north of Al Lipscomb Way; and IH 45 from Lenway Street to Good Latimer

City: Dallas

County: Dallas

State: Texas

TxDOT CSJ(s): 0092-01-059 & 0092-14-088

In accordance with 23 CFR Section 771.119 and Section 771.121, the Texas Department of Transportation (TxDOT) has determined that SH 310 and IH 45 (S.M. Wright, Phase IIB) will not have a significant impact on the human or natural environment.

This Finding of No Significant Impact (FONSI) for the Preferred Alternative is based on the final Environmental Assessment dated March 2017 and the entire project record. This decision documents the selection of the Build Alternative presented in the final EA as the Preferred Alternative, which is described as:

The build alternative will reconstruct the existing freeway-to-freeway connections between S.M. Wright Parkway and IH 45 north of MLK Boulevard to achieve greater connectivity with major IH 45 cross streets. This alternative will realign S.M. Wright Parkway to connect exclusively to Cesar Chavez Boulevard between Pennsylvania Avenue and Al Lipscomb Way. The existing direct connect ramps (northern half-diamond interchange serving MLK Boulevard and S.M. Wright Parkway) will be relocated to connect to a new at grade intersection with MLK Boulevard and the proposed extension of the IH 45 frontage roads. In addition, the project will construct a new southern half-diamond interchange serving Al Lipscomb Way, which overlaps the aforementioned northern half-diamond. The southern half-diamond will be comprised of a new northbound exit ramp from IH 45 to Al Lipscomb Way and a new southbound entrance ramp from Al Lipscomb Way to IH 45. A full diamond interchange at MLK Boulevard or Al Lipscomb Way would be desirable; however, a full diamond was not possible due to the geometric constraints of the area. The configuration comprised of two half-diamond interchanges will substantially improve connections between IH 45 and major cross streets in the project area. The configuration will also provide the desired access that the local community requested during the June 2013 public hearing for S.M. Wright Project Phases I and II, to which TxDOT committed to pursue.

A Section 4(f) Programmatic Evaluation was completed for the adverse effect to the S.M. Wright Freeway Bridge System and approved on March 17, 2017.

A Notice of Availability of the draft EA was issued on November 13, 2016.

A public hearing for this project was held on December 15, 2016.

The Final EA includes the programmatic historic bridge coordination completed after the public hearing and a summary of the hearing and comments received from the public.

Public Hearing Documentation has been prepared and is available for review on request.

The final EA and reports contained in the file of record have been independently evaluated by TxDOT and determined to adequately and accurately discuss the need, purpose, alternatives, environmental issues, impacts of the proposed project, and appropriate mitigation measures. These documents provide sufficient evidence and analysis for determining that preparation of an Environmental Impact Statement is



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not required. These documents are incorporated by reference into this decisional document.

Based upon TxDOT's review and consideration of the analysis and evaluation contained in the EA for this project, and after careful consideration of all social, economic, and environmental factors, including input from the public involvement process, TxDOT hereby issues this Finding of No Significant Impact for the SH 310 and IH 45 (S.M. Wright, Phase IIB) project from SH 310: from Pennsylvania Avenue to north of Al Lipscomb Way and IH 45 from Lenway Street to Good Latimer Expressway.

TxDOT will ensure adherence and completion of all project commitments described in the final EA March 2017 Section 8.0. TxDOT will ensure that any and all local, state, or federal permit requirements and conditions are met and otherwise complied with.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

TxDOT Environmental Affairs Division Director

3/30/17

Date