

## DRAFT FINDING OF NO SIGNIFICANT IMPACT

### SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT STATE HIGHWAY 183 BRIDGE OVER THE ELM FORK OF THE TRINITY RIVER DALLAS FLOODWAY, DALLAS COUNTY, TEXAS

**Description of Action.** The United States Army Corps of Engineers (USACE) evaluated a Texas Department of Transportation (TxDOT) 33 U.S.C. Section 408 request for proposed construction of State Highway (SH) 183 Bridge over the Elm Fork of the Trinity River (crossing between the Northwest Levee within the City of Irving and the East Levee within the City of Dallas), Dallas Floodway, Dallas County, Texas. The Section 408 request included National Environmental Policy Act (NEPA) compliance coverage under the Programmatic Environmental Assessment (PEA) for Civil Works Minor Section 408 NEPA Compliance dated April 11, 2011, with a Finding of No Significant Impact (FONSI) signed April 15, 2011. Due to riparian woodland impacts, a Supplemental Environmental Assessment (SEA) was prepared to address impacts not disclosed in the PEA and to satisfy NEPA requirements.

**Anticipated Environmental Effects.** The SEA considers two alternatives, the no-action alternative and the proposed action alternative. The proposed action alternative includes the addition of general purpose lanes, frontage roads, and high occupancy vehicle/managed lanes constructed in phases. Specifically, base project improvements consist of constructing a new parallel bridge structure along the westbound side of the existing bridge. Additional construction components include separate bridge structures for the eastbound main lanes and frontage roads, an elevated bridge structure for the eastbound managed lanes, as well as a new bridge structure for the westbound frontage roads. The proposed action also includes the removal and relocation of associated transmission towers and billboards.

Several mitigation measures are proposed for the effects the project would have on the 100-year and Standard Project Flood (SPF) water surface elevations and valley storage capacity in the Dallas Floodway. These measures consist of an earthen berm, placing rip-rap on and extending the East levee toe, and excavation within the Dallas Floodway. The earthen berm (6-ft wide and 5-ft tall) would be constructed between the upstream edge of the SH 183 Bridge deck and the proposed ROW. The proposed berm would be parallel to the proposed bridge and located within the overbanks of the Dallas Floodway. In addition, the riverside toe of the East Levee would be extended using a 4:1 slope and armored with smooth concrete riprap. The earthen berm and levee extension is necessary to compensate for a small rise in the water elevations for the 100-year flood and SPF downstream of the proposed project. To compensate for the loss of valley storage upstream due to the number of columns being placed within the Dallas Floodway, the area below the bridges within the overbanks would be excavated to a depth of approximately 5.5 feet.

The levees do not allow for permanent excavation within 200-feet of the existing toe of the levee. Therefore, a 200-foot buffer from the toe of the levees towards the Trinity River will be left unexcavated. The proposed action will be completed using a design-build contractor who will complete detailed design for USACE review prior to construction to ensure the action remains compliant with NEPA compliance documentation and all applicable 408 Permit stipulations and requirements. The proposed construction would also be phased within an undetermined timeframe depending on availability of funding. In accordance with Council on Environmental Quality's regulations under C.F.R. Title 40 Part 1502.9, TxDOT may be required to supplement the SEA depending on changes in the design of the proposed action and/or new or unforeseen circumstances or environmental concerns.

No significant adverse direct, indirect or cumulative impacts to the human, cultural, and natural environment associated with implementation of the proposed action are identified for all phases of the proposed action. The placement of temporary or permanent dredge or fill material in waters of the U.S., including wetlands, would be authorized by Regional General Permit 12 (RGP-12), *Modifications and Alterations of Corps of Engineers Projects*. Impacts to the riparian woodland present along the Elm Fork Trinity River would be minimal and would not require woodland mitigation.

**Conclusions.** Based on a review of the information contained in the SEA, it is determined that the implementation of the proposed action is not a major federal action, which would significantly affect the quality of the human environment within the meaning of Section 102(2)(c) of the National Environmental Policy Act of 1969, as amended. Therefore, the preparation of an Environmental Impact Statement is not required.

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Colonel, U.S. Army  
Commanding

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