

IH 10 and FM 3180

Environmental Narrative Attachment

There is no attachment. No environmental documentation is available.

IH 10 and FM 3180

Natural/Cultural Resources

The environmental process for compliance with the National Environmental Policy Act of 1969, as amended is incomplete. A limited reconnaissance including the local knowledge of the TxDOT Area Engineer for Chambers County and a review of readily available desktop data by TxDOT Beaumont District environmental staff revealed that an Environmental Assessment would be prepared to identify potential social, economic, and environmental issues and assess the impacts of the project. As a minimum, the No Build and the Build scenario will be evaluated. The No-Build scenario would not have the impacts of the Build scenario; however, the No-Build scenario is anticipated to have a negative impact as traffic increases and FM 3180 becomes more congested. The Build scenario is expected to improve mobility and safety. For a Build scenario, it is anticipated that a Section 404 Individual Permit issued by the U.S. Army Corps of Engineers would be required and the TCEQ Texas Pollutant Discharge Elimination System Construction General Permit would be applicable.

IH 10 AND FM 3180

Project Purpose

The proposed project improves mobility and reduces congestion by constructing IH 10 over FM 3180 and widening FM 3180 to four travel lanes with a center turn lane, providing additional travel lanes of consistent width (12 feet) and enhances the safety of the travelling public by providing a continuous paved shoulder (10 feet wide).

Project Need

IH 10 and FM 3180

FM 3180 is a two-way, two-lane rural roadway. This facility is insufficient for the travel demand during peak periods and offers limited refuge for disabled vehicles (i.e., mechanical breakdowns, etc.). For the project limits of FM 3180, south to FM 565, the roadway lacks geometric uniformity and consists of a travel lane width that varies between 11 feet and 12 feet. Although minor pavement widening has occurred in some locations to preserve the edge of pavement, the roadway in general is adjacent to Eagle Drive, a recently improved roadway that consist of four lanes with turn lanes. The segment of FM 3180 south of the project consists of two lanes of travel but is proposed to be improved to four lanes with a continuous center turn lane. The current roadside ditches have front and back slopes that exceed 3H:1V. FM 3180 links Mont Belvieu, Cove, and Beach City. The adjacent land use is primarily residential with some commercial developments. The development of new and expanding residential subdivisions along this route is occurring and expected to continue. Commercial development is continuing as well. The travel demand is approaching or exceeding the roadway capacity for both a.m. and p.m. daily commute periods. Truck traffic volume is increasing. Congestion is expected to increase and impair the mobility and safety of the travelling public along this route.

IH 10 AND FM 3180

Public Involvement

Proposed as an added capacity project and developing an Environmental Assessment, as a minimum, TxDOT Beaumont District would afford the opportunity of a public hearing.