US Army Corps of Engineers ®
Fort Worth District

Public Notice

Applicant: The City of Fort Worth

Permit Application No.: SWF-2012-00441

Date: January 31, 2014

The purpose of this public notice is to inform you of a proposal for work in which you might be interested. It is also to solicit your comments and information to better enable us to make a reasonable decision on factors affecting the public interest. We hope you will participate in this process.

Regulatory Program

Since its early history, the U.S. Army Corps of Engineers has played an important role in the development of the nation's water resources. Originally, this involved construction of harbor fortifications and coastal defenses. Later duties included the improvement of waterways to provide avenues of commerce. An important part of our mission today is the protection of the nation's waterways through the administration of the U.S. Army Corps of Engineers Regulatory Program.

Section 10

The U.S. Army Corps of Engineers is directed by Congress under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) to regulate *all work or structures in or affecting the course, condition or capacity of navigable waters of the United States.* The intent of this law is to protect the navigable capacity of waters important to interstate commerce.

Section 404

The U.S. Army Corps of Engineers is directed by Congress under Section 404 of the Clean Water Act (33 USC 1344) to regulate the *discharge of dredged and fill material into all waters of the United States, including wetlands.* The intent of the law is to protect the nation's waters from the indiscriminate discharge of material capable of causing pollution and to restore and maintain their chemical, physical and biological integrity.

Contact

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Phone Number: 817-886-1738

JOINT PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT

AND

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

SUBJECT: Application for a Department of the Army Permit under Section 404 of the Clean Water Act (CWA) and for water quality certification under Section 401 of the CWA to discharge dredged and fill material into waters of the United States associated with the proposed Park Vista Boulevard Project, located in the city of Fort Worth, Tarrant County, Texas.

APPLICANT: City of Fort Worth

APPLICATION NUMBER: SWF-2012-00441

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LOCATION: The proposed Park Vista Boulevard project is being constructed in two phases. The first phase is split into the Current Park Vista section and the Current Park Vista North section. The Current Park Vista section is located between the Ray White Rd and Wyndrook Street intersection and Golden Triangle Boulevard, city of Fort Worth, Tarrant County, Texas. The Current Park Vista North section is located between Golden Triangle Boulevard and Keller Hicks Road, city of Fort Worth, Tarrant County, Texas. The second phase known as the Future Park Vista Boulevard is located between the Ray White Rd and Wyndrook Street intersection and Heritage Trace Parkway, city of Fort Worth, Tarrant County, Texas. The proposed project would be located approximately at N 32.927593˚ latitude; W -97.272650˚ longitude within the Keller 7.5-minute USGS quadrangle map in the Big Bear Creek USGS Hydrologic Unit 120301020703.

OTHER AGENCY AUTHORIZATIONS: State Water Quality Certification

PROJECT DESCRIPTION: The applicant proposes to discharge approximately 3,113 cubic yards of dredged and fill material into approximately 1.198 acres (1,272 lf) of waters of the United States (WOUS) in conjunction with the construction of the proposed Current Park Vista Boulevard Project (Phase 1). Total proposed impacts to waters of the U.S. include the direct and permanent impacts to 0.90-acre of non-forested wetlands, 0.04-acre of open waters (on-channel pond), 1,573 lf (0.239-acre) of intermittent stream, and 408 lf (0.02-acre) of ephemeral stream. The Future Park Vista Boulevard phase is in preliminary design and planning stages and therefore, is not being proposed for construction at this time. However, the applicant has made a conservative estimate on the potential impacts for the Future Park Vista Boulevard phase, which would include approximately 0.14 acres of non-forested wetlands and 869 lf (0.06 acre) of ephemeral stream.

I. INTRODUCTION: The City of Fort Worth is proposing to construct a 4 lane roadway with associated right of way. The applicant's stated purpose for the project is to help aid with the current and projected public roadway congestion in and around the vicinity of the entire proposed project area (Heritage Trace Parkway to Keller Hicks Road). The proposed roadway is proposed to help traffic move more smoothly north and south along Park vista Boulevard. Current traffic conditions force traffic eastbound or westbound before continuing north or south along Park Vista Boulevard. The proposed roadway is included in the City of Fort Worth's master thoroughfare plan (MTP. As part of the MTP, the proposed roadway has proposed intersections at Ray White Road, Golden Triangle Boulevard, and Keller Hicks Road. The proposed roadway is predicted to accommodate current traffic congestion as well as the predicted added traffic from the increasing residential and commercial developments in the area.

The proposed roadway and associated infrastructure would include the construction of two 12'x4' box culverts that will be constructed beneath the proposed roadway for approximately 1,300 lf and a bridge that will span Big Bear Creek. The bridge construction would include support columns, rip rap, and additional fill material for the bridge embankment areas. North of Golden Triangle Boulevard, four 9'x4' concrete box culverts will be installed to convey flow in the unnamed tributary to Big Bear Creek.

II. EXISTING CONDITIONS: The general topography within the proposed Current Park Vista section is gently sloping and ranges from approximately 690 to 730 feet above mean sea level. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map shows that a portion of this proposed section is mapped within the 100-year floodplain. The National Wetland Inventory (NWI) Map shows the historical presence and route of Big Bear Creek. The general topography within the proposed Current Park Vista North section is nearly level with an elevation of approximately 550 feet above mean sea level. The FEMA Flood Insurance Rate Map shows that a portion of the proposed project area is mapped within the 100-year floodplain. The general topography of the proposed Future Park Vista section is rolling with an elevation ranging from approximately 720 feet to 770 feet above mean sea level. No portion of this project area is within the 100-year or 500-year floodplain.

According to the Soil Survey of Tarrant County 12 soil series are located within the proposed project area: Burleson clay (0 to 1 percent slopes), Leson clay (1 to 3 percent slopes), Frio silty clay (frequently flooded), Lindale clay loam (1 to 3 percent slopes), Slidell clay (0 to 1 percent slopes), Slidell clay (1 to 3 percent slopes), Ponder clay loam (1 to 3 percent slopes), Gasil fine sandy loam (1 to 3 percent slopes), Gasil fine sandy loam (3 to 8 percent slopes), Rader fine sandy loam (0 to 3 percent slopes), Birome-Aubrey-Rayex land complex (5 to 15 percent slopes), and Wilson clay loam (0 to 2 percent slopes).

The entire project area (from Heritage Trace Parkway to Keller Hicks Road) contains three intermittent streams (Big Bear Creek and two intermittent tributaries to Big Bear Creek), three herbaceous wetlands (one is a complex of wetland and ephemeral stream), 5 ephemeral streams, and one on-channel pond .

In the Current Park Vista Boulevard section, there is approximately 981 lf of an intermittent stream (Big Bear Creek), 162 lf of an unnamed intermittent tributary to Big Bear Creek, and 408

lf of ephemeral stream segments inter-mingled within the 0.90-acre herbaceous wetland complex. Big Bear Creek flows from the west to the east through the project site. The un-named intermittent tributary of Big Bear Creek flows from south to north, originating from the terminus of the wetland complex and terminating into Big Bear Creek. The three stream segments that constitute the 408 lf ephemeral stream flow generally from south to north through the herbaceous wetland complex. The wetland complex receives its hydrology from the south and consists of cattail (*Typha latifolia*), barnyard grass (*Echinochloa crus-galli*), and spikerush (*Eleocharis sp*.).

In the Current Park Vista Boulevard North section, there is approximately 0.04-acre of open water (on-channel pond), and 701 lf of intermittent stream. The intermittent stream flows from the north to south, originating just northwest of the on-channel pond and terminating into Big Bear Creek.

In the Future Park Vista Boulevard section, there is approximately 781 lf of ephemeral stream (S-1), 88 lf of ephemeral stream (S-2), 0.074 acre of non-forested wetland and 0.066-acre of non-forested wetland. The ephemeral streams flow north through the wetlands, located along the roadside, through the culvert that is located under Ray White Road, and then connecting to the stream and wetland complex located within the Current Park Vista Boulevard section.

III. ADVERSE IMPACTS TO WOUS: The proposed culverts, site grading, bridge embankments, and roadway construction within the entire project area (Heritage Trace Parkway to Keller Hicks Road) will result in the placement of approximately 3,113 cubic yards of fill material into 0.90- acre of non-forested wetlands, 0.04-acre of open waters (on-channel pond), 1,573 lf (0.239-acre) of intermittent stream, 408 lf (0.02-acre) of ephemeral stream, 0.14 acres of non-forested wetlands, and 869 lf (0.06 acre) of ephemeral stream. Please note that because the Future Park Vista Boulevard section is still in the planning and design stages, an estimate for cubic yardage of fill has not been estimated, and therefore is not included in the above approximation for fill placed within the entire project area.

IV. APPLICANTS ALTERNATIVES: The applicant has provided an initial alternatives analysis that includes three proposed alternatives. The applicants preferred alternative (Alternative 1) is designed to connect Ray White Road and Golden Triangle Boulevard directly without any s-curves. This alternative would impact all WOUS within the project area. The applicant's preferred alternative incorporates two pedestrian hiking trails, located beneath the proposed bridge that is to span Big Bear Creek. The trails will be part of a trail system constructed by the City of Keller that will connect park areas. In order to accommodate the trails, the bridges must have ten feet of clearance from the ground to the bottom of the bridge. The bridge also has clearance restrictions for the overhead utility lines that lie within the project area. The tallest part of the bridge must be 30 feet below the overhead lines. In order to meet both the under and above clearance restrictions, the bridge is being designed in a way that will require re-routing 981 lf of Big Bear Creek. The applicant believes this is the only alternative that meets the purpose and need of the project.
The Shifted Alternative (Alternative 2) would shift the proposed Park Vista Boulevard to the west of the WOUS, therefore avoiding impacts to the 0.9-acres of wetlands and inter-mingled ephemeral stream. Shifting the proposed right-of-way to the west would create two intersections in the immediate area due to the s-curve created by this design. Both intersections would require

traffic signals, or at the very least stop signs. This would create additional congestion on both Park Vista Boulevard and Ray White Road. The applicant conducted a traffic study comparing a single intersection (Alternative 1) versus a double intersection (Alternative 2). In order to compare the two alternatives, Synchro and Slim Traffic software were used to model delays and stops respectively. In addition, SlimTraffic also modeled the amount of emissions produced while stopped at each intersection. In this study it was found that the double intersection design would not only increase delay by lover 200% but would also cause almost twice as many stops resulting in carbon monoxide increases that are almost 25% higher than that found in the single intersection design. This trend was found to occur not only in morning peak times but also in the evening traffic as well. These findings can be further evaluated in Table 1 and Table 2 (see attached Exhibits).Under this alternative, the applicant considered shifting the bridge to the west to avoid and minimize impacts to Big Bear Creek. An existing overhead utility tower creates an obstacle and, as with the proposed alternative, a bridge crossing at the existing Big Bear Creek channel would not allow enough clearance for both the trails under the bridge and transmission lines over the bridge. The applicant also considered shifting the proposed roadway to the west in the Current Park Vista Boulevard North section to avoid impacts to WOUS, but this would have impacted an existing farmstead and a large on-channel pond. The applicant believes this alternative does not meet the purpose and need of this project, would not fit within the city's master thoroughfare plan (MTP), would impact an existing farmstead, and would create safety concerns due to the dangerous s-curve that would need to be constructed to the west to avoid impacts to WOUS.

The No Action Alternative (Alternative 3) would eliminate the construction of the proposed roadway. This would cause traffic to follow the current traffic routes of Ray White Road to North Beach Street or Ray White Road/Alta Vista Road to Golden Triangle Boulevard. This alternative would not impact WOUS. The applicant believes this alternative does not meet the purpose and need of the project and would result in an increase in congestion within the vicinity of the project area.

V. COMPENSATORY MITIGATION: The applicant proposes to compensate for the loss of WOUS with the purchase of mitigation credits from a currently serviceable mitigation bank for all proposed impacts. The specific mitigation bank is to be determined by the applicant.

VI. EXHIBITS:

Exhibit 1: Current Park Vista Boulevard Section; Large-Scale Vicinity Map
Exhibit 2: Current Park Vista Blvd North Section; Large-Scale Vicinity Map
Exhibit 3: Future Park Vista Blvd; Large-Scale Vicinity Map
Exhibit 4: Impacts to WOUS Map
Exhibit 5: Impacts to WOUS Map
Exhibit 6: Future Park Vista Blvd; WOUS Map
Exhibit 7: Current Park Vista Blvd Section; Site Development Plan
Exhibit 8: Current Park Vista Blvd North Section; Site Development Plan
Exhibit 9: Traffic Analysis Table 1 and Table 2

PUBLIC INTEREST REVIEW FACTORS: This application will be reviewed in accordance with 33 CFR 320-332, the Regulatory Program of the U. S. Army Corps of Engineers (USACE), and other pertinent laws, regulations, and executive orders. Our evaluation will also follow the guidelines published by the U. S. Environmental Protection Agency pursuant to Section 404(b)(1) of the CWA. The decision whether to issue a permit will be based on an evaluation of the probable impact, including cumulative impact, of the proposed activity on the public interest. That decision will reflect the national concerns for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including its cumulative effects. Among the factors addressed are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people.

The USACE is soliciting comments from the public; federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the USACE in determining whether to issue, issue with modifications, or conditions, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

STATE WATER QUALITY CERTIFICATION: This project would result in a direct impact of greater than three acres of waters of the state or 1,500 linear feet of streams (or a combination of the two is above the threshold), and as such would not fulfill Tier I criteria for the project. Therefore, Texas Commission on Environmental Quality (TCEQ) certification is required. Concurrent with USACE processing of this Department of the Army application, the TCEQ is reviewing this application under Section 401 of the Clean Water Act, and Title 30, Texas Administrative Code Section 279.1-13 to determine if the work would comply with State water quality standards. By virtue of an agreement between the USACE and the TCEQ, this public notice is also issued for the purpose of advising all known interested persons that there is pending before the TCEQ a decision on water quality certification under such act. **Any comments concerning this application may be submitted to the Texas Commission on Environmental Quality, 401 Coordinator, MSC-150, P.O. Box 13087, Austin, Texas 78711-3087.** The public comment period extends 30 days from the date of publication of this notice. A copy of the public notice with a description of the work is made available for review in the TCEQ's Austin Office. The TCEQ may conduct a public meeting to consider all comments concerning water quality if requested in writing. A request for a public meeting must contain the following information: the name, mailing address, application number, or other recognizable reference to the application; a brief description of the interest of the requestor, or of persons

represented by the requestor; and a brief description of how the application, if granted, would adversely affect such interest.

ENDANGERED AND THREATENED SPECIES: The USACE has reviewed the U.S. Fish and Wildlife Service's latest published version of endangered and threatened species to determine if any species may occur in the project area. The proposed project would be located in Tarrant County where the whooping crane (*Grus americana*) and least tern (*Sterna antillarum)* are known to occur or may occur as migrants. The whooping crane and least tern are endangered species. Our initial review indicates that the proposed work would have no effect on federally-listed endangered or threatened species.

NATIONAL REGISTER OF HISTORIC PLACES: The USACE has reviewed the latest complete published version of the National Register of Historic Places and found no listed properties to be in the project area. However, presently unknown scientific, archaeological, cultural or architectural data may be lost or destroyed by the proposed work under the requested permit.

FLOODPLAIN MANAGEMENT: The USACE is sending a copy of this public notice to the local floodplain administrator. In accordance with 44 CFR part 60 (Flood Plain Management Regulations Criteria for Land Management and Use), the floodplain administrators of participating communities are required to review all proposed development to determine if a floodplain development permit is required and maintain records of such review.

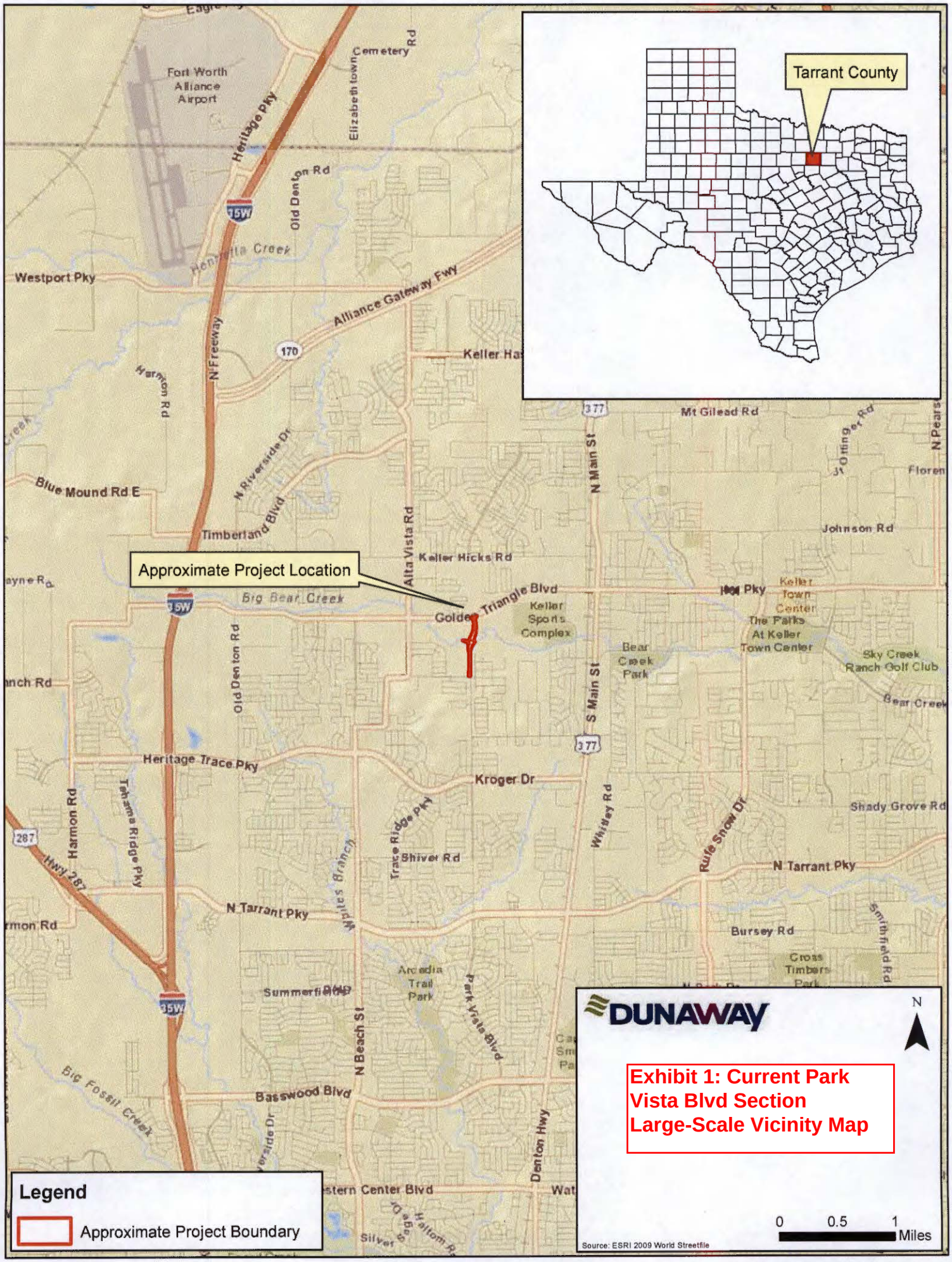
SOLICITATION OF COMMENTS: The public notice is being distributed to all known interested persons in order to assist in developing fact upon which a decision by the USACE may be based. For accuracy and completeness of the record, all data in support of or in opposition to the proposed work should be submitted in writing setting forth sufficient detail to furnish a clear understanding of the reasons for support or opposition.

PUBLIC HEARING: Prior to the close of the comment period any person may make a written request for a public hearing setting forth the particular reasons for the request. The District Engineer will determine whether the issues raised are substantial and should be considered in his permit decision. If a public hearing is warranted, all known interested persons will be notified of the time, date, and location.

CLOSE OF COMMENT PERIOD: All comments pertaining to this Public Notice must reach this office on or before March 3, 2014, which is the close of the comment period. Extensions of the comment period may be granted for valid reasons provided a written request is received by the limiting date. If no comments are received by that date, it will be considered that there are no objections. Comments and requests for additional information should be submitted to ; Regulatory Branch, CESWF-PER-R; U. S. Army Corps of Engineers; Post Office Box 17300; Fort Worth, Texas 76102-0300. You may visit the Regulatory Branch in Room 3A37 of the Federal Building at 819 Taylor Street in Fort Worth between 8:00 A.M. and 3:30 P.M., Monday through Friday. Telephone inquiries should be directed to Ms. Elisha Bradshaw at (817) 886-

1738. Please note that names and addresses of those who submit comments in response to this public notice may be made publicly available.

DISTRICT ENGINEER
FORT WORTH DISTRICT
CORPS OF ENGINEERS



DALP Project # B000077.001

SWF-2012-00441
PN issued January 31, 2014

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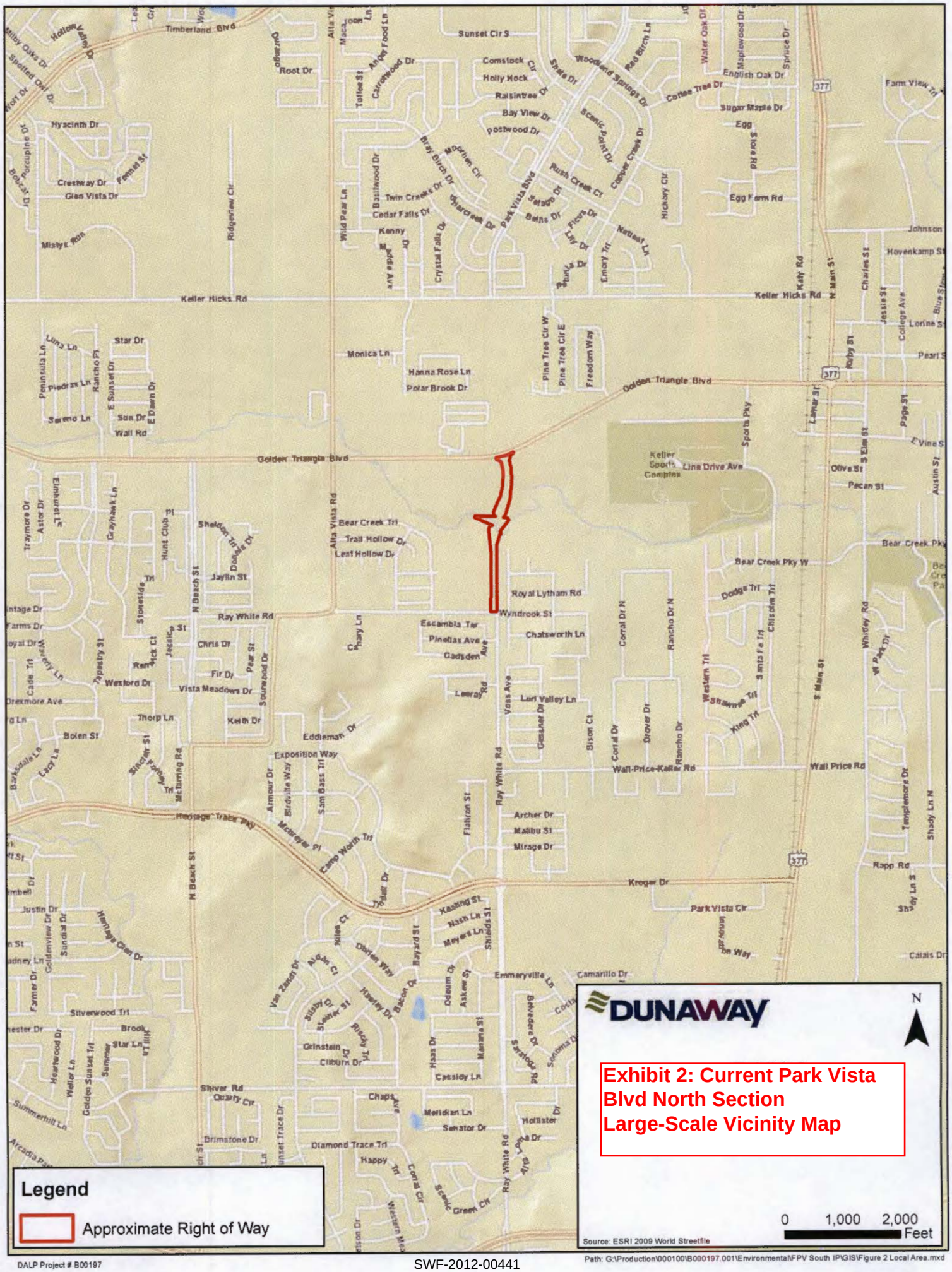

DALP Project # B00197

SWF-2012-00441
PN issued January 31, 2014

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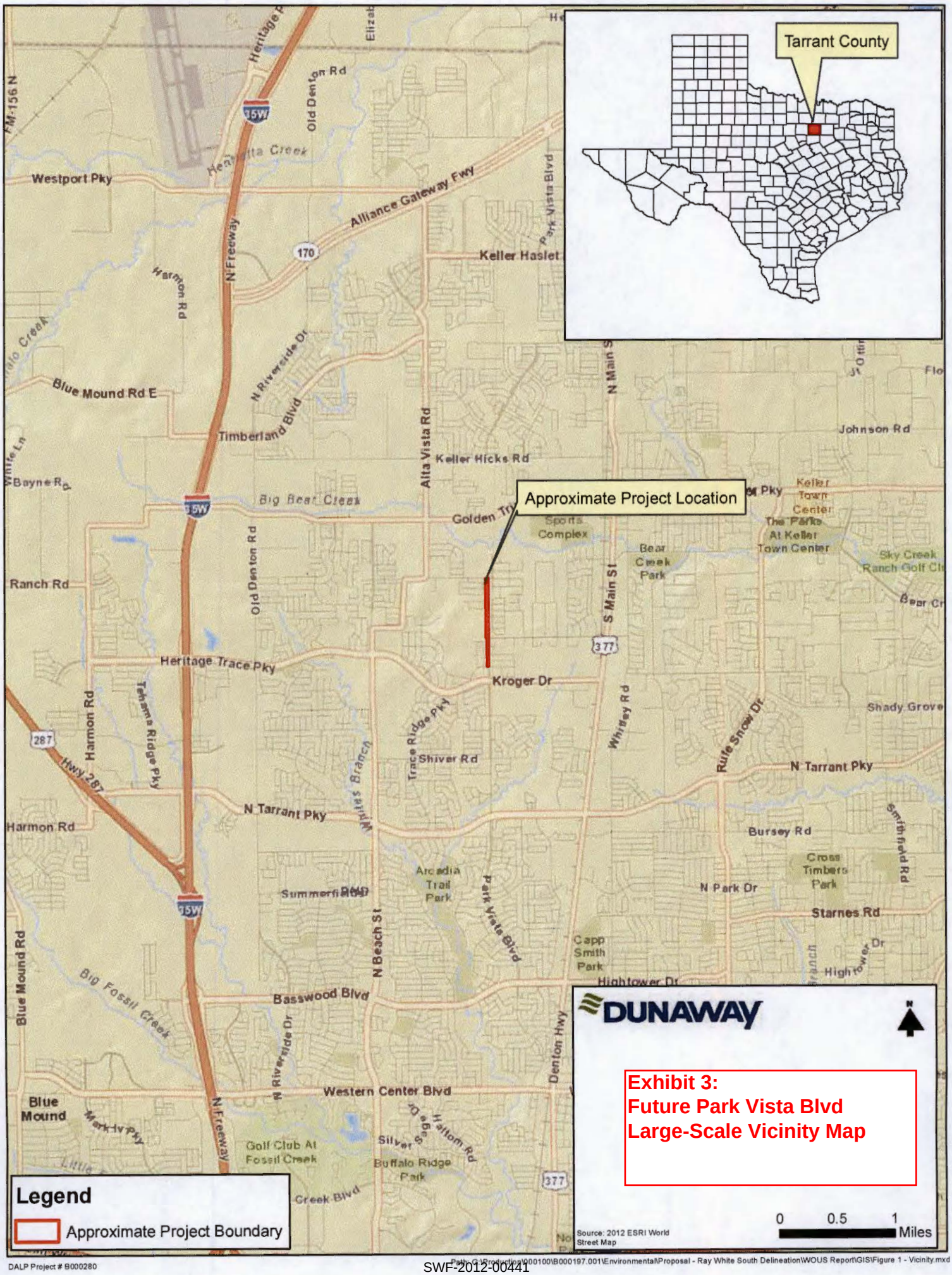
Tarrant County
Approximate Project Location
Legend
Approximate Project Boundary
DUNAWAY
Exhibit 3:
Future Park Vista Blvd
Large-Scale Vicinity Map
0 0.5 1 Miles
Source: 2012 ESRI World Street Map
Westport Pky
Alliance Gateway Fwy
Keller Haslet
Blue Mound Rd E
Timberland Blvd
Keller Hicks Rd
Johnson Rd
Ranch Rd
Heritage Trace Pky
Kroger Dr
Shady Grove
N Tarrant Pky
Bursey Rd
Starnes Rd
Hightower Dr
Basswood Blvd
Western Center Blvd
Harmon Rd
Blue Mound Rd
Big Fossil Creek
Big Bear Creek
Old Denton Rd
N Freeway
S Main St
N Main St
Alta Vista Rd
Whitley Rd
Trace Ridge Pky
Shiver Rd
N Beach St
Park Vista Blvd
N Riverside Dr
Denton Hwy
Golf Club At Fossil Creek
Buffalo Ridge Park
Bear Creek Park
Cross Timbers Park
Capp Smith Park
Arcadia Trail Park
Sports Complex
Keller Town Center
The Parks At Keller Town Center
Sky Creek Ranch Golf Cl
Bear Cr
Smithfield Rd
Rule Snow Dr
N Park Dr
Hwy 287
Tehama Ridge Pky
Mark IV Pky
Bayne Rd
Summerfield
Heritage P
Elizab
Old Denton Rd
FM-156 N
Henrietta Creek
Harmon Rd
Big Bear Creek
Golden Tr
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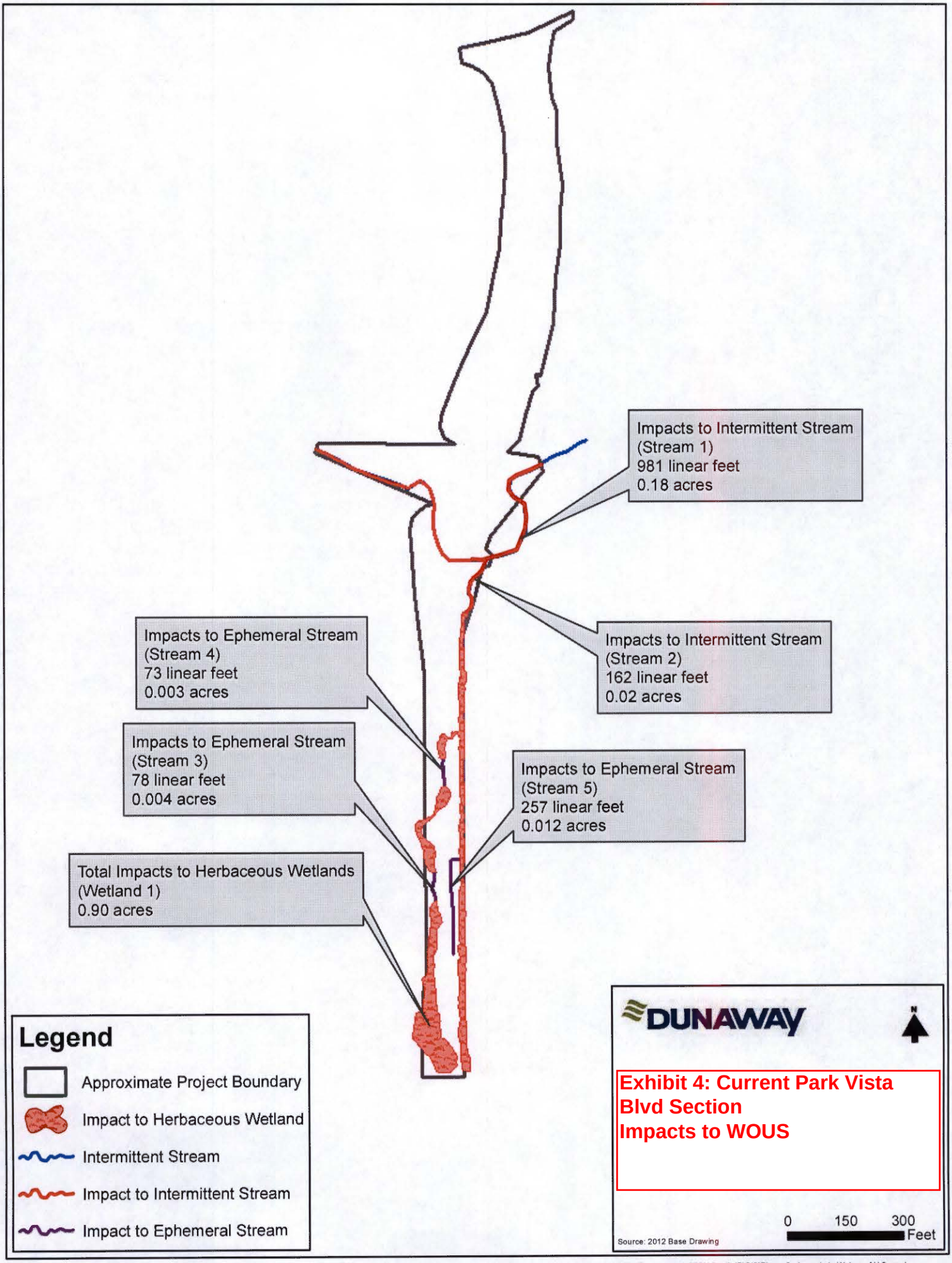

DALP Project # B000197.001

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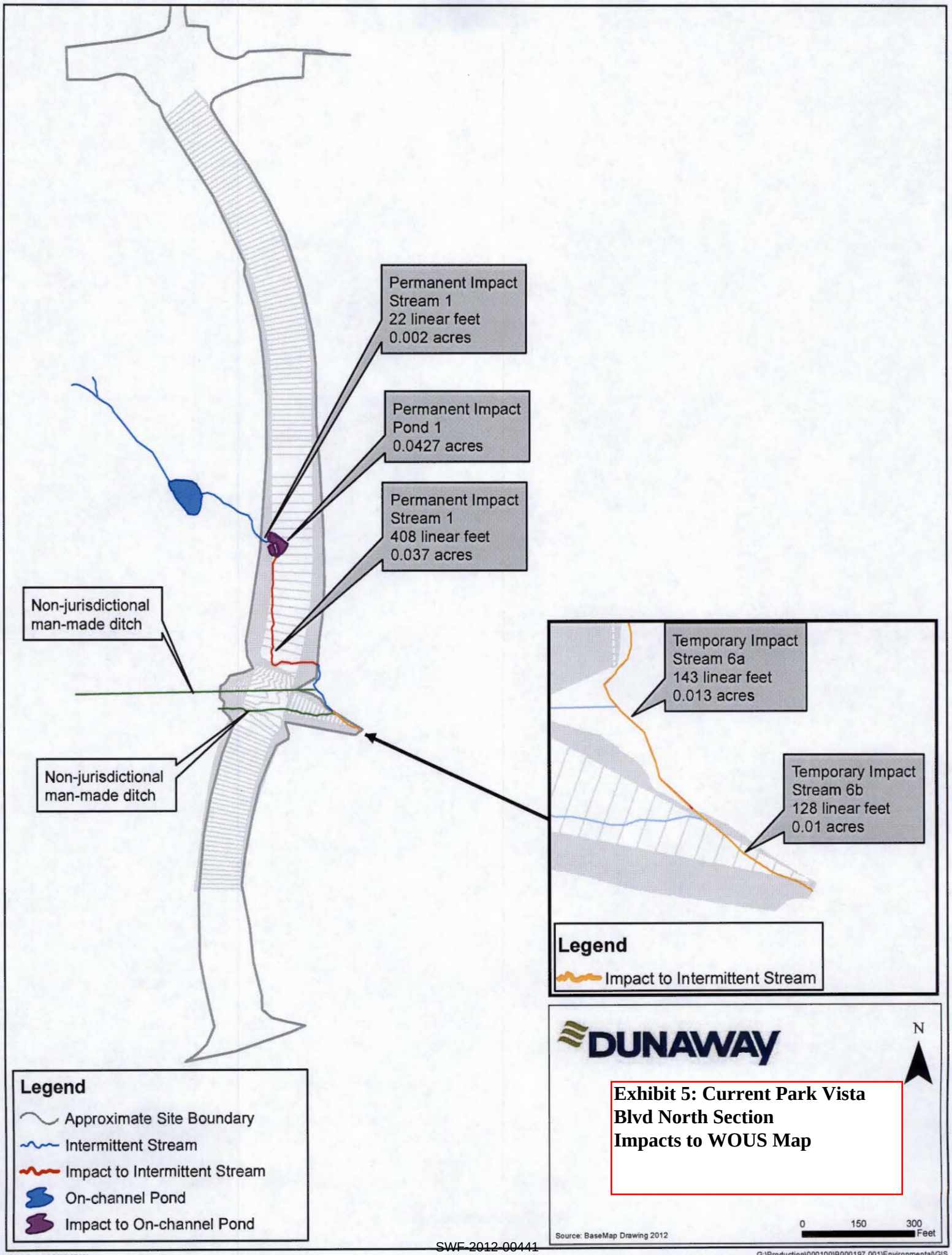

Exhibit 5: Current Park Vista Blvd North Section Impacts to WOUS Map

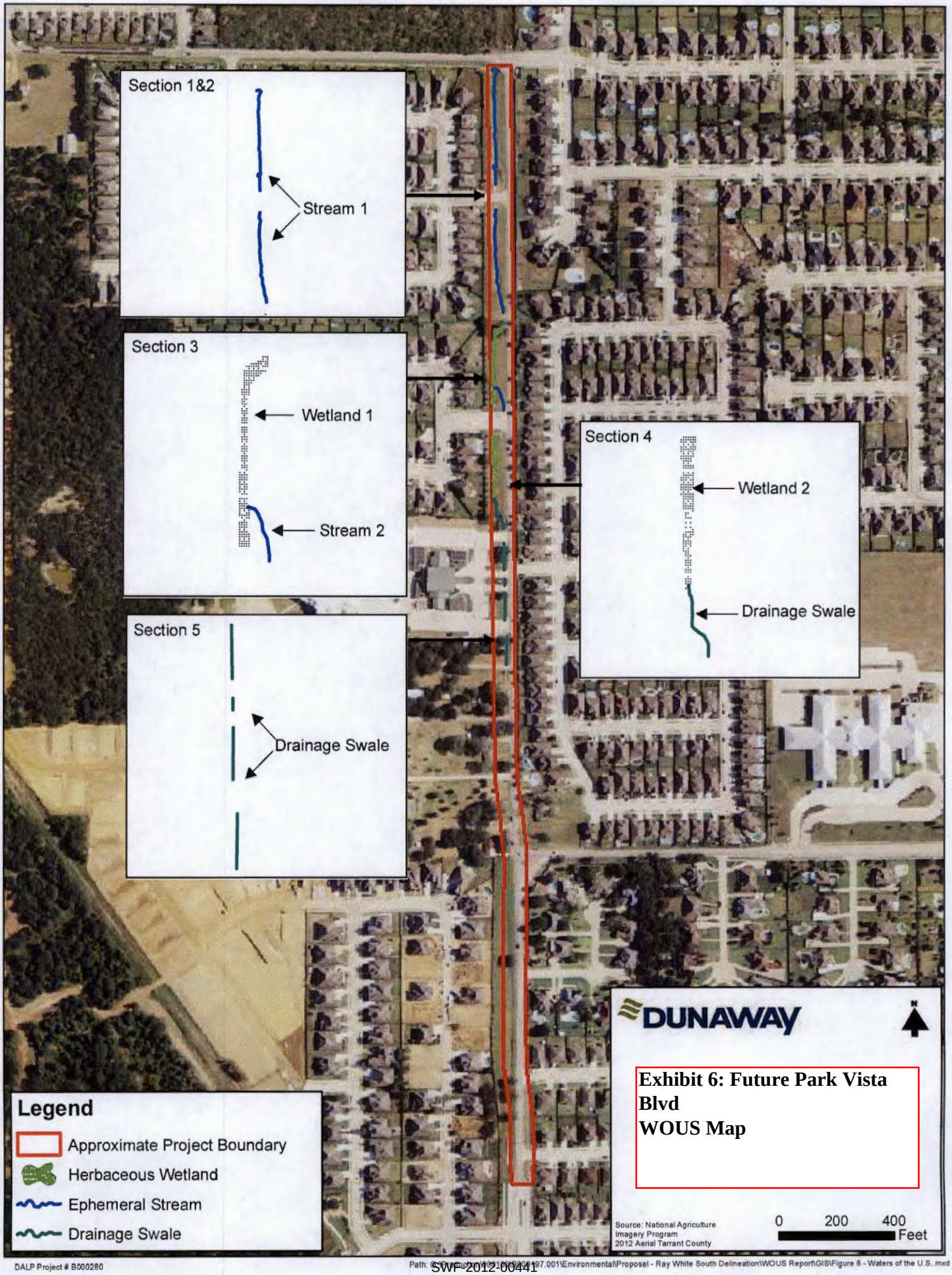

Exhibit 6: Future Park Vista Blvd
WOUS Map

DALP Project # B000280

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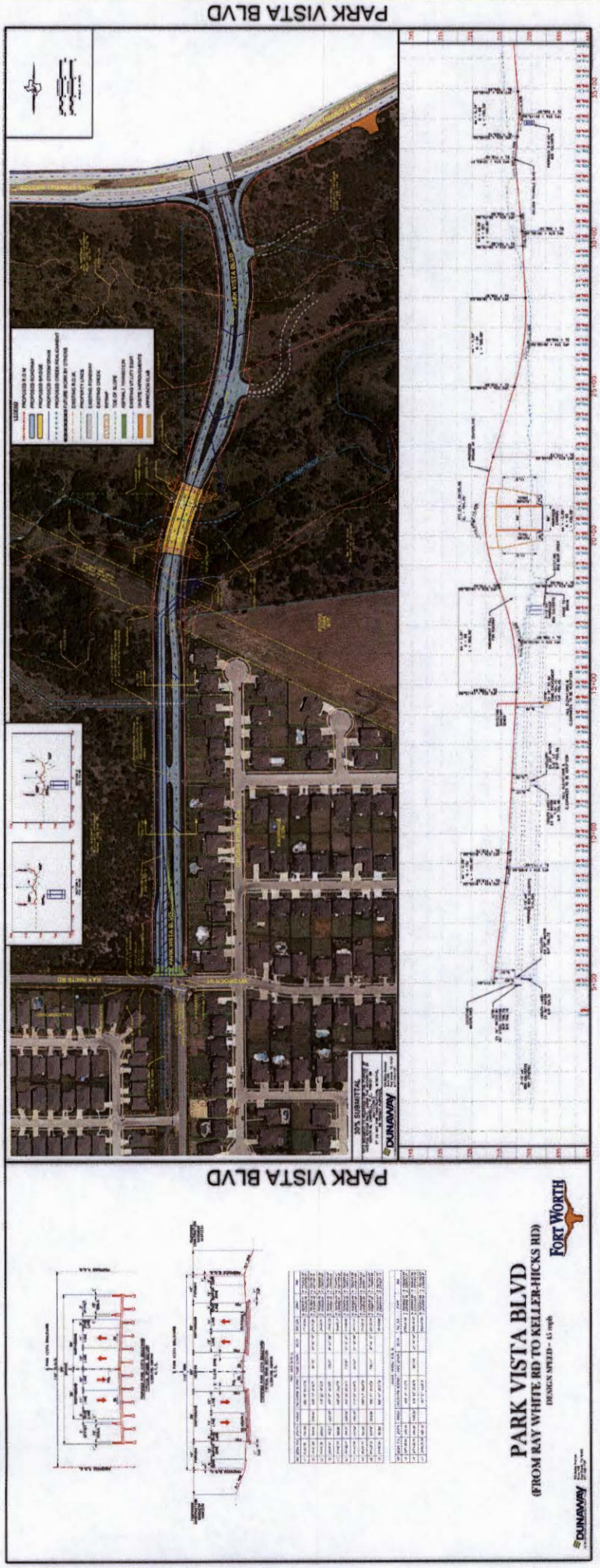

Exhibit 7: Current Park Vista Blvd Section; Site Development Plan

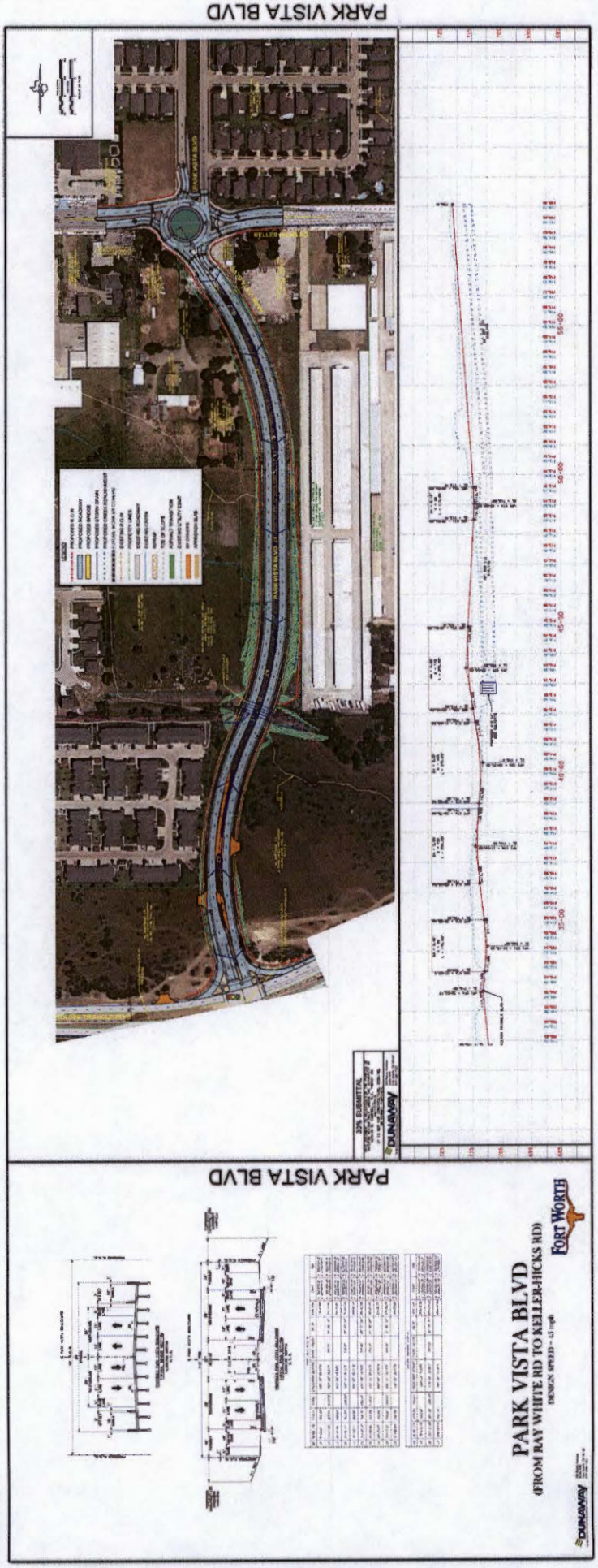

Exhibit 8: Current Park Vista Blvd North Section; Site Development Plan

Traffic Analysis Data

Table 1. AM Peak Hour

Single Intersection			Offset Intersections				Percent Increase		
			Left Intersection		Right Intersection				
Approach	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Left	Right	Total
EB	14.7	B	14.9	B	35.8	E	1.4%	144%	-
WB	12.6	B	23.4	C	11.1	B	85.7%	-12%	-
NB	23.4	C	-	-	21.1	D	-	-10%	-
SB	29.0	D	38.5	E	-	-	32.8%	-	-
Total	**23.3**	**C**	**28.7**	**D**	**28.2**	**D**	-	-	244%
Stops	1228		1204		1094		-	-	87%
HC Emissions	54		36		24		-	-	11%
CO Emissions	1585		1242		719		-	-	24%
Nox Emissions	162		114		76		-	-	17%

Table 2. PM Peak Hour

Single Intersection			Offset Intersections				Percent Increase		
			Left Intersection		Right Intersection				
Approach	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Left	Right	Total
EB	14	B	14.4	B	21.6	C	2.9%	54%	-
WB	10.8	B	18.3	C	9.8	A	69.4%	-9%	-
NB	21.7	C	-	-	19.9	C	-	-8%	-
SB	16.4	C	20.8	C	-	-	26.8%	-	-
Total	**17.5**	**C**	**18.5**	**C**	**20.3**	**C**	-	-	222%
Stops	1213		1126		966		-	-	72%
HC Emissions	61		33		25		-	-	-5%
CO Emissions	1675		1068		736		-	-	8%
Nox Emissions	172		103		79		-	-	6%

Exhibit 9: Traffic Analysis Table 1 and Table 2