US Army Corps of Engineers ®
Fort Worth District

Public Notice

Applicant: Texas Department of Transportation (TXDOT)

Project No.: SWF-2017-00321

Date: June 4, 2018

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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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 roadway improvements to a 7.62-mile section of Farm-to-Market (FM) 60 from State Highway (SH) 36 to 0.8 miles West of FM 2039 in Burleson County, Texas.

APPLICANT: Texas Department of Transportation (TXDOT)
Bryan District
Mr. Lance Simmons
2591 N Earl Rudder Freeway
Bryan, Texas 77803

APPLICATION NUMBER: SWF-2017-00321

DATE ISSUED: June 4, 2018

LOCATION: The proposed roadway improvements would be located between the intersection of SH36 & FM60 - Lyons, Texas, 77879 Northern termini: and 0.8 miles southwest of intersection of FM 2039 & FM60 - Snook, Texas 77878, in Burleson County, Texas. The proposed project would be located approximately at UTM coordinates 30.434320° East and -96.528898° North on the USGS Lyons, Texas & Snook, Texas 7.5-minute USGS quadrangle map in the USGS Hydrologic Unit (HUC) 12070102 (Yegua) & HUC 12070101 (Lower Brazos-Little Brazos) (Figure 1-3 of 11).

OTHER AGENCY AUTHORIZATIONS: State Water Quality Certification

PROJECT DESCRIPTION: The applicant proposed to discharge approximately 74,291 cubic yards of dredged and fill material into approximately 9.939 acres of waters of the United States in conjunction with the construction of roadway improvements. Total proposed impacts to waters of the U.S. include 9.939 acres (4,960 linear feet of streams) at 17 proposed crossings. This would include direct, permanent impacts to 3.097 acres of emergent wetlands, 4.656 acres of forested wetlands, 1,397 linear feet (0.222 acre) of intermittent tributaries, 1,553 linear feet (0.217 acre) of ephemeral tributaries, and 1.661 acres of impoundments. Direct, temporary impacts would include 286 linear feet (0.049 acres) of intermittent tributaries, and 328 linear feet (0.037 acres) of ephemeral tributaries.

I. INTRODUCTION: The applicant is proposing to widen a 7.62-mile section of Farm-to-Market (“FM”) 60 from State Highway (“SH”) 36 to 0.8 miles southwest of FM 2039 in Burleson County, Texas. A 2.3-mile section of the road widening project from County Road (“CR”) 426 to CR 231 is proposed new location roadway and will be located southeast of the existing FM 60 right-of-way ("ROW"). The planned improvements will upgrade the existing two-lane roadway to

a four-lane divided facility with paved shoulders including a depressed median throughout the project. The roadway alignment would deviate from its existing location to bypass the Centerline community and to straighten the curve at Lone Oak Baptist Church. Two (2) new bridges will be constructed over the Davidson Creek floodplain. The first bridge will be approximately 650 feet long and the second bridge will be approximately 950 feet long.

PURPOSE AND NEED STATEMENT: The applicant states that TXDOT would widen FM 60 to accommodate a growing population and alleviate regional traffic issues. FM 60 connects the cities of Bryan and College Station with Lake Somerville and associated parks, resulting in a great deal of recreational traffic. FM 60 also serves as a major commuter route for residents of Burleson County who are employed in the Bryan-College Station area. The proposed project would increase the capacity and mobility along the corridor, greatly improve safety characteristics of the roadway, and save maintenance and improvement money that is needed to meet the current demand on the existing roadway.

II. EXISTING CONDITIONS: The proposed project area is located within the Southwestern Prairies Land Resource Region ("LRR J") of the Atlantic Gulf Coastal Plains and is more specifically located in Major Land Resource Area ("MLRA") 87A (Texas Claypan Area). The Natural Regions of Texas map published by the Texas Parks and Wildlife Department ("TPWD") refers to this region in Texas as the Post Oak Savannah. The region can be described as oak savannah, where patches of oak woodland are interspersed with grassland. Native grasses include little bluestem (Schizachyrium scoparium), silver bluestem (Bothriochloa saccharoides), and brownseed paspalum (Paspalum plicatulum). Post oak (Quercus stellata) trees dominate, but other species include blackjack oak (Quercus marilandica), water oak (Quercus nigra), winged elm (Ulmus alata), hackberry (Cetlis laevigata), and yaupon (Ilex vomitoria). The post oak savannah has been degraded over the years due to the loss of native range grasses from overgrazing and clearing of native range for cattle. A common introduced grass found in this region is Bermudagrass (Cynodon dactylon). Average rainfall ranges from 28 to 40 inches with most of the rain falling in May or June. Bottomland soils may be light brown to dark gray and acidic with textures ranging from sandy loams to clays. The landscape of the region is gently rolling to hilly and elevations range from 300 to 800 feet above sea level.

Currently the proposed project area consists of agricultural and residential land between SH 36 and FM 2039. A 5.32-mile section of the project consists of road widening thus the project includes existing roadway ROW and adjacent agricultural land. The remaining 2.3 miles of the project is new location roadway and consists of forested riparian corridors, short-grass prairie, and agricultural pasture-land.

III. ADVERSE IMPACTS: Proposed construction plans include the removal of existing culverts, addition of new culverts, widening of existing roadway, and installation of new roadway. A portion of the proposed new roadway located within the Davidson Creek floodplain would be bridged and bridge pilings would be installed. TXDOT proposes to impact 17 "single and complete" waters of the U.S. crossings. According to the USACE Fort Worth District's regional conditions, for linear projects that cross multiple waterbodies at multiple separate and distinct locations, each crossing is considered a "single and complete" project. Mitigation requirements for impacts to wetlands and waters of the U.S. are based on each "single and complete" crossing. For linear transportation projects in the USACE Fort Worth District, mitigation is required for all impacts to waters of the U.S. that are greater than 0.10-acre in size or 300 linear feet in length.

A total of 71,483.58 CY of clean soil and 66.81 CY of concrete drill shafts would be discharged into waters of the U.S. for the proposed project. Additionally, 2,740.35 CY of material would be cut/dredged from waters of the U.S. for the proposed project. A total of 17 concrete drill shafts would be constructed within wetlands. These drill shafts would be 36" in diameter and placed approximately 15 feet below the natural grade.

IV. ALTERNATIVES TO THE PROPOSED PROJECT: The USACE has not yet evaluated this alternatives analysis. The applicant developed and utilized a set of selection criteria to evaluate the project which included the following:

- Land available for right-of-way acquisition
- Topography suitable for construction of the project
- Availability for access
- Project would meet design criteria
- Reasonable construction costs
- Reasonable right-of-way acquisition costs
- Project uses existing right-of way to the extent possible
- Project avoids new railroad crossing
- Impacts to waters of the United States

The applicant utilized the above selection criteria to identify seven additional conceptual alternatives to evaluate the preferred alternative. The geographic boundary for locating alternative sites was

NO ACTION ALTERNATIVE

The applicant states that under the No-Action-Alternative FM 60 would remain a two-lane undivided roadway. The No-Action alternative would leave FM 60 as it is currently configured – a two-lane undivided roadway with few to no paved shoulders. This alternative would involve no discharges of fill material into waters of the U.S. The No-Action Alternative would not meet any of the stated purposes. The travelling public would still be affected by slower moving recreational and commercial traffic. The operations of FM 60 within the project limits would be reduced if the proposed project was not built; therefore, based on these factors, the No-Action Alternative is not a practicable alternative.

ALTERNATIVE SITE ANALYSIS

The alternatives chosen were selected to utilize as much existing corridor as possible in order to minimize impacts to private landowners and aquatic resources. Due to issues with land availability, access, and safety; several of the alternatives described below require securing new right-of-way in three (3) separate areas along the proposed route. The segments of the project alignment where right-of-way acquisitions are required are referred to in the alternatives analysis as: 1) Lone Oak Church Segment; 2) Centerline Community Segment; and 3) Lyons Segment. Nine (9) alternatives were examined, including the no-action alternative. Figure 4-11 depict the locations of each alternative.

Alternative 1
Alternative 1 would widen FM 60 primarily to the east of the existing alignment and incorporate as much of the existing ROW adjacent to the project limits as possible. The proposed action

would widen the existing two-lane undivided roadway to a four-lane divided rural roadway consisting of four travel lanes and paved shoulders. The existing ROW width is approximately 100 feet. The proposed ROW width varies from 300 to 400 feet. Alternative 1 would require the acquisition of new ROW for approximately three (3) miles of the total 7.62-mile project length. This alternative would improve the curvature of the road near Lone Oak Church and would bypass the Centerline community to the south. This option would require 115 acres of new ROW and would require 1 relocation.

The project area for Alternative 1 is characterized as generally rural with scattered residences and farmsteads with gently rolling terrain. The proposed alternative crosses the Davidson Creek 100-year floodplain and contains 10.17 acres of potential WOTUS – 13 streams, 25 palustrine emergent (PEM) wetlands, 12 palustrine forested (PFO) wetlands, and 11 open water features.

Burleson County has no zoning designations in the proposed project area. No federally listed threatened or endangered species or their critical habitat is present within the project area. No state-listed species or any other natural or regionally important ecosystem resource factors will be significantly impacted by the proposed project.

Land is available for acquisition for Alternative 1. The topography presents no unusual restrictions and does not add any exorbitant costs to the proposed project. Alternative 1 also follows standard TXDOT practice by using existing ROW to the greatest extent possible. Based on these criteria, Alternative 1 is a practicable alternative.

Alternative 1 would impact 9.94 acres of WOTUS. The permanent impacts would be associated with roadway fill, concrete culverts, and bridge substructures. Impacts to waters of the U.S. were minimized during the design phase of Alternative 1 to the greatest extent practicable by spanning aquatic resources when feasible. All impacts to perennial stream features were avoided in the design phase.

Alternative 1 would have no effect on any federal listed threatened or endangered species or their habitat. Alternative 1 may impact the following state listed species: Henslow's sparrow, Sprague's pipit, Western burrowing owl, plains spotted skunk, and timber rattlesnake.

Based on the Alternatives Analysis, Alternative 1 was identified as the least environmentally damaging practicable alternative. Alternative 1 impacts the least amount of aquatic resources in acreage. Additionally, Alternative 1 would require less ROW from private landowners and would result in far fewer residential displacements compared to Alternatives 2-8. Based on all these factors, Alternative 1 was identified as the least environmentally damaging practicable alternative.

Alternative 2
Alternative 2 is identical to Alternative 1 except for where FM 60 intersects with SH 36. Alternative 2 would widen FM 60 primarily to the east of the existing alignment and incorporate as much of the existing ROW adjacent to the project limits as possible. The proposed action would widen the existing two-lane undivided roadway to a four-lane divided rural roadway consisting of four travel lanes and paved shoulders. The existing ROW width is approximately 100 feet and the proposed ROW width varies from 300 to 400 feet. Alternative 2 would require the acquisition of new ROW for approximately four (4) miles of the total 7.62-mile project length. This alternative would improve the curvature of the road near LEDPA 4 Lone Oak Church and

would bypass the Centerline community to the south. In addition to the new ROW required south of the Centerline community, this option would require new ROW to connect the existing termini of FM 60 West at SH 36 in Lyons. This option would require 155 acres of new ROW and would require 5 relocations.

The project area for Alternative 2 is characterized as generally rural with scattered residences and farmsteads with gently rolling terrain. The proposed alternative crosses the Davidson Creek 100-year floodplain and contains 12.91 acres of potential WOTUS – 18 streams, 28 PEM wetlands, 13 PFO wetlands, and 17 open water features (other waters).

Burleson County has no zoning designations in the proposed project area. No federally listed threatened or endangered species or their critical habitat is present within the project area. No state-listed species or any other natural or regionally important ecosystem resource factors will be significantly impacted by the proposed project.

Land is available for acquisition for Alternative 2. The topography presents no unusual restrictions and does not add any exorbitant costs to the project. Alternative 2 does not follow standard TXDOT practice as it would require additional ROW, relocations, and a new railroad crossing agreement to connect the two (2) termini of FM 60 at the intersection of SH 36 adding unreasonable construction costs. Based on these criteria, Alternative 2 is not a practicable alternative.

Alternative 2 would impact 12.59 acres of WOTUS. The permanent impacts would be associated with roadway fill, concrete culverts, and bridge substructures. Impacts to waters of the U.S. were minimized during the design phase of Alternative 2 to the greatest extent practicable by spanning aquatic resources when feasible. All impacts to perennial stream features were avoided in the design phase.

Alternative 2 would have no effect on any federal listed threatened or endangered species or their habitat. Alternative 2 may impact the following state listed species: Henslow's sparrow, Sprague's pipit, Western burrowing owl, plains spotted skunk, and timber rattlesnake.

Alternative 3

Alternative 3 would widen FM 60 primarily to the east of the existing alignment and incorporate as much of the existing ROW adjacent to the project limits. The proposed action would widen the existing two-lane undivided roadway to a four-lane divided rural roadway consisting of four travel lanes and paved shoulders. The existing ROW width is approximately 100 feet and the proposed ROW width varies from 300 to 400 feet. Alternative 3 would require the acquisition of new ROW for approximately 2.5 miles of the total 7.62-mile project length. The proposed alignment would flatten the curvature in the road near the Lone Oak Church and in Lyons by connecting the existing termini of FM 60 West at SH 36. This alternative would widen the existing alignment through the Centerline community; however, the community has expressed a great deal of opposition to this proposed route and revealed a potential environmental justice issue. This option would require 90 acres of new ROW and require 30 relocations.

The project area for Alternative 3 is characterized as generally rural with scattered residences and farmsteads with gently rolling terrain. The proposed alternative crosses the Davidson Creek 100-year floodplain and contains 12.20 acres of potential waters of the U.S. – 12 streams, 26 PEM wetlands, 14 PFO wetlands, and 11 open water features (other waters). LEDPA 7

Burleson County has no zoning designations in the proposed project area. No federally listed threatened or endangered species or their critical habitat is present within the project area. No state-listed species or any other natural or regionally important ecosystem resource factors will be significantly impacted by the proposed project.

Land is not available for acquisition for Alternative 3 due to the Centerline community expressing a great deal of opposition to this proposed route and raising the issue of environmental justice. This alternative would require 24 relocations in the Centerline community alone. Additionally, Alternative 3 does not follow standard TXDOT practice as it would require additional ROW, relocations, and a new railroad crossing agreement to connect the two (2) termini of FM 60 at the intersection of SH 36 adding unreasonable construction costs. Based on these criteria, Alternative 3 is not a practicable alternative.

Alternative 3 would impact 11.97 acres of waters of the U.S. The permanent impacts would be associated with roadway fill, concrete culverts, and bridge substructures. Impacts to waters of the U.S. were minimized during the design phase of Alternative 3 to the greatest extent practicable by spanning aquatic resources when feasible. All impacts to perennial stream features were avoided in the design phase.

Alternative 3 would have no effect on any federal listed threatened or endangered species or their habitat. Alternative 3 may impact the following state listed species: Henslow's sparrow, Sprague's pipit, Western burrowing owl, plains spotted skunk, and timber rattlesnake.

Alternative 4

Alternative 4 would also improve the curvature of FM 60, but would require the greatest amount of new ROW. The proposed action would widen the existing two-lane undivided roadway to a four-lane divided rural roadway consisting of four travel lanes and paved shoulders. The existing ROW width is approximately 100 feet. The proposed ROW width varies from 300 to 400 feet. Alternative 4 would require the acquisition of new ROW for approximately 4.5 miles of the total 7.62-mile project length. This alternative would improve the curvature of the road near Lone Oak Church and bypass the Centerline community to the south all the way to Lyons. This option would require 175 acres of new ROW and require 10 relocations.

The project area for Alternative 4 is characterized as generally rural with scattered residences and farmsteads with gently rolling terrain. The proposed alternative crosses the Davidson Creek 100-year floodplain and contains 11.64 acres of potential WOTUS – 24 streams, 18 PEM wetlands, 12 PFO wetlands, and 11 open water features (other waters).

Burleson County has no zoning designations in the proposed project area. No federally listed threatened or endangered species or their critical habitat is present within the project area. No state-listed species or any other natural or regionally important ecosystem resource factors will be significantly impacted by the proposed project.

Land is available for acquisition for Alternative 4. The topography presents no unusual restrictions and does not add any exorbitant costs to the project; however, Alternative 4 does not follow standard TXDOT practice by using existing ROW to the greatest extent possible as it requires 123-acres of ROW along the new route, 41-acres along the existing route, and would result in 10 relocations. Based on these criteria, Alternative 4 is not a practicable alternative.

Alternative 4 would impact 11.08 acres of waters of the U.S. The permanent impacts would be associated with roadway fill, concrete culverts, and bridge substructures. Impacts to waters of the U.S. were minimized during the design phase of Alternative 4 to the greatest extent practicable by spanning aquatic resources when feasible. All impacts to perennial stream features were avoided in the design phase.

Alternative 4 would have no effect on any federal listed threatened or endangered species or their habitat. Alternative 4 may impact the following state listed species: Henslow's sparrow, Sprague's pipit, Western burrowing owl, plains spotted skunk, and timber rattlesnake.

Alternative 5
Alternative 5 would be similar to Alternative 3 except it would bypass the Centerline community. Alternative 5 widens FM 60 primarily to the east of the existing alignment and incorporates as much of the existing ROW adjacent to the project limits as possible. The proposed action would widen the existing two-lane undivided roadway to a four-lane divided rural roadway consisting of four travel lanes and paved shoulders. The existing ROW width is approximately 100 feet and the proposed ROW width varies from 300 to 400 feet. Alternative 5 would require the acquisition of new ROW for approximately 4.5 miles of the total 7.62-mile project length. The proposed alignment would flatten the curvature in the road near the Lone Oak Church and bypass the Centerline community to the north. This alternative would improve the curvature of the road by connecting the existing termini of FM 60 West at SH 36 in Lyons. This option would require 155 acres of new ROW and require 19 relocations.

The project area for Alternative 5 is characterized as generally rural with scattered residences and farmsteads with gently rolling terrain. The proposed alternative crosses the Davidson Creek 100-year floodplain and contains 13.74 acres of potential waters of the U.S. – 13 streams, 13 PEM wetlands, 10 PFO wetlands, and 14 open water features (other waters).

Burleson County has no zoning designations in the proposed project area. No federally listed threatened or endangered species or their critical habitat is present within the project area. No state-listed species or any other natural or regionally important ecosystem resource factors will be significantly impacted by the proposed project.

Land is available for acquisition for Alternative 5. The topography presents no unusual restrictions and does not add any exorbitant costs to the project; however, Alternative 5 does not follow standard TXDOT practice as it would require additional ROW, relocations, and a new railroad crossing agreement to connect the two (2) termini of FM 60 at the intersection of SH 36 adding unreasonable construction costs. Based on these criteria, Alternative 5 is not a practicable alternative.

Alternative 5 would impact 13.21 acres of waters of the U.S. The permanent impacts would be associated with roadway fill, concrete culverts, and bridge substructures. Impacts to waters of the U.S. were minimized during the design phase of Alternative 5 to the greatest extent practicable by spanning aquatic resources when feasible. All impacts to perennial stream features were avoided in the design phase.

Alternative 5 would have no effect on any federal listed threatened or endangered species or their habitat. Alternative 5 may impact the following state listed species: Henslow's sparrow, Sprague's pipit, Western burrowing owl, plains spotted skunk, and timber rattlesnake.

Alternative 6
Alternative 6 is identical to Alternative 5 except for where FM 60 intersects with SH 36. Alternative 6 would intersect with SH 36 at the existing intersection, where improvements would occur. Alternative 6 would widen FM 60 primarily to the east of the existing alignment and incorporate as much of the existing ROW adjacent to the project limits as possible. The proposed action would widen the existing two-lane undivided roadway to a four-lane divided rural roadway consisting of four travel lanes and paved shoulders. The existing ROW width is approximately 100 feet and the proposed ROW width varies from 300 to 400 feet. Alternative 6 would require the acquisition of new ROW for approximately 3.5 miles of the total 7.62-mile project length. The proposed alignment would flatten the curvature in the road near the Lone Oak Church and bypass the Centerline community to the north. This option would require 115 acres of new ROW and require 15 relocations.

The project area for Alternative 6 is characterized as generally rural with scattered residences and farmsteads with gently rolling terrain. The proposed alternative crosses the Davidson Creek 100-year floodplain and contains 10.51 acres of potential waters of the U.S. – 18 streams, 11 PEM wetlands, 9 PFO wetlands, and 5 open water features (other waters).

Burleson County has no zoning designations in the proposed project area. No federally listed threatened or endangered species or their critical habitat is present within the project area. No state-listed species or any other natural or regionally important ecosystem resource factors will be significantly impacted by the proposed project.

Land is available for acquisition for Alternative 6. The topography presents no unusual restrictions and does not add any exorbitant costs to the proposed project. Alternative 6 also follows standard TXDOT practice by using existing ROW to the greatest extent possible; however, this alternative would require 15 relocations in order to acquire the necessary ROW. Based on these criteria, Alternative 6 is not a practicable alternative.

Alternative 6 would impact 9.98 acres of waters of the U.S. The permanent impacts would be associated with roadway fill, concrete culverts, and bridge substructures. Impacts to waters of the U.S. were minimized during the design phase of Alternative 6 to the greatest extent practicable by spanning aquatic resources when feasible. All impacts to perennial stream features were avoided in the design phase.

Alternative 6 would have no effect on any federal listed threatened or endangered species or their habitat. Alternative 6 may impact the following state listed species: Henslow's sparrow, Sprague's pipit, Western burrowing owl, plains spotted skunk, and timber rattlesnake.

Alternative 7
Similar to Alternative 4, Alternative 7 would improve the curvature of FM 60, but would require a large amount of new ROW. Alternative 7 would widen FM 60 primarily to the east of the existing alignment and incorporate as much of the existing ROW adjacent to the project limits as possible. The proposed action would widen the existing two-lane undivided roadway to a four-ane divided rural roadway consisting of four travel lanes and paved shoulders. The existing ROW width is approximately 100 feet and the proposed ROW width varies from 300 to 400 feet. Alternative 7 would require the acquisition of new ROW for approximately four (4) miles of the total 7.62-mile project length. This alternative would bypass both the Lone Oak church and the

Centerline community to the north and would improve the curvature of the road in Lyons by connecting both termini of FM 60 at the SH 36 intersection. This option would require 160 acres of new ROW and 15 relocations.

The project area for Alternative 7 is characterized as generally rural with scattered residences and farmsteads with gently rolling terrain. The proposed alternative crosses the Davidson Creek 100-year floodplain and contains 15.20 acres of potential waters of the U.S. – 19 streams, 26 PEM wetlands, 9 PFO wetlands, and 14 open water features (other waters).

Burleson County has no zoning designations in the proposed project area. No federally listed threatened or endangered species or their critical habitat is present within the project area. No state-listed species or any other natural or regionally important ecosystem resource factors will be significantly impacted by the proposed project.

Land is available for acquisition for Alternative 7. The topography presents no unusual restrictions and does not add any exorbitant costs to the project. Alternative 7 does not follow standard TXDOT practice as it would require additional ROW, relocations, and a new railroad crossing agreement to connect the two (2) termini of FM 60 at the intersection of SH 36 adding unreasonable construction costs. Based on these criteria, Alternative 7 is not a practicable alternative.

Alternative 7 would impact 14.91 acres of waters of the U.S. The permanent impacts would be associated with roadway fill, concrete culverts, and bridge substructures. Impacts to waters of the U.S. were minimized during the design phase of Alternative 7 to the greatest extent practicable by spanning aquatic resources when feasible. All impacts to perennial stream features were avoided in the design phase.

Alternative 7 would have no effect on any federal listed threatened or endangered species or their habitat. Alternative 7 may impact the following state listed species: Henslow's sparrow, Sprague's pipit, Western burrowing owl, plains spotted skunk, and timber rattlesnake.

Alternative 8
Alternative 8 is identical to Alternative 7 except for where FM 60 intersects with SH 36. Alternative 8 would intersect with SH 36 at the existing intersection, where improvements would occur. Alternative 8 would widen FM 60 primarily to the east of the existing alignment and incorporate as much of the existing ROW adjacent to the project limits as possible. The proposed action would widen the existing two-lane undivided roadway to a four-lane divided rural roadway consisting of four travel lanes and paved shoulders. The existing ROW width is approximately 100 feet and the proposed ROW width varies from 300 to 400 feet. Alternative 8 would require the acquisition of new ROW for approximately three (3) miles of the total 7.62-mile project length. This alternative would bypass both the Lone Oak church and the Centerline community to the north and would require 120 acres of new ROW and 11 relocations.

The project area for Alternative 8 is characterized as generally rural with scattered residences and farmsteads with gently rolling terrain. The proposed alternative crosses the Davidson Creek 100-year floodplain and contains 12.65 acres of potential waters of the U.S. – 20 streams, 24 PEM wetlands, 8 PFO wetlands, and 9 open water features (other waters).

Burleson County has no zoning designations in the proposed project area. No federally listed threatened or endangered species or their critical habitat is present within the project area. No state-listed species or any other natural or regionally important ecosystem resource factors will be significantly impacted by the proposed project.

Land is available for acquisition for Alternative 8. The topography presents no unusual restrictions and does not add any exorbitant costs to the project. Alternative 8 does not follow standard TXDOT practice by using existing ROW to the greatest extent possible due to the need to acquire new ROW in order to connect the two (2) termini of FM 60 at the intersection of SH 36. Additionally, Alternative 8 would require 103 acres of additional ROW along the new alignment, 23 acres along the existing alignment, and 11 relocations. Based on these criteria, Alternative 8 is not a practicable alternative.

Alternative 8 would impact 12.37 acres of waters of the U.S. The permanent impacts would be associated with roadway fill, concrete culverts, and bridge substructures. Impacts to waters of the U.S. were minimized during the design phase of Alternative 8 to the greatest extent practicable by spanning aquatic resources when feasible. All impacts to perennial stream features were avoided in the design phase.

Alternative 8 would have no effect on any federal listed threatened or endangered species or their habitat. Alternative 8 may impact the following state listed species: Henslow's sparrow, Sprague's pipit, Western burrowing owl, plains spotted skunk, and timber rattlesnake.

V. COMPENSATORY MITIGATION: To offset unavoidable adverse impacts to waters of the U.S. the applicant proposes to purchase appropriate mitigation bank credits from Steele Creek Mitigation Bank in accordance with the methodology prescribed within the USACE-approved mitigation banking instrument.

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 may occur in the project area. The proposed project would be located in Burleson County where the whooping crane (*Grus americana*), least tern (*Sterna antillarum*), piping plover (*Charadrius melodus*), red knot (*Calidris canutus rufa*), houston toad (*Bufo houstonensis*), and navasota ladies'-tresses (*Spiranthes parksii*) are known to occur or may occur as migrants. The whooping crane, least tern, Houston toad, and navasota ladies'-tresses are endangered species and the piping plover and red knot are threatened 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. TXDOT is acting as lead Federal Agency for the proposed project.

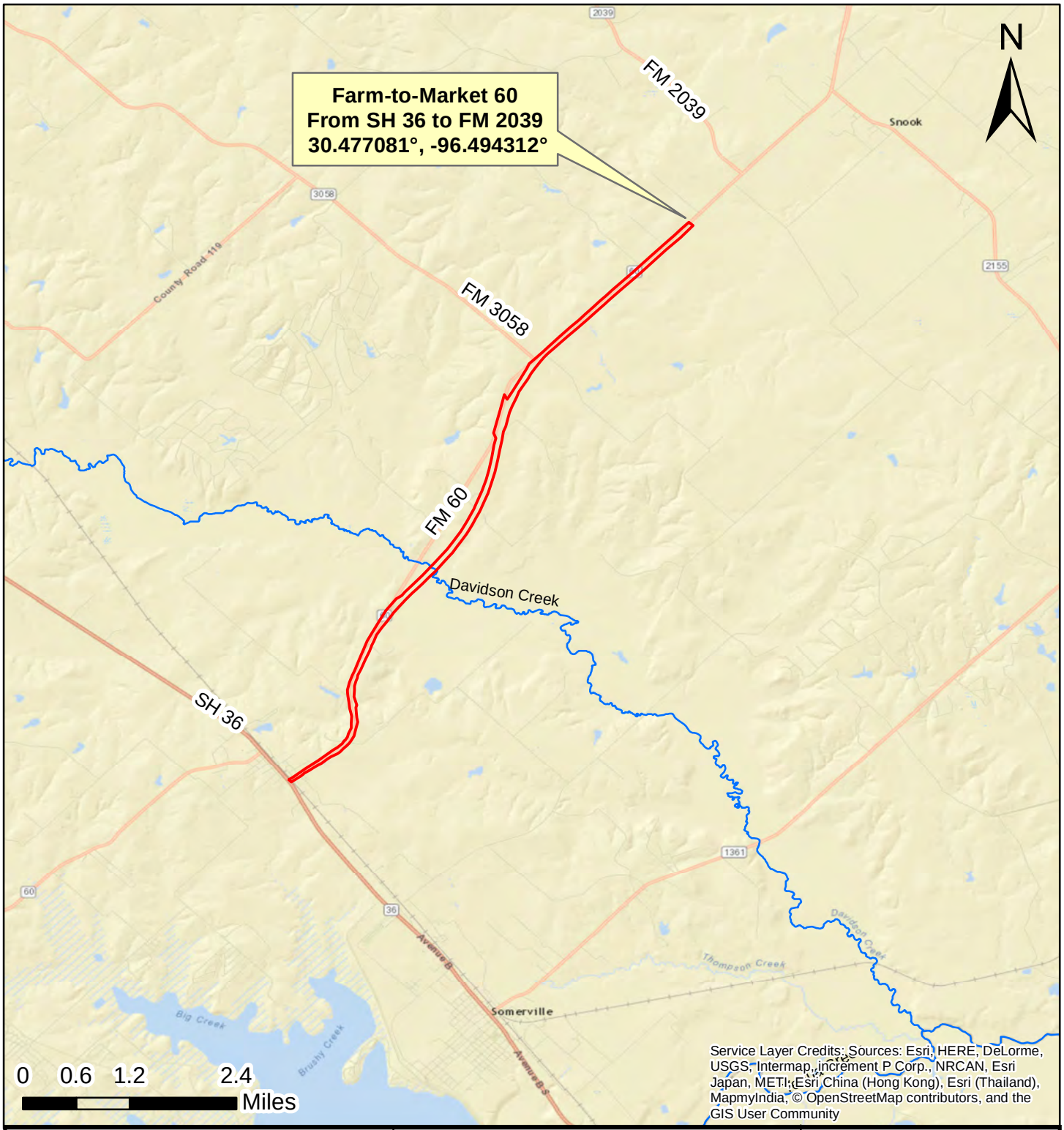
FLOODPLAIN MANAGEMENT: The USACE is sending a copy of this public notice to the local floodplain administrator. In accordance with 44 CFR part 60 (Flood Plain Management Regulations Criteria for Land Management and Use), the floodplain administrators of participating communities are required to review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

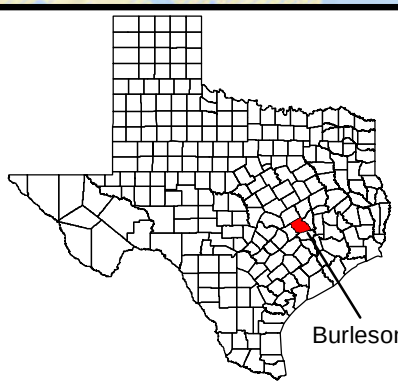
SOLICITATION OF COMMENTS: The public notice is being distributed to all known interested persons in order to assist in developing fact upon which a decision by the USACE may be based. For accuracy and completeness of the record, all data in support of or in opposition to the proposed work should be submitted 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 July 5, 2018, 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 Division, CESWF-DE-R; U. S. Army Corps of Engineers; Post Office Box 17300; Fort Worth, Texas 76102-0300. You may visit the Regulatory Division 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 Joseph L. Shelnutt 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



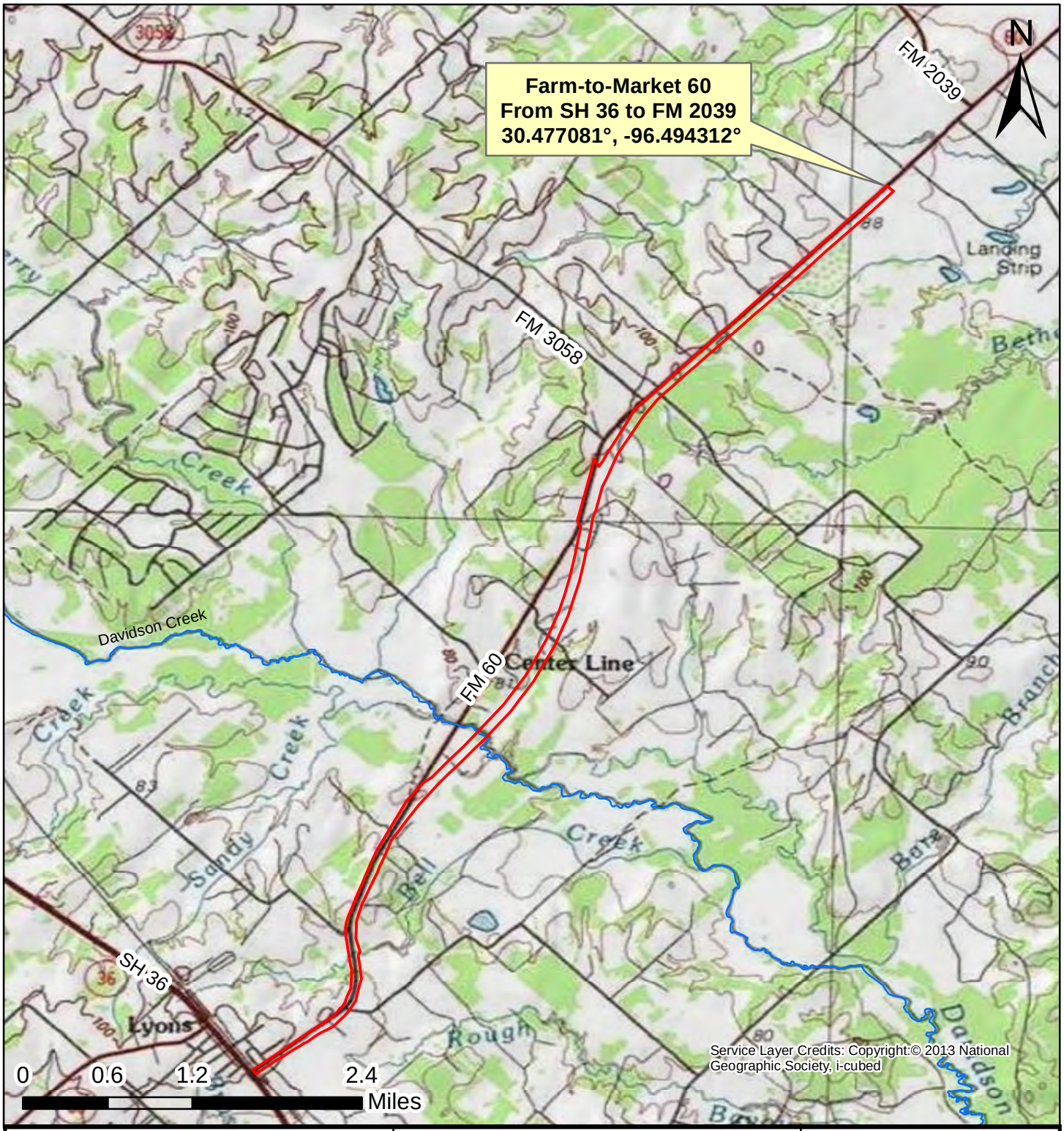


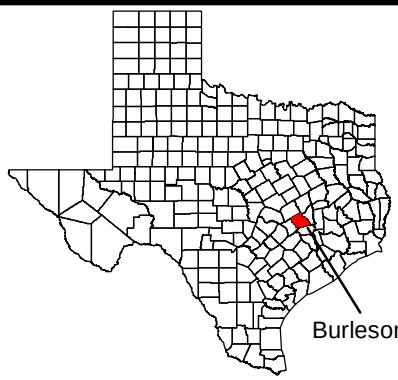
FARM-TO-MARKET 60
FROM SH 36 TO FM 2039
VICINITY MAP
TEXAS DEPARTMENT OF TRANSPORTATION
BURLESON COUNTY, TEXAS

SPIRIT ENVIRONMENTAL
20465 State Highway 249, Suite 300
Houston, TX 77070

Drawing No.: 1
Date: 4/7/2017
Project No.: 17187.00N
Drawn By: EVDonato
Revision No.: 1

Note: This is not a Property Boundary Survey

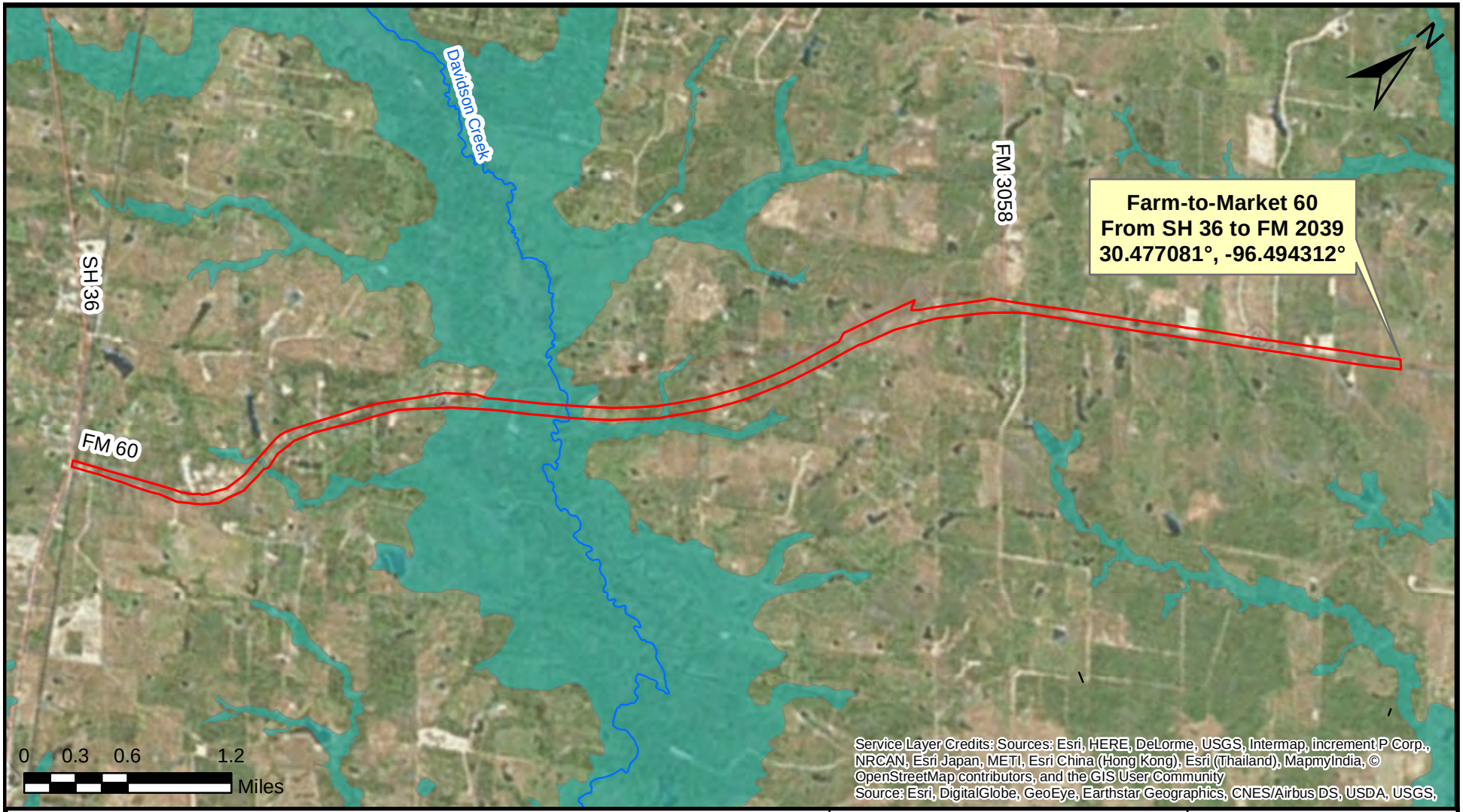




FARM-TO-MARKET 60
FROM SH 36 TO FM 2039
TOPOGRAPHIC OVERVIEW MAP
TEXAS DEPARTMENT OF TRANSPORTATION
BURLESON COUNTY, TEXAS

SPIRIT ENVIRONMENTAL
20465 State Highway 249, Suite 300
Houston, TX 77070

Drawing No.: 3	
Date: 4/7/2017	
Project No.: 17187.00N	
Drawn By: EVDonato	
Revision No.: 1	
Note: This is not a Property Boundary Survey	



Legend

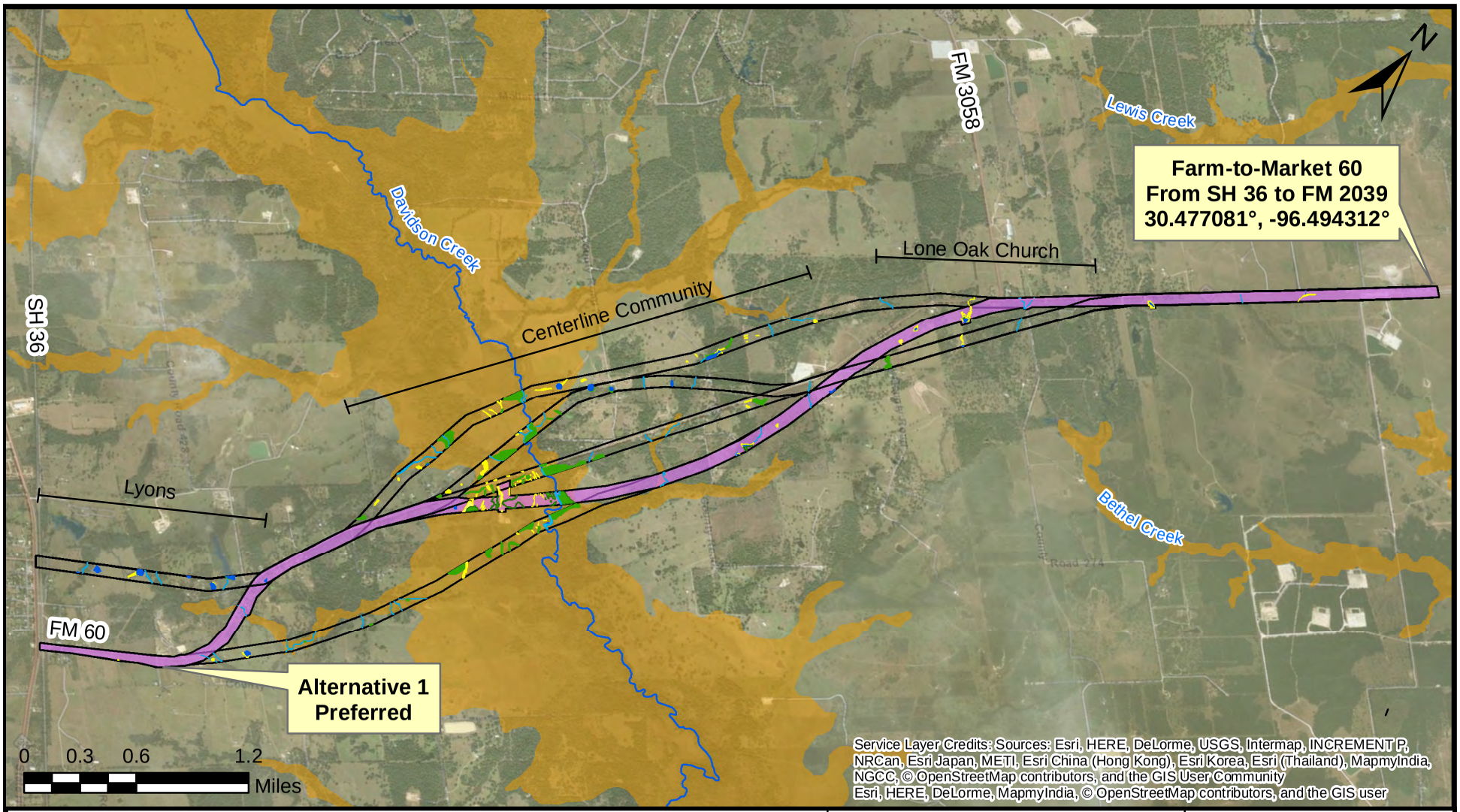
- Delineation Boundary
- 100-year floodplain

FARM-TO-MARKET 60
FROM SH 36 to FM 2039
FLOOD ZONE MAP
TEXAS DEPARTMENT OF TRANSPORTATION
BURLESON COUNTY, TEXAS

Figure No.: 6	
Date: 4/7/2017	
Project No.: 17187.00N	
Drawn By: EVDonato	
Revision No.: 1	

SPIRIT ENVIRONMENTAL
20465 State Highway 249, Suite 300
Houston, TX 77070

Note: This is not a property boundary survey. The information represented in this map corresponds to Table 3 in Section 5.1 of the Wetland Delineation Report.



Legend

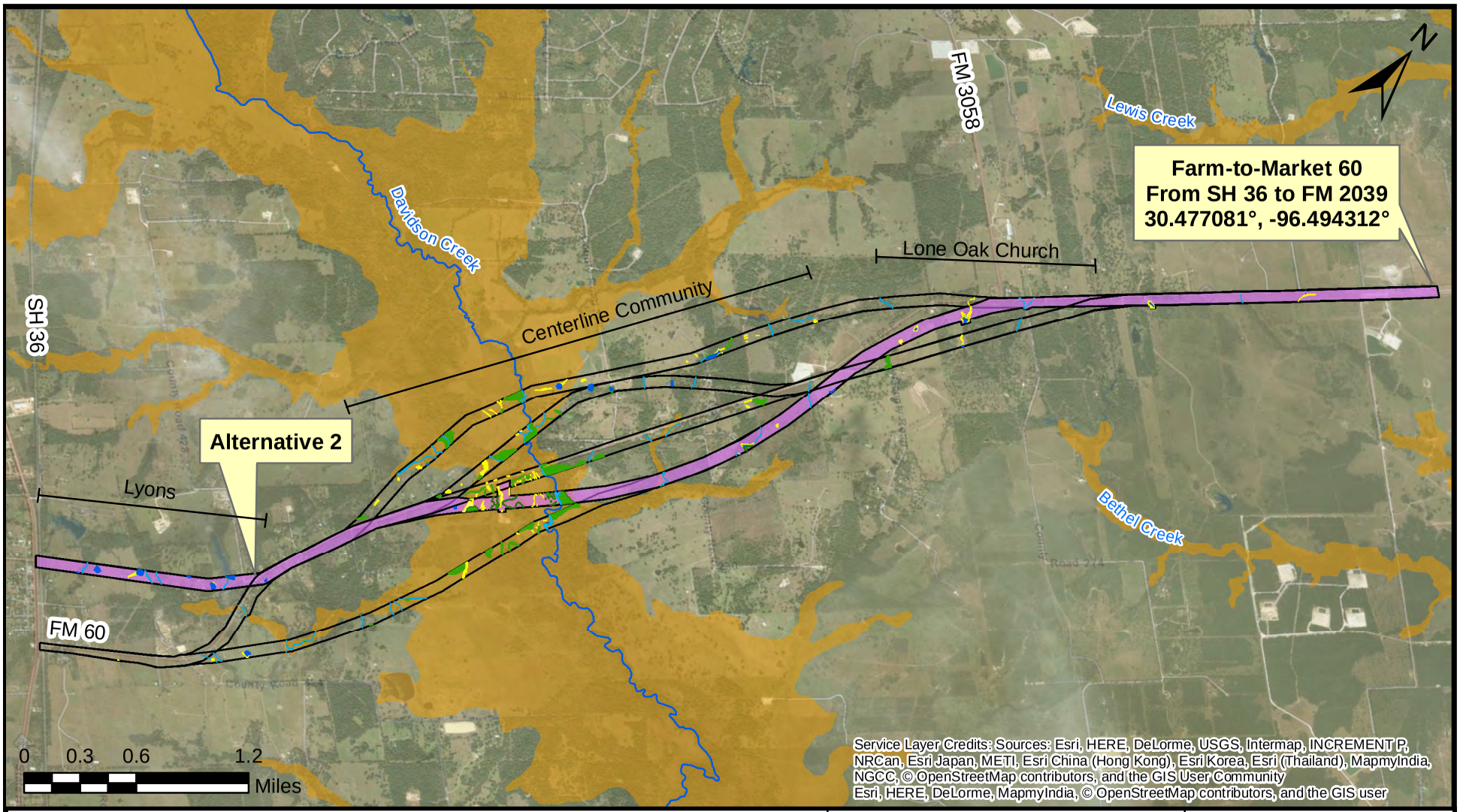
- Other Waters
- PFO
- PEM
- WOTUS
- USGS Hydrography
- 100-year floodplain

FARM-TO-MARKET 60
FROM SH 36 to FM 2039
ALTERNATIVE 1 PREFERRED
TEXAS DEPARTMENT OF TRANSPORTATION
BURLESON COUNTY, TEXAS

Figure No.: 1
Date: 3/2/2018
Project No.: 17187.00N
Drawn By: EVDonato
Revision No.: 1

SPIRIT ENVIRONMENTAL
20465 State Highway 249, Suite 300
Houston, TX 77070

Note: This is not a property boundary survey.



Legend

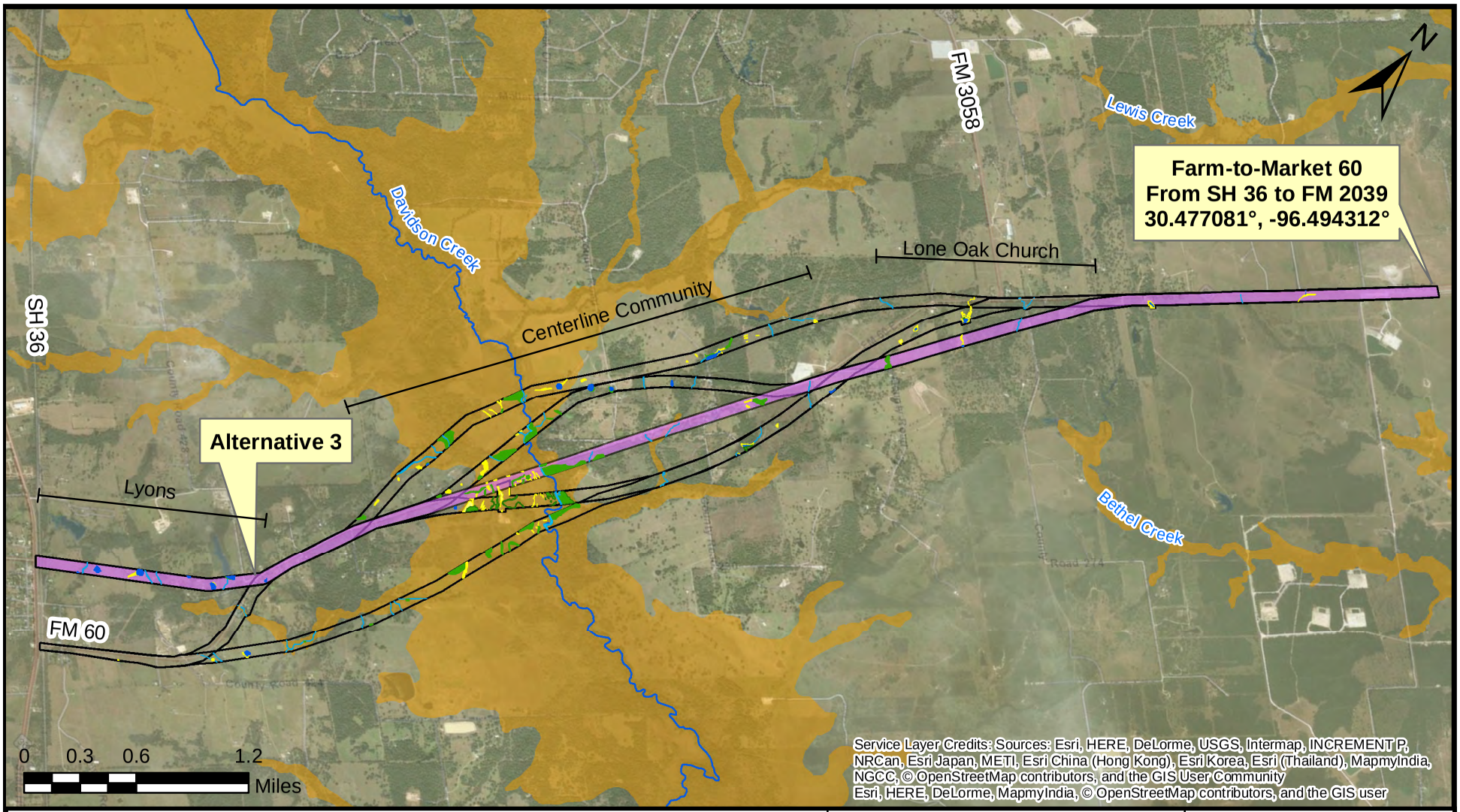
- Other Waters
- PFO
- PEM
- WOTUS
- USGS Hydrography
- 100-year floodplain

FARM-TO-MARKET 60
FROM SH 36 to FM 2039
ALTERNATIVE 2
TEXAS DEPARTMENT OF TRANSPORTATION
BURLESON COUNTY, TEXAS

Figure No.: 2
Date: 3/2/2018
Project No.: 17187.00N
Drawn By: EVDonato
Revision No.: 1

SPIRIT ENVIRONMENTAL
20465 State Highway 249, Suite 300
Houston, TX 77070

Note: This is not a property boundary survey.



Legend

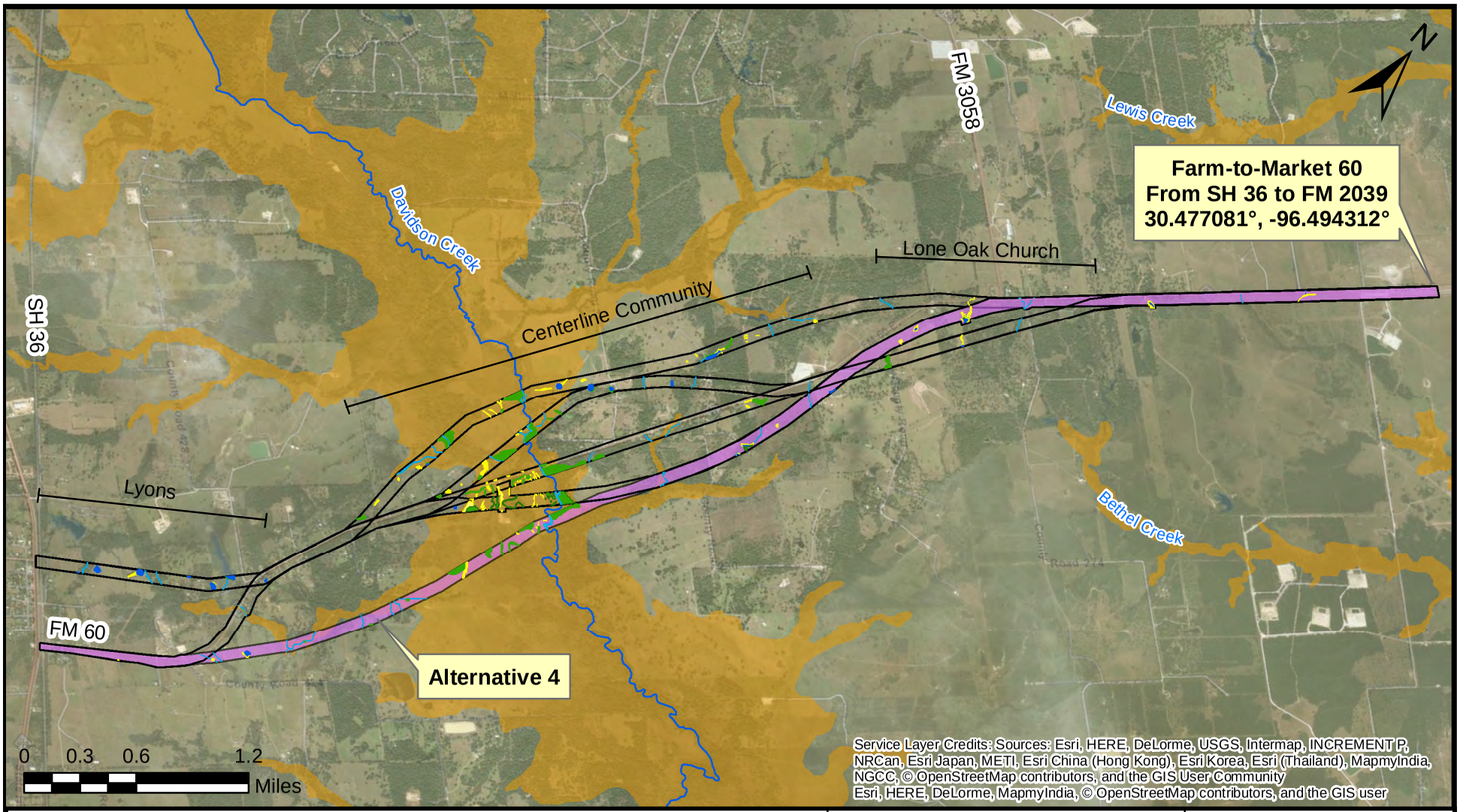
- Other Waters
- PFO
- PEM
- WOTUS
- USGS Hydrography
- 100-year floodplain

FARM-TO-MARKET 60
FROM SH 36 to FM 2039
ALTERNATIVE 3
TEXAS DEPARTMENT OF TRANSPORTATION
BURLESON COUNTY, TEXAS

Figure No.: 3
Date: 3/2/2018
Project No.: 17187.00N
Drawn By: EVDonato
Revision No.: 1

SPIRIT ENVIRONMENTAL
20465 State Highway 249, Suite 300
Houston, TX 77070

Note: This is not a property boundary survey.



Legend

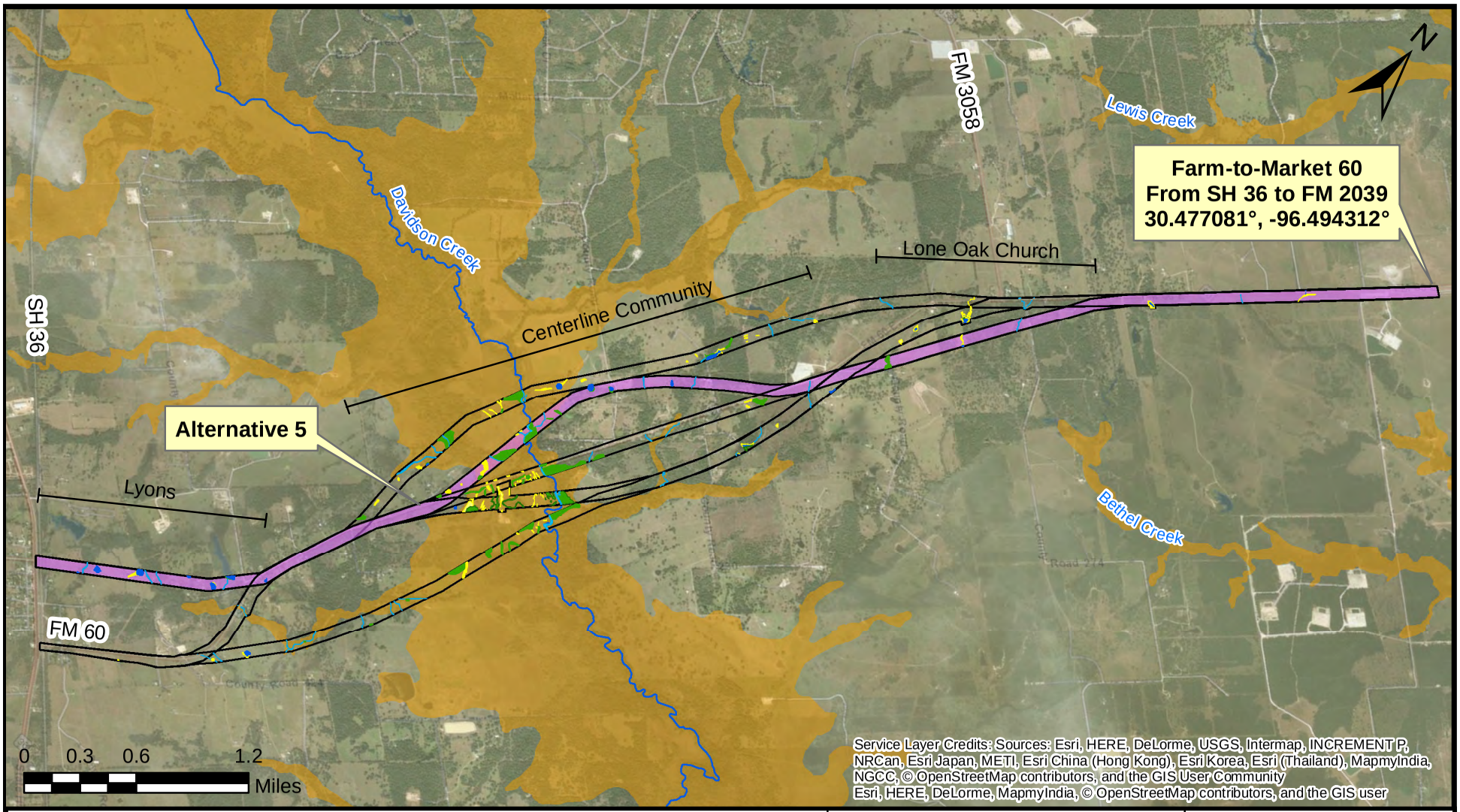
- Other Waters
- PFO
- PEM
- WOTUS
- USGS Hydrography
- 100-year floodplain

FARM-TO-MARKET 60
FROM SH 36 to FM 2039
ALTERNATIVE 4
TEXAS DEPARTMENT OF TRANSPORTATION
BURLESON COUNTY, TEXAS

Figure No.: 4	
Date: 3/2/2018	
Project No.: 17187.00N	
Drawn By: EVDonato	
Revision No.: 1	

SPIRIT ENVIRONMENTAL
20465 State Highway 249, Suite 300
Houston, TX 77070

Note: This is not a property boundary survey.



Legend

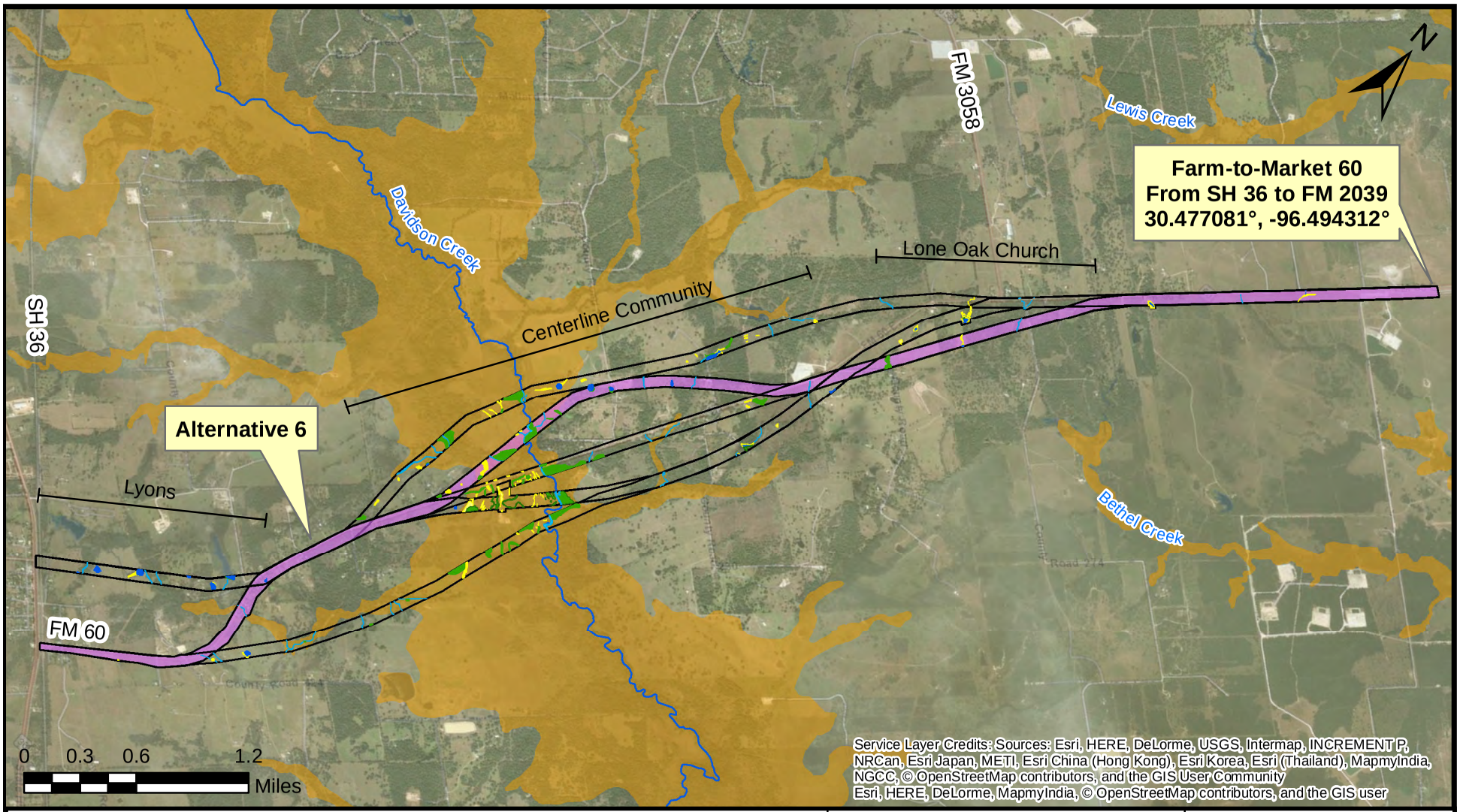
- Other Waters
- PFO
- PEM
- WOTUS
- USGS Hydrography
- 100-year floodplain

FARM-TO-MARKET 60
FROM SH 36 to FM 2039
ALTERNATIVE 5
TEXAS DEPARTMENT OF TRANSPORTATION
BURLESON COUNTY, TEXAS

SPIRIT ENVIRONMENTAL
20465 State Highway 249, Suite 300
Houston, TX 77070

Figure No.: 5
Date: 3/2/2018
Project No.: 17187.00N
Drawn By: EVDonato
Revision No.: 1

Note: This is not a property boundary survey.



Legend

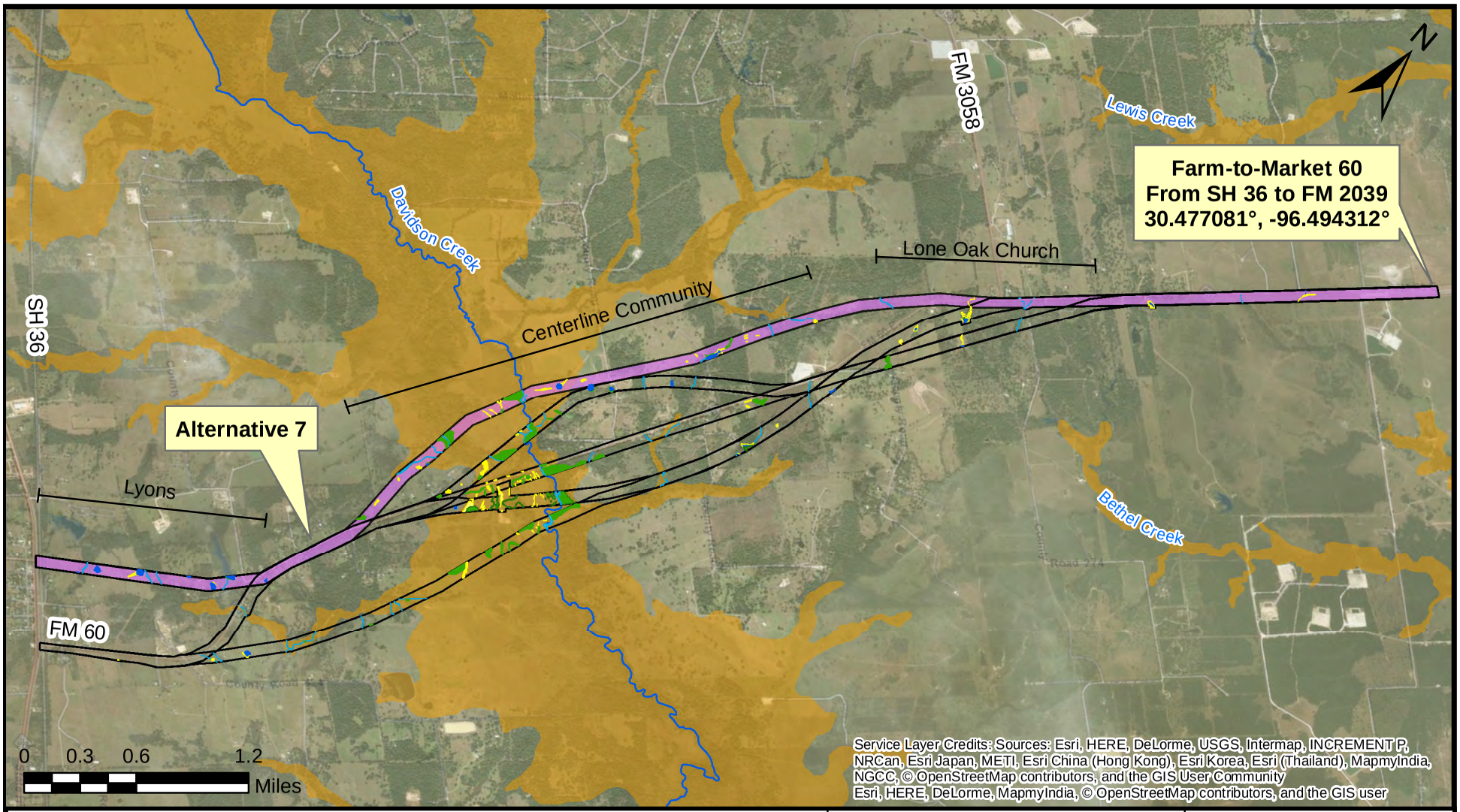
- Other Waters
- PFO
- PEM
- WOTUS
- USGS Hydrography
- 100-year floodplain

FARM-TO-MARKET 60
FROM SH 36 to FM 2039
ALTERNATIVE 6
TEXAS DEPARTMENT OF TRANSPORTATION
BURLESON COUNTY, TEXAS

SPIRIT ENVIRONMENTAL
20465 State Highway 249, Suite 300
Houston, TX 77070

Figure No.: 6
Date: 3/2/2018
Project No.: 17187.00N
Drawn By: EVDonato
Revision No.: 1

Note: This is not a property boundary survey.



Legend

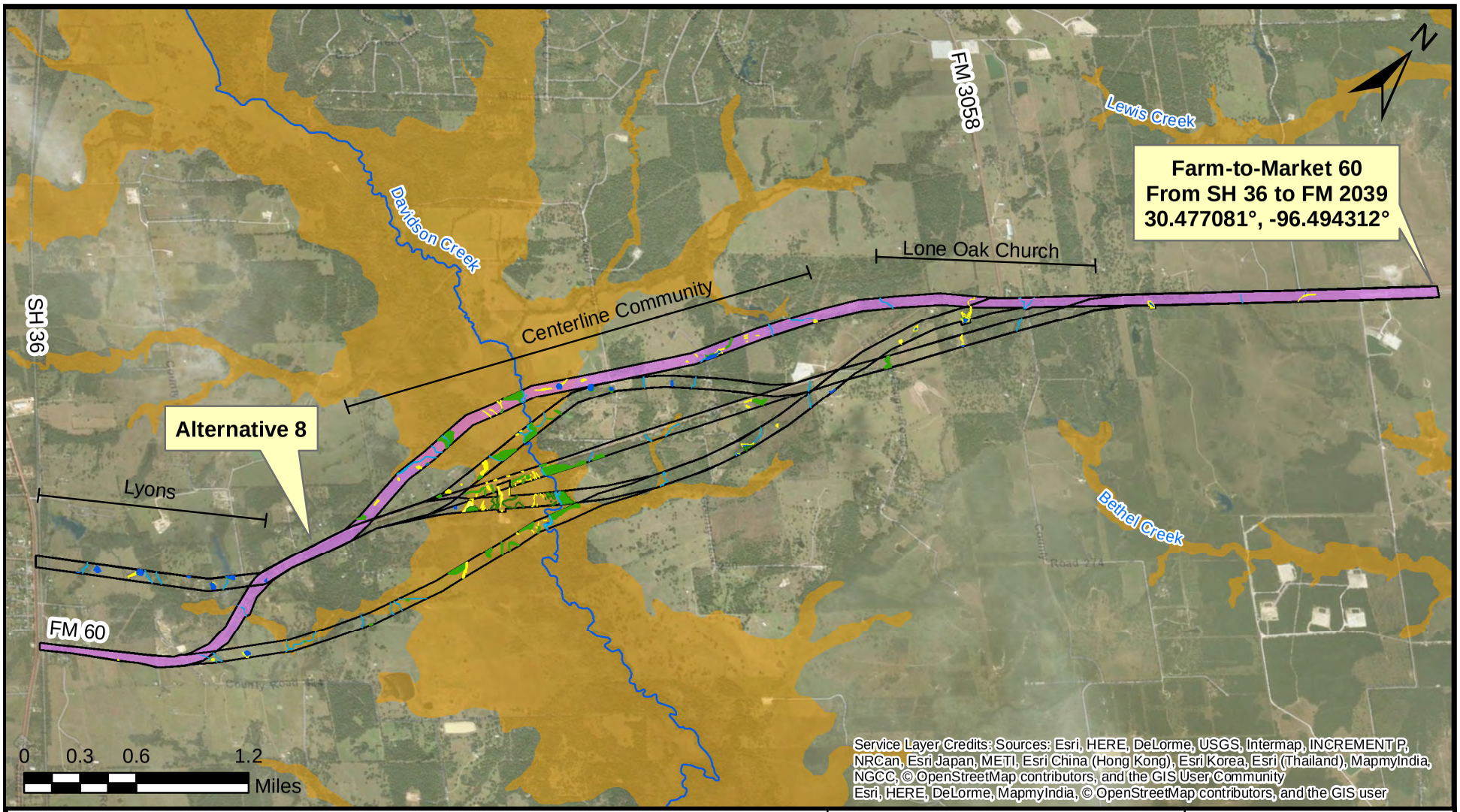
- Other Waters
- PFO
- PEM
- WOTUS
- USGS Hydrography
- 100-year floodplain

FARM-TO-MARKET 60
FROM SH 36 to FM 2039
ALTERNATIVE 7
TEXAS DEPARTMENT OF TRANSPORTATION
BURLESON COUNTY, TEXAS

SPIRIT ENVIRONMENTAL
20465 State Highway 249, Suite 300
Houston, TX 77070

Figure No.: 7
Date: 3/2/2018
Project No.: 17187.00N
Drawn By: EVDonato
Revision No.: 1

Note: This is not a property boundary survey.



Legend

- Other Waters
- PFO
- PEM
- WOTUS
- USGS Hydrography
- 100-year floodplain

FARM-TO-MARKET 60
FROM SH 36 to FM 2039
ALTERNATIVE 8
TEXAS DEPARTMENT OF TRANSPORTATION
BURLESON COUNTY, TEXAS

SPIRIT ENVIRONMENTAL
20465 State Highway 249, Suite 300
Houston, TX 77070

Figure No.: 8
Date: 3/2/2018
Project No.: 17187.00N
Drawn By: EVDonato
Revision No.: 1

Note: This is not a property boundary survey.