



Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

March 21, 2003

NH (); NH 95(5)M
FEIS Re-evaluation
Johnson County
CSJ: 0259-05-041

US 67 Bypass: From US 67 West of Cleburne to SH 174

Mr. C.D. Reagan
Division Administrator
Federal Highway Administration
Austin, Texas 78701

PROJECT
MAY 14 2003
MANAGEMENT

Dear Mr. Reagan:

On August 7, 1989, the Federal Highway Administration issued the Record of Decision (ROD) for the subject section of US 67. Since receiving the ROD, there has been a design change to this project for the interchange located at US 67 and County Road 1216 (CSJ 0412-05-001). These changes require the acquisition of additional right of way. The changes are addressed in the attached FEIS re-evaluation.

Additional coordination with the Texas Historical Commission for archeology and historic structures has been completed, with concurrence received. Coordination with the Texas Parks and Wildlife Department and U.S. Fish & Wildlife Service has also been completed. Copies of these coordination letters are attached. No other resource agency coordination is required.

Your review and approval of the FEIS re-evaluation is requested.

Sincerely,

Ann M. Irwin
Deputy Division Director
Environmental Affairs Division

Attachment

Approved: Salvador Diazago
Federal Highway Administration

Date: 5/12/03

**ENVIRONMENTAL RE-EVALUATION
US 67 BYPASS
ORIGINAL FEIS CSJ: 0259-05-041
FEIS LIMITS: FROM US 67 WEST OF CLEBURNE TO SH 174
CURRENT CSJ: 0422-05-001**

JOHNSON COUNTY

PROJECT HISTORY

United States highway (US) 67 is the current bypass around the City of Cleburne in Johnson County, Texas. The facility is a two-lane roadway with grade separations at various major intersecting roadways and frontage road sections. The existing facility is part of an ultimate design for a four-lane divided roadway. All necessary right-of-way for the original ultimate 4-lane design was acquired before construction of the first segment.

- Below are the pertinent environmental approval and public involvement dates for this project:
- Project Concept Conferences were held on September 13, 1984 and November 20, 1984.
- A public meeting was held in February of 1985.
- The draft environmental assessment was submitted to the Environmental Affairs Division (ENV) on July 8, 1986.
- A Notice of Intent to prepare an Environmental Impact Statement (EIS) was issued on August 1, 1986.
- Comments were received from the U.S. Fish and Wildlife Service on September 23, 1986.
- A draft EIS (DEIS) was sent to ENV on September 4, 1986 and to FHWA on September 26, 1986.
- Comments and approval from Texas Historical Commission were received on September 11, 1987.
- Comments and approval from Texas Water Commission were received on January 13, 1988.
- Comments and approval from Texas Parks and Wildlife were received February 11, 1988.
- A public hearing was held on February 25, 1988.
- The draft Final EIS (FEIS) was submitted to FHWA on December 8, 1988.
- The FEIS was approved by FHWA on May 17, 1989.
- The Notice of Availability of the approved FEIS was published June 22, 1989.
- Approval of the FEIS was received from the Environmental Protection Agency on July 25, 1989.
- The Record of Decision was issued by FHWA on August 7, 1989.
- Approval of an FEIS reevaluation was submitted July 2, 1992.
- FHWA concurrence on a memo of continuous activity was received on November 17, 1994.
- FHWA concurrence on a reevaluation for minor design changes was received on May 8, 1997.

The original environmental document was done as CSJ 259-05-041, but because of project phasing it was let in several segments with new CSJ numbers as follows:

0422-03-039 and 0422-03-044: From US 67 west of Cleburne to SH 174 north of Cleburne. This project included the construction of 2 lanes (ultimate design is for 4 lanes) with grade separations to form the western portion of the Cleburne Bypass. The US 67/FM 1434 interchange was included in this project. The project let in August 1992. Construction lasted from October 1992 until November of 1994.

0259-05-041: From SH 174 north of Cleburne to existing US 67 east of Cleburne. This project included the construction of 2 lanes (ultimate design is for 4 lanes) with grade separations to form the eastern portion of the Cleburne Bypass. The project let in March of 1995 with construction lasting until December 1996.

0422-03-056, 057: From 0.7 mile west of SH 171 to SH 171 and SH 174. This project included the construction of a frontage road connection from US 67 at CR 1216 (Nolan River Road) to SH 171. The widening of turn radii on the exit from US 67 to SH 174 was also done as part of this project. The project was let in June of 1997 with construction lasting until July of 1998.

DESIGN CHANGES

As stated above, right-of-way was acquired for the original ultimate 4-lane design of the facility. However, a change in the proposed location of the US 67 /County Road (CR) 1216 interchange and the addition of riprap at culvert crossings at McAnear Creek and a tributary of West Buffalo Creek necessitates the purchase of an additional 10.603 acres of right-of-way.

An interchange for US 67 and CR 1216 was proposed as part of the original design for the US 67 bypass; however, changes to the proposed design of SH 121 caused the location of the interchange to move approximately 300 feet to the west of the previously proposed location. Consequently, additional right-of-way is needed to accommodate the new interchange location.

The final phase of the construction (construction of the additional main lanes and frontage roads) requires the extension of culverts at McAnear Creek and the tributary to West Buffalo Creek. The culvert extensions were part of the original design; however the installation of riprap for erosion prevention is an addition to the original design. Construction activities involving sediment removal from the channel of McAnear and the addition of riprap at the tributary to West Buffalo Creek will occur outside the existing right-of-way. Therefore, right-of-way will be acquired in the amounts of 0.156 acre at McAnear Creek and 0.027 acre at the tributary to West Buffalo Creek. Activities outside the existing right-of-way at McAnear Creek include minor sediment removal. Activities at the tributary to West Buffalo Creek include the installation of approximately 77 cubic yards of rock riprap.

No other changes to the original general project design have been made.

EVALUATION OF ENVIRONMENTAL OR LAND USE CHANGES

The existing intersection of US 67 with CR 1216 (Nolan River Road), is an at-grade crossing. In this area US 67 is a concrete two-lane roadway with an eastbound two-way frontage road section from CR 1216 to SH 171. CR 1216 is a two-lane roadway that functions as a north-south urban collector street within the urban boundary of the City of Cleburne.

There have been no major changes in land use for this area. The majority of property in the vicinity of the proposed interchange and along US 67 remains undeveloped pastureland or farmland cultivated for hay production. The exception is that there are car dealerships and other commercial developments near SH 174.

The population of Cleburne has grown from 22,205 in 1990 to 26,005 in the year 2000 while the forecasted growth for this area is approximately 27,850 by 2025. The population of Johnson County was approximately 97,165 in 1990 and approximately 126,811 in the year 2000. The forecasted growth for Johnson County for the year 2025 is approximately 206,250. (Sources: U.S. Census Bureau and North Central Council of Governments.)

ENVIRONMENTAL JUSTICE

The proposed project is not in a predominately minority or low-income area. The proposed project will not affect, separate, or isolate any distinct neighborhoods, ethnic groups, or other specific groups. No adverse impact on minority or other specific groups is anticipated. No disproportionate impacts will occur as a result of this project.

RIGHT-OF-WAY ACQUISITIONS

Approximately 10.603 acres of new right-of-way will be acquired to accommodate the change in the US 67/CR 1216 interchange and the addition of riprap at culvert crossings of McAnear Creek and the Tributary to West Buffalo Creek. The additional right-of-way is broken up into 10 parcels. (See Figure 3 Sheets 1-7.) Area office personnel will conduct meetings with the affected property owners (MAPO). No residences, businesses, or other buildings will require relocation or displacement.

UTILITY RELOCATIONS AND ADJUSTMENTS

Any utility adjustments will be coordinated with the affected utility companies at the appropriate time. The relocation of any utilities will be handled so that no significant interruptions occur while the adjustments are made.

VEGETATION IMPACTS

The right-of-way and surrounding areas have a gently rolling terrain. This project is located in the Eastern Cross Timbers region of Texas. According to the "Vegetation Types of Texas" map prepared by the Texas Parks and Wildlife Department, the vegetation type associated with this project area is "Crops." Typical vegetation associated with this category includes cultivated cover crops or row crops that provide food and/or fiber for humans or domestic animals. This category may also include grasslands associated with crop rotations. This vegetation type accurately describes the general area outside the existing maintained right-of-way.

Typical herbaceous vegetation within the existing and proposed right-of-way includes Johnson grass, Bermuda grass, little bluestem, lovegrass, buffalograss, greenbriar, poison ivy, gayfeather, thistle, and ragweed. Scattered tree cover exists primarily along fencerows. Trees along the fencerows are predominantly sugarberry and mesquite. Vegetation surrounding the creek crossings includes similar grasses and tree saplings.

It is anticipated that impacts to the additional right-of-way caused by moving the location of the proposed interchange will cause the removal of approximately 0.127 acres of hackberry/sugarberry regrowth. These areas are located primarily along fencelines where they form narrow linear strips of vegetation. Canopy cover is approximately 50-60% in the areas along the north side of County Road 1225. Canopy cover in the areas along the east side of CR 1216 is approximately 20-30%. The trees range from 8-20 feet in height with an average diameter at breast height (dbh) of approximately 7 inches. Parcels 4 and portions of Parcels 5, 6 and 7 are composed of hackberry/sugarberry regrowth.

Approximately 3.73 acres of the new right-of-way to be acquired is characterized as mesquite pastureland, which is composed of secondary growth of immature mesquite in abandoned pastureland and farmland. Canopy cover in this area is approximately 3-5%. The mesquite trees are approximately 4 to 8 feet tall and average approximately 6 inches dbh. Grasses such as bermuda, big bluestem, buffalograss, johnsongrass, and ryegrass as well as other common weeds are present. Parcels 3, 5, and portions of 6, 7, and the channel easements 1E and 9E are composed of mesquite pastureland.

Approximately 6.70 acres of the new right-of-way to be acquired is currently used as farmland. The areas are plowed and show signs of recent crop cultivation. Parcels 1, 2, 7, and 8 are composed of farmland.

The remaining 0.055 acres of the new right-of-way is divided between the culvert crossings at McAnear Creek and the Tributary to West Buffalo Creek. Vegetation in these areas is limited to a mixture of grasses, ragweed, and a few sugarberry, mesquite, and willow saplings.

Every effort will be made to preserve trees where they neither compromise safety nor substantially interfere with the project's construction. Trees within the right-of-way, but not in the construction zone will not be removed, if possible. Sufficient and abundant similar vegetation will remain adjacent to and within the immediate vicinity, allowing vegetation to naturally re-vegetate and re-establish along and within the impacted areas. Once completed, the disturbed right-of-way areas not occupied by the new pavement will be seeded with a mixture of native grasses according to TxDOT specifications.

In accordance with Executive Order 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping, landscaping will be limited to seeding and replanting the right-of-way with native species of plants where possible.

Vegetation impacts associated with the proposed project will not affect any of the following: 1) habitat for Federal/State listed or candidate species; 2) rare vegetation series (S1, S2 or S3) for State listed species, 3) rare vegetation community (S1 or S2); 4) bottomland hardwoods, native prairies; or 5) other habitat features considered locally important. For these reasons, no mitigation is proposed.

THREATENED AND ENDANGERED SPECIES

Johnson County is within the distribution patterns of several Federal and State listed endangered and threatened species. The table below lists the species of concern for Johnson County.

Federal and State Listed Threatened/Endangered Species of Concern in Johnson County*

Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present	Species Impact	Pertinent Project Information
Birds						
Arctic Peregrine Falcon <i>Falco peregrinus tundrius</i>	DL	T	Nests in tundra regions; migrates through Texas; winter inhabitant of coastlines and mountains from Florida to South America; open areas, usually near water.	N	No Effect	Rare to uncommon migrant only. Species not detected on-site. Project area does not contain suitable nesting or winter coastal habitat.
Bald Eagle <i>Haliaeetus leucocephalus</i>	LT-PDL	T	Nests and winters near rivers, lakes and along coasts; nests in tall trees or on cliffs near large bodies of water.	N	No Effect	No tall trees or cliffs near large bodies of water.
Black-capped Vireo <i>Vireo atricapillus</i>	LE	E	Oak-juniper woodlands with distinctive patchy two-layer aspect; shrub and tree layer with open, grassy spaces; requires foliage reaching to the ground for nesting cover; deciduous and broad leaved shrubs provide insects for food.	N	No Effect	No oak-juniper woodlands with necessary two-layer aspect.
Golden-cheeked Warbler <i>Dendroica chrysoparia</i>	LE	E	Juniper-oak woodlands; dependent on mature Ashe juniper (cedar) for long fine bark strips in nest construction only a few mature juniper or nearby cedar brakes can provide necessary nest material; nests in various other trees; forage for insects in broad-leaved trees and shrubs.	N	No Effect	No juniper-oak woodlands or mature Ashe juniper. No cedar brakes.
Henslow's Sparrow <i>Ammodramus henslowii</i>	—	—	Grasslands, weedy fields or cut-over areas; dense groundcover with lots of bunch grasses, vines, and brambles; bare ground for running/walking.	N	No Effect	No abundance of dense groundcover. Species not detected in surveys.
Interior Least Tern <i>Sterna anitillarum athalassos</i>	LE	E	Nests along sand and gravel bars within braided streams and rivers; also known to nest on man-made structures.	N	No Effect	No sparsely vegetated sand/gravel bars in project area streams.
Migrant Loggerhead Shrike <i>Lanius ludovicianus migrans</i>	—	—	Open and semi-open grassy areas, farmland with scattered trees and brush.	Y	No Effect	Species not detected during survey.

Species	Federal Status	State Status	Description of Suitable Habitat	Habitat Present	Species Impact	Pertinent Project Information
Western Burrowing Owl <i>Anthene cunicularia hypugaea</i>	—	—	Prairies, pastures, agricultural areas, savannas, open areas, vacant lots near human habitation.	Y	No Effect	No species or burrows detected.
White-faced Ibis <i>Plegadis chihi</i>	—	T	Prefers freshwater marshes, sloughs, and irrigated rice fields, but will use brackish and saltwater habitat; nests in marshes, in low trees, on ground in bulrushes, reeds, or floating mats.	N	No Effect	No marshes, slough, or irrigated rice field or rushes, reeds, or floating mats.
Whooping Crane <i>Grus americana</i>	LE	E	Estuaries, prairie marshes savannah, grasslands, croplands pastures; winter resident at Aransas NWR, Aransas and Matagorda.	N	No Effect	No estuaries, marshes, or savannah. Species not detected in survey.
Mammals						
Black-tailed Prairie Dog <i>Cynomys ludovicianus</i>	C	—	Short grass prairies, pastures, agricultural areas. Form colonies.	Y	No Effect	No species or burrows detected during survey.
Plains Spotted Skunk <i>Spiogale putorius interrupta</i>	—	—	Open fields, prairies, croplands, fence rows, farmyards, forest edges, and woodlands; prefers wooded, brushy areas and tallgrass prairie.	Y	No Effect	No densely wooded, brushy areas or tallgrass prairie. Species not detected during survey.
Reptiles						
Brazos Water Snake <i>Nerodia harteri</i>	—	T	Upper Brazos River drainage; in shallow water with rocky bottom and on rocky portions of banks.	N	No Effect	No shallow water with rocky bottom or rocky portions of banks.
Texas Garter Snake <i>Thamnophis sirtalis annectens</i>	—	—	Wet or moist microhabitats near streams, rivers, ditches, canals, marshes, and ponds.	Y	No Effect	No species detected in the project area.
Texas Horned Lizard <i>Phrynosoma cornutum</i>	—	T	Open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; sandy to rocky soil.	N	No Effect	No open, arid and semi-arid regions with sparse vegetation observed in the project area.
Timber/Canebrake Rattlesnake <i>Crotalus horridus</i>	—	T	Swamps, floodplains, upland woodlands, riparian zones, abandoned farmland; prefers dense ground cover, i.e. grapevines or palmetto.	Y	No Effect	No dense groundcover within the project area. No species detected in the project area.
LE, LT - Federally Listed Endangered/Threatened PT, C - Federally Proposed Threatened, or Candidate Species DL, PDL - Federally Delisted/Proposed Delisted			E, T - State Endangered/Threatened " — " - Species of Concern, but with no regulatory listing status *Data Sources: U.S. Fish and Wildlife Service, Texas Parks and Wildlife Department and survey of project area.			

Because the existing right-of-way is mowed and maintained, there is minimal suitable wildlife habitat within the existing right-of-way. Outside of the existing right-of-way, most of the land is used for agricultural or residential purposes and has typically been cleared of most trees. Therefore, no suitable habitat for the above listed species exists within the project right-of-way or surrounding area. Several of the bird species in the above table are considered migratory. The migrational patterns of those species will not be affected by this project. . Survey of the project area did not reveal evidence of migratory birds or their nests; therefore, no impacts to migratory birds are anticipated. The proposed project is not anticipated to impact any Federal/State threatened or endangered species.

FARMLAND IMPACTS

The additional right-of-way has been scored using Form AD 1006. It scored too low to require further coordination with the Natural Resources Conservation Service (NRCS). A copy of the form is on file at the district office.

WATER QUALITY ISSUES

Stormwater runoff from this proposed construction will flow into McAnear Creek and tributary to West Buffalo Creek (intermittent creeks) which both flow into Buffalo Creek and eventually into Nolan River. Nolan River is designated as segment number 1227 of the Brazos River Basin. This feature, as listed in the 2002 TCEQ Water Quality Inventory and is designated for Contact Recreation and Intermediate Aquatic Life. This segment is designated in the 2002 Clean Water Act Section 303(d) list as impaired for bacteria and sulfate levels; however, the project is more than 5 miles upstream from this segment of Nolan River. Therefore, coordination with TCEQ is not required for total maximum daily loads. The water quality of waters in the State shall be maintained in accordance with all applicable provisions of the Texas Surface Water Quality Standards including the General, Narrative and Numerical Criteria.

FLOODPLAINS

The hydraulic design practices for this project would be in accordance with current Texas Department of Transportation (TxDOT) design policy and standards. The highway facility would permit conveyance of the 100-year flood levels, inundation of the roadway being acceptable, without causing significant damage to the highway, stream or other property. The City of Cleburne and Johnson County are both participants in the National Flood Insurance Program. Portions of the project at McAnear Creek and the tributary to West Buffalo Creek are within Zone A, a special flood hazard zone inundated by 100-year floods with no base elevations determined. The proposed project would not increase the base flood elevation to a level that would violate the applicable floodplain regulations or ordinances; therefore, no coordination with either the Federal Emergency Management Agency or the local floodplain administrator is required.

TEXAS POLLUTANT DISCHARGE ELIMINATION SYSTEM (TPDES)

Because this project will disturb more than one acre, TxDOT would be required to comply with the TCEQ - Texas Pollutant Discharge Elimination System General Permit for Construction Activity. This would be accomplished by filing a Notice of Intent to comply with TCEQ stating that TxDOT will have a Storm Water Pollution Prevention Plan in place during construction of proposed project. This "SW3P" utilizes the temporary control measures as outlined in the Department's manual "Standard Specifications for the Construction of Highways, Streets, and Bridges". Impacts will be minimized by limiting work by construction equipment directly in the stream channels and/or adjacent areas. No long-term water quality impacts are expected as a result of the proposed project.

STORM WATER POLLUTION PREVENTION PLAN (SW3P)

To minimize impacts to water quality during construction, the proposed project will utilize temporary erosion and sedimentation control practices (i.e., silt fence, rock berm, and drainage swales) from the Department's manual "Standard Specifications for the Construction of Highways, Streets, and Bridges". Where appropriate, these temporary erosion and sedimentation control structures will be in place prior to the initiation of construction and will be maintained throughout the duration of the construction. Clearing of vegetation will be limited and/or phased in order to maintain a natural water quality buffer and minimize the amount erodible earth exposed at any one time. Upon completion of the earthwork operations, disturbed areas will be restored and reseeded according to the Department's specifications for "Seeding for Erosion Control".

The contractor will take appropriate measures to prevent, minimize and control the spill fuels, lubricants, and hazardous materials in the construction staging area. All spills, including those of less than twenty-five (25) gallons shall be cleaned immediately and any contaminated soil shall be immediately removed from the site and be disposed of properly. Designated areas shall be identified for spoils disposal and materials storage. These areas shall be protected from run-on and run-off. Materials resulting from the

destruction of existing roads and structures shall be stored in these designated areas. The use of construction equipment within any stream channel will not be necessary. If work within a watercourse or wetland is unavoidable, heavy equipment shall be placed on mats, if necessary, to protect the substrate from gouging and rutting. All construction equipment and materials used within the stream channel and immediate vicinity will be removed as soon as the work schedule permits and/or when not in use and shall be stored in an area protected from run-on and run-off. All materials being removed and/or disposed of by the contractor will be done so in accordance to state and federal laws and by the approval of the Project Engineer. Any changes to ambient water quality during construction of the proposed project shall be prohibited and may result in additional water quality control measures, shall be mitigated as soon as possible, and shall be reported to the TCEQ within 24 hours of becoming aware of impacts. The contractor will practice "good housekeeping" measures, as well as, "grade management" techniques to help ensure that proper precautions are in place throughout construction of the proposed project. There are no public water supply intakes within the project limits or adjacent areas. No adverse affects are expected to this resource.

CHANNEL IMPACTS AND U.S. ARMY CORPS OF ENGINEERS NATIONWIDE PERMITS

Due to changes in the U.S. Army Corps of Engineers' Nationwide Permits, impacts to jurisdictional waters were evaluated for the crossings at McAnear Creek and the tributary to West Buffalo Creek. At both locations existing culverts will be extended and rock riprap installed. Permanent losses to Waters of the U.S. will be below 0.10 acre at each location. Nationwide Permit # 14 (Linear Transportation Projects) will be assumed without Pre Construction Notification to the U.S. Army Corps of Engineers.

Because there are no navigable waters associated with this project, neither a US Coast Guard Section 9 Permit nor a USACE Section 10 Permit will be required.

As a result of impacts to jurisdictional waters associated with the construction of this project, Tier I Erosion Control, Post-Construction Total Suspended Solids (TSS) Control and Sedimentation Control devices will be required under the TNRCC Section 401. Temporary seeding/vegetation will be the Erosion Control device implemented and maintained until the area has been stabilized. Vegetation lined drainage ditches will be the Post-Construction TSS Control devices implemented before completion of the project. Silt fence and rock berms will be the Sedimentation Control devices implemented, maintained and to remain in place until project completion.

HAZARDOUS MATERIALS

TxDOT district staff performed an initial site assessment, including a visual survey of the project limits and surrounding area as well as research of existing and previous land use to identify possible hazardous materials within the project limits. The existing and previous land use of the project limits and surrounding area include agricultural cultivated fields, pasture, and residential based on the site survey USGS 7.5 minute topography map(s) and existing aerial photographs. No signs or sources of contamination were identified from adjacent or surrounding properties. Therefore, no further investigation appears necessary. Any unanticipated hazardous materials and/or petroleum contamination encountered during construction would be handled according to applicable Federal and State regulations per TxDOT Standard Specifications.

AIR QUALITY

Johnson County is an area in attainment of all National Ambient Air Quality Standards (NAAQS). However a portion of the county that includes the location of the proposed project is within the

Dallas/Fort Worth Transportation Management Area (TMA); therefore the transportation conformity rules do apply.

All projects in the Dallas-Fort Worth Metropolitan Area 2002-2004 Transportation Improvement Program (TIP) that are proposed for federal or state funds were initiated in a manner consistent with the federal guidelines in Section 450 of Title 23 CFR and Section 613.200, Subpart B of Title 49 CFR. The proposed action is consistent with the area's financially constrained metropolitan transportation plan known as Mobility 2025 Update and the 2002-2004 Transportation Improvement Program found to conform to the Clean Air Act Amendments of 1990, by the US DOT on October 19, 2001.

Projects intended to enhance traffic safety and improve traffic flow which, do not add capacity are exempt from a Traffic Air Quality Analysis. Current and future emissions should continue to follow existing trends and not be affected by this project. Due to the nature of this project, further air quality analysis was not deemed necessary. The changes in design to the proposed facility do not add capacity. No major effects on air quality are expected.

NOISE

Analysis of the land use activity areas adjacent to the proposed project indicate that there are no receivers that would be impacted by traffic noise and benefit from feasible and reasonable noise abatement.

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. No extended disruption of normal activities is expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

CULTURAL RESOURCES

ARCHAEOLOGY

An archeological survey for the US 67 corridor was done prior to the initial construction of the phases. No archeological resources are known to exist within the proposed project limits. Previous disturbances within the existing and proposed right-of-way include construction of the current roadways, parallel drainage ditches, culverts, driveways, plowing of agricultural areas, and underground utilities. As a result of these previous construction and disturbances, it is unlikely that the project area contains archaeological sites with sufficient integrity which would render them eligible for inclusion in the National Register of Historic Places (NRHP) or to merit designation as State Archaeological Landmark.

If evidence of archaeological deposits is encountered during construction, work in the immediate area will cease and TxDOT archaeological staff will be contacted to initiate accidental discovery procedures under the provisions of the Programmatic Agreement between TxDOT, the Texas Historical Commission, the Federal Highway Administration and the Advisory Council on Historic Preservation.

HISTORICAL STRUCTURES

District personnel surveyed the project area and identified one residential property appearing to be 50 years of age or older within the project's area of potential effects (APE). This property is located on the west side of Nolan River Road. Examination of the National Register of Historic Places revealed no listed properties, markers, or sites within the area. No other buildings, structures, or objects appearing to be 50 years of age or older were observed.

4(f) PROPERTIES

No right-of-way will be acquired from any publicly owned park, recreation area, wildlife/waterfowl refuge or any significant historical site as part of this proposed project. Therefore, no 4(f) evaluation is required.

CONCLUSION

The environmental documentation for this project has been reviewed, and it has been determined that there have been no significant changes to the assessed areas. Significant environmental effects are not expected to occur as a result of changes to the location of the US 67/CR 1216 (Nolan River Road) interchange. The project effects as described in the US 67 EIS remain valid. No additional public involvement is required beyond the meetings with affected property owners, and no new comprehensive analysis of the entire project is warranted.