DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, TULSA DISTRICT
1645 SOUTH 101ST EAST AVENUE
TULSA, OKLAHOMA 74128-4609

Application No. SWT-2012-797

JOINT PUBLIC NOTICE
U.S. Army Corps of Engineers, Tulsa District
and
Texas Commission on Environmental Quality (TCEQ)
(30-DAY COMMENT PERIOD)

Interested parties are hereby notified that the District Engineer has received an application for a Department of the Army (DA) Permit under Section 404 of the Clean Water Act (CWA). The application is for the construction of a new rail bridge and track adjacent to the existing K478.0 railway over the Red River. The basic purpose of this work is to replace a structurally deficient bridge to maintain safe and reliable train traffic along the Kansas City Southern Railway mainline.

Name of Applicant:

Mr. Srikanth V. Honnur
Kansas City Southern Railway Company
Post Office Box 2199335
Kansas City, MO 64121-9335

Name of Agent:

Mr. Clay Cromwell
Headwaters, Inc.
Post Office Box 3658
Tupelo, MS 38803-3658

Location: The proposed bridge construction project begins in Bowie County, Texas and ends in Little River County, Arkansas. The project site can be found on the USGS Ogden, AR, TX 7.5 Minute USGS Quadrangle map.

Latitude: 33.5522 Longitude: -94.045 Decimal Degrees (NAD83)

Description of Work: The applicant proposes the placement of fill material into jurisdictional waters located within the Red River. Fill material would consist of approximately 0.0180 acre of concrete and 2,000 cubic yards of silty clay loam. The total project length is 4,453 linear feet of new track bed (1,350 linear feet of bridge track) and involves the construction of 17 concrete piers (10 piers are located within the Red River). The rail bridge is a concrete ballast deck bridge that includes 17 spans that are 76 feet long and one span 50 feet long constructed using concrete. The piers are above Mean High Water and are 8 feet in diameter. A total of 17 piers (interior bents) and 2 abutments are planned. The exact amount of concrete that will be placed within each pier would be determined based on the depth drilled.

No temporary work road would be used to construct the bridge piers or abutments.

During construction of the new rail road track and rail bridge, the existing structurally deficient bridge would remain open to traffic. After completion of the new rail bridge the existing bridge would remain in place undisturbed. All dredged material would be hauled off-site to an upland disposal area. The work performed in the wetlands and uplands would be completed using conventional earthmoving equipment.

Avoidance and Minimization Information: The applicant provided the following statement with regard to how avoidance and minimization of impacts to aquatic resources was incorporated into the project plan:

Kansas City Southern Railway Company (KCSRC) minimized impacts by performing all work in the Red River using a work barge. No temporary work road would be required. Another important factor taken into account regarding minimization of impacts to the transportation of goods and materials includes the option to build on the existing alignment. A Nationwide Permit was authorized by Corps to rehabilitate the existing structure but an engineering study determined that a new bridge is more feasible. Based on the above information, KCSRC has chosen to construct the bridge on a new alignment on the east side of the existing bridge.

> Several alternative configurations were considered during the preliminary design of the project.
>
> Alternative 1: No Action
> Alternative 2 (Design 1): Close K478.0 and construct a new bridge on the existing alignment. This option is not feasible as it would require closing the rail line during construction.
> Alternative 3 (Design 2): Build a bridge on a new alignment and leave the existing bridge open during construction. (Current Proposal)

Mitigation: The applicant has proposed compensatory mitigation for unavoidable impacts to aquatic resources expected from the proposed project:

> The applicant proposes to use the Pelican Wardview Mitigation Bank (PWMB). The PWMB is located within the 8-digit HUC 11140201 (McKinney-Posten Bayous) in Bossier Parish, Louisiana, east of the Red River and downstream of the Little River and river convergence. PWMB is within the watershed of the Red-Sulphur Sub-Region (114) of the Arkansas-White-Red Region. Utilization of the PWMB would consequently provide in-kind and off-site compensatory wetland mitigation in the Red River basin. Based on methodology employed, 3.46 wetland credits (greater than 3:1 ratio) would be required to adequately offset the unavoidable impacts.

The Corps has made no determination at this time with regard to the adequacy of the proposed mitigation relative to the federal mitigation rules and guidance, including Tulsa District's Mitigation and Monitoring Guidelines. The Corps is accepting comments on the need for and nature of the proposed mitigation in addition to comments on the applicant's primary proposal. The Corps bears the final decision on the need for and extent of mitigation required if the project proposed herein is authorized.

Project Setting: This project is located within the limits of the State of Texas and the State of Arkansas, in the South Central Plains which is part of the Red River bottomlands geomorphic province. The transition is nearly level and is susceptible to flooding. This area includes natural levees, swales, terraces, and slowly moving meandering streams in low gradient channels. The project is located near critical habitat for waterfowl and has distinct flora and fauna in the perennial stream channel.

Plans and Data: Plans showing the location of the proposed activity and other data are enclosed with this notice (Enclosures 1 through 7). If additional information is desired, it may be obtained from Mr. Marcus Ware, U.S. Army Corps of Engineers, Tulsa District, ATTN: Regulatory Office, 1645 South 101st East Avenue, Tulsa, OK 74128-4609, or telephone 918-669-7403.

Cultural Resources: The District Engineer has consulted the National Register of Historic Places, and it has been determined that there are no properties currently listed in the National Register nor any properties which have been determined eligible for listing in the National Register which would be directly affected by the proposed work. If we are made aware, as a result of comments received in response to this notice or by other means, of specific archeological or other historic properties which might be affected by the proposed work, the District Engineer will immediately take the appropriate action necessary pursuant to the National Historic Preservation Act of 1966 (Public Law 89-665), as amended, and 36 CFR 800, in accordance with implementing regulations
33 CFR 325, Appendix C.

Threatened and Endangered Species: Our preliminary determination is that the proposed activity will not affect listed endangered species or their critical habitat. A copy of this notice is being furnished the U.S. Fish and Wildlife Service and appropriate state agencies, and constitutes a request to those agencies for information on whether any listed or proposed-to-be-listed endangered or threatened species may be present in the area which would be affected by the proposed activity. The following federally-listed species are known to occur in the vicinity or are listed for the county in which the proposed action is located: The Interior Least tern (*Sterna antillarum*). Reasonable and prudent measures, and the terms and conditions for implementation would be incorporated into the DA permit, if authorized to minimize impacts of incidental take of the Interior Least terns.

Authorization from other Agencies: This project incorporates the requirements necessary to comply with the TCEQ Tier I project criteria. Tier I projects are those which result in a direct impact of 3 acres or less of waters of the state, or 1,500 linear feet of streams (or a combination of the two is below the threshold) for which the applicant has incorporated best management practices and other provisions designed to safeguard water quality. The Corps has received a completed checklist and signed statement fulfilling Tier I criteria for the project. Accordingly, a request for CWA Section 401 water quality certification is not necessary and there will be no additional TCEQ review.

Environmental Considerations: The decision whether to issue a permit will be based on an evaluation of the probable impact, including cumulative impacts, of the proposed activity and its intended use on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments.

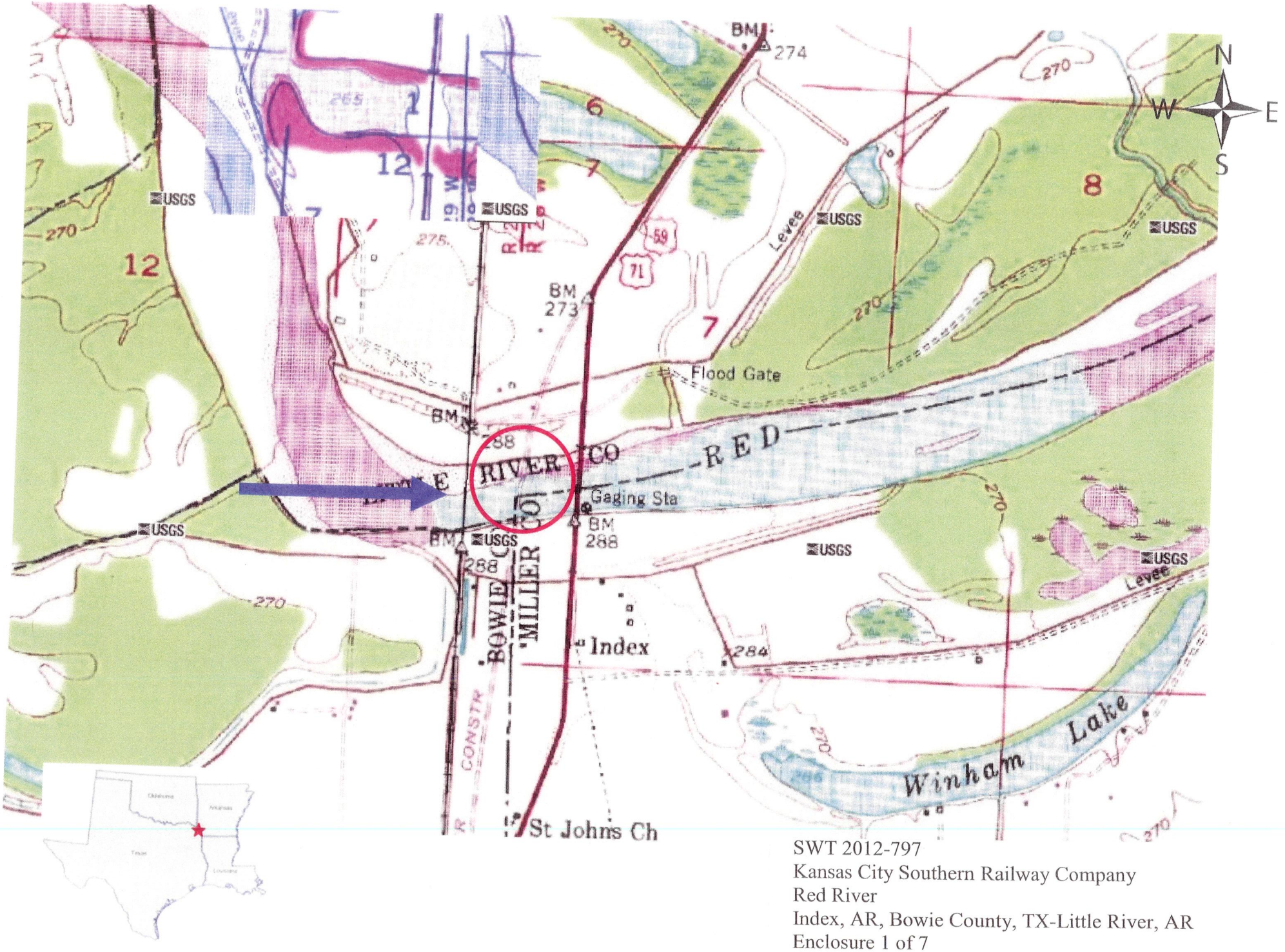
All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental

concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain 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 ownerships, and, in general, the needs and welfare of the people. A permit will be denied if the discharge does not comply with the Environmental Protection Agency's 404(b)(1) guidelines. Subject to the 404(b)(1) guidelines and any other applicable guidelines or criteria, a permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

Comments: The Corps 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. Comments concerning the issuance of this permit should be received by the District Engineer no later than 30 days from the date of this public notice. Any comments received will be considered by the Corps to determine whether to issue, modify, condition, 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. Any person may request in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

Andrew R. Commer
Chief, Regulatory Office

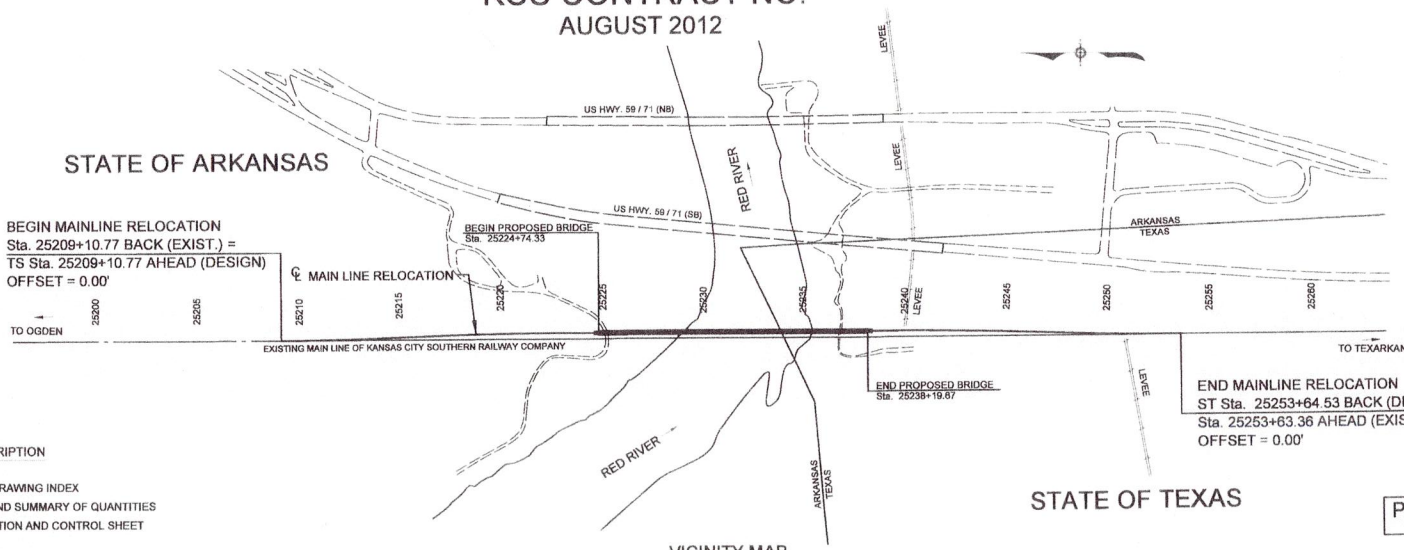
Enclosures



SWT 2012-797
Kansas City Southern Railway Company
Red River
Index, AR, Bowie County, TX-Little River, AR
Enclosure 1 of 7

KANSAS CITY SOUTHERN RAILWAY COMPANY
MAIN LINE RELOCATION
CONSTRUCTION PLANS
FOR THE REPLACEMENT OF
BRIDGE AT MILEPOST K478.0 SHREVEPORT SUBDIVISION
OVER THE RED RIVER

KCS CONTRACT NO.
AUGUST 2012



VICINITY MAP
SCALE: 1" = 300'

SHEET INDEX

SHEET NO.	DESCRIPTION
	TITLE SHEET AND DRAWING INDEX
1	GENERAL NOTES AND SUMMARY OF QUANTITIES
2	PROJECT INFORMATION AND CONTROL SHEET
3	TYPICAL SECTIONS
4 THRU 7	MAINLINE RELOCATION PLANS
8 THRU 11	PHASING PLANS
EC-1 THRU EC-4	EROSION CONTROL PLANS
X-1 THRU X-22	CROSS SECTIONS
S-1 THRU S-23	STRUCTURE PLANS

PROJECT LIMITS

BEGIN	END	LENGTH
STA 25209+10.77	STA 25253+64.53	4,453.76 FT.=0.84 MILE

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
CHRIS L. BAKER

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

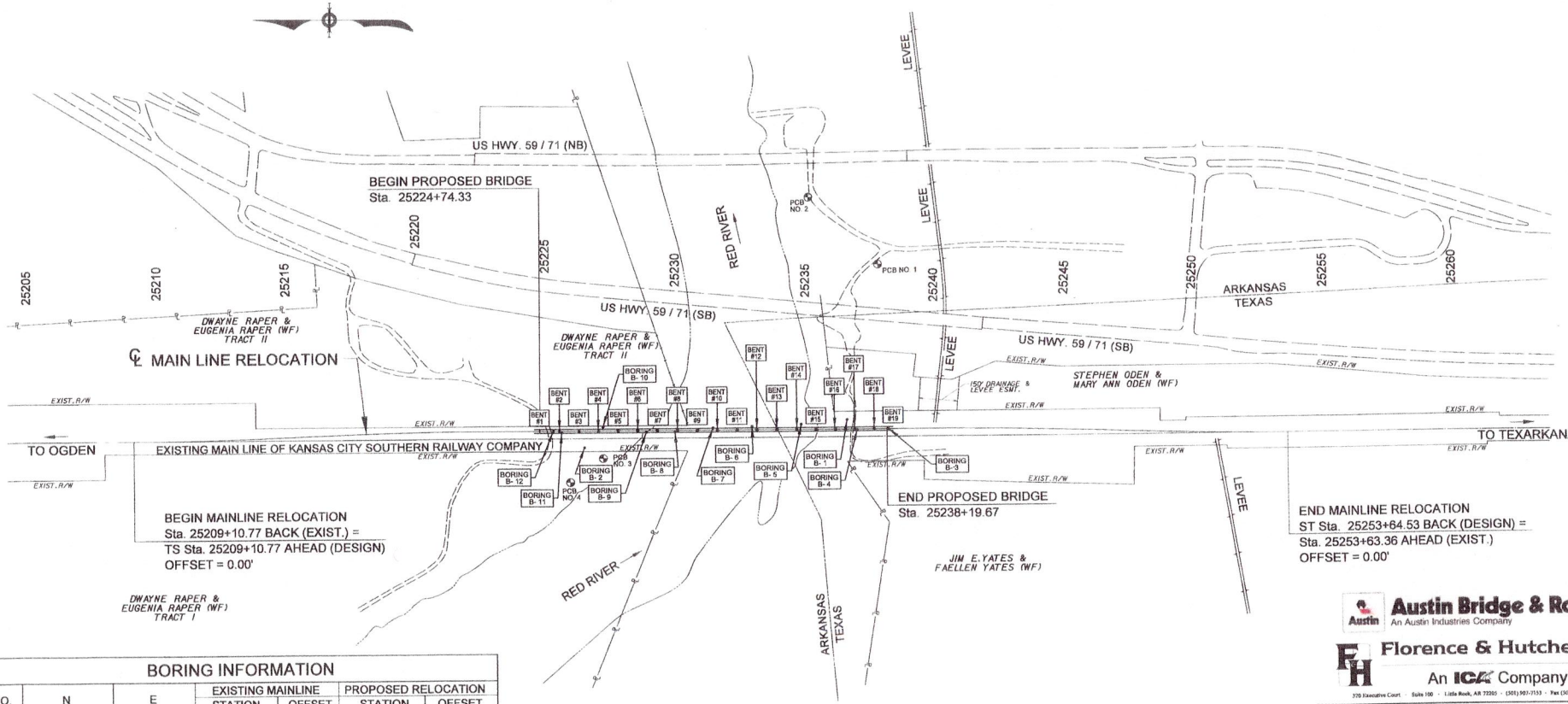
Austin Bridge & Road
An Austin Industries Company

Florence & Hutcheson
An ICA Company

SWT 2012-797
Kansas City Southern Railway Company
Red River
Index, AR, Bowie County, TX-Little River, AR
Enclosure 2 of 7

SURVEY CONTROL

NO.	N	E	EXISTING MAINLINE STATION	EXISTING MAINLINE OFFSET	PROPOSED RELOCATION STATION	PROPOSED RELOCATION OFFSET	ELEVATION	DESCRIPTION
PCB NO. 1	1,640,192.182	689,997.352	25237+86.15	678.99' LT	25237+86.64	648.99' LT	272.12	REBAR & CAP SET IN CONCRETE MONUMENT
PCB NO. 2	1,640,448.481	690,276.993	25235+14.84	944.09' LT	25235+15.34	914.09' LT	273.04	REBAR & CAP SET IN CONCRETE MONUMENT
PCB NO. 3	1,641,297.110	689,299.944	25227+21.29	78.20' RT	25227+21.79	108.20' RT	274.78	REBAR & CAP SET IN CONCRETE MONUMENT
PCB NO. 4	1,641429.648	689213.340	25225+93.72	171.97' RT	25225+94.22	201.97' RT	274.12	REBAR & CAP SET IN CONCRETE MONUMENT



BORING INFORMATION

NO.	N	E	EXISTING MAINLINE STATION	EXISTING MAINLINE OFFSET	PROPOSED RELOCATION STATION	PROPOSED RELOCATION OFFSET
B-1	1,640,350.042	689,393.990	25236+61.74	67.85' LT	25236+62.24	37.85' LT
B-2	1,641,366.885	689,346.772	25226+49.04	35.28' RT	25226+49.54	65.28' RT
B-3	1,640,189.801	689,346.641	25238+24.35	29.40' LT	25238+24.85	0.60' RT
B-4	1,640,313.433	689,352.158	25237+00.60	28.10' LT	25237+01.10	1.90' RT
B-5	1,640,531.106	689,386.979	25234+81.34	50.88' LT	25234+81.84	20.88' LT
B-6	1,640,720.282	689,390.759	25232+92.24	44.24' LT	25232+92.74	14.24' LT
B-7	1,640,869.441	689,393.738	25231+43.15	39.00' LT	25231+43.64	9.00' LT
B-8	1,641,015.144	689,387.507	25229+98.01	24.76' LT	25229+98.51	5.24' RT
B-9	1,641,124.224	689,392.734	25228+88.81	23.97' LT	25228+89.30	6.03' RT
B-10	1,641,291.024	689,423.491	25227+20.57	45.50' LT	25227+21.06	15.50' LT
B-11	1,641,451.414	689,411.462	25225+61.08	24.66' LT	25225+61.58	5.34' RT
B-12	1,641,484.021	689,418.205	25225+28.15	29.59' LT	25225+28.65	0.41' RT

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER

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An Austin Industries Company

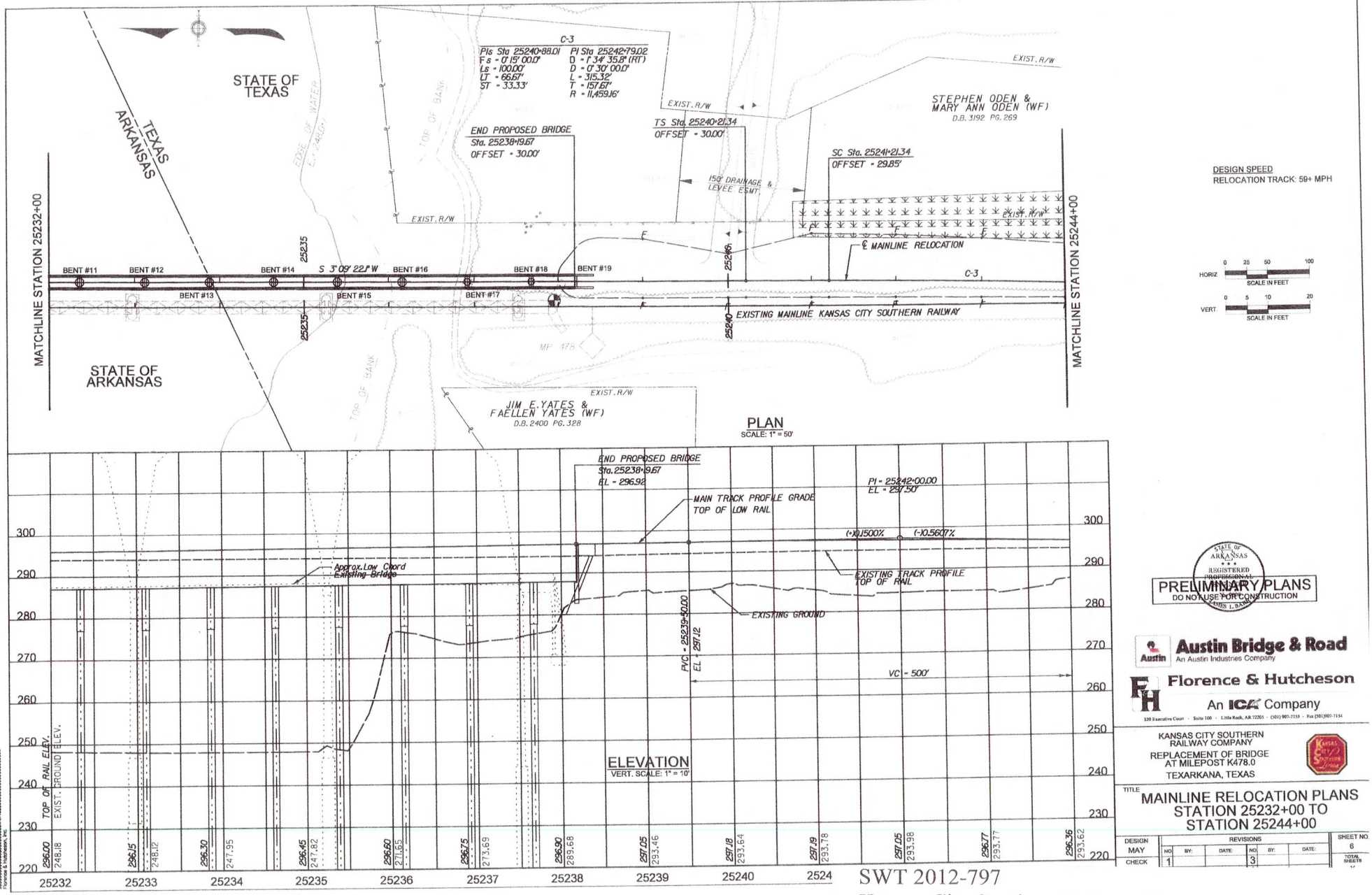
Florence & Hutcheson
An ICA Company
370 Executive Court · Suite 100 · Little Rock, AR 72205 · (501) 907-7153 · Fax (501) 907-7154

KANSAS CITY SOUTHERN RAILWAY COMPANY
REPLACEMENT OF BRIDGE AT MILEPOST K478.0
TEXARKANA, TEXAS

TITLE
PROJECT INFORMANTION AND SURVEY CONTROL

DESIGN	REVISIONS						SHEET NO
MAY	NO	BY:	DATE:	NO	BY:	DATE:	2

SWT 2012-797
Kansas City Southern Railway Company
Red River
Index, AR, Bowie County, TX-Little River, AR
Enclosure 3 of 7



STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
JAMES L. BARR

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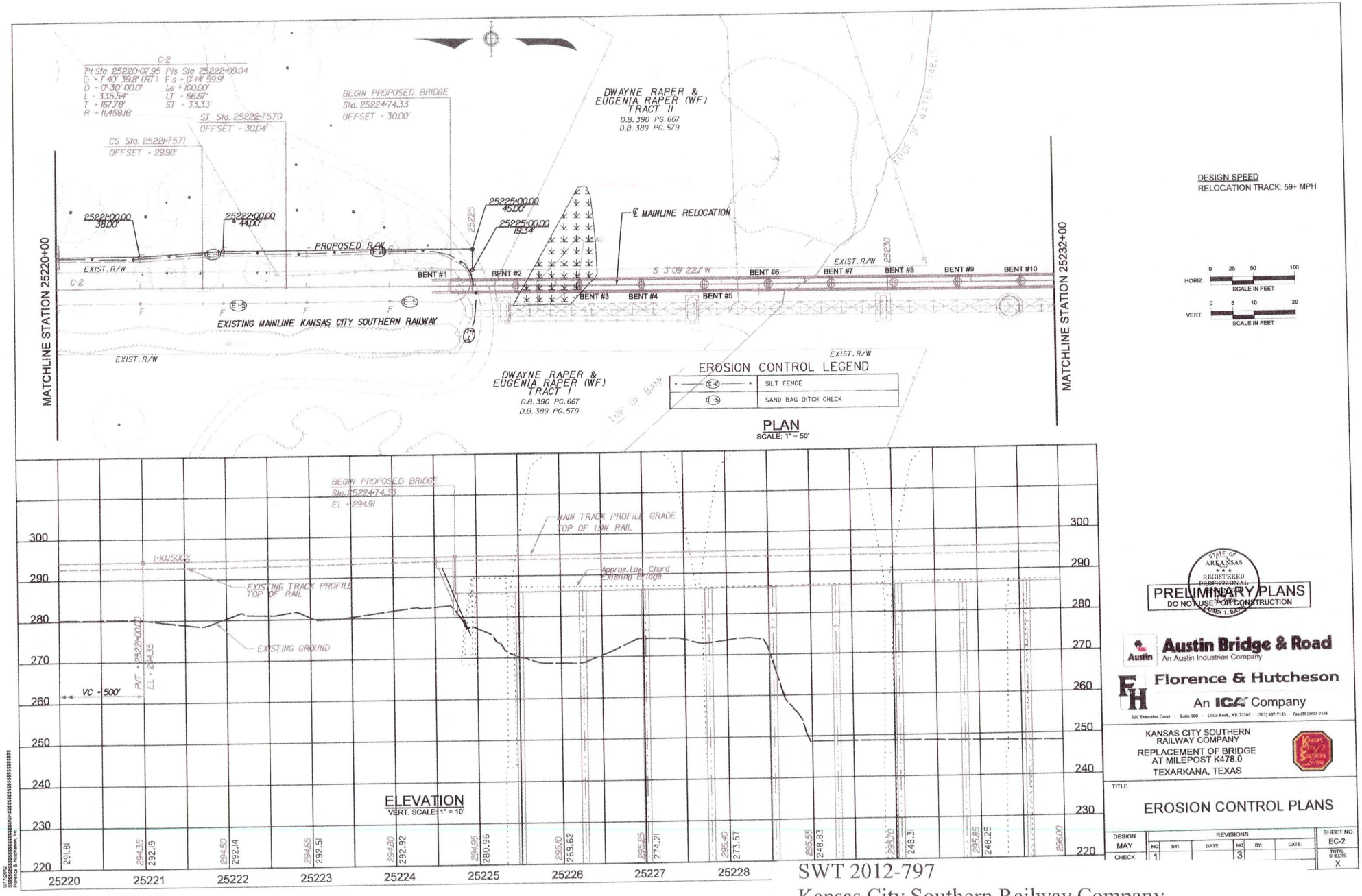
KANSAS CITY SOUTHERN RAILWAY COMPANY
REPLACEMENT OF BRIDGE AT MILEPOST K478.0
TEXARKANA, TEXAS

TITLE
MAINLINE RELOCATION PLANS
STATION 25232+00 TO
STATION 25244+00

DESIGN	REVISIONS						SHEET NO.
MAY	NO	BY:	DATE:	NO	BY:	DATE:	6
CHECK	1			3			TOTAL SHEETS

SWT 2012-797
Kansas City Southern Railway Company
Red River
Index, AR, Bowie County, TX-Little River, AR
Enclosure 4 of 7



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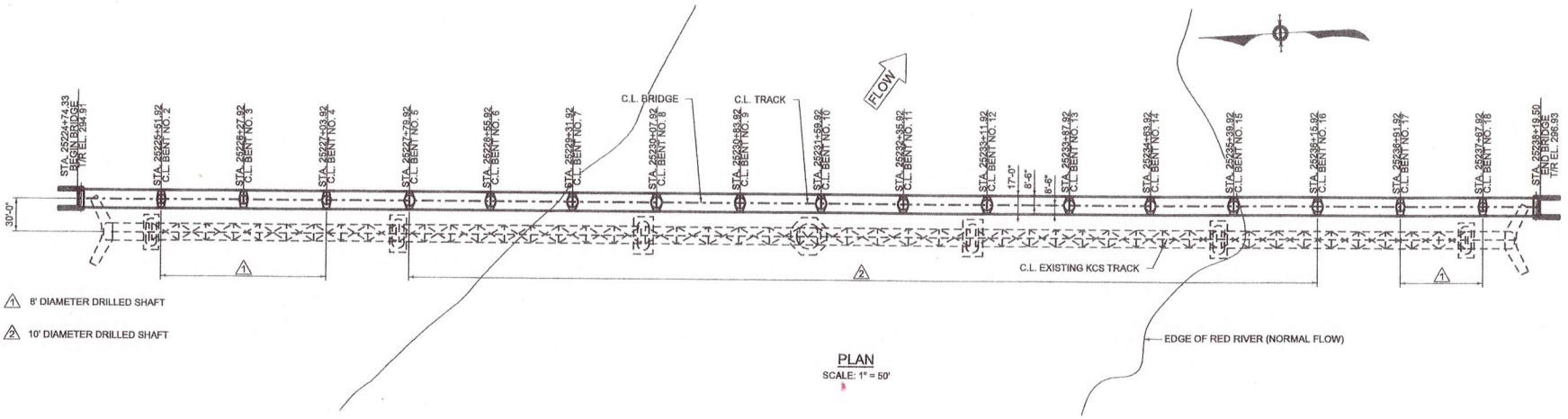
KANSAS CITY SOUTHERN RAILWAY COMPANY
REPLACEMENT OF BRIDGE AT MILEPOST K478.0
TEXARKANA, TEXAS

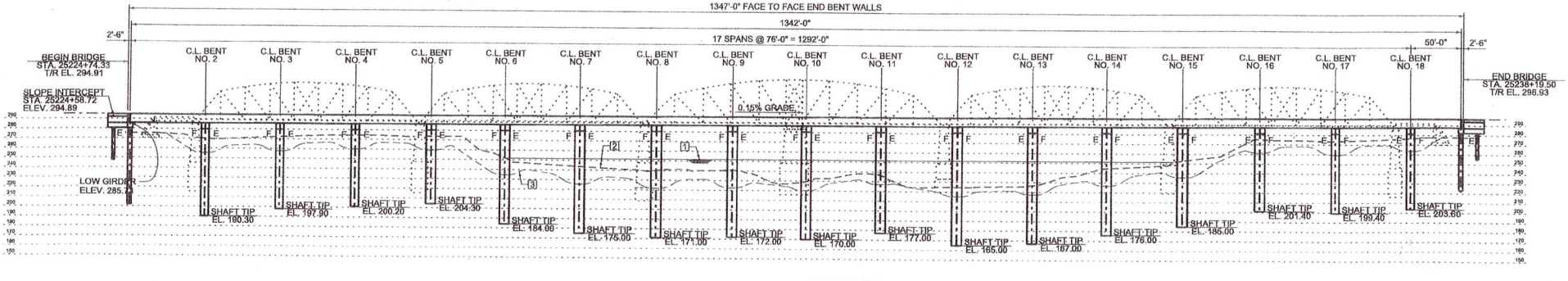
TITLE
EROSION CONTROL PLANS

DESIGN	REVISIONS						SHEET NO.
MAY	NO.	BY:	DATE:	NO.	BY:	DATE:	EC-2
CHECK	1			3			TOTAL SHEETS X

SWT 2012-797
Kansas City Southern Railway Company
Red River
Index, AR, Bowie County, TX-Little River, AR
Enclosure 5 of 7



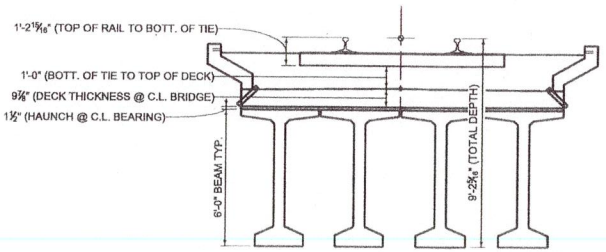
PLAN
SCALE: 1" = 50'



ELEVATION
SCALE: 1" = 50'

SUBSTRUCTURE	100 YR. SCOUR ELEV.
BENT NO. 2	255.30
BENT NO. 3	257.90
BENT NO. 4	260.20
BENT NO. 5	259.30
BENT NO. 6	234.70
BENT NO. 7	225.70
BENT NO. 8	221.90
BENT NO. 9	222.70
BENT NO. 10	220.30
BENT NO. 11	227.20
BENT NO. 12	215.10
BENT NO. 13	217.30
BENT NO. 14	226.90
BENT NO. 15	235.70
BENT NO. 16	261.40
BENT NO. 17	259.40
BENT NO. 18	263.60

[1] NORMAL POOL ELEVATION = 251.60
[2] EXISTING GROUNDLINE (2012)
[3] 100 YR. SCOUR LINE



SECTION
SCALE: 3/8" = 1'-0"

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An Austin Industries Company

Florence & Hutcheson
An ICA Company
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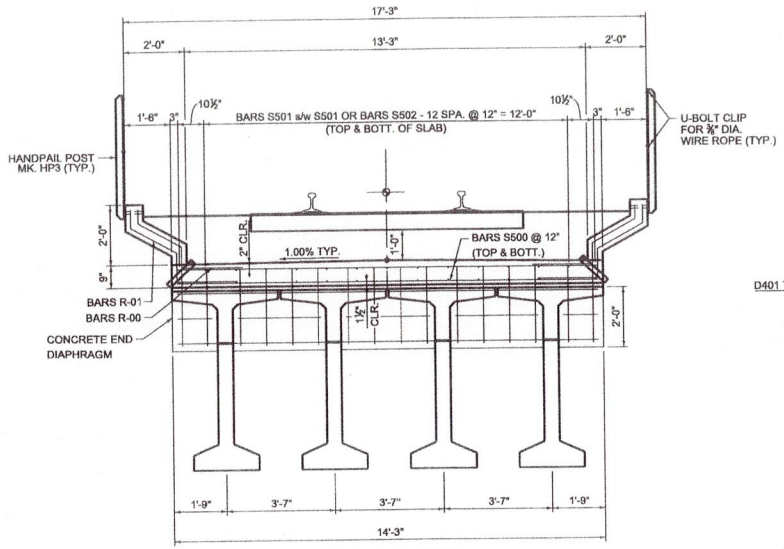
KANSAS CITY SOUTHERN RAILWAY COMPANY
REPLACEMENT OF BRIDGE
AT MILEPOST K478.0
TEXARKANA, TEXAS

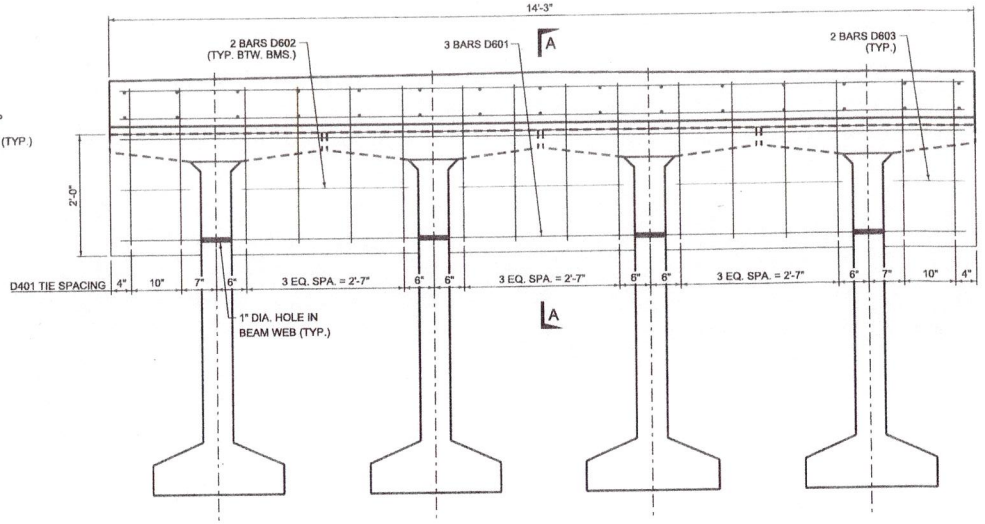
TITLE
PLAN AND ELEVATION

PRELIMINARY PLANS

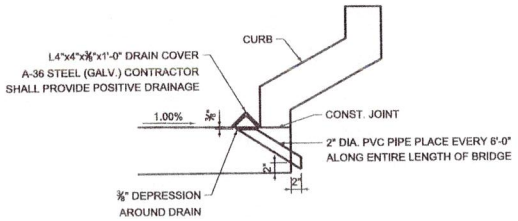
SWT 2012-797
Kansas City Southern Railway Company
Red River
Index, AR, Bowie County, TX-Little River, AR
Enclosure 6 of 7



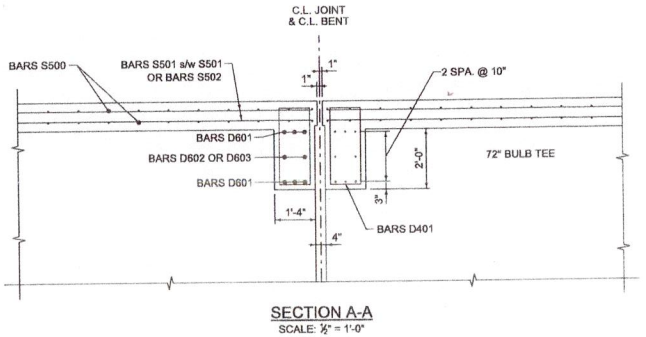
TYPICAL SECTION
SCALE: ½" = 1'-0"
(1'-0" BALLAST)



ELEVATION AT END DIAPHRAGM
SCALE: 1" = 1'-0"



DRAIN DETAIL
SCALE: 1" = 1'-0"



SECTION A-A
SCALE: ½" = 1'-0"

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KANSAS CITY SOUTHERN RAILWAY COMPANY
REPLACEMENT OF BRIDGE
AT MILEPOST K478.0
TEXARKANA, TEXAS

TITLE
SPAN DETAILS

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION
9/27/12

DESIGN	REVISIONS						SHEET NO.
CDB	NO	BY:	DATE:	NO	BY:	DATE:	S15
CHECK	1			3			TOTAL SHEETS
SSP	2			4			XX

SWT 2012-797
Kansas City Southern Railway Company
Red River
Index, AR, Bowie County, TX-Little River, AR
Enclosure7 of 7