

NOTE : RIVER MEANDER AND LAKES SHOWN WITHIN THE DALLAS FLOODWAY ARE PROPOSED FEATURES, AS SHOWN IN THE DALLAS "BALANCED VISION PLAN"

**PLATE 4-9
ALTERNATIVE 2B -
IRVING/RIVERFRONT (INDUSTRIAL) BLVD. ELEVATED
VIEW 4 - NEAR HOUSTON ST**



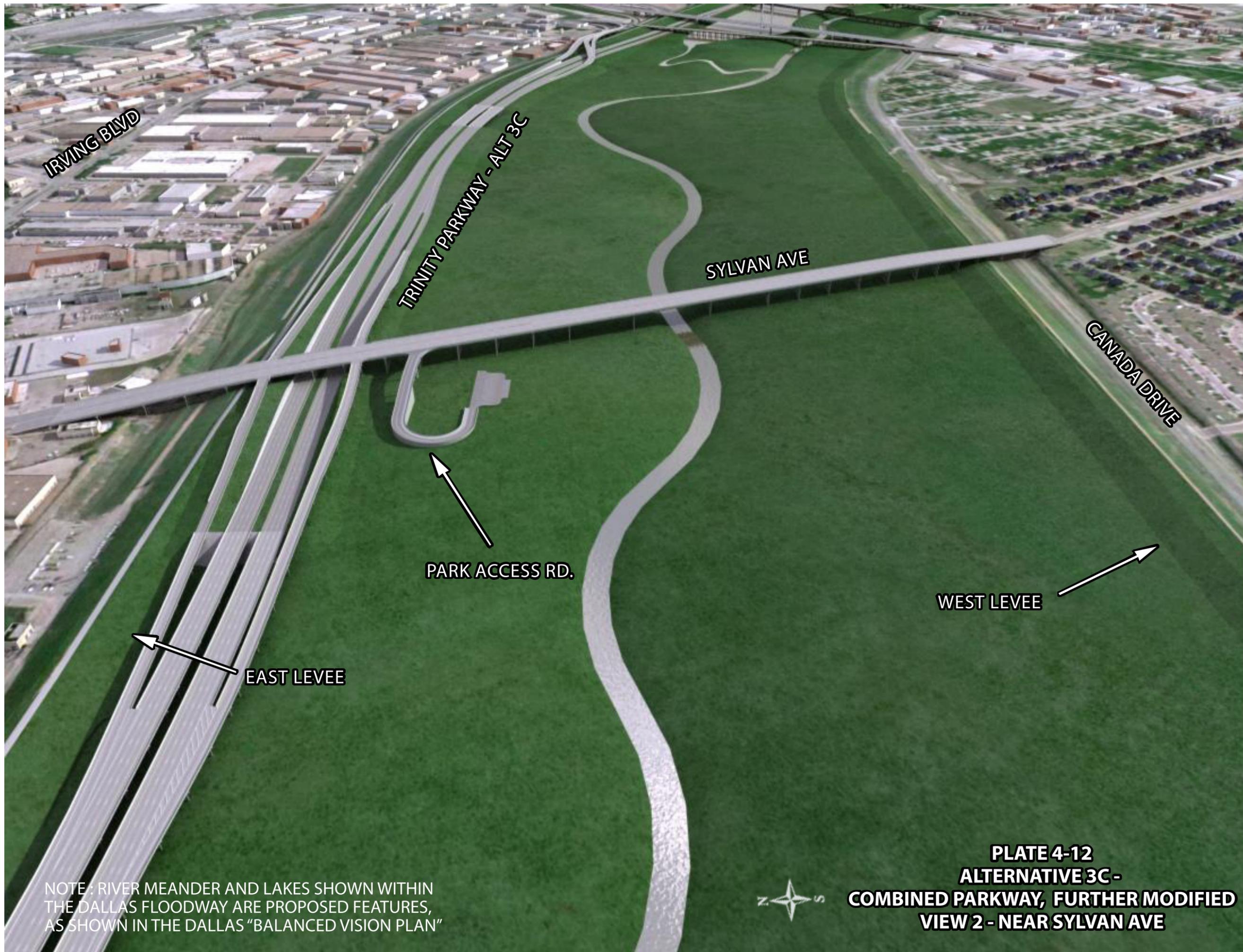
NOTE : RIVER MEANDER AND LAKES SHOWN WITHIN THE DALLAS FLOODWAY ARE PROPOSED FEATURES, AS SHOWN IN THE DALLAS "BALANCED VISION PLAN"

**PLATE 4-10
ALTERNATIVE 2B -
IRVING/RIVERFRONT (INDUSTRIAL) BLVD. ELEVATED
VIEW 5 - NEAR DART BRIDGE**



NOTE : RIVER MEANDER AND LAKES SHOWN WITHIN THE DALLAS FLOODWAY ARE PROPOSED FEATURES, AS SHOWN IN THE DALLAS "BALANCED VISION PLAN"

**PLATE 4-11
ALTERNATIVE 3C -
COMBINED PARKWAY, FURTHER MODIFIED
VIEW 1 - NEAR HAMPTON RD**



NOTE: RIVER MEANDER AND LAKES SHOWN WITHIN THE DALLAS FLOODWAY ARE PROPOSED FEATURES, AS SHOWN IN THE DALLAS "BALANCED VISION PLAN"

**PLATE 4-12
ALTERNATIVE 3C -
COMBINED PARKWAY, FURTHER MODIFIED
VIEW 2 - NEAR SYLVAN AVE**



NOTE : RIVER MEANDER AND LAKES SHOWN WITHIN THE DALLAS FLOODWAY ARE PROPOSED FEATURES, AS SHOWN IN THE DALLAS "BALANCED VISION PLAN"

**PLATE 4-13
ALTERNATIVE 3C -
COMBINED PARKWAY, FURTHER MODIFIED
VIEW 3 - NEAR CONTINENTAL ST**



NOTE: RIVER MEANDER AND LAKES SHOWN WITHIN THE DALLAS FLOODWAY ARE PROPOSED FEATURES, AS SHOWN IN THE DALLAS "BALANCED VISION PLAN"

PLATE 4-14
ALTERNATIVE 3C -
COMBINED PARKWAY, FURTHER MODIFIED
VIEW 4 - NEAR HOUSTON ST



NOTE : RIVER MEANDER AND LAKES SHOWN WITHIN THE DALLAS FLOODWAY ARE PROPOSED FEATURES, AS SHOWN IN THE DALLAS "BALANCED VISION PLAN"

**PLATE 4-15
ALTERNATIVE 3C -
COMBINED PARKWAY, FURTHER MODIFIED
VIEW 5 - NEAR DART BRIDGE**



STEMMONS FRWY

TRINITY PARKWAY - ALT 4B (NORTHBOUND)

SYLVAN RD

HAMPTON RD

CANADA DR

TRINITY PARKWAY - ALT 4B (SOUTHBOUND)

WEST LEVEE

EAST LEVEE

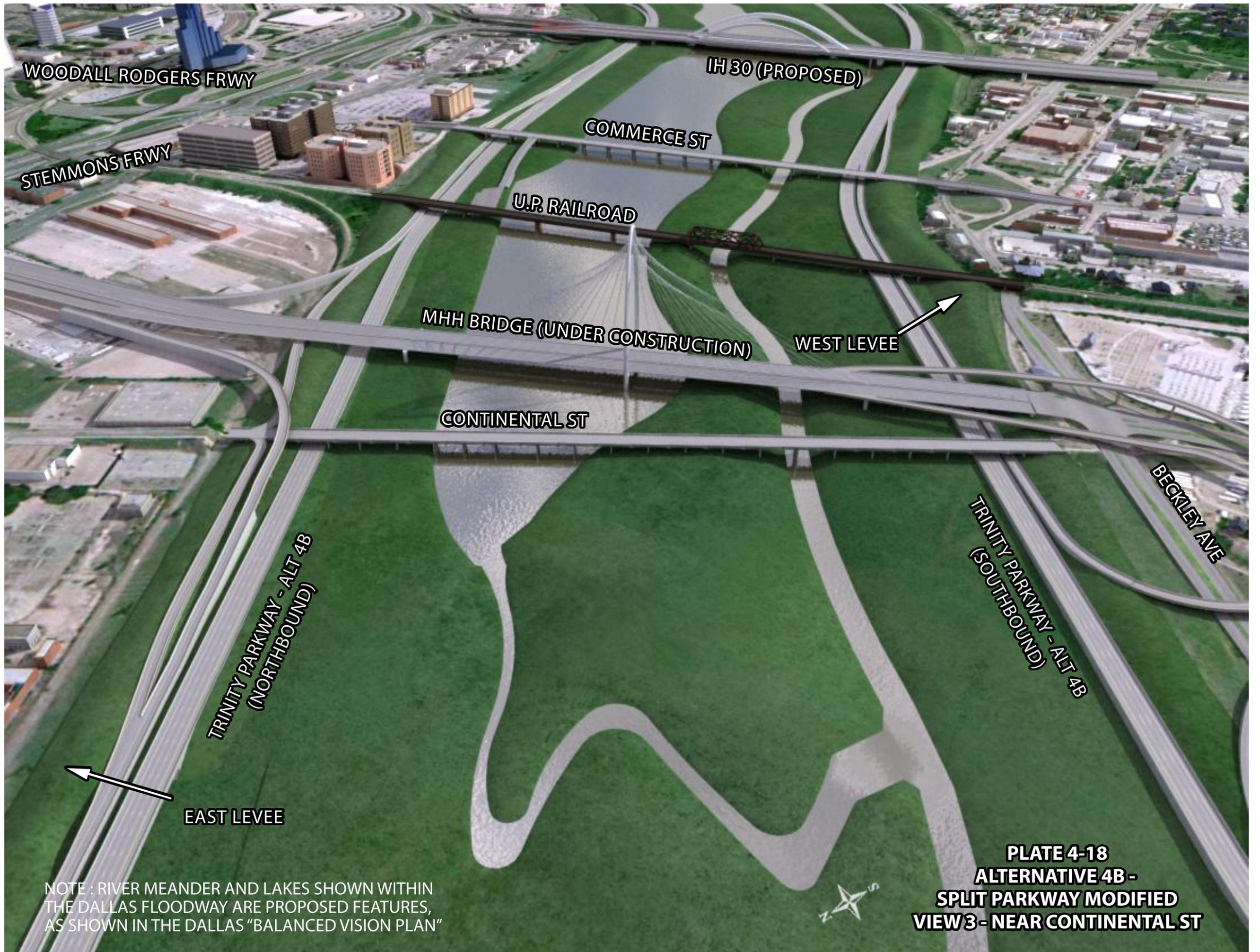
PLATE 4-16
ALTERNATIVE 4B -
SPLIT PARKWAY MODIFIED
VIEW 1 - NEAR HAMPTON RD

NOTE : RIVER MEANDER AND LAKES SHOWN WITHIN
THE DALLAS FLOODWAY ARE PROPOSED FEATURES,
AS SHOWN IN THE DALLAS "BALANCED VISION PLAN"



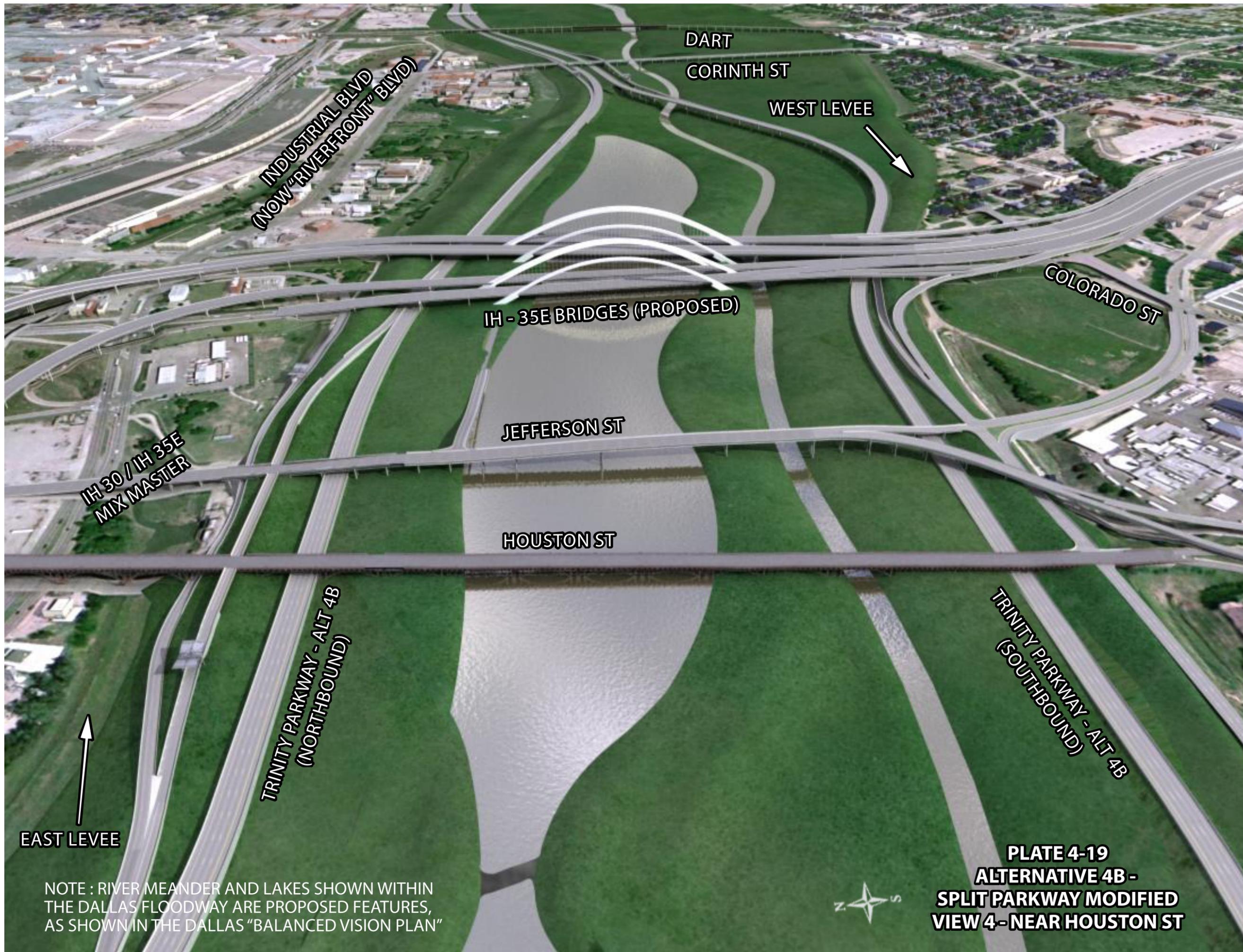
NOTE : RIVER MEANDER AND LAKES SHOWN WITHIN THE DALLAS FLOODWAY ARE PROPOSED FEATURES, AS SHOWN IN THE DALLAS "BALANCED VISION PLAN"

**PLATE 4-17
ALTERNATIVE 4B -
SPLIT PARKWAY MODIFIED
VIEW 2 - NEAR SYLVAN AVE**



NOTE : RIVER MEANDER AND LAKES SHOWN WITHIN THE DALLAS FLOODWAY ARE PROPOSED FEATURES, AS SHOWN IN THE DALLAS "BALANCED VISION PLAN"

**PLATE 4-18
ALTERNATIVE 4B -
SPLIT PARKWAY MODIFIED
VIEW 3 - NEAR CONTINENTAL ST**



**INDUSTRIAL BLVD
(NOW "RIVERFRONT" BLVD)**

**DART
CORINTH ST
WEST LEVEE**

IH - 35E BRIDGES (PROPOSED)

COLORADO ST

JEFFERSON ST

**IH 30 / IH 35E
MIX MASTER**

HOUSTON ST

**TRINITY PARKWAY - ALT 4B
(NORTHBOUND)**

**TRINITY PARKWAY - ALT 4B
(SOUTHBOUND)**

EAST LEVEE

NOTE : RIVER MEANDER AND LAKES SHOWN WITHIN THE DALLAS FLOODWAY ARE PROPOSED FEATURES, AS SHOWN IN THE DALLAS "BALANCED VISION PLAN"



**PLATE 4-19
ALTERNATIVE 4B -
SPLIT PARKWAY MODIFIED
VIEW 4 - NEAR HOUSTON ST**



NOTE : RIVER MEANDER AND LAKES SHOWN WITHIN THE DALLAS FLOODWAY ARE PROPOSED FEATURES, AS SHOWN IN THE DALLAS "BALANCED VISION PLAN"

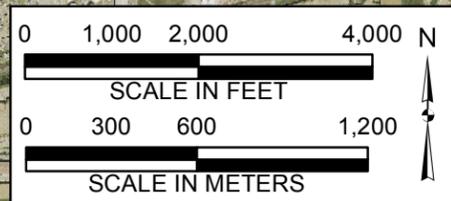
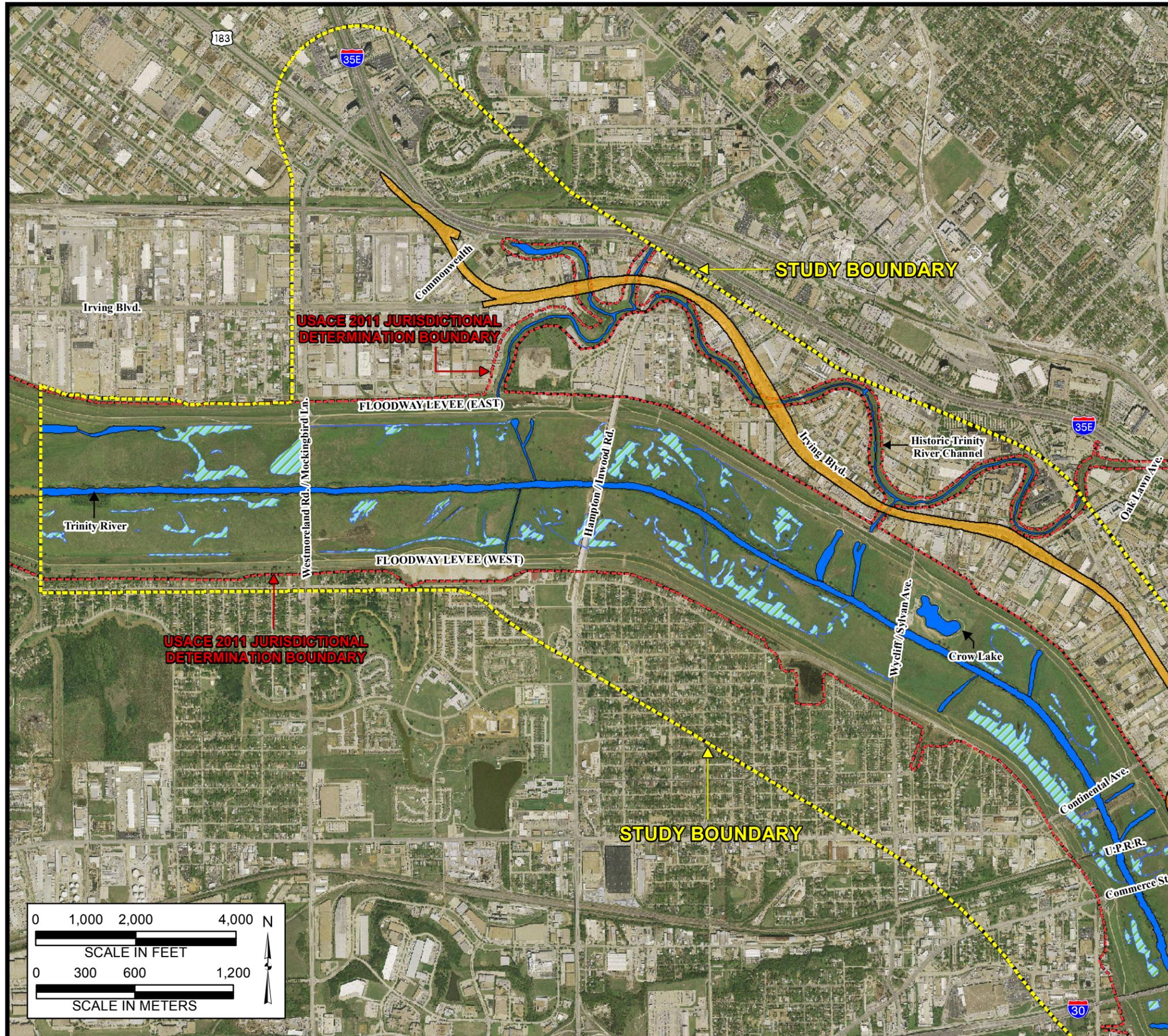
**PLATE 4-20
ALTERNATIVE 4B -
SPLIT PARKWAY MODIFIED
VIEW 5 - NEAR DART BRIDGE**

PLATE 4 - 21 A

WATERS OF THE U.S. - ALTERNATIVE 2A



NORTH TEXAS TOLLWAY AUTHORITY



MATCH LINE

PROPOSED ROW AREA

- ALTERNATIVE 2A - IRVING/RIVERFRONT (INDUSTRIAL) BLVD (ELEVATED)

WATERS OF THE UNITED STATES, INCLUDING WETLANDS

- OPEN WATER / RIVER CHANNEL
- EMERGENT WETLAND
- FORESTED WETLAND

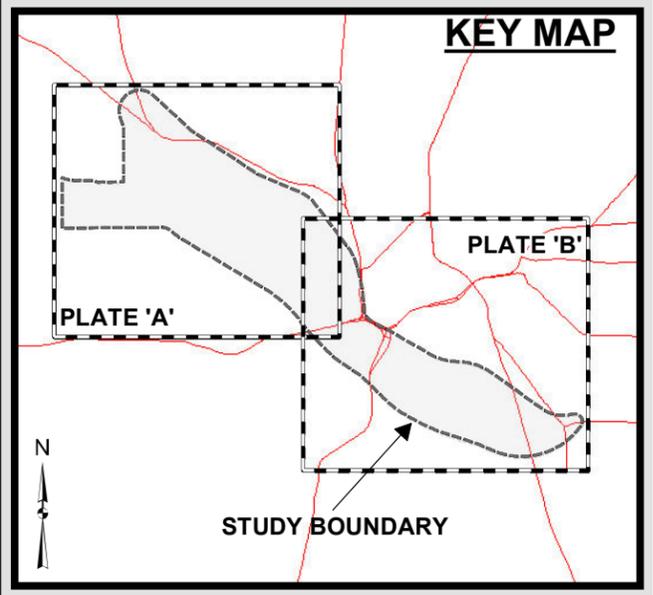
NOTES: LOCATIONS ARE APPROXIMATE.

WATERS OF THE U.S. SOURCE: USACE APPROVED JURISDICTIONAL DETERMINATION IN MARCH 2011

TRINITY PARKWAY SDEIS APPROVED IN FEBRUARY 2009

WATERS OF THE U.S., INCLUDING WETLANDS OUTSIDE OF USACE JURISDICTIONAL DETERMINATION BOUNDARY BUT WITHIN THE PROJECT STUDY AREA HAVE BEEN SURVEYED, BUT DELINEATION OF THESE AREAS HAS NOT RECEIVED CONCURRENCE FROM USACE AND WILL REQUIRE FURTHER COORDINATION.

KEY MAP



MATCH LINE

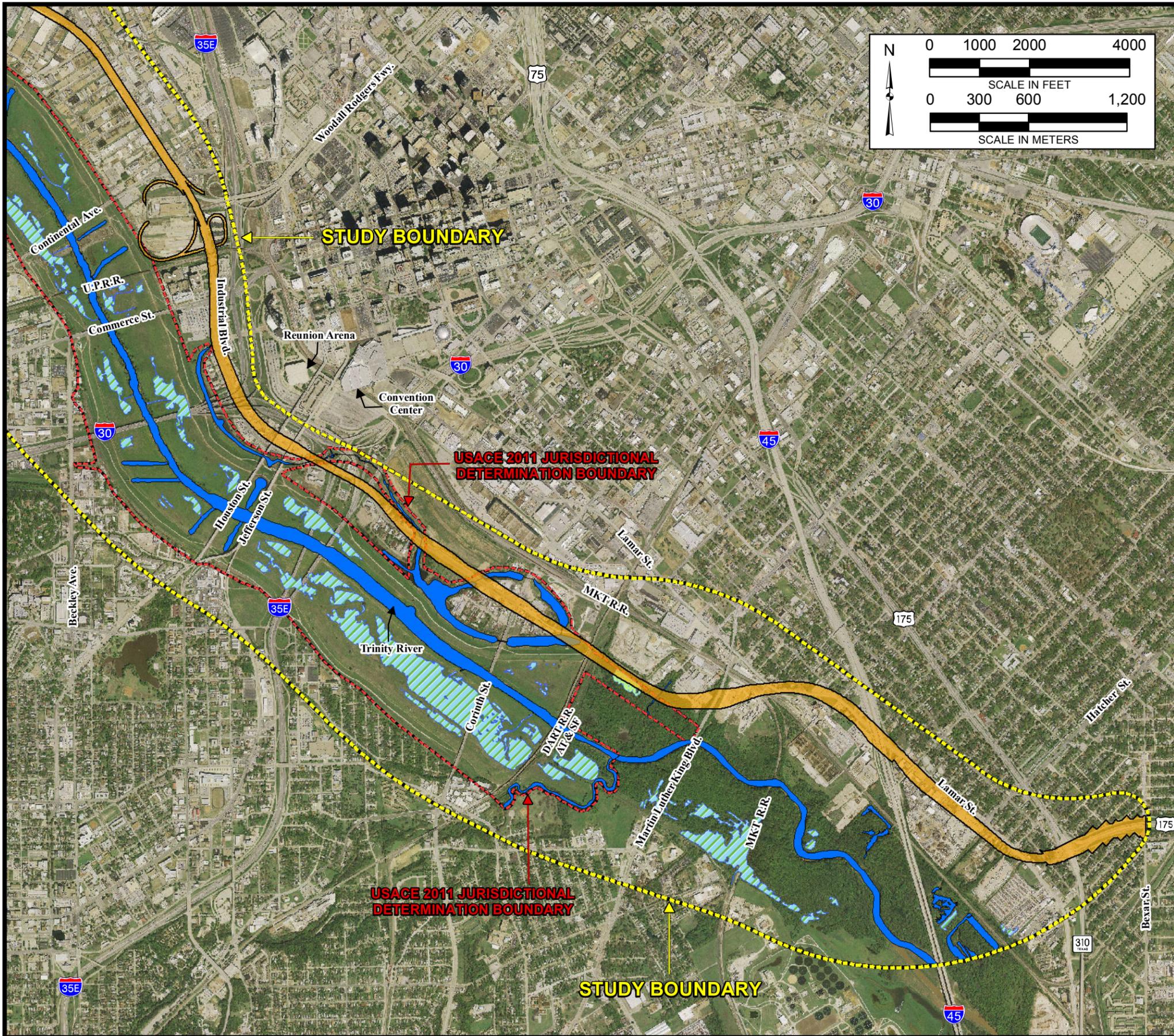


PLATE 4 - 21 B

**WATERS OF THE U.S. -
ALTERNATIVE 2A**

NTTA

NORTH TEXAS TOLLWAY AUTHORITY

PROPOSED ROW AREA

ALTERNATIVE 2A - IRVING/RIVERFRONT (INDUSTRIAL) BLVD (ELEVATED)

WATERS OF THE UNITED STATES, INCLUDING WETLANDS

OPEN WATER / RIVER CHANNEL

EMERGENT WETLAND

FORESTED WETLAND

NOTES: LOCATIONS ARE APPROXIMATE.

WATERS OF THE U.S. SOURCE:
USACE APPROVED JURISDICTIONAL DETERMINATION IN MARCH 2011

TRINITY PARKWAY SDEIS
APPROVED IN FEBRUARY 2009

WATERS OF THE U.S., INCLUDING WETLANDS OUTSIDE OF USACE JURISDICTIONAL DETERMINATION BOUNDARY BUT WITHIN THE PROJECT STUDY AREA HAVE BEEN SURVEYED, BUT DELINEATION OF THESE AREAS HAS NOT RECEIVED CONCURRENCE FROM USACE AND WILL REQUIRE FURTHER COORDINATION.

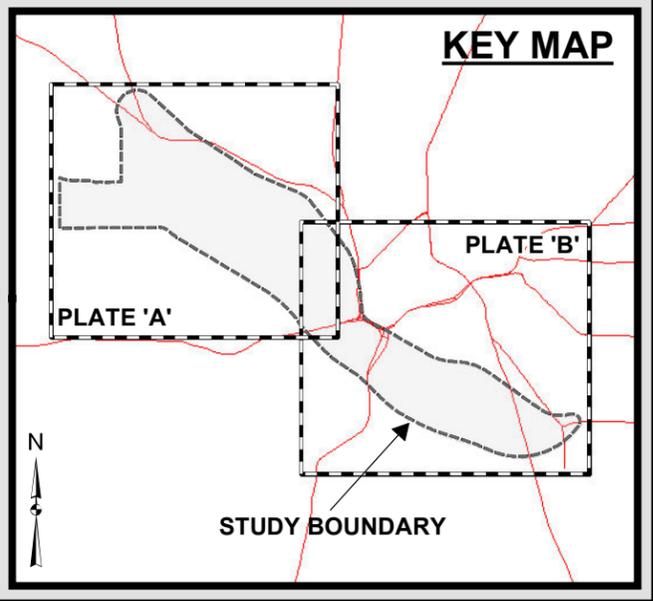
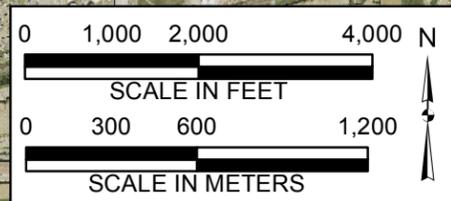
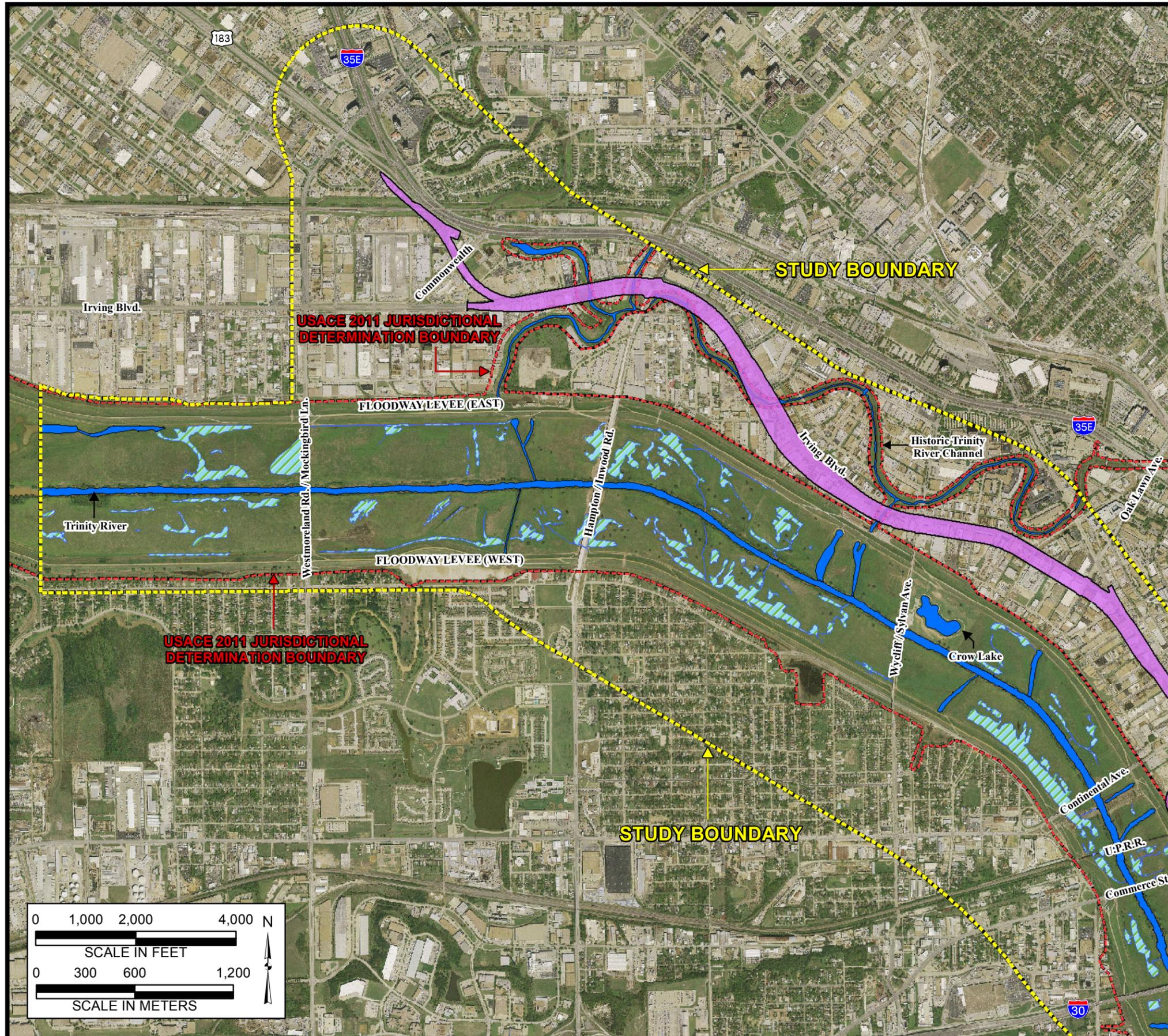


PLATE 4 - 22 A

WATERS OF THE U.S. - ALTERNATIVE 2B



NORTH TEXAS TOLLWAY AUTHORITY



MATCH LINE

PROPOSED ROW AREA

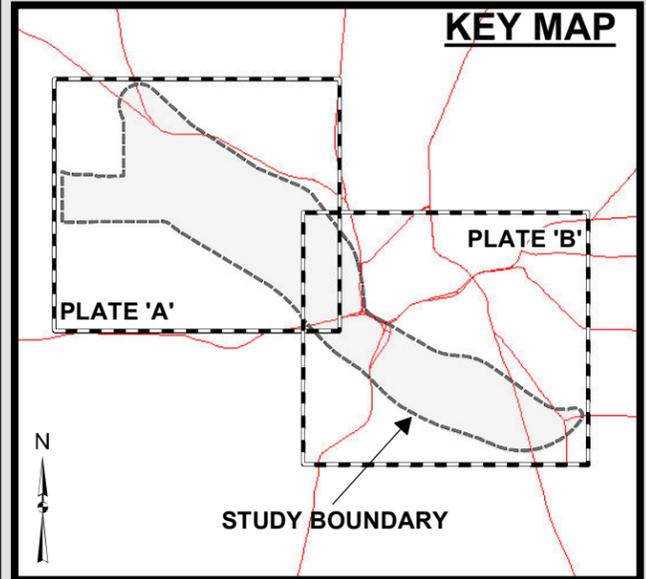
ALTERNATIVE 2B - IRVING/RIVERFRONT (INDUSTRIAL) BLVD (AT-GRADE)

WATERS OF THE UNITED STATES, INCLUDING WETLANDS

OPEN WATER / RIVER CHANNEL
 EMERGENT WETLAND
 FORESTED WETLAND

NOTES: LOCATIONS ARE APPROXIMATE.
 WATERS OF THE U.S. SOURCE: USACE APPROVED JURISDICTIONAL DETERMINATION IN MARCH 2011
 TRINITY PARKWAY SDEIS APPROVED IN FEBRUARY 2009
 WATERS OF THE U.S., INCLUDING WETLANDS OUTSIDE OF USACE JURISDICTIONAL DETERMINATION BOUNDARY BUT WITHIN THE PROJECT STUDY AREA HAVE BEEN SURVEYED, BUT DELINEATION OF THESE AREAS HAS NOT RECEIVED CONCURRENCE FROM USACE AND WILL REQUIRE FURTHER COORDINATION.

KEY MAP



MATCH LINE

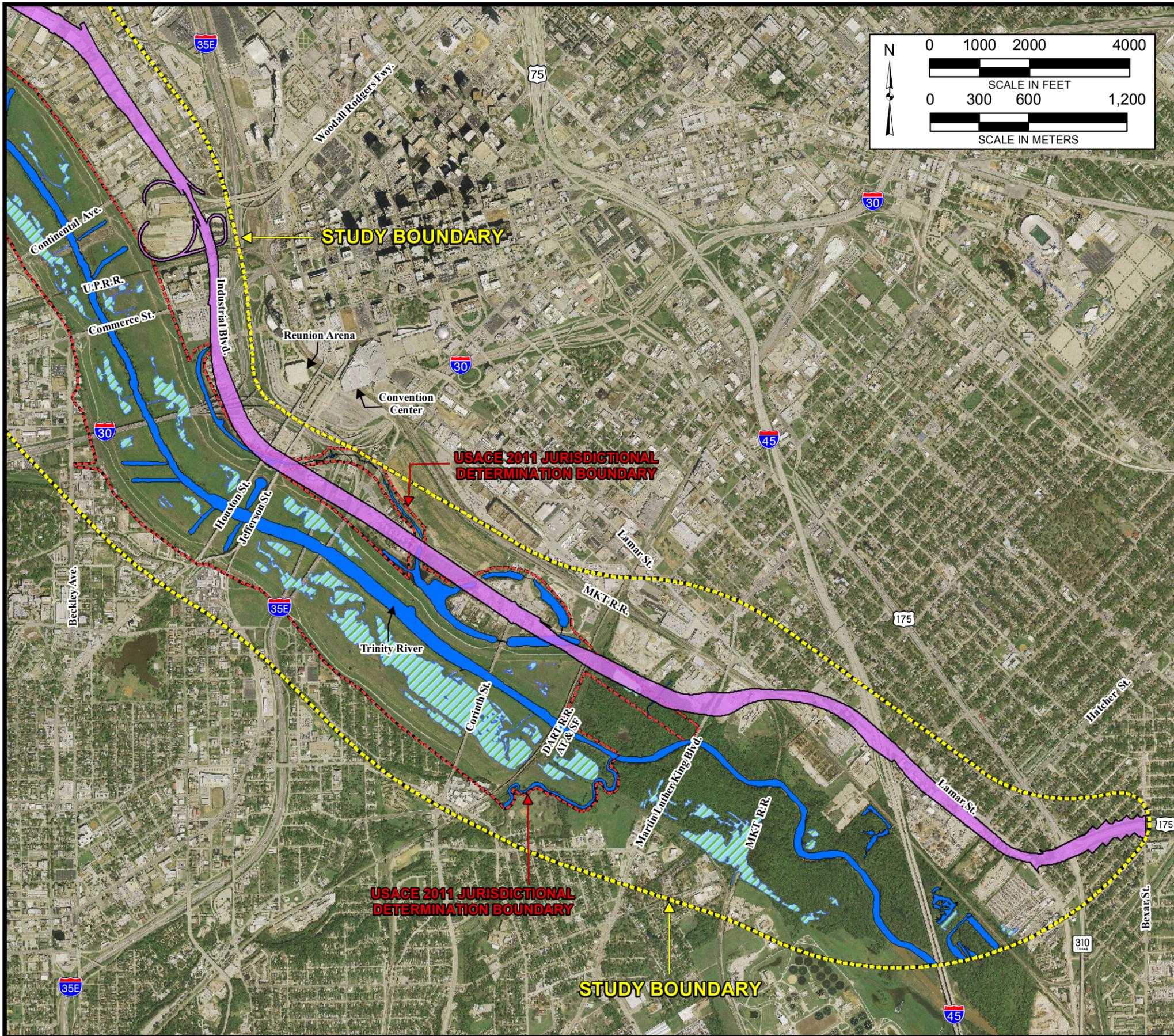


PLATE 4 - 22 B

WATERS OF THE U.S. - ALTERNATIVE 2B



NORTH TEXAS TOLLWAY AUTHORITY

PROPOSED ROW AREA

-  ALTERNATIVE 2B - IRVING/RIVERFRONT (INDUSTRIAL) BLVD (AT-GRADE)

WATERS OF THE UNITED STATES, INCLUDING WETLANDS

-  OPEN WATER / RIVER CHANNEL
-  EMERGENT WETLAND
-  FORESTED WETLAND

NOTES: LOCATIONS ARE APPROXIMATE.

WATERS OF THE U.S. SOURCE:
USACE APPROVED JURISDICTIONAL DETERMINATION IN MARCH 2011

TRINITY PARKWAY SDEIS
APPROVED IN FEBRUARY 2009

WATERS OF THE U.S., INCLUDING WETLANDS OUTSIDE OF USACE JURISDICTIONAL DETERMINATION BOUNDARY BUT WITHIN THE PROJECT STUDY AREA HAVE BEEN SURVEYED, BUT DELINEATION OF THESE AREAS HAS NOT RECEIVED CONCURRENCE FROM USACE AND WILL REQUIRE FURTHER COORDINATION.

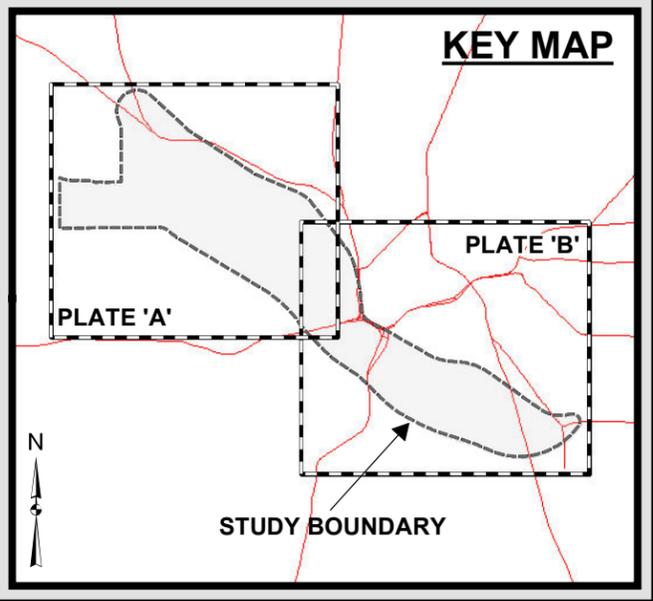
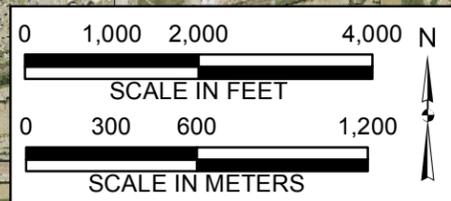
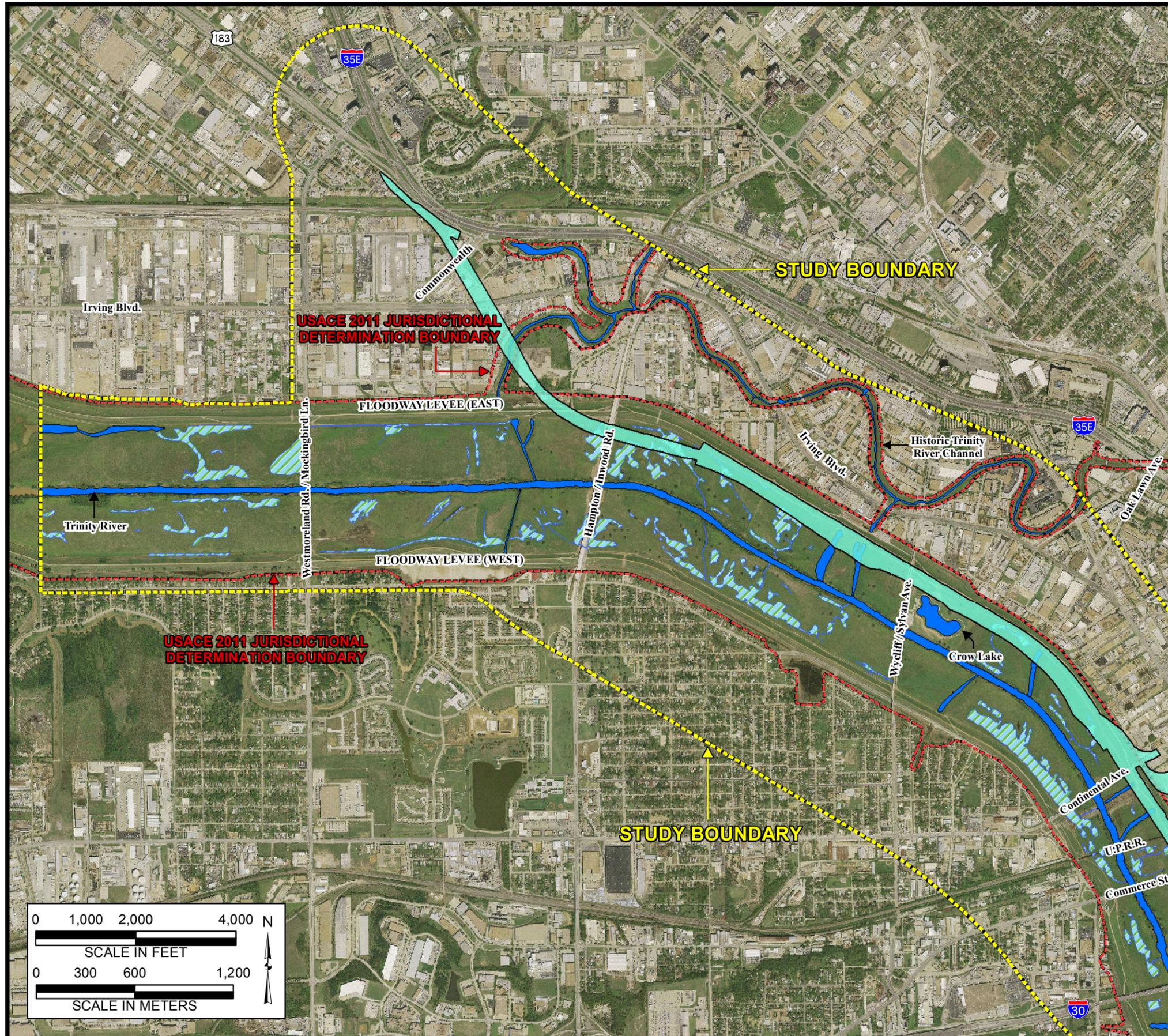


PLATE 4 - 23 A

WATERS OF THE U.S. - ALTERNATIVE 3C



NORTH TEXAS TOLLWAY AUTHORITY



MATCH LINE

PROPOSED ROW AREA

ALTERNATIVE 3C

WATERS OF THE UNITED STATES, INCLUDING WETLANDS

- OPEN WATER / RIVER CHANNEL
- EMERGENT WETLAND
- FORESTED WETLAND

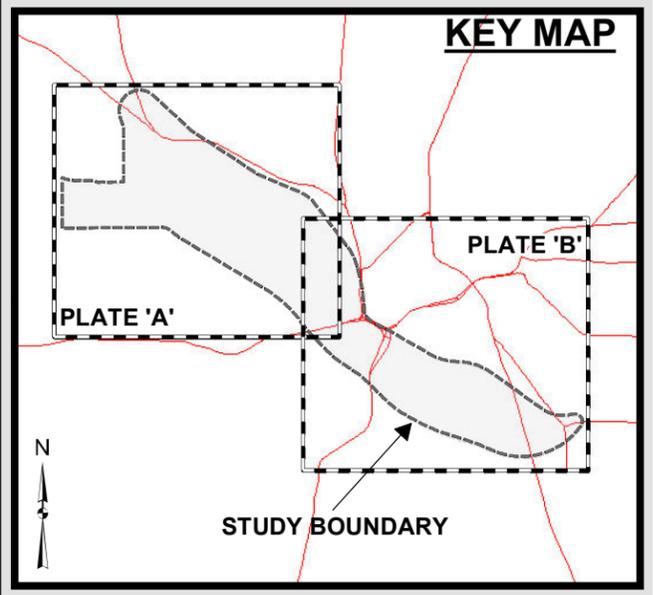
NOTES: LOCATIONS ARE APPROXIMATE.

WATERS OF THE U.S. SOURCE:
USACE APPROVED JURISDICTIONAL DETERMINATION IN MARCH 2011

TRINITY PARKWAY SDEIS
APPROVED IN FEBRUARY 2009

WATERS OF THE U.S., INCLUDING WETLANDS OUTSIDE OF USACE JURISDICTIONAL DETERMINATION BOUNDARY BUT WITHIN THE PROJECT STUDY AREA HAVE BEEN SURVEYED, BUT DELINEATION OF THESE AREAS HAS NOT RECEIVED CONCURRENCE FROM USACE AND WILL REQUIRE FURTHER COORDINATION.

KEY MAP



MATCH LINE

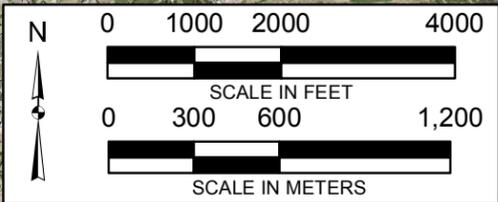
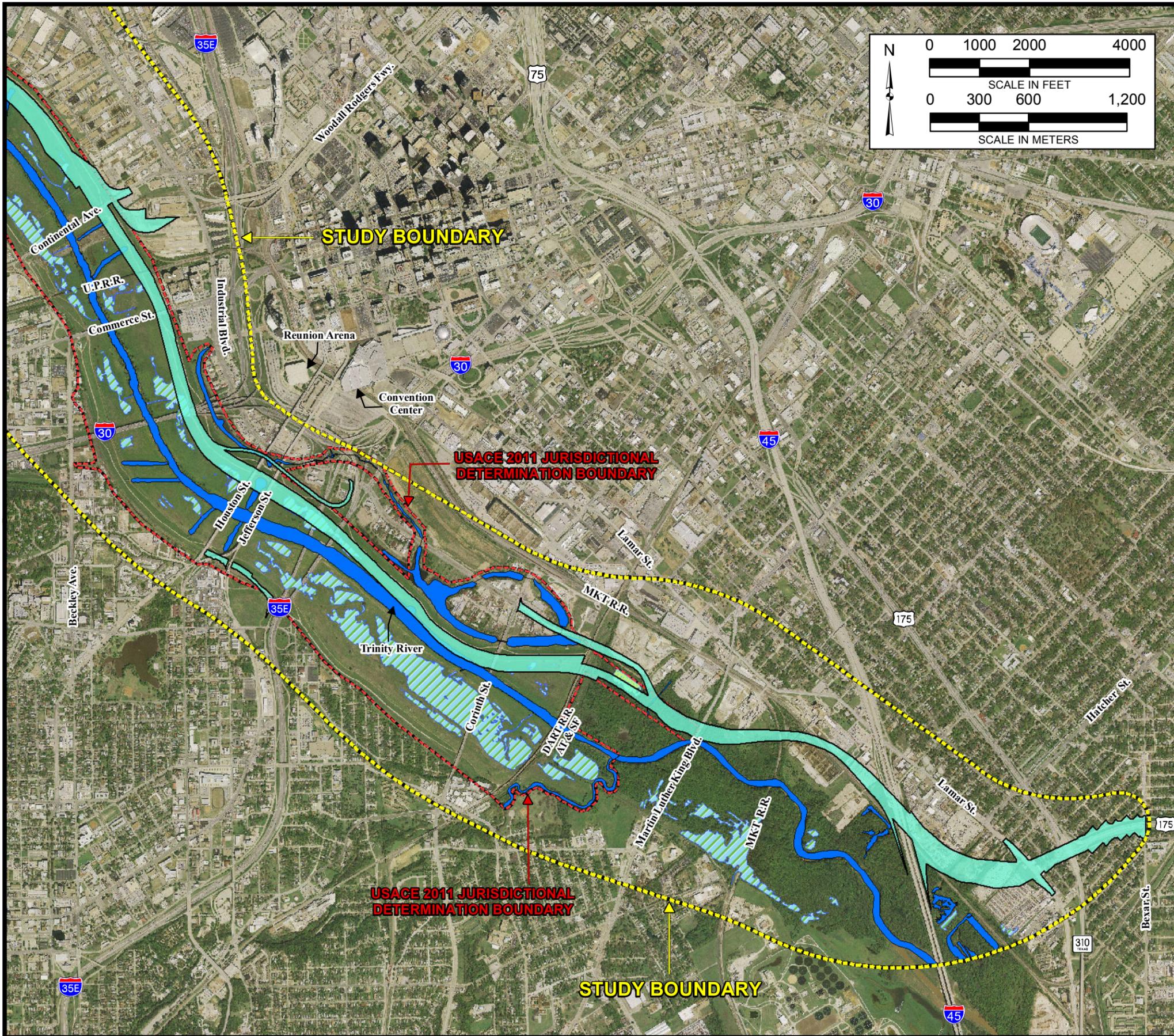


PLATE 4 - 23 B

WATERS OF THE U.S. - ALTERNATIVE 3C

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

PROPOSED ROW AREA

ALTERNATIVE 3C

WATERS OF THE UNITED STATES, INCLUDING WETLANDS

- OPEN WATER / RIVER CHANNEL
- EMERGENT WETLAND
- FORESTED WETLAND

NOTES: LOCATIONS ARE APPROXIMATE.

WATERS OF THE U.S. SOURCE: USACE APPROVED JURISDICTIONAL DETERMINATION IN MARCH 2011

TRINITY PARKWAY SDEIS APPROVED IN FEBRUARY 2009

WATERS OF THE U.S., INCLUDING WETLANDS OUTSIDE OF USACE JURISDICTIONAL DETERMINATION BOUNDARY BUT WITHIN THE PROJECT STUDY AREA HAVE BEEN SURVEYED, BUT DELINEATION OF THESE AREAS HAS NOT RECEIVED CONCURRENCE FROM USACE AND WILL REQUIRE FURTHER COORDINATION.

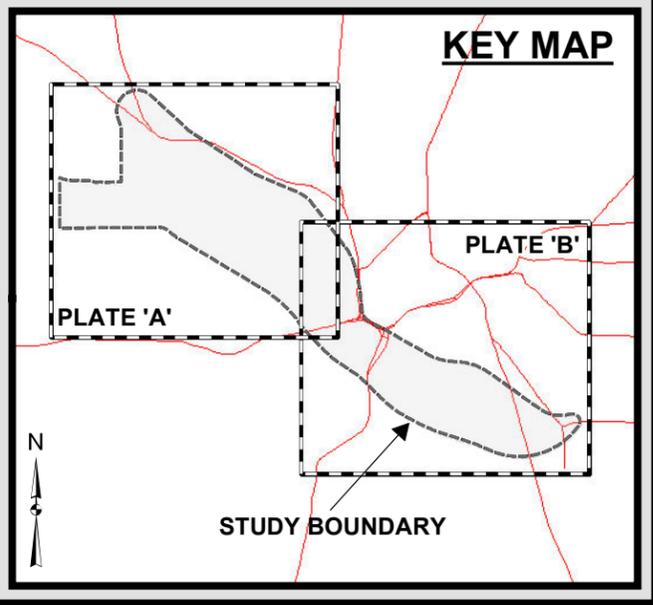
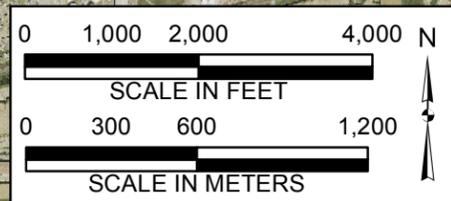
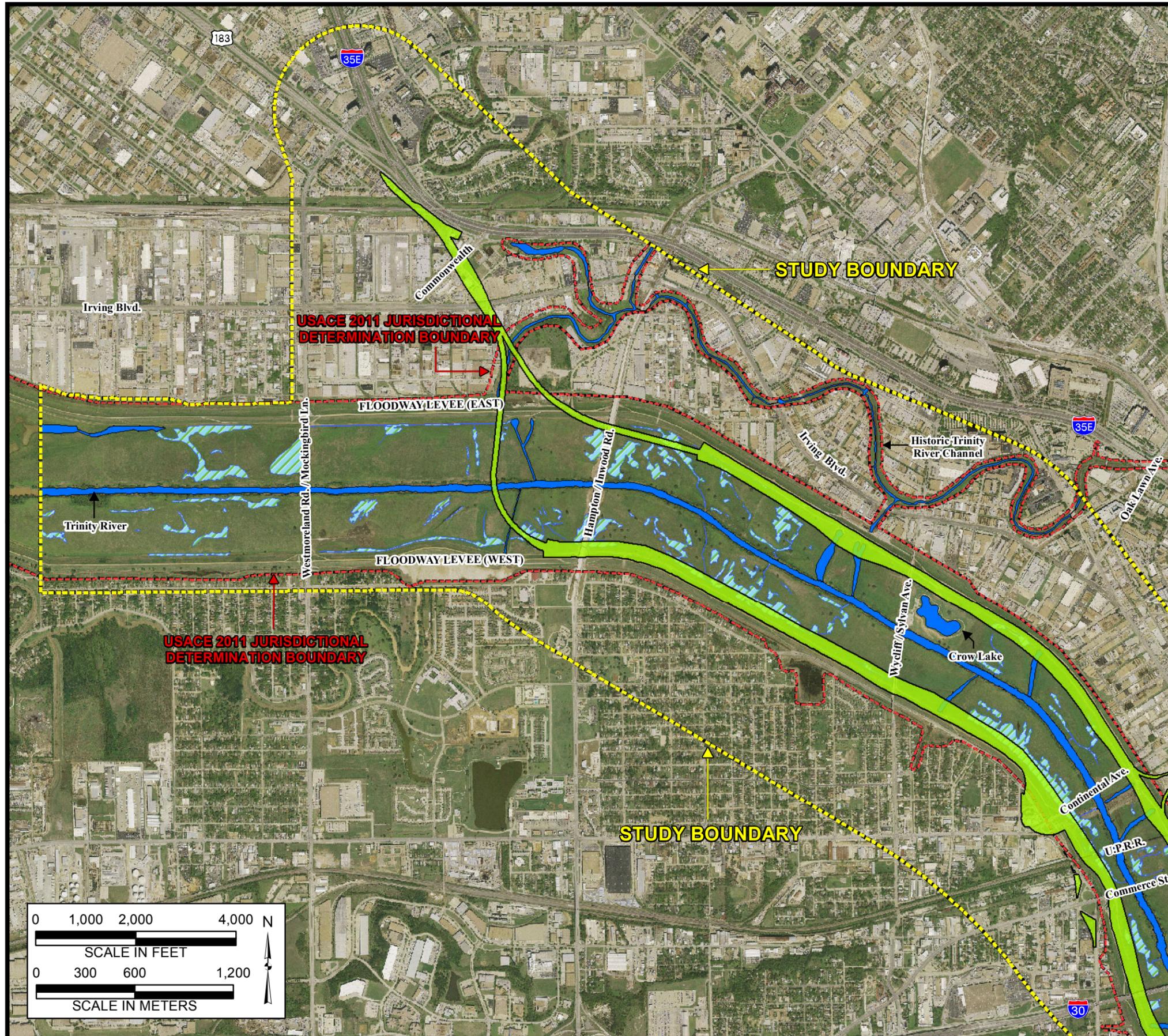


PLATE 4 - 24 A

WATERS OF THE U.S. - ALTERNATIVE 4B



NORTH TEXAS TOLLWAY AUTHORITY



MATCH LINE

PROPOSED ROW AREA

ALTERNATIVE 4B

WATERS OF THE UNITED STATES, INCLUDING WETLANDS

- OPEN WATER / RIVER CHANNEL
- EMERGENT WETLAND
- FORESTED WETLAND

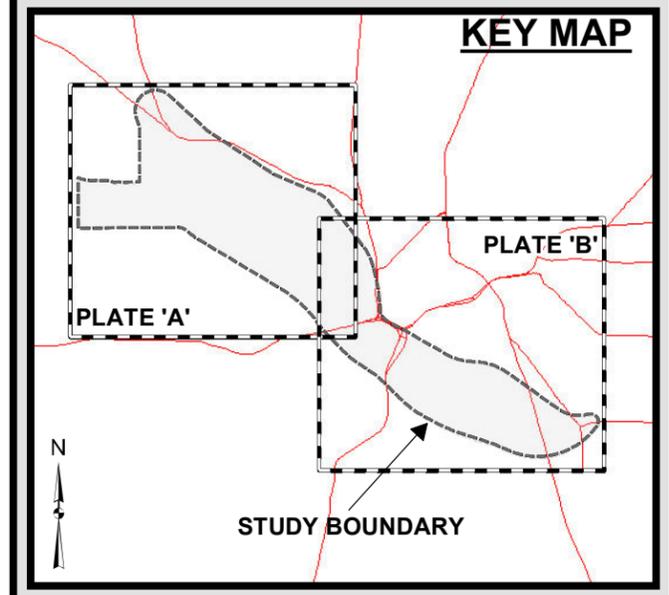
NOTES: LOCATIONS ARE APPROXIMATE.

WATERS OF THE U.S. SOURCE:
USACE APPROVED JURISDICTIONAL DETERMINATION IN MARCH 2011

TRINITY PARKWAY SDEIS
APPROVED IN FEBRUARY 2009

WATERS OF THE U.S., INCLUDING WETLANDS OUTSIDE OF USACE JURISDICTIONAL DETERMINATION BOUNDARY BUT WITHIN THE PROJECT STUDY AREA HAVE BEEN SURVEYED, BUT DELINEATION OF THESE AREAS HAS NOT RECEIVED CONCURRENCE FROM USACE AND WILL REQUIRE FURTHER COORDINATION.

KEY MAP



MATCH LINE

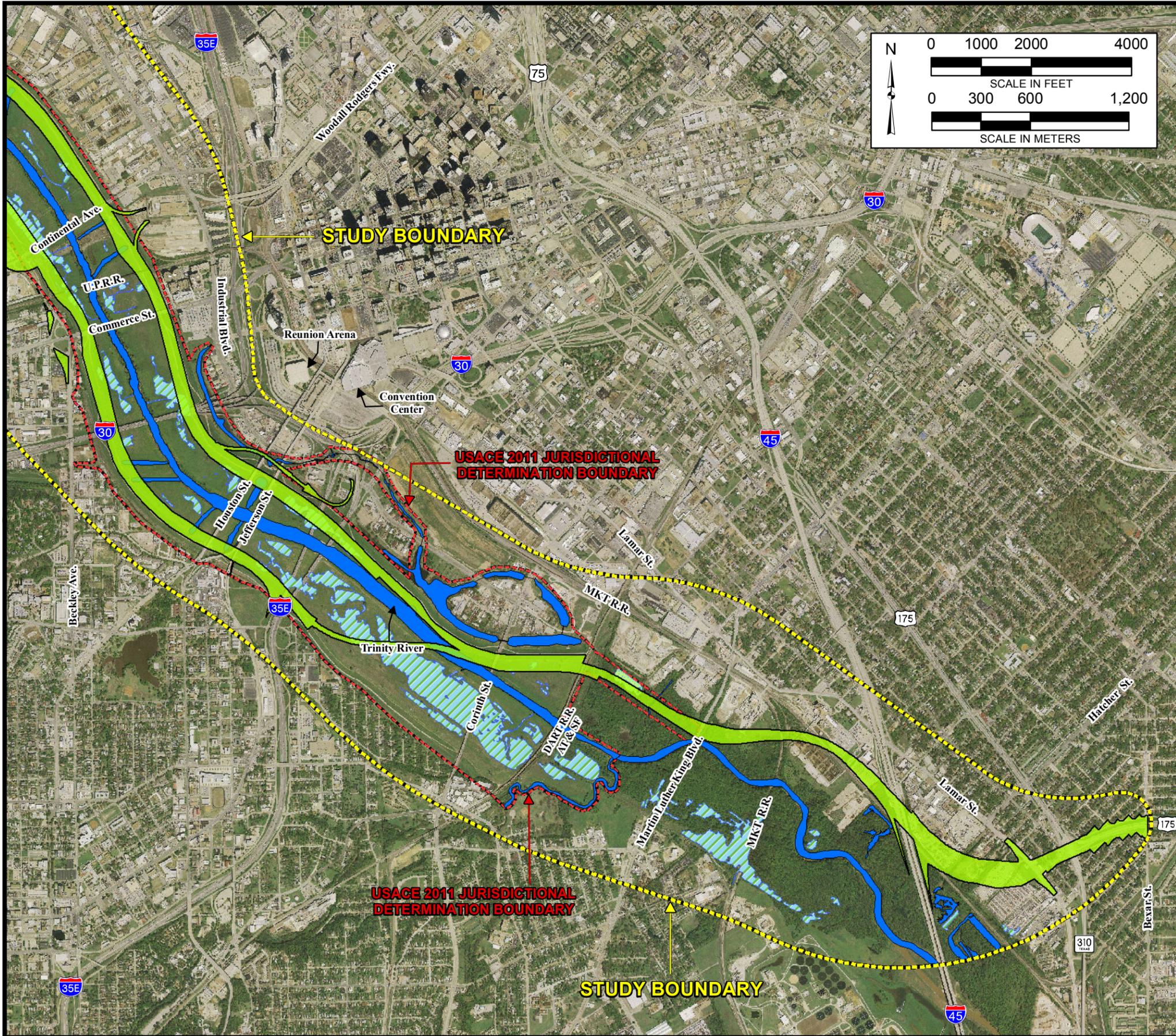


PLATE 4 - 24 B

WATERS OF THE U.S. - ALTERNATIVE 4B



NORTH TEXAS TOLLWAY AUTHORITY

PROPOSED ROW AREA

ALTERNATIVE 4B

WATERS OF THE UNITED STATES, INCLUDING WETLANDS

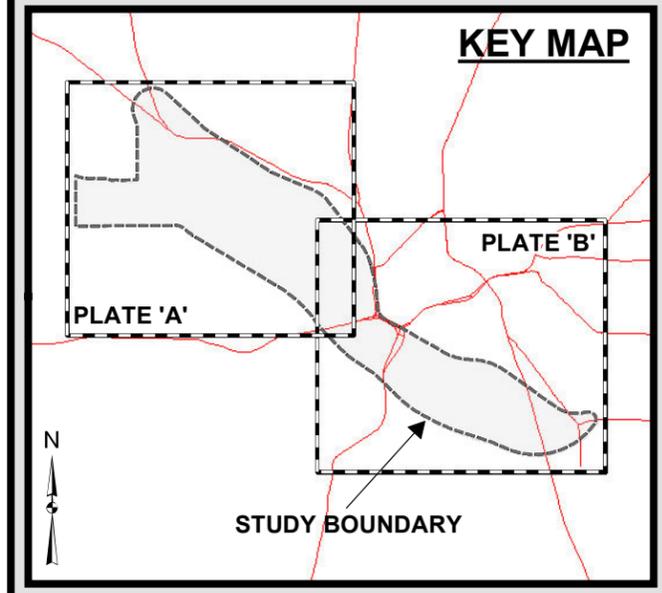
- OPEN WATER / RIVER CHANNEL
- EMERGENT WETLAND
- FORESTED WETLAND

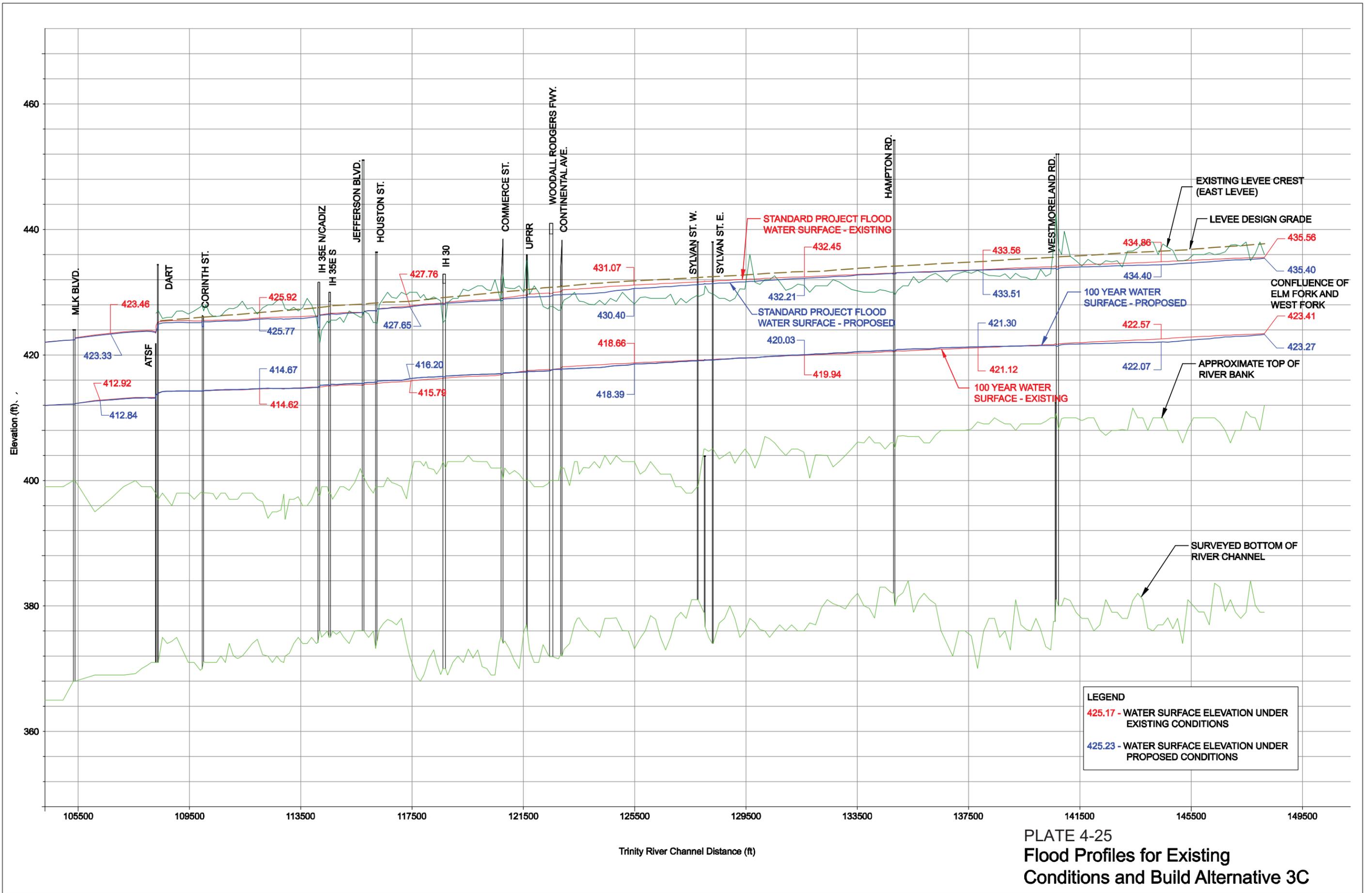
NOTES: LOCATIONS ARE APPROXIMATE.

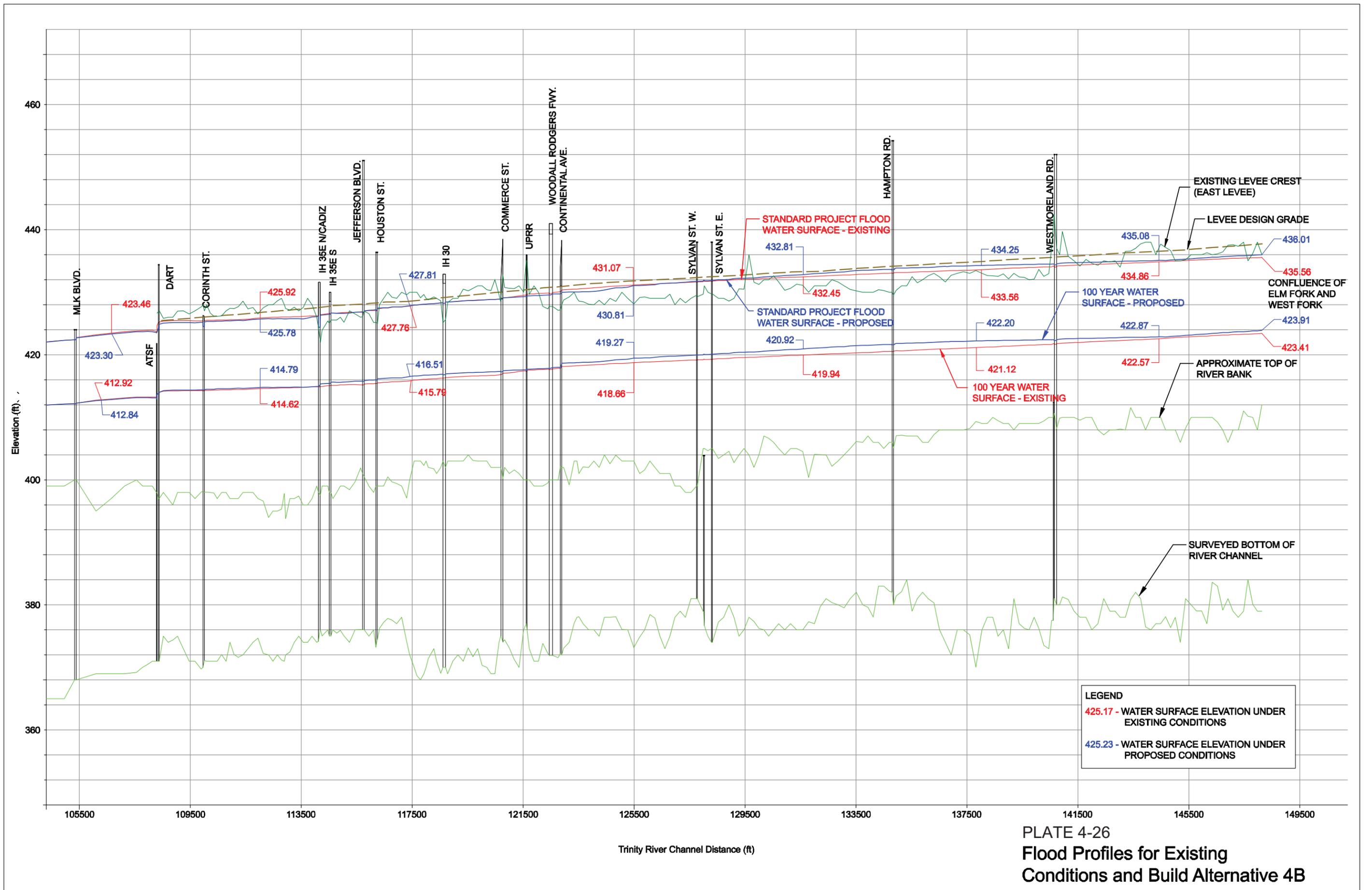
WATERS OF THE U.S. SOURCE:
USACE APPROVED JURISDICTIONAL
DETERMINATION IN MARCH 2011

TRINITY PARKWAY SDEIS
APPROVED IN FEBRUARY 2009

WATERS OF THE U.S., INCLUDING
WETLANDS OUTSIDE OF USACE
JURISDICTIONAL DETERMINATION
BOUNDARY BUT WITHIN THE PROJECT
STUDY AREA HAVE BEEN SURVEYED,
BUT DELINEATION OF THESE AREAS HAS
NOT RECEIVED CONCURRENCE FROM
USACE AND WILL REQUIRE FURTHER
COORDINATION.







CHAPTER 5

Update on Consideration of Historic Properties and Compliance with Section 106 and Section 4(f)

CHAPTER 5

UPDATE ON CONSIDERATION OF HISTORIC PROPERTIES AND COMPLIANCE WITH SECTION 106 AND SECTION 4(f)

This chapter is intended to provide an update on efforts regarding historic properties since the publication of the SDEIS in February 2009. The chapter provides an overview of applicable legislation and implementing regulations, and a summary of new federal legislation addressing Section 106 and Section 4(f) as they pertain to the proposed action. The chapter also presents new information on additional non-archeological historic-age resource surveys, additional resources determined to be listed or eligible for listing in the NRHP, and design refinements evaluated for avoidance of historic resources. Design refinements were developed in coordination with the Texas Historical Commission (THC) for Alternatives 2A, 2B, 3C, and 4B primarily where these alternatives, as presented in the SDEIS, were anticipated to cause adverse effects such as displacement of historic buildings, ramp connections to historic bridges, or removal of historic bridge elements (see **SDEIS Section 4.7.2**). Section 106 consultation on effects, based on the Build Alternatives with selected design refinements, is discussed in **Section 5.5** at the end of this chapter. Certain sections of the SDEIS are incorporated by reference to avoid repeating information in this LSS.

5.1 LEGISLATIVE/REGULATORY CONTEXT

Section 106

The identification and consideration of significant historic properties is required at the federal level by Section 106 of the NHPA [16 USC 470(f)]. Regulations implementing Section 106 are found in 36 CFR Part 800: *Protection of Historic Properties*, which is administered by the Advisory Council on Historic Preservation (ACHP). Historic properties are also protected by state and local regulations, such as the Texas Parks and Wildlife Code (Chapter 26, § 26.001 to § 26.004), the Antiquities Code of Texas (Natural Resources Code Title 9, Chapter 191), and the City of Dallas Development Code (Chapter 51).

As set forth in 36 CFR Section 800.1, the lead agency over a federal undertaking is required to take into account the effect the undertaking will have on sites, buildings, structures, objects or districts that are listed in or determined eligible for inclusion in the NRHP. The Section 106 process, as defined in 36 CFR Part 800, requires the federal agency to identify and evaluate the significance of historic properties that may be affected by the proposed undertaking, in consultation with the State Historic Preservation Officer (SHPO). In general, historic properties are typically 50 years of age or older, or would be, as of the time construction is expected to be initiated for the proposed project.

The following broadly defined criteria, as described in 36 CFR 60.4, are used to evaluate properties for eligibility to the NRHP:

- “The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and
- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
 - B. that are associated with the lives of persons significant in our past; or
 - C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
 - D. that have yielded, or may be likely to yield, information important in prehistory or history.”

To be NRHP-eligible, and therefore regulated under Section 106, a property must demonstrate “significance” under at least one of the four criteria listed above.

If the lead federal agency and the SHPO agree that a property potentially affected by a proposed project is NRHP-eligible, then they are required to apply the *Criteria of Adverse Effect* found in 36 CFR Section 800.5 to the federal action. 36 CFR Section 800.5 states that an “adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics” of the property that make it eligible for the NRHP. An adverse effect is found when such characteristics may be altered “in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association.” If an adverse effect is determined, then the regulations require the federal agency in consultation with the SHPO and other consulting parties to seek ways to avoid, minimize or mitigate the adverse effects. Such efforts may consist of alternative selection of minor alignment shifts, a reduced facility, or other modifications as appropriate. The analysis of avoidance and minimization measures may involve evaluating engineering constraints, potential safety or operational problems, costs, and potential social or environmental impacts that may result from avoiding the historic property. The importance of preserving the historic property is weighed against the magnitude of harm to other resources that would be caused by avoiding it.

Because the USACE is a cooperating agency for the proposed Trinity Parkway project, it is important to point out a legislative development that occurred following the publication of the 2009 SDEIS as it pertains to their situation in regards to cultural resource compliance under Section 106. Section 405(a) of the Supplemental Appropriations Act, 2010 (Public Law No. 111-212) included the following provision:

SEC. 405. (a) The Secretary of the Army shall not be required to make a determination under the National Historic Preservation Act of 1966 (16 U.S.C. 470, et seq.) for the project for flood control, Trinity River and tributaries, Texas, authorized by section 2 of the Act entitled "An Act authorizing the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes", approved March 2, 1945 [59 Stat. 18], as modified by section 5141 of the Water Resources Development Act of 2007 [121 Stat. 1253].

The USACE has chosen not to make NHPA determinations for the Dallas Floodway pursuant to the above legislation. The remainder of this chapter provides supplemental information regarding the examination of historic properties in a manner intended to fulfill the requirements of Section 106 that must still be met by the FHWA and TxDOT.

Section 4(f)

For transportation projects, Section 4(f) of the USDOT Act of 1966 (49 USC 303 and 23 USC 138) provides an additional requirement addressing public parks, recreation areas, wildlife or waterfowl refuges and historic sites of national, state or local significance. The FHWA regulations implementing Section 4(f) are found at 23 CFR Part 774. The overarching policy statement in Section 4(f) (49 USC § 303(a)) declares that "It is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

The 2005 DEIS and 2009 SDEIS for the Trinity Parkway included a Draft Section 4(f) Evaluation. However, on July 29, 2010, the Supplemental Appropriations Act, 2010 was signed into law (Public Law No. 111-212). Section 405 of this Federal legislation includes the following language:

SEC. 405. (b) The Federal Highway Administration is exempt from the requirements of 49 USC 303 and 23 USC 138 for any highway project to be constructed in the vicinity of the Dallas Floodway, Dallas, Texas.

An evaluation of the applicability of this legislation in the case of the proposed Trinity Parkway project was performed, and the FHWA determined that the proposed project is exempt from the requirements of Section 4(f) pursuant to the Federal legislation, as all of the Build Alternatives are considered to be "in the vicinity of the Dallas Floodway" (see **LSS Appendix A**).

5.2 HISTORIC-AGE RESOURCE SURVEY METHODOLOGY

The process of identification, evaluation, and assessment used to address the requirements of Section 106 of the NHPA is outlined in the 2005 Programmatic Agreement for Transportation Undertakings (PA-TU) among the FHWA, the Texas SHPO, the ACHP, and the TxDOT (FHWA, 2005b). Findings of NRHP eligibility and effects determinations under this process are made by TxDOT with concurrence from the SHPO. Other consulting parties, as appropriate and in accordance with the PA-TU, have been involved in the Section 106 process for the proposed project and have included Indian tribes, the City of Dallas Landmark Commission, Preservation Dallas, the Dallas County Historical Commission, the Historic Bridge Foundation, and the interested public.

The initial cultural resources scoping meeting for the proposed project, which involved representatives from the FHWA, USACE, TxDOT, THC, NTTA, and the City of Dallas, was held in September 1999. An area of potential effects (APE) for the proposed project was defined through Section 106 consultation in order to guide the research phase for identifying and evaluating historic properties. The project APE for archeological resources included the areas of proposed physical disturbance for each Trinity Parkway alternative. For non-archeological historic resources, a customized APE for the proposed project was developed by TxDOT in consultation with the SHPO (pursuant to 36 CFR § 800.4(a)). The configuration and size of the APE was based on the proposed ROW for each Build Alternative, anticipated traffic patterns along roadways that would connect to the proposed alignments, and the attributes of the surrounding areas. The APE was extended in some areas to include entire neighborhoods, districts, and blocks containing homogenous resources. The APE was expanded in 2009 in areas around previously determined eligible properties to account for potential avoidance alternatives.

In 2000, research of archival material, state records, and investigative reports (including, but not limited to, subsurface investigations) from other activities in the project corridor was performed to identify known archeological resources along the proposed Build Alternatives and Section 106 consultation was initiated with the SHPO and other consulting parties. From 2006 to 2009, archeological testing was conducted within the Dallas Floodway to explore undisturbed areas and old river meanders of the Trinity River for buried archeological resources within floodplain sediments in areas that would be disturbed by the proposed project.

A constrained "non-archeological historic-age" (i.e., a potentially eligible resource of 50 years of age or older at the time of the anticipated project letting) resources survey was completed for the proposed project in 2001. The survey was not comprehensive; that is, it did not identify all historic-age resources within the APE, but only those that would be within the proposed ROW of the Build Alternative

alignments. All properties that could be potentially displaced by any of the proposed Build Alternatives were photographed, mapped, described, and categorized.

In 2009 and 2010, reconnaissance and intensive-level surveys and supplemental reports, which involved both archival and on the ground research, for "non-archeological historic-age resources" were completed for the full APE of Alternatives 2A, 2B, 3C, and 4B. The surveys included an examination of the Texas Historic Sites Atlas managed by the THC, earlier historical survey reports, and TxDOT/SHPO correspondence to identify any previously documented historic resources. Properties listed in the NRHP and those designated as Recorded Texas Historic Landmarks (RTHL) and State Archeological Landmarks (SAL) were identified. Official Texas Historical Markers (OTHM) were also identified, and entries in secondary sources were examined to gain a general knowledge of the area's historical background. Project historians also consulted historic maps produced by the Sanborn Fire Insurance Company, vertical and subject files housed at the Center for American History at the University of Texas at Austin, Dallas city directories housed at the Texas State Library and at the Texas/Dallas History and Archives Division at the Dallas Public Library, tax records held by the Dallas Central Appraisal District, historic county highway maps archived at the Texas State Library, and numerous reference books on the history and development of Dallas. All pre-1966 buildings, structures, and objects located within the project APE were identified and groupings of buildings, structures, objects, and sites were examined for potential historic districts or landscapes. The activities, features, and attributes contributing to the significance of historic properties within the APE were identified and documented. The ROW area covered by the 2001 survey of potential building displacements was not resurveyed, but it was noted that one property previously determined to be eligible for listing in the NRHP (the Sportatorium at 1000 Industrial Boulevard) had been demolished.

5.3 DESCRIPTION OF HISTORIC PROPERTIES

An assessment has been conducted to identify historic properties (i.e., sites, buildings, structures, objects or districts) potentially affected by the Trinity Parkway Build Alternatives. Pursuant to the PA-TU, TxDOT determined in January 2010, with concurrence from the SHPO, that the APE does not contain archeological historic properties (36 CFR 800.16(l)), and thus the proposed undertaking would not affect archeological historic properties (see **LSS Appendix B**). Consequently, the discussion in the following sections focuses entirely on non-archeological historic properties. To date, the following detailed identification and evaluation reports regarding non-archeological historic properties have been prepared and are on file at TxDOT's Environmental Affairs Division, 118 E. Riverside, Austin, TX 78704:

- *Cultural Resource Review for the Environmental Impact Statement Areas of Potential Effect of the Trinity River Parkway, Dallas, Texas* (Norman Alston Architects, 2000)

- *Historic Resource Survey of Building Displacements for the Trinity River Parkway, Dallas, Texas* (Norman Alston Architects, 2001)
- *Intensive Historic Resource Survey Report of the Former Procter & Gamble Manufacturing Plant Properties at 3701 South Lamar Street and 1301 McDonald Street, Dallas, Texas* (Half Associates, 2009)
- *Non-Archeological Historic-Age Resource Reconnaissance Survey Report, Trinity Parkway* (Ecological Communications Corporation, 2009)
- *Intensive-Level Investigations in Support of Proposed Trinity Parkway Project, Dallas, Dallas County, Texas* (HHM, Inc., 2010)
- *Supplemental Non-Archeological Historic-Age Resource Survey Report, Trinity Parkway: From IH 35E/SH 183 to US 175/SH 310, Dallas County* (Ecological Communications Corporation, 2010)

A total of 24 properties (buildings, structures, objects, or districts) within the APE are currently listed in or have been determined eligible for listing in the NRHP. **Table 5-1** contains a list of all NRHP-listed and -eligible properties within the APE for the various Trinity Parkway Build Alternatives. The location of each property is shown on **Plate 5-1** at the end of this chapter.

TABLE 5-1. NRHP-LISTED AND -ELIGIBLE PROPERTIES IN THE APE

Map ID	Historic Property	NRHP Criteria (Area, Level)	Build Alternative
1	Colonial Hill Historic District	A (Community Development, Local); C (Architecture, Local)	2A, 2B, 3C, 4B
2	Houston Street Viaduct	A (Event, Local); C (Engineering, Local)	2A, 2B, 3C, 4B
3	UPRR Bridge	C (Engineering, Local)	2A, 2B, 3C, 4B
4	Corinth Street Viaduct	A (Community Development, Local); C (Engineering, Local)	2A, 2B, 3C, 4B
5	AT&SF Railroad Bridge	C (Engineering, Local)	2A, 2B, 3C, 4B
6	Missouri Kansas Texas (MKT) Railroad Bridge	C (Engineering, Local)	3C, 4B
7	Continental Avenue Viaduct	A (Community Development, Local); C (Engineering, Local)	2A, 2B, 3C, 4B
8	Commerce Street Viaduct	A (Community Development, Local); C (Engineering, Local)	3C, 4B
9	2255 Irving Boulevard (City and County Levee Operations Pump Station B)	C (Architecture, Local)	2A, 2B, 3C, 4B
10	3701 S. Lamar Street (Former Procter & Gamble Manufacturing Facility)	A (Community and Economic Development, Transportation, and Industrial Development, Local); C (Architecture, Local)	2A, 2B, 3C, 4B
11	1715 Market Center Boulevard (Shipping/Warehouse Facility)	C (Architecture, Local)	2A, 2B
12	1202 N. Riverfront (Industrial) Boulevard (Shipping/Warehouse Facility)	C (Architecture, Local)	2A, 2B
14	1212 S. Riverfront (Industrial) Boulevard (Oak Cliff Box Company Office Building)	C (Architecture, Local)	2A, 2B
15	Corinth Street Overpass	A (Transportation, Local); C (Engineering, Local)	3C, 4B
16	Dealey Plaza Historic District	A (Government/Politics, National); B (John F. Kennedy, National); C (Architecture, National)	3C, 4B
17	West End Historic District	A (Community Development, Local); C (Architecture, Local)	2A, 2B, 3C, 4B
18	Lake Cliff Historic District	A (Community Development, Local); C (Architecture, Local)	3C, 4B
CA-2	7138 Envoy Court (Salinas International Freight Building)	A (Commerce, Local); C (Architecture, Local)	2A, 2B, 3C, 4B
DT-8	207 S. Houston Street (Terminal Annex Building)	C (Architecture, Local) Determined eligible by SHPO 1990	3C, 4B
ES-1	818 Singleton Boulevard (Atlas Metal Works)	C (Architecture, Local)	2A, 2B, 3C, 4B
IN-47	959 Dragon Street (Clifton Carpets)	A (Commerce, Local); C (Architecture, Local)	2A, 2B
MK-2	1000 Forest Avenue (Faubion Industries)	B (Samuel Guiberson, Local)	2A, 2B, 3C, 4B
OC-5A	911 N. Lancaster Avenue (Apartments)	C (Architecture, Local)	3C, 4B
WT-3A	613 Canada Drive at the Dallas Floodway west levee (Pavaho Pump Station)	A (Planning and Development, Local); C (Design and Construction, Local)	4B

The SDEIS indicated the primary building at the former Procter and Gamble manufacturing facility at 3701 South Lamar, property ID 10 in the above table, had been determined eligible to the NRHP, but the eligibility of the ancillary buildings at the property and on a historically associated parcel at 1301 McDonald had not been established. After the SDEIS publication, this complex was evaluated for NRHP eligibility as part of the *Intensive Historic Resource Survey Report of the Former Procter & Gamble Manufacturing Plant Properties at 3701 South Lamar Street and 1301 McDonald Street, Dallas, Texas*, dated July 2009 (approved by TxDOT on August 3, 2009). The intensive survey reaffirmed the property at 3701 South Lamar (main complex) as eligible to the NRHP and found six buildings/structures to be contributing resources. The warehouse building at 1301 McDonald Street was found to be not eligible for NRHP listing, either individually or as a contributing resource.

Section 106 coordination among the FHWA, TxDOT, and the SHPO is ongoing for the Dallas Floodway. In a letter dated November 29, 2011, the FHWA and TxDOT determined that the Dallas Floodway is not eligible for listing in the NRHP and continued formal Section 106 consultation with the SHPO for this resource (see **LSS Appendix B**). In previous correspondence, TxDOT concluded that the floodway was not eligible as a historic district and the THC responded that additional information was needed regarding the integrity of the resource. Based on an examination of additional data provided by the USACE and the City of Dallas, in conjunction with previous field work and research performed by TxDOT for the Trinity Parkway project, the FHWA and TxDOT determined that alterations and additions affecting the majority of floodway components result in an overall diminished integrity for the resource to sufficiently convey significance under any NRHP criteria and reaffirmed that the Dallas Floodway is not eligible to the NRHP. However, the THC issued a letter to the FHWA on December 30, 2011 stating the SHPO did not concur with this assessment and providing comments to support a conclusion that the Dallas Floodway is eligible for listing in the NRHP at the local level of significance in the areas of Engineering and Community Planning and Development, under Criterion A (see **LSS Appendix B**). Coordination with the SHPO will continue for this resource and an update on the ongoing consultation efforts will be reflected in the FEIS.

The historic properties located within the ROW of one or more of the proposed Build Alternatives, which include property ID 1 through 14 shown in **LSS Table 5-1** above, were described in the SDEIS (see **SDEIS Sections 3.3.1.4, 4.7.2, and 5.4**); therefore, the information is not repeated here. A brief description of additional historic properties located within the APE, but beyond the proposed ROW, that have been identified through the additional survey efforts since the SDEIS and determined to be listed or eligible for listing in the NRHP is provided in the following sections. Details are available in the reports on file with TxDOT's Environmental Affairs Division and in the correspondence included in **LSS Appendix B**.

5.3.1 Corinth Street Overpass

Eligible for NRHP Listing (see **Plate 5-1** ID 15)

The Corinth Street Overpass was built in 1932 by a consortium of railroad companies, including the St. Louis-Southwestern Railway, the MKT, and the Chicago, Rock Island & Gulf Railway. The two part reinforced-concrete bridge and approach grade were designed by engineers Rollins & Clinger and noted Texas bridge engineer F.D. Hughes to eliminate a large at-grade railroad crossing south of downtown.

Property location: Corinth Street at Austin Street

Ownership: City of Dallas

Property type: Transportation facility - bridge

Property size: Total area approximately 12,950 square feet

NRHP status: Eligible for NRHP Listing under Criteria: A, Transportation; and, C, Engineering (at the local level of significance)



View looking north toward the Corinth Street Overpass (photographed 2005).

5.3.2 Dealey Plaza Historic District

Listed in NRHP (see **Plate 5-1** ID 16)

Dealey Plaza is a section of the West End Historic District (see **LSS Section 5.3.3**) that has been designated as a separate district due to a singular historic event: the assassination of President John F. Kennedy on November 22, 1963. Although the buildings within the plaza have significance both as part of the West End Historic District and for the plaza's original intent as a memorial to George Dealey, they are singled out for their role and witness to the assassination, and include the School Book Depository Building, the grassy expanse of Dealey Plaza, and the Triple Underpass (Elm-Main-Commerce). Unlike the West End, which is significant on a local scale, Dealey Plaza Historic District is significant on the national level under Criteria A, B, and C for events, persons, and buildings related to the assassination of President Kennedy. Dealey Plaza is also listed as a National Historic Landmark. The boundaries of the historic district include Dealey Plaza and the buildings, structures, and landscapes directly adjacent to it, which together create a historic landscape surrounding the site of the murder. Dealey Plaza Historic District retains its historic appearance outside of minor modifications that do not impact its integrity.

Property location: Roughly bounded by Pacific Avenue, Market Street, Jackson Street, and DART ROW

Ownership: United States of America, Dallas County, City of Dallas, railroad companies, and a private limited partnership (Historic District)

Property type: Domestic, Government, Landscape

Property size: 15 acres

NRHP status: Listed - Reference Number 93001607; NRHP Listing Criteria: A, Government/Politics; B, President John F. Kennedy; and, C, Architecture (all at the National level of significance)



Aerial view of Dealey Plaza Historic District facing east.

5.3.4 Lake Cliff Historic District

Listed in NRHP (see **Plate 5-1** ID 18)

Lake Cliff Historic District is a part of the community of Oak Cliff, and contains most of the land that once served as an early twentieth century amusement park developed to help draw residents to the once-independent community. The Llewellyn Club, a social club, constructed a lake and clubhouse as a retreat and the land was later purchased and developed as an amusement park. Due to the expense of maintaining the facilities, the owners turned it into a natural park in the 1920s, encouraging residential development along its borders. Tudor Revival, Prairie Style homes, and Craftsman bungalows make up the majority of residences, along with the Cliff Towers Hotel north of Colorado Boulevard. Lake Cliff Historic District is significant on the local level under Criterion A for its role in attracting development to Oak Cliff, and Criterion C for its collection of 1920s architecture. The boundaries of the historic district include Lake Cliff, the natural environment around it, and the buildings directly abutting the park along the west, south, and eastern borders. Despite some recent development outside of its period of significance, Lake Cliff Historic District retains its historic integrity.

Property location: Roughly bounded by East 6th Street, Beckley Avenue, Zang Boulevard, and Marsalis Avenue

Ownership: Numerous Private Owners and City of Dallas (Historic District)

Property type: Domestic, Landscape

Property size: 75 acres

NRHP status: Listed - Reference Number 94000609; NRHP Listing Criteria: A, Community Planning and Development; and, C, Architecture (at the local level of significance)



Aerial view of Lake Cliff Historic District facing south.

5.3.5 7138 Envoy Court

Eligible for NRHP listing (see **Plate 5-1** ID CA-2)

International-influenced one-story commercial building constructed in 1956. The building is a good example of a building produced through successful commerce in the area under the themes of Community Planning and Development and post-World War II Urbanization.

Property location: 7138 Envoy Court

Ownership: Private

Property type: Commerce/office building

Property size: Building area 12,000 square feet; Land 41,344 square feet

NRHP status: Eligible for NRHP Listing under Criteria A, Commerce, and C, Architecture (at the local level of significance)



View looking northwest toward the commercial office building at 7138 Envoy Court (photographed 2005).

5.3.6 207 South Houston Street

Eligible for NRHP listing (see **Plate 5-1** ID DT-8)

Large masonry building constructed in 1937 as a post office and later converted to office space for other federal offices. The building is a good example of the Prairie style designed during the Works Progress Administration (WPA) era. The building was designed by prominent architectural firm Lang & Witchell.

Property location: 207 South Houston Street

Ownership: United States of America

Property type: Government/offices

Property size: Building area approximately 237,550 square feet; Land 57,200 square feet

NRHP status: Eligible for NRHP Listing under Criterion C, Architecture (at the local level of significance)



View looking east toward the Terminal Annex Building (photographed 2005).

5.3.7 818 Singleton Boulevard (Atlas Metal Works)

Eligible for NRHP listing (see **Plate 5-1** ID ES-1A, B, and C)

Atlas Metal Works is a well-preserved example of a pre-World War II industrial complex in West Dallas. The complex contains a circa 1929 Art Moderne style office building and several large, shop buildings. The complex is remarkably intact, with only minor modifications.

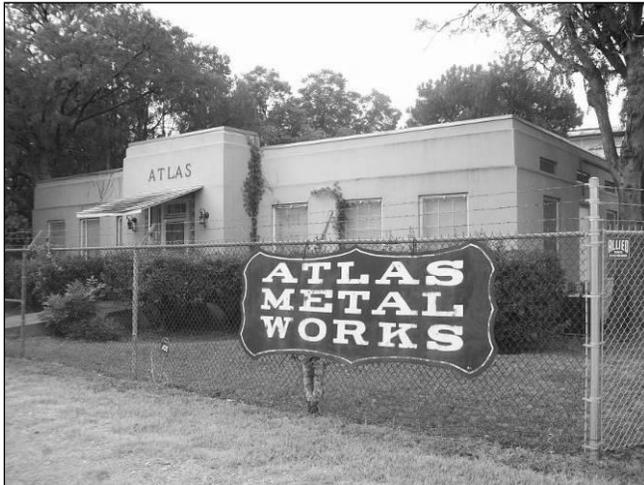
Property location: 818 Singleton Boulevard

Ownership: Private

Property type: Industrial/manufacturing

Property size: Three buildings - Total area 25,250 square feet; Land 276,915 square feet

NRHP status: Eligible for NRHP Listing under Criterion C, Architecture (at the local level of significance)



View looking southeast toward the office building at Atlas Metal Works (photographed 2009).



View looking southeast toward one of the shop buildings at Atlas Metal Works (photographed 2009).

5.3.8 959 Dragon Street

Eligible for NRHP listing (see **Plate 5-1** ID IN-47)

The building at 959 Dragon Street houses Clifton Carpets, which has been in business since the late 1950s, and is a good example of a building produced through successful commerce in the area under the themes of Community Planning and Development and post-World War II Urbanization. It is a mid-1950s Moderne masonry building with brick siding, steel-frame windows, and a flat, industrial roof. The entrance is marked with a monolithic stone masonry pylon next to a curving abstract portico with angled steel poles and topped with a stylistic company sign. This shelters stairs, a curved walkway, and a small planter. The sides of the building have decorative metal screens above and below some windows. The architecture is unusual, and all elements appear to be original.

Property location: 959 Dragon Street

Ownership: Private

Property type: Commerce/specialty store

Property size: Building area 18,417 square feet; Land 22,500 square feet

NRHP status: Eligible for NRHP Listing under Criteria A, Commerce and C, Architecture (at the local level of significance)



View looking south toward the building at 959 Dragon Street (photographed 2009).

5.3.9 1000 Forest Avenue

Eligible for NRHP listing (see **Plate 5-1** ID MK-2C and 2D)

Faubion Associates currently owns and occupies the Forest Avenue industrial property that the Guiberson Corporation built in the mid-1920s. The northern portion of the property, including the former Guiberson residence/office building and machine shop, was determined eligible for NRHP listing for its association with Samuel A. Guiberson, Jr. Guiberson was a local inventor who held a number of patents in the field of oil exploration and extraction and was actively involved in the promotion of Dallas' petroleum industry from the 1920s through World War II.

Property location: 1000 Forest Avenue

Ownership: Private

Property type: Industrial

Property size: Two buildings - total area approximately 98,120 square feet; Land 152,288 square feet

NRHP status: Eligible for NRHP Listing under Criterion B, Association with Samuel A. Guiberson, Jr. in the area of Industry (at the local level of significance)



View looking southeast at the former Guiberson residence converted into offices (photographed 2005).



View looking northeast toward the machine shop at the former Guiberson property (photographed 2005).

5.3.10 911 North Lancaster Avenue

Eligible for NRHP listing (see **Plate 5-1** ID OC-5A)

The building at 911 North Lancaster Avenue is a 1927 two-story Georgian Revival-influenced duplex. Architectural detailing on the building is minimal. The building is a good example of its type.

Property location: 911 North Lancaster Avenue

Ownership: Private

Property type: Domestic/multiple dwelling

Property size: Building 4,000 square feet; Land 18,375 square feet

NRHP status: Eligible for NRHP Listing under Criterion C, Architecture (at the local level of significance)



View looking northwest toward the building at 911 North Lancaster Avenue (photographed 2009).

5.3.11 613 Canada Drive at the Dallas Floodway West Levee (Pavaho Pump Station)

Eligible for NRHP listing (see **Plate 5-1** ID WT-3A)

The Pavaho Pump Station, built in 1954, is constructed of board-formed concrete and has three decorative furrows engraved near the coping of its flat roof, analogous to the banding of the original Dallas Floodway pump stations.

Property location: 613 Canada Drive

Ownership: City of Dallas

Property type: Government/Public works

Property size: Building 850 square feet

NRHP status: Eligible for NRHP Listing under Criteria A, Local Planning and Development and C, Design and Construction (at the local level of significance)



View looking west toward the Pavaho Pump Station (photographed 2009).

5.4 CONSIDERATION OF ALTERNATIVES TO AVOID HISTORIC PROPERTIES

The No-Build Alternative would avoid any direct impact on identified historic properties. This alternative, however, would not address the basic need and purpose of the project, which is to manage traffic congestion as well as improve mobility and traffic safety in and near downtown Dallas.

As discussed in **LSS Section 2.1**, the process of developing project alternatives began in 1996 with the initiation of the Trinity Parkway Corridor MTIS (TxDOT, 1998). The MTIS evaluated a wide variety of measures that could improve traffic flow through and within downtown Dallas. The MTIS process developed and evaluated multiple alternatives in terms of meeting the specified need for transportation improvements and anticipated levels of social, economic, and environmental impacts (including consideration of impacts to historic properties). The MTIS recommended an approach to addressing transportation challenges in downtown Dallas that included seven elements, all of which were determined to be necessary to address the need for transportation improvements. The construction of a Trinity Parkway as a reliever route was one of these elements.

The development of the Trinity Parkway DEIS, and subsequently the SDEIS, represented a second phase in the development of alternatives, which focused on refining the MTIS recommendation for a Trinity Parkway reliever route. The SDEIS evaluated eight Build Alternatives and outlined the anticipated impacts to historic properties. As discussed in **LSS Chapter 2**, four Build Alternatives have been advanced for further analysis in this LSS. This LSS phase of the project development process involved refining these four Build Alternatives to seek ways to avoid historic properties. A series of design refinements was developed for each Build Alternative in the immediate area of historic properties where one or more Trinity Parkway Build Alternative, as presented in the SDEIS, would likely cause adverse effects such as the displacement of historic buildings, ramp connections to historic bridges, or removal of historic bridge elements (see **SDEIS Section 4.7.2 Impacts to Historic Architectural Properties**, **SDEIS Section 5.5 Impacts to Section 4(f) Properties**, and **LSS Appendix E**). The historic properties evaluated for possible avoidance included the following:

- Colonial Hill Historic District;
- Houston Street Viaduct;
- Corinth Street Viaduct;
- AT&SF Railroad Bridge;
- Continental Avenue Viaduct;
- 3701 South Lamar Street;
- 1715 Market Center Boulevard;

- 1202 North Riverfront (Industrial) Boulevard; and
- 1212 South Riverfront (Industrial) Boulevard.

The following sections summarize the design refinements developed for these resources. Tables presented in **LSS Appendix E** provide a summary comparison of the anticipated changes in impacts to other resources that were considered in the areas where the design refinements deviate from the original alignments. The evaluation of the design refinements involved extensive coordination among technical staff representing the project partner agencies, including the FHWA, TxDOT, NTTA, and THC. **LSS Sections 5.4.1** through **5.4.10** identify and summarize the design refinements that received concurrence for implementation and were the basis of the effects determinations under Section 106 (see **LSS Section 5.5**). The design refinements that received agency concurrence will be reflected in the FEIS after consideration of public comments on this LSS.

5.4.1 Colonial Hill Historic District

As discussed in the SDEIS, Alternatives 3C and 4B avoid the Colonial Hill Historic District. Alternatives 2A and 2B would not result in a taking of contributing resources or land within the historic district, but would be located adjacent to the district causing noise impacts and visual intrusion. A design refinement was evaluated that would shift these Build Alternatives away from the district. The design refinement would involve shifting the alignment of the southern segment of Alternatives 2A and 2B to the west to parallel the land side of the future Lamar levee, planned as part of the USACE's DFE project, rather than following Lamar Street (see Sheets 10, 12, 16, and 18 of 41 in **LSS Appendix E**). A consensus was reached among the project partners to implement the design refinement, primarily because proximity impacts to the historic district would be eliminated without causing any substantially greater impacts to other resources. The design refinement would provide other benefits including a reduced number of displacements outside of the historic district and a decrease in the affected acreage of parks, woodlands, and waters of the U.S., including wetlands.

5.4.2 Houston Street Viaduct

Alternative 2B would avoid the Houston Street Viaduct. Alternatives 2A, 3C, and 4B, as presented in the SDEIS, would each have a physical connection to the historic bridge. The connection at Houston Street is an important one for the proposed project because the existing Houston Street and Jefferson Street bridges are each one way arterials that serve as major gateways to both downtown Dallas and Oak Cliff on opposite sides of the Dallas Floodway. The Houston and Jefferson couplet also provides an important route of access from IH-35E from the south into Trinity Parkway, which has been an important regional connectivity issue for southern sector elected officials throughout the project development process. As a

result, a design refinement was evaluated that would provide the same or improved functionality while avoiding adverse effects to Houston Street. The design refinement would involve connecting to a new Jefferson Memorial bridge being planned by the TxDOT Dallas District. The new bridge would provide for two-way traffic and would be located just south and parallel to the existing Jefferson Street bridge, which would be removed upon completion of the new bridge. The new bridge would provide direct connections to and from IH-35E. This proposed project by TxDOT would be independent from Trinity Parkway and processed under a separate environmental document, but would provide an option for an alternate interchange to eliminate the need for ramps connecting at the existing Houston-Jefferson couplet.

This option would apply for Alternatives 2A, 3C, and 4B. For Alternative 2A, the mainlanes and ramps connecting to the new Jefferson Street bridge would overpass the Houston Street bridge (see Sheets 4 through 6 of 41 in **LSS Appendix E**). The ROW needed to change the ramp configuration would essentially remain unchanged. For Alternatives 3C and 4B, the mainlanes and ramps would pass under Houston Street (see Sheets 25 through 27 and 34 through 36 of 41 in **LSS Appendix E**). The ramp grades to connect to the new Jefferson Street bridge would require a design exception for Alternatives 3C and 4B; however, this alternate interchange would eliminate the need for a ramp connecting to IH-35E on the landside of the east levee that was shown in the original schematic plans presented in the SDEIS. The resulting benefits, in addition to avoiding the Houston Street viaduct, would include fewer displacements and a decrease in the estimated ROW cost. Since the existing Jefferson Street bridge will be removed, and the proposed Trinity Parkway ramps would merely be relocated from the existing Houston-Jefferson couplet to the new Jefferson Memorial bridge, the impact on existing hydraulics models is considered to be neutral.

TxDOT Dallas District is advancing plans for the new Jefferson Street bridge to replace the existing bridge. The design refinement for Trinity Parkway Alternatives 2A, 3C, and 4B would involve coordination with the planned Jefferson Memorial Bridge. The Jefferson Memorial Bridge (CSJ 0918-47-018) is included in the 2011-2014 TIP, as amended. The project partners agreed to implementation of the option to connect to the Jefferson Memorial Bridge to avoid a connection to the Houston Street Viaduct.

5.4.3 Corinth Street Viaduct

There is some variation in the interchange access to Corinth Street among the Build Alternatives as presented in the SDEIS. Alternatives 2A, 2B, and 4B have a full-diamond ramp interchange at Corinth Street, whereas Alternative 3C has half-diamond ramps on the north side of the Corinth Street Viaduct and braided ramps connecting to the southern end of Riverfront (Industrial) Boulevard. Only the ramps for Alternatives 3C and 4B would involve connections to the NRHP-eligible Corinth Street Viaduct. In addition to potential impacts to its historic integrity, one of the challenges in connecting to the Corinth

Street Viaduct is the restricted width of the existing bridge, which would make it difficult to produce suitable turning lanes to support traffic movements to and from the proposed Trinity Parkway ramps.

A design refinement evaluated as an alternative option to the above-described ramp layouts for Alternatives 3C and 4B is shown on Sheets 29 and 38 of 41 in **LSS Appendix E**. This design refinement would involve extending Riverfront (Industrial) Boulevard to the southeast approximately 1,000 feet from the Riverfront (Industrial) Boulevard/Corinth Street intersection and terminating at a T-Intersection with diamond ramps at the Dallas Floodway east levee. This would avoid any ramp connections to the Corinth Street Viaduct, and would have an advantage of potentially allowing better traffic channelization on a new structure. Conversely, the design refinement has increased ROW requirements and would provide somewhat less traffic capacity to the south compared to the braided ramp connection. This variant was shown as an alternate option for access to Corinth Street and Riverfront (Industrial) Boulevard in the SDEIS and received a favorable response from preservation groups and the City of Dallas. There would be no substantial difference in impacts to the natural and human environment in the area of the design refinement compared to the original design. A consensus was reached among the project partners to implement the design refinement for Alternatives 3C and 4B to avoid the Corinth Street Viaduct.

5.4.4 AT&SF Railroad Bridge

The design refinement developed for Alternatives 2A and 2B to move further away from the Colonial Hill Historic District (see **LSS Section 5.4.1**) would also avoid impacts to the AT&SF railroad bridge. The only option for Alternatives 3C and 4B to avoid the removal of a section of timber trestle from the railroad bridge would be elevating the proposed tollway up on structure to pass over the historic resource. Considering that the timber trestle has been slated for removal by the USACE under a separate flood control improvement project, this design refinement was not preferable as it would cause the mainlanes to crest approximately 70 feet above the floodway floor and would require a design exception for excessive grades (see Sheets 30 and 39 of 41 in **LSS Appendix E**). In order to pass under the nearby Corinth Street bridge and then over the railroad bridge, the mainlane grade would exceed 3 percent. The grade on the ramps connecting to Riverfront (Industrial) Boulevard would exceed 6 percent. Consequently, the design change considered for Alternatives 3C and 4B was not implemented.

5.4.5 Continental Avenue Viaduct

Alternatives 2A, 2B, and 4B would not have a physical connection to the NRHP-eligible bridge. Several options (see **Plate 3-1** in **LSS Chapter 3** and Sheets 23 and 24 of 41 in **LSS Appendix E**) were developed in an attempt to avoid the Continental Avenue bridge section removal required to make the Alternative 3C ramp connections to and from the Woodall Rodgers Freeway. One option considered for

Alternative 3C would involve shifting the ramps east around an Oncor electric substation and through the Trinity Industrial/Design District. This option would also involve a looping ramp from the tollway to eastbound Woodall Rodgers Freeway. This design refinement would increase the number of affected parcels by 37 and the number of displacements by 22, hence ROW acquisition costs would increase substantially. Another option involved maintaining the original ramp layout, but reducing the ramp width to allow the ramps connecting to Woodall Rodgers to pass through the existing Continental Avenue bridge spans. This option would require a design exception as the reduced width would essentially eliminate shoulders where the ramps pass under Continental Avenue. The FHWA expressed concerns about safety issues and potential traffic obstruction without adequate shoulder widths. A third option would involve shifting the ramps slightly east and replacing a portion of the bridge approach embankment and associated retaining walls with a bridge approach span that would allow the ramps to pass underneath without adversely impacting the historic viaduct. This design refinement would require an exception for steep ramp grades and would also increase the number of displacements and ROW costs.

The Alternative 3C interchange at Continental Avenue is a complicated nexus of proposed tollway ramp connections, the historic viaduct planned for conversion to pedestrian use, the Margaret Hunt Hill signature bridge expected to be a tourism landmark, major electrical utilities (Oncor substation), the existing east levee, and proposed levee system improvements. In addition to the avoidance alternatives described above, a slightly modified version of the original Alternative 3C schematic design was also developed to accommodate current City plans to convert the viaduct from vehicular use to a pedestrian-only bridge (see Sheet 22B of 41 in **LSS Appendix E**). This design option would still require reconstruction of a section of the Continental Avenue viaduct, but would not involve the safety issues, increased displacements, and higher ROW costs of the various avoidance options. Despite the potential adverse effect under Section 106, the slightly modified original version of Alternative 3C provides the best balance of the needs of all competing factors while distributing potential impacts in a prudent and feasible manner. The discussion of effects in **LSS Section 5.5.7** pertains to the slightly modified original version of Alternative 3C.

5.4.6 3701 South Lamar Street

As discussed in the SDEIS, Alternatives 2A and 2B would displace contributing resources on the former Procter & Gamble property. As a result, design refinements were evaluated that would avoid or minimize impacts from these Build Alternatives. The design refinement options are shown in detail on Sheets 12 through 15 and 18 through 21 of 41 in **LSS Appendix E**. The preferred design refinement involved shifting the alignment of the southern segment of Alternatives 2A and 2B to the west to parallel the land side of the future Lamar levee, planned as part of the USACE's DFE project, rather than following Lamar Street. Complete avoidance could not be achieved due to engineering constraints. However, the take

from the historic property would be reduced from 4.7 acres for Alternative 2A and 9.8 acres for Alternative 2B to approximately 0.2 acres for each alternative, and there would be no impacts to contributing resources. The shift west would also result in fewer parcels affected, fewer displacements, and fewer noise receivers impacted for both Alternatives 2A and 2B. Other benefits of shifting the alignments west would be eliminating a minor take from a public park (Trinity River Greenbelt Park) and reducing the amount of impacted waters of the U.S., including wetlands. An option to shift the alignment east was evaluated, but eliminated primarily due to a substantial increase in the number of residential displacements. Based on the minimized impacts to the historic property and the other benefits outlined above, the FHWA, TxDOT, NTTA, and THC agreed to implement the 'shift west' option for Alternatives 2A and 2B.

5.4.7 1715 Market Center Boulevard

Two options were developed for Alternative 2A avoidance of 1715 Market Center Boulevard (Alternatives 2B, 3C, and 4B would not impact this resource). One option involved shifting the alignment slightly west. The other option involved a reduced border width in the area of the property, which would require a design exception. The design refinement options are shown on Sheets 2 and 3 of 41 in **LSS Appendix E**. The option with a reduced border width was not preferred because it would require tapering to a 4-foot border width along the mainlanes in the area of the property and would not meet TxDOT design criteria. The option to shift the alignment west would reduce the number of affected parcels and cause fewer displacements. As a result, the project partners concurred with implementation of the option to shift the alignment west.

5.4.8 1202 North Riverfront (Industrial) Boulevard

Two options were developed for Alternative 2A avoidance of 1202 N. Riverfront (Industrial) Boulevard (Alternatives 2B, 3C, and 4B would not impact the resource). One option involved shifting the alignment slightly west. The other option involved a reduced border width in the area of the property, which would require a design exception. The design refinement options are shown on Sheets 2 and 3 of 41 in **LSS Appendix E**. The option with a reduced border width was not preferred because it would require tapering to a 4-foot border width along the mainlanes in the area of the property and would not meet TxDOT design criteria. The option to shift the alignment west would reduce the number of affected parcels and cause fewer displacements. As a result, the project partners concurred with implementation of the option to shift the alignment west.

5.4.9 1212 South Riverfront (Industrial) Boulevard

Two options were developed for Alternative 2A avoidance of 1212 S. Riverfront (Industrial) Boulevard (Alternatives 2B, 3C, and 4B would not impact this resource). One option involved shifting the alignment slightly to the west in the vicinity of the property. The other option involved shifting the alignment toward the east. The design refinement options are shown in detail on Sheets 8 and 9 of 41 in **LSS Appendix E**. While the shift west would avoid the historic resource, the total number of displacements would remain the same. The shift east option would reduce the number of displacements, but would involve bridging over an adjacent flood control sump resulting in minor impacts from fill due to bridge columns. The project partners concurred with implementation of the design refinement that involved a shift east, resulting in complete avoidance of 1212 S. Riverfront (Industrial) Boulevard and a reduction in the number of displacements.

5.4.10 Summary of Design Refinements Implemented for Avoidance of Historic Properties

Table 5.2 shows the design refinements by Build Alternative that received concurrence from the project partners for implementation to avoid historic properties. As previously stated, these refinements will be reflected in the FEIS.

TABLE 5-2. SUMMARY OF DESIGN REFINEMENTS FOR AVOIDANCE OF HISTORIC PROPERTIES

Map ID	Historic Property	Build Alternative			
		2A	2B	3C	4B
1	Colonial Hill Historic District	Shift west to parallel the landside of the future DFE Lamar Levee	Shift west to parallel the landside of the future DFE Lamar Levee	N/A	N/A
2	Houston Street Viaduct	Connect to planned Jefferson Memorial Bridge	N/A	Connect to planned Jefferson Memorial Bridge	Connect to planned Jefferson Memorial Bridge
4	Corinth Street Viaduct	N/A	N/A	Industrial "T"	Industrial "T"
5	AT&SF Railroad Bridge	Shift west to parallel the landside of the future DFE Lamar Levee	Shift west to parallel the landside of the future DFE Lamar Levee	None	None
7	Continental Avenue Viaduct	N/A	N/A	None (Modified original design would still impact the bridge)	N/A
10	3701 S. Lamar Street (Former Procter & Gamble)	Shift west to parallel the landside of the future DFE Lamar Levee	Shift west to parallel the landside of the future DFE Lamar Levee	N/A	N/A
11	1715 Market Center Blvd.	Shift west	N/A	N/A	N/A
12	1202 N. Riverfront (Industrial) Blvd.	Shift west	N/A	N/A	N/A
14	1212 S. Riverfront (Industrial) Blvd.	Shift east	N/A	N/A	N/A
Note: N/A – Not applicable as no adverse effects were anticipated from the Build Alternative as presented in the SDEIS					

5.5 DISCUSSION OF EFFECTS TO HISTORIC PROPERTIES

The No-Build Alternative would avoid impacts to historic properties. In the following sections, the effects of the Build Alternatives, based on the selected design refinements identified in **LSS Section 5.4**, on each historic property identified in the project APE are described. TxDOT completed consultation with the SHPO to determine effects under Section 106 on July 21, 2011 for all properties that are listed or have been determined eligible for listing in the NRHP shown in **LSS Table 5-1** (see **LSS Appendix B**). As noted in **LSS Section 5.3**, the FHWA and TxDOT determined the Dallas Floodway is not eligible for listing in the NRHP; however, the SHPO did not concur with this assessment (see **LSS Appendix B**). Coordination with the SHPO will continue and an update on consultation efforts will be reflected in the FEIS.

5.5.1 Colonial Hill Historic District

Alternative 2A: The tollway would be located approximately 1,000 feet southwest of the historic district. No taking of land or structures would occur. This Build Alternative would not impact integrity of location, design, setting, materials, workmanship, feeling, or association and thus would have no adverse effect on the district.

Alternative 2B: The tollway would be located approximately 1,000 feet southwest of the historic district. This Build Alternative would not impact integrity of location, design, setting, materials, workmanship, feeling, or association and thus would have no adverse effect on the district.

Alternative 3C: The tollway would be located approximately 1,000 feet southwest of the historic district. This Build Alternative would not impact integrity of location, design, setting, materials, workmanship, feeling, or association and thus would have no adverse effect on the district.

Alternative 4B: The tollway would be located approximately 1,000 feet southwest of the historic district. This Build Alternative would not impact integrity of location, design, setting, materials, workmanship, feeling, or association and thus would have no adverse effect on the district.

5.5.2 Houston Street Viaduct

Alternative 2A: Elevated mainlanes would pass approximately 35 feet over the viaduct outside the levee with no ramp connections. A future bridge planned to replace the existing Jefferson Street bridge that is being processed separately from the proposed Trinity Parkway project would provide ramp connections that would pass over the Houston Street Viaduct. The connecting ramps to the future bridge would have a minimum of 16.5 feet of clearance over the Houston Street Viaduct. As the Build Alternative avoids the bridge, it would not impact integrity of location, design, materials, workmanship, feeling or association and would not diminish the character-defining features of the bridge. The proposed alignment would have no adverse effect.

Alternative 2B: Mainlanes would pass under the viaduct with no ramp connections or modifications to the bridge. There would be no impacts to contributing features of this resource and no impact to integrity of location, design, setting, materials, workmanship, feeling or association. This Build Alternative would have no adverse effect on the property.

Alternative 3C: Mainlanes would pass under the viaduct inside the floodway. Re-grading would occur around the base of the supports associated with three of the bridge's distinctive arches (out of fifty-one 79'6" arches). A flood separation wall with a height of approximately 18 feet would be located on the river side of the tollway and would pass under the viaduct with no physical connection. A future bridge planned to replace the existing Jefferson Street bridge that is being processed separately from the proposed Trinity Parkway project would provide other ramp connections that would pass under the Houston Street Viaduct. The Build Alternative would not significantly impact any contributing feature of the bridge and would not result in a loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignment would have no adverse effect on the bridge.

Alternative 4B: Mainlanes would pass under the viaduct within the floodway. Re-grading would occur around the base of the supports associated with four of the bridge's distinctive arches. A flood separation wall with a height of approximately 18 feet would be located on the river side of the north and southbound mainlanes and would pass under the viaduct with no physical connection. A future bridge planned to replace the existing Jefferson Street bridge that is being processed separately from the proposed Trinity Parkway project would provide ramp connections that would pass under the Houston Street Viaduct. This Build Alternative would not significantly impact any contributing feature of the bridge and would not result in a loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignment would have no adverse effect on the bridge.

5.5.3 UP Railroad Bridge

Alternative 2A: The alignment would pass approximately 1,000 feet to the northeast of the bridge. This Build Alternative would not affect the property's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

Alternative 2B: The alignment would pass approximately 1,000 feet to the northeast of the bridge. This Build Alternative would not affect the property's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

Alternative 3C: Mainlanes would pass under the bridge inside the floodway. Roadway embankment for the mainlanes would fill around a portion of four bridge piers (out of 31 total piers) up to a height of approximately 10 feet on average from the floodway floor. The existing exposed pier height typically ranges from approximately 25 to 30 feet. A flood separation wall with a height of approximately 18 feet would be located on the river side of the tollway and would pass under the railroad bridge with no physical connection. This Build

Alternative would not significantly affect the property's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

Alternative 4B: Mainlanes would pass under the bridge inside the floodway. A ramp connecting to the Woodall Rodgers Freeway would also pass under the railroad bridge inside the floodway. Roadway embankments would fill around a portion of six bridge piers (out of 31 total piers) up to a height of approximately 10 feet on average from the existing floodway floor. A flood separation wall with a height of approximately 18 feet would be located on the river side of the north and southbound mainlanes and would pass under the railroad bridge with no physical connection. This Build Alternative would not significantly affect the property's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

5.5.4 Corinth Street Viaduct

Alternative 2A: The alignment would pass approximately 300 feet to the north of the viaduct. This Build Alternative would not affect the property's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

Alternative 2B: The alignment would pass approximately 300 feet to the north of the viaduct. This Build Alternative would not affect the property's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

Alternative 3C: Mainlanes would pass under the viaduct inside the floodway. Roadway embankment for the mainlanes would fill around a portion of eight bridge piers (out of 88 total piers inside the floodway) up to heights ranging from approximately 5 to 10 feet from the floodway floor. The existing exposed pier height is typically 25 feet. A flood separation wall with a height of approximately 18 feet would be located on the river side of the tollway and would pass under the viaduct with no physical connection. Access to Corinth Street would be provided by an extension of Riverfront (Industrial) Boulevard to the east of the viaduct. This Build Alternative would not significantly impact the property's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

Alternative 4B: Mainlanes would pass under the viaduct inside the floodway. Roadway embankments for the mainlanes would fill around a portion of eight bridge piers (out of 88 total piers) up to heights ranging from approximately 5 to 10 feet from the floodway floor. As stated above, the existing exposed pier height is typically 25 feet. A flood separation wall with a height of approximately 18 feet would be located on the river side of the mainlanes and would pass under the viaduct with no physical connection. Access to Corinth Street would be provided by an extension of Riverfront (Industrial) Boulevard to the east of the viaduct.

This Build Alternative would not significantly impact the property's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

5.5.5 AT&SF Railroad Bridge

Alternative 2A: The alignment would pass approximately 400 feet to the north of the bridge. This Build Alternative would not affect the property's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

Alternative 2B: The alignment would pass approximately 400 feet to the north of the bridge. This Build Alternative would not affect the property's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

Alternative 3C: In order to avoid the Corinth Street viaduct immediately to the northwest, approximately 350 feet of the north timber trestle approach span to the bridge would be removed. This same section of the approach would be removed for proposed floodway improvements by the USACE, and the City of Dallas proposes to remove minor sections of wood trestle for safety concerns as part of the Santa Fe Trestle Trail project. Although removal of some of the timber trestle would physically impact the bridge, it is no longer in use and has already been disconnected from the tracks at the south end. Sufficient timber trestle would remain for the bridge to convey its engineering features and significance, as the primary span supporting the steel through-truss over the Trinity River would not be impacted. As such, this Build Alternative would not significantly impact the bridge's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

Alternative 4B: In order to avoid the Corinth Street viaduct immediately to the northwest, approximately 350 feet of the north timber trestle approach span to the bridge would be removed. This same section of the approach would be removed for proposed floodway improvements by the USACE. The City of Dallas also proposes to remove minor sections of wood trestle for safety concerns as part of the Santa Fe Trestle Trail project. Although removal of some of the timber trestle would physically impact the bridge, it is no longer in use and has already been disconnected from the tracks at the south end. Sufficient timber trestle would remain for the bridge to convey its engineering features and significance, as the primary span supporting the steel through-truss over the Trinity River would not be impacted. As such, this Build Alternative would not significantly impact the bridge's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

5.5.6 MKT Railroad Bridge

Each of the Build Alternatives would be approximately 600 feet or more to the east of the bridge. None would impact integrity of location, design, setting, materials, workmanship, feeling or association. The Build Alternatives would have no adverse effect on the property.

5.5.7 Continental Avenue Viaduct

Alternative 2A: The proposed alignment would be located over 800 feet to the northeast of the viaduct. This Build Alternative would not affect the bridge's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

Alternative 2B: The proposed alignment would be located over 800 feet to the northeast of the viaduct. This Build Alternative would not affect the bridge's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

Alternative 3C: Mainlanes would pass under the viaduct inside the floodway. Approximately 195 linear feet of the viaduct would be reconstructed. The bridge section would be replaced with larger spans to allow connecting ramps to the Woodall Rodgers Freeway to pass under the bridge on the land side of the east levee (see photo below). Ramps to and from the mainlanes would connect to the new bridge section on the land side of the east levee. Roadway embankment for the mainlanes would fill around a portion of 10 bridge piers (out of 74 total piers inside the floodway) up to a height of approximately 10 feet from the existing floodway floor. The existing exposed pier height is typically 40 feet. A flood separation wall with a height of approximately 18 feet would be located on the river side of the mainlanes and would pass under the viaduct with no physical connection. This Build Alternative would impact integrity of design, materials, and workmanship of the Continental Avenue Viaduct, resulting in an adverse effect on the viaduct.



View of the section of the Continental Avenue viaduct that would be reconstructed for Alternative 3C (Source: Microsoft Bing, accessed February 10, 2011).

Alternative 4B: Mainlanes would pass under the viaduct inside the floodway. Roadway embankment for the mainlanes would fill around a portion of 12 bridge piers (out of 74 total piers) up to a height of approximately 10 feet from the existing floodway floor. The existing exposed pier height is typically 40 feet. A flood separation wall with a height of approximately 18 feet would be located on the river side of the north and south bound mainlanes and would pass under the viaduct with no physical connection. A connection ramp from the Woodall Rodgers Freeway to the north bound mainlanes would pass over the viaduct outside the levee. A connection ramp from Woodall Rodgers Freeway to the south bound mainlanes would pass under the viaduct inside the floodway. This Build Alternative would not significantly impact integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect on the viaduct.

5.5.8 Commerce Street Viaduct

Alternative 2A: The alignment would pass approximately 600 feet to the northeast of the viaduct. This Build Alternative would not affect the bridge's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

Alternative 2B: The alignment would pass approximately 600 feet to the northeast of the viaduct. This Build Alternative would not affect the bridge's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

Alternative 3C: The mainlanes would pass under the viaduct within the floodway without ramp connections to the viaduct. Roadway embankment for the mainlanes would fill around a portion of eight bridge piers (out of 66 total piers) up to a height of approximately 10 feet on average from the existing floodway floor. The existing exposed pier height is typically 28 feet. A flood separation wall with a height of approximately 18 feet would be located on the river side of the mainlanes and would pass under the viaduct with no physical connection. This Build Alternative would not significantly impact the integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignment would have no adverse effect.

Alternative 4B: The mainlanes would pass under the viaduct within the floodway without ramp connections to the viaduct. A ramp connecting Woodall Rodgers Freeway to the south bound mainlanes would also pass under the viaduct inside the floodway. Roadway embankment for the mainlanes and ramp from Woodall Rodgers Freeway would fill around a portion of 12 bridge piers (out of 66 total piers) up to a height of approximately 10 feet on average from the floodway floor. The existing exposed pier height is typically 28 feet. A flood separation wall with a height of approximately 18 feet would be located on the river side of the mainlanes and would pass under the viaduct with no physical connection. This Build Alternative would not significantly impact the integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignment would have no adverse effect.

5.5.9 2255 Irving Boulevard

Alternative 2A: This Build Alternative would be located approximately 434 feet to the northeast of the pump station building. This Build Alternative would not affect the property's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

Alternative 2B: This Build Alternative would be located approximately 226 feet to the northeast of the pump station building. This Build Alternative would not affect the property's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

Alternative 3C: This Build Alternative would be located approximately 135 feet to the southwest of the pump station and would be screened from the building by the east levee. This Build Alternative would not affect the property's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

Alternative 4B: This Build Alternative would be located approximately 135 feet from the pump station building and would be screened from the building by the east levee. This Build

Alternative would not affect the property's integrity of location, design, setting, materials, workmanship, feeling or association and would have no adverse effect.

5.5.10 3701 South Lamar Street

Alternative 2A: This Build Alternative would take 0.22 acre of land from the southeast corner of the 27.72-acre property (0.8 percent of the total area). No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignment would have no adverse effect on the property.

Alternative 2B: This Build Alternative would take 0.22 acre of land from the southeast corner of the 27.72-acre property (0.8 percent of the total area). No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignment would have no adverse effect on the property.

Alternative 3C: This Build Alternative would take approximately 1.98 acres of land from the southeast corner of the property (7 percent of the total area). No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignment would have no adverse effect on the property.

Alternative 4B: This Build Alternative would take approximately 1.98 acres of land from the southeast corner of the property (7 percent of the total area). No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignment would have no adverse effect on the property.

5.5.11 1715 Market Center Boulevard

Alternative 2A: The proposed ROW for this Build Alternative would be approximately 15 to 22 feet further away from the building than the existing Irving Boulevard ROW, preserving the on-street parking. No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, materials, workmanship, setting, feeling or association. The proposed alignment would have no adverse effect on the property.

Alternative 2B: The proposed ROW would be approximately 18 feet away from the property. No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, materials, workmanship, setting, feeling or association. The proposed alignment would have no adverse effect on the property.

Alternative 3C: The proposed ROW would be located approximately 1,600 feet from the property. No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, materials, workmanship, setting, feeling or association. The proposed alignment would have no adverse effect on the property.

Alternative 4B: The proposed ROW would be located approximately 1,600 feet from the property. No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, materials, workmanship, setting, feeling or association. The proposed alignment would have no adverse effect on the property.

5.5.12 1202 North Riverfront (Industrial) Boulevard

Alternative 2A: The face of the building is approximately 3 feet from the existing ROW for Riverfront (Industrial) Boulevard. The proposed ROW for this Build Alternative would be approximately 33 feet from the building, preserving the on-street parking. Although the building would be subject to higher traffic volumes and speeds associated with the proposed tollway in comparison to the existing condition, the building is adjacent to Riverfront (Industrial) Boulevard which is already a heavily traveled principal arterial. No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, materials, workmanship, setting, feeling or association. The proposed alignment would have no adverse effect on the property.

Alternative 2B: The proposed ROW would be located approximately 32 feet from the property. No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, materials, workmanship, setting, feeling or association. The proposed alignment would have no adverse effect on the property.

Alternative 3C: The proposed ROW would be located approximately 1,580 feet away from the property. No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, materials, workmanship, setting, feeling or association. The proposed alignment would have no adverse effect on the property.

Alternative 4B: The proposed ROW would be located approximately 1,580 feet away from the property. No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, materials, workmanship, setting, feeling or association. The proposed alignment would have no adverse effect on the property.

5.5.13 1212 South Riverfront (Industrial) Boulevard

Alternative 2A: This Build Alternative would be located approximately 15 feet to the north of the property and approximately 30 feet from the rear of the building. No contributing features of the

resource would be impacted, resulting in no loss of integrity of location, design, materials, workmanship, setting, feeling or association. The proposed alignment would have no adverse effect on the property.

Alternative 2B: The proposed ROW would be located approximately 30 feet south of the front of the property. No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, materials, workmanship, setting, feeling or association. The proposed alignment would have no adverse effect on the property.

Alternative 3C: The proposed ROW would be located approximately 900 feet away from the property. No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, materials, workmanship, setting, feeling or association. The proposed alignment would have no adverse effect on the property.

Alternative 4B: The proposed ROW would be located approximately 900 feet away from the property. No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, materials, workmanship, setting, feeling or association. The proposed alignment would have no adverse effect on the property.

5.5.14 Corinth Street Overpass

The Build Alternatives would be located approximately 700 feet or further to the south of the property. No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignments would have no adverse effect on the property.

5.5.15 Dealey Plaza Historic District

The Build Alternatives would be located over 1,000 feet to the west of Dealey Plaza. In addition, the Build Alternatives would be separated from the historic district by Stemmons Freeway (IH-35E). No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignments would have no adverse effect on the property.

5.5.16 West End Historic District

The Build Alternatives would be located at least 930 feet or more to the west of the West End Historic District. In addition, the Build Alternatives would be separated from the historic district by Stemmons Freeway (IH-35E). No contributing features of the resource would be impacted, resulting in no loss of

integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignments would have no adverse effect on the property.

5.5.17 Lake Cliff Historic District

The Build Alternatives would be located approximately 1,195 feet or further to the north of the Lake Cliff Historic District. No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignments would have no adverse effect on the property.

5.5.18 7138 Envoy Court

The Build Alternatives would be located approximately 287 feet or further to the northeast of the property at 7138 Envoy Court. No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignments would have no adverse effect on the property.

5.5.19 207 South Houston Street

The Build Alternatives would be located approximately 1,350 feet or further to the west of the Terminal Annex building at 207 South Houston Street, and would be separated from the historic property by Stemmons Freeway (IH-35E). No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignments would have no adverse effect on the property.

5.5.20 818 Singleton Boulevard - Atlas Metal Works

The Build Alternatives would be located approximately one-half mile or further to the northeast of the Atlas Metal Works complex. No contributing features of the resource would be impacted, resulting in no loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignments would have no adverse effect on the property.

5.5.21 959 Dragon Street

The Build Alternatives would be located approximately 182 feet or further to the southwest of the building at 959 Dragon Street. No contributing features of the resource would be impacted, resulting in no loss of

integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignments would have no adverse effect on the property.

5.5.22 1000 Forest Avenue

Alternative 2A: The proposed alignment would be approximately 160 feet to the south of the closest contributing building (MK-2C). Although the alignment would take a section of the Faubion Industries parcel, no contributing features of the eligible property would be impacted, resulting in no loss of integrity of location, design, materials, workmanship, feeling or association (setting had already been compromised due to non-contributing additions to the property and is thus not considered a contributing aspect of integrity). The proposed alignment would have no adverse effect on the property.

Alternative 2B: The proposed alignment would be approximately 150 feet to the south of the closest contributing building (MK-2C). Although the alignment would take a section of the Faubion Industries parcel, no contributing features of the eligible property would be impacted, resulting in no loss of integrity of location, design, materials, workmanship, feeling or association (setting had already been compromised due to non-contributing additions to the property and is thus not considered a contributing aspect of integrity). The proposed alignment would have no adverse effect on the property.

Alternative 3C: The proposed alignment would be inside of a new USACE levee (DFE Lamar Levee) proposed adjacent to the Faubion Industries property. No contributing features of the property would be impacted, resulting in no loss of integrity of location, design, materials, workmanship, feeling or association (setting had already been compromised due to non-contributing additions to the property and is thus not considered a contributing aspect of integrity). The proposed alignment would have no adverse effect on the property.

Alternative 4B: The proposed alignment would be inside of a new USACE levee (DFE Lamar Levee) proposed adjacent to the Faubion Industries property. No contributing features of the property would be impacted, resulting in no loss of integrity of location, design, materials, workmanship, feeling or association (setting had already been compromised due to non-contributing additions to the property and is thus not considered a contributing aspect of integrity). The proposed alignment would have no adverse effect on the property.

5.5.23 911 North Lancaster Avenue

The Build Alternatives would be located approximately 965 feet or further to the north of the property at 911 North Lancaster Avenue. No contributing features of the resource would be impacted, resulting in no

loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignments would have no adverse effect on the property.

5.5.24 613 Canada Drive at the Dallas Floodway West Levee (Pavaho Pump Station)

Alternative 2A: The proposed alignment would be approximately three-quarters of a mile to the north of the property, on the opposite side of the Dallas Floodway. No contributing features of the eligible property would be impacted, resulting in no loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignment would have no adverse effect on the property.

Alternative 2B: The proposed alignment would be approximately three-quarters of a mile to the north of the property, on the opposite side of the Dallas Floodway. No contributing features of the eligible property would be impacted, resulting in no loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignment would have no adverse effect on the property.

Alternative 3C: The proposed alignment would be over 2,200 feet to the north of the property. No contributing features of the property would be impacted, resulting in no loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignment would have no adverse effect on the property.

Alternative 4B: The proposed alignment would be located approximately 200 feet to the north of the Pavaho Pump Station, and screened from view by the west levee. No contributing features of the property would be impacted, resulting in no loss of integrity of location, design, setting, materials, workmanship, feeling or association. The proposed alignment would have no adverse effect on the property.

5.5.25 Summary of Effects

Alternatives 2A, 2B, and 4B would have no adverse effect on the integrity of location, design, setting, materials, workmanship, feeling or association of any of the 24 listed or eligible historic properties and historic districts located in the project APE. They would not diminish any historic property's ability to convey its significance. As such, these three Build Alternatives would have No Adverse Effect on historic properties in the APE under Section 106.

Alternative 3C would have no adverse effect on the integrity of location, design, setting, materials, workmanship, feeling or association of 23 of the 24 listed or eligible historic properties and historic districts located in the project APE. However, Alternative 3C would impact integrity of design, materials, and workmanship of the Continental Avenue Viaduct, resulting in an adverse effect on a historic property in the APE under Section 106. A summary table of effects by Build Alternative is presented in **Table 5-3**.

TABLE 5-3. SUMMARY OF EFFECTS

Map ID	Historic Property	Build Alternatives			
		2A	2B	3C	4B
1	Colonial Hill Historic District	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
2	Houston Street Viaduct	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
3	UPRR Bridge	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
4	Corinth Street Viaduct	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
5	AT&SF Railroad Bridge	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
6	MKT Railroad Bridge	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
7	Continental Avenue Viaduct	No Adverse Effect	No Adverse Effect	Adverse Effect	No Adverse Effect
8	Commerce Street Viaduct	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
9	2255 Irving Boulevard (City and County Levee Operations Pump Station B)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
10	3701 S. Lamar Street (Former Procter & Gamble Manufacturing Facility)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
11	1715 Market Center Boulevard (Shipping/Warehouse Facility)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
12	1202 N. Riverfront (Industrial) Boulevard (Shipping/Warehouse Facility)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
14	1212 S. Riverfront (Industrial) Boulevard (Oak Cliff Box Company Office Building)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
15	Corinth Street Overpass	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
16	Dealey Plaza Historic District	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
17	West End Historic District	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
18	Lake Cliff Historic District	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
CA-2	7138 Envoy Court (Salinas International Freight Building)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
DT-8	207 S. Houston Street (Terminal Annex Building)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
ES-1	818 Singleton Boulevard (Atlas Metal Works)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
IN-47	959 Dragon Street (Clifton Carpets)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
MK-2	1000 Forest Avenue (Faubion Industries)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
OC-5A	911 N. Lancaster Avenue (Apartments)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
WT-3A	613 Canada Drive at the Dallas Floodway west levee (Pavaho Pump Station)	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect

5.6 DISCUSSION OF MITIGATION FOR EFFECTS TO HISTORIC PROPERTIES

Alternative 3C would have an adverse effect on the NRHP-eligible Continental Avenue Viaduct; therefore, under Section 106, the FHWA and TxDOT are required to explore potential mitigation measures. Measures may be on-site or off-site, depending on need and an analysis of how to best serve preservation and historical interests. On-site measures could include ensuring the replacement bridge section compliments the historic bridge, or providing an interpretive plaque discussing the historic viaduct. Off-site measures could include Historic American Engineering Record (HAER) documentation of the viaduct. In the event Alternative 3C is recommended as the preferred alternative, an official course of action to mitigate adverse effects would be developed during the FEIS phase of the project and included in a Memorandum of Understanding (MOU) produced from coordination between the FHWA, TxDOT, and the SHPO.

[END OF CHAPTER 5 EXCEPT FOR PLATES]

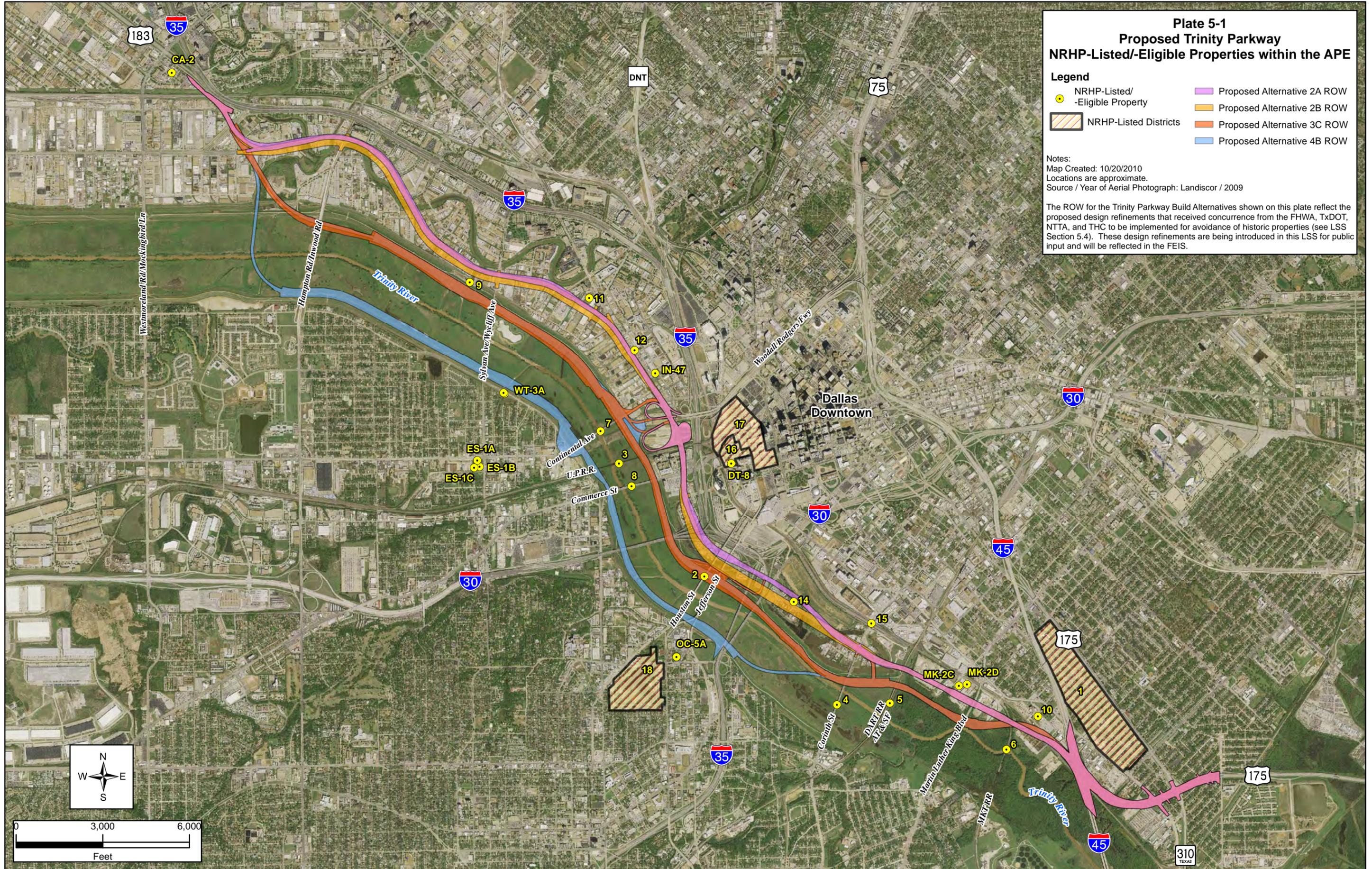


Plate 5-1
Proposed Trinity Parkway
NRHP-Listed/-Eligible Properties within the APE

- Legend**
- NRHP-Listed/-Eligible Property
 - ▨ NRHP-Listed Districts
 - ▭ Proposed Alternative 2A ROW
 - ▭ Proposed Alternative 2B ROW
 - ▭ Proposed Alternative 3C ROW
 - ▭ Proposed Alternative 4B ROW

Notes:
 Map Created: 10/20/2010
 Locations are approximate.
 Source / Year of Aerial Photograph: Landiscor / 2009

The ROW for the Trinity Parkway Build Alternatives shown on this plate reflect the proposed design refinements that received concurrence from the FHWA, TxDOT, NHTA, and THC to be implemented for avoidance of historic properties (see LSS Section 5.4). These design refinements are being introduced in this LSS for public input and will be reflected in the FEIS.

CHAPTER 6
List of Preparers

CHAPTER 6

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CHAPTER 7
Bibliography

CHAPTER 7

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