Final
Environmental Assessment

S.M. Wright Phase IIB Project, Dallas District

State Highway 310 (SH 310) and Interstate Highway 45 (IH 45)

Project Limits: SH 310 from Pennsylvania Avenue to north of Al Lipscomb Way (formerly Grand Avenue); and IH 45 from Lenway Street to Good Latimer Expressway

CSJ Numbers: 0092-01-059, 0092-14-088

Dallas County, Texas

March/2017

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

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LIST OF ACRONYMS

AOI – Area of Influence
APE – Area of Potential Effects
BMP – Best Management Practice
CAA – Clean Air Act
CEQ – Council on Environmental Quality
CFR – Code of Federal Regulations
CGP – Construction General Permit
CMP – Congestion Management Process
CO – Carbon Monoxide
CWA – Clean Water Act
dB – Decibel
dB(A) – A-weighted Decibel
DFW – Dallas – Fort Worth
EA – Environmental Assessment
EO – Executive Order
EPA – United States Environmental Protection Agency
EPIC – Environmental Permits, Issues and Commitments
EJ – Environmental Justice
FEMA – Federal Emergency Management Agency
FHWA – Federal Highway Administration
FONSI – Finding of No Significant Impact
GIS – Geographic Information System
HRS – Historic Resources Survey
ISA – Initial Site Assessment
LWCF Act – Land and Water Conservation Fund Act
LEP – Limited English Proficiency
Leq – Average or Equivalent Human Sound Level [used in connection with dB(A)]
MBTA – Migratory Bird Treaty Act
MLK – Martin Luther King, Jr.
MOU – Memorandum of Understanding
MPO – Metropolitan Planning Organization
MS4 – Municipal Separate Storm Sewer System
MSAT – Mobile Source Air Toxics
MTP – Metropolitan Transportation Plan
NAC – Noise Abatement Criteria
NAAQS – National Ambient Air Quality Standard
NCTCOG – North Central Texas Council of Governments
NEPA – National Environmental Policy Act
NHPA – National Historic Preservation Act
NOI – Notice of Intent

NRHP – National Register of Historic Places
PA-TU – Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings
PM – Particulate Matter
PST – Petroleum Storage Tank
ROW – Right-of-Way
PS&E – Plans, Specifications and Estimates
RTC – Regional Transportation Council
SH – State Highway
SIP – State Implementation Plan
STIP – Statewide Transportation Improvement Program
SW3P – Stormwater Pollution Prevention Plan
TAC – Texas Administrative Code
TCEQ – Texas Commission on Environmental Quality
THC – Texas Historical Commission
THC MOU – Memorandum of Understanding with the Texas Historical Commission regarding Environmental Review of Transportation Projects
TIP – Transportation Improvement Program
TPDES – Texas Pollutant Discharge Elimination System
TPWC – Texas Parks and Wildlife Code
TPWD – Texas Parks and Wildlife Department
TxDOT – Texas Department of Transportation
SHPO –State Historic Preservation Officer
US – United States Highway
USDOT – United States Department of Transportation
USGS – United States Geological Survey
VMT – Vehicle Miles Traveled

1.0 INTRODUCTION

In cooperation with county and municipal authorities, the Texas Department of Transportation (TxDOT) proposes to reconstruct the existing interchange between Interstate Highway 45 (IH 45) and State Highway 310 (SH 310) in the City of Dallas, Texas (see vicinity map, **Appendix A-1**). The proposed improvements to SH 310 would extend from Pennsylvania Avenue to north of Al Lipscomb Way (formerly known as Grand Avenue). Proposed improvements to IH 45 would extend from Lenway Street to Good Latimer Expressway. An outline of the proposed project construction limits is shown on an aerial photograph base map (see **Appendix A-2**) and on an U.S. Geological Survey (USGS) topographic map (see **Appendix A-3**). The SH 310 segment south of the existing IH 45 interchange was formerly designated as United States Highway (US) 175 and known as the S.M. Wright Freeway, but this segment was redesignated SH 310 and is now referred to as the S.M. Wright Parkway.

The proposed project, S.M. Wright Phase IIB Project, was planned in conjunction with the overall S.M. Wright Project. The S.M. Wright Phase I Project involves improvements to US 175 and IH 45 as well as construction of direct connecting ramps between US 175 and IH 45. Phase II involves the downsizing of the S.M. Wright Parkway from the existing six-lane freeway with discontinuous frontage roads to a low speed, signalized six-lane urban arterial roadway.

The purpose of this Environmental Assessment (EA) is to study the potential environmental consequences of the proposed project in accordance with the procedural requirements of the National Environmental Policy Act (NEPA), as implemented through regulations promulgated by the Council on Environmental Quality (CEQ).[1] The principal objective in preparing this EA is to determine whether the expected environmental impacts of the proposed project would warrant the preparation of an Environmental Impact Statement.[2] As the proposed project involves changes to IH 45 and would be funded in part by the Federal Highway Administration (FHWA), this EA complies with FHWA's NEPA regulations as well as relevant TxDOT rules for environmental review of projects and guidance for conducting NEPA studies on behalf of FHWA.[3] The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. Section 327 and a Memorandum of Understanding (MOU) dated December 16, 2014, and executed by FHWA and TxDOT.[4]

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[1] The NEPA statute is codified in 42 U.S. Code (USC) Sections 4331-4375. CEQ's NEPA regulations are in 40 Code of Federal Regulations (CFR) Parts 1500-1508.

[2] An Environmental Impact Statement is required if, upon completing an EA, a federal agency (or a delegated state agency, such as TxDOT) determines that a proposed major federal action would result in impacts that "significantly [affect] the quality of the human environment" (42 USC Section 4332), as that phrase has been interpreted by federal courts.

[3] FHWA's NEPA regulations are in 23 CFR Part 771. TxDOT regulations relevant to preparing an EA and associated public involvement activities are found in Title 43 Texas Administrative Code (TAC), Part 1, Chapter 2. TxDOT also maintains specialized instructional guidance for NEPA studies on the following Website sponsored by the TxDOT Environmental Affairs Division: *http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits.html*. Accessed June 16, 2016.

[4] The FHWA-TxDOT Memorandum of Understanding may be found here: *http://www.fhwa.dot.gov/txdiv/finalnepa-mou.pdf.* Accessed June 16, 2016.

After the Draft EA was determined by TxDOT's Environmental Affairs Division to be complete, it was made available for public review and comment. The comment period (i.e., approximately 45 days) included a public hearing that was held on December 15, 2016 (see **Section 7.2** and **Appendix I** for details). TxDOT has carefully considered all comments submitted during the public comment period. If TxDOT determines that the proposed project would not result in significant adverse effects, it will prepare and sign a Finding of No Significant Impact (FONSI), which will be made available to the public.

2.0 PROJECT DESCRIPTION

2.1 Existing Facility

Within the project limits, the existing S.M. Wright Parkway is a divided freeway comprised of six general-purpose main lanes (three in each direction), plus auxiliary lanes and discontinuous one-way, two-lane frontage roads. This freeway is built on embankment that increases in elevation as the road approaches the bridge crossings of cross streets. The total right-of-way (ROW) width for S.M. Wright Parkway ranges from 220 feet to 240 feet. Typical main lane width for this facility is 11 feet, with two-foot shoulders to the inside and outside.

Of particular relevance to the S.M. Wright Phase IIB Project is the existing configuration of S.M. Wright Parkway at its northern end. As mentioned, the existing S.M. Wright Parkway is a freeway, and near the Martin Luther King, Jr. (MLK) Boulevard bridge it has four main components: (1) southbound main lanes and a southbound frontage road that receives traffic from an exit ramp from IH 45; (2) a northbound direct connecting ramp to IH 45; (3) southbound and northbound lane connections with Cesar Chavez Boulevard; and (4) southbound and northbound lane connections with Good Latimer Expressway. The existing interchange is characterized by freeway-to-freeway traffic movements, and traffic from local cross streets such as MLK Boulevard and Pennsylvania Avenue must utilize S.M. Wright Parkway to access IH 45.

The existing IH 45 facility is a divided highway with six general-purpose main lanes (three in each direction), plus auxiliary lanes and discontinuous one-way, two-lane frontage roads. The segment of IH 45 within project limits has a ROW width that varies between 240 feet and 500 feet. Typical main lane width for this facility 12 feet, and the width of the inside shoulder is 10 feet and outside shoulder width is 10 feet to 12 feet. However, the contract for constructing the improvements to IH 45 from S.M. Wright Phase I has been let and that project should be nearing completion by the time construction of S.M. Wright Phases II and IIB would begin. For this reason the modifications to IH 45 from S.M. Wright Phase I are considered the existing condition for planning purposes of Phase IIB. Consequently, the planned existing IH 45 within project limits would have four to five main lanes in each direction, with a lane width of 11 feet that would widen to 12 feet near the north end of the project area. Outside

shoulders would be 10 feet wide, and inside shoulders would generally be two feet wide but would widen to 10 feet near the north end of the project area.

There are no dedicated or shared-use bicycle lanes associated with the discontinuous frontage roads for both S.M. Wright Parkway and IH 45 within project limits. Sidewalks are generally absent along the outside of S.M. Wright Parkway frontage roads, and are discontinuous with most of the IH 45 frontage roads. There are no drainage detention ponds or other facilities related to either of these freeways within the project area. Construction of S.M. Wright Phase I would not alter these aspects of the existing facilities.

The site photographs in **Appendix B** provide representative views of the existing S.M. Wright Parkway and IH 45 facilities, as well as representative areas within and surrounding the proposed project limits. Typical existing road cross sections for S.M. Wright Parkway and major cross streets are shown in **Appendix D**; however, as noted above, the existing typical sections for IH 45 in **Appendix D** reflect the facility after construction of S.M. Wright Phase I.

2.2 Proposed Project

The proposed project includes the reconfiguration of the existing interchange between IH 45, the S.M. Wright Parkway, Cesar Chavez Boulevard, and Good Latimer Expressway. These changes would convert the above-described freeway-to-freeway connections between S.M. Wright Parkway and IH 45 to a diamond-type interchange involving two cross-streets: MLK Boulevard and Al Lipscomb Way (formerly Grand Avenue). The proposed project involves the following principal changes in proximity to the reconstructed interchange:

- Removing the direct connections from southbound IH 45 to southbound S.M. Wright Parkway and from northbound S.M. Wright Parkway to northbound IH 45;
- Constructing a new southbound exit ramp from IH 45 to MLK Boulevard;
- Constructing a new northbound entrance ramp from MLK Boulevard to IH 45;
- Constructing a new southbound entrance ramp from Al Lipscomb Way to IH 45;
- Constructing a new northbound exit ramp from IH 45 to Al Lipscomb Way;
- Constructing a new southbound frontage road section between MLK Boulevard and Pennsylvania Avenue;
- Constructing a new northbound frontage road section between Pennsylvania Avenue and MLK Boulevard;
- Realigning S.M. Wright Parkway to connect exclusively to Cesar Chavez Boulevard between Al Lipscomb Way and MLK Boulevard;
- Removing the direct connections between southbound and northbound S.M. Wright Parkway and Good Latimer Expressway;
- Converting the existing S.M. Wright Parkway underpass of MLK Boulevard to an at-grade signalized intersection; and

- Relocating the existing ramps connecting MLK Boulevard and S.M. Wright Parkway to the proposed signalized intersections of the IH 45 frontage roads and MLK Boulevard.

The planned interchange improvements for the S.M. Wright Phase IIB Project are shown in the plan view design map in **Appendix C-1**, and representative proposed typical cross sections of project area roadways are shown in **Appendix D**. The project limits for S.M. Wright Parkway are from Pennsylvania Avenue to north of Al Lipscomb Way, a distance of approximately 0.5 mile. The limits for proposed IH 45 improvements extend from Lenway Street to Good Latimer Expressway, which is approximately 1.0 mile. These project limits encompass the areas associated with the interchange between S.M. Wright Parkway and IH 45, including changes to ramps, addition of frontage roads, sidewalks, and bicycle accommodations. In addition, the proposed project would relocate the existing southbound exit ramp from IH 45 to Lamar Street (south of the above-described interchange area).

Pedestrian and bicycle improvements would be constructed along the proposed S.M. Wright Parkway and IH 45 frontage roads to create a continuous network between S.M. Wright Parkway, Pennsylvania Avenue, MLK Boulevard, Al Lipscomb Way, and Good Latimer Expressway. The sidewalk along S.M. Wright Parkway would be six feet to 12 feet wide, and along IH 45 frontage roads the sidewalk would be six feet wide. Bicycle accommodations would consist of a 14-foot shared use lane along the outer lane of S.M. Wright Parkway as well as the proposed frontage road segments for IH 45.

The proposed project would not construct any detention ponds or facilities other than those described above and noted in **Appendices C-1** and **D**.

The proposed S.M. Wright Phases II and IIB are scheduled to let for construction in January 2019. By that point in time, construction of improvements to IH 45 and US 175 (S.M. Wright Phase I) would be nearing completion. These three phases of the overall S.M. Wright Project are illustrated in **Appendix C-2**.

The proposed project is consistent with the currently effective Metropolitan Transportation Plan (MTP) of the North Central Texas Council of Governments (NCTCOG), which is *Mobility 2040* (see **Appendix E-1**).[5] The planned S.M. Wright Parkway/IH 45 interchange improvement project appears in the MTP section containing NCTCOG-recommended improvements for freeway/tollway interchanges as a partial reconstruction of the interchange. The proposed interchange improvements are shown in *Mobility 2040* as operational between 2018 and 2027.

The proposed project is also consistent with the *FY 2017-2020 Transportation Improvement Program* (TIP) for the Dallas/Fort Worth (DFW) Metropolitan Planning Organization (i.e.,

[5] *Mobility 2040* was approved by the U.S. Department of Transportation (USDOT) on 9/7/2016 as conforming to the State Implementation Plan (SIP) for Clean Air Act requirements for the designated ozone nonattainment area in the Dallas/Fort Worth Metropolitan Planning Area. See NCTCOG Website re *Mobility 2040* (*http://www.nctcog.org/trans/mtp/2040/*). Accessed 2/17/2017.

NCTCOG) (see **Appendix E-2**).[6] The proposed project is included in the TIP's Appendix D, as a project with specific funding sources yet to be determined. The estimated total project cost is approximately $31.4 million, and is expected to be financed with federal and local funds.

3.0 PURPOSE AND NEED

3.1 Need

Transportation improvements are needed to the existing S.M. Wright Parkway and IH 45 interchange due to design and operational deficiencies within the project area that impede traffic circulation between IH 45 and cross streets near the northern end of S.M. Wright Parkway (i.e., MLK Boulevard and Al Lipscomb Way).

3.2 Supporting Facts and/or Data

As the need for S.M. Wright Phase IIB Project arises from commitments TxDOT made during public involvement activities in connection with S.M. Wright Phases I and II, the summary below of the overall purpose and need for the S.M. Wright Project and key aspects of public involvement provides necessary context. Detailed discussions and supporting data relevant to the overall S.M. Wright Project's purpose and need may be found in the EA prepared for S.M. Wright Phases I and II (TxDOT, 2013) and in the Interstate Access Justification prepared for the S.M. Wright Phase IIB Project (TxDOT, 2016a). Key elements of the data supporting the purpose and need for S.M. Wright Phases I and II are discussed below, as this information also supports the purpose and need for S.M. Wright Phase IIB.

The S.M. Wright Phase I Project focuses on improvements to US 175 (C.F. Hawn Freeway, 1.5 miles), and IH 45 (2.3 miles). This phase of the overall project (currently under construction) realigns US 175 to provide a new, direct connecting interchange with IH 45. The rerouting of traffic from US 175 directly to IH 45 will allow S.M. Wright Parkway to be downgraded (Phase II) to a six-lane urban arterial, reducing its barrier effect on the adjacent residential neighborhoods that are predominantly characterized by minority and low-income demographics. Transportation improvements are needed along the existing US 175 and IH 45 due to design and operational deficiencies, safety concerns, projected population growth in the city and county, projected traffic volumes and level of service (LOS), and transportation demand. A summary of information supporting the need for S.M. Wright Phase I and II improvements is included in the bulleted list below.

[6] The proposed project is listed in the *FY 2017-2020 TIP: Appendix D*, which has been approved by the USDOT as consistent with the current MTP on 12/19/2016. See NCTCOG Website to view the USDOT approval letter (*http://www.nctcog.org/trans/tip/17-20/documents/AppG-updated1-31-2017.pdf*). Accessed 3/21/2017.

- Operational Deficiencies. Most notably, the US 175 interchange with SH 310 is characterized by a 90 degree curve with a posted speed limit of 25 miles per hour (mph). This sharp curve and reduced speed through the interchange limits the capacity along US 175 and creates bottleneck conditions that promote rear-end collisions. Indeed, this interchange has a long history of accidents, and commuters generally refer to this bend in US 175 as "dead man's curve." This interchange also lacks highway shoulders and continuous frontage roads, which exacerbate the impact to traffic congestion when even minor accidents occur. Consequently, emergency vehicles do not have ready access to accidents that occur along this portion of US 175. Other operational deficiencies include ramps with insufficient length to allow safe acceleration/deceleration, and some areas with two-way frontage roads.
- Safety Concerns. TxDOT crash data along IH 45 within the S.M. Wright Phases I and II project area were analysed for 2007-2010, which indicated a total of 223 crashes. Traffic crashes were nearly evenly split between rear-end collisions, sideswipe crashes (i.e., vehicles changing lanes), and single vehicles striking fixed objects. Crash data for the same 4-year period for US 175 in the project area indicated 113 crashes, with the sharp curve area described above accounting for 34 percent of total crashes.
- Population Growth. Projected population within the City of Dallas and Dallas County from 2005 to 2040 is expected to increase by 31 and 44 percent, respectively.
- Projected Traffic Volumes and LOS. Projected average daily traffic (ADT) within the S.M. Wright Phases I and II project area for the year 2035, as compared to 2010, is expected to increase by 127 percent for US 175, and 149 percent for IH 45. Without roadway improvements to increase operating capacity for these highways, LOS can be expected produce unstable and slowed traffic flow (25-35 mph) during peak hours.
- Transportation Demand. The number of miles traveled within the DFW region is expected to increase 40 percent from 2012 to 2035, which is expected to produce congestion levels that would worsen from moderate to severe. US 175 and IH 45 are important for the transportation of people and goods as they serve as major multi-directional transportation corridors through the south and southeastern portions of the City of Dallas and Dallas County. These highways also connect to other major radial freeways such as Loop 12 and portions of IH 20 in Dallas County. Improvements in the project area are needed to accommodate the future demand to the existing transportation network.

The purpose of S.M. Wright Phases I and II would satisfy these identified deficiencies while considering the local area socioeconomics and topography, land use plans, the future travel demand, and other infrastructure improvements in the area. Moreover, the downsizing and downgrading of the existing S.M. Wright Parkway's freeway configuration to a six-lane arterial (i.e., S.M. Wright Phase II Project) would provide an alternate route throughout the area for local traffic, which would also assist in managing traffic congestion. Additionally, S.M. Wright Phase II would remove a prominent barrier between the predominantly residential areas divided by the freeway and would improve pedestrian and bicycle mobility and connections south of MLK Boulevard.

Plans for S.M. Wright Phases I and II were developed through extensive efforts to coordinate the project with local elected officials, community leaders, and members of the surrounding neighborhoods. Indeed, the genesis of S.M. Wright Phase IIB began when comments regarding the loss of an existing IH 45 exit ramp connecting to Pennsylvania Avenue surfaced at a public hearing in January 2013. Based on feedback from the community, multiple alternatives were developed to address the IH 45 ramp access concerns that were presented at a town hall meeting hosted by State Senator Royce West in May 2013. The feedback from the town hall meeting resulted in a consensus design that converted the previously proposed ramps into a split configuration to replace the loss of access to Pennsylvania Avenue. In addition, these interactions with the community expanded awareness of the overall connectivity of S.M. Wright Parkway, MLK Boulevard, and Al Lipscomb Way with IH 45. Foremost among these was the need to transform the freeway-to-freeway connection between the north end of S.M. Wright Parkway and IH 45 to a diamond-like interchange to improve connections with major IH 45 cross streets in the area. Based on feedback from the public and local leaders, TxDOT agreed to study design alternatives that would provide improved access from IH 45 to the area. In light of the advanced stage in the development of project design for S.M. Wright Phases I and II, TxDOT decided it would be best to incorporate these additional access improvements into a separate schematic (S.M. Wright Phase IIB Project) to avoid delaying the planned construction contract letting date of the overall S.M. Wright Project. As completing construction on the S.M. Wright Phase I Project was crucial before reconstruction of S.M. Wright Parkway could begin, TxDOT with the support of elected officials and the local community undertook the development of S.M. Wright Phase IIB as a separate (but related) component of the overall S.M. Wright Project. The proposed plan to address IH 45 access concerns was presented in a second public hearing held in June 2013, which gained public approval and the project received a FONSI in September 2013.

The need, therefore, for the S.M. Wright Phase IIB Project is to make necessary improvements to IH 45 to improve the ability of motorists in the proposed project area to access and exit IH 45 from Lamar Street to Al Lipscomb Way, in light of the changes planned in S.M. Wright Phases I and II. As noted above, the northbound exit ramp to Pennsylvania Avenue was the main concern at the public meeting in January 2013, and this concern was addressed in the S.M. Wright Phase I Project design by creating a split exit ramp allowing connections to both Lamar Street and Pennsylvania Avenue. However, in its efforts to address the need for access to and from IH 45, TxDOT has included in the S.M. Wright Phase IIB Project design a southbound entrance ramp to IH 45 from Lamar Street to accommodate a returning movement of traffic to complement the Lamar Street exit ramp. At the northern end of the S.M. Wright Project, the proposed project has included a diamond-like interchange with entrance and exit ramps to and from IH 45. Consequently, there are two sets of northbound and southbound entrance and exit ramps that facilitate connectivity between IH 45 and traffic originating from the major cross streets in the area: Lamar Street, Pennsylvania Avenue, MLK Boulevard, and Al Lipscomb Way.

3.3 Purpose

The purpose of the proposed project is to improve operability, connections, and mobility between IH 45 and major cross streets near S.M. Wright Parkway.

4.0 ALTERNATIVES

4.1 Build Alternative

The build alternative is the project as described in **Section 2.2.**, which would reconstruct the existing freeway-to-freeway connections between S.M. Wright Parkway and IH 45 north of MLK Boulevard to achieve greater connectivity with major IH 45 cross streets. This alternative would realign S.M. Wright Parkway to connect exclusively to Cesar Chavez Boulevard between Pennsylvania Avenue and Al Lipscomb Way. The existing direct connect ramps (northern half-diamond interchange serving MLK Boulevard and S.M. Wright Parkway) would be relocated to connect to a new at grade intersection with MLK Boulevard and the proposed extension of the IH 45 frontage roads. In addition, the project would construct a new southern half-diamond interchange serving Al Lipscomb Way, which overlaps the aforementioned northern half-diamond. The southern half-diamond would be comprised of a new northbound exit ramp from IH 45 to Al Lipscomb Way and a new southbound entrance ramp from Al Lipscomb Way to IH 45. A full diamond interchange at MLK Boulevard or Al Lipscomb Way would be desirable; however, a full diamond was not possible due to the geometric constraints of the area. The proposed configuration comprised of two half-diamond interchanges would substantially improve connections between IH 45 and major cross streets in the proposed project area. The proposed configuration would also provide the desired access that the local community requested during the June 2013 public hearing for S.M. Wright Phases I and II, to which TxDOT committed to pursue.

4.2 No-Build Alternative

Under the no-build alternative, the proposed IH 45 access improvements near S.M. Wright Parkway would not be constructed. The configuration of the no-build alternative would be reflected as depicted in the approved design of S.M. Wright Phases I and II. Those phases of the overall S.M. Wright Project would not make any improvements to S.M. Wright Parkway or IH 45 north of MLK Boulevard and the existing conditions described in **Section 2.1** would continue. Consequently, connections to and from IH 45 within the proposed project area would remain as freeway-to-freeway direct connects even though S.M. Wright Parkway would be downgraded to an urban arterial. The no-build alternative would avoid the negative impacts associated with new roadway construction and ROW acquisition in the project area. However, the no-build alternative would not address mobility concerns related to existing and future travel demands along S.M. Wright Parkway and IH 45. This alternative does not meet

the need for and purpose of the proposed project, and would be inconsistent with regional transportation plans (i.e., MTP and TIP), and the feedback received from elected officials, community leaders, and members of the community as expressed in previous public hearings; however, the no-build alternative is considered for comparative purposes.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

Throughout the design and public involvement activities of S.M. Wright Phases I and II, the no-build alternative was the principal alternative under consideration for the connection of S.M. Wright Parkway to IH 45 at its northern end. As discussed in **Section 3.2**, community feedback emphasizing the need for local access to IH 45 called attention to the need for changes to ramping and the addition of frontage road segments to provide this connectivity.

During the development of the design for S.M. Wright Phase IIB Project, an alternative design was developed that was similar to the preferred build alternative but differed in that it connected the proposed northbound IH 45 exit to Al Lipscomb Way with Good Latimer Expressway. This created an intersection where the one-way northbound ramp traffic transitioned to two-way traffic on Good Latimer Expressway. However, this alternative was deemed less desirable during briefings to City of Dallas officials because of safety concerns with connecting one-way traffic opposite a two-way road and the potential for southbound drivers on Good Latimer Expressway to continue south through the intersection onto the northbound ramp. This alternative also maintained the existing isolation of a small tract of land in the southeast quadrant of the Al Lipscomb Way/Good Latimer Expressway intersection. In addition, a disadvantage to this alternative would be the requirement to continue using several acres of ROW that could otherwise be abandoned and returned to the surrounding community with the preferred build alternative. Based on feedback from the community, safety concerns, engineering design, preliminary costs, potential environmental impacts, and traffic operational performance, the Good Latimer Expressway alternative was eliminated from further consideration.

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

In support of this EA, the following technical reports were prepared and are available for review at the TxDOT Dallas District office, upon request:

- Traffic Noise Technical Report (TxDOT, 2015c);
- Biological Evaluation Form (TxDOT, 2015d);
- Water Resources Technical Report (TxDOT, 2015e);
- Project Coordination Request for Archeological Studies (TxDOT, 2015f);
- Project Coordination Request for Historical Studies Project (TxDOT, 2015g);

- Hazardous Materials Initial Site Assessment (ISA) Report (TxDOT, 2016b);
- Report for Historical Studies Survey (TxDOT, 2016c);
- Community Impact Analysis Technical Report (TxDOT, 2016d);
- Air Quality Technical Reports (TxDOT, 2016e); and
- Indirect and Cumulative Impact Analyses Technical Report (TxDOT, 2016f).

These technical reports and the detailed data and maps included within them are incorporated by reference, but are not included in this EA. Additionally, relevant information from the EA prepared for S.M. Wright Phases I and II was useful in providing background information for the overall S.M. Wright Project and related impacts (TxDOT, 2013). Selected graphical information and summaries of data from these technical reports are included in this EA to assist in describing anticipated project-related environmental impacts.

This section examines the direct impacts that result from constructing the facility within the project construction footprint, which includes all areas that would be subject to ground disturbing activities from heavy construction equipment. In this EA, the construction footprint for the proposed project includes all areas in existing and proposed ROW within project limits (56.5 acres). This section also addresses the indirect effects caused by the proposed project that extend beyond the construction footprint either during or after construction of the facility (i.e., encroachment-alteration indirect effects). Examples of such indirect impacts include the potential sedimentation of streams by soil eroded from construction sites, increases in traffic noise experienced on properties near the project after completion, or the contribution to ambient air quality in local areas near the completed project or throughout the region. Thus environmental impacts caused by the project have been assessed for both the construction footprint as well as beyond it to the point where indirect impacts attenuate to an insubstantial level. Also addressed in this section are steps taken to ensure compliance with relevant laws and Executive Orders (EO), in addition to mitigation measures where such are warranted.

The information presented in this section and throughout this EA was obtained from a variety of state and federal natural resource agencies, local governments, and from several field reconnaissance visits extending from 2014 through 2016. The primary tool for assessing environmental aspects of the study area was a geographic information system (GIS) database for which digital shapefiles were acquired regarding basic geographic features (i.e., roads and local government boundaries), geology and soils, elevation contours, water and floodplain features, vegetation and wildlife habitat, land use, and socio-economic characteristics.

5.1 Right-of-Way/Displacements

Nearly all of the build alternative would be constructed within the existing ROW. However, approximately 1.7 acres of new ROW would be required, none of which has been previously acquired through early acquisition. The proposed new ROW is located along the west side of IH 45 between MLK Boulevard and Al Lipscomb Way, and on the east side of IH 45 between

MLK Boulevard and South Boulevard (see **Appendix C-1**). According to the Dallas County Appraisal District, the new ROW would be acquired from 15 different parcels.

Build alternative modifications of the existing S.M. Wright Parkway, IH 45, and cross streets would result in demolition of several acres of existing road pavement and other areas within operational ROW (see **Appendix C-1**). It is expected that some of the ROW for such areas would be surplus to transportation requirements, and would be available for redevelopment for other land uses compatible with city plans. The areas of developable land that could potentially be released as a result of constructing the build alternative are shown in **Appendix C-3**, and comprise a total of approximately 5.8 acres.

One city-owned property and two commercial businesses would potentially be displaced as a result of the build alternative. These properties are described below, and the location of each is shown in **Appendix C-1**:

- Former Dallas Fire Station #6, located at 2808 South Harwood Street (see **Appendix B, Photograph 8**).
- Kwik Stop, a gas station and convenience store, located at 1909 MLK Boulevard (see **Appendix B, Photograph 6**).
- Office building (former residence) located at 1844 South Boulevard (see **Appendix B, Photograph 7**) used to provide tax services ('Tax Man Tax Services').

Acquisition and relocation assistance for owners of displaced properties would be in accordance with the TxDOT Right-of-Way Acquisitions and Relocation Assistance Program, which adheres to the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended. The TxDOT relocation office would provide assistance to displaced businesses and non-profit organizations to aid in their satisfactory relocation with a minimum of delay and loss in earnings.

Relocation of former Dallas Fire Station #6 would not be necessary because the Dallas Fire Station #6 Replacement Facility was completed in 2016 and is now operational. The new, modern fire station is located at the intersection of Pennsylvania Avenue and S.M. Wright Parkway (i.e., 2301 Pennsylvania Avenue), approximately 0.4 mile southeast of the former fire station's location. After completion of the replacement facility, equipment from the former Dallas Fire Station #6 was relocated to the replacement facility and the former facility is no longer being used as a fire station.

It is unknown whether either the aforementioned businesses would relocate, but there are vacant commercial buildings and vacant lots where the displaced businesses could relocate within the community. In light of the nature and small number of businesses that would be displaced by the proposed project and the opportunities for relocation in the vicinity, the relocation of such businesses within their existing service areas is not anticipated to be problematic.

The no-build alternative would not require any additional ROW, and no displacements would occur. However, this alternative would not result in the release of any existing ROW that would then be available for other types of urban development.

5.2 Land Use

The proposed project is located in an urban area characterized largely by residential land use, accompanied by commercial uses along major roadways, industrial facilities, and public community facilities such as churches and schools (TxDOT, 2016d). The build alternative would require approximately 1.7 acres of new ROW, which would primarily affect city property (Fire Station #6) and the two commercial facilities with displaced buildings discussed above. Proposed ROW would also affect parking or landscape areas of two churches, a pottery business, and one residential property. In addition, of the total 15 parcels from which ROW would be required, eight parcels are currently vacant lots.

The no-build alternative would not affect existing land uses within the project area.

5.3 Farmlands

The Federal Farmland Protection Policy Act of 1981 is inapplicable to the proposed project because the entire project area is within an 'urbanized area' mapped by the U.S. Census Bureau, and the project would not convert any protected farmland to ROW (TxDOT, 2015d).

5.4 Utilities/Emergency Services

The proposed project would require the relocation of underground or overhead utilities in some areas. At this stage of project development the project schematic identifies the locations of existing utilities (i.e., telephone, electricity, fiber optic cable, water, wastewater, and natural gas), but specific plans regarding utility adjustments or relocations have not been completed. Plans would be finalized at the detailed design phase of project development and coordination with utility owners on possible relocation options would take place at that time. Utility relocations would be carried out with the minimum practicable disruption in service to customers.

Construction of the build alternative would enhance the ability of emergency services to move throughout the proposed project area. The creation of at-grade intersections along S.M. Wright Parkway, construction of IH 45 frontage road segments, and enhanced ramp access to/from IH 45 would facilitate movement of emergency vehicles to the various hospitals in the area. Access throughout the project area would be maintained and emergency services would be minimally affected during the construction phase of the proposed project.

The no-build alternative would not affect local utilities. The no-build alternative may adversely affect the efficiency of emergency vehicles due to inadequate access to IH 45, the grade-

separated intersection of S.M. Wright Parkway and MLK Boulevard, and absence of IH 45 frontage roads.

5.5 Bicycle and Pedestrian Facilities

The build alternative's design elements described in **Section 2.2** would comply with relevant federal policies that require accommodation for bicycle and pedestrian traffic.[7] The design plans include construction of a continuous sidewalk network between the major IH 45 cross streets in the project area, and S.M. Wright Parkway and the IH 45 frontage road segments include a 14-foot shared use outer lane to accommodate bicyclists. These changes would result in substantial benefits in comparison to the existing conditions described in **Section 2.1**, characterized by an absence of dedicated or shared-use bicycle lanes within the existing, discontinuous frontage road segments for both S.M. Wright Parkway and IH 45 within project limits. Planned sidewalks would also have a beneficial effect as existing sidewalks are generally absent along the outside of S.M. Wright Parkway frontage roads, and are discontinuous with most of the existing IH 45 frontage road segments. These beneficial effects would extend beyond the project area to the extent bicycle accommodations and sidewalks connect with similar facilities surrounding the project area.

There would be no change in pedestrian or bicycle access under the no-build alternative. This would have a negative impact on persons desiring to use bicycle or pedestrian facilities, and would not comply with federal policies that promote bicycle and pedestrian facilities.

5.6 Community Impacts

The build alternative would have beneficial affects to the community surrounding the project area by enhancing mobility for vehicles, pedestrians, and bicyclists. The proposed project would improve access to IH 45 and major cross streets within the project area by constructing a half-diamond interchange with MLK Boulevard and Al Lipscomb Way. Mobility to and from IH 45 would be enhanced by constructing IH 45 frontage road segments and creating an at-grade, signalized intersection between S.M. Wright Parkway and MLK Boulevard. Although these and other planned improvements would generally improve traffic flow, benefitting local and non-local commuters, area businesses, and local residents, there are no substantial economic impacts anticipated.

The planned changes to the existing freeway-to-freeway interchange between IH 45 and the existing S.M. Wright Parkway would dovetail with approved design plans (i.e., S.M. Wright Phase II Project) to downgrade S.M. Wright Parkway from a freeway facility to a low-speed, urban arterial. The combined effects of S.M. Wright Phases II and IIB would effectively break down a substantial barrier to community cohesion in this predominantly residential sector of

[7] See: U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation (3/11/2010). *http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm*. Accessed 6/22/2016.

Dallas. The effects of replacing a freeway with a low-speed urban parkway with signalized at-grade crossings would enhance the connections between residential neighborhoods on either side of S.M. Wright Parkway. The proposed project would not adversely affect, separate, or isolate any distinct neighborhoods, ethnic groups, or other specific groups within or adjacent to the proposed project area (TxDOT, 2016d).

The no-build would be detrimental to the circulation of traffic within and adjacent to the proposed project area, and would not address the purpose and need for the project.

5.6.1 Environmental Justice

An environmental justice (EJ) analysis was completed in accordance with EO 12898.[8] In the area surrounding the proposed project, there are 117 Census blocks, of which only 50 blocks reported a population. According to the 2010 Census, 47 blocks and all six block groups reported minority populations above 50 percent (TxDOT, 2016d). Five of the six census block groups are considered low-income, based on a comparison of the median household income of project area block groups with the Department of Health and Human Services 2016 guideline for the poverty level annual income for a family of four (i.e., $24,300).

Although the project area is predominantly minority and low-income populations, the project would not have adverse community impacts to EJ populations. As discussed above, the build alternative would result in no displacements of residential properties, and would have beneficial impacts to community cohesion, access to IH 45 and S.M. Wright Parkway, and availability of bicycle and pedestrian facilities. Therefore, the build alternative would not cause disproportionately high and adverse effects on minority or low-income populations, and is consistent with EO 12898. Similarly, the build alternative would not adversely affect other vulnerable members of the community, including children, the elderly, or persons with disabilities.

The no-build alternative is not expected to cause disproportionately high and adverse effects to low-income populations or minority populations. However, the no-build alternative would make no beneficial changes to community cohesion, access and travel patterns, or bicycle and pedestrian accommodations.

5.6.2 Limited English Proficiency

Based on the data from the 2009-2013 American Community Survey for project area block groups, the percentage of persons with limited English proficiency (LEP) in the project area ranges from approximately 0 to 15.6 percent (TxDOT, 2016d). Overall, 138 people in the project area block groups are identified as LEP, representing approximately 3.6 percent of the project area's total block group population of age five years and older. The language most often spoken by LEP persons in the project area is Spanish. Within the proposed project limits, the street signs are in English and business signs are primarily in English.

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[8] Executive Order 12898 (2/11/1994): Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations; *http://www.archives.gov/federal-register/executive-orders/pdf/12898.pdf*. Accessed 6/22/2016.

To comply with EO 13166[9] and to ensure full and fair public participation for the proposed project, meeting notifications and display advertisements for the public meeting held on February 26, 2015, were published in both English and Spanish in *The Dallas Morning News* and *Al Dia*, respectively. A project team member was available at the public meeting to accommodate the communication needs of individuals speaking Spanish, as necessary. In preparation for the public hearing held December 15, 2016, meeting notices and displays were published in English and Spanish in *The Dallas Morning News*, and *Al Dia*. Persons fluent in Spanish were available to assist Spanish speakers during public hearing. For both the public meeting and public hearing, notification letters to property owners adjacent to the proposed project included notices in both English and Spanish. The notices of both public involvement activities offered assistance with persons requiring language assistance, but TxDOT received no requests in response to these notices. Therefore, these steps comply with the requirements of EO 13166 as applied to the proposed project.

5.7 Visual/Aesthetics Impacts

The build alternative would make improvements to the IH 45 and S.M. Wright Parkway corridors that have existed for many decades. Most of the improvements would be made within existing ROW, and would not appreciably alter the existing visual landscape. However, as discussed above, the proposed project may result in several acres of surplus ROW, which would likely be converted to other urban land uses in the future. The relocation and construction of grade separations for IH 45 access ramps could potentially make portions of that roadway more visible from the surrounding area, although the line of sight would likely be below existing utility lines and the tree line. If effect, the proposed project would change aging roadway infrastructure for newer facilities with pedestrian/bicyclist friendly features. For example, the existing MLK Boulevard bridge crossing of S.M. Wright Parkway would be converted to an at-grade signalized intersection, an aesthetic change that is more in keeping with the overall residential community context. The project's addition of sidewalks and bicycle accommodations would further contribute to a greater sense that the project area is primarily a neighborhood community. When evaluated against the existing conditions within these transportation corridors, the build alternative represents change that would have beneficial visual/aesthetic effects. Although lighting and aesthetic treatments have not been identified at this stage of project development, it is expected that this component of area aesthetics would, at a minimum, be on par with the existing lighting and landscaping conditions.

The no-build alternative would not fundamentally change the existing visual qualities of the project area, as it would continue to serve as an interchange between SH 310 and IH 45. However, the continuation of the aged infrastructure comprising the existing freeway-to-freeway interchange would stand in stark visual contrast to the improvements of S.M. Wright

[9] Executive Order 13166 (8/11/2000): Improving Access to Services for Persons with Limited English Proficiency; *https://www.gpo.gov/fdsys/pkg/FR-2000-08-16/pdf/00-20938.pdf.* Accessed 2/22/2016.

Phase II Project to the south of MLK Boulevard, which would transform the existing SH 310 facility from a freeway to an urban parkway with aesthetic enhancements.

5.8 Cultural Resources

This section summarizes efforts to evaluate impacts to cultural resources in accordance with the programmatic agreement regarding transportation undertakings (PA-TU) among FHWA, TxDOT, the Texas State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation,[10] and the MOU between TxDOT and the Texas Historical Commission (THC) relating to environmental review of transportation projects (THC MOU).[11] The evaluations of archeological resources and historic-age cultural resources discussed in the two subsections below were carried out in compliance with the National Historic Preservation Act (NHPA) of 1966, as amended.[12]

5.8.1 Archeology

In October 2015, an archeological background study was prepared and reviewed by TxDOT archeologists in accordance with the PA-TU and THC MOU (TxDOT, 2015f). After reviewing the build alternative's design features, the results of previous archeological field studies, and the history of urban development in the project area, TxDOT archeologists concluded on February 3, 2016 that the proposed project would have no effect on archeological historic properties. In accordance with the PA-TU and THC MOU, no further coordination regarding archeological resources is required.

The no-build alternative would have no impacts on archeological resources in the project area.

5.8.2 Historic Properties

The evaluation of potential impacts to historic-age cultural resources was initiated for the build alternative with the preparation of project coordination request in November 2015 (TxDOT, 2015g). From this, TxDOT determined that a historical studies reconnaissance survey would be required, leading to the preparation of a historical studies research design in January 2016. Subsequently, a historic resources survey (HRS) was conducted of the Area of Potential Effects (APE) (see **Appendix G-6**), which was set at 150 feet beyond the existing and proposed ROW (see **Appendix F-1**). The HRS, completed in December 2016 (TxDOT, 2016c), examined 21 historic-age resources that had not been evaluated in studies previously completed and coordinated with the SHPO.

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[10] *Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings* (2015); http://www.achp.gov/docs/TX.fhwa.implementation%20of%20fed-aid%20highway%20program%20in%20TX.%20pa.15may15.pdf. Accessed June 23, 2016.

[11] *Memorandum of Understanding with the Texas Historical Commission regarding Environmental Review of Transportation Projects* (effective 5/16/2013), 43 Texas Administrative Code Rule Sections 2.259 – 2.278.

[12] 54 U.S. Code Sections 300101 – 307108.

The HRS report found that three of the surveyed residential properties within the APE are contributing resources to the South Boulevard–Park Row Historic District, which was listed in the National Register of Historic Places (NRHP) in 1979. Although these residences generally contribute to the integrity of the NRHP-listed historic district, the individual residences would not meet the criteria for eligibility to be individually listed on the NRHP. Also within the APE is the Colonial Hill District (listed in the NRHP in 1995) and the Forest Theater, which was determined in a 2011 survey to be eligible for NRHP listing (TxDOT, 2016c). Additionally, the following three bridges across S.M. Wright Parkway were determined in an earlier TxDOT assessment of post-WWII bridges to be NRHP-eligible: MLK Boulevard bridge (both directions of travel; see **Appendix B, Photograph 2**), and the northbound and southbound bridges across Pennsylvania Avenue. None of the other historic-age properties within the APE considered in the 2016 HRS or prior studies was found to meet the criteria for potential listing on the NRHP.

The 2016 HRS report examined whether the build alternative would adversely affect any of the properties either listed on the NRHP or considered eligible for NRHP listing. The proposed project would not directly or indirectly adversely affect either of the listed historic districts, including contributing resources, or the Forest Theater. The findings and recommendations within the HRS for the build alternative were reviewed by TxDOT architectural historians, and coordination with local historical organizations was completed (see **Appendices G-3, G-4, and G-5**). Coordination with the SHPO was completed on February 14, 2017, and received SHPO concurrence with the findings and recommendations in the HRS.

The build alternative would adversely affect the MLK Boulevard bridge because it would be necessary to remove it to create the planned at-grade intersection between S.M. Wright Parkway and MLK Boulevard. The build alternative would not affect the two bridges that cross Pennsylvania Avenue; however, those bridges would be removed by S.M. Wright Phase II Project, in addition to four other S.M. Wright Parkway bridge crossings of cross streets farther south. Collectively, these seven bridges comprise the S.M. Wright Freeway Bridge System. In August 2015, TxDOT coordinated impacts to this bridge system with the SHPO in accordance with NHPA Section 106 and the PA-TU (see **Appendix G-1**). In its correspondence, TxDOT advised the SHPO of a public meeting held in February 2015 to solicit local input regarding mitigation measures for the S.M. Wright Freeway Bridge System (see TxDOT, 2015a). Based on public comments, as well as input from the Historic Bridge Foundation and NCTCOG, TxDOT proposed to erect interpretive panels along the S.M. Wright Parkway with educational information about the importance of these bridges from historical and engineering perspectives. The SHPO concurred with TxDOT's determination of adverse effects and its plans to continue consultation with the SHPO on appropriate mitigation measures during final design phases of the S.M. Wright Project (see **Appendices G-1 and G-6**).

The no-build alternative would not affect historic properties already listed in the NRHP or properties considered eligible for listing in the NRHP. However, the no-build alternative is inconsistent with the purpose and need for the project in that it would preclude the creation of an at-grade intersection between MLK Boulevard and S.M. Wright Parkway, which is a key

element of improving operability, connections, and mobility between IH 45 and major cross streets such as MLK Boulevard.

5.9 USDOT Act Section 4(f), LWCF Act Section 6(f), and TPWC Chapter 26

Based on a project scoping analysis, it was determined that the build alternative would not have the potential to adversely impact any land protected by Section 6(f) of the Land and Water Conservation Fund Act[13] or Chapter 26 of the Texas Parks and Wildlife Code.[14] Additionally, the build alternative would not potentially affect any public park, recreation area, or wildlife or waterfowl refuge that are protected by Section 4(f) of the USDOT Act of 1966, as amended (hereinafter 'Section 4(f)').[15]

Section 4(f) also protects public or private land of a historic site of national, state, or local significance unless it has been determined that there is no feasible and prudent alternative available[16], and all possible planning[17] to minimize harm from such use has occurred. The removal of the MLK Boulevard bridge across S.M. Wright Parkway would result in an adverse impact to a historical site of state and local significance, and would require compliance with Section 4(f). As with the approach to NHPA Section 106 compliance discussed above, TxDOT pursued compliance with Section 4(f) for all seven bridges (including the MLK Boulevard bridge) comprising the S.M. Wright Freeway Bridge System independent of the NEPA process for S.M. Wright Phases II and IIB. After coordinating the proposed mitigation concept with the SHPO in August 2015 (see **Appendix G-1**), and again in February 2017 (see **Appendix G-6**), TxDOT completed a Section 4(f) report (**Appendix H**) documenting its analysis of the S.M. Wright Freeway Bridge System in accordance with FHWA's Section 4(f) requirements for Programmatic Evaluation of Historic Bridge Projects. After a thorough evaluation of alternatives to removal of the S.M. Wright Freeway Bridge System, TxDOT concluded that there are no feasible and prudent alternatives that would avoid use of these historic bridges and that the project design includes all possible planning to minimize harm. As noted above, the focal point for mitigation planning consists of erecting interpretive panels located along the S.M. Wright Parkway that will display information about the bridges and their historical importance. These panels would spotlight the unusual engineering design of the bridges and would be incorporated into the overall final design plans for S.M. Wright Phases II and IIB.

[13] 16 U.S. Code Section 460l.
[14] Texas Parks and Wildlife Code Chapter 26, Section 26.001.
[15] 49 U.S. Code Section 303 and 23 U.S. Code Section 138. Section 4(f) is implemented by FHWA through regulations at 23 Code of Federal Regulations (CFR) Part 774.
[16] As defined in 23 CFR Section 774.17(h).
[17] As defined in 23 CFR Section 774.17(b).

5.10 Water Resources

5.10.1 Clean Water Act Section 404

An analysis of USGS topographic maps, Federal Emergency Management Agency (FEMA) maps, and field reconnaissance in June 2015 revealed no water features subject to regulation under Section 404 of the Clean Water Act (CWA)[18] that would be affected by the proposed project (TxDOT, 2015e). There are no open streams or wetland features in the project area, and all local surface water runoff enters an urban storm drain system. Neither the build alternative nor the no-build alternative would result in the placement of temporary or permanent dredge material or fill material into jurisdictional waters of the U.S., including wetlands or other special aquatic sites; therefore, a Section 404 permit would not be required.

5.10.2 Clean Water Act Section 401

As neither the no-build alternative nor the build alternative would affect Section 404 jurisdictional water features, Section 401 of the CWA regarding required actions to comply with state water quality standards would not apply.

5.10.3 Executive Order 11990 Wetlands

In addition to the regulation of wetlands that meet the criteria of Section 404 as waters of the U.S., Executive policy issued as EO 11990[19] addresses a broader range of wetland environments. Unlike Section 404, the definition of wetlands in EO 11990 does not consider the relationship of wetlands to any waters of the U.S. or tributaries to them, but applies to areas with vegetation adapted to wetland conditions wherever such areas may be found. Field studies of water features, assisted by examination of aerial photographs, did not indicate the presence of any wetland features subject to the requirements of EO 11990.

5.10.4 Rivers and Harbors Act

Based on a project scoping analysis, it was determined that neither the build nor the no-build alternative would have an impact on this resource category or subject matter.

5.10.5 Clean Water Act Section 303(d)

The proposed project is within five linear miles and within the same watershed of two impaired Trinity River water quality assessment units that are monitored pursuant to Section 303(d) of the CWA. According to the Texas Commission on Environmental Quality's (TCEQ) 2014 Texas Integrated Report–303(d) List,[20] Trinity River Assessment Units 0805-03 and 0805-04 are impaired due to contaminants that do not support recreation use (i.e., bacteria) or fish consumption use (i.e., polychlorinated biphenyls and dioxin in edible tissue). Water runoff from the project area during or after construction of the proposed project would not be likely to contain constituents that would exacerbate the existing water quality concerns for the

[18] 33 U.S. Code Section 1344.
[19] EO 11990 – *Protection of Wetlands* (42 Federal Register 26961, May 24, 1977).
[20] 2014 Texas Integrated Report of Surface Water Quality for the Clean Water Act Sections 305(b) and 303(d); *https://www.tceq.texas.gov/assets/public/waterquality/swqm/assess/14txir/2014_303d.pdf.* Accessed 6/23/2016.

specific contaminants noted in these stream segments (TxDOT, 2015e). However, the proposed project and associated activities would be implemented, operated and maintained using general best management practices (BMPs) to control the discharge of pollutants from the project site. Pursuant to the TxDOT-TCEQ MOU,[21] TxDOT coordinated with TCEQ regarding water quality. TCEQ's response (see **Appendix G-2**) indicated the agency had no comments on the proposed project.

5.10.6 Clean Water Act Section 402

Pursuant to Section 402 of the CWA, TxDOT would comply with the TCEQ Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit (CGP) during construction of the build alternative. This would be considered a large construction activity under the CGP because it is expected to disturb more than five acres of land. To comply with the CGP, TxDOT would require the construction contractor to prepare and implement Storm Water Pollution Prevention Plan (SW3P), post a construction site notice, and submit a notice of intent (NOI) and associated fee to TCEQ (TxDOT, 2015e). As the proposed project is located within the boundaries of the regulated Municipal Separate Storm Sewer System (MS4) for the City of Dallas, a NOI would be submitted intent to the MS4 operator and the contractor would be required to comply with applicable MS4 requirements.

5.10.7 Floodplains

The proposed project is located in an area determined to be above the 500-year flood level by FEMA. Therefore, the requirements of EO 11988[22] regarding floodplain management would not apply (TxDOT, 2015e), and coordination with the local Floodplain Administrator would not be required. The hydraulic design for the proposed project would be in accordance with current FHWA and TxDOT design policies.

5.10.8 Wild and Scenic Rivers

Based on a project scoping analysis, it was determined that neither the build nor the no-build alternative would have an impact on this resource category or subject matter.

5.10.9 Trinity River Corridor Development Certification

The proposed project is not within the Trinity River Corridor Development Regulatory Zone; therefore, a Corridor Development Certificate permit would not be required.

5.10.10 Coastal Barrier Resources

Based on a project scoping analysis, it was determined that neither the build nor the no-build alternative would have an impact on this resource category or subject matter.

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[21] TxDOT-TCEQ MOU regarding Environmental Review of Transportation Projects (approved 5/10/2013), 43 Texas Administrative Code Sections 2.301 – 2.308.

[22] EO 11988 – *Floodplain Management* (42 Federal Register 26951, 5/24/1977).

5.10.11 Coastal Zone Management

Based on a project scoping analysis, it was determined that neither the build nor the no-build alternative would have an impact on this resource category or subject matter.

5.10.12 Edwards Aquifer

Based on a project scoping analysis, it was determined that neither the build nor the no-build alternative would have an impact on this resource category or subject matter.

5.10.13 International Boundary and Water Commission

Based on a project scoping analysis, it was determined that neither the build nor the no-build alternative would have an impact on this resource category or subject matter.

5.11 Biological Resources

The inventory and evaluation of vegetation and potential impacts on wildlife for TxDOT projects is governed by a MOU with the Texas Parks and Wildlife Department (TPWD),[23] and implementing programmatic agreements.[24] In accordance with the MOU, a biological technical report containing a Tier I Site Assessment was prepared to determine whether early coordination of the proposed project with TPWD would be required. As none of the natural resource impact thresholds listed in the MOU would be triggered by construction within the highly urbanized project area, it was determined that coordination with TPWD is not required (TxDOT, 2015d).

5.11.1 Vegetation

A field survey of vegetation within the proposed project was conducted in June 2015 to identify terrestrial or aquatic communities that could support wildlife or rare plant species. The proposed project would be constructed on land that is either existing urban hardscape or landscaped areas comprised primarily by lawns dominated by mowed Bermuda grass (*Cynodon dactylon*) (see **Appendix B**) with scattered ornamental trees.

EO 13112[25] requires federally funded projects to prevent and control of the introduction and spread of invasive (non-native) plant and animal species. In addition, the President issued the Executive Memorandum on Environmentally Beneficial Landscaping[26], which requires federal agencies to utilize techniques in landscaping activities that complement and enhance the local environment and seek to minimize the adverse effect that the landscaping would

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[23] The TxDOT-TPWD MOU was effective as of 9/1/2013, and is in 43 Texas Administrative Code Sections 2.201 – 2.214.

[24] These programmatic agreements between TxDOT and TPWD under the 2013 MOU include the Threshold Table Programmatic Agreement (2014) and the Best Management Practices Programmatic Agreement (2014).
See: *http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/ecological-resources.html.* Accessed 6/24/2016.

[25] EO 13112 – Invasive Species (64 Federal Register 6183-6186, February 8, 1999). *http://www.gpo.gov/fdsys/pkg/FR-1999-02-08/pdf/99-3184.pdf.* Accessed 6/27/2016.

[26] Executive Memorandum on Environmentally Beneficial Landscaping (42 Federal Register 26961, 5/24/1977). *http://environment.fhwa.dot.gov/guidebook/documents/042694em.asp.* Accessed 5/14/2015.

have on it. In particular, this means using regionally native plants and employing landscaping practices and technologies that conserve water and prevent pollution. By using effective landscape management practices, appropriate application of pesticides and fertilizers, and runoff reduction practices, potential impacts to water quality would be minimized. Accordingly, all revegetation and landscaping activities would comply with EO 13112 and the Executive Memorandum on Beneficial Landscaping, as outlined above. In particular, environmentally beneficial landscaping would include seeding and replanting the ROW in accordance with TxDOT-approved seeding specifications that would emphasize use of native species. Only regionally native and non-invasive plants will be used in landscaping and revegetation.

Under the no-build alternative, effects to vegetation would be limited to routine maintenance activities.

5.11.2 Wildlife

The proposed project area is characterized by two major transportation corridors, numerous cross streets, and adjacent residential, commercial, and other types of urban landscape. This area represents wildlife habitat that is highly fragmented by roads/traffic, and exhibits a high level of frequent human activity. The field survey did not identify any vegetation features that would provide habitat in sufficient quantity or quality to support wildlife other than common species that are particularly adapted to survival in urban areas (e.g., squirrels and bird species such as mocking birds, blue jays, and grackles). Although the proposed project area does not have the potential to host large or highly diverse wildlife populations, the build alternative would not worsen the situation for wildlife. That is, downgrading S.M. Wright Parkway to an urban arterial would lower speed limits by half, thereby reducing the likelihood of urban wildlife road kills. Additionally, the expected conversion of over five acres of surplus ROW to other uses would likely be more beneficial for wildlife than the existing roadway facilities.

Of the various federal environmental laws providing protection for specific species or types of wildlife, only the provisions of the Migratory Bird Treaty Act (MBTA) would apply in the proposed project area.[27] The field assessment in June 2015 did not find evidence of migratory bird activity on roadway bridges. In the event that migratory birds arrive in the project area to breed during construction of the proposed project, appropriate measures would be taken to avoid adverse impacts (TxDOT, 2015d). Migratory birds protected under the MBTA would not be affected by the no-build alternative.

5.11.3 Threatened and Endangered Species

As detailed in the biological assessment for the proposed project (TxDOT, 2015d), a desktop analysis of aerial photography and field investigations conducted in June 2015 indicate that there is no suitable habitat for federally or state listed endangered species within the project

[27] 16 U.S. Code Sections 703-712. Other federal laws referenced include: the Fish and Wildlife Coordination Act, the Bald and Golden Eagle Protection Act of 2007, the Magnuson- Stevens Fishery Conservation Management Act, and the Marine Mammal Protection Act.

area. Neither the build alternative nor the no-build alternative would be expected to adversely any protected species or rare species identified by TPWD as species of concern.

5.12 Air Quality

This section reviews the proposed project in relation to various environmental policies affecting air quality, and summarizes the detailed information contained in technical reports.

5.12.1 Transportation Conformity

The proposed project is located in Dallas County, part of the DFW area designated by the EPA as a moderate nonattainment area for the eight-hour National Ambient Air Quality Standard (NAAQS) for the pollutant ozone; therefore, transportation conformity rules pursuant to the Clean Air Act (CAA) apply. However, in accordance with federal guidelines,[28] the proposed project is an interchange reconfiguration project that would not add single-occupancy vehicle capacity to the regional roadway network, and is therefore exempt from the project-level conformity requirement to be included in the regional emissions analysis.

5.12.2 Carbon Monoxide Traffic Air Quality Analysis

A traffic air quality analysis was performed to assess whether the build alternative would be likely to cause exceedance of either the one-hour or eight-hour carbon monoxide (CO) NAAQS (TxDOT, 2016e). the CO concentrations for the proposed project were modelled for the estimated time of completion and design year, 2022 and 2040, respectively Ambient air CO concentrations for the proposed action were modelled and reported in accordance with TxDOT Air Quality Guidelines, which included factoring in roadway elevations, local topography, and adverse meteorological conditions. The 50 modelled air quality receptors were placed at the edge of road ROW where the maximum total project CO concentrations are likely to occur (i.e., roadway intersections), and at locations where pedestrians or bicyclists would likely be found (see receptor locations in **Appendix F-2**).

The results of CO modelling indicated that the proposed project would not exceed either the one-hour or the eight-hour NAAQS for CO (TxDOT, 2016e). The maximum predicted CO concentration was less than 15 percent of the one-hour CO standard, and less than 45 percent for the eight-hour standard for both years modeled. The receptors with the highest predicted CO levels were proximate to the intersection of the proposed S.M. Wright Parkway and Al Lipscomb Way and beneath the IH 45 overpass, where the CO sources from both the signalized intersection and IH 45 overpass overlap. Based on the results of the CO analysis, the build alternative would not cause local concentrations of CO to exceed the CO NAAQS standards at any time. The no-build alternative was not modeled, but there is no reason to conclude that this alternative reflect substantially different levels of ambient CO than the build alternative.

[28] See 40 CFR Section 93.127 (Projects exempt from regional emissions analyses).

5.12.3 Mobile Source Air Toxics

Regulation by the EPA of mobile source air toxics (MSAT) places particular focus on the following seven priority MSAT: acrolein; benzene; 1,3-butadiene; diesel particulate matter plus diesel exhaust organic gases (diesel PM); formaldehyde; naphthalene; and polycyclic organic matter. The 2007 MSAT rule[29] requires cleaner fuels and cleaner engines to control MSAT emissions, which have decreased and will continue to dramatically decrease MSAT emissions. For example, although the amount of MSAT is proportional to the number of vehicle miles traveled (VMT), implementation of fuel and engine regulations is expected to decrease MSAT emissions by an average of 83 percent at the national level even though an increase of 102 percent in VMT is expected from 2010 to 2050. To assess the potential impacts of the build and no-build alternatives on MSAT emissions in the DFW region, a quantitative MSAT analysis was performed for the S.M. Wright Phase IIB Project (TxDOT, 2016e).

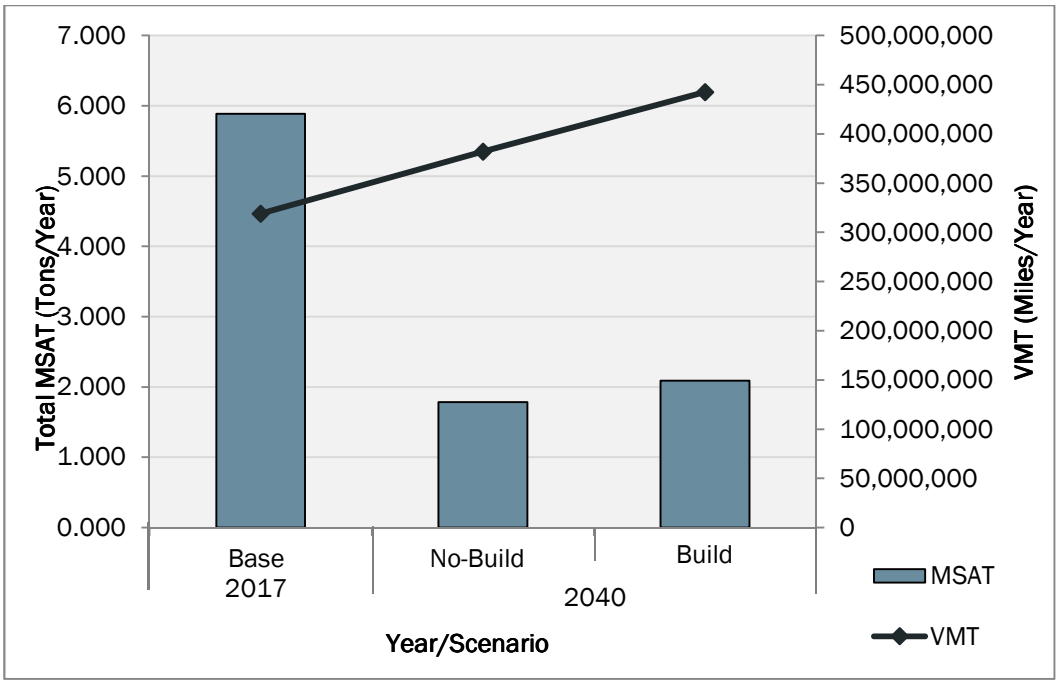
The quantitative assessment for the proposed project followed a methodology approved by the FHWA that builds upon data derived from the regional transportation network. The analysis focused on base year (2017) and design year (2040) volumes of traffic that have been projected by the NCTCOG travel model, and which is reflected in *Mobility 2040*. The MSAT study area was coextensive with the NCTCOG transportation model network within the twelve-county North Central Texas Metropolitan Planning Area. Within this study area, the MSAT analysis first identified the portion of the transportation network that would be most affected by the proposed project. This part of the analysis was prepared by NCTCOG, using traffic modelling techniques to identify roadway links in the *Mobility 2040* transportation network that would experience a change of +/- five percent in the traffic volume between the 2040 no-build and build alternatives. The 2040 affected transportation network was then extrapolated to the base year (2017) as the basis for estimating MSAT emissions under existing conditions. The affected transportation network links identified for the S.M. Wright Phase IIB Project for years 2017 and 2040 were then combined with annual emission factors provided by NCTCOG for each roadway link to estimate comparative levels of emissions for the seven priority MSAT.

The quantitative MSAT analysis indicated a decrease in total MSAT emissions would be expected for both the build alternative and no-build alternative in the design year (2040) as compared to the base year (2017). Emissions of total MSAT are predicted to decrease by approximately 64 percent in the 2040 build alternative compared with 2017 levels. Of the seven priority MSAT compounds, diesel PM contributes the most to the emissions total in 2017 as well as in 2040. In future years, a substantial decline in diesel PM is anticipated (80 percent reduction from 2017 to 2040 for the build alternative; 84 percent reduction from 2017 to 2040 for the no-build alternative). When total emissions are plotted over time, a substantially decreasing level of MSAT can also be seen even though overall VMT continues to rise (**Figure 1**). The 2040 build alternative is expected to generate a 64 percent decrease in total MSAT emissions while the total VMT increases 39 percent; the 2040 no-build

[29] Control of Hazardous Air Pollutants from Mobile Sources, Federal Register, Vol. 72, No. 37, page 8430, 2/26/2007.

alternative has a similar 70 percent decrease in total MSAT and a 20 percent increase in VMT. These results are consistent with national trends in priority MSAT emissions, discussed above, and mitigation strategies for further reductions are not warranted.

Figure 1. Total MSAT Emissions and VMT by Alternative



Source: NCTCOG Data and Project Study Team (2016).

5.12.4 Construction Air Emissions

During the construction phase of the build alternative, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel PM from diesel-powered construction equipment and vehicles. The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, and compliance with applicable regulatory requirements; it is not anticipated that emissions from construction of this project will have any substantial impact on air quality in the area.

5.13 Hazardous Materials

Construction of the proposed project would include drilling of piers for IH 45 ramps, excavation, and other earth-moving activities. Project planning includes an assessment of the risk that such activities pose from hazardous materials and substances from past human activities within or near the proposed project. Therefore, the project team conducted a hazardous materials site visit on June 10, 2015, and completed a hazardous materials initial site assessment (ISA) in March 2016, to identify possible sources of hazardous materials and assess the level of potential risk for each site (TxDOT, 2016b). The ISA was prepared in accordance with TxDOT protocols for assessing risks from hazardous materials.

The site visit of the project area and potential hazardous materials sites did not disclose any observable hazardous materials issues. The ISA regulatory database search identified a total of 28 hazardous materials database records at 19 sites. An evaluation of database search results and TCEQ Online records found that, with the exception of one site, all of the site-specific hazardous materials issues represented either no potential for impacts or low risk potential.

The site that may pose high environmental risk is an active gas station, the Kwik Stop at 1909 MLK Boulevard (see **Appendix B, Photograph 6**), with three petroleum storage tanks (PST). This facility reported a petroleum leak in 1998 and, after several years of annual monitoring, TCEQ closed the case in 2002. The site is considered high risk due to its proximity to the proposed project and expected displacement. Removal of the three tank systems and potential contamination from this former leaking PST site would be addressed during the ROW negotiation and acquisition process. It is anticipated that the site would obtain closure prior to construction of the proposed project. However, if this does not occur then TxDOT would continue to coordinate with the property owner and TCEQ up to and during construction. In the event contaminated groundwater or soil is encountered during construction, appropriate safety measures will be followed in accordance with federal and state requirements.

The no-build alternative would not cause any ground-disturbing activity, thus there would be no project-related hazardous material impacts.

5.14 Traffic Noise

A traffic noise analysis was performed for the build alternative in accordance with TxDOT's (FHWA approved) guidelines.[30] Sound from highway traffic is generated primarily from a vehicle's tires, engine, and exhaust, and is commonly measured in decibels (dB). Sound occurs over a wide range of frequencies, but the human ear can detect sounds only within a certain range of high and low frequencies. Therefore, traffic noise modelling for roadway projects is adjusted to approximate the way an average person hears traffic sounds, and this

[30] Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011); *http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/traffic-noise.html*. Accessed 6/27/2016.

adjustment is called A-weighting (expressed as 'dB(A)'). In addition, because traffic sound levels are never constant due to the changing number, type, and speed of vehicles, a single value is used to represent the average or equivalent sound level, and is expressed as 'Leq.' These terms are used to report the results of the noise analysis in the Traffic Noise Technical Report (TxDOT, 2015c), summarized below.

The traffic noise modelling analysis first identified land use activity areas adjacent to the existing and proposed ROW for which the FHWA has established Noise Abatement Criteria (NAC). Virtual noise receivers were located in such areas as shown in **Appendix F-3**. For the build alternative, 16 noise receivers were placed on residential properties in areas of frequent outside activity, such as a backyard. Three receivers were place inside structures (i.e., two churches and a health center) that have no apparent outside activity areas. The existing and future traffic volumes, distances from receivers to roadways, and elevations were entered into the Traffic Noise Model that was then used to predict existing and future noise levels. The Traffic Noise Model results indicated that the proposed project would result in traffic noise impacts at 13 of the 19 receivers.

As the proposed project would result in traffic noise impacts, noise abatement options were considered and a barrier analysis was conducted. The traffic noise analysis found that noise walls 14-18 feet in height appear to be reasonable and feasible for the six receivers representing an apartment building, two residential duplexes, and three single-family residences shown as green in **Appendix F-3** (i.e., noise receivers R1-R3, R8, R10, and R11). These noise receivers are located in an area that overlaps with the traffic noise study completed for S.M. Wright Phases I and II (TxDOT, 2013). Although the traffic noise analysis for the S.M. Wright Phase IIB Project utilized updated traffic data and road design features, the noise impacts are consistent with the earlier traffic noise study for S.M. Wright Phases I and II, as is the recommendation for the locations and heights of noise barriers. That is, the traffic noise study for the S.M. Wright Phase IIB Project confirmed that the noise barriers previously approved by TxDOT, and endorsed by adjacent property owners, continue to be reasonable and feasible under TxDOT's traffic noise guidelines.

Noise walls for all but one of the other affected noise receivers exceeded FHWA's cost-effective criterion of $25,000 per benefitted receiver, and are therefore not considered a reasonable mitigation measure. A noise wall for the remaining affected receiver (R19) would not be feasible because the gap in the wall needed to allow access to the residence would prevent achieving FHWA's noise reduction criterion.

To avoid noise impacts that may result from future development of properties adjacent to the proposed project, local officials responsible for land use control programs must ensure, to the maximum extent possible, no new activities are planned or constructed along or within the predicted (2040) noise impact contours listed in **Appendix G-6** (see page 138).

5.15 Induced Growth

In accordance with TxDOT guidance,[31] an analysis was completed to assess whether the build alternative would likely result in induced growth impacts project (TxDOT, 2016g). The planning judgment methodology was used as the framework for the analysis, which relied on the expertise of City of Dallas planners, in addition to their singular access to municipal planning databases, to assist in making judgments about induced growth impacts. Given the complexity of modern urban settings, which blend the influences of history, socio-economics, demographics, and myriad other factors affecting urban growth that are difficult to quantify or model, the expertise of planners acutely aware of local conditions and trends is invaluable in this process. Accordingly, City of Dallas professional planners were consulted to obtain input relevant to defining the build alternative's Area of Influence (AOI), as well as current planning documents, and other data relevant to the analysis of the proposed project's indirect impacts. This approach was augmented by the use of cartographic techniques that applied various GIS thematic mapping layers to assist in evaluating the AOI, which comprises a total of 1,997 acres. Such thematic overlays included current and historic aerial photography, environmental constraints data such as land use and ownership, cultural resources, natural resources, and socio-economic data. The AOI and several notable features within it are shown in **Appendix F-4**. Additionally, knowledge of the project area's planning context, municipal goals for the proposed project area, and urban trends in the area augmented and facilitated the induced growth indirect impacts analysis.

Results of the induced growth analysis indicate that the build alternative would be reasonably likely to lead to induced growth affecting seven areas of surplus ROW ranging in size from 0.3 acre to 2.2 acres, for a total of 5.8 acres (see **Appendices C-3** and **F-4**; see also discussion in **Section 5.1**). These areas are currently being used by TxDOT as transportation ROW, but are anticipated to be released to the City of Dallas following construction of the proposed project. According to the City of Dallas planners, the surplus ROW created by the proposed project introduces conditions that are more conducive to future redevelopment opportunities and/or the introduction of additional improved open space. If the surplus ROW is developed with uses that have the potential to raise land value (parks, mixed-uses, amenities), the rate and type of development in the surrounding area holds the potential to respond and/or intensify accordingly. However, the planners also acknowledge that though the physical characteristics introduced by this project create more favorable redevelopment conditions, given the multiple factors involved in property redevelopment, it is unlikely that development or redevelopment will occur solely as a direct result of this project. Input from City of Dallas planners indicated that, based on the foregoing discussion, the following types of development would result from the surplus ROW land parcels: 4.6 acres of residential development; 1.6 acres of mixed-use or commercial use.

[31] Environmental Handbook for Indirect and Cumulative Impacts (2014); and Guidance: Indirect Impacts Analysis (2015); *http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/impacts.html.* Accessed 6/27/2016.

The areas of expected induced growth are currently predominantly paved surfaces with some areas with maintained sod grass surfaces. Any resource/issue assessed for direct impacts were screened for potential impacts resulting from the project-induced land use conversion. Based on review of aerial photography, U.S. Geologic Survey topographic maps, database searches, and direct impact analyses, it was concluded that there are no water resources, 100-year floodplains, protected species habitat, cultural resources, or section 4(f) and 6(f) properties within the areas of project-induced growth impacts. In addition, such project-induced growth impacts are considered a positive benefit for the communities surrounding the proposed project area. The results of this analysis indicate that no resource/issue would likely be adversely affected by project-induced growth.

Changes in access to properties may often be the cause of induced growth where existing access connections to road networks are inadequate. However, the proposed project would not make any substantial changes in roadway access to any of the properties adjacent to IH 45 or S.M. Wright Parkway. In addition, the land surrounding the proposed project area is heavily developed and vacant land is not readily available. For these reasons and based on City of Dallas planners input, no additional areas subject to induced growth were identified.

The extent to which mitigation would be warranted for project-induced growth was considered in the indirect impacts analysis. Land development activities that may be induced by the proposed project are most likely to be private ventures regulated by the City of Dallas' land development ordinances. Such regulation addresses environmental and social impacts by requiring mitigation as part of site design and construction such that development is in accordance with overall city objectives. Any mitigation for project-induced land development impacts, which may arise after construction of the proposed project, would be overseen by the City of Dallas and would be the responsibility of the site developer (TxDOT, 2016g).

5.16 Cumulative Impacts

An assessment of potential cumulative impacts of the build alternative was made in accordance with TxDOT guidance documents.[32] The purpose of a cumulative impacts analysis is to view the direct and indirect impacts of the proposed project within the larger context of past, present, and future activities that are independent of the proposed project, but which are likely to affect the same resources in the future. Environmental and social resources are evaluated from the standpoint of relative abundance among similar resources within a larger geographic area. Broadening the view of resource impacts in this way allows the decision maker an insight into the magnitude of project-related impacts in light of the overall health and abundance of selected resources.

[32] Environmental Handbook for Indirect and Cumulative Impacts (2014); and Cumulative Impacts Analysis Guidance (2014); *http://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/impacts.html.* Accessed 6/27/2016.

In essence, a cumulative impacts evaluation first paints a conceptual picture of the existing or 'baseline' condition of each resource which is based on historical information and an assessment of the current condition of the resource. However, if a project does not cause direct or indirect adverse impacts to a resource or social issue, it cannot contribute to a cumulative impact on that resource. Application of the initial step in the cumulative impacts analysis focused on those resources that are substantially affected by the proposed project as a result of direct and/or indirect impacts, resources that are in poor or declining health, or resources that are particularly scarce. Whether a resource is substantially affected by the proposed project is a function of the existing abundance and condition of the resource and includes resources that are at risk, potentially from other actions, even if the proposed project impacts are relatively small.

The foregoing criteria were applied individually to all of the topics considered throughout the analysis of direct impacts and indirect impacts for the proposed project. Some of the resources or issues discussed in this EA were excluded from cumulative impacts analysis because the assessment of direct and indirect impacts indicated there would be either no adverse impacts or that impacts would be insubstantial. Other topics, such as hazardous materials, is an inappropriate topic for cumulative impacts analysis because the topic does not concern a resource but instead focuses on whether the project would be adversely affected by the potential release of pre-existing site contamination in the project vicinity. Similarly, traffic noise impacts is a category of impacts that should not be considered for cumulative impacts even though adverse direct impacts may occur. This is because the analytic model embodied in CEQ regulations and guidance for assessing cumulative impacts assumes there is a definable resource within the surrounding area that can be inventoried and meaningfully evaluated, which is a criterion this topic does not meet. The results of the initial screening step of the cumulative impacts analysis led to the conclusion that the proposed project would not have substantial direct or indirect impacts on any resource, and there are no resources in the project area in poor or declining heath that would be substantially adversely affected by the proposed project (TxDOT, 2016g).

5.17 Construction Phase Impacts

This section highlights several areas of impacts that are temporary in nature as they would be limited to the period of construction, which is estimated to be approximately two to three years.

5.17.1 Noise Impacts

Heavy machinery are the primary source of noise in during construction, and is difficult to quantify because of constantly varying activities. However, construction normally occurs during daylight hours when occasional loud noise is tolerable. None of the noise receivers identified in the traffic noise analysis are expected to be exposed to an excessive amount of construction noise for a long duration. TxDOT will include requirements in the plans and

specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of equipment muffler systems.

5.17.2 Air Quality Impacts

As discussed in **Section 5.12.5**, construction of the build alternative temporary increases in PM (e.g., fugitive dust and diesel PM) and MSAT emissions may occur. The potential impacts of PM emissions would be minimized by using fugitive dust control measures such as covering or treating disturbed areas with dust suppression techniques, sprinkling, covering loaded trucks, and other dust abatement controls, as appropriate. Considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized, it is not anticipated that emissions from construction of this project would have a substantial impact on air quality in the area.

5.17.3 Access and Detours

The proposed project would not result in substantial changes to traffic patterns, and no substantial changes in access to adjacent properties would occur. The downgrading of the existing roadway to an urban arterial roadway and construction of additional access ramps to IH 45 would help improve mobility and increase operation efficiency. TxDOT would make every effort to limit the potential for major traffic disruptions during construction. The S.M. Wright Parkway would remain open during construction, although traffic control measures would be required during the construction phase. Lane closures could result in increased travel times, although this condition would be temporary. Access to adjacent properties would be maintained during construction. Inconvenience to the motorists using the roadway during the construction phase would be minimized.

6.0 AGENCY COORDINATION

This section identifies all coordination with agencies outside TxDOT that are required to be conducted for the build alternative. The list below identifies the agencies requiring coordination and the status of efforts to coordinate the proposed project.

- SHPO (see **Section 5.8.2**): The HRS report (TxDOT, 2016c) was coordinated with the SHPO, who concurred with the report's findings and recommendations for NRHP eligibility and effects. Initial coordination under NHPA Section 106 with the SHPO regarding removal of the MLK Boulevard bridge crossing of the S.M. Wright Parkway occurred in August 2015 (**Appendix G-1**), and subsequent coordination was completed in February 2017 (**Appendix G-6**); in both instances, the SHPO concurred with TxDOT's determination of adverse effects and plans to coordinate further during final design regarding mitigation measures. Coordination with local historic agencies was also completed and is documented in **Appendices G-3, G-4, and G-5**.

- TCEQ (see **Section 5.10.5**): CWA Section 303(d) coordination pursuant to the TxDOT-TCEQ MOU was completed on August 16, 2016; TCEQ had no comments regarding water quality (see **Appendix G-2**).
- FHWA (see **Section 5.12.1**): Coordination regarding the applicability of CAA conformity requirements was completed on July 12, 2016, with the determination by the FHWA that the proposed project is exempt from demonstrating conformity under 40 CFR Section 93.127 because it is an interchange reconfiguration project that would not add vehicle capacity.

7.0 PUBLIC INVOLVEMENT

7.1 Public Meeting

A public meeting for the proposed project was held on February 26, 2015, at the Park South YMCA, located at 2500 Romaine Avenue, Dallas, TX 75215. A total of 100 people attended the meeting, including 71 members of the general public, three elected officials, and one representative of an elected official. All meeting materials were available in English and Spanish, and staff were available to provide translation services, as necessary (TxDOT, 2015b). Notices for the public meeting were published in English and Spanish in *The Dallas Morning News* and *Al Dia* on January 31, 2015. Notices were also published in the *Dallas Weekly* and *Dallas Examiner* on January 22, 2015. The public meeting was also advertised on the TxDOT Dallas District Website.

Overall, the response to the proposed project at the public meeting and during the comment period (February 26 to March 9, 2015) was positive. None of the comments received expressed an objection to the project as a whole. The most commonly cited concerns were access issues, traffic patterns, and noise. All comments and associated TxDOT response are available in the Public Meeting Summary (TxDOT, 2015b).

7.2 Public Hearing

A public hearing for the proposed project was held on December 15, 2016, at the Park South YMCA, located at 2500 Romaine Avenue, Dallas, TX 75215. A total of 76 people attended the meeting, including 53 members of the general public and one elected officials (and one a former elected official). All hearing materials were available in English and Spanish, and staff were available to provide translation services, as necessary (TxDOT, 2015b). Notices for the public hearing were published in English and Spanish in *The Dallas Morning News* on November 13, 2016 and *Al Dia* on November 20, 2016. Notices were also published in the *Dallas Weekly* and *Dallas Examiner* on November 17, 2016. The public hearing was also advertised on the TxDOT Dallas District Website.

Overall, the response to the proposed project at the public hearing and during the comment period (December 15 to December 30, 2016) was positive. Two citizens participated in the verbal comment portion of the public hearing. Only one of the comments received during the comment period expressed dissatisfaction of the project as a whole. The most commonly cited concern was with regard to the homeless encampment under IH 45. All comments and associated TxDOT responses are included in the Comment-Response Matrix in **Appendix I.**

8.0 ENVIRONMENTAL PERMITS, ISSUES, AND COMMITMENTS

The commitments TxDOT has made to avoid, minimize, or otherwise mitigate adverse impacts of the proposed project are included in the Environmental Permits, Issues and Commitments (EPIC) sheet (**Appendix F-5**), which communicates permit issues and environmental commitments that must be incorporated into the Plans, Specifications, and Estimates (PS&E) design (i.e., final detailed design plans). This ensures that any construction contractor bidding on the construction contract for the proposed project is aware of the permits, impacts, and commitments relevant to the proposed project. Moreover, including these commitments in the EPIC sheet ensures that each prospective contractor is contractually obligated to carry out those commitments.

TxDOT will complete mitigation specifically for the historic S.M. Wright Freeway Bridge System by erecting interpretive panels located along the S.M. Wright Parkway. These interpretive panels will include educational information about the bridges and their historical significance. These panels will spotlight the unusual engineering design of the bridges and will be incorporated into the overall final design plans for S.M. Wright Phases II and IIB.

Removal of the three tank systems and potential contamination from the Kwik Stop at 1909 MLK Boulevard will be addressed during the ROW negotiation and acquisition process. It is anticipated that the site would obtain closure prior to construction of the proposed project. However, if this does not occur then TxDOT would continue to coordinate with the property owner and TCEQ up to and during construction. In the event contaminated groundwater or soil is encountered during construction, appropriate safety measures will be followed in accordance with federal and state requirements.

9.0 CONCLUSION

The engineering, social, and environmental investigations conducted thus far indicate that the proposed project would have no significant impact on the quality of the human environment. A FONSI is anticipated for this proposed project.

REFERENCES

In addition to references placed in footnotes throughout this EA, the project-related TxDOT references listed below were also cited in the EA. These unpublished documents are on file with the TxDOT Dallas District.

TxDOT, 2013. Environmental Assessment for S.M. Wright Project (June 2013) [Note: this is for S.M. Wright Phases I and II only].

TxDOT, 2015a. Mitigation Research Investigations and Public Involvement Report: S.M. Wright Freeway Bridge System (March 2015).

TxDOT, 2015b. Public Meeting Documentation (June 2015).

TxDOT, 2015c. Traffic Noise Technical Report (September 2015).

TxDOT, 2015d. Biological Evaluation Form (October 2015).

TxDOT, 2015e. Water Resources Technical Report (October 2015).

TxDOT, 2015f. Project Coordination Request for Archeological Studies (October 2015).

TxDOT, 2015g. Project Coordination Request for Historical Studies Project (November 2015).

TxDOT, 2016a. Interstate Access Justification: S.M. Wright Phase IIB Project (March 2016).

TxDOT, 2016b. Hazardous Materials Initial Site Assessment (ISA) Report (March 2016).

TxDOT, 2016c. Report for Historical Studies Survey (December 2016).

TxDOT, 2016d. Community Impact Analysis Technical Report (May 2016).

TxDOT, 2016e. Air Quality Technical Reports (June 2016).

TxDOT, 2016f. Transportation Conformity Report Form (June 2016).

TxDOT, 2016g. Indirect and Cumulative Impact Analyses Technical Report (June 2016).

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Appendix F – Resource-specific Maps and Materials

Appendix F-1. Area of Potential Effects (APE) for Historical Resources Survey
Appendix F-2. CO Receptors on Plan View Design Map
Appendix F-3. Noise Receiver Locations Map
Appendix F-4. Project Area of Influence (AOI) Map
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Appendix G – Resource Agency Coordination

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Appendix G-3. Cultural Resources Coordination with Dallas County Historical Commission (12/8/2016)
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Appendix G-5. Cultural Resources Coordination with Preservation Dallas (1/9/2017)
Appendix G-6. SHPO Coordination re NRHP Eligibility and Adverse Effect and Section 4(f) Review [with Attached Historic Resources Survey] (2/14/2017)

Appendix H – Section 4(f) Documentation

Appendix I – Public Hearing Comment-Response Matrix

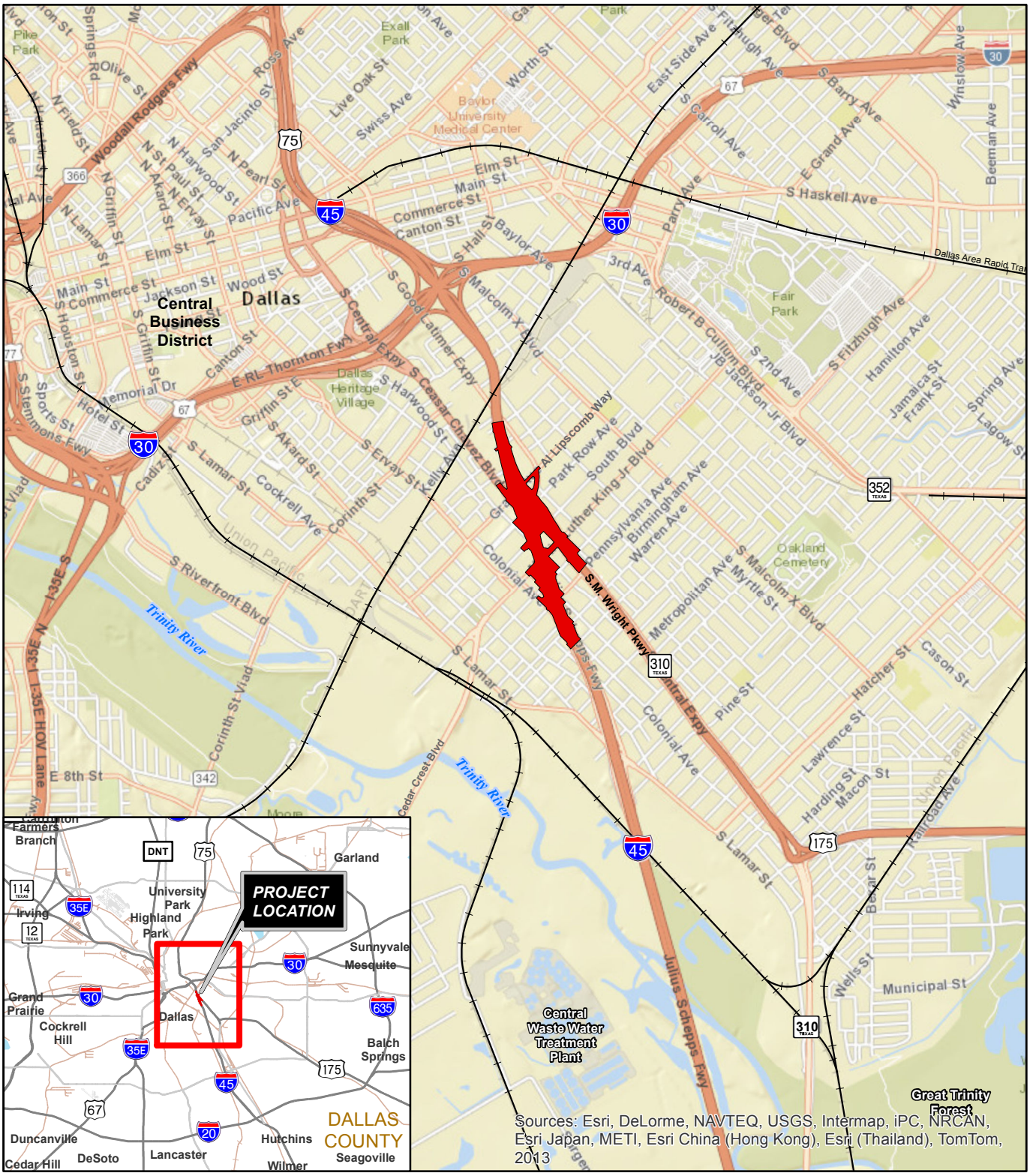
Appendix A

Project Location Maps

Appendix A-1. Project Vicinity Map

Appendix A-2. Project Location on Aerial Photograph

Appendix A-3. Project Area on USGS Topographic Map



Legend

Project Construction Limits

Railroad

All locations and labels are approximate.

Appendix A-1. Project Vicinity Map

S.M. Wright Project Phase IIB
City of Dallas, Texas
CSJs: 0092-01-059, 0092-14-088

N
W E
S

0 3,000 6,000
Feet

Legend

- Proposed ROW
- Existing ROW
- Project Construction Limits

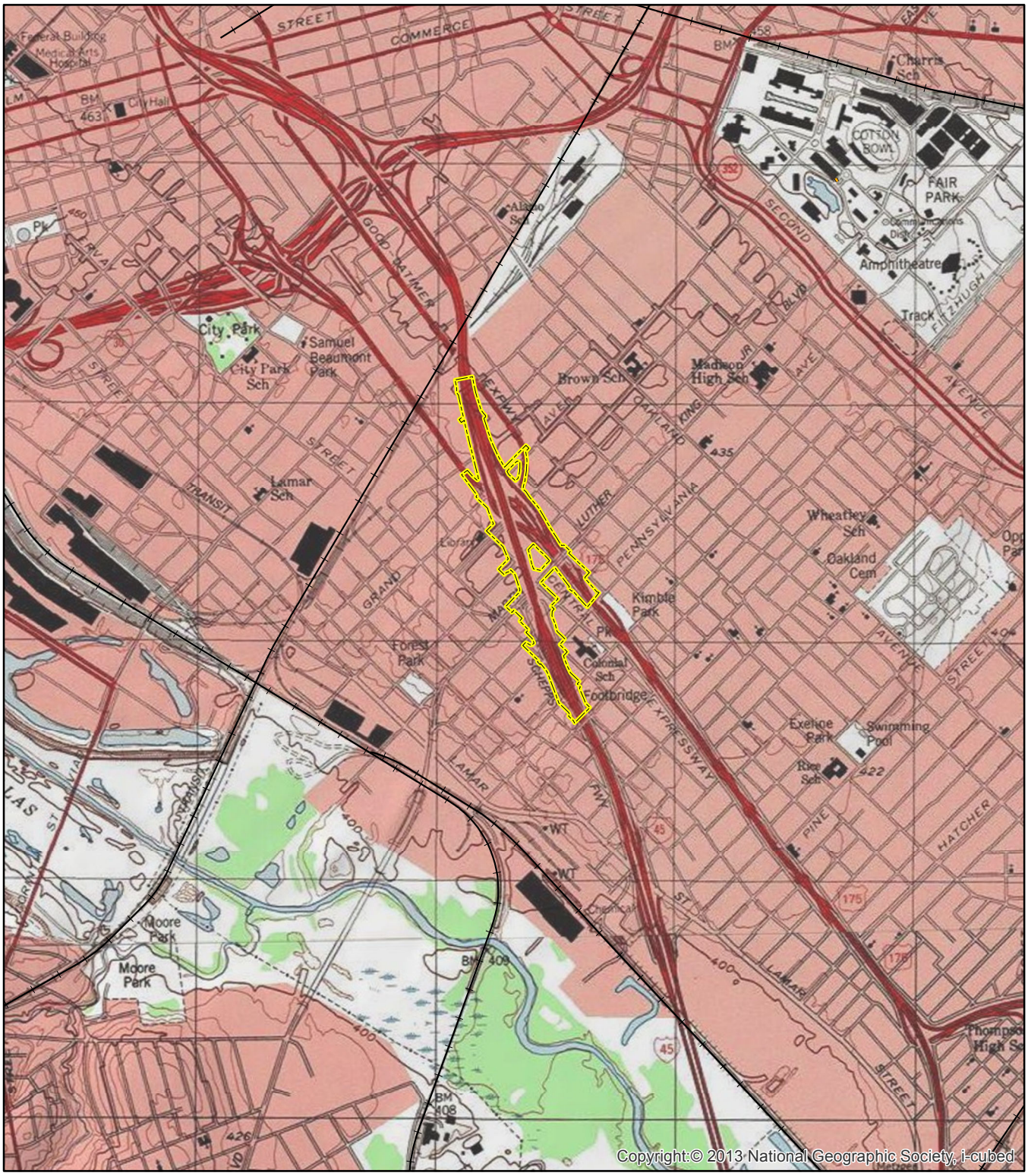
Appendix A-2. Project Location on Aerial Photograph

S.M. Wright Project Phase IIB
City of Dallas, Texas
CSJs: 0092-01-059, 0092-14-088

N
W E
S

0 700 1,400
SCALE IN FEET

Source/Year of Aerial Photograph: NCTCOG/2015



Legend

Project Construction Limits

Base Map Source: Seamless map derived from scanned USGS Topographic Quadrangle Maps at 1:24,000 scale (2009).

Appendix A-3. Project Area on USGS Topographic Map

S.M. Wright Project Phase IIB
City of Dallas, Texas
CSJs: 0092-01-059, 0092-14-088

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SCALE IN FEET

Appendix B

Project Area Photographs

Photograph 1. View of IH 45 near the southern limit of the project area. This photograph was taken from the pedestrian bridge that crosses IH 45 at Lenway Street, and is representative of IH 45 in the project area. View is to the north.

Photograph 2. View of the S.M. Wright Parkway just south of the MLK bridge crossing the freeway (photograph center). The proposed project would remove this bridge to allow an at-grade intersection of MLK Boulevard and the proposed S.M. Wright Parkway. View is to the north.

Photograph 3. View of the S.M. Wright Parkway looking north toward the MLK bridge and downtown Dallas.

Photograph 4. Representative view of the S.M. Wright Parkway within the proposed project limits. This photograph was taken from the MLK bridge looking south.

Photograph 5. View of a retail facility, located at 2310 MLK Boulevard. This facility is representative of the retail facilities in the proposed project area. View is to the west. Photograph taken June 10, 2015.

Photograph 6. View of the Kwik Stop, located at 1909 MLK Boulevard. This property would potentially be displaced by the proposed project. View is to the west. Photograph taken June 10, 2015.

Appendix B. Project Area Photographs (Page 3 of 6)

S.M. Wright Project Phase IIB

City of Dallas, Dallas County, TX

CSJs: 0092-01-059, 0092-14-088

Photograph 7. View of an office building (former residence), located at 1844 South Boulevard. This property would potentially be displaced by the proposed project. View is to the south. Photograph taken June 10, 2015.

Photograph 8. View of the Dallas Fire Station #6, located at 2808 South Harwood Street. This property would potentially be displaced by the proposed project. View is to the northeast. Photograph taken June 10, 2015.

Photograph 9. View of a commercial facility, located 2551 S. Good Latimer. This facility is representative of the commercial properties in the project area. View is to the west. Photograph taken June 10, 2015.

Photograph 10. View of an industrial facility, located at 2434 South Harwood Street. This facility is representative of the industrial facilities in the project area. View is to the northeast. Photograph taken June 10, 2015.

Appendix B. Project Area Photographs (Page 5 of 6)

S.M. Wright Project Phase IIB

City of Dallas, Dallas County, TX

CSJs: 0092-01-059, 0092-14-088

Photograph 11. View of Austin Steel Co, Inc., located at 1815 Coombs Street. This facility is representative of the industrial facilities in the project area. View is to the northwest. Photograph taken June 10, 2015.

Photograph 12. View of the Atmos Gas Logan Street Service Center, located at 1844 South Boulevard. This facility is representative of the industrial facilities in the project area. View is to the south. Photograph taken June 10, 2015.

Appendix B. Project Area Photographs (Page 6 of 6)

S.M. Wright Project Phase IIB

City of Dallas, Dallas County, TX

CSJs: 0092-01-059, 0092-14-088

Appendix C

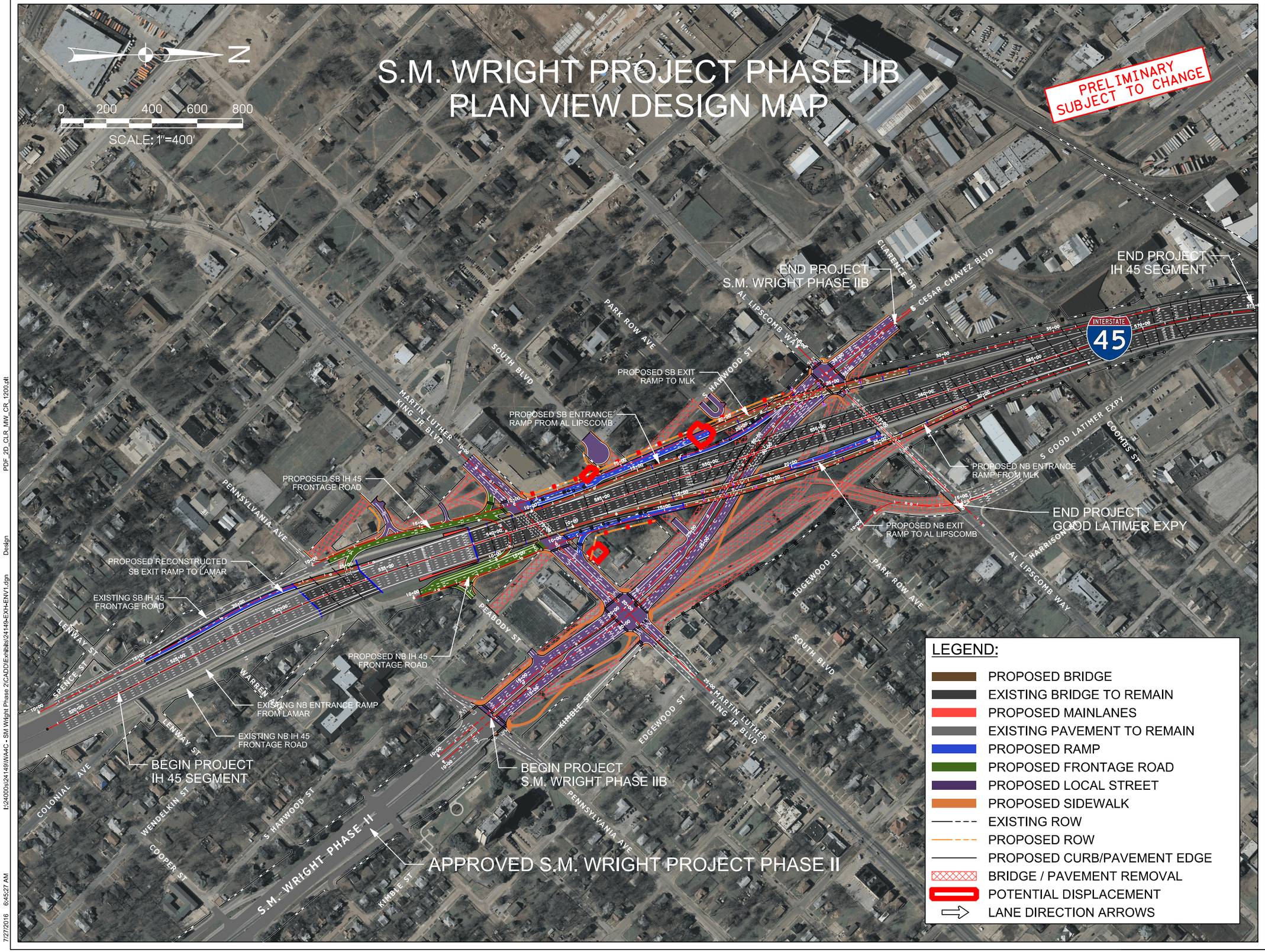
Proposed Project Design Maps

Appendix C-1. Plan View Design Map

Appendix C-2. Phased Construction Map

Appendix C-3. Areas of Expected Surplus ROW

S.M. WRIGHT PROJECT PHASE IIB
PLAN VIEW DESIGN MAP



Texas Department of Transportation ®

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Appendix C-1.

Plan View Design Map

THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE DESIGN SCHEMATIC

PRELIMINARY - FOR INTERIM REVIEW ONLY

S.M. Wright Project Phase IIB

TxDOT Dallas District
City of Dallas, Texas

CSJs: 0092-01-059, 0092-14-088

MAP DATE: 7/25/2016

MAP SCALE: 1" : 400'

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I:\24000s\24149\WA4C - SM Wright Phase 2\CADD\Exhibits\241149-EXH-ENV1.dgn Design
7/27/2016 6:45:27 AM

NOTE: Highlighted areas are not drawn to exact scale.

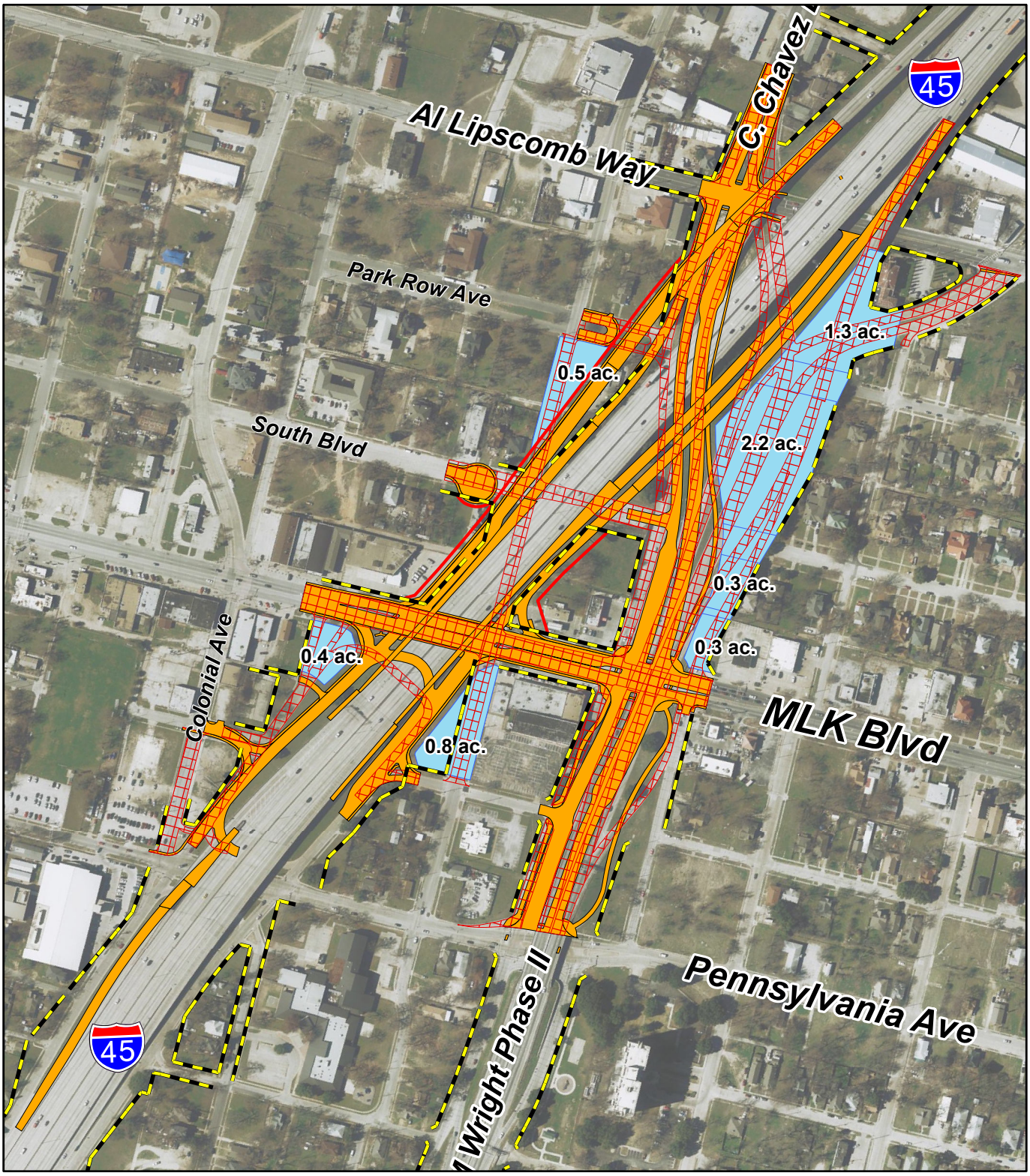
Map Source: TxDOT Dallas District
(Project Newsletter, Spring 2016)
http://www.keepitmovingdallas.com

Dallas District Office
4777 E. Highway 80
Mesquite, TX 75150

Texas Department of Transportation

Appendix C-2.
Phased Construction Map

S.M. Wright Project Phase IIB
City of Dallas, Dallas County, TX
CSJs: 0092-01-059, 0092-14-088



Legend

- Existing Pavement to Be Removed
- Area of Expected Surplus ROW
- Combined Proposed Improvements
- Existing ROW
- Proposed ROW

Source/Year of Aerial Photograph: NCTCOG/2015

Appendix C-3. Areas of Expected Surplus ROW

S.M. Wright Project Phase IIB
City of Dallas, Texas
CSJs: 0092-01-059, 0092-14-088

W N S E

0 400 800

SCALE IN FEET

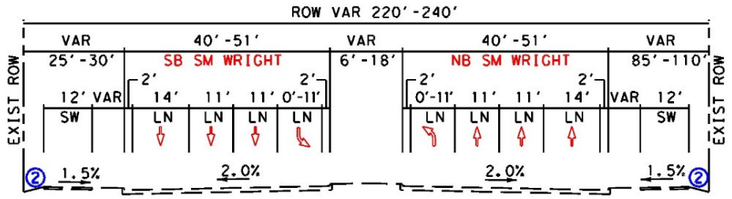
Appendix D

Typical Sections: Existing and Proposed

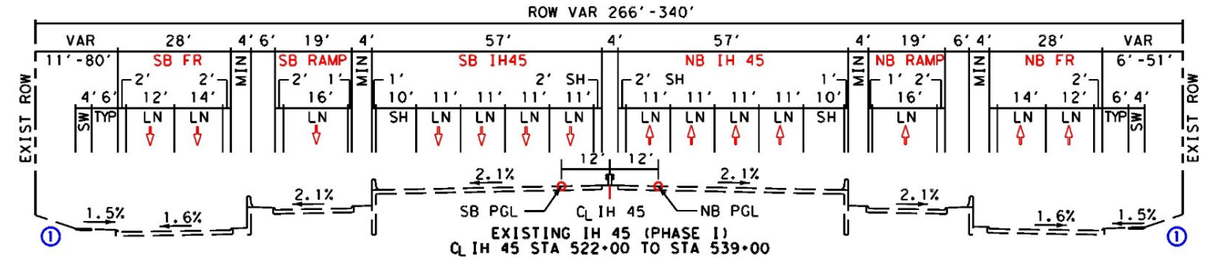
NOTES:

① 6:1 DESIRABLE
4:1 MAX

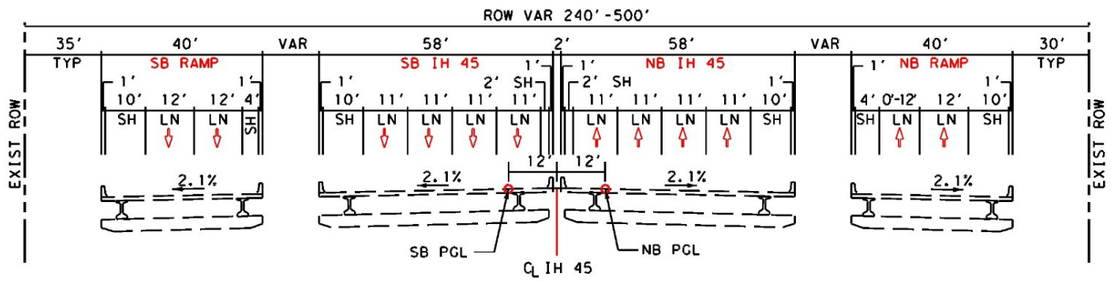
② 4:1 DESIRABLE
3:1 MAX



EXISTING SM WRIGHT (PHASE II)
℄ PNBSMW STA 10+00 TO 16+43



EXISTING IH 45 (PHASE I)
℄ IH 45 STA 522+00 TO STA 539+00



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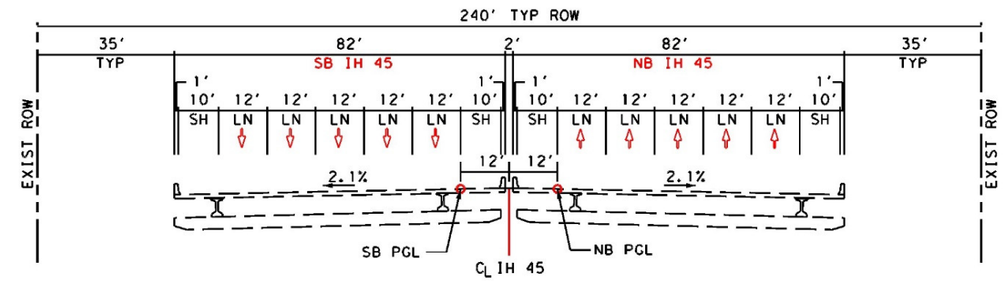

EXISTING IH 45 (PHASE I)
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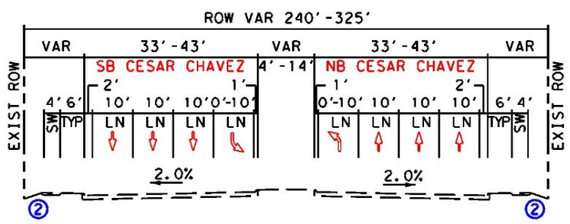
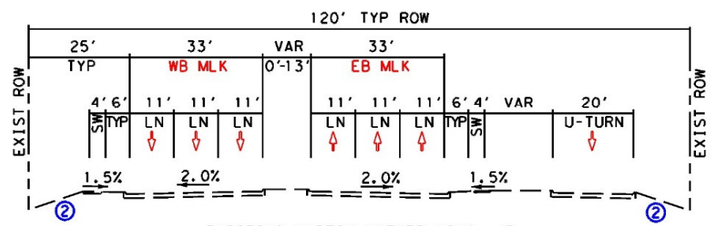
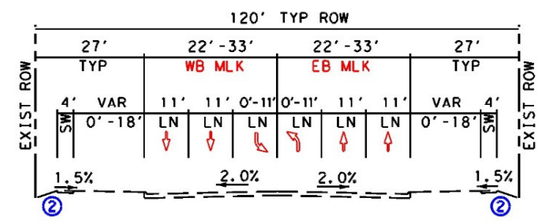


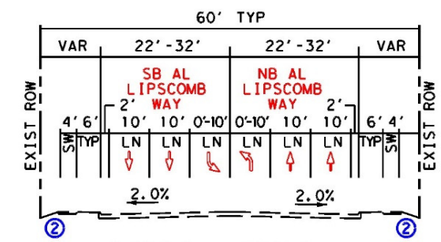
EXISTING CESAR CHAVEZ BLVD
WEST OF IH 45



EXISTING MARTIN LUTHER KING, JR
℄ PMLK STA 10+00 TO STA 16+00



EXISTING MARTIN LUTHER KING, JR
℄ PMLK STA 16+00 TO STA 22+11



EXISTING AL LIPSCOMB WAY
℄ PALW STA 10+00 TO STA 21+37

REPRESENTATIVE <u>EXISTING</u> ROADWAY CROSS SECTIONS

--ALL DESIGN GRAPHICS ARE NOT TO SCALE--

Appendix D. Typical Sections: Existing and Proposed

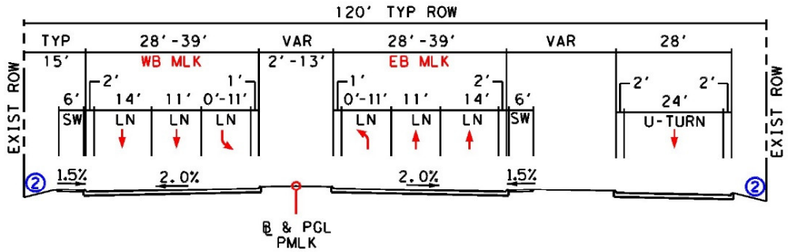
(Page 1 of 3)

S.M. Wright Project Phase IIB
City of Dallas, Dallas County, TX
CSJs: 0092-01-059, 0092-14-088

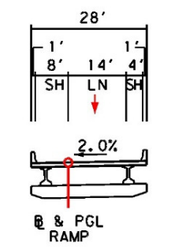
NOTES:

① 6:1 DESIRABLE
4:1 MAX

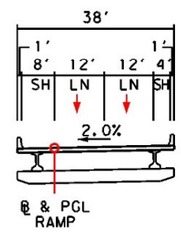
② 4:1 DESIRABLE
3:1 MAX



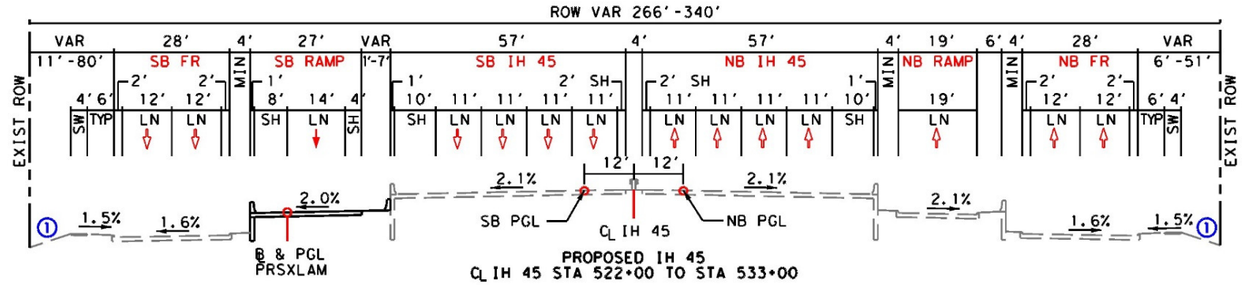
PROPOSED MARTIN LUTHER KING, JR
℄ PMLK STA 10+50 TO STA 22+11



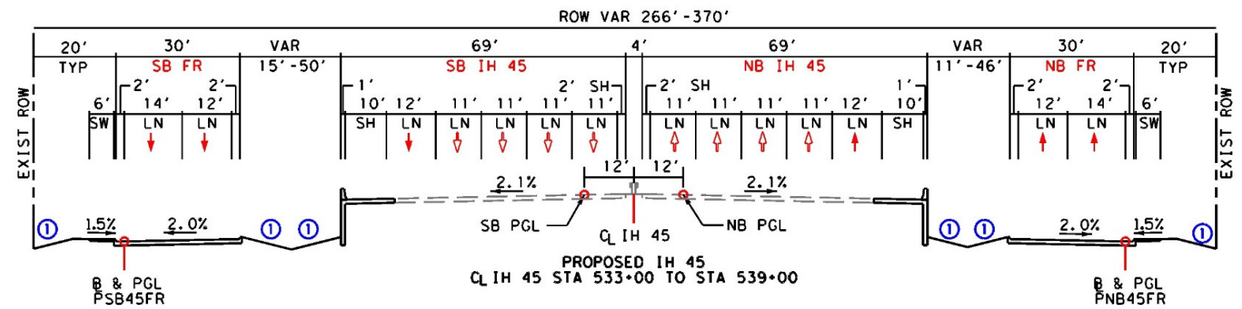
PROPOSED 1-LANE RAMP



PROPOSED 2-LANE RAMP



PROPOSED IH 45
℄ IH 45 STA 522+00 TO STA 533+00



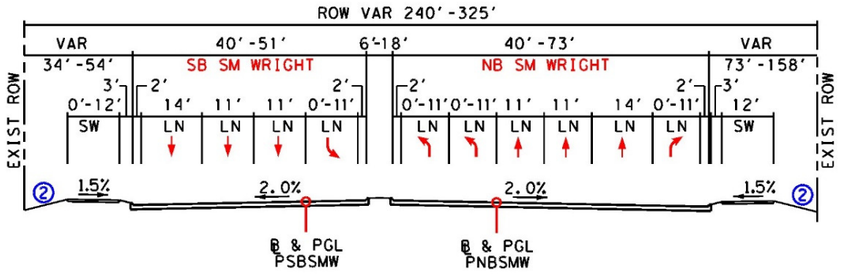
PROPOSED IH 45
℄ IH 45 STA 533+00 TO STA 539+00

REPRESENTATIVE PROPOSED ROADWAY CROSS SECTIONS

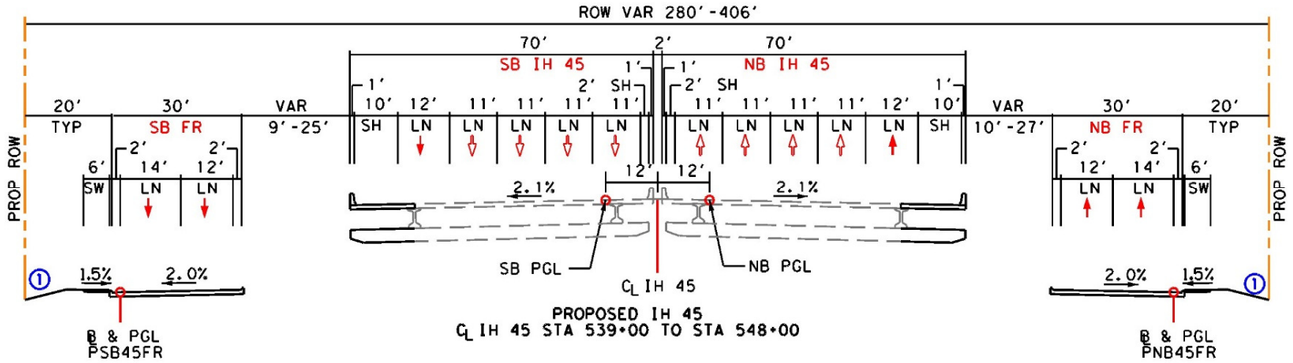
--ALL DESIGN GRAPHICS ARE NOT TO SCALE--

Appendix D.
Typical Sections:
Existing and Proposed
(Page 2 of 3)

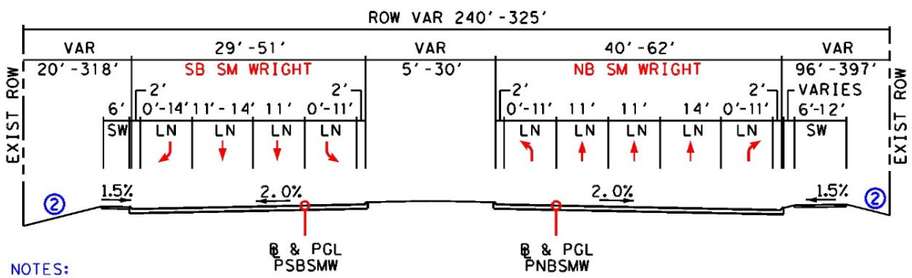
S.M. Wright Project Phase IIB
City of Dallas, Dallas County, TX
CSJs: 0092-01-059, 0092-14-088



PROPOSED SM WRIGHT
℄ PNBSMW STA 12+88 TO STA 24+38

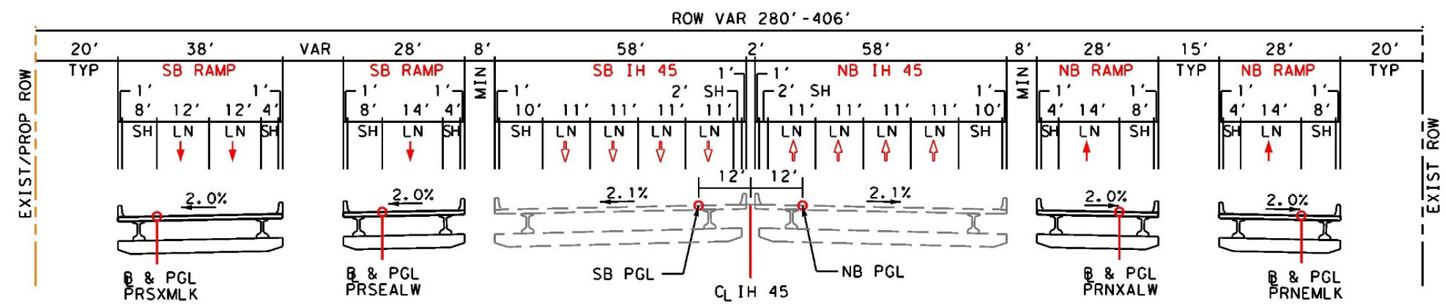


PROPOSED IH 45
℄ IH 45 STA 539+00 TO STA 548+00



NOTES:
① 6:1 DESIRABLE
4:1 MAX
② 4:1 DESIRABLE
3:1 MAX

PROPOSED SM WRIGHT
℄ PNBSMW STA 24+38 TO STA 37+95



PROPOSED IH 45
℄ IH 45 STA 548+00 TO STA 565+00

REPRESENTATIVE PROPOSED ROADWAY CROSS SECTIONS

--ALL DESIGN GRAPHICS ARE NOT TO SCALE--

Appendix D.
Typical Sections:
Existing and Proposed
(Page 3 of 3)

S.M. Wright Project Phase IIB
City of Dallas, Dallas County, TX
CSJs: 0092-01-059, 0092-14-088

Appendix E

Plan and Program Excerpts

Appendix E-1. MTP Mobility 2040 Excerpt

Appendix E-2. FY 2017-2020 TIP Appendix D Excerpt

Recommendations: Freeway/Tollway Interchanges

TxDOT Dallas District

February 25, 2016

MTP ID	Facility	Connection	Staging	Description	Year Operational Between*
IN1- 21.120.1	Dallas North Tollway	President George Bush Turnpike		Improvements	2017
IN1- 21.2.1	Dallas North Tollway	US 380		New Interchange	2018-2027
IN1- 6.30.1	East Branch (SH 190)	IH 20		New Interchange	2018-2027
IN1- 28.121.1	East Branch (SH 190)	President George Bush Turnpike (SH 190)	Phase II (Full Interchange)	Reconstruct	2018-2027
IN1- 18.32.1	East Branch (SH 190)	US 80		New Interchange	2018-2027
IN1- 17.12.1	Golden Triangle (Loop 12)	SH 114	Phase II	Improvements	2028-2037
IN1- 17.22.1	Golden Triangle (SH 183)	Loop 12	Phase II (Full Interchange)	Reconstruct	2038-2040
IN1- 30.547.1	IH 20	Falcon's Lair		New Interchange	2018-2027
IN1- 30.38.1	IH 20	US 67		Reconstruct	2028-2037
IN1- 28.550.2	IH 30	Dalrock Road		Reconstruct	2018-2027
IN1- 28.550.1	IH 30	Erby Campbell Blvd.		Grade Separation	2017
IN1- 28.548.1	IH 30	FM 3549 (FM 549)		Reconstruct	2018-2027
IN1- 28.549.1	IH 30	FM 551		Reconstruct	2017
IN1- 7.576.1	IH 35E	Dickerson Pkwy.		New Interchange	2018-2027
IN1- 7.552.1	IH 35E	FM 407		Reconstruct	2017
IN1- 7.30.1	IH 35E	IH 20		Reconstruct	2037-2040
IN1- 7.28.1	IH 35E	IH 30		Reconstruct	2017
IN1- 3.5.1	IH 35E	IH 35W		Reconstruct	2018-2027
IN1- 7.17.1	IH 35E	Loop 12		Reconstruct	2028-2037
IN1- 3.100.1	IH 35E	Loop 288		Reconstruct	2018-2027
IN1- 7.11.1	IH 35E	SH 121		Reconstruct	2018-2027
IN1- 7.38.1	IH 35E	US 67		Reconstruct	2018-2027
IN1- 27.29.1	IH 45	S.M. Wright		Partial Reconstruct	2018-2027
IN1- 21.130.1	IH 635	Dallas North Tollway		Reconstruct	2018-2027
IN1- 7.130.1	IH 635	IH 35E	Phase II (Full Interchange)	Reconstruct	2028-2037
IN1- 28.131.1	IH 635	IH 30		Reconstruct	2018-2027
IN1- 131.577.1	IH 635	Skillman Street		Reconstruct	2018-2027
IN1- 32.131.1	IH 635	US 80			
IN1- 6.30.1	Loop 9	IH 20			
IN1- 7.6.1	Loop 9	IH 35E			
IN1- 27.6.1	Loop 9	IH 45			

Appendix E-1.

MTP Mobility 2040 Excerpt

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	DENTON	0081-04-038	US 377	E	VARIOUS	DENTON CO

LIMITS FROM: NORTH OF HICKORY CREEK
LIMITS TO: FM 1830
TIP DESCRIPTION: RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY AS A 4 LANE DIVIDED URBAN
REMARKS:

REV DATE: 07/2016
MPO PROJECT ID: 55004
MTP REFERENCE: RSA1-1.540.220

Project History:

DALLAS	COLLIN	0091-03-022	SH 289	E,R	VARIOUS	TXDOT-DALLAS

LIMITS FROM: N BUS 289C, NORTH OF CELINA
LIMITS TO: N CR 60/CR 107 (GRAYSON C/L)
TIP DESCRIPTION: RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 4 LANES
REMARKS:

REV DATE: 07/2016
MPO PROJECT ID: 54023
MTP REFERENCE: RSA1-1.605.200

Project History:

DALLAS	DALLAS	0092-01-059	SH 310	E	DALLAS	TXDOT-DALLAS

LIMITS FROM: PENNSYLVANIA AVENUE
LIMITS TO: NORTH OF AL LIPSCOMB WAY
TIP DESCRIPTION: RECONSTRUCT IH 45 AND SM WRIGHT INTERCHANGE (PHASE 2B)
REMARKS:

REV DATE: 07/2016
MPO PROJECT ID: 55065
MTP REFERENCE: IN1-27.29.1

Project History:

DALLAS	DALLAS	0092-14-088	IH 45	E	DALLAS	TXDOT-DALLAS

LIMITS FROM: LENWAY
LIMITS TO: GOOD LATIMER
TIP DESCRIPTION: RECONSTRUCT IH 45 AND SM WRIGHT INTERCHANGE (PHASE 2B)
REMARKS:

REV DATE: 07/2016
MPO PROJECT ID: 55067
MTP REFERENCE: IN1-27.29.1

Project History:

DALLAS	DALLAS	0094-03-060	SS 482	E,R	IRVING	TXDOT-DALLAS

LIMITS FROM: AT SH 114 & SH 183
LIMITS TO:
TIP DESCRIPTION: RECONSTRUCT INTERCHANGE (PH 2)
REMARKS:

REV DATE: 07/2016
MPO PROJECT ID: 53003
MTP REFERENCE: IN1-12-42.1, IN1-22.42.1

Project History:

DALLAS	DALLAS	0094-03-975	SH 183	E,R	IRVING	TXDOT-DALLAS

LIMITS FROM: WEST OF SH 161
LIMITS TO: 0.66 MILES WEST OF SL 12
TIP DESCRIPTION: WIDEN 6 TO 8 GENERAL PURPOSE LANES, 2 TO 4 CONCURRENT HOV/MANAGED LANES, AND RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE)
REMARKS:

REV DATE: 07/2016
MPO PROJECT ID: 55032
MTP REFERENCE: FT1-22.30.1, FT3-007

Project History:

DALLAS	DALLAS	0094-03-976	SH 183	E,R	IRVING	TXDOT-DALLAS

LIMITS FROM: 0.66 MILES WEST OF SL 12
LIMITS TO: 1 MILE EAST OF SL 12
TIP DESCRIPTION: WIDEN 2 TO 4 CONCURRENT HOV/MANAGED LANES AND 4/6 LANE TO 4/8 LANE CONTINUOUS FRONTAGE ROADS AND CONSTRUCT ULTIMATE INTERCHANGE OF SL 12/SH 183/SH 114 (ULTIMATE)
REMARKS:

REV DATE: 07/2016
MPO PROJECT ID: 54129
MTP REFERENCE: FT1-22.40.1, IN1-17.12.1, IN1-17.22.1, FT3-007

Project History:

DALLAS	DALLAS	0094-07-938	SH 183	E,R	IRVING	TXDOT-DALLAS

LIMITS FROM: 1.0 MILE EAST OF SL 12
LIMITS TO: WEST END OF ELM FORK TRINITY RIVER BRIDGE
TIP DESCRIPTION: WIDEN 6 TO 8 GENERAL PURPOSE LANES, 2 TO 6 CONCURRENT HOV/MANAGED LANES, AND RECONSTRUCT 4/6 DISCONTINUOUS TO 4/8 LANE CONTINUOUS FRONTAGE ROADS (ULTIMATE)
REMARKS:

REV DATE: 07/2016
MPO PROJECT ID: 53198

Appendix E-2.

FY 2017-2020 TIP Excerpt

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

Appendix F

Resource-specific Maps and Materials

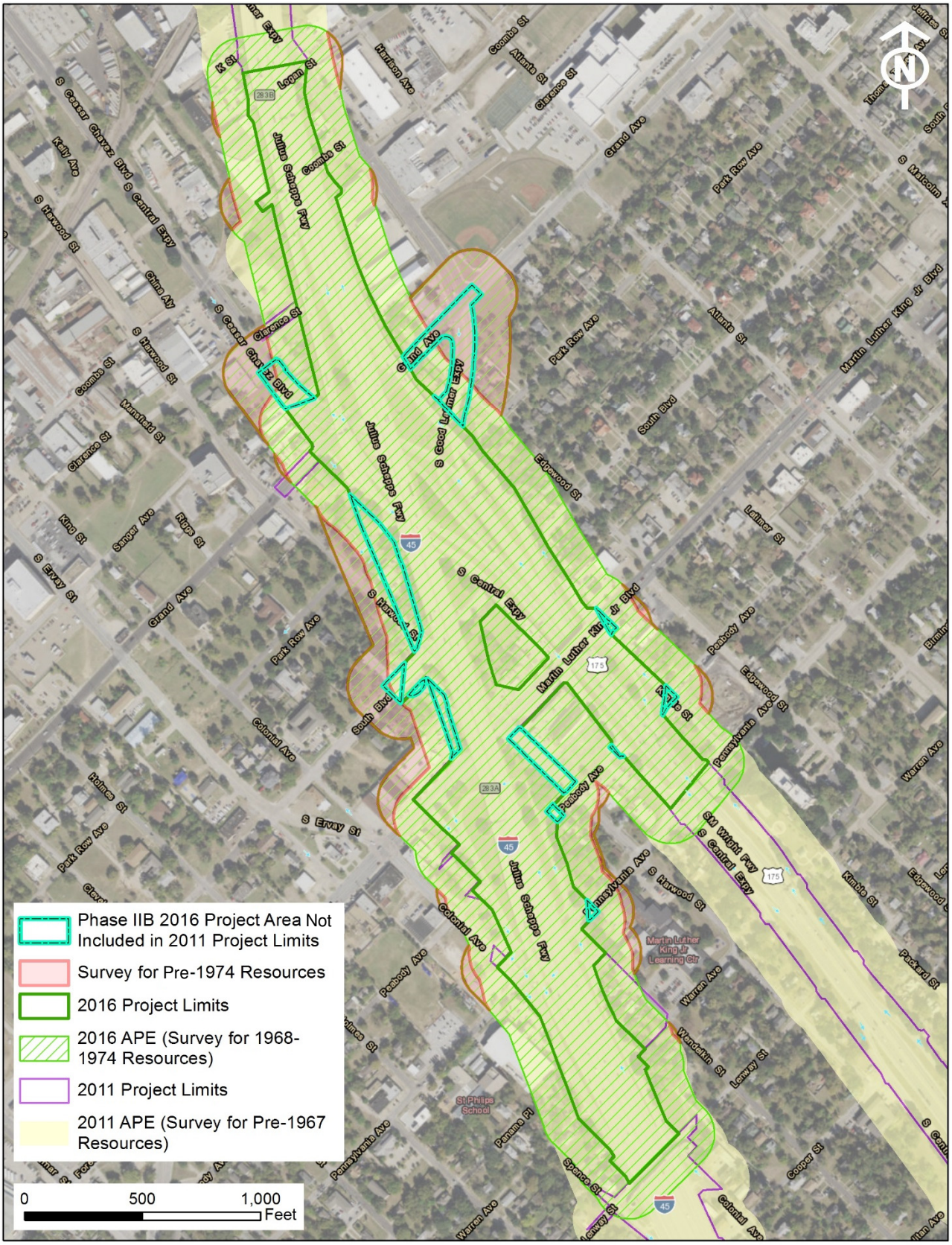
Appendix F-1. Area of Potential Effects (APE) for Historical Resources Survey

Appendix F-2. CO Receptors on Plan View Design Map

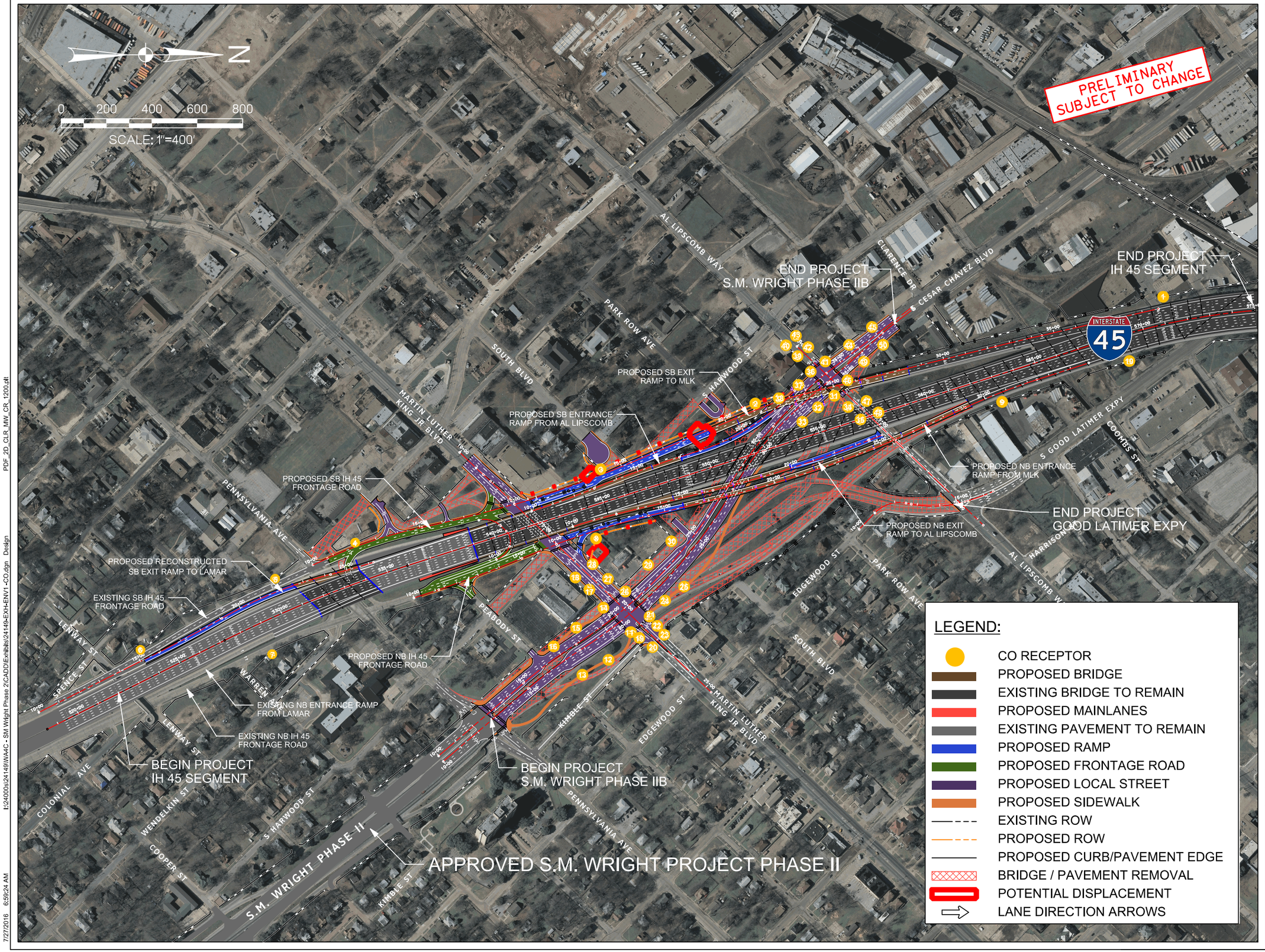
Appendix F-3. Noise Receiver Locations Map

Appendix F-4. Project Area of Influence (AOI) Map

Appendix F-5. EPIC Sheet



Appendix F-1.
Area of Potential Effects (APE) for Historical Resources Survey
S.M. Wright Project Phase IIB
City of Dallas, Dallas County, TX
CSJs: 0092-01-059, 0092-14-088



Texas Department of Transportation

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Appendix F-2.

CO Receptors* on Plan View Design Map

THE BASE MAP FOR THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE DESIGN SCHEMATIC

PRELIMINARY - FOR INTERIM REVIEW ONLY

S.M. Wright Project Phase IIB

CSJs: 0092-01-059, 0092-14-088

TxDOT Dallas District
City of Dallas, Texas

MAP DATE: 7/27/2016

MAP SCALE: 1" : 400'

* NOTE: All CO receptors were placed in areas that would be accessible to the public, and CO modeling software predicts air quality at a breathing height of 1.8 meters above ground level.

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7/27/2016 6:59:24 AM

Legend

- Receiver Not Impacted
- Receiver Impacted / Not Benefited by Barrier
- Receiver Impacted / Benefited by Barrier
- Approved Barriers from Previous Phases of the SM Wright Project

Appendix F-3. Noise Receiver Locations Map

S.M. Wright Project Phase IIB
City of Dallas, Texas
CSJs: 0092-01-059, 0092-14-088

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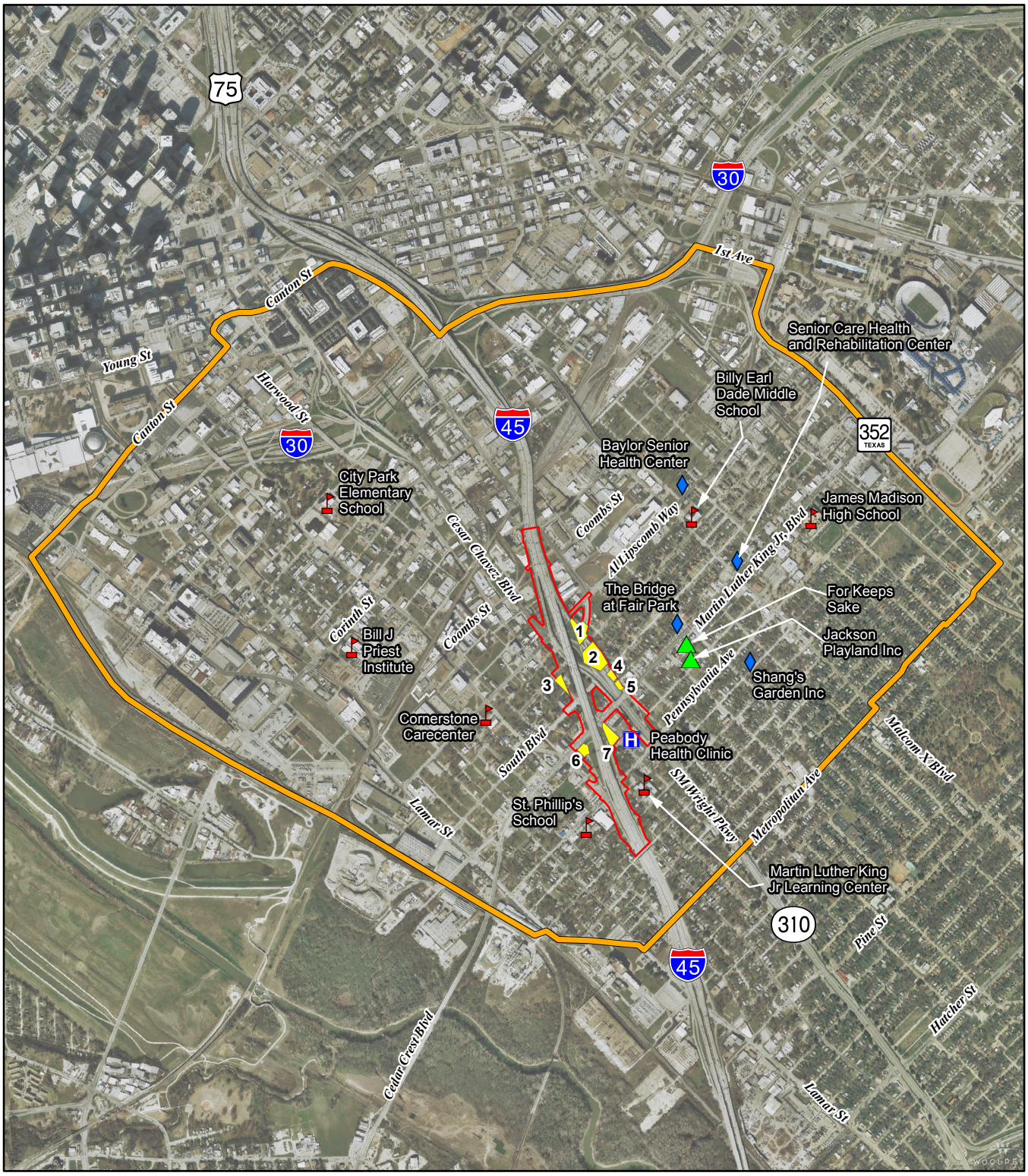
SCALE IN FEET

Source/Year of Aerial Photograph: NCTCOG/2015



Legend

- School/College
- Hospital/ Medical Center
- Daycare
- Senior Living Facility
- Project-Induced Development
- 1 Project Limits
- Project AOI

Appendix F-4. Project Area of Influence (AOI) Map

S.M. Wright Project Phase IIB
City of Dallas, Texas
CSJs: 0092-01-059, 0092-14-088

N W E S

0 2,000 4,000

SCALE IN FEET

Source/Year of Aerial Photograph: NCTCOG/2015

DISCLAIMER:
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Notes To Designer:
1. Do not alter Sheet Design or Font style, size or weight - match text attributes.
2. If additional space is needed for a numbered section, fence and adjust sections up or down as needed for proportioning and readability but do not relocate from its relative position.
3. All areas should be addressed thoroughly and verify the necessary pay items are set up to support actions needed.

Completed: 7/25/2016
Prepared by: Halff Associates, Inc.

I. STORMWATER POLLUTION PREVENTION PLAN-CLEAN WATER ACT SECTION 402

TPDES TXR 150000: Stormwater Discharge Permit or Construction General Perrmit required for projects with 1 or more acres disturbed soil. Projects with any disturbed soil must protect for erosion and sedimentation in accordance with Item 506.
List adjacent MS 4 Operator(s) that receive discharges from this project. They need to be notified prior to construction activities.
(Note: Leave blank only if no adjacent MS 4 Operator(s) are affected.)

1. The project disturbs 5 or more acres of surface area: Contractor must comply with the TCEQ TPDES CGP, prepare a NOI, and submit it to TCEQ. Contractor must implement and maintain a SW3P.
2. MS4 Operator is the City of Dallas, MS 4, Phase I, Kevin Hurley - Program Manager. Contractor is required to comply with applicable MS4 requirements.

☐ No Action Required ☒ Required Action

Action Number:

1. Prevent stormwater pollution by controlling erosion and sedimentation in accordance with TPDES Permit TXR 150000.
2. Comply with the SW3P and revise when necessary to control pollution or required by the Engineer.
3. Post Construction Site Notice (CSN) with SW3P information on or near the site, accessible to the public and TCEQ, EPA or other inspectors.
4. When Contractor project specific locations (PSL's) increase disturbed soil area to 5 acres or more, submit NOI to TCEQ and the Engineer.

II. WORK IN OR NEAR STREAMS, WATERBODIES AND WETLANDS CLEAN WATER ACT SECTIONS 401 AND 404

USACE Permit required for filling, dredging, excavating or other work in any water bodies, rivers, creeks, streams, wetlands or wet areas. No equipment is allowed in any sream channel below the ordinary High Water Mark except on approved temporary stream crossings or drill pads.

The Contractor must adhere to all of the terms and conditions associated with the following permit(s):

☒ No Permit Required
☐ Nationwide Permit 14 - PCN not Required (less than 1/10th acre waters or wetlands affected)
☐ Nationwide Permit 14 - PCN Required (1/10 to <1/2 acre, 1/3 in tidal waters)
☐ Individual 404 Permit Required
☐ Other Nationwide Permit Required: NWP# _____

Required Actions: List Waters of the US Permit applies to, location in project and check Best Management Practices planned to control erosion, sedimentation and post-project TSS.

1.

2.

3.

The elevation of the ordinary high water marks of any areas requiring work to be performed in the waters of the US requiring the use of a nationwide permit can be found on the Bridge Layouts.

Best Management Practices for applicable 401 General Conditions:
(Note: If CORP Permit not required, do not check boxes.)

Erosion	Sedimentation	Post-Construction TSS
☐ Temporary Vegetation	☐ Silt Fence	☐ Vegetative Filter Strips
☐ Blankets/Matting	☐ Rock Berm	☐ Retention/Irrigation Systems
☐ Mulch	☐ Triangular Filter Dike	☐ Extended Detention Basin
☐ Sodding	☐ Sand Bag Berm	☐ Constructed Wetlands
☐ Interceptor Swale	☐ Straw Bale Dike	☐ Wet Basin
☐ Diversion Dike	☐ Brush Berms	☐ Erosion Control Compost
☐ Erosion Control Compost	☐ Erosion Control Compost	☐ Mulch Filter Berm and Socks
☐ Mulch Filter Berm and Socks	☐ Mulch Filter Berm and Socks	☐ Compost Filter Berm and Socks
☐ Compost Filter Berm and Socks	☐ Compost Filter Berm and Socks	☐ Vegetation Lined Ditches
	☐ Stone Outlet Sediment Traps	☐ Sand Filter Systems
	☐ Sediment Basins	☐ Grassy Swales

III. CULTURAL RESOURCES

Refer to TxDOT Standard Specifications in the event historical issues or archeological artifacts are found during construction. Upon discovery of archeological artifacts (bones, burnt rock, flint, pottery, etc.) cease work in the immediate area and contact the Engineer immediately.

☐ No Action Required ☒ Required Action

Action Number:

1. As specified in final design plans, install any interpretive panels regarding the post-1945 bridges along S.M. Wright Parkway.
2.

3.

IV. VEGETATION RESOURCES

Preserve native vegetation to the extent practical.
Contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751 & 752 in order to comply with requirements for invasive species, beneficial landscaping and tree/brush removal commitments.

☐ No Action Required ☐ Required Action

Action Number:

V. FEDERAL LISTED, PROPOSED THREATENED, ENDANGERED SPECIES, CRITICAL HABITAT, STATE LISTED SPECIES, CANDIDATE SPECIES AND MIGRATORY BIRDS TREATY ACT.

☐ No Action Required ☐ Required Action

Action Number:

If any of the listed species are observed, cease work in the immediate area, do not disturb species or habitat and contact the Engineer immediately. The work may not remove active nests from bridges and other structures during nesting season of the birds associated with the nests. If caves or sinkholes are discovered, cease work in the immediated area, and contact the Engineer immediately.

Special Note: The Migratory Bird Act of 1918 states that it is unlawful to kill, capture, collect, possess, buy, sell, trade or transport any migratory bird, nest, young, feather or egg in part or in whole, without a federal permit issued in accordance within the Act's policies and regulations. The contractor would remove all old migratory bird nests from any structure where work would be done from October 1 to February 15. In addition, the contractor would be prepared to prevent migratory birds from building nest(s) between February 15 to October 1. In the event that migratory birds are encountered on-site during project construction, efforts to avoid adverse impacts on protected birds, active nests, eggs and/or young would be observed.

LIST OF ABBREVIATIONS

BMP:	Best Management Practice	SPCC:	Spill Prevention Control and Countermeasure
CGP:	Construction General Permit	SW3P:	Storm Water Pollution Prevention Plan
DSHS:	Texas Department of State Health Services	PCN:	Pre-Construction Notification
FHWA:	Federal Highway Administration	PSL:	Project Specific Location
MOA:	Memorandum of Agreement	TCEQ:	Texas Commission on Environmental Quality
MOU:	Memorandum of Understanding	TPDES:	Texas Pollutant Discharge Elimination System
MS4:	Municipal Separate Stormwater Sewer System	TPWD:	Texas Parks and Wildlife Department
MBTA:	Migratory Bird Treaty Act	TxDOT:	Texas Department of Transportation
NOT:	Notice of Termination	T&E:	Threatened and Endangered Species
NWP:	Nationwide Permit	USACE:	U.S. Army Corp of Engineers
NOI:	Notice of Intent	USFWS:	U.S. Fish and Wildlife Service

VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

General (applies to all projects):
Comply with the Hazard Communication Act (the Act) for personnel who will be working with hazardous materials by conducting safety meetings prior to beginning construction and making workers aware of potential hazards in the workplace. Ensure that all workers are provided with personal protective equipment appropiate for any hazardous materials used.

Obtain and keep on-site Material Safety Data Sheets (MSDS) for all hazardous products used on the project, which may include, but are not limited to the following categories: Paints, acids, solvents, asphalt products, chemical additives, fuels and concrete curing compounds or additives. Provide protected storage, off bare ground and covered, for products which may be hazardous. Maintain product labelling as required by the Act. Maintain an adequate supply of on-site spill response materials, as indicated in the MSDS. In the event of a spill, take actions to mitigate the spill as indicated in the MSDS, in accordance with safe work practices, and contact the District Spill Coordinator immediately. The Contractor shall be responsible for the proper containment and cleanup of all product spills.

Contact the Engineer if any of the following are detected:
* Dead or distressed vegetation (not identified as normal)
* Trash piles, drums, canisters, barrels, etc.
* Undesirable smells or odors
* Evidence of leaching or seepage of substances

Does the project involve any bridge class structure rehabilitation(s) or replacement(s) (bridge class structures not including box culverts)?

☒ Yes ☐ No

If "No", then no further action is required.
If "Yes", then TxDOT is responsible for completing asbestos assessment/inspection.

Are the results of the asbestos inspection positive (is asbestos present)?

☐ Yes ☒ No

If "Yes", then TxDOT must retain a DSHS licensed asbestos consultant to assist with the notification, develop abatement/mitigation procedures, and perform management activities as necessary. The notification form to DSHS must be postmarked at least 15 working days prior to scheduled demolition.

If "No", then TxDOT is still required to notifiy DSHS 15 working days prior to any scheduled demolition.

In either case, the Contractor is responsible for providing the date(s) for abatement activities and/or demolition with careful coordination between the Engineer and asbestos consultant in order to minimize construction delays and subsequent claims.

Any other evidence indicating possible hazardous materials or contamination discovered on site. Hazardous Materials or Contamination Issues Specific to this Project:

☐ No Action Required ☒ Required Action

Action Number:

1. Prior to demolition of buildings, any necessary asbestos testing must be completed and appropriate abatement procedures followed.
2. Prior to demolition of buildings, any necessary lead based paint testing must be completed and appropriate abatement procedures followed.
3. Prior to commencing any ground disturbing activity on the property at 1909 MLK Boulevard, Contractor shall ensure that the three PSTs have been removed from the site and that TxDOT has determined that any site contamination has been remediated in accordance with TCEQ standards.
4. The MLK bridge (NBI 18-057-0-0092-01-074) across S.M. Wright Pkwy tested positive for lead based paint (43,600 ppm) and requires abatement prior to demolition.

VII. OTHER ENVIRONMENTAL ISSUES

(includes regional issues such as Edwards Aquifer District, etc.)

☐ No Action Required ☒ Required Action

Action Number:

1. Contractor shall minimize PM emissions from construction sites by using fugitive dust control measures such as covering or treating disturbed areas with dust suppression techniques, sprinkling, covering loaded trucks, and other dust abatement controls, as appropriate.
2. Contractor shall make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of equipment muffler systems.

GENERAL NOTE:

Any change orders and/or deviations from the final design must be reported to the Engineer prior to commencement of construction activities, as additional environmental clearance may be required.

LAST REVISION: 3/22/2017

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Texas Department of Transportation
Dallas District

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS (EPIC)

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
6	S.M. Wright Project Phase IIB		SH 310 & IH 45
STATE	DISTRICT	COUNTY	
TEXAS	DALLAS	DALLAS	
CONTROL	SECTION	JOB	SHEET NO.
0092-	01-	059, etc.	App. F-5

Appendix G

Resource Agency Coordination

Appendix G-1. SHPO Coordination re S.M. Wright Parkway Bridges (8/28/2015)

Appendix G-2. TCEQ Coordination re S.M. Wright Project Phase IIB (8/16/2016)

Appendix G-3. Cultural Resources Coordination with Dallas County Historical Commission (12/8/2016)

Appendix G-4. Cultural Resources Coordination with City of Dallas Historic Preservation Officer (12/8/2016)

Appendix G-5. Cultural Resources Coordination with Preservation Dallas (1/9/2017)

Appendix G-6. SHPO Coordination re NRHP Eligibility and Adverse Effect and Section 4(f) Review [with Attached Report for Historic Resources Survey] (2/14/2017)

rcvd. 8.18.15

Texas Department of Transportation
125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

RECEIVED
AUG 18 2015
History Programs Division

August 18, 2015

SECTION 106:
Review – 100% Schematic Design, Phase II
Consultation – Proposed Programmatic Mitigation Measures Phases II, IIB:
US 175/SM Wright Freeway Bridge System

Dallas County/Dallas District
SM Wright Freeway
Phase II -- CSJ: 0092-01-052; Phase IIB -- CSJ: 0092-01-059

Ms. Linda Henderson
History Programs
Texas Historical Commission
Austin, TX 78711

Dear Ms. Henderson:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12-16-14, and executed by FHWA and TxDOT.

In accordance with 36 CFR 800 and the first amended Programmatic Agreement (PA-TU 2005) between TxDOT, FHWA, the Advisory Council on Historic Preservation (ACHP), and the State Historic Preservation Officer (SHPO), this letter resumes Section 106 consultation for the above referenced project. As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency.

We hereby present 100% schematic design documents for Phase II of the SM Wright project and the effects of the proposed undertaking on seven variable depth rigid frame and tee-beam concrete bridges (hereinafter SM Wright Freeway

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Bridge System) determined **eligible** to the National Register of Historic Places (NRHP) within the area of potential effects (APE).

The attached context-sensitive schematic design documents also provide an opportunity for consultation on proposed programmatic mitigation measures for the seven bridges per guidelines outlined in the ACHP's *Program Comment . . . for actions Affecting post-1945 Concrete and Steel Bridge*s and TxDOT's 2014 Statewide Public Involvement Campaign to develop treatment protocols for post-war historic bridges that was jointly conducted with the SHPO and the Historic Bridge Foundation (HBF).

Project Description

The project includes improvements to three freeways located entirely within the City of Dallas, Dallas County, Texas:

--US 175, segment named SM Wright Freeway;
--US 175, segment named CF Hawn Freeway;
--and IH 45.

The first phase of the project, which let in September 2014, includes improvements to IH 45 and the proposed IH 45/CF Hawn Freeway Interchange (CSJs 0092-14-081, 0197-02-108). First phase work includes construction of direct connecting ramps on new location from CF Hawn Freeway to IH 45 that involve widening and re-striping IH 45 and providing a new interchange between IH 45 and CF Hawn Freeway.

In the second phase, scheduled for letting in August 2017 and the subject of the current coordination with your agency, the SM Wright Freeway would be downgraded and converted to a low speed, six-lane urban arterial extending from IH 45 to SH 310 that would be known as the SM Wright Parkway. As a result, the proposed parkway would be located at-grade with signalized intersections and enhanced bicycle and pedestrian facilities in a landscaped setting. The reconstruction to an at-grade parkway during Phase II would require the removal of six of the seven NRHP-eligible variable depth concrete bridges.

Previous Coordination

TxDOT previously coordinated a finding of no adverse effect for the SM Wright project per a letter dated January 18, 2012 with THC concurrence on February 7, 2012 (see attached). The finding and concurrence were based on the

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submitted 30% schematic design plans with the expectation of further coordination as design progressed.

New coordination was undertaken in 2013 due to a substantive design refinement near the IH 45 and Lamar Street intersection requiring a *de minimis* impact finding for use of 0.91 acre from the NRHP-eligible former Procter and Gamble manufacturing plant. In a letter dated May 29, 2013, TxDOT determined there was no adverse effect to the manufacturing plant, and that the taking constituted a *de minimis* impact to the historic property (see attached). As there were no further substantive changes affecting historic properties, Phase I let for construction in September 2014.

Current Coordination

Our current coordination with your agency focuses on Phase II of the project, which is limited to the segment encompassing the SM Wright Freeway. Receipt of 100% schematic design plans (see attached) reveals revisions from the 30% schematic phase that include locations for the shared used paths to each side of the parkway, adjustment to turn lanes, reduction in design speed and addition of access roads to the parkway.

While these revisions are not substantive, the Phase II freeway-to-parkway conversion requires the removal of six of the seven NRHP-eligible bridges comprising the US 175 SM Wright Freeway Bridge System constructed in 1956:

--US 175 SB over Pennsylvania Ave., four-span variable depth rigid frame slab bridge (NBI# 180570009201326)
--US 175 NB over Pennsylvania Ave., four-span variable depth rigid frame slab bridge (NBI# 180570009201075)
--US 175 SB over Metropolitan Ave., three-span variable depth rigid frame tee beam bridge (NBI# 180570009201327)
--US 175 NB over Metropolitan Ave., three-span variable depth rigid frame tee beam bridge (NBI# 180570009201076)
--US 175 SB over Hatcher Ave., four-span variable depth rigid frame slab bridge (NBI# 180570009201325)
--US 175 NB over Hatcher Ave., four-span variable depth rigid frame slab bridge (NBI# 180570009201054)

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The seventh and northernmost bridge in the system at Martin Luther King Jr. Boulevard is slated for removal in Phase IIB of the project under separate CSJ 0092-01-059:

--Martin Luther King Jr. Blvd. over US 175, two-span variable depth rigid frame tee beam bridge (NBI# 180570009201074)

While Phase IIB is still at an early phase of development, TxDOT is coordinating the structure's removal as part of this consultation due to the linkage of all seven bridges as a system (see attached photos).

All seven bridges listed above were determined to be **eligible** to the NRHP under Criterion C, Engineering, at the state level of significance, as they represent a rarity of type, illustrating an important variation in design or method of construction. The bridges at Pennsylvania Ave. and Hatcher St. are also significant as designs of Texas Highway Department engineer W.E. Simmons, recognized as a master Texas Bridge designer of the period. The bridges are determined **not eligible** under Criterion A, as they do not have a direct or significant association with an important transportation system, program or policy identified through contextual research. For your information, the Dallas County Historical Commission had no comment to a February 10, 2015 TxDOT letter requesting comment on the removal of the bridge system (see attached).

Determination of Effects

The Criteria of Adverse Effect were applied to the eligible SM Wright Freeway Bridge System, and qualified TxDOT historians determine that Phases II and IIB of the SM Wright project will have an **adverse effect** on the system. The seven structures will need to be removed for the construction of an at-grade parkway facility. TxDOT is planning mitigation measures discussed below to reflect compliance with the ACHP's *Program Comment,* and to begin implementation of treatment protocols identified in the agency's 2014 Statewide Public Involvement Campaign for post-war bridges.

Mitigation

As a follow-up to the 2014 Statewide Public Involvement Campaign, treatment protocols for post-war bridges are currently being finalized by TxDOT, SHPO, HBF, and the ACHP under a proposed *Programmatic Agreement Regarding Treatment of Historic Bridges Constructed Between 1945 and 1965.*

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Under those protocols, the SM Wright Freeway Bridge System is categorized under "Group II: Significant Bridges Requiring Programmatic Mitigation."

Due to the number of bridges being impacted, TxDOT has opted to complete additional mitigation for the SM Wright Freeway Bridge System. As part of these efforts, TxDOT sponsored a public meeting in Dallas on February 26, 2015 to solicit local input about the significance of the bridges and potential mitigation measures. Based on public comments, as well as those from the HBF and the North Central Texas Council of Governments, TxDOT proposes to erect interpretive panels along the proposed SM Wright Parkway with educational information about the bridges' historical and engineering significance. The results of the public meeting and proposed mitigation measures are presented in the attached *Mitigation Research Investigations and Public Involvement Report.*

TxDOT will produce an interpretive panel(s) about the construction of the bridge system. Depending upon funding sources, TxDOT could produce one panel per bridge type in the system (variable depth rigid frame tee beam, and rigid frame slab), or produce two or three panels along the proposed parkway, each highlighting a different aspect of each bridge, such as information about the bridges' engineering, designers, and aesthetics. Work by TxDOT and the City of Dallas regarding the aesthetic design and treatment along the proposed parkway is in the earliest planning stages. Therefore, TxDOT will seek THC's comments on the content and placement of the interpretive panels as the parkway aesthetics are designed.

Conclusion

Since we are concurrently consulting with the HBF on this project, along with Preservation Dallas, the City of Dallas Preservation Office, the Dallas County Historical Commission, and the North Central Texas Council of Governments, TxDOT is providing for a 30-day review period. Our agency hereby requests your signed concurrence with our determination of an **adverse effect** and endorsement of the commitment to continue consultation on appropriate mitigation measures.

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We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please contact me at (512) 416-2628 or at bruce.jensen@txdot.gov.

Sincerely,

Bruce D. Jensen
Director
Cultural Resource Management Section
Environmental Affairs Division

CONCUR
SECTION 106:
ADVERSE EFFECT WITH MITIGATION

NAME: _____ DATE: 8/28/15
for Mark Wolfe, State Historic Preservation Officer

cc. Kitty Henderson, Historic Bridge Foundation
Mark Doty, City of Dallas Preservation Officer
Katherine Seale, Chair, Dallas Landmarks Commission
Fred Durham, Dallas County Historical Commission
Chris Anderson, North Central Texas Council of Governments
Sandy Wesch, North Central Texas Council of Governments
Jason Diamond, Halff Associates

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From: NEPA [mailto:NEPA@tceq.texas.gov]
Sent: Tuesday, August 16, 2016 11:14 AM
To: Lindsey Kimmitt <Lindsey.Kimmitt@txdot.gov>
Subject: RE: TCEQ EA Review - SM Wright IIB project; CSJ: 0092-01-059, etc.

Re: Response to Request for TCEQ Environmental Review

The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project: SM Wright IIB project; CSJ: 0092-01-059.

In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments.

This project is in an area of Texas classified by the United States Environmental Protection Agency as moderate nonattainment for the 2008 ozone National Ambient Air Quality Standard. Air Quality staff has reviewed the document in accordance with transportation and general conformity regulations codified in 40 Code of Federal Regulations Part 93 Subparts A and B. We concur with TxDOT's assessment.

The Office of Water has no comment on this project.

TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.
If you have any questions, please feel free to contact the NEPA Coordinator at (512) 239-3500 or NEPA@tceq.texas.gov.

Janie Roman
NEPA Coordinator
TCEQ, MC-119
NEPA@tceq.texas.gov
512-239-3500

From: Lindsey Kimmitt [mailto:Lindsey.Kimmitt@txdot.gov]
Sent: Thursday, August 11, 2016 10:23 AM
To: NEPA <NEPA@tceq.texas.gov>
Subject: TCEQ EA Review - SM Wright IIB project; CSJ: 0092-01-059, etc.

TxDOT requests the TCEQ review the SM Wright IIB project per 43 TAC 2.305. The proposed project includes the reconfiguration of the existing interchange between IH 45, the S.M. Wright Parkway, Cesar Chavez Boulevard, and Good Latimer Expressway. These changes would convert the freeway-to-freeway connections between S.M. Wright Parkway and IH 45 to a diamond-type interchange involving two cross-streets: MLK Boulevard and Al Lipscomb Way (formerly Grand Avenue).We are requesting TCEQ review since the project meets MOU triggers related to water quality impairment and air quality non-attainment status.

An electronic version of the Environmental Assessment will be transmitted to your office using our FTP system. Let me know if you have any questions.

Lindsey Kimmitt
TxDOT-Environmental Affairs Division
Strategic Projects Section
512-416-2547

Texas Department of Transportation
125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8580 | WWW.TXDOT.GOV

December 8, 2016

Fred Durham
Dallas County Historical Commission

NATIONAL HISTORIC PRESERVATION ACT (NHPA) REVIEW: S.M. Wright Project, Phase IIB, Dallas County, Dallas District (CSJ 0092-01-059 & 0092-14-088)

Dear Mr. Durham,

We ask that you comment on area historic resources for the above referenced project. If you do not contact the Texas Department of Transportation (TxDOT) by January 9, 2016, we will assume that you have no comment.

This email serves as continuing consultation on the SM Wright Project in Dallas, Texas. The last consultation on this project involved Phase II, initiated by Mario Sanchez on behalf of TxDOT in August of 2015. To refresh your memory, Phase II of the project involved the conversion of SM Wright Freeway to an at-grade landscaped SM Wright parkway, extending from IH 45 to SH 310 in south Dallas. Phase II required the removal of six of seven NRHP-eligible variable depth concrete bridges.

This final phase, Phase IIB, is the subject of this continuing consultation. TxDOT Dallas District proposes to reconfigure the existing interchange between IH 45, the SM Wright Freeway, Cesar Chavez Boulevard, and Good Latimer Expressway. The proposed improvements would:

- Extend the proposed SM Wright Parkway to connect exclusively to Cesar Chavez Boulevard;
- Convert the current SM Wright Freeway underpass at MLK Blvd. to an at-grade signalized intersection;
- Extend the IH 45 frontage roads at MLK Blvd.;
- Relocate ramps connecting MLK Blvd. to the existing SM Wright Freeway to the at-grade signalized intersections of IH 45 and MLK Blvd.;
- Construct a northbound exit ramp from and southbound entrance ramp to IH 45 at Al Lipscomb Way;
- Proposed noise walls within the vicinity of the Colonial Hill Historic District; and,
- Other Improvements related to pedestrian and bicycle safety.

This project proposes 1.7 acres of new right-of-way (ROW) to accommodate the extension of IH 45 frontage roads and ramp connections. An historic resources survey identified 21 historic-age resources on 18 parcels not covered by previous survey efforts related to the SM Wright project. A copy of the Report for Historical Resources Survey (HRSR) will be provided via TxDOT's DropBox Service. The following are the historic properties identified within the project area:

- South Boulevard-Park Row Historic District – listed in the NRHP
- Colonial Hill Historic Distrct – listed in the NRHP
- The Forest Theatre, 1933 Martin Luther King Jr. Blvd. – determined NRHP eligible
- Northbound and Southbound SH 310 Overpass at Pennsylvania Avenue – determined NRHP eligible
- Martin Luther King Jr Blvd. Overpass at SH 310 – determined NRHP eligible

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This intersection improvement requires the removal of the seventh and northernmost NRHP-eligible variable depth concrete bridge. ***This historic bridge removal constitutes an adverse effect which TxDOT coordinated during Phase II, due to the linkage of all seven bridges as a system*** (see HRSR Appendix A: Previous THC Correspondance and Concurrence, pages 24-46).

In accordance with TxDOT's noise guidelines, because the project exceeds the FHWA NAC for residential areas, noise abatement (a noise barrier) is proposed within the Colonial Hill Historic District, along the northbound frontage road of IH-45, to minimize noise impacts. The proposed noise wall abuts three contributing resources, WH-084, WH-085, WH-087, to the Colonial Hill Historic District (see HRSR Figure 13, page 118). The proposed noise wall would be 270 ft in length and 18 ft high, situated at the rear property line of these contributing resources within TxDOT ROW. Currently the view at this location consists of an on-ramp retaining wall (see HRSR Figure 14, page 118). Although this proposed noise wall would introduce a visual element, this rear-facing view of the edge of the historic district is not a character-defining feature and does not contribute to the district's eligibility. Due to existing vegetation height and density, the presence of other barriers, and the rear facing view, the proposed noise barrier would **not be an adverse visual effect** to the Colonial Hill Historic District (see HRSR Figures 16-18, pages 119-120) .

No ROW is being taken from historic properties, therefore there are no direct effects associated with this project. Please refer to the HRSR for a more in-depth discussion of indirect effects related to noise and visual (pgs 9-19).

Outside of the removal of the NRHP-eligible bridge, proposed project activities would not negatively impact the historic integrity of any of the individual properties, contributing resources, or historic districts. Therefore, TxDOT determined this project results in **no adverse effect** on historic properties under Section 106 of NHPA.

Do you agree with our findings––are the above properties the only known historic resources in the project area? If so, please sign where indicated below and return this document to TxDOT by January 9, 2016.

Do you have any additional information about these or other historic resources––pre-1975 historic buildings, structures, objects, cemeteries or other historic resources that may be important locally within the project area? If so, contact TxDOT via letter, e-mail, or phone call by January 9, 2016.

Do you have general comments or questions about how our project could impact the historic properties in the project area? If so, contact TxDOT via letter, e-mail, or phone call January 9, 2016.

Direct your responses and questions to Chantal McKenzie, Architectural Historian, at 512-416-2770 (email: Chantal.McKenzie@txdot.gov.

Thank you for your assistance in this project.

Sincerely,

Chantal McKenzie
Architectural Historian
TxDOT Environmental Affairs Division

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This letter and its enclosures serve to continue consultation with you on historic resource identification efforts and concurrence with our findings and effects determinations. Please concur or provide other comments below.

_____ _____

Fred Durham, Dallas CHC Date

Contact TxDOT via letter, e-mail, or phone call using information provided in the letter above. If you'd prefer, use the comment secion below to share information and return signed copy to TxDOT.

Comments:

Did TxDOT identify all historic properties near the project? If not, what other properties do you know of?

_____

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Do you agree or disagree with our eligibility determinations?

_____

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Do you agree or disagree with our effects determinations?

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Texas Department of Transportation
125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8580 | WWW.TXDOT.GOV

December 8, 2016

Mark Doty
City of Dallas Historic Preservation Officer

NATIONAL HISTORIC PRESERVATION ACT (NHPA) REVIEW: S.M. Wright Project, Phase IIB, Dallas County, Dallas District (CSJ 0092-01-059 & 0092-14-088)

Dear Mr. Doty,

We ask that you comment on area historic resources for the above referenced project. If you do not contact the Texas Department of Transportation (TxDOT) by January 9, 2016, we will assume that you have no comment.

This email serves as continuing consultation on the SM Wright Project in Dallas, Texas. The last consultation on this project involved Phase II, initiated by Mario Sanchez on behalf of TxDOT in August of 2015. To refresh your memory, Phase II of the project involved the conversion of SM Wright Freeway to an at-grade landscaped SM Wright parkway, extending from IH 45 to SH 310 in south Dallas. Phase II required the removal of six of seven NRHP-eligible variable depth concrete bridges.

This final phase, Phase IIB, is the subject of this continuing consultation. TxDOT Dallas District proposes to reconfigure the existing interchange between IH 45, the SM Wright Freeway, Cesar Chavez Boulevard, and Good Latimer Expressway. The proposed improvements would:

- Extend the proposed SM Wright Parkway to connect exclusively to Cesar Chavez Boulevard;
- Convert the current SM Wright Freeway underpass at MLK Blvd. to an at-grade signalized intersection;
- Extend the IH 45 frontage roads at MLK Blvd.;
- Relocate ramps connecting MLK Blvd. to the existing SM Wright Freeway to the at-grade signalized intersections of IH 45 and MLK Blvd.;
- Construct a northbound exit ramp from and southbound entrance ramp to IH 45 at Al Lipscomb Way;
- Proposed noise walls within the vicinity of the Colonial Hill Historic District; and,
- Other Improvements related to pedestrian and bicycle safety.

This project proposes 1.7 acres of new right-of-way (ROW) to accommodate the extension of IH 45 frontage roads and ramp connections. An historic resources survey identified 21 historic-age resources on 18 parcels not covered by previous survey efforts related to the SM Wright project. A copy of the Report for Historical Resources Survey (HRSR) will be provided via TxDOT's DropBox Service. The following are the historic properties identified within the project area:

- South Boulevard-Park Row Historic District – listed in the NRHP
- Colonial Hill Historic Distrct – listed in the NRHP
- The Forest Theatre, 1933 Martin Luther King Jr. Blvd. – determined NRHP eligible
- Northbound and Southbound SH 310 Overpass at Pennsylvania Avenue – determined NRHP eligible
- Martin Luther King Jr Blvd. Overpass at SH 310 – determined NRHP eligible

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This intersection improvement requires the removal of the seventh and northernmost NRHP-eligible variable depth concrete bridge. ***This historic bridge removal constitutes an adverse effect which TxDOT coordinated during Phase II, due to the linkage of all seven bridges as a system*** (see HRSR Appendix A: Previous THC Correspondance and Concurrence, pages 24-46).

In accordance with TxDOT's noise guidelines, because the project exceeds the FHWA NAC for residential areas, noise abatement (a noise barrier) is proposed within the Colonial Hill Historic District, along the northbound frontage road of IH-45, to minimize noise impacts. The proposed noise wall abuts three contributing resources, WH-084, WH-085, WH-087, to the Colonial Hill Historic District (see HRSR Figure 13, page 118). The proposed noise wall would be 270 ft in length and 18 ft high, situated at the rear property line of these contributing resources within TxDOT ROW. Currently the view at this location consists of an on-ramp retaining wall (see HRSR Figure 14, page 118). Although this proposed noise wall would introduce a visual element, this rear-facing view of the edge of the historic district is not a character-defining feature and does not contribute to the district's eligibility. Due to existing vegetation height and density, the presence of other barriers, and the rear facing view, the proposed noise barrier would **not be an adverse visual effect** to the Colonial Hill Historic District (see HRSR Figures 16-18, pages 119-120) .

No ROW is being taken from historic properties, therefore there are no direct effects associated with this project. Please refer to the HRSR for a more in-depth discussion of indirect effects related to noise and visual (pgs 9-19).

Outside of the removal of the NRHP-eligible bridge, proposed project activities would not negatively impact the historic integrity of any of the individual properties, contributing resources, or historic districts. Therefore, TxDOT determined this project results in **no adverse effect** on historic properties under Section 106 of NHPA.

Do you agree with our findings––are the above properties the only known historic resources in the project area? If so, please sign where indicated below and return this document to TxDOT by January 9, 2016.

Do you have any additional information about these or other historic resources––pre-1975 historic buildings, structures, objects, cemeteries or other historic resources that may be important locally within the project area? If so, contact TxDOT via letter, e-mail, or phone call by January 9, 2016.

Do you have general comments or questions about how our project could impact the historic properties in the project area? If so, contact TxDOT via letter, e-mail, or phone call January 9, 2016.

Direct your responses and questions to Chantal McKenzie, Architectural Historian, at 512-416-2770 (email: Chantal.McKenzie@txdot.gov.

Thank you for your assistance in this project.

Sincerely,

Chantal McKenzie
Architectural Historian
TxDOT Environmental Affairs Division

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This letter and its enclosures serve to continue consultation with you on historic resource identification efforts and concurrence with our findings and effects determinations. Please concur or provide other comments below.

_____ _____

Mark Doty, City of Dallas Date

Contact TxDOT via letter, e-mail, or phone call using information provided in the letter above. If you'd prefer, use the comment secion below to share information and return signed copy to TxDOT.

Comments:

Did TxDOT identify all historic properties near the project? If not, what other properties do you know of?

Do you agree or disagree with our eligibility determinations?

Do you agree or disagree with our effects determinations?

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December 8, 2016

David Preziosi
Preservation Dallas

NATIONAL HISTORIC PRESERVATION ACT (NHPA) REVIEW: S.M. Wright Project, Phase IIB, Dallas County, Dallas District (CSJ 0092-01-059 & 0092-14-088)

Dear Mr. Preziosi,

We ask that you comment on area historic resources for the above referenced project. If you do not contact the Texas Department of Transportation (TxDOT) by January 9, 2016, we will assume that you have no comment.

This email serves as continuing consultation on the SM Wright Project in Dallas, Texas. The last consultation on this project involved Phase II, initiated by Mario Sanchez on behalf of TxDOT in August of 2015. To refresh your memory, Phase II of the project involved the conversion of SM Wright Freeway to an at-grade landscaped SM Wright parkway, extending from IH 45 to SH 310 in south Dallas. Phase II required the removal of six of seven NRHP-eligible variable depth concrete bridges.

This final phase, Phase IIB, is the subject of this continuing consultation. TxDOT Dallas District proposes to reconfigure the existing interchange between IH 45, the SM Wright Freeway, Cesar Chavez Boulevard, and Good Latimer Expressway. The proposed improvements would:

- Extend the proposed SM Wright Parkway to connect exclusively to Cesar Chavez Boulevard;
- Convert the current SM Wright Freeway underpass at MLK Blvd. to an at-grade signalized intersection;
- Extend the IH 45 frontage roads at MLK Blvd.;
- Relocate ramps connecting MLK Blvd. to the existing SM Wright Freeway to the at-grade signalized intersections of IH 45 and MLK Blvd.;
- Construct a northbound exit ramp from and southbound entrance ramp to IH 45 at Al Lipscomb Way;
- Proposed noise walls within the vicinity of the Colonial Hill Historic District; and,
- Other Improvements related to pedestrian and bicycle safety.

This project proposes 1.7 acres of new right-of-way (ROW) to accommodate the extension of IH 45 frontage roads and ramp connections. An historic resources survey identified 21 historic-age resources on 18 parcels not covered by previous survey efforts related to the SM Wright project. A copy of the Report for Historical Resources Survey (HRSR) will be provided via TxDOT's DropBox Service. The following are the historic properties identified within the project area:

- South Boulevard-Park Row Historic District – listed in the NRHP
- Colonial Hill Historic Distrct – listed in the NRHP
- The Forest Theatre, 1933 Martin Luther King Jr. Blvd. – determined NRHP eligible
- Northbound and Southbound SH 310 Overpass at Pennsylvania Avenue – determined NRHP eligible
- Martin Luther King Jr Blvd. Overpass at SH 310 – determined NRHP eligible

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This intersection improvement requires the removal of the seventh and northernmost NRHP-eligible variable depth concrete bridge. ***This historic bridge removal constitutes an adverse effect which TxDOT coordinated during Phase II, due to the linkage of all seven bridges as a system*** (see HRSR Appendix A: Previous THC Correspondance and Concurrence, pages 24-46).

In accordance with TxDOT's noise guidelines, because the project exceeds the FHWA NAC for residential areas, noise abatement (a noise barrier) is proposed within the Colonial Hill Historic District, along the northbound frontage road of IH-45, to minimize noise impacts. The proposed noise wall abuts three contributing resources, WH-084, WH-085, WH-087, to the Colonial Hill Historic District (see HRSR Figure 13, page 118). The proposed noise wall would be 270 ft in length and 18 ft high, situated at the rear property line of these contributing resources within TxDOT ROW. Currently the view at this location consists of an on-ramp retaining wall (see HRSR Figure 14, page 118). Although this proposed noise wall would introduce a visual element, this rear-facing view of the edge of the historic district is not a character-defining feature and does not contribute to the district's eligibility. Due to existing vegetation height and density, the presence of other barriers, and the rear facing view, the proposed noise barrier would **not be an adverse visual effect** to the Colonial Hill Historic District (see HRSR Figures 16-18, pages 119-120) .

No ROW is being taken from historic properties, therefore there are no direct effects associated with this project. Please refer to the HRSR for a more in-depth discussion of indirect effects related to noise and visual (pgs 9-19).

Outside of the removal of the NRHP-eligible bridge, proposed project activities would not negatively impact the historic integrity of any of the individual properties, contributing resources, or historic districts. Therefore, TxDOT determined this project results in **no adverse effect** on historic properties under Section 106 of NHPA.

Do you agree with our findings--are the above properties the only known historic resources in the project area? If so, please sign where indicated below and return this document to TxDOT by January 9, 2016.

Do you have any additional information about these or other historic resources--pre-1975 historic buildings, structures, objects, cemeteries or other historic resources that may be important locally within the project area? If so, contact TxDOT via letter, e-mail, or phone call by January 9, 2016.

Do you have general comments or questions about how our project could impact the historic properties in the project area? If so, contact TxDOT via letter, e-mail, or phone call January 9, 2016.

Direct your responses and questions to Chantal McKenzie, Architectural Historian, at 512-416-2770 (email: Chantal.McKenzie@txdot.gov.

Thank you for your assistance in this project.

Sincerely,

Chantal McKenzie
Architectural Historian
TxDOT Environmental Affairs Division

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This letter and its enclosures serve to continue consultation with you on historic resource identification efforts and concurrence with our findings and effects determinations. Please concur or provide other comments below.

David Preziosi, Preservation Dallas

1/9/17
Date

Contact TxDOT via letter, e-mail, or phone call using information provided in the letter above. If you'd prefer, use the comment secion below to share information and return signed copy to TxDOT.

Comments:

Did TxDOT identify all historic properties near the project? If not, what other properties do you know of?

We believe they have; however, we have not surveyed the entire area as thoroughly as was done for the report.

Do you agree or disagree with our eligibility determinations?

We believe that the former fire station (JS-048) is still eligible despite the change in its setting from the construction of Highway 45 and is still architecturally significant for the neighborhood.

Do you agree or disagree with our effects determinations?

We concur with the effects determinations made by the consultants.

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From:	David Preziosi
To:	Chantal McKenzie
Cc:	"Linda Henderson"
Subject:	RE: Section 106 Consultation, Texas Department of Transportation, SM Wright CSJ 009201059, Dallas County, Dallas District
Date:	Monday, January 09, 2017 5:57:41 PM
Attachments:	20170109174644031.pdf

Chantal,

Please find attached the letter with our comments and my signature.

We also have some comments regarding the Forest Theater and its history. The Forest Theater was designed by one of the most renowned and prolific movie house design architects, H. F. Pettigrew of Pettigrew and Worley. The interiors were done by decorator/muralist Eugene Gilboe. When it opened in 1949 it served the mostly Jewish residents of the surrounding neighborhood. As they moved out in the 1950s and middle-class African American families moved in the theater transitioned in 1956 to a venue designated for African American patrons. When the facility reopened in 1956 it was the largest of its type in the South. The theater closed in 1965 due to declining ticket sales and has been used sporadically since for different events and performances. The statement regarding the theater in the report (pg. 17) reads as if the theater catered to African Americans when it opened, which was not the case.

We also believe that the Forest Theater is the most significant historic building in the neighborhood and every means should be taken in the project to protect the building and its setting from negative impacts. It doesn't appear from the report and plans that it will be impacted, but we want to let TX DOT know of its significance and importance to the neighborhood. The theater is currently going through the City of Dallas Landmark designation process as it was initiated for that process in November of 2015.

The South Boulevard / Park Row historic district is also very important and it appears that properties at roughly west end of the district closest to Highway 45 will not be impacted by the removal of the connectors.

Thank you for contacting us about the report and allowing us to make comments.

David

David Preziosi
Exectutive Director
Preservation Dallas
2922 Swiss Avenue
Dallas, TX 75204
214-821-3290

From: Chantal McKenzie [mailto:Chantal.McKenzie@txdot.gov]
Sent: Friday, December 9, 2016 2:48 PM
To: David Preziosi <david@preservationdallas.org>
Cc: Linda Henderson <Linda.Henderson@thc.texas.gov>
Subject: Section 106 Consultation, Texas Department of Transportation, SM Wright CSJ 009201059, Dallas County, Dallas District

Good afternoon David,

This email serves as continuing consultation on the SM Wright project. Please see attached letter for project details. I will also be 'dropboxing' support documentation.

Thank you in advance for your consideration.

Please let me know if you have any questions.

Best Regards,

Chantal

Chantal McKenzie
MSHP, LEED AP, PMP
Architectural Historian
Environmental Affairs Division
Texas Department of Transportation
512-416-2770
Chantal.McKenzie@TxDOT.gov

rcvd. 2/13/17

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

February 13, 2017

SECTION 106 REVIEW: DETERMINATION OF NRHP ELIGIBILITY AND ADVERSE EFFECT
SECTION 4(f) REVIEW: COMMENT AS OFFICIAL WITH JURISDICTION
Dallas County / Dallas District
S.M. Wright Phase II and Phase IIB: US 175/SM Wright Freeway Bridge System
Phase II - CSJ: 0092-01-052; Phase IIB – 0092-01-059, 0092-14-088

Ms. Linda Henderson
History Programs
Texas Historical Commission
Austin, TX 78711

Dear Ms. Henderson:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT. In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement, this letter initiates Section 106 consultation on the effect the proposed undertaking poses for a historic property located within the project's area of potential effects (APE). As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency.

Project Description
This letter serves as continuing consultation on the SM Wright Project in Dallas, Texas. The project includes improvements to three freeways US 175 (a segment from IH 45 to SH 310 known locally as **SM Wright Freeway**), US 175 (a segment south and east of SH 310 known locally as **CF Hawn Freeway**), and IH 45, with a centerline length of 5 miles. References to freeway segments will be done using locally known names to avoid confusion. Phases I includes widening and restriping of IH 45 and improvements to the IH 45/CF Hawn Freeway interchange on a new location. Phase II of the project involves the conversion of SM Wright Freeway to an at-grade landscaped SM Wright Parkway. The parkway facility design offers enhanced bicycle and pedestrian facilities with a parklike setting and walls along the IH 45 corridor.

Community feedback during a Public Hearing for Phase II in January of 2013 served as the impetus for Phase II-B design. Phase II-B design addresses public concerns about loss of connectivity between IH 45 and Pennsylvania Avenue, SM Wright Parkway, MLK Boulevard, and Al Lipscomb Way (see project schematics). In light of the advanced stage in the development of project design for Phases I and II, TxDOT decided it best to incorporate these additional access improvements into a new Phase II-B project to avoid delaying the planned construction letting date of the overall SM Wight Project. Completion of this design work prompts renewal of consultation.

The proposed improvements covered by Phase II-B are as follows (see project schematic):

- Extend the proposed SM Wright Parkway to connect exclusively to MLK Blvd;

- Convert the current SM Wright Freeway underpass at MLK Blvd. to an at-grade signalized intersection;
- Extend the IH 45 frontage roads at MLK Blvd.;
- Removing ramps connecting MLK Blvd. to the existing SM Wright Freeway and relocating them west to the at-grade signalized intersections of IH 45 and MLK Blvd.;
- Construct a northbound exit ramp from and southbound entrance ramp to IH 45 at Al Lipscomb Way;
- Proposed noise walls within the vicinity of the Colonial Hill Historic District; and,
- Other Improvements related to pedestrian and bicycle safety.

This project proposes 1.7 acres of new right-of-way (ROW) to accommodate the extension of IH 45 frontage roads and ramp connections (see Report for Historical Studies Survey (HRSR) Figure 1, page 105). The proposed project will be carried out with federal funding provided through FHWA.

Phase II and II-B require the removal of seven National Register of Historic Places (NRHP)-eligible variable depth concrete bridges known as the SM Wright Freeway Bridge System.

Previous Coordination

TxDOT previously coordinated an **adverse effect finding with mitigation** for the removal of the seven NRHP-eligible bridges comprising the US 175 SM Wright Freeway Bridge System per a letter dated August 18, 2015 with THC concurrence on August 28, 2015 (see HRSR Appendix A, pages 40-5).

Earlier coordination efforts include a no adverse effect finding for the SM Wright Project per a letter dated January 18, 2012 with the THC concurrence on February 7, 2012 (see HRSR Appendix A). The findings and concurrence were based on 30% design submittals with further coordination anticipated as design progressed. Subsequent design changes prompted further coordination with a no adverse effect and *de minimis* finding for use of .91 acre from the NRHP-eligible former Proctor and Gamble Manufacturing Plant per a letter dated May 29, 2013. THC concurred with the no adverse effect and *de minimis* finding June 5, 2013 (see HRSR Appendix A).

Determination of Eligibility

Building upon previous project survey efforts, this identification effort captures properties within the Area of Potential Effects (APE) of 150' from proposed new ROW, and properties adjacent to proposed noise walls with an updated historic-age cutoff date of 1974.

A review of the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL), and TxDOT files identified the following historic properties previously documented within the area of potential effects (APE):

- South Boulevard-Park Row Historic District – listed in the NRHP
- Colonial Hill Historic District – listed in the NRHP
- The Forest Theatre, 1933 Martin Luther King Jr. Blvd. - determined NRHP eligible
- Northbound and Southbound SH 310 Overpass at Pennsylvania Avenue – determined NRHP eligible
- Martin Luther King Jr Blvd. Overpass at SH 310 – determined NRHP eligible

In accordance with provisions of 36 CFR 800, TxDOT conducted a cultural resources survey in April of 2016 to identify additional properties listed and potentially eligible for listing in the NRHP. This

survey identified 21 historic-age resources on 18 parcels not covered by previous survey efforts related to the SM Wright project (please see HRSR), however, TxDOT historians determined none of these properties eligible.

Consultation with Other Parties

In August of 2015, TxDOT contacted the North Texas Council of Government (NTCOG), the Historic Bridge Foundation (HBF), the City of Dallas Historic Preservation Office (HPO), the Dallas County Historical Commission (CHC), and Preservation Dallas with the effects determinations and proposed mitigation (see 2015 Mitigation Report) for the removal of the SM Wright Freeway Bridge system. TxDOT received no comment from any interested parties.

On December 9, 2016, TxDOT contacted Preservation Dallas, the City of Dallas (HPO), the Dallas CHC, and Preservation Dallas to disclose historic property identification efforts, effect determinations and proposed noise walls for Phase II-B. TxDOT received comments from Preservation Dallas emphasizing the significance of the Forest Theatre and their concurrence with our effect determination on this property. In addition, Preservation Dallas disagreed with our eligibility determination on Resource JS-048, the former Fire Station No. 6, slated for displacement to allow for the construction of the community requested southbound IH 45 entrance ramp at Al Lipscomb Way. TxDOT determined the property not-eligible for listing on the NRHP due to a lack of architectural merit and no associations with significant people or events in the history of the area (see HRSR pages 13-4 and 58-64). Preservation Dallas rebutted that the fire station was still architecturally significant to the neighborhood. Despite Preservation Dallas' assertion of the fire station's historic significance, the THC informally agreed with TxDOT's NRHP-eligibility determination of not-eligible. Given the differing perspectives on the importance of the fire station, TxDOT, Preservation Dallas, and the THC continued discussions to reach a more meaningful consultation outcome for all interested parties. As a result, TxDOT committed to conducting research on more inclusive neighborhood stories, such as the planning and development of mid-century civic infrastructure, to be integrated into the project's overarching programmatic mitigation for the SM Wright Freeway Bridge System removal (see Mitigation section below).

Determination of Effect

Direct Effects: No new ROW needed from historic properties, therefore no direct effects.

Indirect Effects – Noise Walls

A traffic noise analysis indicates the project exceeds the FHWA NAC for residential areas, therefore new design parameters introduce noise abatement (a noise barrier) along the northbound frontage road of IH-45, to further minimize noise impacts to the Colonial Hill Historic District in accordance with TxDOT's noise guidelines. The proposed noise wall abuts three contributing parcels, WH-084, WH-085, WH-087, in the district (see HRSR Figure 13, page 118). The proposed noise wall would be 270 ft in length and 18 ft high, situated within TxDOT ROW at the rear property line of these contributing resources. Currently the view at this location consists of an on-ramp retaining wall (see HRSR Figure 14, page 118). Although this proposed noise wall would introduce a visual element, it falls within the rear viewshed of historic district properties. This aspect does not constitute a character-defining feature of the district as a whole, nor its contributing residential properties, and therefore does not contribute to the district's significance. Due to existing vegetation height and density, the presence of other barriers, and the rear facing view, the proposed noise barrier would **not be an adverse visual effect** to the Colonial Hill Historic District (see HRSR Figures 16-18, pages 119-120).

Previous coordination efforts between TxDOT and the THC addressed all other direct and indirect effects on all historic properties identified within the APE. The following is a summary of those efforts (see HRSR, Appendix A: Previous THC Correspondence, pgs 24-46):

- No direct, indirect, or cumulative effects - the NRHP-listed Central Park Historic District, Colonial Hill Historic District, the South Boulevard-Park Row Historic District, and the NRHP-eligible Forest Theatre (THC concurred 2/7/12)
- ***De Minimis*** Impact Finding – NRHP-listed former Proctor and Gamble Manufacturing Plant (THC concurred 6/5/13)
- **Adverse Effect** finding with Mitigation – NRHP eligible SM Wright Freeway Bridge System (THC concurred 8/28/15)

TxDOT examined multiple alternatives to address the removal of the SM Wright Freeway Bridge System. The alternatives analysis indicates the removal of the bridge system necessary for the downgrading of the SM Wright Freeway to SM Wright Parkway. This construction addresses design and operational deficiencies, safety concerns, connectivity problems, and mobility issues that the existing transportation corridor embodies. TxDOT's proposed removal of the SM Wright Freeway Bridge System constitutes an **adverse effect**. TxDOT considered measures to avoid or minimize the adverse effect, such as rehabilitating the existing bridge system and constructing a parallel roadway to the existing SM Wright Freeway. Detailed analysis of these options determined that rehabilitating the existing bridge system did not correct geometric and functional deficiencies of the existing roadway, while constructing a parallel roadway presented unfavorable impacts on the human environment and other Section 4(f) properties adjacent to the existing freeway. TxDOT also considered moving the bridge system, however the bridges are comprised of monolithically poured, cast-in-place concrete. The intrinsic characteristics of the bridge system's material constitution make relocation a highly impractical course of action. See the attached checklist for discussions of planning efforts to avoid and minimize the adverse effect.

Mitigation

TxDOT invoked public participation and collaboration in developing appropriate mitigation measures. This information is detailed in TxDOT's previous coordination letter with the THC, dated August 18, 2015, and summarized below.

As part of the treatment plan for post-1945 historic bridges, TxDOT, THC, and Historic Bridge Foundation (HBF) ranked the SM Wright Freeway bridges in "Group II: Significant Bridges Requiring Programmatic Mitigation." Due to the number of bridges being impacted, TxDOT opted to complete additional mitigation on the SM Wright Freeway bridge system. As a result, TxDOT researched mitigation options and solicited the public's input during Section 106 public involvement activities. Based on feedback from members of the public, as well as input from the HBF and the North Central Texas Council of Governments (NCTOG), TxDOT proposes to complete mitigation specifically for the SM Wright Freeway historic bridge system by erecting interpretive panels located along the proposed SM Wright Boulevard. These interpretive panels will include educational information about the bridges and their historical significance. These panels would focus on the bridges' engineering significance, and would be incorporated into the overall proposed project design. Topics may also include mid-century civic infrastructure in the project area. This strategy comports with the programmatic educational outreach campaign envisioned for the post-1945 historic bridges.

Conclusion
We have completed consultation with Preservation Dallas, the City of Dallas HPO, and the Dallas CHC on our eligibility determinations and project effects, and request a 20-day review process to accommodate comment by March 6, 2017.

TxDOT hereby requests your signed concurrence of our updated determination of an **adverse effect** to the SM Wright Freeway bridge system with mitigation remains valid. In addition, TxDOT requests concurrence with our **no adverse effect** findings on the Colonial Hill Historic District. Lastly, TxDOT requests concurrence with our not eligible determinations for the additional 21 historic-age resources identified in the project's APE, including the former Fire Station No. 6.

We additionally notify you that SHPO is the designated official with jurisdiction over Section 4(f) resources protected under the provisions of 23 CFR 774 and that your comments on our Section 106 findings will be integrated into decision-making regarding prudent and feasible alternatives for purposes of Section 4(f) evaluations. Final determinations for the Section 4(f) process will be rendered by TxDOT pursuant to 23 U.S.C. 327 and the afore-mentioned MOU dated 12-16-14.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please call me at (512) 416-2770 or chantal.mckenzie@txdot.gov.

Sincerely,

Chantal McKenzie
Architectural Historian
Historical Studies Branch
Environmental Affairs Division

cc: Bruce Jensen, Cultural Resources Section Director, BJ

SM WRIGHT FWY BRIDGE SYSTEM
ADVERSE EFFECTS WITH MITIGATION
NO COMMENTS ON SECTION 4(f) EVALUATION

NAME: _____ DATE: 14 Feb 2017
for Mark Wolfe, State Historic Preservation Officer

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS

NO ADVERSE EFFECTS TO COLONIAL HILL HISTORIC DISTRICT

NAME: _____ DATE: 14 Feb 2017
for Mark Wolfe, State Historic Preservation Officer

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS

NOT ELIGIBLE 21 HISTORIC-AGE PROPERTIES WITHIN APE

NAME: _____ DATE: 14 Feb 2017
for Mark Wolfe, State Historic Preservation Officer

Report for Historical Studies Survey

CSJ 0092-01-059 & 0092-14-088
S.M. Wright Project Phase II-B: State Highway (SH) 310 from Pennsylvania Avenue to North of Al Lipscomb Way (formerly Grand Avenue) and Interstate 45 (IH 45) from Lenway Street to Good Latimer Expressway
Dallas County- Dallas District

Deborah Dobson-Brown, Principal Investigator
AmaTerra Environmental, Inc.
December 5, 2016

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12-16-2014, and executed by FHWA and TxDOT.

This technical report is produced for the purposes of meeting requirements under Section 106 of the National Historic Preservation Act, the Antiquities Code of Texas, and other cultural resource legislation related to environmental clearance as applicable.

Abstract

The Texas Department of Transportation (TxDOT) Dallas District (District) proposes to reconfigure the existing interchange between Interstate Highway 45 (IH 45), State Highway 310 (SH 310, previously referred to as US 175, the S.M. Wright Freeway), Cesar Chavez Boulevard, and Good Latimer Expressway southeast of downtown Dallas in Dallas County, Texas. The improvements would extend the proposed S.M. Wright Parkway to connect exclusively to Cesar Chavez Boulevard. The existing S.M. Wright Freeway underpass of Martin Luther King, Jr. (MLK) Boulevard would be converted to an at-grade signalized intersection. The IH 45 frontage roads would be extended to MLK Boulevard and existing ramps connecting to MLK Boulevard and the S.M. Wright Freeway would be relocated to the proposed signalized intersections of the IH 45 frontage roads and MLK Boulevard. A northbound exit ramp to Al Lipscomb Way from IH 45 as well as a southbound entrance ramp from Al Lipscomb Way to IH 45 would also be constructed. Additional improvements would focus on pedestrian and bicycle safety.

The present undertaking is related to a separate undertaking involving SH 310 (S.M. Wright Project Phases I and II, CSJ 0092-01-052, -054, and 0197-02-921) and addressed under separate cover (Korfmacher, 2011). The present survey addresses a six-year gap between the letting date of the previous project (2013) and the current proposed undertaking (2019), plus additional right-of-way not covered by the previous survey. The present survey identified 21 historic-age resources on 18 parcels not covered by the previous survey efforts for the overall S.M. Wright project. Three of these properties are listed as contributing to the NRHP-listed South Boulevard-Park Row Historic District under Criterion C. One additional listed historic district, the Colonial Hill Historic District, is located within the APE, but no surveyed properties are considered contributing to the historic district. One previously determined eligible property, the Forest Theater at 1933 MLK Boulevard, is located within the APE.

Proposed project activities would not impact the historic integrity of any of the individual properties, contributing resources, or historic districts. The proposed undertaking would have **No Adverse Effect** on historic properties covered by this survey under Section 106.

Project Identification

- **Date:** 12/5/2016
- **Date(s) of Fieldwork:** April 2016
- **Historical Studies Survey Type:** Constraints Analysis ☐ Reconnaissance ☒ Intensive ☐
- **Report Version:** Draft ☐ Final ☒
- **Regulatory Jurisdiction:** Federal ☒ State ☐
- **TxDOT Contract Number:** 18-648P5004
- **District:** Dallas
- **County or Counties:** Dallas
- **Highway:** State Highway (SH) 310 (S.M. Wright Freeway) & Interstate 45 (IH 45) (see **Appendix E**, **Figure 1**) *[Note: All figures references throughout this report are in Appendix E.]*
- **CSJ:** 0092-01-059 & 0092-14-088
- **Report Author(s):** Erica Howard, Erin Mace, Kurt Korfmacher & Deborah Dobson-Brown
- **Principal Investigator:** Deborah Dobson-Brown

Project Description

- **Project Type:** Reconfigure existing interchange between IH 45, S.M. Wright Freeway, Cesar Chavez Boulevard, and Good Latimer Expressway (see **Figure 1** for project location)
- **Total Project Length:** approximately 1.4 miles
- **New Right of Way (ROW) Acreage:** approximately 1.7 acres
- **Easement Acreage:** None
- **Project Description and Impacts:** In the previous S.M. Wright survey (CSJs 0092-01-052, 009-01-054, and 0197-02-921), the construction activity included, but was not limited to, converting S.M. Wright Freeway from an existing six-lane freeway to a low speed, signalized six-lane urban arterial and maintaining the ramp access from S.M. Wright Freeway to IH 45.

  The current project includes the reconfiguration of the existing interchange between IH 45, the S.M. Wright Freeway, Cesar Chavez Boulevard, and Good Latimer Expressway (see **Figure 2**). The improvements would extend the proposed S.M. Wright Parkway to connect exclusively to Cesar Chavez Boulevard. The existing S.M. Wright Freeway underpass of Martin Luther King, Jr. (MLK) Boulevard would be converted to an at-grade signalized intersection. The IH 45 frontage roads would be extended to MLK Boulevard and existing ramps connecting to MLK Boulevard and the S.M. Wright Freeway would be relocated to the proposed signalized intersections of the IH 45 frontage roads and MLK Boulevard. A northbound exit ramp to Al Lipscomb Way from IH 45 as well as a southbound entrance ramp from Al Lipscomb Way to IH 45 would also be constructed.

  Pedestrian and bicycle improvements would be constructed along the proposed S.M. Wright Parkway to create a continuous network between S.M. Wright Parkway, MLK Boulevard, Al Lipscomb Way, and Good Latimer Expressway. Additional right-of-way (ROW), totaling approximately 1.7 acres, is anticipated to be required along both the east and west sides of IH 45

to accommodate the proposed extension of the IH 45 frontage roads and ramp connections. See **Appendix F** for project schematics.

The proposed project is scheduled to let for construction in January 2019.

- **Area of Potential Effects (APE):**

  The existing ROW ☐

  150' from proposed ROW and easements ☒

  300' from proposed ROW and easements ☐

  Custom: _____ feet from proposed ROW and easements ☐

  Comments: **Figure 2** shows the project study area. **Figure 3** shows the current ROW and APE in comparison with the 2011 ROW and APE.

- **Historic-Age Survey Cut-Off Date:** 1974

  Comments on Historic-Age Survey Cut-Off Date: For areas that have been previously surveyed in December 2011 for the S.M. Wright Project Phases I and II (CSJs 0092-01-052, 0092-01-054, and 0197-02-921), the survey period will be 1968-1974. For areas where there is new ROW added, all historic-age resources built in 1974 or before will be surveyed. **Figure 3** shows areas of new ROW for 2016 survey.

Project Setting

- **Study Area:** Building on previous project research conducted in 2011 for S.M. Wright Project Phases I and II (CSJs 0092-01-052, 0092-01-054, and 0197-02-921), project historians reviewed, verified, and updated, as needed, sources and context, which were provided in the previous survey.

  The study area extends 1,300 feet beyond the proposed ROW. Sources included general interest websites, books, governmental websites, historic and current aerial photography, and historic and current maps. In addition, historians consulted the Texas Historic Sites Atlas and TxDOT-provided Google Earth layer for information regarding existing historic properties located within the project study area, which is shown in **Figure 2**.

  - National Register of Historic Places (NRHP)

    There are eight National Register Properties and Districts within 1,300 feet of the proposed ROW:

    - South Boulevard-Park Row Historic District
    - Colonial Hill Historic District
    - Central Park Historic District (determined eligible by THC)
    - Forest Theater (SM-012; determined eligible by THC)
    - Monroe Shops
    - Stanard-Tilton Flour Mill
    - Levi-Moses House
    - Levi-Topletz House

  - State Antiquities Landmarks (SAL)

    There are no non-archeological SAL within 1,300 feet of the proposed ROW.

- Recorded Texas Historic Landmark (RTHL)
  There are no RTHL within 1,300 feet of the proposed ROW.
- Official Texas Historical Markers (OTHM)/Local Historical Markers
  There are no OTHM/Local Historical Markers in the project study area.
- TxDOT-provided a Google Earth layer of eligible historic structures and bridges:
  There are three identified eligible historic bridges in the study area:
  - MLK Jr. Boulevard at SH 310 (NBI# 180570009201074; see **Appendix A** & **Figure 2**)
  - SH 310 SB at Pennsylvania Avenue (NBI# 180570009201326; see **Appendix A** & **Figure 2**)
  - SH 310 NB at Pennsylvania Avenue (NBI# 180570009201075; see **Appendix A** & **Figure 2**)

- **Historic Land Use:** Based on sources including, but not limited to the Texas Historic Overlay, United States Department of Agriculture Soil Survey maps, United States Geological Survey maps, Texas State Highway Department maps, aerial photographs, and Sanborn maps, the historic land use has remained suburban residential and commercial for the past 100 years.
- **Current Land Use:** The current land use of the project area is a mix of residential and commercial. Over the years, many buildings, both residential and commercial, have been demolished, either individually or due to construction of IH 45. Individual parcels were developed into modern commercial buildings or remain vacant.
- **Historic Period:** Due to construction dates of the area buildings and the presence of historic districts influenced by building patterns pre-dating their construction, the historic period of significance is 1880-1974.
- **Comments on Project Setting:** The proposed project is located southeast of the Central Business District in the City of Dallas in Dallas County, Texas. The project area primarily consists of commercial and residential buildings.

Public Involvement

- **Public Meeting:** Per the June 2016 Environmental Assessment for the project, a public meeting was held in February 2015 for interested members of the public and elected officials of local government. A total of 100 people attended, including 71 members of the public and four elected officials or their representatives. The overall response was positive, with individual concerns mostly regarding noise, access issues, and traffic patterns. The public meeting notes did not record any concerns regarding historic properties in the vicinity of the project area. A follow-up public hearing is scheduled for Fall 2016.
- **Consulting Party Correspondence: Appendix A** contains previous historic-age resources correspondence. Included is 2012-2013 correspondence relating to S.M. Wright Project Phases I and II. Also included, with regard to historic bridges, is a copy of the coordination letter between Bruce Jensen (TxDOT) and Linda Henderson (THC) that was sent to Mark Doty, City of Dallas Preservation Officer, the Dallas Landmark Commission, the Dallas County Historical Commission, and the Historic Bridge Foundation. Only the Historic Bridge Foundation responded with comments, the response to which was integrated into the formal coordination with THC.

Survey Methods

- **Surveyors:** Erica Howard & Deborah Dobson-Brown
- **Methodological Description:** The level of effort necessary to satisfy Section 106 obligations for the proposed action includes a reconnaissance-level survey of the APE to identify historic-age

properties, evaluate them for eligibility for listing in the NRHP and determine effects to historic properties. While the character of the area has changed since the historic period, a cursory comparison of historic aerial photography to current aerials reveals large swaths of historic-age properties within the study area and proposed APE requiring further investigation.

As stipulated in Section I.B(2)b of the December 2015 Programmatic Agreement among the Federal Highway Administration (FHWA), TxDOT, the Texas State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) Regarding the Implementation of Transportation Undertakings, the Area of Potential Effects (APE) is 150 feet beyond the proposed ROW boundaries. The APE includes all parcels of land that are partially or wholly contained within the limits of the APE.

Each resource was given a map ID number, keyed to a resource location map (**Figure 4**), and included in a tabular inventory (**Appendix B, Table 1**). The address, if available, or location information and latitude/longitude was recorded and provided in the survey report. The map ID numbers used in this survey continue the map ID numbers used in the original 2011 survey for ease of reference to previously coordinated properties. As with the 2011 survey, the surveyed properties are either prefaced by "JS" for those properties adjacent to IH-45, or "SM" for those properties adjacent to SH 310.

Multiple digital photographs were taken of each resource that is of historic-age and accessible. If possible, photographs include at least two oblique views of the primary façade and a side façade. Additional photographs were taken if the surveyor felt that a property warranted in-depth documentation or to show diminished integrity. Digital files with descriptive digital photo file name will be made available upon request. Photographs of the surveyed resources, arranged by Map I.D. number, are located in **Appendix D**.

To determine the construction date, Dallas County Appraisal District property records were consulted, as well as historic mapping and aerial photography, in conjunction with field assessment by a professional historian. Data collected in the field includes, but is not limited to, style, form/plan, construction date, and any modifications made to the property. Once information was gathered, analysis was conducted to determine whether the property is individually eligible for listing in the National Register or whether it contributes to the significance of a potential historic district.

All work was conducted and supervised by individuals meeting the Secretary of the Interior's Professional Qualifications Standards for history and architectural history. The survey complies with ENV Standards of Submission in regards to maps, tables, images and image quality, and geographic information system files.

Survey Results

- **Project Area Description:** The project area, located at the confluence of IH 45 and SH 310 (also known as S.M. Wright Freeway), traces its roots back to the streetcar neighborhoods of the early twentieth century and is thus mostly composed of residential and commercial properties. The construction of IH 45 in the 1970s divided some neighborhoods and isolated others, such as Colonial Hill.

  Literature Review/Context: The *Handbook of Texas Online* gave researchers an overview of the history of Dallas County and the City of Dallas. Local online resources such as the Dallas County website provided context for the period of significance. Researchers also reviewed the *Dallas Morning News* for local information. Researchers consulted secondary resources and NRHP district nominations for further information on the project area. Much of the historic context was adapted from previous surveys conducted in the study area for Trinity Parkway and earlier phases of the SM Wright project.

Additional information came from historic aerial photographs obtained through the U.S. Geological Survey's *EarthExplorer* website and Google Earth Pro (**Figure 5**).

Previous surveys of the SM Wright project area in 2011 resulted in the identification of 43 historic-age properties within the APE shared by the current survey (**Appendix C, Table 2**). Of these 43 properties, three have since been demolished. Four are contributing properties to the Colonial Hill Historic District, six are contributing properties to the South Boulevard-Park Row Historic District, and one was determined eligible for NRHP listing by the 2011 survey. The remaining 29 properties were all determined not eligible for listing in the NRHP by the 2011 survey and subsequent agency coordination. Later survey efforts identified three additional bridges eligible for listing in the NRHP: the MLK Blvd. Overpass at SH 310, the SB SH 310 Bridge over Pennsylvania Avenue, and the NB SH 310 Bridge over Pennsylvania Avenue (**Appendix A**).

Context

With the development of the streetcar in Dallas, urban sprawl and development began in the late 1800s. South Dallas underwent a transformation during the twentieth century. What started as a mostly white residential area with a range of income levels in the early part of the century quickly became a haven for Dallas minorities in the second half, particularly African Americans. The period of significance for properties in the project area is 1872-1975. The following information previously appeared in the 2011 S.M. Wright Survey (Korfmacher, 2011).

Streetcars and Suburbs (1872-1930)

The arrival of the Houston and Texas Central Railroad in 1872 and the Texas and Pacific Railroad in 1873 paved the way for the city's tremendous commercial boom. Soon after, a network of streetcar lines were built, and suburbanization of Dallas ensued. The street railway network in Dallas grew remarkably over the next fifty years and many of the burgeoning suburbs built well into the 1920s were fueled by real-estate speculation tied to streetcar line expansions (Acheson 1977: 201-204). Speculators immediately bought up property around the outskirts that lined up with potential streetcar line expansions in order to make a killing as the new additions sprang up to house the influx of new residents to Dallas (McDonald 1978: 85-87).

The development of the streetcar lines created the first real separable neighborhoods as early as Edward Browder's addition built in 1874 between today's City Hall and Farmer's Market. The Colonial Hill development two miles southeast of the downtown area was established along the original Commerce and Ervay Street car line where it jogged over south onto Colonial Avenue and continued out to Hatcher Street. Being near the industrial plants that developed along the Trinity River and railroad tracks, Colonial Hill was comprised mainly of homes built for factory workers. However, certain additions in upper Colonial Hill consisted of larger, finer homes built for the more affluent factory owners and managers, thus creating a mixed development. The project corridor forms the northeast boundary for the Colonial Hill Historic District (Colonial Hill Historic District NRHP Nomination 1995).

On the other side of S.M. Wright Freeway lies the South Boulevard-Park Row Historic District. Platted in the 1920s, the neighborhood became comprised predominantly of an affluent Jewish community, boasting a synagogue designed by prominent architect Howard Myers. The neighborhood remained the focal point of Dallas' wealthy Jewish population until the early 1950s, when the synagogue relocated to north Dallas and residents quickly moved to follow. In their place, prominent African Americans moved in and turned the neighborhood into a well-to-do African-American district (South Boulevard-Park Row Historic District NRHP Nomination 1979).

African-American Settlement and Segregation (1916-1968)

In the late nineteenth century, southeast Dallas was a farming community and home to several African American farm-owners and families who settled there after the Civil War. A number of African-American churches, schools, and cemeteries were built in the area in the wake of

Reconstruction further prompting the formation of an African-American "section" of Dallas. However, much of the area was unofficially reserved for affluent whites (Graff, 2008: 167). Institutionalized segregation came to Dallas neighborhoods in 1916, when the city passed a segregation ordinance requiring all neighborhoods to be labeled black or white only; mixed neighborhoods were forbidden (Phillips 2006: 63).

In the aftermath of the ordinance, several neighborhoods in South Dallas were developed exclusively for African Americans. Queen City Heights (approximately 1,300 feet east of the project area) developed between 1915 and 1945 around an existing concentration of African-American churches, schools, and businesses. In addition, Wheatley Place, also near the project area, was platted in 1916 as the first neighborhood built for and advertised directly to the African-American community. Wheatley Place attracted aspiring, middle-class African Americans. Lincoln Manor and the Roosevelt Addition, both near Wheatley Place, were two additional "black only" neighborhoods (McKnight 1990: 44-45).

After World War I, the growing African-American communities prompted white residents to take action against a perceived intrusion and property devaluation and segregation increased (Graff 2008: 167). An attempt was made to establish a "color line" south of Cooper Street in the Colonial Hill District, to "protect" the white communities living in the exclusive neighborhoods of The Cedars and Colonial Hill. Partially in an effort to enforce this "color line", the area that would become Romine Avenue Historic District was platted (Romine Avenue Historic District NRHP Nomination 1995). Located east of S.M. Wright Freeway, this district is also in the study area. It was the first to be built exclusively for African Americans in which the houses were built substantially of brick or stone. Like Wheatley Place, Romine Avenue attracted a more affluent African-American community.

African Americans who attempted to cross the "color line" or moved too close to marginalized white neighborhoods were often the targets of violent reaction. Whites living near African-American neighborhoods sometimes complained of the latter group's children walking through white neighborhoods to reach segregated schools. In 1927 and again in 1929, African-American homes were firebombed for being "too close" to white neighborhoods (Phillips 2006: 64). Combined with the specific African-American subdivisions and the segregation law, the violence proved effective in keeping African Americans grouped in a small area. By 1940, the city's 50,400 African Americans (out of a total population of 295,000) lived in segregated neighborhoods covering only 3.5 square miles out of the city's total area of 41 square miles. 80 percent of the housing at the time was considered "substandard" by city authorities (Phillips 2006: 120).

After World War II, increasing industrialization brought more African Americans to South Dallas. Many African-American families finally gained financial prosperity through home ownership. The segregated city, however, remained intolerant of mixed neighborhoods. In 1941, 18 homes along Oakland Boulevard were firebombed after African Americans tried to move in (Graf 2008: 175). This was repeated in 1950-51. Unlike previous violence, however, this did not stop African Americans from migrating to other areas of South Dallas. Coupled with the lack of zoning, this led to the abandonment by the white community to newer, more exclusive neighborhoods in north Dallas, and the eventual adoption of South Dallas by the African-American community (Graf 2008: 169).

By the 1960s, the African-American population started making strides into political action. Dallas schools were finally ordered desegregated in 1961, although the change took years to implement (Graf 2008: 177). Local activists such as the Reverend Dr. S.M. Wright fought for African-American interests and helped prevent race riots during the tumultuous 1960s (S.M. Wright Foundation 2016). Although the neighborhood segregation law was repealed, African Americans remained largely confined to South Dallas due to economics and the lack of affordable housing elsewhere in the city.

Post-War Suburbanization and Freeway Development (1945-1975)
The surge in the oil industry and the booming defense industry engendered by the Second World War helped to usher in one of Dallas' periods of greatest growth in the 1950s and 1960s. Personal automobiles became the preferred method of travel for the post-war resident. As freeways continued to encircle the city, much of the remaining farmland slowly gave way to suburban growth. Manufacturing greatly increased, creating additional demand for improved infrastructure to support the transportation of goods and materials. The interstate highway system replaced the railroads as the main way to move machinery and farm materials into the area and agricultural production to market as well as providing for the general upturn in commerce and communication for a fast-growing population (Mertz 2009).

IH 45 began construction around 1950 south of present I-20 and was one of the first rural interstates constructed in Texas. Central Expressway was constructed in 1952 along the old Houston and Texas Central railroad track and served as the tie-in for IH 45 between I-20 and downtown Dallas. IH 45 was not completed between downtown and I-20 until 1975. The section of IH 45 between downtown and the Trinity River was originally designed as a strictly elevated roadway. However, the freeway's design was later modified in 1970 to include an at-grade section through the Spence neighborhood (south end of Colonial Hill Historic District) through the efforts of Reverend Wright and the Dallas Interdenominational Ministerial Alliance (Dallas Morning News, Sept. 15, 1970). The four-mile stretch of Central Expressway known as S.M. Wright Freeway was named after Reverend Wright; he was the first African American to have a Dallas freeway named in his honor (S.M. Wright Foundation 2016).

- **APE Integrity:** Examination of historic aerials compared to current aerials, combined with the current ground survey, suggests the integrity of the APE was relatively intact during the second half of the historic period (pre-dating construction of IH 45). The biggest impact to historic-age buildings in the project area was the construction of IH 45, as the freeway bisected neighborhoods and prompted the demolition of numerous properties both within the ROW and in the immediate vicinity. Recent impacts include demolition of derelict homes or replacement of older building stock with newer commercial properties.

  The cutoff date for historic-age properties was set at 1974, based on the scheduled construction letting date of 2019 (minus 45 years).

Recommendations

The field surveys inventoried a total of 21 resources not covered by previous survey efforts within the project's Study Area. A tabular inventory of all surveyed resources can be found in Appendix B and each identified resource has been keyed to a Resource Location Map (**Figure 4**). Photographs of the surveyed resources, arranged by Map I.D. number, are located in **Appendix D**.

Historic Property Evaluations (including historic districts):

The field effort inventoried a total of 21 buildings and structures on 18 parcels within the project APE. Project historians used a variety of sources to date and determine the style of surveyed resources including *A Field Guide to American Houses* (McAlester 2013), *Common Houses in America's Small Towns* (Jakle et al 1989), *The Buildings of Main Street: A Guide to American Commercial Architecture* (Longstreth 1987), National Park Service Bulletins, TxDOT publications, county appraisal records, impromptu interviews with property owners, and professional experience.

- Properties not eligible for the NRHP:

  Domestic Buildings (Map IDs JS-049 through 053, JS-055 through 060)

Fourteen of the locations in the APE contain houses and domestic buildings, making them the dominant property type in the project area. Domestic buildings are residences and their linked structures, such as garages and sheds. Domestic buildings of historic-age in the APE are one or two story wood frame houses with gabled or hipped roofs, without garages, built between 1902 and 1958. Most have received major alterations over time including additions, altered doors, replacement windows, replacement siding or brick veneers, and porch enclosures so that few houses retain their original integrity of materials and design. Several houses are undergoing (or recently underwent) renovation and/or remodeling. With a few notable exceptions, the residential portions of South Dallas in the APE are generally not affluent and the housing stock reflects their continuing lower socio-economic status.

A domestic building can be eligible for NRHP listing under Criterion C if it was constructed in or prior to 1974 and it retains a significant amount of its architectural integrity; in other words, it should appear almost exactly as it did at the time of construction or when it was sympathetically altered in or prior to 1974. Significant additions and unsympathetic alterations, such as the application of synthetic siding, replacement of original wooden porch supports with metal ones, and the replacement of wood sash windows with aluminum sash units, diminish the building's architectural integrity and make it not eligible for NRHP listing. In addition, a domestic building should be clearly associated with one of the significant historic themes listed above. Buildings eligible under Criteria A or B should have strong historical associations, but do not have to be unaltered or even particularly noteworthy examples of an architectural style, form, or type.

Most of the residential houses identified by the survey (with the notable exception of the three located within the boundaries of the South Boulevard-Park Row Historic District) possess little to no known significance under Criteria A or B, and are not noteworthy examples of a particular architectural style under Criterion C. Specific styles and representative, non-eligible properties are discussed below.

Popular Plan Houses

The popular culture of the expanding middle class of America in the first decades of the twentieth century was very much influenced by the emerging magazine business and its emphasis on both self-improvement and the relentless promotion of style. House plans for whole pre-cut houses in the latest styles could be ordered from companies like Aladdin in Bay City, Michigan, or Ward & Harris in Chicago, as well as the national giant Sears, Roebuck, & Company and shipped by rail anywhere in America. The popularity of certain styles promoted by the national media of the day created a desire for "new style" housing. The four most promoted house types that became common in America during the first half of the twentieth century were the classic Colonial Revival, the horizontally oriented Prairie Style, the stucco-and-tile of the Spanish Revival styles, and the Craftsman bungalow (McAlester 2013: 522, 552, and 568).

Bungalows

A bungalow is a one- or one-and-one-half story house that has its roots in the Indian province of Bengal and achieved great popularity in America during the first three decades of the twentieth century thanks to the efforts of furniture maker Gustav Stickley and his magazine, *The Craftsman* (Weismann 1988: v). The popularity of the Craftsman look inspired a wide variety of builders to imitate high style examples through decorative additions. Individuals could purchase plans for bungalows from local lumberyards, or they could buy pre-cut kits from Sears Roebuck, Montgomery Ward, Aladdin, and other mail-order catalog companies (Craven 2015). Character-defining features of Craftsman-influenced bungalows are a low pitched front-, side- or cross-gabled roof with deep eaves and exposed rafter tails; decorative false beam ends or knee braces under gables; a full- or partial-width porch, supported by battered square columns resting on square masonry piers that extend to ground level; and double-hung windows, typically in groups of two or more (McAlester 2013: 567-578). More modest examples lack much of the distinctive ornamentation but commonly retain the exposed rafter tails, overhanging eaves, and simple knee

braces. Although most bungalows are front or side-gabled, a few have irregular massing creating unique floor plans (Jakle et al 1989: 170-180). In plan, bungalows are typically divided into two zones by a central load-bearing wall running from front to rear. On one side of the house are the public spaces: the parlor, dining room, and kitchen, while on the opposite side are the private spaces: the bedrooms and bath(s). An important characteristic of bungalow-plan houses is that the public spaces open directly into one another and onto the porch, which is treated as an outdoor room.

Map IDs JS-050, JS-058, and JS-059 are all examples of domestic building stock displaying Craftsman influences without adhering to the character-defining aspects of the style. All of these properties display alterations and changes impacting integrity of design, materials, workmanship, and feeling. None are recommended eligible for listing in the NRHP.

Prairie

One of the few truly indigenous American architectural styles, the Prairie style originated in Chicago in the late nineteenth century as a unique domestic style. Championed by its recognized master, Frank Lloyd Wright, the Prairie style took off in the Midwest, where architects influenced by Wright and the other Chicagoans put their own touches on the style. Pattern books published by catalog companies such as Sears Roebuck furthered the reach of the Prairie style through modest vernacular examples. Despite the star power of its chief proponent, the Prairie style did not experience great popularity outside of the Midwest, nor did it last particularly long in the architectural time line. For the most part, the style fell out of favor by the late 1920s, replaced by other eclectic styles from the west coast.

Prairie style buildings have low pitched roofs, usually hipped with wide overhanging eaves. True examples are two-story, with one-story wings or porches enhancing the horizontal nature of the building. Vernacular Prairie houses may be one or two stories. Porch supports are heavy, square, and prominent. Prairie style houses may be symmetrical or asymmetrical; high style examples tend to be the latter, while modest versions are more likely the former. Gabled roofs are uncommon, and usually incorporate design elements of other styles such as Tudor Revival.

Map IDs JS-052, JS-053, and JS-055 all display characteristics of the Prairie style, although none of them are strict adherents to the style. Built between 1902 and 1920, all three have undergone significant alterations including additions, replacement windows and siding, and altered porches to a degree that they cannot convey any significance under Criterion C (especially when in the vicinity of good examples of the style located within the South Boulevard-Park Row Historic District). None of them are recommended eligible for listing in the NRHP.

Other Housing Styles

While popular plan houses pulled from the catalogs of mail-order retailers make up a significant portion of the houses in the APE, they are far from the only examples of domestic architecture. The ubiquitous “National Folk” cottage, shotgun, Minimal Traditional, and even modest examples of higher styles are all present in the region.

Tudor Revival

Tudor Revival is one common style of the early twentieth century eclectic movement in architecture, where the styling of modest homes was influenced by the designs of European-trained or influenced architects for high-end clients. The first Tudor Revival houses in the United States date from the late nineteenth century, and tend to be architect-designed landmarks that closely copy English models. These early examples usually were of masonry construction; more modest examples built in the first decades of the twentieth century tend to use stucco and wood siding. In the 1920s, improvements in masonry veneering allowed for an explosion of the style across the country, leading to the construction of entire neighborhoods of Tudor Revival residences up until World War II. The style fell out of favor in the post-war years as modern, contemporary, and International styles came to dominate mid-century architecture.

Tudor Revival houses are typically asymmetrical mass-plan side-gabled buildings with steeply pitched roofs and cross gables. Larger, two-story variants tend to have more extensive detailing such as false timbering in the gables or around windows; towers and parapets are not uncommon in larger examples as well. One-story, modest examples may have only the barest hint of exterior decoration, relying on roof form to distinguish it from its neighbors. Most homes in this style are wood-frame with a brick, stucco, or stone veneer, although wood-clad buildings are also found. The main entry may be centrally located or off to one side, but is usually distinguished by an archway, porch, or stoop. Windows tend to be tall and narrow, and chimneys large and prominent; decorative chimney pots are common. Arcaded wing walls, multiple front gables, end porches, and overhangs are all typical decorative elements. Cast-stone trim around doorways (and sometimes windows) help lend a quoin like effect, furthering the illusion of a masonry structure.

One property in the APE displays characteristics of the Tudor Revival style, Map ID JS-056. This mixed style house is dominated by Tudor Revival-influence, with some Craftsman features mixed in. Due to a large addition to the rear and alterations to the front, in addition to replacement siding and windows, the house lacks sufficient integrity of design, materials, workmanship, and feeling to be recommended eligible for listing in the National Register.

Ranch

The Ranch style (American Ranch, Western Ranch, or California Rambler) originated in the early-1930s in California loosely following the Spanish Colonial precedents in California filtered through Craftsman and Prairie house styles that had been widely popular earlier in the 20th century. The style remained largely confined to California until after World War II. A combination of factors created a “perfect storm” that led to the wide popularity of the Ranch style in the 1950s and 1960s: the demand for single-family housing by World War II veterans starting families; the GI Bill; which provided many different types of loans for returning veterans to buy homes; an increase in automobile ownership, which freed workers from the need to live close to public transportation routes; and the strict FHA-VA guidelines under which developers operated in order to be able to market the houses to buyers using FHA and VA government-subsidized mortgages.30 Because Ranch houses are very common, the bar for individual architectural significance tends to be high.

Ranch houses have several notable character-defining features. They are usually oriented parallel to the street with asymmetrical facades. The roof is low pitched, either gabled or hipped, with large eaves. Windows tend to be large and plentiful, but may not necessarily be oriented to the street side. Fixed picture windows and sliding glass doors are common. The overall form emphasizes the horizontal, accentuated by low walls, horizontal wood, brick, or stone siding, and a long, narrow shape with relatively simple floor plans and an attached garage (Craven 2016).

One property in the APE displays characteristics of the Ranch style, Map ID JS-057. Built in 1958, this simple example has some character-defining elements of the style but is a basic interpretation of the style and several windows have been replaced. As such, it does not rise to the level of significance required under Criterion C and is recommended not eligible for listing in the NRHP.

No Style/Mixed/Other

Some domestic buildings either have no recognizable style or are a mix of modest elements from recognized architectural styles. Such homes are defined more by their form than their architectural detailing, which ranges from elaborate to non-existent but generally does not fit into one easily definable architectural style. Common plans include the L-plan, the Gable Front and Wing, and the Massed Plan.

These homes were usually erected by local contractors, often a carpenter by trade, who usually did not take advantage even of the trim options available from a local mill or lumber yard. Over the years since they were built, many of them have fallen into disrepair and need extensive restoration in order to cure sagging roof lines, detaching porches, delaminating siding, and other potentially fatal disorders. Many others have been extensively remodeled, all the windows, doors, and siding replaced, and sometimes large and stylistically inappropriate additions made.

Outbuildings commonly fall into this classification as they often have little or no architectural detailing.

Map ID JS-049 is a 1966 two-story apartment building with limited architectural detailing that could be classified as "neo-colonial." The building features a partial mansard roof with modestly pedimented windows on the second floor. A balcony runs the full length of the second floor on the west side. The building is not a significant example of any architectural style under Criterion C, and is recommended not eligible for NRHP listing.

Map ID JS-060 falls into the mixed classification, as it displays characteristics of more than two different architectural styles. This is mostly due to extensive renovations that occurred in the mid-2000s, when a house with Queen Anne influences was stripped of its windows, siding, dormers, pediments, and porch supports to create the current interpretation. These changes, and its modern garage, impact integrity of design, materials, workmanship, and feeling to a degree that it can no longer convey any significance under Criterion C, and is thus recommended not eligible for NRHP listing.

Commercial (Map IDs JS-047, JS-054, and SM-252)
Generally, a commercial building is any resource originally built for commercial purposes. The oldest examples and densest concentrations are found in urban settings, typically in central locations, such as downtowns. However, other examples of this property type are also found in suburban settings, along principal roadways, at major street/road intersections, or at other hubs of activity. Although the category includes resources used for a variety of purposes and with differing physical characteristics, all buildings in this category were built for commerce and trade.

Common commercial buildings in the APE include flat-roofed strip storefronts, stand-alone commercial blocks, multi-story office buildings, and metal warehouses. These rectangular masonry and concrete buildings with adjacent parking are a mix of International and Modern styling, the product of "making as living" European schools of though and the influence of Dallas real estate mogul Trammel Crow. The International style stressed a minimalist, technological approach to design devoid of ornamentation where the exterior expressed some representation of the structural skeleton underneath. As such, right angles, smooth lines, and asymmetry became hallmarks of the style. This was tempered in the 1950s and 1960s with some decorative structural elements such as glass, concrete blocks, or projecting "structural beams creating modern interpretation that was not truly International but not quite as imaginative as the parallel Contemporary style, which further emphasized the structural elements and integrated materials such as stone, wood, or brick to help blend in the with the surrounding landscaping.

The commercial properties identified by the survey efforts are all one-story buildings constructed in 1970 with minimal architectural detailing. They range from a manufacturing/supply business (JS-047) to various financial services (JS-054 and SM-252). None of them have any known significant association with important historic events, trends, or persons under Criteria A and B, and none are significant examples of modern architecture under Criterion C. They are recommended not eligible for NRHP listing.

- Properties not eligible for the NRHP, but had potential for significance prior to full evaluation:

Government Buildings (Map ID JS-048)
Government buildings are those constructed and used by local, state, or federal governments and their agencies. Broadly they include everything from seats of government (capital buildings) down to post offices and fire stations. Architectural styles vary widely, and are generally determined by construction date and era. Many government buildings followed standard templates to make them easily recognizable by the general public. Government buildings often display recognizable character-defining architectural features and may be good examples of a particular architectural style under Criterion C. Government buildings may also be eligible under Criteria A and/or B, depending on the associated governmental branch or service, and the actions of those who

worked there. As always, a government building must retain sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to convey their significance in order to be recommended eligible for NRHP listing.

Survey efforts identified one government building in the project APE, Map ID JS-048. JS-048 is Dallas Fire Department (DFD) Station No. 6, the second station to bear that designation. Constructed in 1954 to replace the first station located at 2202 Forest Avenue (Martin Luther King, Jr. Boulevard; **Figures 6 and 7**), the one-story, Modern building features masonry brick construction under a flat roof with an irregular floor plan. The windows are steel sash windows covered with mesh screens. The three bay doors have eight lights and are flanked by irregularly coursed stone columns at the corners of the engine bay. A concrete parking lot wraps around the east and south sides of the building. The fire station exterior has undergone few visible modifications since construction, although white PVC pipe (likely for the HVAC system) have been added to the north side. Historic aerials indicate the parking lot was originally confined to the rear (**Figure 8**). Station No. 6 is scheduled to be replaced later this year by a new facility currently under construction, located at the west corner of the intersection of Edgewood Street and Pennsylvania Avenue.

DFD Station No. 6 has a long history in fire-fighting efforts in this part of Dallas, but does not rise to the level of significance required under Criterion A for historic events or trends. It also has no known association with an important historic person under Criterion B. In a neighborhood of early twentieth century homes and architectural styles, DFD Station No. 6 stands out as a Modern-influenced building. While it does display some character-defining features of the Modern style, such as the flat roof, fenestration, and stone corners flanking the bay doors, the building is typical for DFD stations of its era. The integrity of Station No. 6's setting has also been severely compromised by the construction of IH-45 and the heavy demolition of the surrounding neighborhood (**Figure 9**). Combined, these factors have greatly altered its historic suburban environment.

Other 1950s-era fire stations exist in Dallas that share the design characteristics of Station No. 6. Stations such as Nos. 36, 37, 38, 41, 43, and 44 are all 1950s-era buildings. They all share similar architectural characteristics with No. 6, including the flat roof with prominent overhangs, brick masonry walls, and long rows of windows. Three stations in particular display equal or superior levels of architectural detail and higher levels of integrity than Station No. 6. Station No. 36, at 3241 N. Hampton Road, is an excellent example of a sister station with nearly identical features as No. 6 (**Figure 10**). It also features large glass picture windows and decorative column details not present at Station No. 6, plus an intact setting. Another comparable building, Station No. 41 at 5920 Royal Lane, features a prominent wing wall not present at Station No. 6 (**Figure 11**). This station shares the masonry columns flanking the bay doors, and also retains a high level of integrity including setting. The 1959 Station No. 44 at 4114 Frank Street is a particularly nice example of a mid-century fire station, with a higher level of architectural detailing than what is present at Station No. 6 including design work in the brick and stylized porches. It possesses a similar level of architectural integrity, but intact integrity of setting (**Figure 12**).

As such, while Station No. 6 is a modest example of a mid-century Modern fire station, it is one of several in the city with similar architectural detailing. In comparison to other contemporary stations such as Station Nos. 36, 41, and 44, Station No. 6 does not rise to the level of architectural significance required under Criterion C, and suffers from a loss of integrity of setting due to the construction of IH-45 and degradation of its surrounding suburban neighborhood. This loss of setting is not shared by the three other fire stations noted above, all of which also possess excellent architectural integrity. Due to better examples existing at the local level and the loss of integrity of setting, Station No. 6 is recommended not eligible for NRHP listing.

- Properties eligible for the NRHP:

  Domestic Buildings (Map IDs SM-253 through 255)

Three residences within the project APE are contributing resources to the listed South Boulevard-Park Row Historic District under Criterion C in the area of Architecture. SM-253 is a one-story Craftsman style house constructed in 1911. SM-254 is a two-story Prairie style house constructed in 1914. SM-255 is a one-story Colonial Revival style house constructed in 1941.

Colonial Revival
Colonial Revival is a broad term used to describe a variety of related housing styles popular from the late nineteenth century well into the post-World War II years. Drawing most of its inspiration from the English and Dutch houses of the east coast, it also borrowed liberally from the Georgian and Adams styles popular in the early nineteenth century. Early examples tend to mimic true colonial houses more accurately than later examples, when borrowing from more than one time period became commonplace. The style enjoyed widespread popularity across the nation, but particularly in the East and Midwest. During the 1920s and 1930s in particular, the style dominated housing construction, partly due to new and inexpensive ways of hanging a brick veneer on a wood-frame building, allowing modest houses to mimic the substantial masonry construction of the original colonies.

Features of the style include a centrally-placed entry accentuated with a decorative pediment supported by pilasters or porch supported by slender columns. Windows commonly flank the entry and are often in pairs with decorative fan lights above. Siding is either horizontal wood or synthetic, or brick veneer. Colonial Revival houses have side-gabled, hipped, or gambrel roofs with shallow or no eave overhang. Early examples are two-story, while later examples may be one to three stories.

All three buildings exhibit minor alterations and changes (replacement front doors, replacement windows, etc.) but overall retain a high degree of architectural integrity such that they are able to convey their significance and contribute to the overall integrity of the historic district under Criterion C.

- **Comments on Evaluations:** None
- **Effects:** Adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

  Two NRHP-listed historic districts (the Colonial Hill Historic District and the South Boulevard-Park Row Historic District) and four individual NRHP-eligible properties (The Forest Theater at 1933 Martin Luther King, Jr., Boulevard, listed as SM-012 on Figure 2B; the Martin Luther King, Jr., Boulevard Overpass at SH 310; the NB SH 310 Overpass at Pennsylvania Avenue; and the SB SH 310 Overpass at Pennsylvania Avenue) are located within the project APE. The MLK Bridge would be removed under the current project, resulting in an adverse effect to the NRHP-eligible property. All three bridges along SH 310/SM Wright are currently undergoing mitigation efforts under separate documentation however and will not be addressed here (Jensen 2015, **Appendix A**). The historic districts and the Forest Theater require further consideration to determine whether the proposed project would result in an adverse effect.

  Colonial Hill Historic District is a neighborhood contained between IH 45 and SH 310, the surviving remnant of a much larger “streetcar” neighborhood developed in two stages (1888-1892 and 1904-1924). The district is characterized by its collection of early twentieth century homes, all located within easy walking distance of the former streetcar line on Ervay Street and Colonial Avenue. Proposed improvements would not directly impact any of the contributing resources to the historic district, as no proposed ROW would come from within the boundaries of the historic district. The proposed improvements would also not indirectly impact any of the contributing resources to the historic district through the introduction of incompatible visual or audible

intrusions, alterations to the district's setting, a change in use, or through diminishing any of the district's character-defining features.

Properties JS-026, JS-027, JS-028, and JS-029 are contributing resources within the Colonial Hill Historic District covered by the original 2011 SM Wright Survey. Properties WH-084, WH-085, and WH-087 are contributing properties covered by the 2010 Trinity Parkway survey (relevant portions of this survey were included in the 2011 SM Wright survey). A fourth property, WH-088, has since been demolished. These properties are the closest contributing properties to the proposed project, all oriented toward Wendelkin Street and facing northeast. All proposed activity will occur to the rear of the properties. **Figure 13** shows the schematic at this location.

Noise analysis was completed for the project area in September 2015 (a copy of the report may be found in **Appendix G**). The closest receiver to the Colonial Hill Historic District was labeled in green as R8 in a triangle of land bounded by Warren Avenue, Wendelkin Street, and the IH-45 northbound frontage road. Three contributing properties (WH-084, WH-085, and WH-087) and one non-contributing property (WH-086, the location of noise receiver R8) are located in this triangle of land (see **Appendix H** for previous survey information on these properties). A noise barrier at R8 was found feasible and approved in the 2013 S.M. Wright Project Phases I and II. The proposed noise barrier would be a wall 270 feet in length and 18 feet high, erected within existing ROW adjacent to the rear property line. The residential duplex at this location was assigned a Noise Abatement Criteria (NAC) level of 67 decibels with A-weighting [dB(A)]. The existing dB(A) at this location is 70 and the predicted in 2035 is 72, a +2 dB(A) noise impact. According to TxDOT's "Guidelines for Analysis and Abatement of Roadway Traffic Noise," a +3 dB(A) is a barely perceptible change (Texas Department of Transportation, 2011: 18). Therefore, a +2 dB(A) increase, which is less than barely perceptible, would have no adverse effect to the Colonial Hill Historic District.

The proposed noise barrier would be an introduced visual element to the Colonial Hill Historic District, along with a second noise barrier proposed immediately north of the historic district (**Figure 13**). Project historians photographed the existing visual conditions of the historic district near these locations to account for the view from within the historic district. Currently, the closest contributing resources (WH-084, WH-085, and WH-087) to the proposed noise barrier are oriented away from IH 45; the rear viewshed for these properties encompasses an existing retaining wall for a northbound on-ramp and the frontage road, both present at the time the historic district was listed in the NRHP **(Figure 14)**. As this rear-facing view is not considered part of the historic setting of the historic district, the view of IH 45 is considered non-contributing to its eligibility.

The proposed noise barrier at this location would replace the existing non-contributing view of these properties (WH-084, WH-085, and WH-087) with that of the barrier. In order to be effective, the barrier would necessarily abut the property line, placing it approximately 40 feet closer to the properties than the existing retaining wall. While this is a visual intrusion to the properties, the noise wall would be oriented to the rear and occupy the non-contributing view of the closest properties (**Figure 15**). Due to existing vegetation height and density, and the presence of other buildings, the proposed noise barriers would have limited visibility from other contributing properties within the historic district, as shown in **Figures 16-18**. As the existing rear view of the contributing properties is not considered a contributing element of the historic district's significance, the barriers would not detract from character-defining characteristics of the historic district. Likewise, the barriers would have limited visibility from elsewhere within the district. Thus, the introduction of the noise barriers would not impact the historic integrity of the district.

The proposed undertaking would not diminish the district's overall integrity of location, setting, design, materials, workmanship, feeling, or association through the introduction of direct or indirect impacts. As such, the proposed undertaking is recommended as having **No Adverse Effect** on the Colonial Hill Historic District.

South Boulevard-Park Row Historic District is an intact residential neighborhood immediately east of SH 310 exemplifying the emerging mercantile class in Dallas in the early years of the twentieth century. The district is characterized by its collection of architect-designed Prairie, Craftsman, Mission Revival, and Colonial Revival residences. Between 1920 and 1950, some of Dallas' most prominent Jewish residents called the neighborhood home. Proposed improvements would not directly impact any of the contributing resources to the historic district, as no proposed ROW would come from within the boundaries of the historic district. The proposed improvements would also not indirectly impact any of the contributing resources to the historic district through the introduction of incompatible visual or audible intrusions, a change in use, or through diminishing any of the district's character-defining features. The proposed improvements would actually eliminate the highway connectors that intruded upon the neighborhood in the 1950s, resulting in a net positive impact on the historic district's setting. **Figure 19** shows the schematic at the South Boulevard-Park Row Historic District with the contributing/ eligible resources labeled and the locations of the removed pavement. Removal of existing pavement would take place mostly to the rear of SM-253, SM 254, and SM 255, which are located within the district. Each of these resources has a southeast orientation, away from the areas of improvement. The rear corner of SM-255 is approximately 30 feet from the existing ROW. SM-254 is approximately 83 feet from the existing ROW, and SM-253 is approximately 197 feet from the existing ROW. A new flyover would be constructed on the west side of the existing NB US 175 to NB IH 45 flyover (to be removed), a change of at least approximately 45 feet away from the historic district boundaries.

In the 2015 noise analysis report, multiple noise receivers were placed within the South Boulevard-Park Row Historic District: R16, R17, R18 and R19. Noise barriers were determined to not be beneficial at these locations due to cost or, in the case of R19, limiting access to a property (SM-255). Each of these receivers was at residential properties with a NAC level of 67 dB(A). R16 has an existing dB(A) of 68 and the predicted 2035 level is 69 dB(A). R17 has an existing dB(A) of 69 and a predicted 2035 dB(A) of 70. The existing level at R18 is 68 dB(A), and the predicted level is 71 dB(A). The existing level at R19 is 67 dB(A), and the predicted level is 70 dB(A). The changes at these locations varies from +1 to +3 dB(A). According to TxDOT's "Guidelines for Analysis and Abatement of Roadway Traffic Noise," a +3 dB(A) is a barely perceptible change (Texas Department of Transportation, 2011: 18).

Removal of surface access connections would help restore the cohesion of the west end of the South Boulevard-Park Row Historic District and eliminate non-contributing circulation networks. It would serve to reconnect a currently isolated contributing resource (SM-002) to the rest of the historic district. Effective noise barriers at this location would restrict access to contributing resources and/or would be too costly in order to have an appreciable reduction in noise levels. The proposed undertaking would not negatively impact character-defining features of the historic district or diminish the district's overall integrity of location, setting, design, materials, workmanship, feeling, or association through the introduction of direct or indirect impacts. As such, the proposed undertaking is recommended as having **No Adverse Effect** on the South Boulevard-Park Row Historic District.

The Forest Theater (SM-012): Located adjacent to the Martin Luther King, Jr., Overpass, the Forest Theater is a 1947 Art Deco/Streamline Modern theater that catered to the local African American community. It was determined eligible in 2011 under Criteria A and C in the areas of Ethnic Heritage and Architecture, respectively, with a period of significance of 1947-1968. The proposed improvements would not directly impact the historic property, although they would introduce new or different visual elements in its immediate vicinity. Because the proposed construction would be confined to the existing ROW, the aspects of location, design, materials and workmanship would not be affected. The remaining three aspects of integrity—setting, feeling, and association—are more subjective so each is discussed below in greater detail.

Setting refers to the character of the place where the historic resource is located. It includes natural and man-made features and how those features relate to the resource. Examples include

buildings, dependencies, roads, paths, fences, open spaces, topographical characteristics, and view sheds. For a resource to have integrity of setting, it should retain the majority of the significant landscape features that it had during the period of significance.

The proposed construction includes returning Martin Luther King, Jr., Boulevard to an at-grade intersection at SH 310. The theater is approximately 90 feet south of the existing bridge. The removal of the bridge would revert the visual setting of the theater to something more resembling the earlier period of its significance, prior to the construction of SM Wright in 1952. Although this is a change to the current visual setting of the theater, it is not incompatible with the theater's period of significance and the visual setting created by the overpass is not considered a critical character-defining aspect of the property's integrity. The theater itself fronts Martin Luther King, Jr., Boulevard, which would not be altered in front of the theater. The relationship of the theater to the roadway would not be negatively impacted by the removal of the bridge. Thus, the setting would not be adversely impacted. **See Figure 20** for a view of the schematic at this location.

Feeling is "a property's expression of the aesthetic or historic sense of a particular period of time." To have integrity of feeling, a building must have surviving physical features that express its historic character and help the observer experience awareness of its history and importance. The physical features of the building and the street-facing orientation of the building would not be impacted by the proposed undertaking. As with setting, the property would retain the necessary integrity of feeling that makes it eligible for NRHP listing.

Association is defined by the National Register as "the direct link between an important historic event or person and a historic property." Integrity of association relies on two factors. First, the site must be the actual place where something significant happened. A property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). None of the activities of the proposed undertaking would impact the theater's integrity of association with the adjacent street, nor its ability to function as a theater.

According to the noise analysis report (**See Appendix G**), the Forest Theater would have no noise impact. The closest receivers are labeled in white as R12 and R14. R12 is a health center with a NAC level of 52 dB(A). Its existing dB(A) is 42 dB(A), and the predicted 2035 level 43 dB(A). The +1 change is considered no impact. R14 is residential with a NAC level of 67. The current dB(A) is 64, and the 2035 predicted level is 62 dB(A). The -2 change is considered no impact.

Because the proposed undertaking would result in no direct or indirect impacts to the integrity, a finding of **No Adverse Effect** is recommended for the Forest Theater. Should the proposed project change in scope or design, the potential to affect the historic-age resource should be taken into consideration.

Cumulative Impact: The draft Environmental Assessment for the project dated June 2016, performed an assessment of potential cumulative impacts of the proposed project (the build alternative), made in accordance with TxDOT guidelines regarding indirect and cumulative impacts. Per that assessment, "…the proposed project would not have substantial direct or indirect impacts on any resource, and there are no resources in the project area in poor or declining heath that would be substantially adversely affected by the proposed project." The build alternative would have a net positive impact on visual impacts to historic properties in the APE, as it would reduce visual intrusions and revert the elevated highway back to a more suburban-friendly signaled thoroughfare, in addition to removing highway access ramps.

The audible impacts to the historic districts would be negligible per TxDOT guidelines for noise. Currently, the noise levels near the two historic districts exceed FHWA Noise Abatement Criteria (NAC) of 67dB(A) for residential properties. Noise walls are proposed for the Colonial Hill Historic District in response to this and the needs and expressed desires of area residents. For South Boulevard-Park Row Historic District, suitable noise walls would be impractical due to cost or

access issues. Traffic modeling suggests the increase in noise due to the proposed undertaking would be negligible under TxDOT guidelines and traffic is not expected to decrease under a No Build alternative. The slight increase in noise or proposed noise barriers near Colonial Hill Historic District would thus not contribute to a decline in the quality of life of residents of the two historic districts.

As such, the build alternative is not anticipated to have a cumulative impact on historic properties within the foreseeable future based on the analysis conducted in the draft June 2016 Environmental Assessment and the current reconnaissance-level survey.

- **Further Work:** A finding of **No Adverse Effect** on historic properties in the project APE is recommended under Section 106, with the exception of the Martin Luther King, Jr., Boulevard Overpass at SH 310. As this bridge is currently being individually mitigated by TxDOT, no further survey work would be required.
- **Justification:** The information provided in this report is believed to be adequate to evaluate effects to historic-age properties located within the project APE.

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Appendix A:
Previous Texas Historical Commission Correspondence and Concurrence

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

January 18, 2012

SECTION 106: IDENTIFICATION OF HISTORIC PROPERTIES AND DETERMINATION OF EFFECTS (30% submittal)
Dallas County
CSJ# 0092-01-052; -054; 0197-02-921
SM Wright Project, Dallas, Texas:
IH 45 – US 175 to S. of Lamar Blvd.
US 175 – S. of Budd St. to IH 45
Direct Connection – IH 45 to US 175/SH 310

Ms. Adrienne Campbell
History Division
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

Dear Ms. Campbell:

In accordance with 36 CFR 800 and the Programmatic Agreement (PA) between the Texas Department of Transportation (TxDOT), the Federal Highways Administration (FHWA), the Advisory Council on Historic Preservation, and the Texas Historical Commission (THC), this letter initiates Section 106 consultation for the above referenced project. We hereby present the results of a report on the eligibility and effects (30% submittal) of the proposed undertaking on properties listed and eligible to the National Register of Historic Places (NRHP).

Project Location:

The project is located in the south part of the City of Dallas, Dallas County, Texas. Land use is primarily residential, with some institutional, religious and commercial properties. The majority of the building stock is denoted by small-scale housing and its associated structures dating approximately from 1920 to 1955. Some portions lie within the Colonial Hill Historic District, and others extend into the South Boulevard-Park Row Historic District, both of which are listed in the NRHP.

Project Description:

The proposed improvements totaling a centerline length of 5 miles are divided into three segments within the project area:

THE TEXAS PLAN
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SM Wright Freeway (US 175 from IH 45 interchange to SH 310):
The existing controlled access freeway will be converted to a low-speed, signalized, six-lane urban arterial roadway with a slightly meandering alignment and pedestrian amenities, including walking paths and landscaping.

CF Hawn Freeway (US 175 south and east of SH 310):
IH 45 and the Hawn Freeway portion of US 175 will be linked by the construction of two-lane direct connecting ramps on new location to carry northbound and southbound vehicular traffic. This would extend the Hawn Freeway west of the existing US 175/SH 310 interchange along with frontage roads to facilitate local access.

IH 45 (US 175 to S. of Lamar Blvd.):
The proposed direct connector ramps between CF Hawn and IH 45 would require the widening /re-striping of the latter facility from its existing six main lanes to eight main lanes between Lamar Street and SM Wright. These improvements would require design exceptions for lane and inside shoulder width.

Project Purpose:

With the proposed conversion of the SM Wright Freeway into an urban arterial with a pedestrian friendly environment, the project seeks to deter the continued decline in population and housing stock in the area. The project responds to local initiatives to improve community cohesion through the creation of a slow speed facility with a park-like setting and pedestrian amenities along SM Wright. Linking the IH 45 and CF Hawn freeways would improve neighborhood environment by removing commuter traffic from the residential areas adjacent to these high speed facilities. A substantial safety-related benefit of the project would be the removal of the accident-prone sharp curve that currently connects SM Wright to CF Hawn (see project maps).

Project Right-of-Way:

While the proposed improvements were originally envisioned to be constructed within a substantial amount of new right-of-way (ROW), traffic engineers have now limited new construction to the existing ROW through various design revisions. The only exception involves a 38-acre segment of new ROW at the southern end of the project necessary for the construction of the connectors linking IH 45 and the CF Hawn Freeway (see dashed red lines denoting new ROW in various project maps).

***Non-Archelogical Historic-Age Resource Reconnaissance Survey Report, SM Wright, Dallas County* (December 2011):**

The attached report presents the findings of a 2010 reconnaissance-level survey with a cut-off date of 1968 for the identification of standing historic-age structures. The survey was undertaken in a variable area of potential effects (APE), which extended to 150 ft. from the existing ROW along the SM Wright and IH 45 project segments, and to 300 ft. from the proposed ROW in the new location segment for the IH 45-CF Hawn direct connectors. The APE includes all parcels of land that fall completely or partially within its boundaries.

As a result of the 2010 survey efforts, 390 historic-age resources were identified on 290 sites in the APE. Since the project area also includes portions of the previously surveyed Trinity Parkway project APE, those properties were not re-surveyed, but are presented in a distinct section of the document with their original ID numbers and with their own color-code in the attached maps. With the 175 properties surveyed during the Trinity Parkway identification effort, the total number of resources presented in the attached SM Wright survey totals 585 buildings on 465 sites.

Appendix A includes a tabular inventory of all resources identified in the 2010 survey, each of which is keyed to location maps found in Appendix B. Individual inventory forms with photographs for these resources are found in Appendix C, while the tabular and inventory forms for the Trinity properties are included in Appendices D and E, respectively. A few missing entries in the inventory represent surveyed resources removed from the report due to demolition or corrected construction dates. So as not to alter the established numeration system since the survey's inception, the following map ID numbers were not removed: JS-21, 24; SM-25, 85, 189, 209 and 221.

The majority, or 88%, of surveyed properties are of the domestic type, with some commercial and light industrial resources. The properties were evaluated under a broad number of themes ranging from the advent of streetcar and suburbs in the late 19th and early 20th centuries to post-war suburbanization and freeway development in the mid-20th century. Because of the large number of surveyed resources, the project area has been divided into the following geographic regions:

Julius Schepps Zone (JS):
The zone extends along both sides of IH 45 from Corinth Street to the Trinity River with a mix of residential, industrial and commercial buildings. Residential properties are located in or near the NRHP-listed Colonial Hill Historic District.

SM Wright Zone (SM):
The zone covers properties along both sides of US 175 extending from the IH 45/US 175 interchange south to the US 175/SH 310 interchange ("Deadman's Curve"), and then east on US 175 to Railroad Avenue. A scattering of commercial properties along US 175 are present within the larger tally of residences, some of which are located within the NRHP-listed Colonial Hill and South Boulevard-Park Row historic districts.

Trinity Parkway Zone (IN, MK, WH, EH):
Four zones of the Trinity Parkway survey are found within the current APE of SM Wright. The zones include the primarily commercial Industrial Blvd. zone (IN); the primarily industrial Martin Luther King zone (MK); the mixed residential/commercial West Colonial Hill zone (WH); and the mainly residential East Colonial Hill zone (EH). The EH zone includes the largest number of resources from the Trinity survey. Please note that the current report relies on the eligibility determinations concurred with by THC in previous coordination with TxDOT regarding the 175 Trinity properties.

Survey Findings:

Prior to field work, qualified TxDOT staff checked the APE for the presence of previously recorded historic properties. The research did not indicate Recorded Texas Historical Landmarks, Official Texas Historical Markers, or State Archeological Landmarks to be present in the APE. As indicated in survey Table 1, two NRHP listed historic districts were found in the APE:

--Colonial Hill Historic District, **listed** 1995, under Criterion A, Community Development, and Criterion C, Architecture, both at the local level of significance illustrating a classic example of the streetcar suburb. Bounded by Central Expressway, Pennsylvania, IH 45, Holmes/Lamar and Hatcher streets, with 85 contributing properties in the APE (see survey Table 3), one of which is a commercial property (WH-99).

--South Boulevard-Park Row Historic District, **listed** 1979, under Criterion C, Architecture, at the local level of significance reflecting the work of local architects for prominent members of the Dallas Jewish community. Bounded by South Boulevard and Park Row from Central Avenue with 6 contributing properties in the APE (see survey Table 4).

Commercial Properties:

Commercial properties identified both in the current and Trinity surveys reveal them as having significant modifications to storefronts, in-filled windows, altered entrances or covered windows that render them as not eligible to the NRHP. Some properties are vacant or abandoned. Within this commercial grouping, the survey identified one structure as having integrity and significance:

-- Forest Theater (SM-12), 1920 Martin Luther King Blvd. (formerly Forest Ave.), constructed 1947, **eligible** under Criterion A, Entertainment and Ethnic Heritage, and under Criterion C, Architecture, both at the local level of significance.

Located about two blocks from the northern boundary of the Colonial Hill Historic District, the Art Deco/Streamline former theater is associated with the African-American community of South Dallas. Architecturally, it is a good example of its style despite minor modifications.

Residential Properties:

While some residential areas along the project share commonalities with the listed districts, the survey revealed that most domestic properties outside the districts form incongruous, discontinuous groupings lacking the cohesive qualities for eligibility as a district. No single property was deemed to have sufficient distinction for individual eligibility to the National Register. Many of the residences exhibit modifications that diminish their individual integrity, as well as their ability to contribute to the cohesiveness required for a district.

The field research did identify one project area to have sufficient integrity, cohesion and significance to qualify as an NRHP-eligible historic district in the SM zone:

--Central Park Historic District, **eligible** under Criterion C, Architecture, at the local level of significance. Located at Packard St. and the west side of Edgewood St., between Lenway and Cooper streets (see survey Table 5).

The small-scale residential district is composed of Tudor Revival homes dating 1928-1940. It is comprised of 10 contributing residential properties. Together with the NRHP-listed districts, Central Park was found to have better, more intact examples of resource types with higher levels of integrity than other surveyed areas.

Determination of Effects (30% submittal phase):

The Criteria of Effect were applied to the listed and eligible resources within the APE, and, at this 30% submittal phase, we determine the proposed undertaking will have **no adverse effect** on the historical associations, architectural features and integrity of the properties identified as historically significant. The proposed improvements would not impair any of the resources' aspects of integrity or their ability to convey their historical significance.

Historic resources along SM Wright have always been adjacent to a transportation corridor, either in the form of the H T & C Railroad, or its later transformation into the SM Wright Freeway (US 175). Conversion of the current high-speed SM Wright facility to a low-speed urban arterial can only be beneficial to the setting and longevity of historic properties and districts. Comments addressing effects to individual and historic district resources are provided below:

Former Forest Theater (SM-12):

The proposed project will have **no adverse effect** upon the eligible, historic streamlined theater. As there will be no new ROW required from the property, there will be no direct effects. In its vicinity, the existing SM Wright frontage road and MLK Blvd. Overpass would remain to provide access to the property.

Proposed visual elements to the new SM Wright urban arterial would not be immediately located next to the theater, or in front of its main elevation facing MLK Blvd. One of the two 50 ft.-tall "corridor entry monuments" flanking the new roadway would be located 65 ft. from the side elevation of the theater. Proposed trees would be added near the side of the theater in a landscaped area located between the frontage road and the main-lane segment of the roadway (see survey Figure 6, page 53).

Listed and Eligible Historic Districts:

Assessment of potential effects to the two NRHP-listed and the one eligible historic district in the project area are included in the attached survey (pages 54-60). The proposed work will not compromise the historical integrity or historical significance of these districts and, as a result, we determine the project will have **no adverse effect** upon them.

Central Park Historic District --

Located opposite to Colonial Hill, on the east side of the SM Wright facility, no new ROW would be taken from this the **eligible** historic district. Its adjacent frontage road would be converted into a 12-ft.-wide walking path that would buffer the district from the new arterial's main lanes. Existing trees to be preserved, as well as those to be added, will further screen the district from the roadway. Proposed corridor monuments are a full two blocks away along Metropolitan Ave. (see survey map Figure 7, page 55). Since no significant visual elements are being introduced in the district's proximity, the proposed work will have **no adverse effect** upon the 10 contributing properties.

South Boulevard-Park Row Historic District --

Also located to the east side of SM Wright, but to the north of Central Park, the South Boulevard-Park Row Historic District is **listed** as a residential area comprised of architect-designed properties for prominent members of Dallas' Jewish community. No new ROW is required from any contributing resource in the district. The closest proposed improvements are those near the Forest Theater at a distance of 425 ft. *away* from the southern district boundaries (see survey Figure 11, page 59). As such, the proposed work will have **no adverse effect** upon this listed resource.

Colonial Hill Historic District --

The residential district is a large resource listed for its significance as a fine example of a streetcar suburb in Dallas. While the district covers an extensive area along the west side of SM Wright, no new ROW would be required by the proposed project in this segment. Planned improvements to be located approximately 50-100 ft. from the district boundaries along the new arterial's ROW include enhanced intersections with paving; wide landscaped medians with trees, walking paths, and water features; and four monument types in varying heights denoting different portions of the new SM Wright's contextual surroundings (see survey Figures 8, 9, 10).

The introduction of new visual elements in the district's vicinity will have **no adverse effect**, as the features will not be overtly visible from its boundaries, since existing and proposed vegetation will screen the contributing properties at the district's edges. The conversion of SM Wright to an urban arterial will not impact the integrity of the historic district, as that high-speed facility is a detracting factor in the districts' setting. The new low-speed roadway, on the other hand, will lessen traffic noise along the district's perimeter, and, with its pedestrian friendly environment, it will be more compatible with the neighborhood's historic setting that was lost due to the SM Wright Freeway construction. Part of the land that was used as ROW for the freeway will now be reclaimed for pedestrian use, as the vehicular portion of the current thoroughfare will be reduced with this project.

In regard to the IH 45 and CF Hawn Freeway direct connectors on new ROW, their construction five blocks *away* from the district's southern boundary will not be visually intrusive upon the listed resource. The proposed widening/re-striping of the southern segment of IH 45 between Lamar and SM Wright will take place on existing ROW where that facility is two or more blocks *away* from the district's boundaries. As such, all of the proposed improvements will have **no adverse effect** upon the district.

Indirect Effects/Cumulative Impacts:

No indirect or cumulative impacts are expected from SM Wright project activities. Any project induced development will not adversely impact the physical appearance or surroundings of the listed or eligible properties and districts.

Proposed amenities will enhance the historic residential/pedestrian qualities of the area, which were impaired by the original construction of the SM Wright freeway. The restoration of connecting streets across SM Wright that were severed by the freeway construction will increase community cohesion, and reinstate some of the east-west vehicular and pedestrian linkages that historically existed in what was once a large interconnected residential area in southern Dallas. By complementing the historic pedestrian-oriented development patterns of area neighborhoods, and lessening commuter traffic and its associated noise, the SM Wright conversion project would improve the health of surrounding historic resources.

There is no planned or specific reasonably foreseeable development adjacent to the eligible and listed historic properties. While "forwardDallas!," the city-council-approved comprehensive plan includes a development analysis of this area, the document encourages commercial activity at major intersections beyond SM Wright, especially at Malcolm X. Boulevard, which is ten blocks *away* from the eastern edge of the proposed pedestrian-oriented arterial.

One reasonably and foreseeable transportation development action in the area would be the proposed Trinity Parkway. The southern end of its varied alternatives (2A, 2B, 3C, 4B) would have the main lanes cross under IH 45, and then continue between the proposed IH 45-CH Hawn direct connectors to establish a link to US 175. The construction of this southern segment of the Trinity Parkway would divert commuter traffic *away* from the IH 45 and SM Wright segments adjacent to the Colonial Hill Historic District, thereby enhancing the residential context and lessening noise levels.

Conclusion:

There will be **no adverse effect** to any aspects of integrity of the listed or eligible properties in the APE, or to their ability to convey their significance at this 30% submittal phase of the project. We request your written concurrence with these determinations of eligibility and effects within 20 days of receiving this letter. If you have any questions or comments, please call me at 416-2770.

Sincerely,

Mario L. Sanchez, R.A., Ph.D.
Historical Architect
Environmental Affairs Division

Attachments

CONCUR
SM Wright Project (CSJs -- 0092-01-052; -054; 0197-02-921)
■ DETERMINATIONS OF ELIGIBLITY TO THE NRHP
■ NO ADVERSE EFFECT TO HISTORIC PROPERTIES/DISTRICTS
(30% approval phase)

Name: _____ Date: 2-7-12
for State Historic Preservation Officer

cc. City of Dallas Historic Preservation Officer, Mark Doty
Preservation Dallas, Katherine Seale
Dallas Co. Historical Commission, Ann Spillman
Halff Associates, Jason Diamond
Ecomm Corp., Kurt Korfmacher; Tom Eisenhour

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May 29, 2013

SECTION 106: CONTINUATION OF DETERMINATION OF EFFECTS;
DE MINIMIS IMPACT FINDING
(former Procter and Gamble Manufacturing Plant., 3701 S. Lamar Street)
Dallas County
CSJ#s: 0092-01-052; 0092-14-081; 0197-02-108
SM Wright Project, Dallas, Texas:
IH 45 – US 175 to S. of Lamar St.
US 175 – S. of Budd St. to IH 45
Direct Connection – IH 45 to US 175/SH 310

Ms. Linda Henderson
History Division
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

Dear Ms. Henderson:

In accordance with 36 CFR 800 and the Programmatic Agreement (PA) between the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, and the Texas Historical Commission (THC), this letter *resumes* Section 106 consultation for the above referenced project. We hereby present design refinements at the 95% schematic phase developed as a result of a January 31, 2013 Public Hearing and other public briefings where citizens expressed concerns about proposed designs for entrance and exit ramps at IH 45.

Project Location:
The project is located in the south part of the City of Dallas, Dallas County, Texas. Land use is primarily residential, with some institutional, religious and commercial properties. The majority of the building stock is denoted by small-scale housing and its associated structures dating approximately from 1920 to 1955. Some portions lie within the Colonial Hill Historic District, and others extend into the South Boulevard-Park Row Historic District, both of which are listed in the National Register of Historic Places (NRHP).

Project Description:
The proposed improvements totaling a centerline length of 5 miles are divided into three segments within the project area:

SM Wright Freeway (US 175 from IH 45 interchange to SH 310):
The existing controlled access freeway will be converted to a low-speed, signalized, six-lane urban arterial roadway with a slightly meandering alignment and pedestrian amenities, including walking paths and landscaping.

CF Hawn Freeway (US 175 south and east of SH 310):
IH 45 and the Hawn Freeway portion of US 175 will be linked by the construction of two-lane direct connecting ramps on new location to carry northbound and southbound vehicular traffic. This would extend the Hawn Freeway west of the existing US 175/SH 310 interchange along with frontage roads to facilitate local access.

IH 45 (US 175 to S. of Lamar St.):
The proposed direct connector ramps between CF Hawn and IH 45 would require the widening /re-striping of the latter facility from its existing six main lanes to eight main lanes between Lamar Street and SM Wright. These improvements would require design exceptions for lane and inside shoulder width.

Project Purpose:

With the proposed conversion of the SM Wright Freeway into an urban arterial with a pedestrian friendly environment, the project seeks to deter the continued decline in population and housing stock in the area. The project responds to local initiatives to improve community cohesion through the creation of a slow speed facility with a park-like setting and pedestrian amenities along SM Wright. Linking the IH 45 and CF Hawn freeways would improve neighborhood environment by removing commuter traffic from the residential areas adjacent to these high speed facilities. A substantial safety-related benefit of the project would be the removal of the accident-prone sharp curve that currently connects SM Wright to CF Hawn.

Previous Coordination:

In a letter dated January 18, 2012, TxDOT coordinated the project with your agency at the 30% schematic phase (see attached). In a signed concurrence dated February 7, 2012, THC agreed with TxDOT's determination of **no adverse effect** to historic properties and districts based on the submitted design schematics. As originally coordinated with your agency, the project included 38 acres of new right-of-way (ROW) at its southern end for the construction of connectors linking IH 45 and the CF Hawn Freeway. Once advanced design schematics are completed, it is TxDOT's intention to submit them to your agency for review.

Current Coordination:

While TxDOT is not yet ready to submit advanced design schematics for your review, time constraints necessitate that we now coordinate the design refinements for the entrance and exit ramps at IH 45, *as the results of your review need to be presented at an upcoming Public Hearing scheduled for June 27th*. The refinements were developed by project consultants due to public input, and they are associated with the above-referenced IH 45 project segment extending from US 175 to S. of Lamar St. New design concepts are illustrated in Alternative 2, while the original proposal is illustrated in Alternative 1.

At the January 31, 2013, Public Hearing for the proposed project, citizens expressed concerns over the IH 45 northbound and southbound entrance and exit ramps. Because of these concerns, TxDOT project consultants revised the IH 45 ramps at Lamar Street and Pennsylvania Avenue. The Public Hearing was followed by several briefings and a town hall meeting, including city council members and state senators, to present new design concepts to address local concerns.

The new ramp design adds a bypass bridge over Lamar Street in both north and southbound directions. In order to accommodate the southbound bypass, the existing entrance ramp to IH 45 from Lamar Street needs to be moved further west, requiring the relocation of McDonald Avenue, which serves as the vehicular access into the historic former Procter and Gamble Manufacturing Plant that now functions as a facility for the Dallas Independent School District.

The design revisions actually improve the current layout of the intersection since McDonald Avenue creates a hazardous, confusing five-legged intersection as it meets Lamar Street. The relocation of McDonald Avenue requires additional ROW in the amount of 0.91 acres from the historic plant facility, which was determined **eligible** to the NRHP as part of the Trinity Parkway Project under Criterion A, Community, Economic, Transportation and Industrial Development, and Criterion C, Architecture, both at the local level of significance. The former manufacturing plant is not a designated City of Dallas Landmark.

For your information, the design revisions also require a 0.04 acre expansion of a current permanent easement over the Union Pacific Railroad, as well as the displacement of a non-historic-age industrial warehouse-type structure dating to 1974 at 3901 S. Lamar Street.

Determination of Effects:

The new ramp design concept does not infringe on any buildings contributing to the historic facility. Only 0.91 acres of the northeast corner of the facility's expansive, non-contributing parking lot will be incorporated into the new ramp design to improve access to IH 45 per citizen input at various public involvement venues held this year. The vast size of the facility and the considerable distance (approx. 300 ft.) from the new corner ROW to the set of historic buildings located at the center of the property pose **no adverse effect** to the historic resource's character defining features, or diminish any of its aspects of integrity. The nearest standing structure within the property to the proposed new ROW is a c. 1960 entry gate, which was previously determined non-contributing to the eligible facility. Therefore, the proposed ramp design will not impede the property's ability to convey its historical significance.

The new freeway entrance ramp is designed to begin at the corner of the property *at grade*, and then to start rising on embankment with retaining walls 150 ft. south of Lamar Street past the historic facility. The ramp then transitions to an elevated bridge structure starting 440 ft. south of Lamar, well away from the boundaries of the former manufacturing plant, and without alteration to its urban setting, which already includes a high-speed transportation corridor.

***De Minimis* Impact Finding:**

From a total of 27.59 acres comprised by the property's legal parcel, the proposed new ROW includes only 0.91 acres, or 3% of its overall acreage. As such, the proposed new ROW will have **no adverse effect** and qualifies as a *de minimis* taking under Section 4(f), especially when considering its

location at the corner of a sizeable parking lot, and its approximate 300 ft. distance from the grouping of historic buildings, which are the resources that actually render the facility eligible to the NRHP. None of the buildings would be displaced by the new ramp design. The relocation of McDonald Avenue within the facility's northeast corner takes up 60-70 parking spaces, an area of the property already used for a transportation purpose, and which is non- contributing to the property's historical significance.

Conclusion:

We request your written concurrence with this determination of **no adverse effect** within 20 days of receiving this letter, and that the proposed taking of 0.91 acres from the parking lot corner of the eligible facility qualifies as a *de minimis* impact finding with reduced impacts and minimization of effects to the protected, historic Section 4(f) resource. If you need further information, feel free to call me at 416-2770.

Sincerely,

Mario L. Sanchez, R.A., Ph.D.
Historical Architect
Environmental Affairs Division

Attachments

CONCUR
SM Wright Project (CSJs -- 0092-01-052; 0092-14-081; 0197-02-108)
- **NO ADVERSE EFFECT TO ELIGIBLE FORMER PROCTER AND GAMBLE MANUFACTURING PLANT**
- ***DeMINIMIS* IMPACT FINDING**

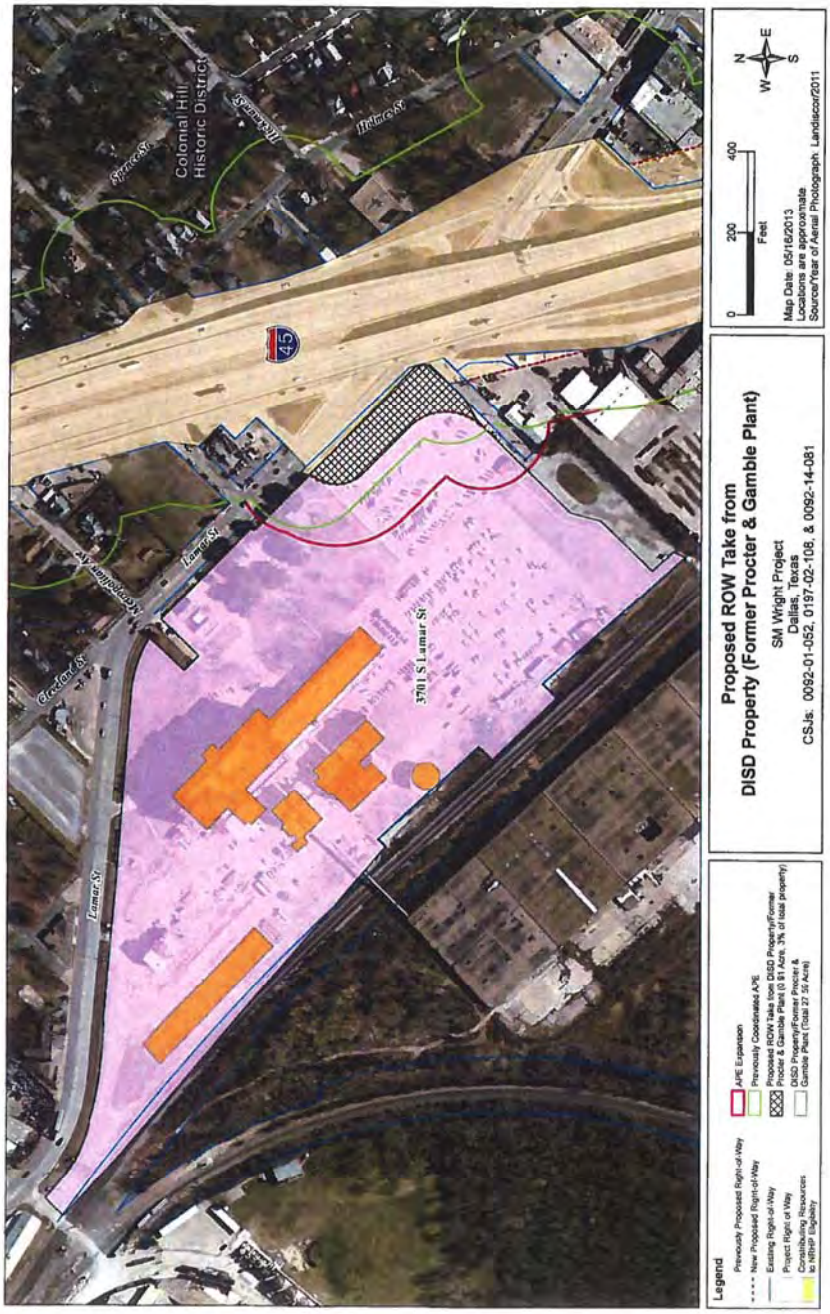
Name: Brenda Henderson Date: 5 June 2013
for State Historic Preservation Officer

cc. City of Dallas Historic Preservation Officer, Mark Doty
Preservation Dallas, Katherine Seale
Dallas Co. Historical Commission, Ann Spillman
Halff Associates, Jason Diamond

4

Project Location Map
Improvements to IH 45 / US 175
Dallas County
CSJ: 0092-01-052, 0197-02-921

ATTACHMENT 2



ATTACHMENT 3

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July 19, 2013

CSJ: 0092-01-052, 0197-02-108, 0092-14-081
US 175:
From South of Budd Street
To: I-45
US 175
From: I-45
To: SM Wright (SH 310)
Dallas County

Ms. Wanda Paul
Chief Operating Officer
WH Cotton Service Center
3701 S. Lamar Street, Suite 217
Dallas, Texas 75215

Dear Ms. Paul:

This letter is written to coordinate with the Dallas Independent School District (DISD) regarding potential impacts to the DISD maintenance facility property located at 3701 S. Lamar Street from the above referenced project. An Environmental Assessment (EA) is being prepared to examine the social, economic, and environmental impacts associated with the proposed project. The project would involve the reconstruction of the existing SM Wright Freeway (US 175/SH 310) from I-45 to north of Budd Street (2.2 miles); realigning the CF Hawn Freeway segment of US 175 from east of Bexar Street to I-45 (1.5 miles), which would include the construction of direct connecting ramps and a new interchange with I-45; and widening/restriping of I-45 from US 175 (SM Wright Freeway) to south of Lamar Street (2.3 miles) to facilitate the proposed direct connecting ramps and provide an appropriate lane balance. The SM Wright Freeway segment of US 175 would be reconstructed from a six-lane freeway with frontage roads to a low speed, six-lane urban arterial with at-grade signalized intersections. The proposed improvements to the CF Hawn Freeway segment of US 175 would remove the sharp curve at the existing SH 310 interchange.

At the January 31, 2013 Public Hearing for the proposed SM Wright Project, citizens expressed concerns regarding I-45 northbound and southbound entrance and exit ramps. In particular, citizens stated the proposed elimination of the northbound exit ramp to Pennsylvania Avenue/Martin Luther King, Jr. Boulevard would adversely affect access to the surrounding area. Because of these concerns, TxDOT and the project team made revisions to the proposed entrance and exit ramps on I-45 at Lamar Street

Rec'd 7-24-13

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and Pennsylvania Avenue. The design change involves a split ramp configuration with a bypass over Lamar in both the northbound and southbound directions. The design change required the southbound entrance ramp to I-45 from Lamar to be moved further west and also required relocation of the existing McDonald Avenue intersection with Lamar.

Although McDonald Avenue, which currently serves as a driveway into the DISD facility at 3701 S. Lamar, would be affected, the design refinement would improve the operation of the intersection. The existing driveway currently creates a five-legged intersection at Lamar Street. This existing configuration is not desirable; however, moving the driveway would require additional right-of-way (ROW) from the DISD property.

The DISD property was formerly a Procter and Gamble manufacturing plant that has been determined eligible for listing in the National Register of Historic Places (NRHP) under Criterion A for its role in community and economic development, transportation, and industrial development in Dallas during the early to mid-20th century; and under Criterion C, Architecture, for its design/construction, both at the local level of significance. The design refinement would only take approximately 0.9 acre of land from the property (approximately 3% of the total area), and would not displace any buildings on the property. It would take part of the parking lot on the northeast corner. On June 5, 2013, TxDOT completed consultation on effects to the NRHP-eligible property with the State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act (NHPA). While the proposed project would pose a direct effect by taking ROW from the property and relocating McDonald Avenue, TxDOT determined with SHPO concurrence that it does not pose an adverse effect.

Because the DISD property has been determined eligible for listing in the NRHP, the additional ROW and proposed relocation of the driveway would constitute a use of a Section 4(f) resource. Historic sites of national, State, or local significance are afforded special protections under Section 4(f) of the Department of Transportation Act (49 U.S.C. 303 and 23 U.S.C 138). However, due to the minimal nature of the proposed impact (i.e., no adverse effect), a Section 4(f) *de minimis* impact determination can be sought for this resource.

On May 20 and June 5, 2013, TxDOT representatives met with DISD representatives to 1) provide an overview of the proposed project and the design refinements impacting the DISD property at 3701 S. Lamar, and 2) to ensure the relocation of McDonald Avenue will continue to serve the DISD purposes for access to their facility.

The purpose of this letter is to request your concurrence that the proposed SM Wright project as currently designed, which involves the proposed use of the DISD property at 3701 S. Lamar Street, would not adversely affect the property. This concurrence would in no way influence the value or cost associated with the potential purchase of real property needed for ROW. Before the ROW acquisition process may begin, TxDOT must obtain environmental clearance, local agency agreements, and an approved ROW

map prepared by registered professional land surveyors. All future acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Concurrence
If you agree with the following statement, we respectfully request that you sign and date this letter in the space provided below:

As the owner and operator of the facility at 3701 S. Lamar Street, I concur with a determination that the proposed SM Wright Project would have a direct effect, but not adversely affect the property or on-site operations. I acknowledge I have been informed that a Section 4(f) *de minimis* determination is being pursued regarding the ROW acquisition and impacts to the property.

Signature: _____ **Date:** 8/1/2013
Dallas Independent School District

After signing and dating this letter, we ask that you return a copy to my attention at the Texas Department of Transportation Dallas District, 4777 E. Highway 80, Mesquite, TX 75150. Please let me know if you need any additional information. Thank you for your assistance in this matter.

Sincerely,

H. Stan Hall, P.E.
District Advance Project
Development Engineer

rcvd. 8.18.15

Texas Department of Transportation
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RECEIVED
AUG 3 2015
History Programs Division

August 18, 2015

SECTION 106:
Review – 100% Schematic Design, Phase II
Consultation – Proposed Programmatic Mitigation Measures Phases II, IIB:
US 175/SM Wright Freeway Bridge System

Dallas County/Dallas District
SM Wright Freeway
Phase II -- CSJ: 0092-01-052; Phase IIB -- CSJ: 0092-01-059

Ms. Linda Henderson
History Programs
Texas Historical Commission
Austin, TX 78711

Dear Ms. Henderson:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12-16-14, and executed by FHWA and TxDOT.

In accordance with 36 CFR 800 and the first amended Programmatic Agreement (PA-TU 2005) between TxDOT, FHWA, the Advisory Council on Historic Preservation (ACHP), and the State Historic Preservation Officer (SHPO), this letter resumes Section 106 consultation for the above referenced project. As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency.

We hereby present 100% schematic design documents for Phase II of the SM Wright project and the effects of the proposed undertaking on seven variable depth rigid frame and tee-beam concrete bridges (hereinafter SM Wright Freeway

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Bridge System) determined **eligible** to the National Register of Historic Places (NRHP) within the area of potential effects (APE).

The attached context-sensitive schematic design documents also provide an opportunity for consultation on proposed programmatic mitigation measures for the seven bridges per guidelines outlined in the ACHP's *Program Comment . . . for actions Affecting post-1945 Concrete and Steel Bridge*s and TxDOT's 2014 Statewide Public Involvement Campaign to develop treatment protocols for post-war historic bridges that was jointly conducted with the SHPO and the Historic Bridge Foundation (HBF).

Project Description

The project includes improvements to three freeways located entirely within the City of Dallas, Dallas County, Texas:

--US 175, segment named SM Wright Freeway;
--US 175, segment named CF Hawn Freeway;
--and IH 45.

The first phase of the project, which let in September 2014, includes improvements to IH 45 and the proposed IH 45/CF Hawn Freeway Interchange (CSJs 0092-14-081, 0197-02-108). First phase work includes construction of direct connecting ramps on new location from CF Hawn Freeway to IH 45 that involve widening and re-striping IH 45 and providing a new interchange between IH 45 and CF Hawn Freeway.

In the second phase, scheduled for letting in August 2017 and the subject of the current coordination with your agency, the SM Wright Freeway would be downgraded and converted to a low speed, six-lane urban arterial extending from IH 45 to SH 310 that would be known as the SM Wright Parkway. As a result, the proposed parkway would be located at-grade with signalized intersections and enhanced bicycle and pedestrian facilities in a landscaped setting. The reconstruction to an at-grade parkway during Phase II would require the removal of six of the seven NRHP-eligible variable depth concrete bridges.

Previous Coordination

TxDOT previously coordinated a finding of no adverse effect for the SM Wright project per a letter dated January 18, 2012 with THC concurrence on February 7, 2012 (see attached). The finding and concurrence were based on the

submitted 30% schematic design plans with the expectation of further coordination as design progressed.

New coordination was undertaken in 2013 due to a substantive design refinement near the IH 45 and Lamar Street intersection requiring a *de minimis* impact finding for use of 0.91 acre from the NRHP-eligible former Procter and Gamble manufacturing plant. In a letter dated May 29, 2013, TxDOT determined there was no adverse effect to the manufacturing plant, and that the taking constituted a *de minimis* impact to the historic property (see attached). As there were no further substantive changes affecting historic properties, Phase I let for construction in September 2014.

Current Coordination

Our current coordination with your agency focuses on Phase II of the project, which is limited to the segment encompassing the SM Wright Freeway. Receipt of 100% schematic design plans (see attached) reveals revisions from the 30% schematic phase that include locations for the shared used paths to each side of the parkway, adjustment to turn lanes, reduction in design speed and addition of access roads to the parkway.

While these revisions are not substantive, the Phase II freeway-to-parkway conversion requires the removal of six of the seven NRHP-eligible bridges comprising the US 175 SM Wright Freeway Bridge System constructed in 1956:

--US 175 SB over Pennsylvania Ave., four-span variable depth rigid frame slab bridge (NBI# 180570009201326)
--US 175 NB over Pennsylvania Ave., four-span variable depth rigid frame slab bridge (NBI# 180570009201075)
--US 175 SB over Metropolitan Ave., three-span variable depth rigid frame tee beam bridge (NBI# 180570009201327)
--US 175 NB over Metropolitan Ave., three-span variable depth rigid frame tee beam bridge (NBI# 180570009201076)
--US 175 SB over Hatcher Ave., four-span variable depth rigid frame slab bridge (NBI# 180570009201325)
--US 175 NB over Hatcher Ave., four-span variable depth rigid frame slab bridge (NBI# 180570009201054)

The seventh and northernmost bridge in the system at Martin Luther King Jr. Boulevard is slated for removal in Phase IIB of the project under separate CSJ 0092-01-059:

--Martin Luther King Jr. Blvd. over US 175, two-span variable depth rigid frame tee beam bridge (NBI# 180570009201074)

While Phase IIB is still at an early phase of development, TxDOT is coordinating the structure's removal as part of this consultation due to the linkage of all seven bridges as a system (see attached photos).

All seven bridges listed above were determined to be **eligible** to the NRHP under Criterion C, Engineering, at the state level of significance, as they represent a rarity of type, illustrating an important variation in design or method of construction. The bridges at Pennsylvania Ave. and Hatcher St. are also significant as designs of Texas Highway Department engineer W.E. Simmons, recognized as a master Texas Bridge designer of the period. The bridges are determined **not eligible** under Criterion A, as they do not have a direct or significant association with an important transportation system, program or policy identified through contextual research. For your information, the Dallas County Historical Commission had no comment to a February 10, 2015 TxDOT letter requesting comment on the removal of the bridge system (see attached).

Determination of Effects

The Criteria of Adverse Effect were applied to the eligible SM Wright Freeway Bridge System, and qualified TxDOT historians determine that Phases II and IIB of the SM Wright project will have an **adverse effect** on the system. The seven structures will need to be removed for the construction of an at-grade parkway facility. TxDOT is planning mitigation measures discussed below to reflect compliance with the ACHP's *Program Comment,* and to begin implementation of treatment protocols identified in the agency's 2014 Statewide Public Involvement Campaign for post-war bridges.

Mitigation

As a follow-up to the 2014 Statewide Public Involvement Campaign, treatment protocols for post-war bridges are currently being finalized by TxDOT, SHPO, HBF, and the ACHP under a proposed *Programmatic Agreement Regarding Treatment of Historic Bridges Constructed Between 1945 and 1965.*

Under those protocols, the SM Wright Freeway Bridge System is categorized under "Group II: Significant Bridges Requiring Programmatic Mitigation."

Due to the number of bridges being impacted, TxDOT has opted to complete additional mitigation for the SM Wright Freeway Bridge System. As part of these efforts, TxDOT sponsored a public meeting in Dallas on February 26, 2015 to solicit local input about the significance of the bridges and potential mitigation measures. Based on public comments, as well as those from the HBF and the North Central Texas Council of Governments, TxDOT proposes to erect interpretive panels along the proposed SM Wright Parkway with educational information about the bridges' historical and engineering significance. The results of the public meeting and proposed mitigation measures are presented in the attached *Mitigation Research Investigations and Public Involvement Report*.

TxDOT will produce an interpretive panel(s) about the construction of the bridge system. Depending upon funding sources, TxDOT could produce one panel per bridge type in the system (variable depth rigid frame tee beam, and rigid frame slab), or produce two or three panels along the proposed parkway, each highlighting a different aspect of each bridge, such as information about the bridges' engineering, designers, and aesthetics. Work by TxDOT and the City of Dallas regarding the aesthetic design and treatment along the proposed parkway is in the earliest planning stages. Therefore, TxDOT will seek THC's comments on the content and placement of the interpretive panels as the parkway aesthetics are designed.

Conclusion

Since we are concurrently consulting with the HBF on this project, along with Preservation Dallas, the City of Dallas Preservation Office, the Dallas County Historical Commission, and the North Central Texas Council of Governments, TxDOT is providing for a 30-day review period. Our agency hereby requests your signed concurrence with our determination of an **adverse effect** and endorsement of the commitment to continue consultation on appropriate mitigation measures.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please contact me at (512) 416-2628 or at bruce.jensen@txdot.gov.

Sincerely,

Bruce D. Jensen
Director
Cultural Resource Management Section
Environmental Affairs Division

CONCUR
SECTION 106:
ADVERSE EFFECT WITH MITIGATION

NAME: _____ DATE: 8/28/15
for Mark Wolfe, State Historic Preservation Officer

cc. Kitty Henderson, Historic Bridge Foundation
Mark Doty, City of Dallas Preservation Officer
Katherine Seale, Chair, Dallas Landmarks Commission
Fred Durham, Dallas County Historical Commission
Chris Anderson, North Central Texas Council of Governments
Sandy Wesch, North Central Texas Council of Governments
Jason Diamond, Halff Associates

Appendix B: Tabular Inventory of 2016 Surveyed Properties

TABLE 1: CURRENT 2016 SURVEY							
I.D.	ADDRESS/ LOCATION	PROPERTY TYPE/ SUBTYPE	FORM/ PLAN	STYLISTIC INFLUENCE	CONST. DATE	INTEGRITY/ COMMENTS	NRHP ELIGIBILITY (CRITERIA)
JS-047	2611 Cesar Chavez Boulevard 32.767482/ -96.778576	Commerce/ manufacturing	One-part commercial block	International-influence	1970	Security bars over windows and some missing/boarded doors impact integrity of design, materials, and feeling.	Not eligible
JS-048	2808 S. Harwood Street 32.765170/ -96.776609	Government/ fire station	Irregular/ flat roof	Modern	1954	Parking lot expanded along south side, IH 45 impacts integrity of setting.	Not eligible
JS-049	1833 South Boulevard 32.764139/ -96.776783	Domestic/ multi-family dwelling	Rectangular/ mansard roof	Neo-colonial influence	1966	Replacement windows.	Not eligible
JS-050	1825 South Boulevard 32.763840/ -96.777164	Domestic/ single-family dwelling	Rectangular massed/ hipped roof	Craftsman-influence	1930	Replacement windows, in-filled windows on bottom floor, security bars, and security door impact integrity of design, materials, workmanship, and feeling.	Not eligible
JS-051	1844 South Boulevard 32.763825/ -96.776081	Domestic/ single-family dwelling	Rectangular massed/ cross-gabled roof	Mixed (Queen Anne, Colonia Revival influences)	1920	Replacement windows and doors and large billboard in backyard impact integrity of design, setting, materials, and feeling.	Not eligible
JS-052	1828 South Boulevard 32.763447/ -96.776530	Domestic/ single-family dwelling	Rectangular massed/ hipped roof	Prairie-influence	1902	Side addition, replacement and missing/in-filled windows, missing door, and replacement porch supports impact integrity of design, materials, workmanship, and feeling.	Not eligible
JS-053	1824 South Boulevard 32.763336/ -96.776647	Domestic/ single-family dwelling	Rectangular massed/ hipped roof	Prairie-influence	1920	Replacement/ missing windows and siding, missing doors impact integrity of design, materials, workmanship, and feeling.	Not eligible
JS-054	1708 Martin Luther King, Jr., Boulevard 32.762116/ -96.776088	Commerce/ financial	Rectangular	Commercial	1970	Replacement windows and added security bars impact integrity of design and materials.	Not eligible

TABLE 1: CURRENT 2016 SURVEY								
I.D.		ADDRESS/ LOCATION	PROPERTY TYPE/ SUBTYPE	FORM/ PLAN	STYLISTIC INFLUENCE	CONST. DATE	INTEGRITY/ COMMENTS	NRHP ELIGIBILITY (CRITERIA)
JS-055		3307 Colonial Avenue 32.759263/ -96.774482	Domestic/ single-family dwelling	Rectangular massed/ hipped roof	Prairie-influence	1910	Converted into apartments. Replacement siding, added staircases, and altered porch impact integrity of design, materials, workmanship, feeling, and association.	Not eligible
JS-056		1628 Panama Place 32.758985/ -96.774374	Domestic/ single-family dwelling	Rectangular massed/ front-gabled roof	Mixed (Tudor Revival, Craftsman)	1930	Front and rear additions, altered siding and replacement windows impact integrity of design, materials, workmanship, and feeling.	Not eligible
JS-057		1616 Panama Place 32.758736/ -96.774703	Domestic/ single-family dwelling	Rectangular massed/ side-gabled roof	Ranch-influence	1958	Some replacement windows on the side impact integrity of materials.	Not eligible
JS-058	A	3400 Spence Street 32.758571/ -96.774269	Domestic/ single-family dwelling	Rectangular massed/ hipped roof	Craftsman-influence	1910	In-filled porch, replacement siding and windows, and added security bars impact integrity of design, materials, workmanship, and feeling.	Not eligible
	B		Garage	Rectangular/ front-gabled roof		c. 1960		
JS-059	A	3414 Spence Street 32.758296/ -96.773931	Domestic/ single-family dwelling	Rectangular massed/ front-gabled roof	Craftsman-influence	1920	Added brick veneer, replacement siding and windows, and in-filled soffits impact integrity of design, materials, workmanship, and feeling.	Not eligible
	B		Garage	Rectangular/ hipped roof		c. 1940		
JS-060	A	1601 Lenway Street 32.758020/ -96.773700	Domestic/ single-family dwelling	Rectangular massed/ hipped roof	Mixed	1920/1990	Extensive remodel performed in mid-2000s. Replacement siding and windows, removed dormer and pediment, altered porch design impact integrity of design, materials, workmanship, and feeling.	Not eligible
	B		Garage	Rectangular/ side-gabled roof		2015		
SM-252		2631 S. Good Latimer Freeway 32.768403/ -96.775818	Commerce/ financial	One-part commercial block	Commercial	1970	Security bars added to windows but no other modifications.	Not eligible
SM-253		2425 Park Row Avenue 32.767836/ -96.774610	Domestic/ single-family dwelling	Rectangular massed/ cross-gabled roof	Craftsman	1911	Replacement front door and side lights.	Listed (C, Contributing)

TABLE 1: CURRENT 2016 SURVEY							
I.D.	ADDRESS/ LOCATION	PROPERTY TYPE/ SUBTYPE	FORM/ PLAN	STYLISTIC INFLUENCE	CONST. DATE	INTEGRITY/ COMMENTS	NRHP ELIGIBILITY (CRITERIA)
SM-254	2409 Park Row Avenue 32.767438/ -96.775047	Domestic/ single-family dwelling	Rectangular massed/ hipped roof	Prairie	1914	Replacement deck railing, removed port cochere.	Listed (C, Contributing)
SM-255	2407 Park Row Avenue 32.767341/ -96.775211	Domestic/ single-family dwelling	Rectangular massed/ Side-gabled roof	Colonial Revival	1941	Replacement windows.	Listed (C, Contributing)

Appendix C: Tabular Inventory of 2011 Surveyed Properties in the APE

TABLE 2: PREVIOUS 2011 SURVEY								
I.D.		ADDRESS/ LOCATION	PROPERTY TYPE/ SUBTYPE	FORM/ PLAN	STYLISTIC INFLUENCE	CONST. DATE	INTEGRITY/ COMMENTS FROM 2011	NRHP ELIGIBILITY (CRITERIA)
JS-003		2407 K Street	Commerce/ warehouse	One-part commercial block	No Style	c. 1950	Infilled windows, additions.	Not eligible
JS-004	A	2402 K Street	Commerce/ warehouse	Irregular/ flat roof	No Style	c. 1975	Infilled windows, additions.	Not eligible
	B		Garage	Rectangular/ side-gabled roof				
JS-005	A	2600 Cesar Chavez Boulevard	Commerce/ motel	Rectangular massed/ side-gabled roof	No Style	c. 1960	Blocked driveway prevented interior access to the property.	Not eligible
	B			Rectangular massed/ front-gabled roof				
	C			Rectangular massed/ side-gabled roof				
	D			Rectangular massed/ front-gabled roof				
JS-006		2624 Cesar Chavez Boulevard	Commerce/ office	Rectangular/ flat roof	No Style	c. 1960	None.	Not eligible
JS-007	A	2017 Grand Avenue	Domestic/ multi-family dwelling	Irregular massed/ hipped roof	Prairie Style American Foursquare	1946	Converted to offices; replacement windows and siding; additions	Not eligible
	B		Garage	Rectangular/ front-gabled roof	No Style			
JS-008		2642 S. Harwood Street	Commerce/ gas station	Irregular/ flat roof	No Style	1951	Jacks Equipment Service; islands missing and signage altered	Not eligible
JS-009		2014 Grand Avenue	Religion/ church	Rectangular massed/ front-gabled roof	Minimal Traditional	1955	Infilled windows, additions.	Not eligible
JS-010		1905 Park Row	Demolished	Demolished	Demolished	N/A	Demolished	Not eligible
JS-011		1903 Park Row	Domestic/ single-family dwelling	Irregular massed/ cross-gabled roof	Craftsman	1930	Replacement siding and windows (vacant in 2011)	Not eligible
JS-012		1837 South Boulevard	Domestic/ multi-family dwelling	Rectangular massed/ front-gabled roof	Mixed	1920	Infilled porch; replacement windows; additions	Not eligible
JS-013		1832 South Boulevard	Domestic/ vacant	Rectangular massed/ cross-gabled roof	Mixed	1910	Infilled porch; replacement windows and doors.	Not eligible
JS-014		1717 Martin Luther King, Jr., Boulevard	Commerce/ motel	L-plan/ hipped roof	Ranch-influence	1963	None	Not eligible
JS-015		1713 Martin Luther King, Jr., Boulevard	Commerce/ retail	One-part commercial block	Commercial	c. 1950	Altered awning, replacement doors.	Not eligible

TABLE 2: PREVIOUS 2011 SURVEY								
I.D.		ADDRESS/ LOCATION	PROPERTY TYPE/ SUBTYPE	FORM/ PLAN	STYLISTIC INFLUENCE	CONST. DATE	INTEGRITY/ COMMENTS FROM 2011	NRHP ELIGIBILITY (CRITERIA)
JS-016		1709 Martin Luther King, Jr., Boulevard	Commerce/ retail	One-part commercial block	Commercial	1946	Altered awning, replacement doors.	Not eligible
JS-017		1705 Martin Luther King, Jr. Boulevard	Commerce/ office and retail	Two-part commercial block	Commercial	1943	Infilled and replacement windows and doors.	Not eligible
JS-018		1706 Martin Luther King, Jr. Boulevard	Commerce/ retail	One-part commercial block	Commercial	1927	Replacement façade, windows, doors, and siding.	Not eligible
JS-019		1702 Martin Luther King, Jr., Boulevard	Commerce/ retail	Two-part commercial block	Commercial	1945	Replacement windows, doors, and siding; added awning; additions	Not eligible
JS-020		3016 Colonial Avenue	Commerce/ retail	One-part commercial block	Commercial	1930	Missing awnings; removed windows and doors; combined storefront.	Not eligible
JS-022	A	1814 Peabody Avenue	Domestic/ single family dwelling	Rectangular massed/ front-gabled roof	Prairie-influence	1920	Replacement windows, obscured by vegetation.	Not eligible
	B		Garage	Rectangular massed/ front-gabled roof	No Style	c. 1930		
JS-023		1816 Peabody Avenue	Domestic/ multi-family dwelling	Rectangular massed/ hipped roof	Prairie-influence	1926	Replacement porch posts, replacement windows	Not eligible
JS-024	A	1823 Pennsylvania Avenue	Domestic/ multi-family dwelling	Rectangular massed/ front-gabled roof	No Style	c. 1950	Replacement siding, porch supports, and windows	Not eligible
	B		Shed	Rectangular/ shed roof		c. 1980		
JS-025	A	1813 Pennsylvania Avenue	Domestic/ single family dwelling	Rectangular/ side-gabled roof	Minimal Traditional	1945	Some altered windows.	Not eligible
	B		Carport	Rectangular/ front-gabled roof	No Style	c. 1985		
	C		Shed	Rectangular/ front-gabled roof	No Style	c. 1985		
JS-026		3405 Wendelkin Street	Domestic/ single family dwelling	Rectangular massed/ hipped roof	American Foursquare	1917	Replacement windows.	Contributing (Colonial Hill Historic District)
JS-027		3409 Wendelkin Street	Domestic/ single family dwelling	Rectangular massed/ hipped roof	American Foursquare	1916	Addition; replacement windows and siding.	Contributing (Colonial Hill Historic District)
JS-028		3425-7 Wendelkin Street	Domestic/ multi-family dwelling	Irregular massed/ irregular roof	Tudor Revival influence	1958	Boarded up windows and doors; missing balustrade	Contributing (Colonial Hill Historic District)

TABLE 2: PREVIOUS 2011 SURVEY								
I.D.		ADDRESS/ LOCATION	PROPERTY TYPE/ SUBTYPE	FORM/ PLAN	STYLISTIC INFLUENCE	CONST. DATE	INTEGRITY/ COMMENTS FROM 2011	NRHP ELIGIBILITY (CRITERIA)
JS-029		3501 Wendelkin Street	Domestic/ multi-family dwelling	Irregular massed/ irregular roof	Tudor Revival	1935	Addition on rear, replacement windows.	Contributing (Colonial Hill Historic District)
SM-001		2615 Good Latimer Expressway	Commerce/ retail	Two-part commercial block	Commercial	1960-1965	None.	Not eligible
SM-002		2312 Grand Avenue	Religion/ synagogue	Massed/ hipped roof	International	1938	Limited visibility; now serves as artists' studios/apartments.	Contributing (South Boulevard-Park Row Historic District)
SM-003		2317 Park Row	Domestic/ vacant	Massed/ hipped roof	Craftsman	1916	Infilled windows, replacement siding and porch supports	Not eligible (non-contributing to South Boulevard-Park Row Historic District)
SM-004	A	2316 Park Row	Domestic/ single family dwelling	Massed/ hipped roof	Prairie	1920	Addition	Contributing (South Boulevard-Park Row Historic District)
	B		Garage	Rectangular/ hipped roof	No Style	c. 1965		
SM-005		2323 South Boulevard	Domestic/ single family dwelling	Irregular massed/ hipped roof	Italianate-influence	1916	Limited visibility; boarded up windows.	Contributing (South Boulevard-Park Row Historic District)
SM-006		2317 South Boulevard	Domestic/ single family dwelling	Irregular massed/ hipped roof	Craftsman	1916	Altered windows and balustrade.	Contributing (South Boulevard-Park Row Historic District)
SM-007		2320 South Boulevard	Domestic/ single-family dwelling	Rectangular massed/ hipped roof	Prairie Style American Foursquare	1931	Infilled windows.	Contributing (South Boulevard-Park Row Historic District)
SM-008	A	2310 South Boulevard	Domestic/ single family dwelling	Rectangular massed/ hipped roof	Prairie Style American Foursquare	c. 1930	Addition	Contributing (South Boulevard-Park Row Historic District)
	B		Garage		No Style	c. 1965		
SM-009		2308 South Boulevard	Domestic/ single family dwelling	Rectangular massed/ hipped roof	Prairie Style	1965	Replacement siding and windows, altered entrance, added carport.	Not eligible
SM-010		2305 Peabody Avenue	Domestic/ single family dwelling	Rectangular massed/ cross-gabled roof	Craftsman	1926	Replacement windows and porch supports.	Not eligible
SM-011		2301-3 Peabody Avenue	Domestic/ multi-family dwelling	Rectangular plan duplex/hipped roof	Craftsman	1926	Replacement windows.	Not eligible
SM-012		1933 Martin Luther King, Jr. Boulevard	Commerce/ theater	Rectangular massed/ parapet and flat roof	Streamline Modern	c. 1945	Altered entrance and windows.	Eligible, A and C

TABLE 2: PREVIOUS 2011 SURVEY							
I.D.	ADDRESS/ LOCATION	PROPERTY TYPE/ SUBTYPE	FORM/ PLAN	STYLISTIC INFLUENCE	CONST. DATE	INTEGRITY/ COMMENTS FROM 2011	NRHP ELIGIBILITY (CRITERIA)
SM-013	2306 Peabody Avenue	Demolished	Demolished	Demolished	N/A	Demolished	Not eligible
SM-014	2301 Pennsylvania Avenue	Demolished	Demolished	Demolished	N/A	Demolished	Not eligible
SM-015	1906 Peabody Avenue	Commerce/ office	Irregular massed/ flat roof	Modern influences	1971	None.	Not eligible
SM-017	1906-8 Pennsylvania Avenue	Domestic/ vacant	Massed/ gabled and hipped roof	No Style	1970	Replacement siding, boarded windows	Not eligible (non-contributing to the Colonial Hill Historic District)
SM-018	1914 Pennsylvania Avenue	Domestic/ single family dwelling	Irregular massed/ irregular roof	No Style	1962	None.	Not eligible (non-contributing to the Colonial Hill Historic District)

Appendix D: Survey Forms for All Current (2016) Surveyed Properties

Map I.D. #	JS-047
Site Location:	2611 Cesar Chavez Boulevard
Latitude/Longitude:	32.767482/ -96.778576
Date:	1970 (DCAD)
Style/Form:	International influence/ one-part commercial block
NRHP eligibility:	Not eligible
Integrity Issues:	Security bars over windows and some missing/boarded doors impact integrity of design, materials, and feeling.
Comments:	Small manufacturing/supply business.

View of Map ID JS-047, facing west.

Map I.D. #	JS-047
Site Location:	2611 Cesar Chavez Boulevard
Latitude/Longitude:	32.767482/ -96.778576
Date:	1970 (DCAD)
Style/Form:	International influence/ one-part commercial block
NRHP eligibility:	Not eligible
Integrity Issues:	Security bars over windows and some missing/boarded doors impact integrity of design, materials, and feeling.
Comments:	Small manufacturing/supply business.

View of Map ID JS-047, facing southwest.

Map I.D. #	JS-048
Site Location:	2808 S. Harwood Street
Latitude/Longitude:	32.765170/ -96.776609
Date:	1954 (DFD)
Style/Form:	Modern Contemporary/ Irregular
NRHP eligibility:	Not eligible
Integrity Issues:	Parking lot expanded along south side, IH 45 impacts integrity of setting.
Comments:	DFD Station No. 6.

View of Map ID JS-048, facing east.

Map I.D. #	JS-048
Site Location:	2808 S. Harwood Street
Latitude/Longitude:	32.765170/ -96.776609
Date:	1954 (DFD)
Style/Form:	Modern Contemporary/ Irregular
NRHP eligibility:	Not eligible
Integrity Issues:	Parking lot expanded along south side, IH 45 impacts integrity of setting.
Comments:	DFD Station No. 6.

View of Map ID JS-048, facing northeast.

Map I.D. #	JS-048
Site Location:	2808 S. Harwood Street
Latitude/Longitude:	32.765170/ -96.776609
Date:	1954 (DFD)
Style/Form:	Modern Contemporary/ Irregular
NRHP eligibility:	Not eligible
Integrity Issues:	Parking lot expanded along south side, IH 45 impacts integrity of setting.
Comments:	DFD Station No. 6.

View of Map ID JS-048, facing northeast.

Map I.D. #	JS-048
Site Location:	2808 S. Harwood Street
Latitude/Longitude:	32.765170/ -96.776609
Date:	1954 (DFD)
Style/Form:	Modern Contemporary/ Irregular
NRHP eligibility:	Not eligible
Integrity Issues:	Parking lot expanded along south side, IH 45 impacts integrity of setting.
Comments:	DFD Station No. 6.

View of Map ID JS-048, facing southwest.

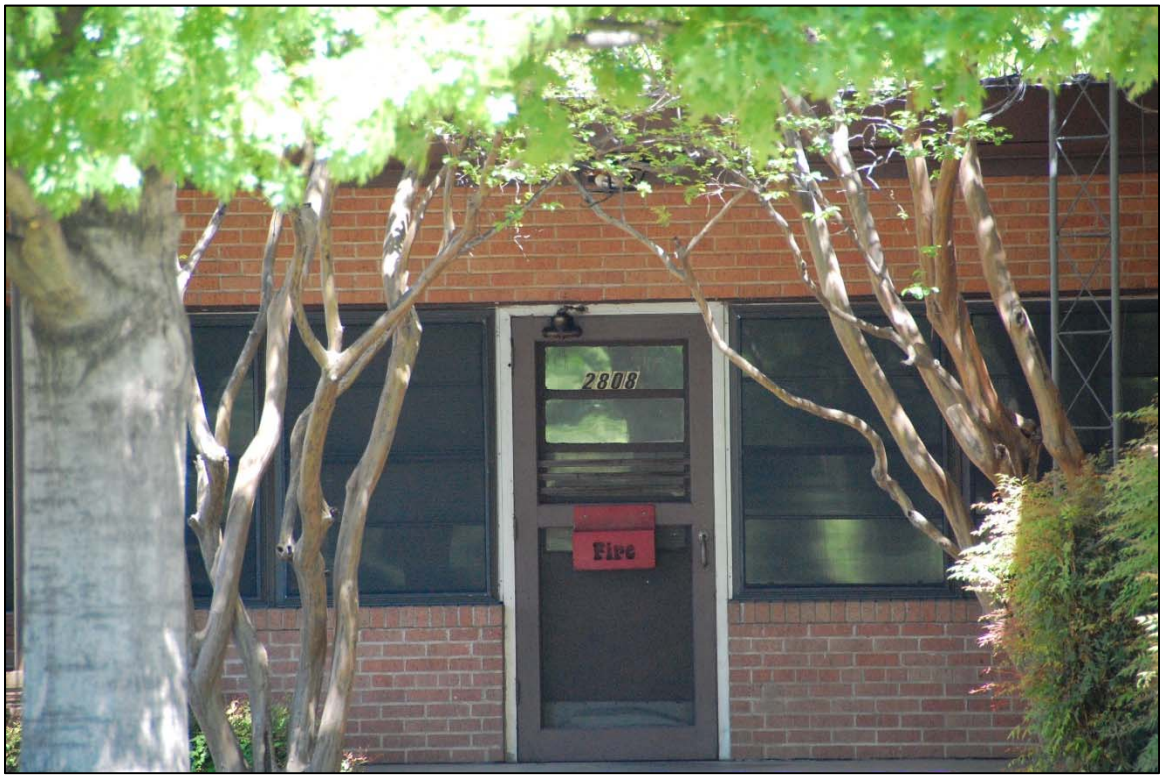
Map I.D. #	JS-048
Site Location:	2808 S. Harwood Street
Latitude/Longitude:	32.765170/ -96.776609
Date:	1954 (DFD)
Style/Form:	Modern Contemporary/ Irregular
NRHP eligibility:	Not eligible
Integrity Issues:	Parking lot expanded along south side, IH 45 impacts integrity of setting.
Comments:	DFD Station No. 6.

View of Map ID JS-048, facing southwest.

Map I.D. #	JS-048
Site Location:	2808 S. Harwood Street
Latitude/Longitude:	32.765170/ -96.776609
Date:	1954 (DFD)
Style/Form:	Modern Contemporary/ Irregular
NRHP eligibility:	Not eligible
Integrity Issues:	Parking lot expanded along south side, IH 45 impacts integrity of setting.
Comments:	DFD Station No. 6.

View of Map ID JS-048, facing east.

Map I.D. #	JS-048
Site Location:	2808 S. Harwood Street
Latitude/Longitude:	32.765170/ -96.776609
Date:	1954 (DFD); 1969 (DCAD)
Style/Form:	Modern Contemporary/ Irregular
NRHP eligibility:	Not eligible
Integrity Issues:	Parking lot expanded along south side, IH 45 impacts integrity of setting.
Comments:	DFD Station No. 6.



View of Map ID 0JS-48, facing northeast (photo by Allen Terrell, 2010).

Map I.D. # JS-049
Site Location: 1833 South Boulevard
Latitude/Longitude: 32.764139/ -96.776783
Date: 1966 (DCAD)
Style/Form: Neo-colonial influence/ rectangular massed
NRHP eligibility: Not eligible
Integrity Issues: Replacement windows.
Comments: Apartment building.

View of Map ID JS-049, facing north.

Map I.D. #	JS-049
Site Location:	1833 South Boulevard
Latitude/Longitude:	32.764139/ -96.776783
Date:	1966 (DCAD)
Style/Form:	Neo-colonial influence/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Replacement windows.
Comments:	Apartment building.

View of Map ID JS-049, facing west.

Map I.D. #	JS-050
Site Location:	1825 South Boulevard
Latitude/Longitude:	32.763840/ -96.777164
Date:	1930 (DCAD)
Style/Form:	Craftsman-influence/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Replacement windows, in-filled windows on bottom floor, security bars, and security door impact integrity of design, materials, workmanship, and feeling.
Comments:	

View of Map ID JS-050, facing west.

Map I.D. #	JS-050
Site Location:	1825 South Boulevard
Latitude/Longitude:	32.763840/ -96.777164
Date:	1930 (DCAD)
Style/Form:	Craftsman-influence/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Replacement windows, in-filled windows on bottom floor, security bars, and security door impact integrity of design, materials, workmanship, and feeling.
Comments:	

View of Map ID JS-050, facing north.

Map I.D. #	JS-051
Site Location:	1844 South Boulevard
Latitude/Longitude:	32.763825/ -96.776081
Date:	1920 (DCAD)
Style/Form:	Mixed/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Replacement windows and doors and large billboard in backyard impact integrity of design, setting, materials, and feeling.
Comments:	Converted into a private business.

View of Map ID JS-051, facing southeast.

Map I.D. #	JS-051
Site Location:	1844 South Boulevard
Latitude/Longitude:	32.763825/ -96.776081
Date:	1920 (DCAD)
Style/Form:	Mixed/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Replacement windows and doors and large billboard in backyard impact integrity of design, setting, materials, and feeling.
Comments:	Converted into a private business.

View of Map ID JS-051, facing east.

Map I.D. #	JS-051
Site Location:	1844 South Boulevard
Latitude/Longitude:	32.763825/ -96.776081
Date:	1920 (DCAD)
Style/Form:	Mixed/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Replacement windows and doors and large billboard in backyard impact integrity of design, setting, materials, and feeling.
Comments:	Converted into a private business.

View of Map ID JS-051 in 2010, facing east. (Photo by Allen Terrell)

Map I.D. #	JS-051
Site Location:	1844 South Boulevard
Latitude/Longitude:	32.763825/ -96.776081
Date:	1920 (DCAD)
Style/Form:	Mixed/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Replacement windows and doors and large billboard in backyard impact integrity of design, setting, materials, and feeling.
Comments:	Converted into a private business.

View of Map ID JS-051 in 2010, facing southwest. (Photo by Allen Terrell)

Map I.D. #	JS-052
Site Location:	1828 South Boulevard
Latitude/Longitude:	32.763447/ -96.776530
Date:	1902 (DCAD)
Style/Form:	Prairie-influence/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Side addition, replacement and missing/in-filled windows, missing door, and replacement porch supports impact integrity of design, materials, workmanship, and feeling.
Comments:	Vacant.

View of Map ID JS-052, facing south.

Map I.D. #	JS-052
Site Location:	1828 South Boulevard
Latitude/Longitude:	32.763447/ -96.776530
Date:	1902 (DCAD)
Style/Form:	Prairie-influence/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Side addition, replacement and missing/in-filled windows, missing door, and replacement porch supports impact integrity of design, materials, workmanship, and feeling.
Comments:	Vacant.

View of Map ID JS-052, facing east.

Map I.D. #	JS-053
Site Location:	1824 South Boulevard
Latitude/Longitude:	32.763336/ -96.776647
Date:	1920 (DCAD)
Style/Form:	Prairie-influence/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Replacement/ missing windows and siding, missing doors impact integrity of design, materials, workmanship, and feeling.
Comments:	Vacant.

View of Map ID JS-053, facing southeast.

Map I.D. #	JS-053
Site Location:	1824 South Boulevard
Latitude/Longitude:	32.763336/ -96.776647
Date:	1920 (DCAD)
Style/Form:	Prairie-influence/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Replacement/ missing windows and siding, missing doors impact integrity of design, materials, workmanship, and feeling.
Comments:	Vacant.

View of Map ID JS-053, facing southeast.

Map I.D. #	JS-054
Site Location:	1708 Martin Luther King, Jr. Boulevard
Latitude/Longitude:	32.762116/ -96.776088
Date:	1970 (DCAD)
Style/Form:	Commercial/ rectangular
NRHP eligibility:	Not eligible
Integrity Issues:	Replacement windows and added security bars impact integrity of design and materials.
Comments:	NSC Cellular and Tax Services

View of Map ID JS-054, facing south.

Map I.D. #	JS-054
Site Location:	1708 Martin Luther King, Jr. Boulevard
Latitude/Longitude:	32.762116/ -96.776088
Date:	1970 (DCAD)
Style/Form:	Commercial/ rectangular
NRHP eligibility:	Not eligible
Integrity Issues:	Replacement windows and added security bars impact integrity of design and materials.
Comments:	NSC Cellular and Tax Services

View of Map ID JS-054, facing east.

Map I.D. #	JS-055
Site Location:	3307 Colonial Avenue
Latitude/Longitude:	32.759263/ -96.774482
Date:	1910 (DCAD)
Style/Form:	Prairie-influence/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Replacement siding, added staircases, and altered porch impact integrity of design, materials, workmanship, feeling, and association.
Comments:	Converted into apartments.

View of Map ID JS-055, facing west.

Map I.D. #	JS-055
Site Location:	3307 Colonial Avenue
Latitude/Longitude:	32.759263/ -96.774482
Date:	1910 (DCAD)
Style/Form:	Prairie-influence/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Replacement siding, added staircases, and altered porch impact integrity of design, materials, workmanship, feeling, and association.
Comments:	Converted into apartments.

View of Map ID JS-055, facing southwest.

Map I.D. #	JS-055
Site Location:	3307 Colonial Avenue
Latitude/Longitude:	32.759263/ -96.774482
Date:	1910 (DCAD)
Style/Form:	Prairie-influence/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Replacement siding, added staircases, and altered porch impact integrity of design, materials, workmanship, feeling, and association.
Comments:	Converted into apartments.

View of Map ID JS-055, facing west. (Photo by Allen Terrell, 2010)

Map I.D. #	JS-056
Site Location:	1628 Panama Place
Latitude/Longitude:	32.758985/ -96.774374
Date:	1930 (DCAD)
Style/Form:	Mixed/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Front and rear additions, altered siding and replacement windows impact integrity of design, materials, workmanship, and feeling.
Comments:	Large rear addition greatly increased the size of the house.

View of Map ID JS-056, facing south.

Map I.D. #	JS-056
Site Location:	1628 Panama Place
Latitude/Longitude:	32.758985/ -96.774374
Date:	1930 (DCAD)
Style/Form:	Mixed/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Front and rear additions, altered siding and replacement windows impact integrity of design, materials, workmanship, and feeling.
Comments:	Large rear addition greatly increased the size of the house.

View of Map ID JS-056, facing east.

Map I.D. # JS-057
Site Location: 1616 Panama Place
Latitude/Longitude: 32.758736/ -96.774703
Date: 1958 (DCAD)
Style/Form: Ranch-influence/ rectangular massed
NRHP eligibility: Not eligible
Integrity Issues: Some replacement windows on the side impact integrity of materials.
Comments:

View of Map ID JS-057, facing southeast.

Map I.D. # JS-057
Site Location: 1616 Panama Place
Latitude/Longitude: 32.758736/ -96.774703
Date: 1958 (DCAD)
Style/Form: Ranch-influence/ rectangular massed
NRHP eligibility: Not eligible
Integrity Issues: Some replacement windows on the side impact integrity of materials.
Comments:

View of Map ID JS-057, facing south.

Map I.D. #	JS-058a
Site Location:	3400 Spence Street
Latitude/Longitude:	32.758571/ -96.774269
Date:	1910 (DCAD)
Style/Form:	Craftsman-influence/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	In-filled porch, replacement siding and windows, and added security bars impact integrity of design, materials, workmanship, and feeling.
Comments:	Associated garage (JS-058b) behind house.

View of Map ID JS-058a, facing east.

Map I.D. #	JS-058a
Site Location:	3400 Spence Street
Latitude/Longitude:	32.758571/ -96.774269
Date:	1910 (DCAD)
Style/Form:	Craftsman-influence/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	In-filled porch, replacement siding and windows, and added security bars impact integrity of design, materials, workmanship, and feeling.
Comments:	Associated garage (JS-058b) behind house.

View of Map ID JS-058a in 2010, facing north. (Photo by Allen Terrell)

Map I.D. #	JS-058b
Site Location:	3400 Spence Street
Latitude/Longitude:	32.758571/ -96.774269
Date:	c. 1960
Style/Form:	Craftsman-influence/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	None.
Comments:	Limited visibility of the garage.

View of Map ID JS-058b, facing east.

Map I.D. #	JS-059a
Site Location:	3414 Spence Street
Latitude/Longitude:	32.758296/ -96.773931
Date:	1920 (DCAD)
Style/Form:	Craftsman-influence/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Added brick veneer, replacement siding and windows, and in-filled soffits impact integrity of design, materials, workmanship, and feeling.
Comments:	Associated garage (JS-059b) behind house.

View of Map ID JS-059a, facing northeast. (Photo by Allen Terrell, 2010)

Map I.D. #	JS-059a
Site Location:	3414 Spence Street
Latitude/Longitude:	32.758296/ -96.773931
Date:	1920 (DCAD)
Style/Form:	Craftsman-influence/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Added brick veneer, replacement siding and windows, and in-filled soffits impact integrity of design, materials, workmanship, and feeling.
Comments:	Associated garage (JS-059b) behind house.

View of Map ID JS-059a, facing east. Garage (JS-059b) visible in rear.

Map I.D. #	JS-059b
Site Location:	3414 Spence Street
Latitude/Longitude:	32.758296/ -96.773931
Date:	c. 1940
Style/Form:	Craftsman-influence/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	None apparent.
Comments:	Limited visibility of the garage.

View of Map ID JS-059b, facing south.

Map I.D. #	JS-060a
Site Location:	1601 Lenway Street
Latitude/Longitude:	32.758020/ -96.773700
Date:	1920/1990 (DCAD)
Style/Form:	Mixed/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Extensive remodel performed in mid-2000s. Replacement siding and windows, removed dormer and pediment, altered porch design impact integrity of design, materials, workmanship, and feeling.
Comments:	Modern garage (JS-060b) adjacent to house.

View of Map ID JS-060a, facing northwest.

Map I.D. #	JS-060a
Site Location:	1601 Lenway Street
Latitude/Longitude:	32.758020/ -96.773700
Date:	1920/1990 (DCAD)
Style/Form:	Mixed/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Extensive remodel performed in mid-2000s. Replacement siding and windows, removed dormer and pediment, altered porch design impact integrity of design, materials, workmanship, and feeling.
Comments:	Modern garage (JS-060b) adjacent to house.

View of Map ID JS-060a, facing north.

Map I.D. #	JS-060a
Site Location:	1601 Lenway Street
Latitude/Longitude:	32.758020/ -96.773700
Date:	1920/1990 (DCAD)
Style/Form:	Mixed/ rectangular massed
NRHP eligibility:	Not eligible
Integrity Issues:	Extensive remodel performed in mid-2000s. Replacement siding and windows, removed dormer and pediment, altered porch design impact integrity of design, materials, workmanship, and feeling.
Comments:	Modern garage (JS-060b) adjacent to house.

View of Map ID JS-060a in 2010, facing northeast. (Photo by Allen Terrell)

Map I.D. #	JS-060b
Site Location:	1601 Lenway Street
Latitude/Longitude:	32.758020/ -96.773700
Date:	2015
Style/Form:	No Style/ rectangular
NRHP eligibility:	Not eligible
Integrity Issues:	Modern garage adjacent to house.
Comments:	Construction date determined through aerial photographs.

View of Map ID JS-060b, facing north.

Map I.D. #	SM-252
Site Location:	2631 S. Good Latimer Freeway
Latitude/Longitude:	32.768403/ -96.775818
Date:	1970 (DCAD)
Style/Form:	Commercial/ one-part commercial block
NRHP eligibility:	Not eligible
Integrity Issues:	Security bars added to windows but no other modifications.
Comments:	Building houses financial services businesses.

View of Map ID SM-252, facing northwest.

Map I.D. #	SM-252
Site Location:	2631 S. Good Latimer Freeway
Latitude/Longitude:	32.768403/ -96.775818
Date:	1970 (DCAD)
Style/Form:	Commercial/ one-part commercial block
NRHP eligibility:	Not eligible
Integrity Issues:	Security bars added to windows but no other modifications.
Comments:	Building houses financial services businesses.

View of Map ID SM-252, facing south.

Map I.D. #	SM-253
Site Location:	2425 Park Row Avenue
Latitude/Longitude:	32.767836/ -96.774610
Date:	1911 (DCAD)
Style/Form:	Craftsman/ rectangular massed
NRHP eligibility:	Listed (C, contributing)
Integrity Issues:	Replacement front door and side lights.
Comments:	Contributing resource to the NRHP-listed South Boulevard-Park Row Historic District.

View of Map ID SM-253, facing northwest.

Map I.D. #	SM-253
Site Location:	2425 Park Row Avenue
Latitude/Longitude:	32.767836/ -96.774610
Date:	1911 (DCAD)
Style/Form:	Craftsman/ rectangular massed
NRHP eligibility:	Listed (C, contributing)
Integrity Issues:	Replacement front door and side lights.
Comments:	Contributing resource to the NRHP-listed South Boulevard-Park Row Historic District.

View of Map ID SM-253, facing north.

Map I.D. #	SM-254
Site Location:	2409 Park Row Avenue
Latitude/Longitude:	32.767438/ -96.775047
Date:	1914 (DCAD)
Style/Form:	Prairie/ rectangular massed
NRHP eligibility:	Listed (C, contributing)
Integrity Issues:	Replacement deck railing, removed port cochere.
Comments:	Contributing resource to the NRHP-listed South Boulevard-Park Row Historic District.

View of Map ID SM-254, facing north.

Map I.D. #	SM-254
Site Location:	2409 Park Row Avenue
Latitude/Longitude:	32.767438/ -96.775047
Date:	1914 (DCAD)
Style/Form:	Prairie/ rectangular massed
NRHP eligibility:	Listed (C, contributing)
Integrity Issues:	Replacement deck railing, removed port cochere.
Comments:	Contributing resource to the NRHP-listed South Boulevard-Park Row Historic District.

View of Map ID SM-254, facing northwest.

Map I.D. #	SM-255
Site Location:	2407 Park Row Avenue
Latitude/Longitude:	32.767341/ -96.775211
Date:	1941 (DCAD)
Style/Form:	Colonial Revival/ rectangular massed
NRHP eligibility:	Listed (C, contributing)
Integrity Issues:	Replacement windows.
Comments:	Contributing resource to the NRHP-listed South Boulevard-Park Row Historic District.

View of Map ID SM-255, facing northwest.

Map I.D. #	SM-255
Site Location:	2407 Park Row Avenue
Latitude/Longitude:	32.767341/ -96.775211
Date:	1941 (DCAD)
Style/Form:	Colonial Revival/ rectangular massed
NRHP eligibility:	Listed (C, contributing)
Integrity Issues:	Replacement windows.
Comments:	Contributing resource to the NRHP-listed South Boulevard-Park Row Historic District.

View of Map ID SM-255, facing north.

Appendix E: Figures

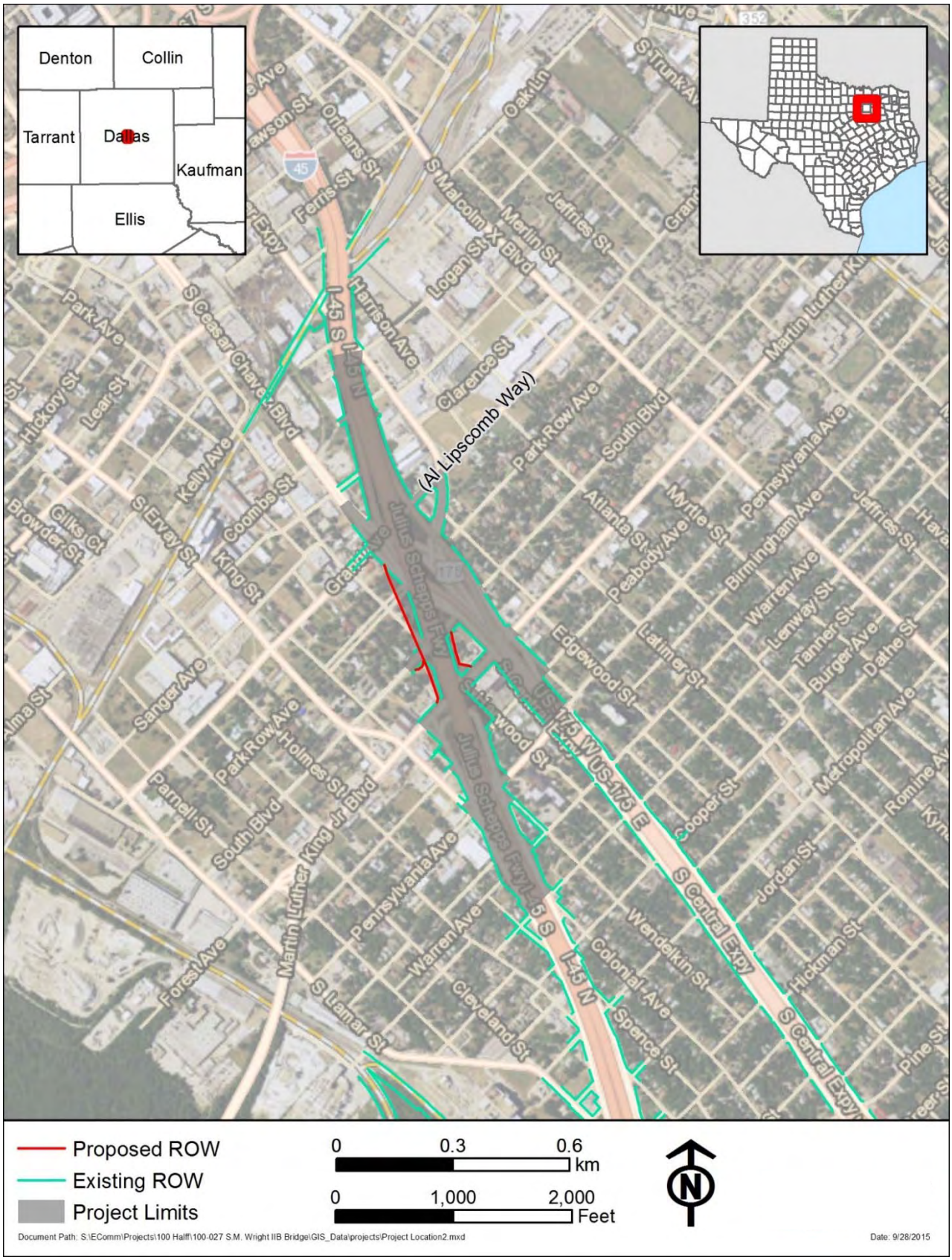


Figure 1: Project Location Map

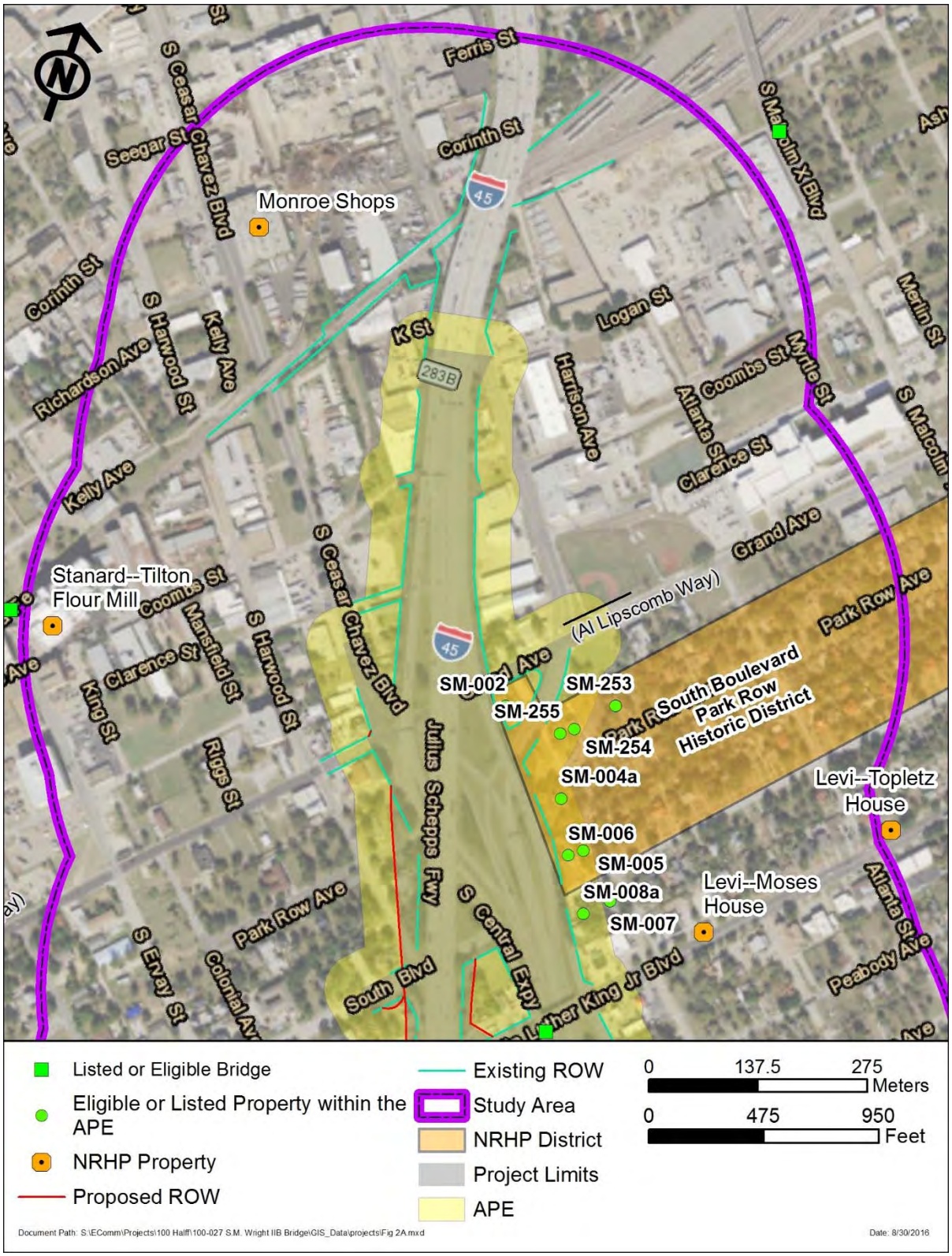


Figure 2a: Project Study Area

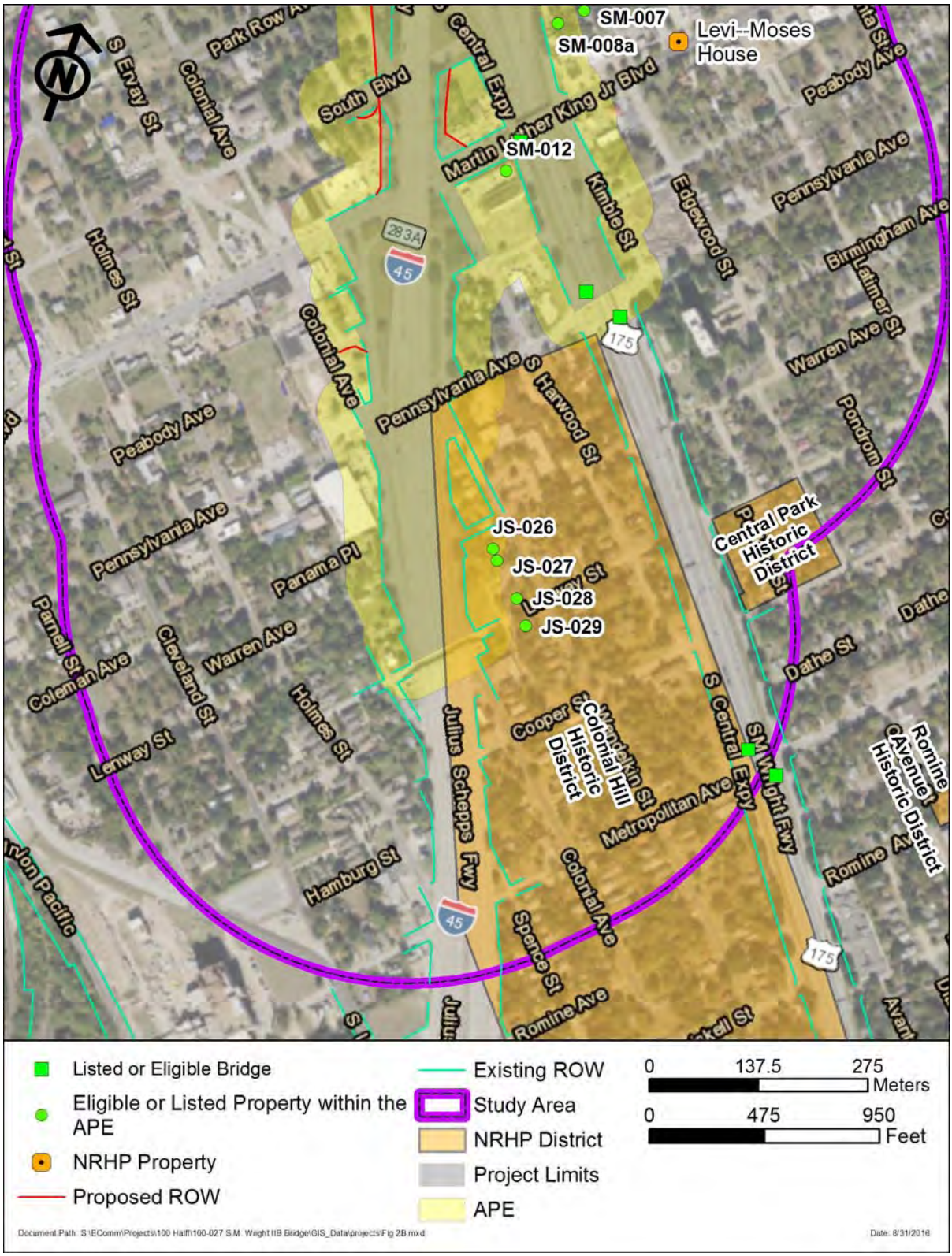


Figure 2b: Project Study Area

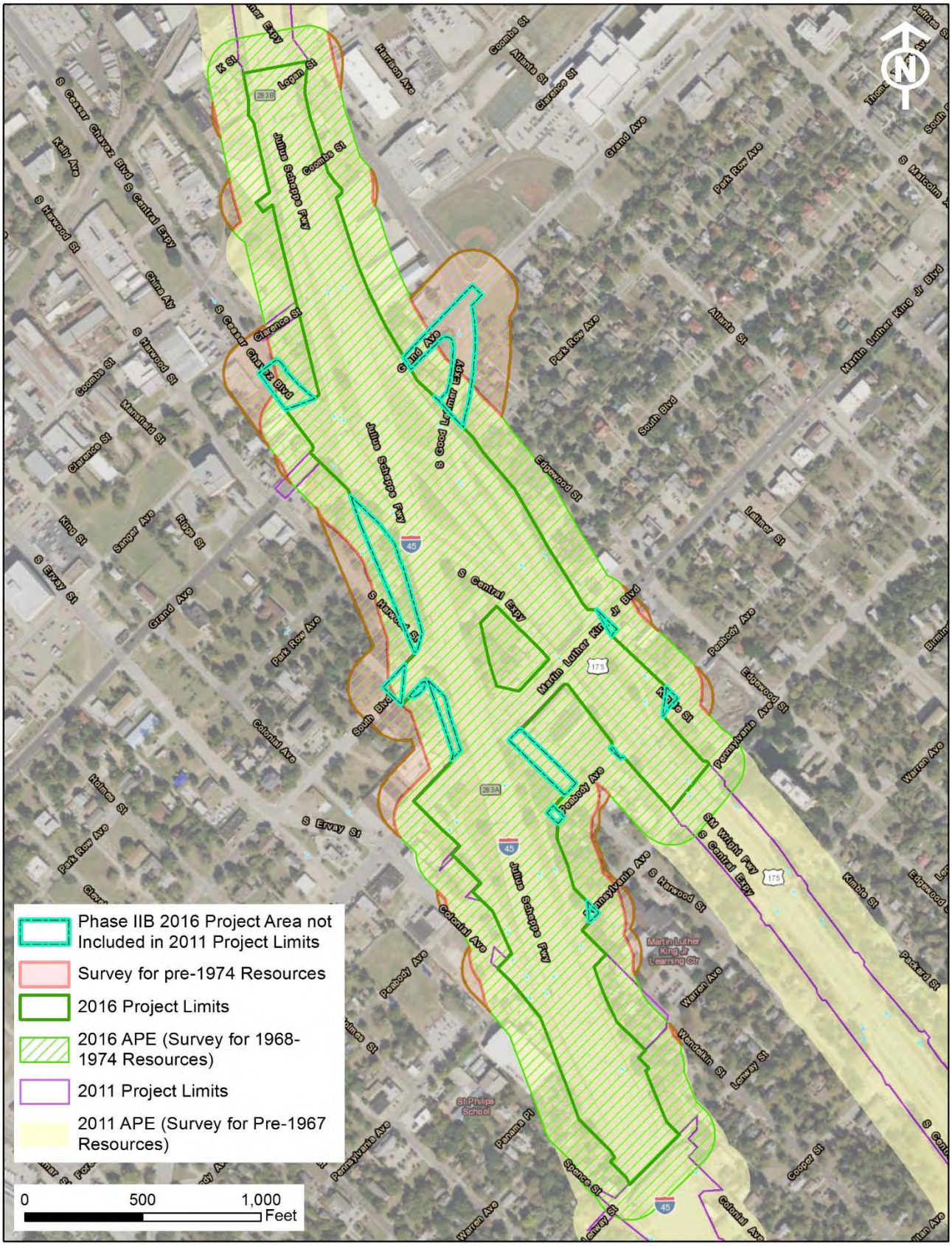


Figure 3: Project Area of Potential Effects

Figure 4a: Historic-age Resource Location Map

Figure 4b: Historic-age Resource Location Map

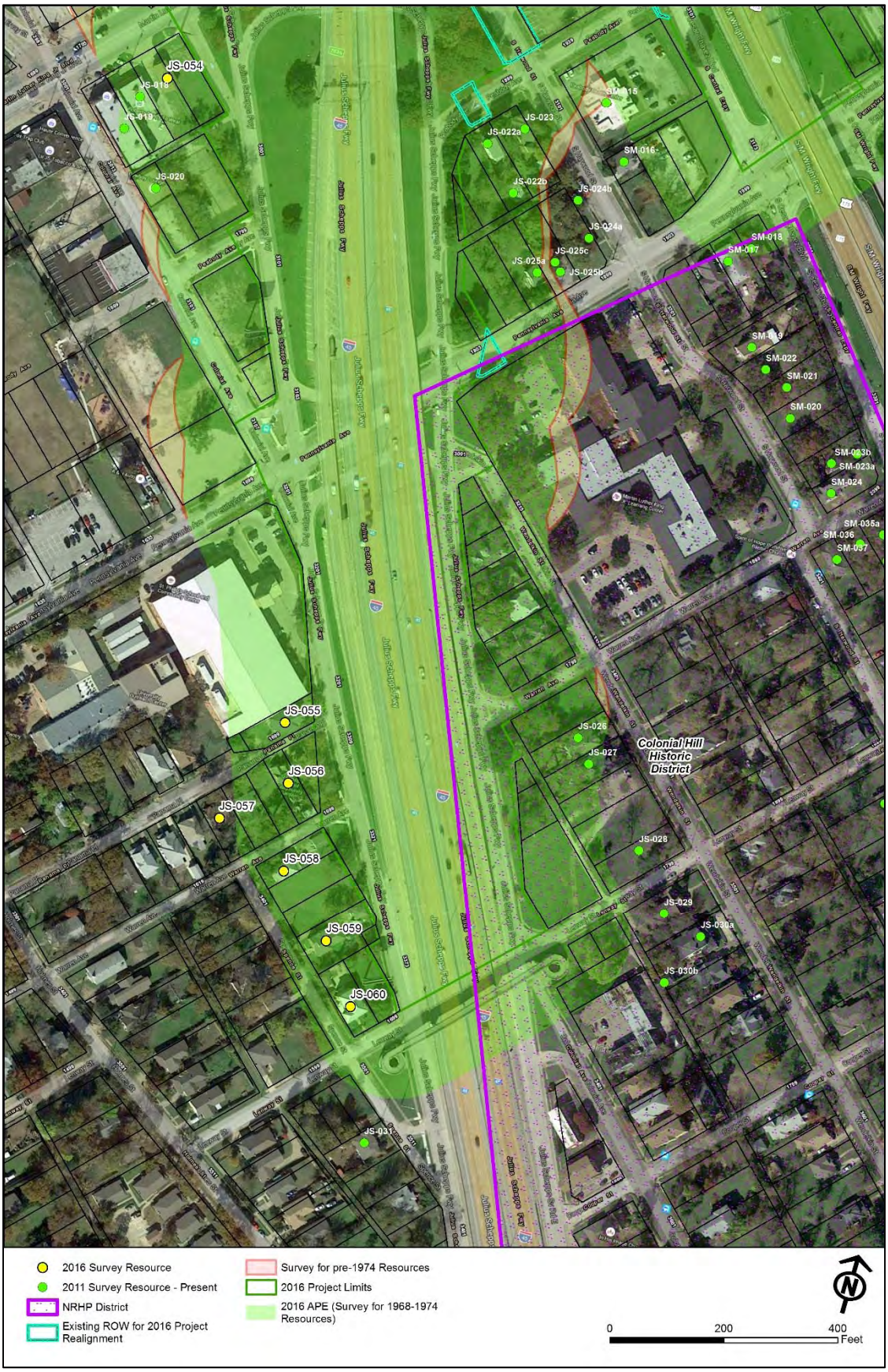


Figure 4c: Historic-age Resource Location Map

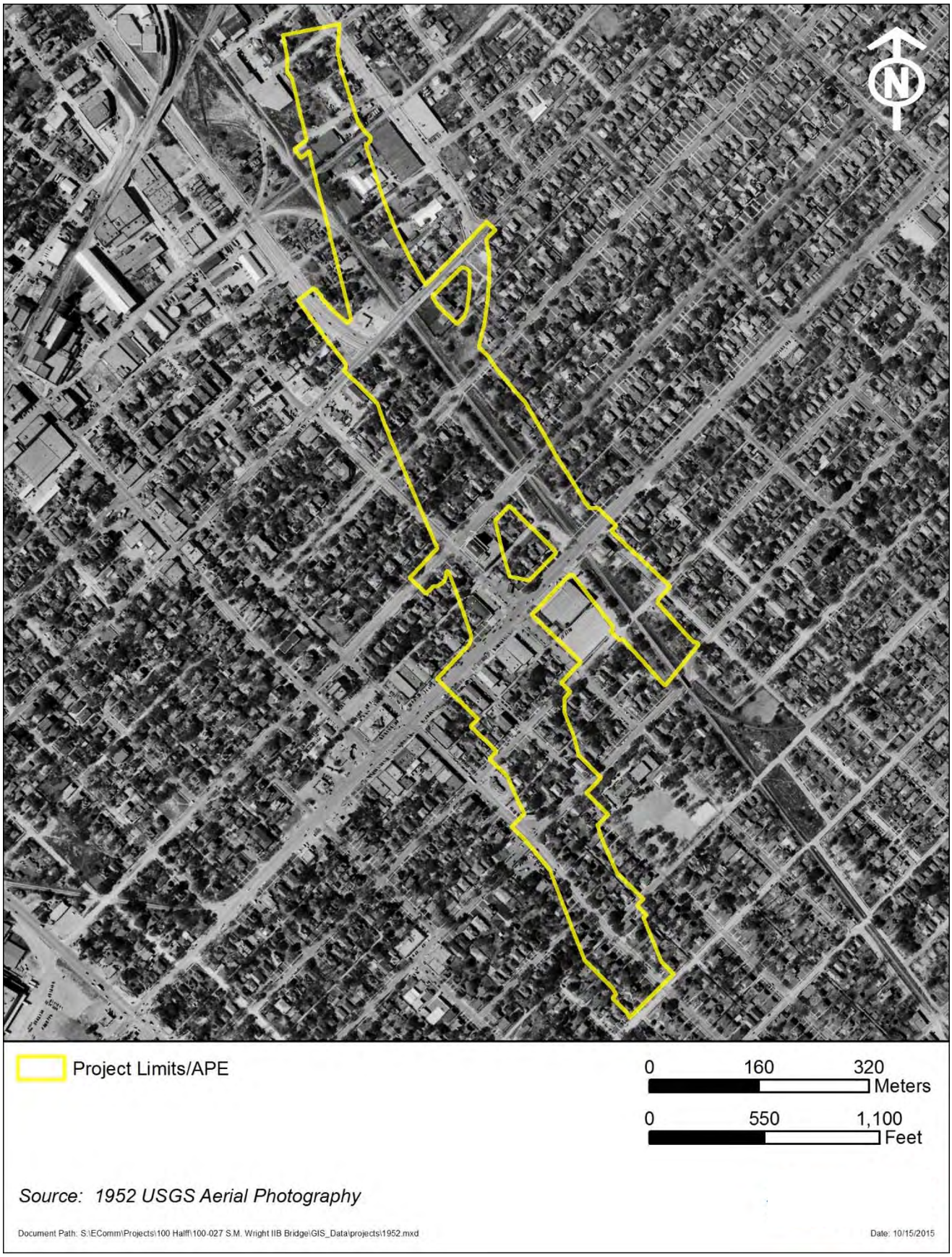


Figure 5: 1952 Historic aerial with project boundary overlay.

Figure 6: Original Fire Station No. 6, c. 1940
(Photo Credit: University of North Texas Libraries, The Portal to Texas History)

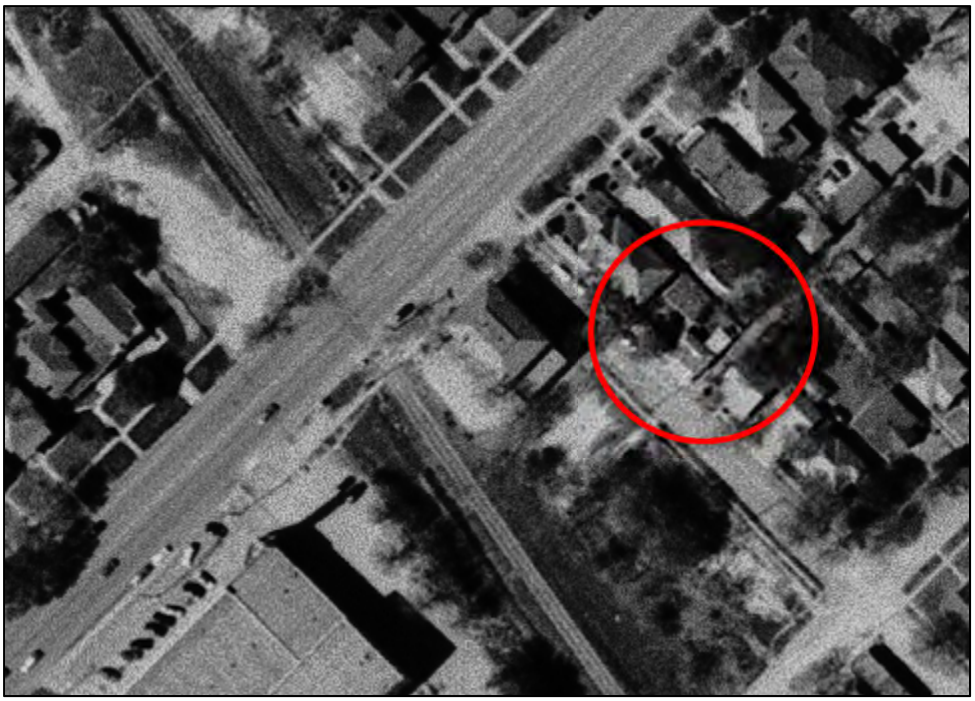


Figure 7: Old Station No. 6 location at Forest and Kimble, 1952.

Figure 8: Dallas Fire Department Station No. 6 (JS-048) in 1968.

Figure 9: Station No. 6 (JS-048) in 2015, showing the change in setting.
(Source: TNRIS)

Figure 10: DFD Station No. 36, showing high integrity.

Figure 11: DFD Station No. 41, showing wing wall and high integrity.

Figure 12: DFD Station No. 44, showing brick detailing and stylized porches.

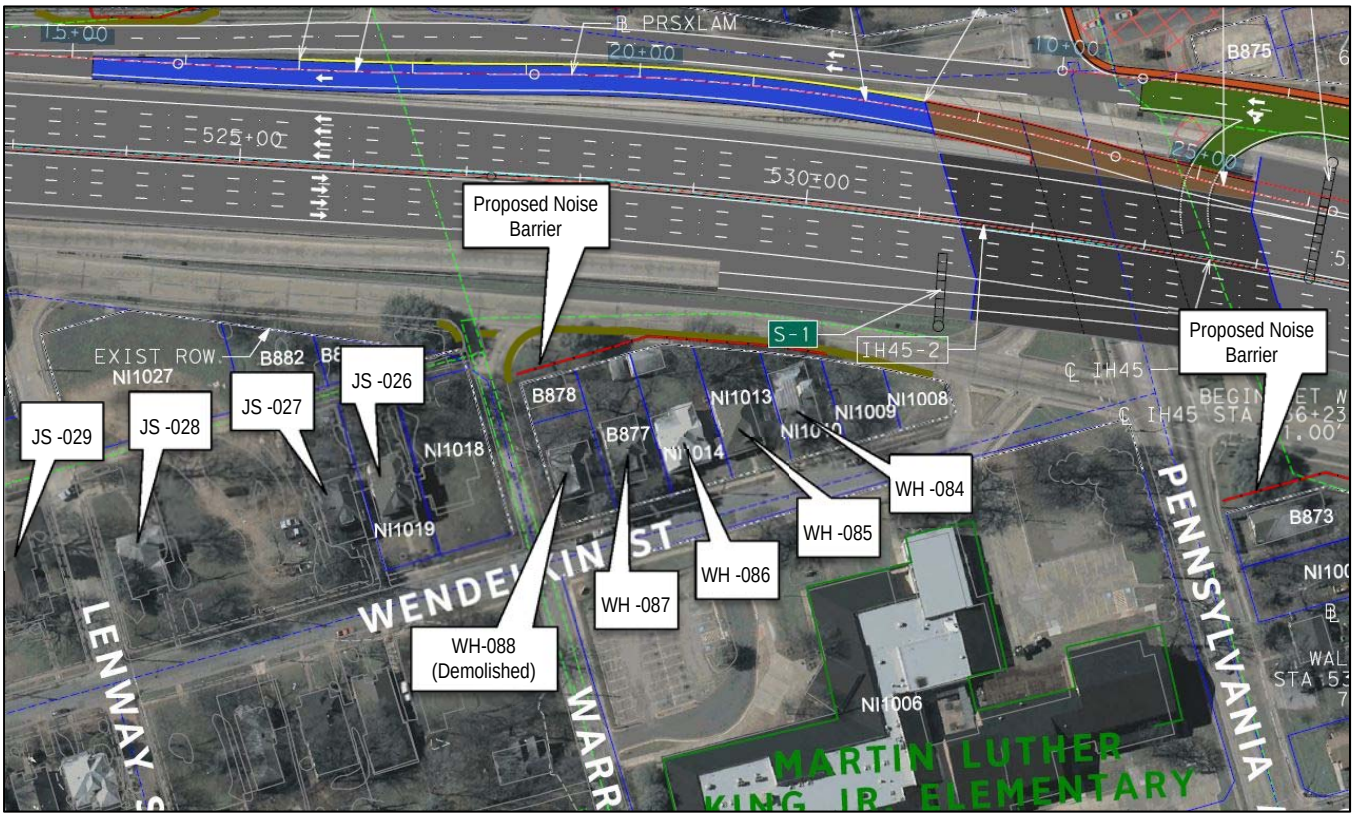


Figure 13: Schematic at Colonial Hill Historic District.

Figure 14: Existing IH 45 NB on-ramp retaining wall, facing south.

Figure 15: Proposed location of noise barrier along IH 45 frontage road, facing southwest.

Figure 16: View of IH 45 from Harwood St. at Pennsylvania Ave. facing southwest.

Figure 17: View of IH 45 from Wendelkin St. and Warren Ave., facing west.

Figure 18: View up IH 45 frontage road to Pennsylvania Ave., facing north.

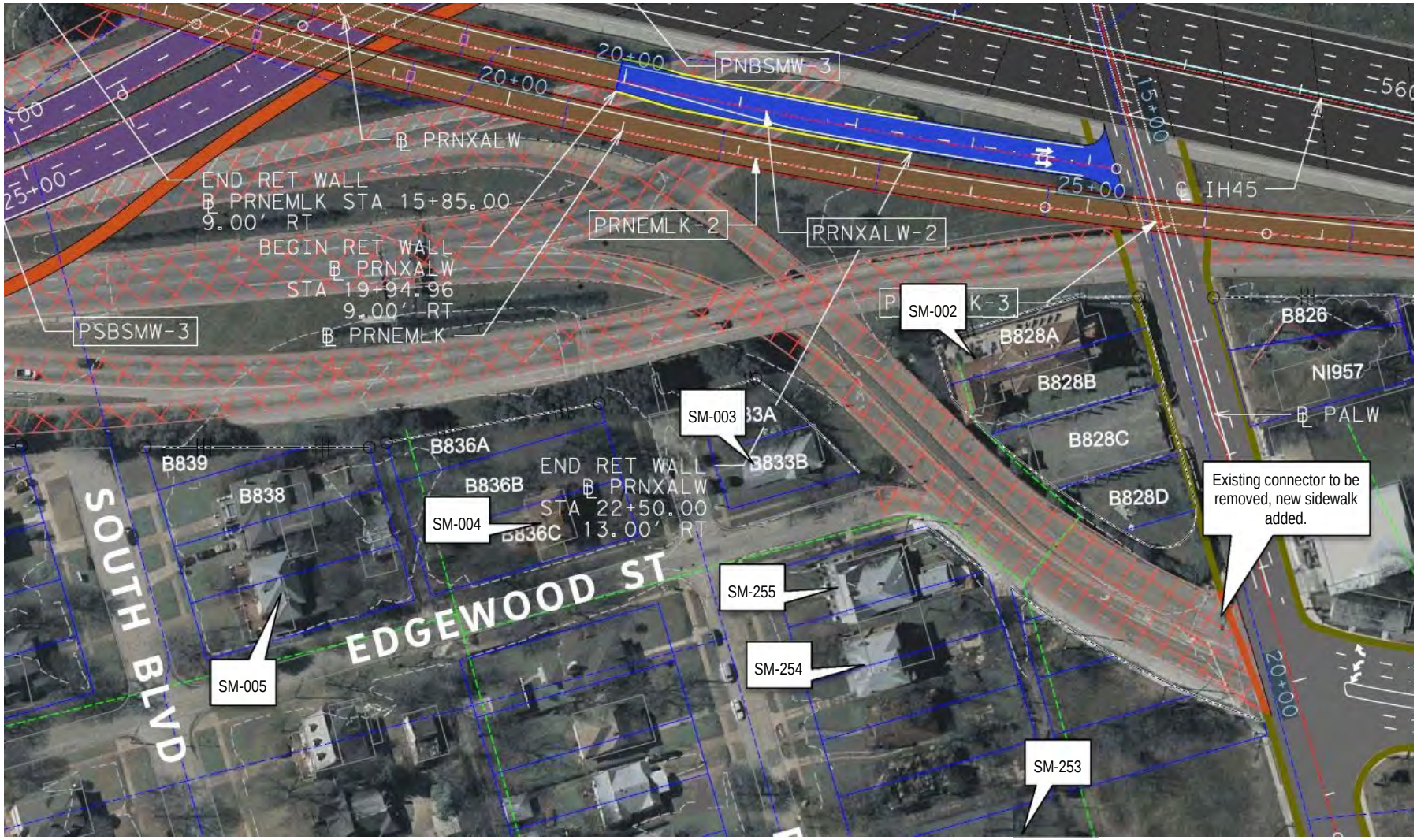


Figure 19: Schematic at South Boulevard-Park Row Historic District. All existing connectors would be removed (red hatched pavement) and a new sidewalk put in place along Al Lipscomb Way.

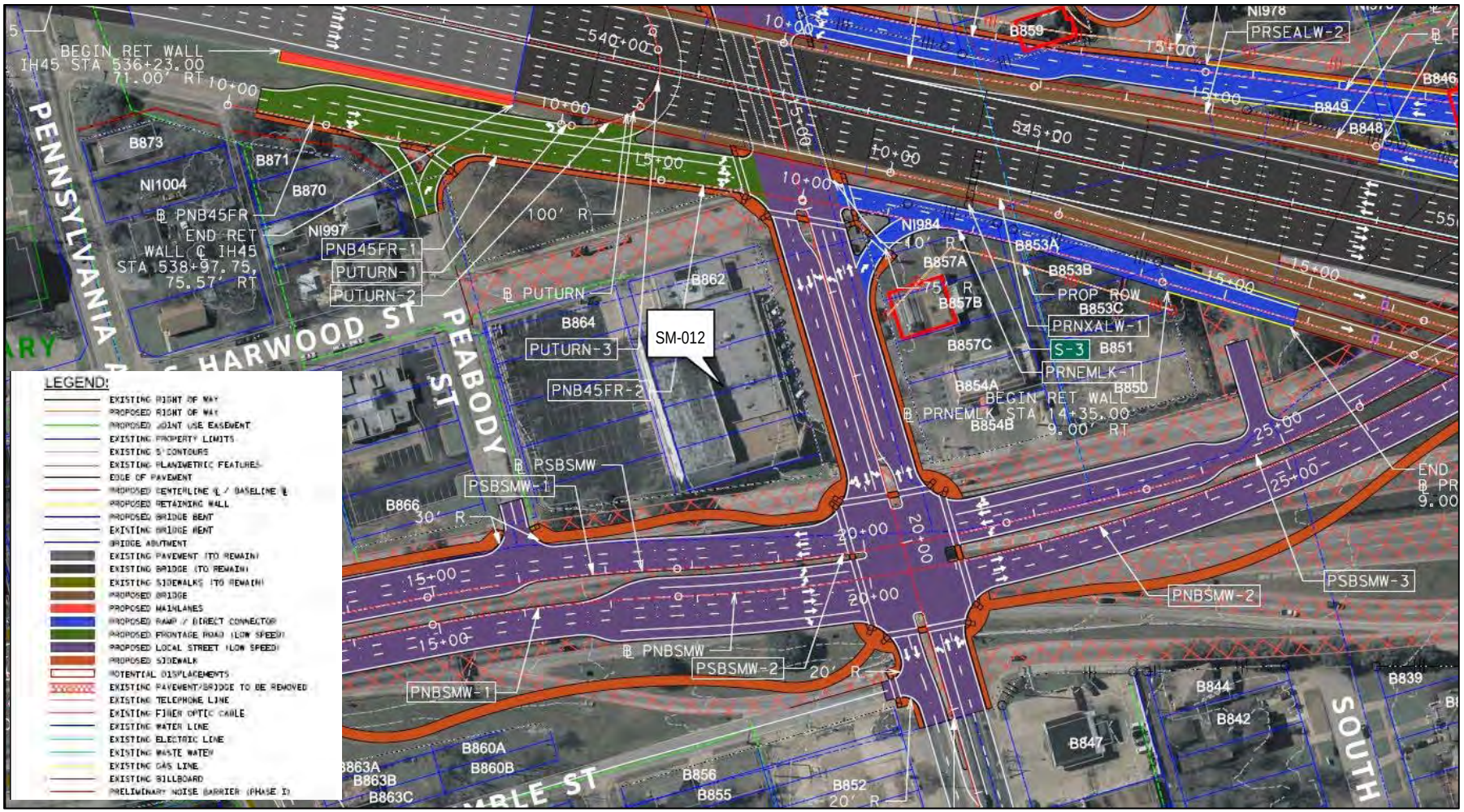


Figure 20: Schematic at Forest Theater (SM-012).

Appendix F: Schematics

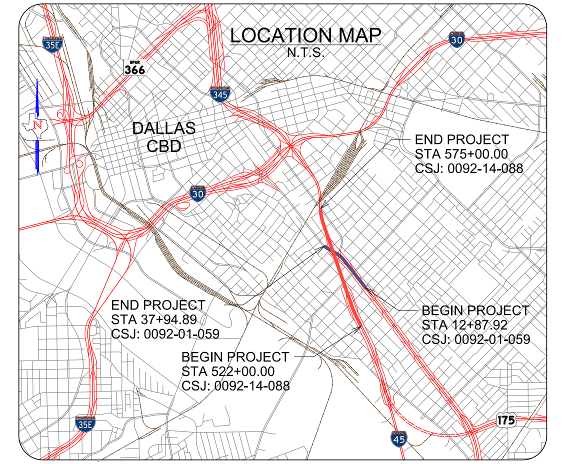
TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
JAMES K. SELMAN, P.E., DISTRICT ENGINEER

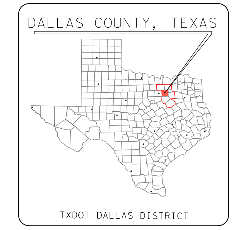
SH 310, I-45 DESIGN SCHEMATIC SM WRIGHT PHASE IIB FROM PENNSYLVANIA AVENUE TO NORTH OF AL LIPSCOMB WAY DALLAS COUNTY, TEXAS

CSJ: 0092-01-059, 0092-14-088

APRIL 2016
ROLL 1 OF 2

PROJECT LENGTH:	1.00 MILE
FUNCTIONAL CLASSIFICATION:	INTERSTATE AND URBAN ARTERIAL
AVERAGE DAILY TRAFFIC:	164,000 (2020) 220,600 (2040)
DESIGN SPEED	
I-45:	60 MPH
RAMPS:	40 MPH
FRONTAGE ROADS:	40 MPH
CROSS STREETS:	35 MPH
LOCAL CONNECTORS:	20 MPH





TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
FOR INTERIM REVIEW ONLY
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

JEREMY W. MCGAHAN 103650 06-30-2016
NAME P.E. NO. DATE
MARIA F. GUERRA 121650 06-30-2016
NAME P.E. NO. DATE
HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

VERTICAL SCALE: 1"=10'
HORIZONTAL SCALE: 1"=100'

DATE SUBMITTED: JUNE 30, 2016
DATE APPROVED:

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LEGEND:

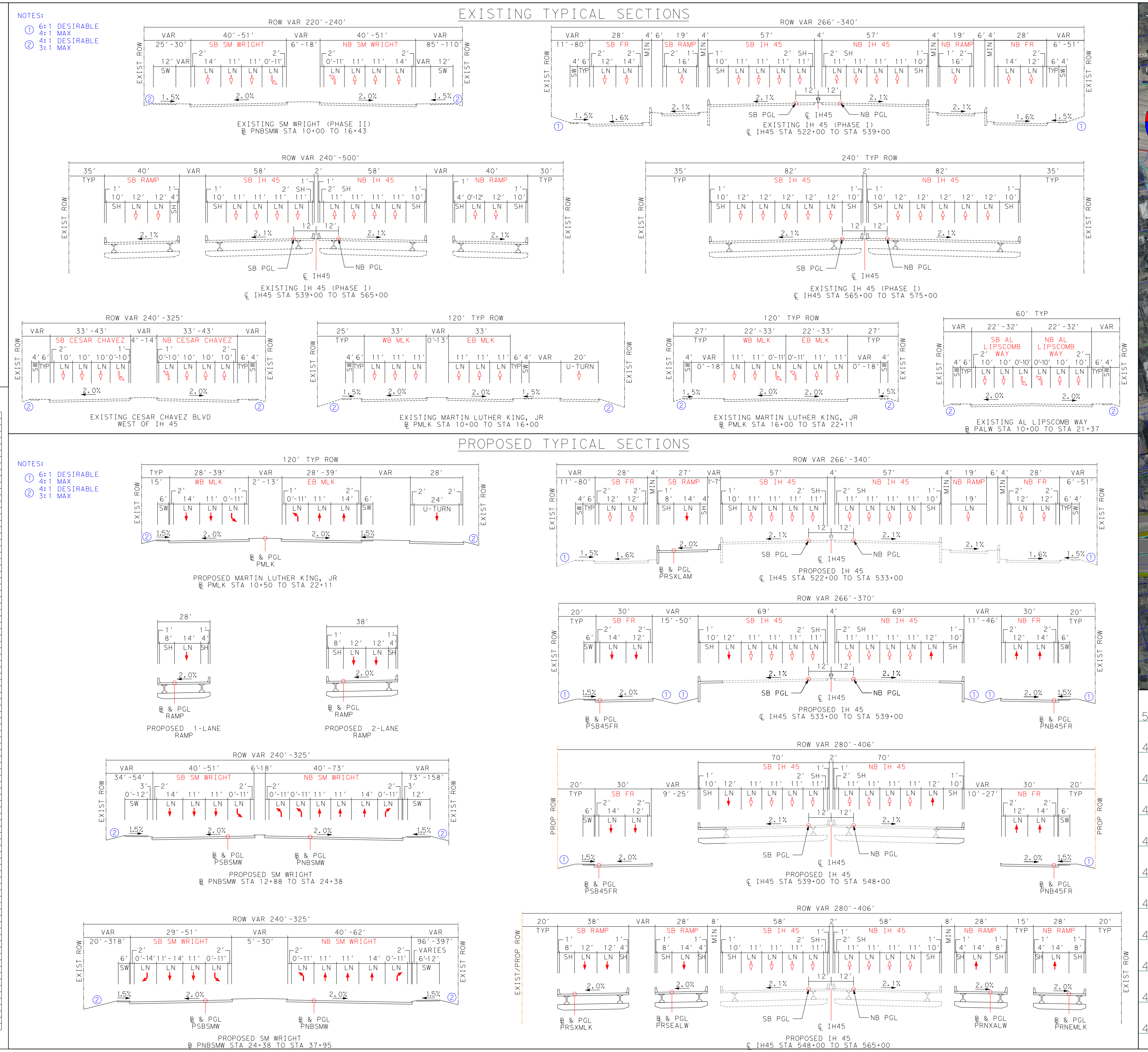
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED JOINT USE EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING 5' CONTOURS
- EXISTING PLANIMETRIC FEATURES
- EDGE OF PAVEMENT
- PROPOSED CENTERLINE ℄ / BASELINE ℄
- PROPOSED RETAINING WALL
- PROPOSED BRIDGE BENT
- EXISTING BRIDGE BENT
- BRIDGE ABUTMENT
- EXISTING PAVEMENT (TO REMAIN)
- EXISTING BRIDGE (TO REMAIN)
- EXISTING SIDEWALKS (TO REMAIN)
- PROPOSED BRIDGE
- PROPOSED MAINLANES
- PROPOSED RAMP / DIRECT CONNECTOR
- PROPOSED FRONTAGE ROAD (LOW SPEED)
- PROPOSED LOCAL STREET (LOW SPEED)
- PROPOSED SIDEWALK
- POTENTIAL DISPLACEMENTS
- EXISTING PAVEMENT/BRIDGE TO BE REMOVED
- EXISTING TELEPHONE LINE
- EXISTING FIBER OPTIC CABLE
- EXISTING WATER LINE
- EXISTING ELECTRIC LINE
- EXISTING WASTE WATER
- EXISTING GAS LINE
- EXISTING BILLBOARD
- PRELIMINARY NOISE BARRIER (PHASE I)

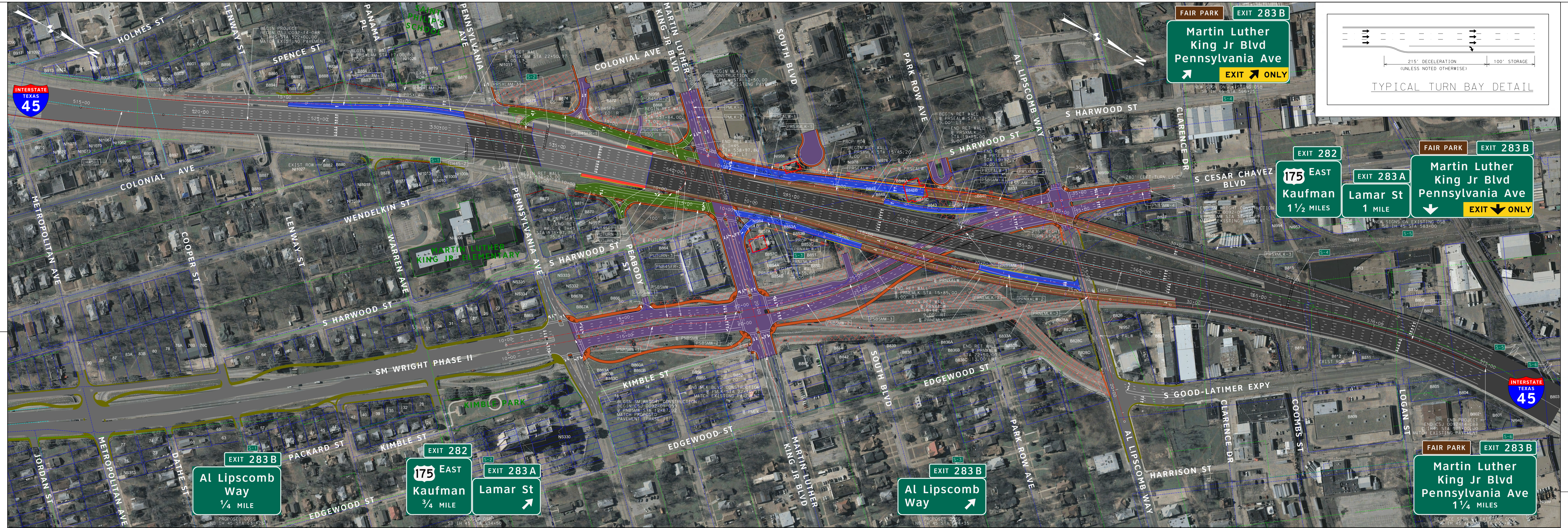
GENERAL NOTES:

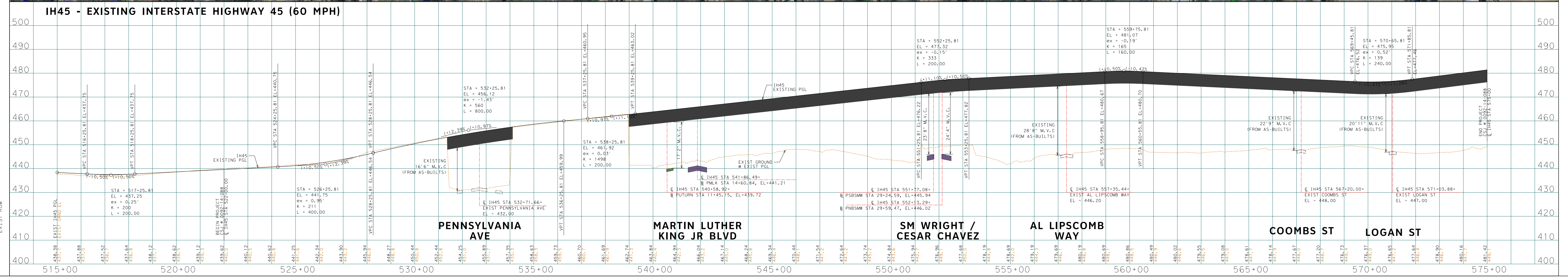
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED FEBRUARY 9, 2006 AND RECORD PLANS.
2. APPROVED TRAFFIC VOLUMES PROVIDED BY TXDOT TP&P ON SEPTEMBER 24, 2014.
3. EXISTING DRIVEWAY LOCATIONS ARE NOT SHOWN IN THE PLAN. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS.
4. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
5. SUPER ELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
6. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
7. DIMENSIONS ARE TO NOMINAL FACE OF CURB, NOMINAL FACE OF RAIL/BARRIER, OR TO THE EDGE OF UNCURBED PAVEMENT (UNLESS NOTED OTHERWISE).
8. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
9. INTERSECTION CURVE RADII ARE 50 FOOT UNLESS NOTED OTHERWISE.
10. BRIDGE GIRDERS SHOWN IN TYPICAL SECTIONS ARE TO INDICATE BRIDGE SECTIONS AND ARE NOT REPRESENTATIVE OF ACTUAL GIRDER LOCATION, SIZE, OR TYPE.
11. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (JANUARY 12, 2016).

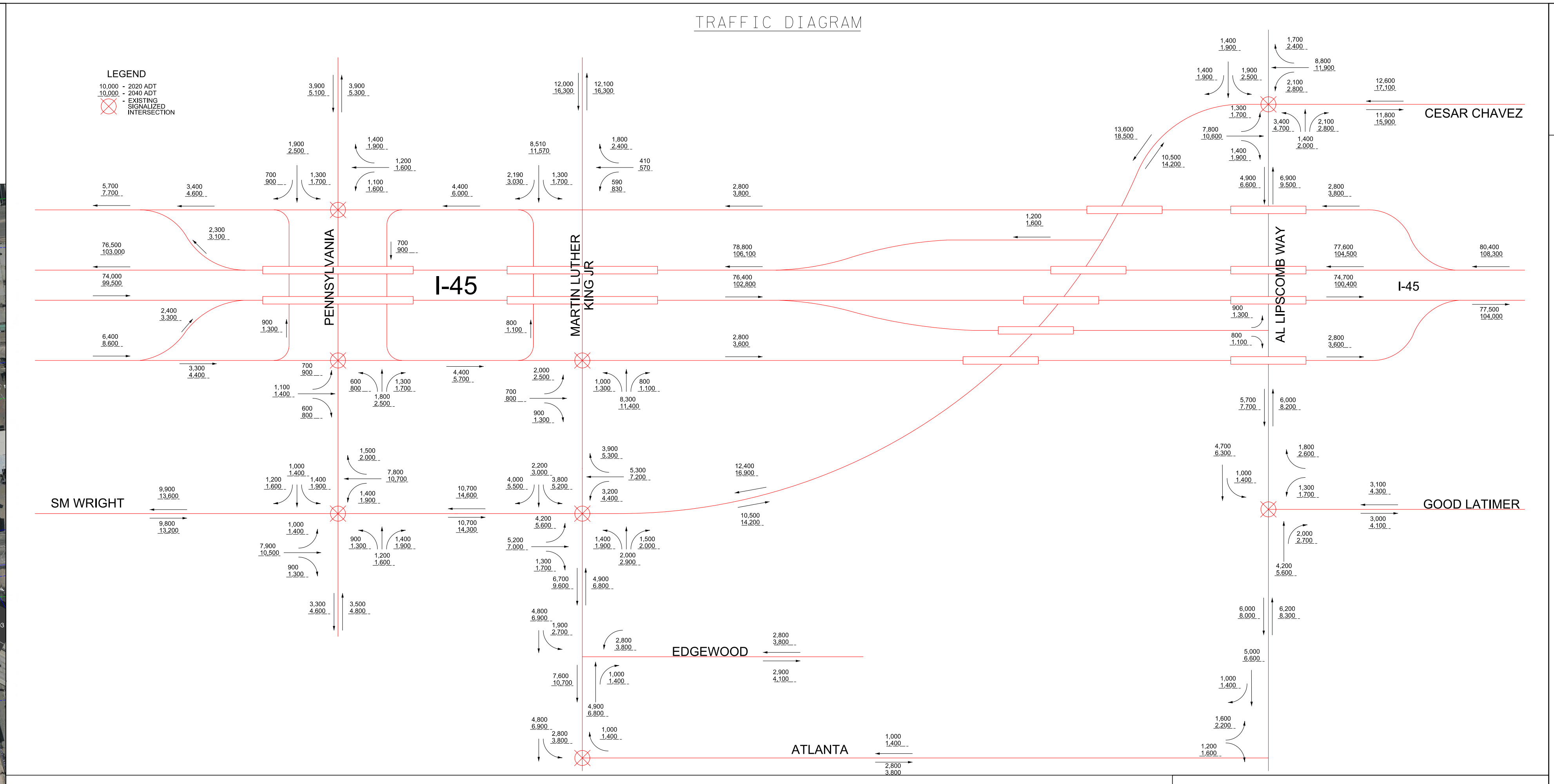
PARCEL DATA

PARCEL	OWNER NAME	PARCEL ADDRESS	OCCUPANT
14	DALLAS CITY OF	2300 PEABODY AVE	VACANT
16	DALLAS CITY OF	2301 PENNSYLVANIA AVE	VACANT
22	WORKS G W JR	1906 PENNSYLVANIA AVE	RESIDENTIAL
23	ACOSTA BERNABE J & JUANA F	3214 S HARWOOD ST	RESIDENTIAL
24	WILLIAMS CHASTITY D	3403 KIMBLE ST	VACANT
25	WILLIAMS TIFFANY	3216 S HARWOOD ST	RESIDENTIAL
27	MARSH ROSIE LEE EST OF	3302 S HARWOOD ST	RESIDENTIAL
28	WALLER DELORSE	3402 S CENTRAL EXPY	RESIDENTIAL
29	KOEN CHARLIE	3304 S HARWOOD ST	RESIDENTIAL
31	HOWARD ARLESTER	3308 S HARWOOD ST	RESIDENTIAL
32	DALLAS CITY OF	3406 S CENTRAL EXPY	VACANT
34	SALALHUDDIN ARDUR	3312 S HARWOOD ST	RESIDENTIAL
35	HANDY VERSIE	3410 S CENTRAL EXPY	RESIDENTIAL
37	WILLIAMS J YRIS &	3316 S HARWOOD ST	RESIDENTIAL
39	BUSH VERONICA	3414 S CENTRAL EXPY	RESIDENTIAL
40	BUSH JOE	3418 S CENTRAL EXPY	RESIDENTIAL
41	WILLIAMS ANNIE A &	1906 WARREN AVE	RESIDENTIAL
42	MOORE RUFUS	3424 S CENTRAL EXPY	RESIDENTIAL
44	HOLSTON DION	3501 PACKARD ST	RESIDENTIAL
45	TOPLETZ HAROLD & JACK	3507 PACKARD ST	RESIDENTIAL
46	CALDWELLKENNEDY LEE	3408 S HARWOOD ST	RESIDENTIAL
47	PROCTOR JOHN & CHRISTINE	3511 PACKARD ST	RESIDENTIAL
48	KENNEDY NATHANIEL H II	3412 S HARWOOD ST	VACANT
49	BELL ETHEL	3515 PACKARD ST	RESIDENTIAL
50	CALDWELL LELEONIA E	3418 S HARWOOD ST	RESIDENTIAL
51	TOPLETZ HAROLD & JACK	3519 PACKARD ST	RESIDENTIAL
52	SPENCER MAE BELL	3422 S HARWOOD ST	RESIDENTIAL
56	SAINTS ETERNITY INC	3500 S HARWOOD ST	RESIDENTIAL
57	AYCOCK TOMMY E	2215 COOPER ST	RESIDENTIAL
58	TUCK MILLENDER KARLA G	3504 S HARWOOD ST	RESIDENTIAL
60	TUCK MILLENDER KARLA G	3508 S HARWOOD ST	RESIDENTIAL
62	SAINTS ENTERNITY	3512 S HARWOOD ST	RESIDENTIAL
63	DALLAS CITY OF ET AL	2214 COOPER ST	RESIDENTIAL
64	JABALERA RAFAEL V	3516 S HARWOOD ST	RESIDENTIAL
65	DIVINE CHURCH OF GRACE	2210 COOPER ST	RESIDENTIAL
67	SILK ROAD MISSIO OEI	3520 S HARWOOD ST	RESIDENTIAL
68	BROWN OSCAR L	2217 DATHE ST	RESIDENTIAL
69	SILK ROAD MISSIO OEI	3528 S HARWOOD ST	BEING RENOVATED
70	WIGGINS MARTIN	2225 DATHE ST	RESIDENTIAL
73	PIERCE GREGORY D	2220 DATHE ST	RESIDENTIAL
74	CLAYTON WILLIE & MARJORIE	2216 DATHE ST	RESIDENTIAL
75	TOPLETZ INVESTMENTS	2223 METROPOLITAN AVE	RESIDENTIAL
76A,B,C	GOPAL MANAGEMENT LLC	3609 S CENTRAL EXPY	APARTMENTS
77	TOPLETZ INVESTMENTS	3625 S CENTRAL EXPY	RESIDENTIAL
78	BURCH LULA A	3615 S CENTRAL EXPY	RESIDENTIAL
80	BURCH LULA A	3617 S CENTRAL EXPY	RESIDENTIAL
83A,B	SMITH JOAN BURCH &	3623 S CENTRAL EXPY	RESIDENTIAL
87	BURCH ROBERT A REV LV TR &	3629 S CENTRAL EXPY	VACANT
89	BURCH ROBERT A REV LIV TR	3633 S CENTRAL EXPY	RESIDENTIAL
90	MOSER W JAKE JR	3639 S CENTRAL EXPY	VACANT (BILLBOARD)
B801	MANICCHIA CHARLES P	2317 HARRISON ST	VACANT (BILLBOARD)
B802	LUONG JOE	2329 HARRISON ST	INDUSTRIAL
B804	CANYON O C & DELMA	2324 S GOOD LATIMER EXPY	VACANT
B805	LUONG JOE & PAUL LUONG	2326 S GOOD LATIMER EXPY	VACANT
B806	GILMORE PRODUCE LTD	2407 K ST	GILMORE PRODUCE
B807	HALL TROY	2419 LOGAN ST	COM
B808	HERNANDEZ GUSTAVO	2417 LOGAN ST	RESIDENTIAL
B809	ACADIAN AMBULANCE SERVICE	2424 S GOOD LATIMER EXPY	COMMERCIAL
B810	TITA BECKY LLC	2413 LOGAN ST	VACANT
B811	SOUPMOBILE	2423 S GOOD LATIMER EXPY	COM
B812	SOUPMOBILE	2423 S GOOD LATIMER EXPY	COM
B813	TITA BECKY LLC	2410 LOGAN ST	COM
B814	KEMP J D	2425 S GOOD LATIMER EXPY	RESIDENTIAL
B815	TITLEY ROBERT RANDOLPH	2400 COOMBS ST	VACANT (BILLBOARD)
B816	SUNBELT VACUUM SERVICE INC	2551 S GOOD LATIMER EXPY	COM
B822	RENFRO ROYCE	2615 S GOOD LATIMER EXPY	CASCI INC
B823	PILGRIMS PRIDE CORP	2110 COOMBS ST	PILGRIMS PRIDE
B826	THOMPSON GREGORY L &	2311 AL LIPSCOMB WAY	VACANT (BILLBOARD)
B827	SHIVA HOLDINGS LLC	2600 S CESAR CHAVEZ BLVD	WAYSIDE INN & BAR
B828A,B,C,D	DALLAS TEXAS ROSE	2312 AL LIPSCOMB WAY	THE ROSE GARDEN
B831	GEMINI DALLAS GROUP LLC	2624 S CESAR CHAVEZ	AUTOMOTIVE
B833A,B	DIYAR REAL ESTATE LLC	2317 PARK ROW AVE	RESIDENTIAL
B834	AMIGOS POTTERY INC	2017 AL LIPSCOMB WAY	VACANT BUILDING
B836A,B,C	SNEED T A & ELSIE	2316 PARK ROW AVE	RESIDENTIAL
B837	REHOBOTH MISS BAPT CH	2014 AL LIPSCOMB WAY	REHOBOTH MISSION BAPTIST
B838	WHITAKER EDWARD B	2317 SOUTH BLVD	RESIDENTIAL
B839	GULLEY STEVONNE M	2313 SOUTH BLVD	RESIDENTIAL
B840	MEN OF NEHEMIAH INC THE	1909 PARK ROW AVE	VACANT
B842	OVERTON SHERIA CHANEY &	2310 SOUTH BLVD	RESIDENTIAL
B843	GOLDSTEIN EDWARD M	1910 PARK ROW AVE	VACANT
B844	GULLEY STEVONNE	2308 SOUTH BLVD	RESIDENTIAL
B846A,B,C	DALLAS CITY OF	1902 PARK ROW AVE	FIRE STATION #6
B847	AUTO DEVELOPMENT LLC	2311 MARTIN LUTHER KING JR BLVD	ENTERPRISE
B848	LOWE RICHARD JAMES	1905 SOUTH BLVD	RESIDENTIAL
B849	ROTHSCHILD BERNARD	2810 S HARWOOD ST	RESIDENTIAL
B850	HFLP LTD	1902 SOUTH BLVD	RESIDENTIAL
B851	HFLP LTD	1916 SOUTH BLVD	RESIDENTIAL
B852	CNB REAL ESTATE LLC	2310 MARTIN LUTHER KING JR BLVD	VACANT SHOPPING CENTER
B853A,B,C	ELLER MEDIA COMPANY	1912 SOUTH BLVD	VACANT (BILLBOARD)
B854A,B	CALDWELL FAMILY PROP	1921 MARTIN LUTHER KING JR BLVD	SUPER STOP DISCOUNT BEVERAGES
B855	VILLA GABRIEL & REBECCA	2303 PEABODY AVE	RESIDENTIAL
B856	VILLA GABRIEL & REBECCA	3014 KIMBLE ST	RESIDENTIAL
B857A,B,C	DIGI WAVE INCO	1909 MARTIN LUTHER KING BLVD	KWIK STOP
B859	BOOZER DEBRA YVONNE &	1844 SOUTH BLVD	TAX MAN INC
B860A,B	CLAYTON LUCINDA VENTURE	2204 PEABODY AVE	RESIDENTIAL
B862	REISBERG FRED	1900 MARTIN LUTHER KING BLVD	HIRSH MEDICAL CLINIC
B863A,B,C	DESOTO IAM COMPANIES	2209 PENNSYLVANIA AVE	RESIDENTIAL
B864	F & H REAL ESTATE CO	3000 S HARWOOD ST	PARKING LOT
B865	CORNERSTONE BAPTIST	1819 MARTIN LUTHER KING BLVD	CORNERSTONE BAPTIST CHURCH
B866	AIDS ARMS INC	1909 PEABODY AVE	PEABODY HEALTH CENTER
B867A,B	HARRIS & HARRIS PROPERTIES LLC	1909 PENNSYLVANIA AVE	VACANT
B868	COOPER DON	1714 MARTIN LUTHER KING BLVD	VACANT
B869	WALKER CLYDIA	1914 PENNSYLVANIA AVE	RESIDENTIAL
B870	DALLAS HOUSING ACQUISTION & DEV CORP	1812 PEABODY AVE	RESIDENTIAL
B871	CONRAD ELEANOR	1808 PEABODY AVE	RESIDENTIAL
B872	COOPER DON	1709 PEABODY AVE	VACANT
B873	BRADFORD HANIYYAH	1805 PENNSYLVANIA AVE	RESIDENTIAL
B874	SP 1600 PENN FOUNDATION	1700 PEABODY AVE	VACANT
B875	COUNTY LAND & WATER LLC SERIES MFP1	3112 COLONIAL AVE	VACANT
B876	1600 PENNSYLVANIA	1600 PENNSYLVANIA AVE	ST. PHILLIPS
B877	WALLACE GENEVA B	3309 WENDELKIN ST	RESIDENTIAL
B878	DALLAS CITY OF ET AL	1715 WARREN AVE	RESIDENTIAL
B879	1600 PENNSYLVANIA	1600 PENNSYLVANIA AVE	ST. PHILLIPS
B880	WATKINS FELECY D &	3408 JULIUS SCHEPPS FWY	VACANT
B881	BRAGG STEPHEN B	3307 COLONIAL AVE	RESIDENTIAL
B882	UNLIMITED HEALTHCARE SERV	3412 JULIUS SCHEPPS FWY	VACANT
B883	WALLS GLORIA	1630 PANAMA PL	OLD HOUSE
B884	WALLS GLORIA	1628 PANAMA PL	RESIDENTIAL
B886	MCCULLOUGH RUBY	3400 SPENCE ST	RESIDENTIAL
B887	HENRY LAKESHIA	1708 LENWAY ST	RESIDENTIAL
B888	JAMES R BROWN REVOCABLE	3404 SPENCE ST	VACANT
B889	D & D PROPERTIES	3504 COLONIAL AVE	RESIDENTIAL
B890	BROWN JAMES RAY TR	3410 SPENCE ST	VACANT
B891	BLAIR ARNOLD W	3411 SPENCE ST	VACANT
B892	PINEDA MARINA CONSUELO	3414 SPENCE ST	RESIDENTIAL
B893	DANIELS HUGHY P	3510 COLONIAL AVE	APARTMENT BUILDING
B894	PRESCOTT INTERESTS BILLBOARDS LTD	1605 LENWAY ST	VACANT (BILLBOARD)
B895	JARAMILLO OTONIEL	1601 LENWAY ST	VACANT (BILLBOARD)
B896	JEFFERSON P	3521 COLONIAL AVE	VACANT BUILDING
B897	SALVO JAMES J	3525 COLONIAL AVE	APARTMENT BUILDING
B898	FOREST HEIGHTS NEIGHBORHOOD	1520 LENWAY ST	VACANT
B899	CERNA HUGO ALBERTO &	3509 SPENCE ST	RESIDENTIAL
B900	LAZO MIRNA GUADALUPE	3601 COLONIAL AVE	RESIDENTIAL
B901	AVERY PHYLLIS	3515 SPENCE ST	VACANT
B902	FERGUSON RUTH E	3605 COLONIAL AVE	RESIDENTIAL
B903	ARRINGTON ARNEE E	3521 SPENCE ST	RESIDENTIAL
B904	ARRINGTON ARNEE E	3525 SPENCE ST	VACANT
B905	ARRINGTON ARNEE E	3531 SPENCE ST	VACANT
B906	JOHNS ALTON W	3600 HOLMES ST	RESIDENTIAL
B907	RODRIQUEZ ROBERTO ETAL	3604 HOLMES ST	RESIDENTIAL
B908	MALONE MAXEL CHARLES	3606 HOLMES ST	RESIDENTIAL
B909	ROSS GEORGE A & ANNIE L	3608 HOLMES ST	RESIDENTIAL
B910	SMITH MARY E	1603 METROPOLITAN AVE	RESIDENTIAL
B911	SIMITI ISAAC NYACHWAYA &	3612 HOLMES ST	NIGHTCLUB
B912	ELLER MEDIA COMPANY	3620 HOLMES ST	VACANT (BILLBOARD)
B913	ELLER MEDIA COMPANY	3622 HOLMES ST	VACANT
B917	HIRSCH LINDA R ET AL	3651 HOLMES ST	DALLAS TOBACCO
N1004	DESERTCALI LLC	1809 PENNSYLVANIA AVE	RESIDENTIAL
N1006	DALLAS ISD	1817 WARREN AVE	MLK ELEMENTARY SCHOOL
N1008	LACY VARSIA L & COMPANY	3213 WENDELKIN ST	RESIDENTIAL
N1009	RAMIREZ JORGE &	3217 WENDELKIN ST	RESIDENTIAL
N1010	BENIGNO ZAMUDIO	3221 WENDELKIN ST	MFR-DUPLEXES
N1011	ST PHILIPS SCHOOL & COMMUNITY CENTER	3107 COLONIAL AVE	VACANT
N1013	GALLEGOS FRANCISCO J &	3303 WENDELKIN ST	RESIDENTIAL
N1014	ROBERTS ALFRED LYNN	3305 WENDELKIN ST	RESIDENTIAL
N1018	AUSTIN HOWARD	3401 WENDELKIN ST	RESIDENTIAL
N1019	THOMAS SARAH	3405 WENDELKIN ST	RESIDENTIAL
N1026	1600 PENNSYLVANIA	1600 PENNSYLVANIA AVE	ST. PHILLIPS
N1027	UNLIMITED HEALTH SERV	3424 COLONIAL AVE	RESIDENTIAL
N1058	PESINA BENEDA EST OF	3609 COLONIAL AVE	RESIDENTIAL
N1062	GOMEZ GABRIEL	3610 JULIUS SCHEPPS FWY	RESIDENTIAL
N1067	TAYLOR EMERSON	3614 JULIUS SCHEPPS FWY	RESIDENTIAL
N1070	HAMMOND JIMMIE M ETAL	3618 JULIUS SCHEPPS FWY	RESIDENTIAL
N1071	VASQUEZ FLORIBERTO	3530 HOLMES ST	RESIDENTIAL
N1073	BEAL JANICE	3622 JULIUS SCHEPPS FWY	RESIDENTIAL
N1075	BELL LOUIE B & MARY ELLA	3626 SPENCE ST	RESIDENTIAL
N1077	LOWE MARY E &	3630 SPENCE ST	RESIDENTIAL
N1092	TAUBEN JOHN	3647 HOLMES ST	GILBERT'S FOOD, BEER & WINE
N1096	SMITH TERRENCE D	1429 METROPOLITAN AVE	RESIDENTIAL
N1935	DALLAS AREA RAPID TRANSIT	3101 OAK LN	DART RR TRACKS
N1936	COMMERCIAL METALS CO	2116 S GOOD LATIMER EXPY	CMC RECYCLING AMERICAN
N1937	DALLAS AREA RAPID TRANSIT	3101 OAK LN	DART RR TRACKS
N1938	COMMERCIAL METALS CO	2502 CORINTH ST	CMC PARKING LOT
N1939	ENSERCH CORP	2601 LOGAN ST	ATMOS ENERGY
N1940	KUNOFSKY HELEN	2315 HARRISON ST	VACANT
N1942	COMMERCIAL METALS CO	2215 S GOOD LATIMER EXPY	CMC RECYCLING AMERICAN
N1951	ST LOUIS S W RAILWAY CO	4410 LINFIELD RD	UP RR
N1953	GREENWOOD HARDY	2431 S CESAR CHAVEZ BLVD	VACANT
N1956	DALLAS TEXAS ROSE	2119 COOMBS ST	VACANT
N1957	DALLAS TEXAS ROSE	2315 AL LIPSCOMB WAY	VACANT
N1959	MASJID ALLISLAMDALLAS	2625 S CENTRAL EXPY	COM
N1976	CALDWELL LELEONIA	2811 S HARWOOD ST	VACANT
N1978	CORNERSTONE COMMUNITY	1841 SOUTH BLVD	RESIDENTIAL
N1984	DIGI WAVE INC	1901 MARTIN LUTHER KING JR BLVD	PARKING LOT
N1986	BOOZER DEBRA YVONNE &	1840 SOUTH BLVD	RESIDENTIAL
N1997	SIMPSON MARCUS R & MICHELLE D	1814 PEABODY AVE	RESIDENTIAL
N1998	RESOURCES ASSISTANCE CORP	1708 MARTIN LUTHER KING JR BLVD	NCS CELLULAR & TAX SERVICES
N5330	DALLAS HOUSING AUTHORITY	3333 EDGEWOOD ST	MFR-APARTMENTS
N5332	HARRIS & HARRIS PPTIES LLC	1905 PENNSYLVANIA AVE	RESIDENTIAL
N5333	SMITH LYDIA SUE	1901 PENNSYLVANIA AVE	RESIDENTIAL
N5334	APARICIO BLANCA V	1902 PENNSYLVANIA AVE	RESIDENTIAL
N5335	WILLIAMS TIFFANY	1900 PENNSYLVANIA AVE	RESIDENTIAL
N5353	OWENS RACHEL	2227 METROPOLITAN AVE	RESIDENTIAL









CURVE DATA

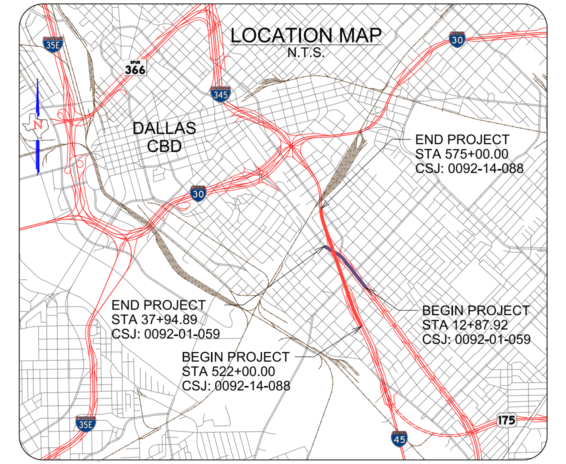
CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
IH45-1	516+73.77	N 6,963,502.6173	E 2,499,931.3710	3° 28' 27.5398" (LT)	5729.58	173.77	347.43	N 24° 51' 18.0712" W	347.38	515+00.00	518+47.43	N 23° 07' 04.3013" W	N 26° 35' 31.8411" W
IH45-2	531+58.40	N 6,964,910.2906	E 2,499,266.7484	8° 42' 49.0000" (RT)	5729.58	436.52	871.36	N 22° 14' 07.3411" W	870.52	527+21.88	535+93.24	N 26° 35' 31.8411" W	N 17° 52' 42.8411" W
IH45-3	571+69.59	N 6,968,729.3773	E 2,498,034.7945	13° 16' 34.6561" (RT)	2864.79	333.40	663.81	N 11° 14' 25.5131" W	662.33	568+36.19	575+00.00	N 17° 52' 42.8411" W	N 4° 36' 08.1850" W
PMLK-1	11+21.39	N 6,965,643.6777	E 2,498,717.4294	2° 27' 01.2155" (LT)	1000.00	21.39	42.77	N 42° 26' 00.5171" E	42.76	11+00.00	11+42.77	N 43° 39' 31.1248" E	N 41° 12' 29.9094" E
PMLK-2	11+64.60	N 6,965,676.1904	E 2,498,745.9005	2° 30' 04.1565" (RT)	1000.00	21.83	43.65	N 42° 27' 31.9877" E	43.65	11+42.77	11+86.42	N 41° 12' 29.9094" E	N 43° 42' 34.0659" E
PNB45FR-1	13+11.71	N 6,965,649.6846	E 2,499,176.1152	4° 13' 59.3305" (LT)	5300.00	195.88	391.58	N 20° 39' 42.5064" W	391.49	11+15.83	15+07.41	N 18° 32' 42.8411" W	N 22° 46' 42.1717" W
PNB45FR-2	15+89.84	N 6,965,906.2908	E 2,499,068.3618	2° 29' 12.4382" (RT)	3798.00	82.43	164.84	N 21° 32' 05.9526" W	164.83	15+07.41	16+72.25	N 22° 46' 42.1717" W	N 20° 17' 29.7335" W
PNBSMW-1	16+35.63	N 6,965,966.2953	E 2,499,581.9751	8° 14' 21.9878" (RT)	1984.00	142.90	285.31	N 36° 30' 34.8759" W	285.06	14+92.73	17+78.04	N 40° 37' 45.8698" W	N 32° 23' 23.8819" W
PNBSMW-2	22+82.05	N 6,966,512.5634	E 2,499,235.4370	28° 04' 23.3734" (LT)	2016.00	504.01	987.78	N 46° 25' 35.5687" W	977.93	17+78.04	27+65.82	N 32° 23' 23.8819" W	N 60° 27' 47.2554" W
PNBSMW-3	30+05.17	N 6,966,879.0294	E 2,498,588.6821	18° 55' 33.6391" (RT)	1436.00	239.35	474.34	N 51° 00' 00.4359" W	472.19	27+65.82	32+40.16	N 60° 27' 47.2554" W	N 41° 32' 13.6163" W
PNBSMW-4	37+60.08	N 6,967,447.3651	E 2,498,085.2044	3° 52' 27.9270" (RT)	1030.00	34.84	69.65	N 39° 35' 59.6528" W	69.64	37+25.24	37+94.89	N 41° 32' 13.6163" W	N 37° 39' 45.6893" W
PRNEMLK-1	12+13.38	N 6,966,182.1155	E 2,498,964.1866	6° 25' 39.8350" (RT)	3800.00	213.38	426.30	N 17° 05' 32.7586" W	426.08	10+00.00	14+26.30	N 20° 18' 22.6761" W	N 13° 52' 42.8411" W
PRNEMLK-2	20+96.77	N 6,967,040.1507	E 2,498,752.1850	7° 53' 39.3455" (LT)	5341.00	368.53	735.89	N 17° 49' 32.5139" W	735.31	17+28.24	24+64.13	N 13° 52' 42.8411" W	N 21° 46' 22.1866" W
PRNEMLK-3	25+58.67	N 6,967,470.1876	E 2,498,580.4190	2° 51' 01.6831" (LT)	3800.00	94.54	189.05	N 23° 11' 53.0282" W	189.03	24+64.13	26+53.18	N 21° 46' 22.1866" W	N 24° 37' 23.8698" W
PRNEMLK-4	30+75.51	N 6,967,940.0604	E 2,498,365.0633	6° 44' 41.4176" (RT)	2864.79	168.81	337.24	N 21° 15' 03.1610" W	337.04	29+06.69	32+43.93	N 24° 37' 23.8698" W	N 17° 52' 42.4522" W
PRNXALW-1	11+00.04	N 6,966,150.0134	E 2,498,929.8854	4° 00' 00.0000" (RT)	2864.79	100.04	200.00	N 15° 52' 42.8411" W	199.96	10+00.00	12+00.00	N 17° 52' 42.8411" W	N 13° 52' 42.8411" W
PRNXALW-2	19+99.92	N 6,967,023.7054	E 2,498,714.0153	7° 48' 30.9620" (LT)	5300.00	361.72	722.31	N 17° 46' 58.3221" W	721.76	16+38.21	23+60.52	N 13° 52' 42.8411" W	N 21° 41' 13.8031" W
PRSEALW-1	11+46.63	N 6,966,013.2083	E 2,498,847.9074	4° 25' 10.3054" (LT)	3800.00	146.63	293.11	N 20° 05' 17.9988" W	293.04	10+00.00	12+93.11	N 17° 52' 42.8411" W	N 22° 17' 53.1565" W
PRSEALW-2	14+93.34	N 6,966,334.1853	E 2,498,716.3022	4° 19' 37.1805" (RT)	5300.00	200.22	400.26	N 20° 08' 04.5662" W	400.16	12+93.11	16+93.37	N 22° 17' 53.1565" W	N 17° 58' 15.9760" W
PRSEALW-3	20+46.00	N 6,966,856.1654	E 2,498,546.3429	28° 29' 30.6916" (LT)	1000.00	253.89	497.28	N 32° 13' 01.3217" W	492.17	17+90.11	22+87.39	N 17° 58' 15.9760" W	N 46° 27' 46.6675" W
PRSXLAM-1	17+50.31	N 6,964,371.7892	E 2,499,443.4991	3° 23' 34.1208" (LT)	5300.00	156.97	313.84	N 28° 17' 18.9015" W	313.80	15+93.34	19+07.19	N 26° 35' 31.8411" W	N 29° 59' 05.9619" W
PRSXLAM-2	21+68.03	N 6,964,733.6785	E 2,499,234.6886	16° 03' 04.2088" (RT)	1850.00	260.84	518.27	N 21° 57' 33.8575" W	516.58	19+07.19	24+25.46	N 29° 59' 05.9619" W	N 13° 56' 01.7531" W
PRSXLAM-3	25+24.11	N 6,965,082.6006	E 2,499,148.1205	3° 56' 41.0880" (LT)	2864.79	98.66	197.24	N 15° 54' 22.2971" W	197.20	24+25.46	26+22.69	N 13° 56' 01.7531" W	N 17° 52' 42.8411" W
PRSXMLK-1	12+72.87	N 6,966,060.1049	E 2,498,784.8602	6° 14' 41.9593" (LT)	5002.00	272.87	545.20	N 19° 45' 21.8616" W	544.93	10+00.00	15+45.20	N 16° 38' 00.8819" W	N 22° 52' 42.8412" W
PRSXMLK-2	22+51.59	N 6,966,962.3281	E 2,498,404.1439	8° 56' 45.8624" (RT)	1500.00	117.34	234.21	N 18° 24' 19.9100" W	233.97	21+34.25	23+68.45	N 22° 52' 42.8412" W	N 13° 55' 56.9788" W
PRSXMLK-3	33+41.32	N 6,968,020.4607	E 2,498,141.6456	1° 03' 13.4986" (LT)	11460.73	105.39	210.78	N 13° 24' 20.2295" W	210.78	32+35.93	34+46.70	N 13° 55' 56.9788" W	N 12° 52' 43.4802" W
PSB45FR-1	12+91.38	N 6,965,174.0965	E 2,499,009.5963	12° 34' 23.7483" (RT)	2000.00	220.33	438.89	N 18° 05' 30.9668" W	438.01	10+71.05	15+09.94	N 24° 22' 42.8410" W	N 11° 48' 19.0927" W
PSB45FR-2	17+20.17	N 6,965,595.5468	E 2,498,921.5101	4° 48' 54.8078" (LT)	5000.00	210.23	420.21	N 14° 12' 46.4965" W	420.08	15+09.94	19+30.15	N 11° 48' 19.0927" W	N 16° 37' 13.9004" W
PSBSMW-1	16+37.94	N 6,965,947.2073	E 2,499,556.1883	8° 14' 21.9878" (RT)	2,016.00	145.21	289.91	N 36° 30' 34.8759" W	289.66	14+92.73	17+82.64	N 40° 37' 45.8698" W	N 32° 23' 23.8819" W
PSBSMW-2	19+75.24	N 6,966,232.4569	E 2,499,375.2335	11° 05' 21.5722" (LT)	1,984.00	192.60	383.99	N 37° 56' 04.6681" W	383.39	17+82.64	21+66.64	N 32° 23' 23.8819" W	N 43° 28' 45.4542" W
PSBSMW-3	24+65.39	N 6,966,588.9898	E 2,499,037.1412	15° 07' 54.0454" (LT)	1,000.00	132.82	264.10	N 51° 02' 42.4769" W	263.33	23+32.56	25+96.66	N 43° 28' 45.4542" W	N 58° 36' 39.4996" W
PSBSMW-4	29+48.19	N 6,966,841.2614	E 2,498,623.6760	11° 13' 54.8479" (RT)	1,457.00	143.27	285.62	N 52° 59' 42.0756" W	285.16	28+04.92	30+90.54	N 58° 36' 39.4996" W	N 47° 22' 44.6517" W
PSBSMW-5	33+37.91	N 6,967,105.7831	E 2,498,336.2216	9° 42' 58.9624" (RT)	1,000.00	85.00	169.58	N 42° 31' 15.1705" W	169.38	32+52.92	34+22.50	N 47° 22' 44.6517" W	N 37° 39' 45.6893" W
PUTURN-1	10+06.01	N 6,965,705.8917	E 2,499,099.8917	2° 07' 51.9623" (RT)	5,252.00	6.01	12.02	N 21° 51' 35.4016" W	12.02	10+00.00	10+12.02	N 22° 26' 35.4204" W	N 21° 34' 27.3827" W
PUTURN-2	10+57.12	N 6,965,751.4380	E 2,499,081.0971	47° 42' 35.3004" (LT)	102.00	45.10	84.93	N 45° 25' 45.0329" W	82.50	10+12.02	10+96.95	N 21° 34' 27.3827" W	N 69° 17' 02.6831" W
PUTURN-3	11+37.99	N 6,965,781.9109	E 2,499,000.5208	67° 00' 23.2513" (LT)	62.00	41.04	72.51	S 77° 12' 45.6912" W	68.45	10+96.95	11+69.46	N 69° 17' 02.6831" W	S 43° 42' 34.0656" W
PUTURN-4	12+48.08	N 6,965,695.4123	E 2,498,917.8336	58° 23' 11.8303" (LT)	102.00	56.99	103.94	S 14° 30' 58.1505" W	99.50	11+91.09	12+95.03	S 43° 42' 34.0656" W	S 14° 40' 37.7647" E

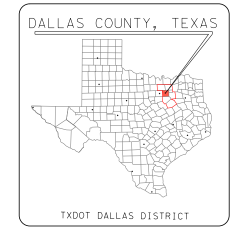
SUPERELEVATION DATA

CHAIN	BEGIN TRANSITION STA	e	END TRANSITION STA	e
NB IH45	504+60.81	-2.08%	507+30.81	2.90%
NB IH45	516+80.81	2.90%	519+20.81	-1.56%
NB IH45	525+75.81	-1.56%	527+85.81	-2.90%
NB IH45	535+35.81	-2.90%	537+15.81	-2.08%
NB IH45	566+25.81	-2.08%	569+25.81	-4.70%
SB IH45	506+60.81	-2.08%	508+40.81	2.90%
SB IH45	518+70.81	2.90%	520+80.81	1.56%
SB IH45	525+65.81	1.56%	528+05.81	-2.90%
SB IH45	535+05.81	-2.90%	537+75.81	2.08%
SB IH45	565+25.81	2.08%	569+25.81	-4.70%
PRSEALW	17+22.00	2.00%	18+07.00	5.00%
PRSEALW	20+42.00	5.50%	21+27.00	2.00%
PRSXLAM	17+95.00	2.00%	19+35.00	-3.80%
PRSXLAM	23+31.00	-3.80%	23+53.00	-2.90%
PRSXMLK	18+92.00	2.00%	21+61.00	-4.50%
PRSXMLK	23+41.00	-4.50%	26+14.00	2.08%
PRNEMLK	23+86.00	-2.00%	24+83.00	2.00%
PRNEMLK	26+33.00	2.00%	27+32.00	-2.08%

SUPERELEVATION COORDINATE SYSTEM

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
JAMES K. SELMAN, P.E., DISTRICT ENGINEER
SH 310, I-45 DESIGN SCHEMATIC SM WRIGHT PHASE IIB FROM PENNSYLVANIA AVENUE TO NORTH OF AL LIPSCOMB WAY DALLAS COUNTY, TEXAS
CSJ: 0092-01-059, 0092-14-088
APRIL 2016
ROLL 1 OF 2
PROJECT LENGTH: 1.00 MILE
FUNCTIONAL CLASSIFICATION: INTERSTATE AND URBAN ARTERIAL
AVERAGE DAILY TRAFFIC: 164,000 (2020) 220,600 (2040)
DESIGN SPEED
I-45: 60 MPH
RAMPS: 40 MPH
FRONTAGE ROADS: 40 MPH
CROSS STREETS: 35 MPH
LOCAL CONNECTORS: 20 MPH





TEXAS COUNTY MAP
N.T.S.
PRELIMINARY
FOR INTERIM REVIEW ONLY
JEREMY W. MCGAHAN 103650 06-30-2016
MARIA F. GUERRA 121650 06-30-2016
HALFF ASSOCIATES, INC.
TBPE FIRM #F-312
HALFF
DATE SUBMITTED: JUNE 30, 2016
DATE APPROVED:
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TRAFFIC NOISE TECHNICAL REPORT

S.M. WRIGHT PROJECT PHASE II-B:
STATE HIGHWAY (SH) 310
FROM PENNSYLVANIA AVENUE TO NORTH OF AL LIPSCOMB WAY (FORMERLY GRAND AVENUE) AND INTERSTATE 45 (I-45) FROM LENWAY STREET TO GOOD LATIMER EXPRESSWAY

CITY OF DALLAS
DALLAS COUNTY, TEXAS

TxDOT Dallas District
CSJs: 0092-01-059, 0092-14-088

September 2015

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

TRAFFIC NOISE TECHNICAL REPORT

INTRODUCTION

The Texas Department of Transportation (TxDOT) Dallas District has initiated this investigative action to assess the traffic noise impacts within the proposed project limits, which include the existing and proposed right-of-way (ROW) and surrounding and adjacent properties. In cooperation with county and municipal authorities, TxDOT proposes to make improvements to State Highway (SH) 310 and Interstate 45 (I-45) in the City of Dallas, Texas. The proposed improvements to SH 310, hereinafter S.M. Wright Freeway, would extend from Pennsylvania Avenue to north of Al Lipscomb Way (formerly Grand Avenue) and I-45 from Lenway Street to Good Latimer Expressway. For clarification purposes, the existing SH 310 is known as the S.M. Wright Freeway from the existing I-45 interchange to United State Highway (US) 175; however, upon completion of the proposed project, this area will be known as the S.M. Wright Parkway. A traffic noise assessment is necessary to complete the environmental assessment (EA) required for environmental clearance of the proposed project.

PROPOSED PROJECT BACKGROUND

The general engineering design aspects of the proposed improvements to the existing S.M. Wright Freeway and I-45 are provided in the exhibits mentioned below. The proposed project is located within Dallas County, as shown in **Exhibit 1**. An outline of the proposed project area is shown on an U.S. Geological Survey (USGS) topographic map (**Exhibit 2**) and on an aerial photograph (**Exhibit 1**). A map showing the proposed project design features in plan view is included in **Exhibit 3**; this Exhibit also shows the various locations of proposed new right-of-way (ROW) that comprises approximately 2 acres of the overall project construction footprint.

The purpose of the proposed project is to improve and enhance safety, increase mobility, and improve local access. The proposed project is supplemental to the S.M. Wright Project Phase I Project, which would increase mobility and improve safety by eliminating the accident-prone C.F. Hawn Freeway to S.M. Wright Freeway curve as well as improve local access by reconstructing S.M. Wright Freeway as a low-speed, arterial roadway.

The current proposed improvements to S.M. Wright Freeway and I-45 are being examined as part of an EA document being prepared under the Texas Transportation Code (§ 201.604) and implementing regulations in Title 43 of the Texas Administrative Code (Subchapter A).

DESCRIPTION OF PROPOSED PROJECT

Existing Facility

Within the project limits, the existing S.M. Wright Freeway facility is comprised of six general-purpose main lanes (three in each direction) plus auxiliary lanes. Discontinuous frontage roads are provided along S.M. Wright Freeway within the project limits.

Within the project limits, the existing I-45 facility consists of six general-purpose main lanes (three in each direction) plus auxiliary lanes. Existing discontinuous one-way frontage roads are provided along this segment of I-45.

Proposed Facility

The proposed project includes the reconfiguration of the existing interchange between I-45, the S.M. Wright Freeway, Cesar Chavez Boulevard, and Good Latimer Expressway. The proposed improvements will extend the proposed S.M. Wright Parkway to connect exclusively to Cesar Chavez Boulevard. The existing S.M. Wright Freeway underpass of Martin Luther King Jr. (MLK) Boulevard would be converted to an at-grade signalized intersection. The I-45 frontage roads would be extended to MLK Boulevard, and the existing ramps connecting MLK Boulevard and S.M. Wright Freeway would be relocated to the proposed signalized intersections of the I-45 frontage roads and MLK Boulevard. A northbound exit ramp to Al Lipscomb Way from I-45 as well as a southbound entrance ramp from Al Lipscomb Way to I-45 would also be constructed. Pedestrian and bicycle improvements would be constructed along the proposed S.M. Wright Parkway to create a continuous network between S.M. Wright Parkway, MLK Boulevard, Al Lipscomb Way, and Good Latimer Expressway. Additional ROW, approximately 2 acres, is anticipated to be required along both the east and west side of I-45. One fire station and two commercial businesses would potentially be displaced as a result of the proposed project.

ANALYSIS AND RESULTS

This analysis was accomplished in accordance with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011).

Sound from highway traffic is generated primarily from a vehicle's tires, engine and exhaust. It is commonly measured in decibels and is expressed as "dB."

Sound occurs over a wide range of frequencies. However, not all frequencies are detectable by the human ear; therefore, an adjustment is made to the high and low frequencies to approximate the way an average person hears traffic sounds. This adjustment is called A-weighting and is expressed as "dB(A)."

Also, because traffic sound levels are never constant due to the changing number, type and speed of vehicles, a single value is used to represent the average or equivalent sound level and is expressed as "Leq."

The traffic noise analysis typically includes the following elements:

- Identification of land use activity areas that might be impacted by traffic noise.
- Determination of existing noise levels.
- Prediction of future noise levels.
- Identification of possible noise impacts.
- Consideration and evaluation of measures to reduce noise impacts.

The FHWA has established the Noise Abatement Criteria (NAC) in **Table 1** for various land use activity areas that are used as one of two means to determine when a traffic noise impact would occur.

Table 1: FHWA Noise Abatement Criteria

Activity Category	FHWA dB(A) Leq	Description of Land Use Activity Areas
A	57 (exterior)	Lands on which serenity and quiet are of extra-ordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (exterior)	Residential
C	67 (exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools , television studios, trails, and trail crossings.
D	52 (interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A-D or F.
F	--	Agricultural, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--	Undeveloped lands that are not permitted.

A noise impact occurs when either the absolute or relative criterion is met:

Absolute criterion: the predicted noise level at a receiver approaches, equals or exceeds the

NAC. "Approach" is defined as one dB(A) below the NAC. For example: a noise impact would occur at a Category B residence if the noise level is predicted to be 66 dB(A) or above.

Relative criterion: the predicted noise level substantially exceeds the existing noise level at a receiver even though the predicted noise level does not approach, equal or exceed the NAC. “Substantially exceeds” is defined as more than 10 dB(A). For example: a noise impact would occur at a Category B residence if the existing level is 54 dB(A) and the predicted level is 65 dB(A).

When a traffic noise impact occurs, noise abatement measures must be considered. A noise abatement measure is any positive action taken to reduce the impact of traffic noise on an activity area.

The FHWA traffic noise modeling software was used to calculate existing and predicted traffic noise levels. The model primarily considers the number, type and speed of vehicles; highway alignment and grade; cuts, fills and natural berms; surrounding terrain features; and the locations of activity areas likely to be impacted by the associated traffic noise.

Existing and predicted traffic noise levels were modeled at receiver locations (**Table 2** and **Exhibit 4**) that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement.

Table 2: Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2035	Change (+/-)	Noise Impact
R1 - Residential	B	67	71	75	+4	Yes
R2 - Residential	B	67	69	72	+3	Yes
R3 - Residential Apartment	B	67	69	72	+3	Yes
R4 - Church	D	52	35	38	+3	No
R5 - Residential	B	67	70	73	+3	Yes
R6 - Residential	B	67	69	72	+3	Yes
R7 - Church	D	52	44	47	+3	No
R8 - Residential Duplex	B	67	70	72	+2	Yes
R9 - School	D	52	43	46	+3	No
R10 - Residential Duplex	B	67	70	74	+4	Yes
R11 - Residential	B	67	70	74	+4	Yes
R12 - Health Center	D	52	42	43	+1	No
R13 - Residential	B	67	64	62	-2	No
R14 - Residential	B	67	64	62	-2	No
R15 - Residential	B	67	69	68	-1	Yes
R16 - Residential	B	67	68	69	+1	Yes
R17 - Residential	B	67	69	70	+1	Yes
R18 - Residential	B	67	68	71	+3	Yes

Table 2: Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2035	Change (+/-)	Noise Impact
R19 - Residential	B	67	67	70	+3	Yes

As indicated in **Table 2**, the proposed project would result in a traffic noise impact and the following noise abatement measures were considered: traffic management, alteration of horizontal and/or vertical alignments, acquisition of undeveloped property to act as a buffer zone and the construction of noise barriers.

Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible," the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least five dB(A); and to be "reasonable," it must not exceed the cost-effectiveness criterion of $25,000 for each receiver that would benefit by a reduction of at least five dB(A) and the abatement measure must be able to reduce the noise level for at least one impacted, first row receiver by at least seven dB(A).

Traffic management: control devices could be used to reduce the speed of the traffic; however, the minor benefit of one dB(A) per five mph reduction in speed does not outweigh the associated increase in congestion and air pollution. Other measures such as time or use restrictions for certain vehicles are prohibited on state highways.

Alteration of horizontal and/or vertical alignments: any alteration of the existing alignment would displace existing businesses and residences, require additional right of way and not be cost effective/reasonable.

Buffer zone: the acquisition of undeveloped property to act as a buffer zone is designed to avoid rather than abate traffic noise impacts and, therefore, is not feasible.

Noise barriers: this is the most commonly used noise abatement measure. Noise barriers were evaluated for each of the impacted receiver locations with the following results:

R1, R2, R3, R8, R10, R11 - These receivers represent an apartment, duplex and residential properties. Noise barriers were found reasonable and feasible in the environmental assessment for the S. M. Wright Project Phase I and II completed in 2013. The proposed barriers still reduce noise levels by at least 5 dB(A) for at least half of the receivers and 7 dB(A) for at least one receiver.

R5, R6 - These receivers are separate, individual residential properties. Noise barriers that would achieve the minimum feasible reduction of 5 dB(A) while achieving a 7 dB(A) noise reduction design goal at each of these receivers would exceed the reasonable, cost-effective criterion of $25,000.

R15, R16, R17, R18 – These receivers represent a total of 5 residential properties. Noise barriers that would achieve the minimum feasible reduction of 5 dB(A) while achieving a 7 dB(A) noise reduction design goal at each of these receivers would exceed the reasonable, cost-effective criterion of $25,000.

R19 – This receiver represents one individual residential property with a driveway facing the roadway. A continuous noise barrier would restrict access to this property. Gaps in a noise barrier would satisfy access requirements but the resulting non-continuous walls segments would not be sufficient to achieve the minimum, feasible reduction of 5 dB(A) or the noise reduction design goal of 7 dB(A).

Any subsequent project design changes may require a reevaluation of this preliminary noise barrier proposal. The final decision to construct the proposed noise barrier will not be made until completion of the project design, utility evaluation and polling of adjacent property owners.

To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, no new activities are planned or constructed along or within the following predicted (2040) noise impact contours.

Land Use	Impact Contour	Distance from ROW
I-45		
NAC category B & C	66 dB(A)	490 feet
NAC category E	71 dB(A)	140 feet
S.M. Wright Parkway		
NAC category B & C	66 dB(A)	60 feet
NAC category E	71 dB(A)	ROW

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receivers are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

A copy of this traffic noise analysis will be available to local officials. On the date of approval of this document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

S.M. WRIGHT PROJECT PHASE II-B:

STATE HIGHWAY (SH) 310

FROM PENNSYLVANIA AVENUE TO NORTH OF AL LIPSCOMB WAY (FORMERLY GRAND AVENUE) AND INTERSTATE 45 (I-45) FROM LENWAY STREET TO GOOD LATIMER EXPRESSWAY

CSJs: 0092-01-059, 0092-14-088

Traffic Noise Technical Report

Exhibits

Exhibit	Description	Number of Pages
1	Project Location Map on Aerial Photograph	1
2	Project Location on USGS Topographic Map	1
3	Project Design Plan View Map	1
4	Noise Receiver Location Map	1

Legend

- Existing ROW
- Proposed ROW
- Project Limits

Project Location Map on Aerial Photograph

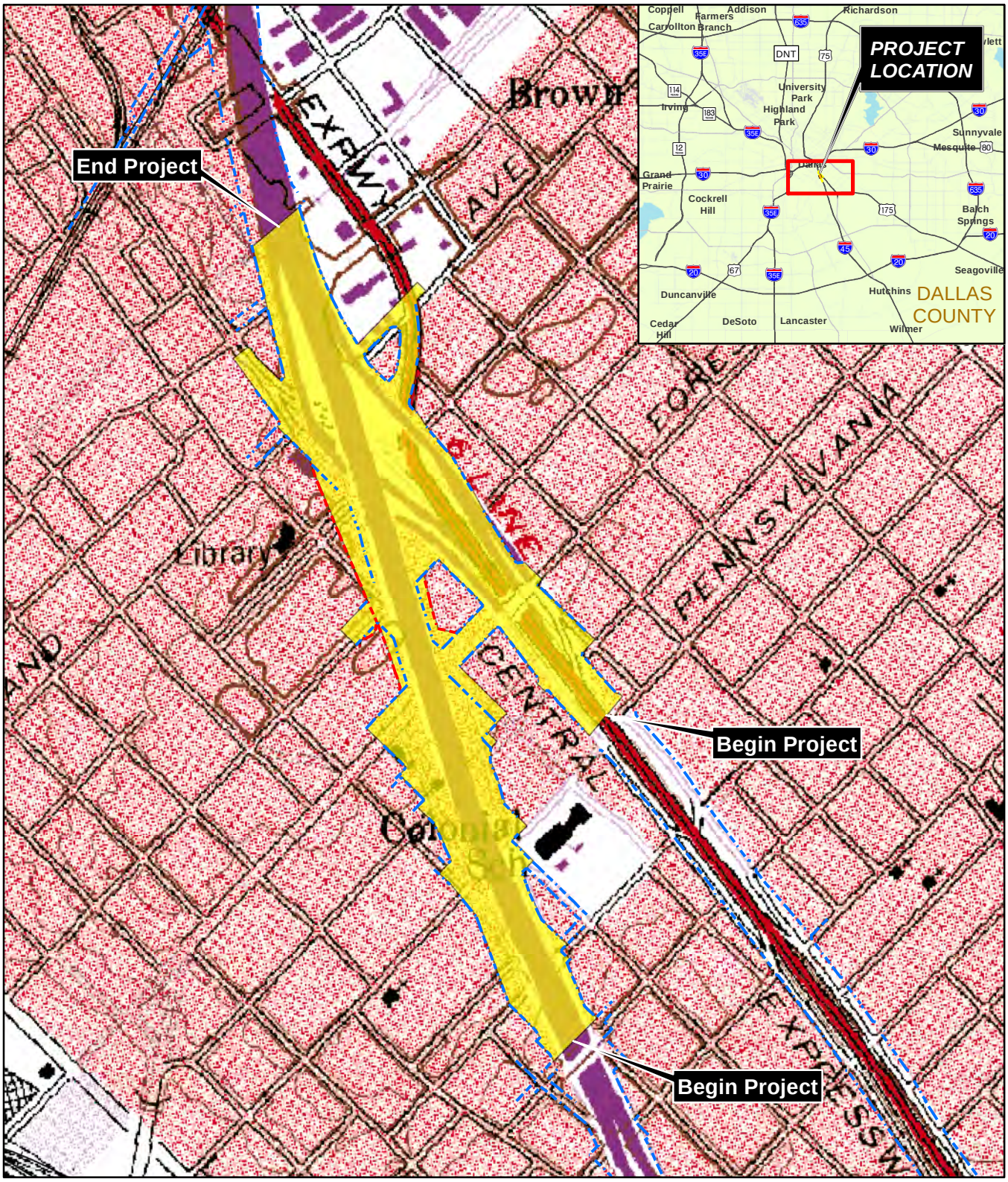
S.M. Wright Project Phase II-B
City of Dallas, Texas
CSJs: 0092-01-059, 0092-14-088

N
W E
S

0 700 1,400
SCALE IN FEET

Source/Year of Aerial Photograph: NCTCOG/2015

Exhibit 1



Legend

- Existing ROW
- Proposed ROW
- Project Limits

Project Location on USGS Topographic Map

S.M. Wright Project Phase II-B
City of Dallas, Texas
CSJs: 0092-01-059, 0092-14-088

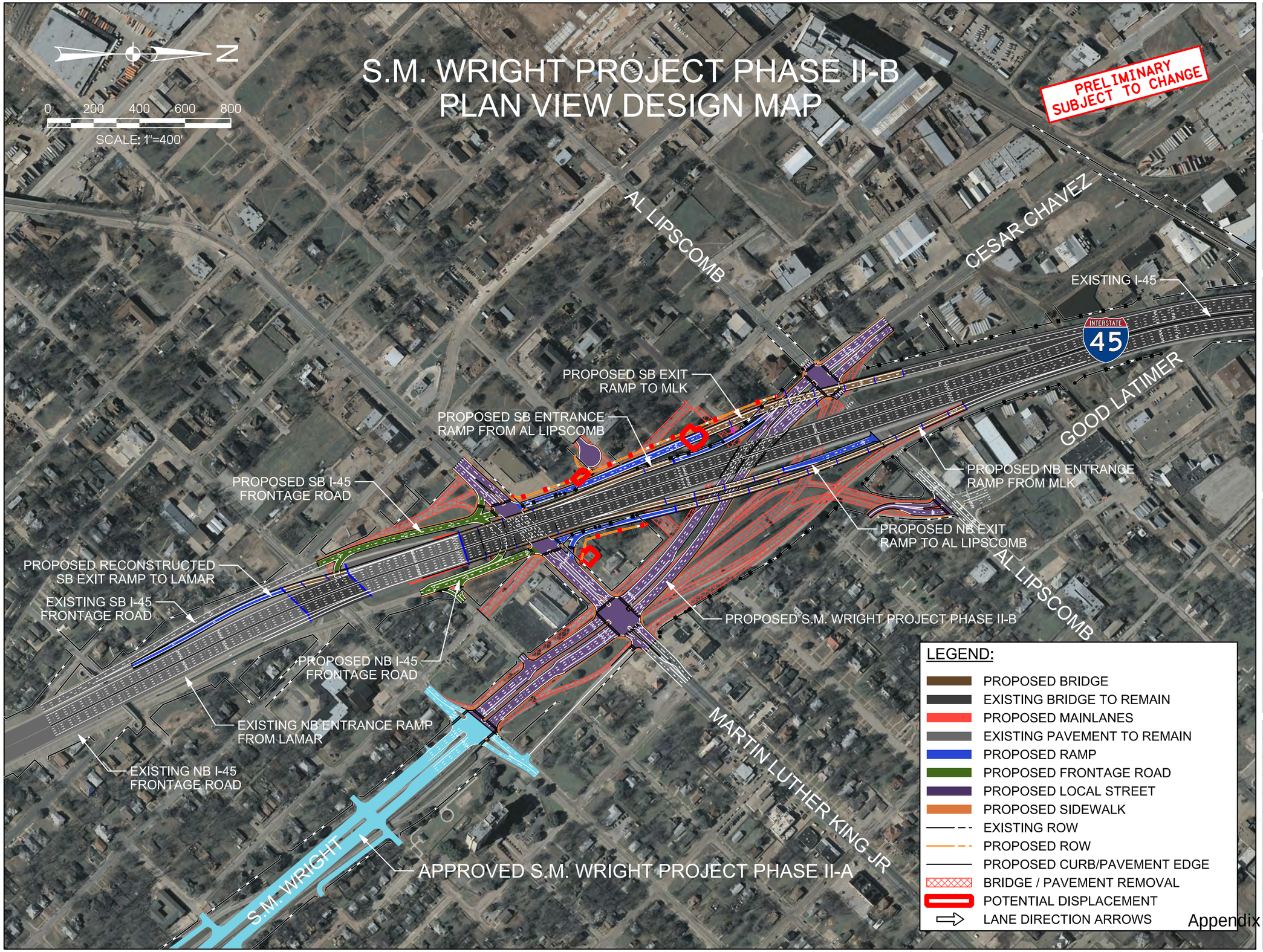
N W E S

0 700 1,400

SCALE IN FEET

USGS Topographic Map: Dallas Quadrangle, made in 1958, photorevised in 1981

Exhibit 2



Texas Department of Transportation ®

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1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

THIS EXHIBIT IS A SIMPLIFIED REPRESENTATION OF THE DESIGN SCHEMATIC

PRELIMINARY - FOR INTERIM REVIEW ONLY

S.M. WRIGHT PROJECT PHASE II-B

TxDOT DALLAS DISTRICT
DALLAS, TEXAS

MAP DATE: 9/4/2015

MAP SCALE: 1" : 400'

S.M. WRIGHT PROJECT PHASE II-B
PLAN VIEW DESIGN MAP

PDF_2D_CLR_FW_CR_600.pltt
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9/3/2015 3:55:02 PM

Legend

- Receiver Not Impacted
- Receiver Impacted / Not Benefited by Barrier
- Receiver Impacted / Benefited by Barrier
- Approved Barriers from Previous Phases of the SM Wright Project

Noise Receiver Location Map

S.M. Wright Project Phase II-B
City of Dallas, Texas
CSJs: 0092-01-059, 0092-14-088

N W E S

0 700 1,400

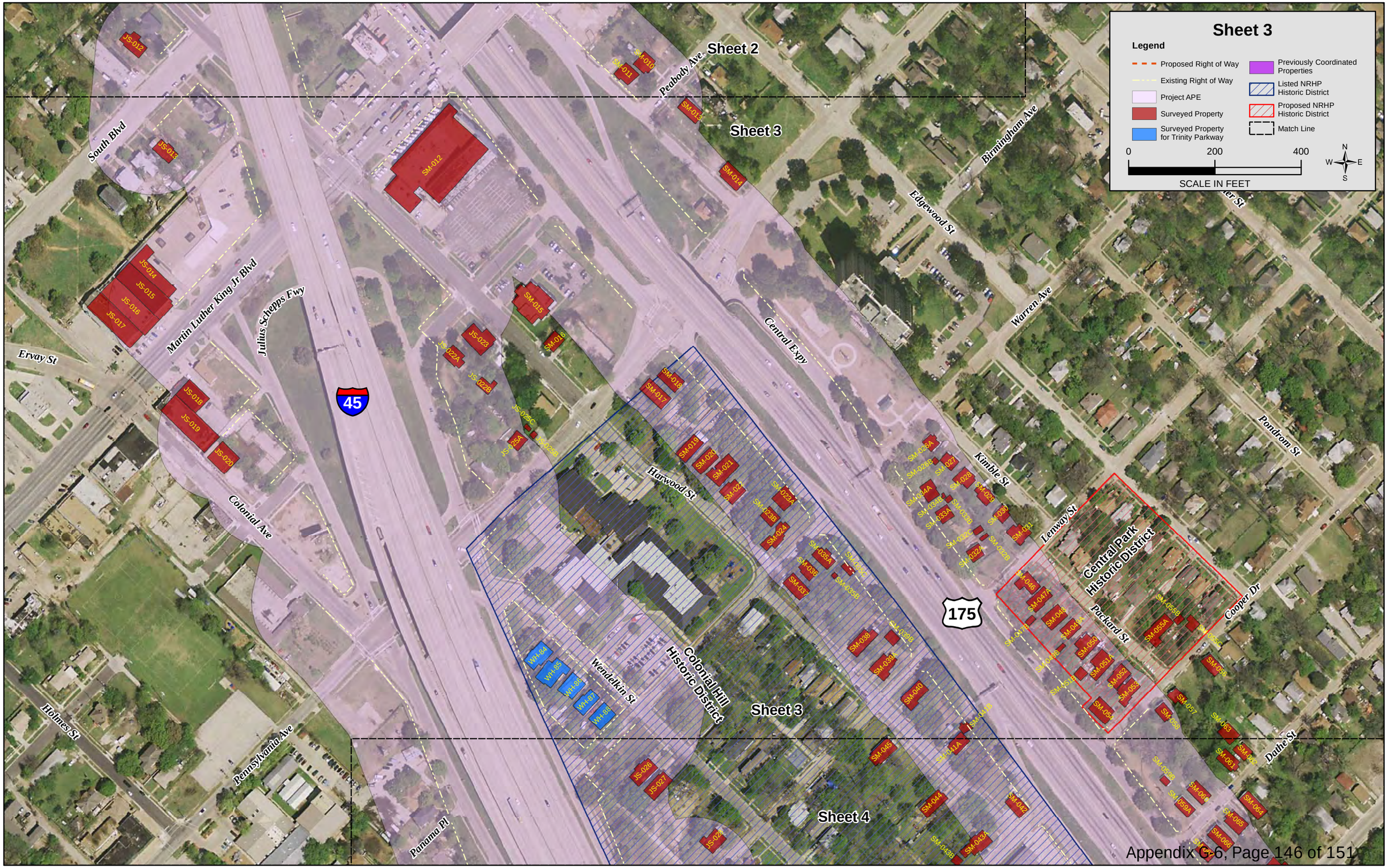
SCALE IN FEET

Source/Year of Aerial Photograph: NCTCOG/2015

Exhibit 4

Appendix H: 2011 SM Wright Survey Info for Colonial Hill Historic District

Map ID	Location	Map Sheet	Property Type	Form/Plan	Stylistic Influence	Date of Construction	Comments	NRHP Eligibility Recommen-dation
WH-84	3223 Wendelkin Street	3	DOMESTIC/ single dwelling	Hipped roof/ irregular massed plan	Victorian-influence	1915 (DCAD)	Replaced front door, windows, and shutters.	Contributing (Colonial Hill NRHP HD)
WH-85	3303 Wendelkin Street	3	DOMESTIC/ single dwelling	Pyramidal roof with lower front gable/ rectangular massed plan	Queen Anne	1915 (DCAD)	Enclosed front porch, replaced porch posts and front door.	Contributing (Colonial Hill NRHP HD)
WH-86	3305 Wendelkin Street	3	DOMESTIC/ single dwelling	Pyramidal roof with lower cross gables/ rectangular massed plan	Queen Anne	1902 (DCAD)	Replaced porch posts, front door, and windows. Partially filled front porch.	Not Eligible
WH-87	3309 Wendelkin Street	3	DOMESTIC/ single dwelling	Hipped with lower cross gables/ irregular massed plan.	Queen Anne	1916 (DCAD)	Filled front and rear porch.	Contributing (Colonial Hill NRHP HD)
WH-88	3319 Wendelkin Street	3	DOMESTIC/ multiple dwelling	Cross gabled roof/ irregular massed plan	Queen Anne	1907 (DCAD)	Replaced porch gable, added second front entry, windows covered in plywood. Site appears vacant.	Contributing (Colonial Hill NRHP HD)
WH-89	3520 Colonial Avenue	4	DOMESTIC/ single dwelling	Hipped roof with lower front gable/ irregular massed plan	Victorian-influence	1925 (DCAD)	Modified front gable.	Contributing (Colonial Hill NRHP HD)
WH-90	3524 Colonial Avenue	4	DOMESTIC/ multiple dwelling	Hipped roof with front gable/ rectangular massed plan	Victorian-influence	1916 (DCAD)	Replaced windows. Site appears vacant.	Contributing (Colonial Hill NRHP HD)
WH-91	1711 Cooper Drive	4	DOMESTIC/ single dwelling	Hipped roof/ rectangular massed plan	Stick	1916 (DCAD)	Filled rear porch and second front entrance added. Windows covered in plywood. Site appears vacant.	Contributing (Colonial Hill NRHP HD)
WH-92	3528 Colonial Avenue	4	DOMESTIC/ multiple dwelling	Hipped roof with front gable/ rectangular massed plan	Craftsman-influence	1916 (DCAD)	Plywood siding, replaced rear staircase, covered gable vent/window.	Contributing (Colonial Hill NRHP HD)


Sheet 3
Legend
Proposed Right of Way
Existing Right of Way
Project APE
Surveyed Property
Surveyed Property for Trinity Parkway
Previously Coordinated Properties
Listed NRHP Historic District
Proposed NRHP Historic District
Match Line
0
200
400
SCALE IN FEET
N
W
E
S
Sheet 2
Sheet 3
Sheet 4
Peabody Ave
South Blvd
Martin Luther King Jr Blvd
Julius Schepps Fwy
Ervay St
Colonial Ave
Holmes St
Pennsylvania Ave
Panama Pl
Harwood St
Wendelkin St
Colonial Hill Historic District
Central Expy
Edgewood St
Birmingham Ave
Warren Ave
Kimble St
Lenway St
Central Park Historic District
Packard St
Cooper Dr
Pondrom St
Dathe St
45
175
JS-012
JS-013
JS-014
JS-015
JS-016
JS-017
JS-018
JS-019
JS-020
JS-022A
JS-022B
JS-023
JS-025A
JS-025B
JS-025C
JS-026
JS-027
JS-028
SM-010
SM-011
SM-012
SM-013
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SM-023B
SM-024
SM-025A
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SM-026A
SM-026B
SM-027
SM-028
SM-029
SM-030
SM-031
SM-032A
SM-032B
SM-032C
SM-033A
SM-033B
SM-034A
SM-034B
SM-035A
SM-035B
SM-036
SM-037
SM-038
SM-039A
SM-039B
SM-040
SM-041A
SM-041B
SM-042
SM-043A
SM-043B
SM-044
SM-045
SM-046
SM-047A
SM-047B
SM-048
SM-049A
SM-049B
SM-050
SM-051A
SM-051B
SM-052
SM-053
SM-054
SM-055A
SM-055B
SM-055C
SM-056
SM-057
SM-058
SM-059A
SM-059B
SM-060
SM-061
SM-062
SM-063
SM-064
SM-065
SM-066
SM-067
WH-84
WH-85
WH-86
WH-87
WH-88

Non-Archeological Historic-Age Resource Reconnaissance Survey
IH 45/US 175
Dallas County, Texas (CSJs: 0092-01-052, 0197-02-921)

Map ID:	WH-84
Map Sheet #:	Sheet 3
Location:	3223 Wendelkin Street
Property Type:	DOMESTIC/ single dwelling
Form/Plan:	Hipped roof/ irregular massed plan
Stylistic/Influence:	Victorian-influence
Date of Construction:	1915 (DCAD)
Comments:	Replaced front door, windows, and shutters.
NRHP Eligibility Recommendation:	Contributing (Colonial Hill NRHP HD)

Photo Facing Direction: SW

Non-Archeological Historic-Age Resource Reconnaissance Survey
IH 45/US 175
Dallas County, Texas (CSJs: 0092-01-052, 0197-02-921)

Map ID:	WH-85
Map Sheet #:	Sheet 3
Location:	3303 Wendelkin Street
Property Type:	DOMESTIC/ single dwelling
Form/Plan:	Pyramidal roof with lower front gable/ rectangular massed plan
Stylistic/Influence:	Queen Anne
Date of Construction:	1915 (DCAD)
Comments:	Enclosed front porch, replaced porch posts and front door.
NRHP Eligibility Recommendation:	Contributing (Colonial Hill NRHP HD)

Photo Facing Direction: SW

Non-Archeological Historic-Age Resource Reconnaissance Survey
IH 45/US 175
Dallas County, Texas (CSJs: 0092-01-052, 0197-02-921)

Map ID:	WH-86
Map Sheet #:	Sheet 3
Location:	3305 Wendelkin Street
Property Type:	DOMESTIC/ single dwelling
Form/Plan:	Pyramidal roof with lower cross gables/ rectangular massed plan
Stylistic/Influence:	Queen Anne
Date of Construction:	1902 (DCAD)
Comments:	Replaced porch posts, front door, and windows. Partially filled front porch.
NRHP Eligibility Recommendation:	Not Eligible

Photo Facing Direction: SW

Non-Archeological Historic-Age Resource Reconnaissance Survey
IH 45/US 175
Dallas County, Texas (CSJs: 0092-01-052, 0197-02-921)

Map ID:	WH-87
Map Sheet #:	Sheet 3
Location:	3309 Wendelkin Street
Property Type:	DOMESTIC/ single dwelling
Form/Plan:	Hipped with lower cross gables/ irregular massed plan.
Stylistic/Influence:	Queen Anne
Date of Construction:	1916 (DCAD)
Comments:	Filled front and rear porch.
NRHP Eligibility Recommendation:	Contributing (Colonial Hill NRHP HD)

Photo Facing Direction: SW

Non-Archeological Historic-Age Resource Reconnaissance Survey
IH 45/US 175
Dallas County, Texas (CSJs: 0092-01-052, 0197-02-921)

Map ID:	WH-88
Map Sheet #:	Sheet 3
Location:	3319 Wendelkin Street
Property Type:	DOMESTIC/ multiple dwelling
Form/Plan:	Cross gabled roof/ irregular massed plan
Stylistic/Influence:	Queen Anne
Date of Construction:	1907 (DCAD)
Comments:	Replaced porch gable, added second front entry, windows covered in plywood. Site appears vacant.
NRHP Eligibility Recommendation:	Contributing (Colonial Hill NRHP HD)

Photo Facing Direction: SE

Appendix H

Section 4(f) Documentation

Bridge Name: SM Wright Freeway System – a series of seven variable depth, rigid frame concrete bridges located along US 175. Constructed in 1956, all the bridges are NRHP-eligible under Criterion C: Engineering.

Bridge Location:

MLK Jr. Boulevard over US 175
US 175 SB over Pennsylvania Ave.
US 175 NB over Pennsylvania Ave.
US 175 SB over Metropolitan Ave.
US 175 NB over Metropolitan Ave.
US 175 SB over Hatcher St.
US 175 NB over Hatcher St.

County: Dallas

District: Dallas

Control Section Job Number (CSJ): 0092-01-052 (master CSJ), 0092-01-059, 0092-14-081, 0197-02-108, and 0192-02-113

Highway/Facility: US 175 (SM Wright Freeway)

Bridge Type: Variable depth rigid frame slabs and variable depth rigid frame tee beam bridges

NB #: 180570009201074; 180570009201326; 180570009201075; 180570009201327; 180570009201076; 180570009201325; 180570009201054

I. Description of Project Scope/Need and Purpose Statement

Project Scope:
The proposed project includes improvements to three freeways – US 175 (a segment known as SM Wright Freeway), US 175 (a segment known as CF Hawn Freeway), and IH 45. The proposed project sits entirely within the City of Dallas, Dallas County, Texas (see Figures 1 and 2). US 175 from IH 45 to SH 310 is locally known as SM Wright Freeway and US 175 south and east of SH 310 is locally known as CF Hawn Freeway; therefore, this document references the freeway names of the US 175 segments to avoid confusion. When referenced as US 175, this includes the overall facility and both named freeways.

SM Wright Freeway is a six-lane controlled-access freeway with discontinuous frontage roads and grade-separated structures over all intersecting local streets. CF Hawn Freeway and IH 45 are both six-lane controlled-access freeways with grade-separated structures and frontage roads. The Programmatic Section 4(f) Evaluation for the SM Wright Freeway Bridge System focuses on improvements to the SM Wright Freeway.

The first phase of the project includes improvements to IH 45 and the proposed IH 45/CF Hawn Freeway interchange. The work associated with this first phase involves widening and restriping IH 45 and providing a new interchange between IH 45 and CF Hawn Freeway on new location. The proposed project's second phase downgrades the SM Wright Freeway between IH 45 and SH 310 to a low speed, six-lane urban arterial referred to as SM Wright Parkway. The parkway facility includes enhanced bicycle

facilities in a park-like setting with pedestrian amenities. As a result, the SM Wright Parkway facility becomes an at-grade roadway with signalized intersections. This project requires the removal of the grade separated freeway sections and bridge structures of the SM Wright Freeway, including the SM Wright Freeway Bridge System (the subject Section 4(f) structures) to accommodate the at-grade, low-speed facility.

Upon project completion, the SM Wright Parkway becomes a city street, removed from the Texas Department of Transportation's (TxDOT) road system.

All phases of the project require approximately 34.1 acres of new right-of-way (ROW) and easements. The proposed IH 45/CF Hawn Freeway interchange requires a majority of the new ROW.

Project Need:
The proposed transportation improvements along the SM Wright Freeway, CF Hawn Freeway, and IH 45 address design and operational deficiencies, safety concerns, and anticipated future transportation demands. Specifically, the SH 310/US 175 interchange constitutes a majority of the design and operational deficiencies, as well as safety concerns. Designed in the 1950s, this interchange does not meet current urban freeway design standards as outlined in TxDOT's design guidelines and has a sharp, 90-degree curve in the alignment of the mainlanes. The existing SM Wright Freeway has a posted speed limit of 55 miles per hour (mph) along the majority of the roadway and CF Hawn Freeway has a posted speed limit of 60 mph. At the SH 310/US 175 interchange, however, the speed limit is posted as 20 mph for southbound traffic and 25 mph for northbound traffic, and 25 mph is the design speed at this location. This design speed is significantly less than TxDOT current design guidelines, which call for a minimum of a 50 mph design speed on the mainlanes of controlled-access urban roadways (TxDOT Roadway Design Manual, Table 3-17). Drivers do not anticipate the sharp 90-degree turn at the SH 310/US 175 interchange and the curve has a long history of accidents. Between 2007 and 2010, 23 accidents occurred within or adjacent to the sharp curve, with six crashes involving overturned vehicles and eight crashes involving collisions with fixed objects. In 2008, a southbound fuel tanker overturned at this interchange and burned the overhead SH 310 bridge, which required reconstruction of the SH 310 bridge. As a result, this curve is locally known as "dead man's curve" (see Figure 3). Additionally, the 20-25 mph speed through this interchange limits the capacity along US 175 and creates traffic congestion as motorists slow down in this curve. These conditions also lead to rear-end collisions in and near the curve.

Other design, operational, and safety needs include the inadequate length of the on- and off- ramps along SM Wright Freeway and inadequate interchange spacing. Some of the existing ramps are too short and do not provide sufficient space for acceleration and deceleration. Short acceleration lengths can cause unsafe and undesirable operational conditions, and they cause exiting vehicles to slow on the freeway mainlanes, resulting in lower freeway speeds and increased congestion. Part of the reason that the ramps are too short is the close spacing of the interchanges along SM Wright Freeway.

Continued growth in population has created a need for improvements to the transportation system in the Dallas-Fort Worth (DFW) area. The current facility's design and construction occurred in the 1950s, and the population in 1950 was 614,800 people ("Dallas County," Handbook of Texas Online). Within 55 years, the population grew by almost 270 percent to over 2.2 million people in 2005, and the Dallas County population is expected to be over 3.1 million people, an increase of 37.5 percent between 2005 and 2035 (NCTCOG 2040 Demographic Forecast<http://www.nctcog.org/ris/demographics/forecast/County2040.pdf>). The growing population results in increased traffic volumes and congestion.

Lastly, the local community surrounding the SM Wright Freeway desires improved community cohesion. The construction of the SM Wright Freeway in the 1950s divided the local neighborhood. Additionally, since much of the SM Wright Freeway is elevated and the intersections are grade separated, the existing freeway creates a clear division between the east and west sides of the surrounding community. The existing freeway does not aid in the connectivity, safety, operability, and mobility within the neighborhood, which is primarily minority and low income.

Project Purpose:
The project purpose is threefold; improving safety, operability, connections, and mobility; compatibility with local, county, and regional needs and plans; and a minimization of social, economic, and environmental effects on the human environment.

II. Determination of Applicability

All must result in a Yes answer for this checklist to be used.

Yes	No	
☒	☐	The project requires the use of the bridge system as defined as historic per Section 106 regulations. (36 CFR 800)
☒	☐	The historic bridge system is not a designated National Historic Landmark (NHL).
		The project results in:
☒	☐	Section 4(f) use of an historic bridge system, AND
☒	☐	Additional impacts to protected Section 4(f) properties are limited to *de minimis* or exception categories as specified in the Scope of Work.

III. Identify additional Section 4(f) properties in the project area

There is one other Section 4(f) property: the Dallas Independent School District Facility (a former Proctor & Gamble facility). TxDOT determined the facility as eligible for the National Register of Historic Places (NRHP), and it is located within the project area along the west side of IH 45 (see Figure 3). The proposed project includes a 0.91-acre acquisition from the facility's NRHP-eligible boundary. TxDOT determined that the acquisition posed no adverse effect to the NRHP-eligible property under Section 106 of the National Historic Preservation Act (NHPA) and that the Section 4(f) use resulted in a de minimis impact under Section 4(f). In 2013, the Texas Historical Commission (THC) and the Federal Highway Administration (FHWA) concurred with and approved TxDOT's findings, respectively.

Comments:

There are four additional historic Section 4(f) properties located within the project area of the SM Wright Freeway Project. These historic properties are Colonial Hill Historic District (NRHP-listed), South Boulevard – Park Row Historic District (NRHP-listed), Central Park Historic District (NRHP-eligible), and the Forest Theatre (NRHP-eligible). All of these historic properties are located directly adjacent to the proposed construction; however, there is no proposed Section 4(f) "use" to any of these historic properties (see Figure 3).

IV. Alternatives Considered/Findings

No Build

☐ **Structural Deficiencies**

Structural deficiencies associated with the SM Wright Freeway Bridge System are not discussed as part of the proposed project alternatives, as the structural deficiencies of the bridges are not pertinent to the need and purpose of the proposed project.

☒ **Functional/Geometric Deficiencies**

The No Build alternative does not correct the inadequate ramp lengths, short distances between interchanges, and the current design of the roadway that causes SM Wright Freeway to have inadequate geometry at "dead man's curve" at the SH 310/US 175 interchange. These deficiencies create unsafe and undesirable operational conditions and congestion, resulting in accidents along the SM Wright Freeway.

☒ **Justification** *(Summary describing constraints posed by terrain; adverse social, economic or environmental effects, engineering and economic considerations, and preservation standards)*

Alternative 1 is the No-Build Alternative. This alternative results in the existing SM Wright Freeway, CF Hawn Freeway, and IH 45 roadways remaining in their existing condition with no further construction. Other transportation improvements, including those identified in the NCTCOG's Mobility 2035 Transportation Plan, may be constructed, depending on project development and funding availability issues for each such improvement. The existing SM Wright Freeway Bridge System (the subject Section 4(f) bridges) would remain in place and Alternative 1 would not result in a Section 4(f) "use" of the SM Wright Freeway Bridge System.

Although Alternative 1 is feasible, this alternative is not prudent since it does not meet the proposed project's stated need and purpose. If the geometric deficiencies at the SM Wright Freeway/SH 310 interchange ("dead man's curve") remain unchanged, it is reasonable to expect the continuation of accidents and resulting injuries at this interchange. Additionally, since the SH 310 bridge over US 175 at "dead man's curve" was impacted in 2008, it is reasonable to expect further impacts to the SH 310 bridge, thereby adversely affecting the traveling public on US 175 (SM Wright Freeway and CF Hawn Freeway) and on SH 310.

If selected, the No-Build Alternative results in the traveling public's continued use of a 55-year-old facility built for a much smaller population and fewer motorists. As a result, the growing population exacerbates congestion on the SM Wright Facility. Furthermore, the community surrounding the SM Wright Freeway continues to be divided by the bisecting freeway system, and the public's desire to improve connectivity and mobility remains unaddressed.

Under Alternative 1, TxDOT would incur costs associated with maintaining the existing SM Wright Freeway mainlanes, bridges, frontage roads, and the SH 310/US 175 interchange and curve. The adverse impacts associated with the No-Build Alternative relate to decreased pedestrian and vehicular safety, traffic congestion, and decreased mobility, resulting in an undesirable urban environment.

☒ **Recommendation (Mandatory)**

This alternative is determined to fail the Section 4(f) prudent and feasible standard and is **not** recommended.

Alternative: Build on New Location (parallel construction/conversion to one-way pair)

☐ **Structural Deficiencies**

Structural deficiencies associated with the SM Wright Freeway Bridge System are not discussed as part of the proposed project alternatives, as the structural deficiencies of the bridges are not pertinent to the need and purpose of the proposed project.

☒ **Functional/Geometric Deficiencies**

The New Location alternative does not correct the functional and geometric deficiencies associated with the existing SM Wright Freeway facility as outlined in the project's need and purpose.

☒ **Justification** *(Summary describing constraints posed by terrain; adverse social, economic or*

Alternative 2 is the Build on New Location Alternative. This alternative results in the construction of a parallel roadway facility. The existing SM Wright Freeway Bridge System (the subject Section 4(f) bridges) remains in place. Therefore, Alternative 2 would not result in a Section 4(f) "use" of the SM Wright Freeway Bridge System. Constructing a parallel freeway that meets TxDOT design standards, improve safety, connectivity, and mobility means significant impacts to the surrounding community and results in the demolition of dozens of houses, businesses, and community facilities. It would also likely impact the other Section 4(f) properties located on the east and west sides of the SM Wright Freeway. As a result, this alternative was not reviewed in detail as it is considered not reasonable; causing unfavorable impacts to the human environment, and further segmenting the community previously impacted by the construction of the SM Wright Freeway in the 1950s. Therefore, while a parallel roadway and such a design is feasible, it is not prudent.

☒ **Recommendation (Mandatory)**

This alternative is determined to fail the Section 4(f) prudent and feasible standard and is **not** recommended.

Alternative: Rehabilitation of Historic Bridge System

☐ **Structural Deficiencies**

Structural deficiencies associated with the SM Wright Freeway Bridge System are not discussed as part of the proposed project alternatives, as the structural deficiencies of the bridges are not pertinent to the need and purpose of the proposed project.

☒ **Functional/Geometric Deficiencies**

The Rehabilitation Alternative does not correct the functional and geometric deficiencies associated with the existing SM Wright Freeway facility as outlined in the project's need and purpose.

☒ **Justification** (Summary describing constraints posed by terrain; adverse social, economic or environmental effects, engineering and economic considerations, and preservation standards)

Alternative 3 is the Rehabilitation Alternative. This alternative would result in the rehabilitation of the existing SM Wright Freeway Bridges that are NRHP-eligible. This rehabilitation would be for continued vehicular use or pedestrian use. The existing SM Wright Freeway Bridge System (the subject Section 4(f) bridges) would remain in place and Alternative 3 would not result in a Section 4(f) "use" of the SM Wright Freeway Bridge System.

Rehabilitating the existing SM Wright Freeway bridges for continued vehicular use includes repairing the bridges' superstructure and substructure to meet current TxDOT design guidelines. Rehabilitating the bridges for pedestrian use requires that the entire SM Wright Freeway be converted into a pedestrian facility. Neither rehabilitation option under this alternative corrects design and operational deficiencies and safety concerns. Additionally, the SM Wright Freeway would continue to bisect the community and the public's desire to improve connectivity and mobility within the surrounding area would not be addressed. As a result, this alternative was only reviewed at a cursory level because it is not reasonable in relation to the needs of the project; and therefore, it is not prudent.

☒ **Recommendation (Mandatory)**

This alternative is determined to fail the Section 4(f) prudent and feasible standard and is **not** recommended.

Alternative: Replacement – SM Wright Parkway

☒ **Structural Deficiencies**

Structural deficiencies associated with the SM Wright Freeway Bridge System are not discussed as part of the proposed project alternatives, as the structural deficiencies of the bridges are not pertinent to the need and purpose of the proposed project.

☒ **Functional/Geometric Deficiencies**

The SM Wright Parkway alternative corrects the functionally/geometrically deficiencies of the SM Wright Freeway.

☒ **Justification** *(Summary describing constraints posed by terrain; adverse social, economic or environmental effects, engineering and economic considerations, and preservation standards)*

Alternative 4 is the SM Wright Parkway Alternative. This alternative would result in the demolition and Section 4(f) "use" of the existing SM Wright Freeway Bridges, which are NRHP-eligible and the subject of this Programmatic Section 4(f) Evaluation.

This alternative results in the conversion of the SM Wright Freeway to the SM Wright Parkway. As noted above, this alternative involves the construction of a direct connection between IH 45 and CF Hawn Freeway. This new interchange allows for the demolition of the existing SM Wright Freeway and associated grade-separated freeway sections and structures. It also allows for the

construction of SM Wright Parkway, a new six-lane, at-grade, slow-speed facility with pedestrian amenities and a park-like setting. This alternative routes commuter traffic onto IH 45 and CF Hawn Freeways, while local traffic utilizes SM Wright Parkway. This alternative is feasible and prudent because it meets the stated need and purpose of the project. Construction of this alternative corrects design and operational deficiencies, as well as safety concerns, connectivity problems, and mobility issues that the existing facility poses. While this alternative requires the purchase of 34.1 acres of proposed ROW and 21 proposed displaced commercial and residential buildings (including sheds and garages), the long-term project benefits significantly enhance the traveling public's safety, connectivity, and mobility.

☒ **Recommendation (Mandatory)**

This alternative is determined to meet the Section 4(f) prudent and feasible standard and **is recommended.**

V. Measures to Minimize Harm

Indicate all that apply, but a minimum of one must be selected. Verify that the project includes all possible planning to minimize harm.

☐ Measures taken to preserve historic integrity per preservation standards

☒ Measures taken to market historic bridge for alternative use

☐ Alternative design measures taken to address deficiencies that complies with codes

☐ Other measures taken to address deficiencies that complies with codes

VI. Mitigation Commitment

Describe mitigation agreed to in consultation with SHPO and other consulting parties.

☒ Programmatic

☐ Customized

In accordance with the requirements of Title 23, U.S. Code, Section 144, TxDOT conducted efforts to identify a new recipient for the bridges. Since the SM Wright Bridge System consists of monolithically poured, cast-in-place concrete bridges, these structures cannot realistically be removed from their existing locations and relocated to new locations. As a result, efforts to market these historic bridges for alternative use were unsuccessful.

As part of the programmatic agreement for post-1945 historic bridges, TxDOT, THC, and Historic Bridge Foundation (HBF) ranked the SM Wright Freeway bridges in Group B, which would receive programmatic mitigation through TxDOT, THC, and HBF's 2014 statewide public outreach effort. Due to the number of bridges impacted, TxDOT opted to complete additional mitigation on the SM Wright

Freeway bridge system. As a result, TxDOT solicited the public's input during Section 106 of the NHPA public involvement activities. Based on feedback from members of the public, as well as input from the HBF and the North Central Texas Council of Governments (NCTOG), TxDOT proposes to complete mitigation specifically for the SM Wright Freeway historic bridge system by erecting interpretive panels located along the proposed SM Wright Boulevard. These interpretive panels will include educational information about the bridges and their historical significance. These panels would focus on the bridges' engineering significance and would be incorporated into the overall proposed project design.

VII. Summary and Approval

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12-16-14, and executed by FHWA and TxDOT.

The proposed project meets all the applicability criteria set forth by the Federal Highway Administration's (FHWA) guidance for Programmatic Bridge Section 4(f) Evaluation. All alternatives set forth in the subject programmatic were fully evaluated and the findings made are clearly applicable to this project. There are **no feasible and prudent alternatives** to the use of the historic bridge.

The project includes all possible planning to minimize harm. The Texas Department of Transportation (TxDOT) will include the measures to minimize harm as environmental commitments in the applicable National Environmental Policy Act (NEPA) document and Environmental Compliance Oversight System (ECOS) for the proposed project.

The following **MUST** be attached to this checklist to ensure proper documentation of the Historic Bridge Programmatic Section 4(f):

1. Concurrence letter with the Official with Jurisdiction
2. Proof of Historic Bridge Marketing
3. Historic Bridge Team Report
4. Detour Map
5. Photographs of the bridge detailing conditions cited in alternatives analyses
6. Comparative alternatives analysis chart
7. Any letters with interested/cooperating parties

VIII. TxDOT Approval Signatures

ENV Technical Expert Reviewer Certification

I reviewed this checklist and all attached documentation and confirm that the above historic bridge and proposed project meet the requirements of 23 CFR 774 for a Historic Bridge Programmatic Section 4(f) finding.

Historical Studies Branch Manager

3·17·17
Date

TxDOT-ENV Historic Bridge Programmatic Section 4(f) Final Approval

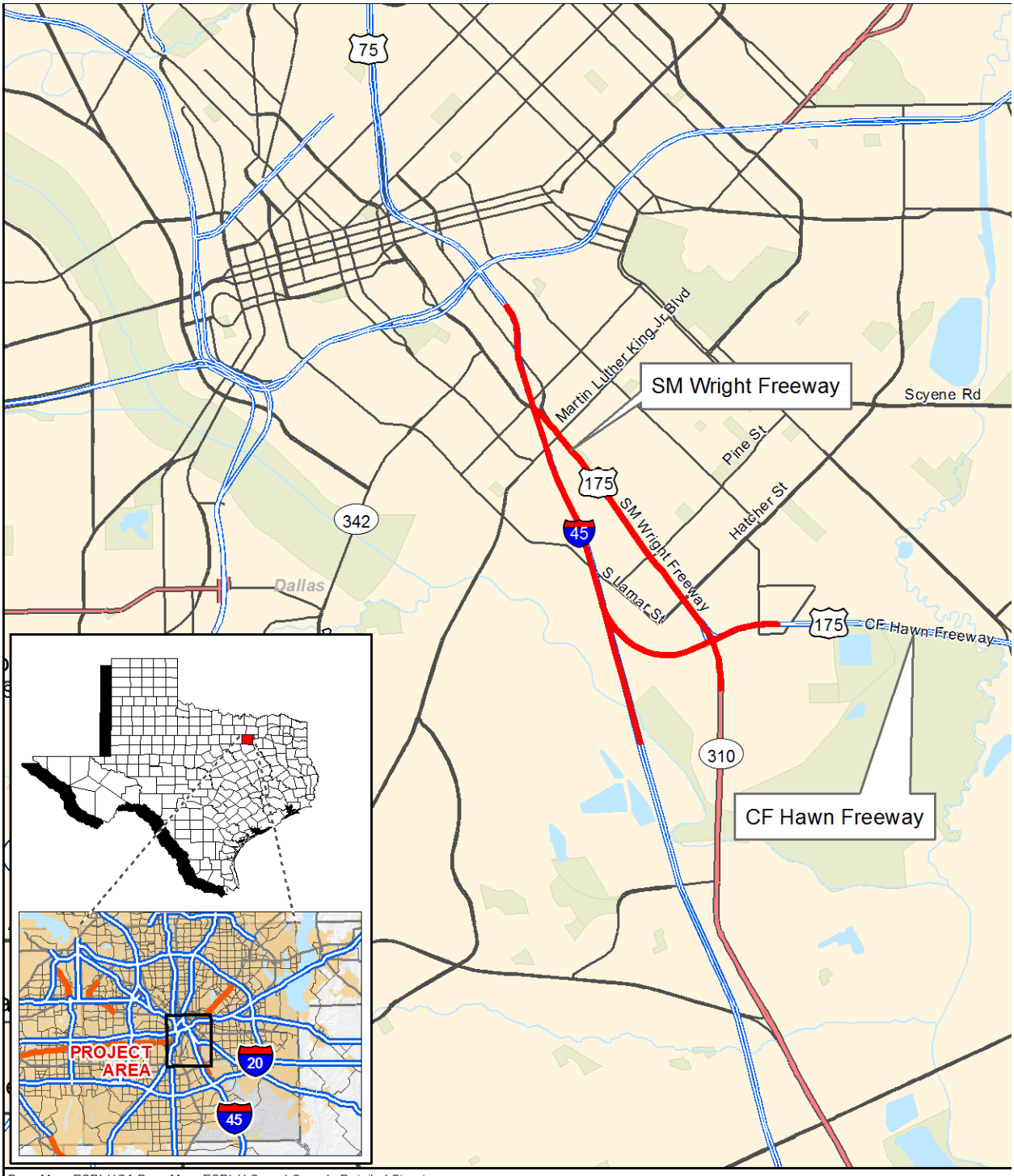
Based upon the above considerations, this Historic Bridge Programmatic Section 4(f) satisfies the requirements of 23 CFR 774.

TxDOT-ENV, Deputy Director or Designee

3.17.17
Date

Exhibit A

Project Location Maps and Figures



Base Map: ESRI-USA Base Map, ESRI-U.S. and Canada Detailed Streets

Project Area

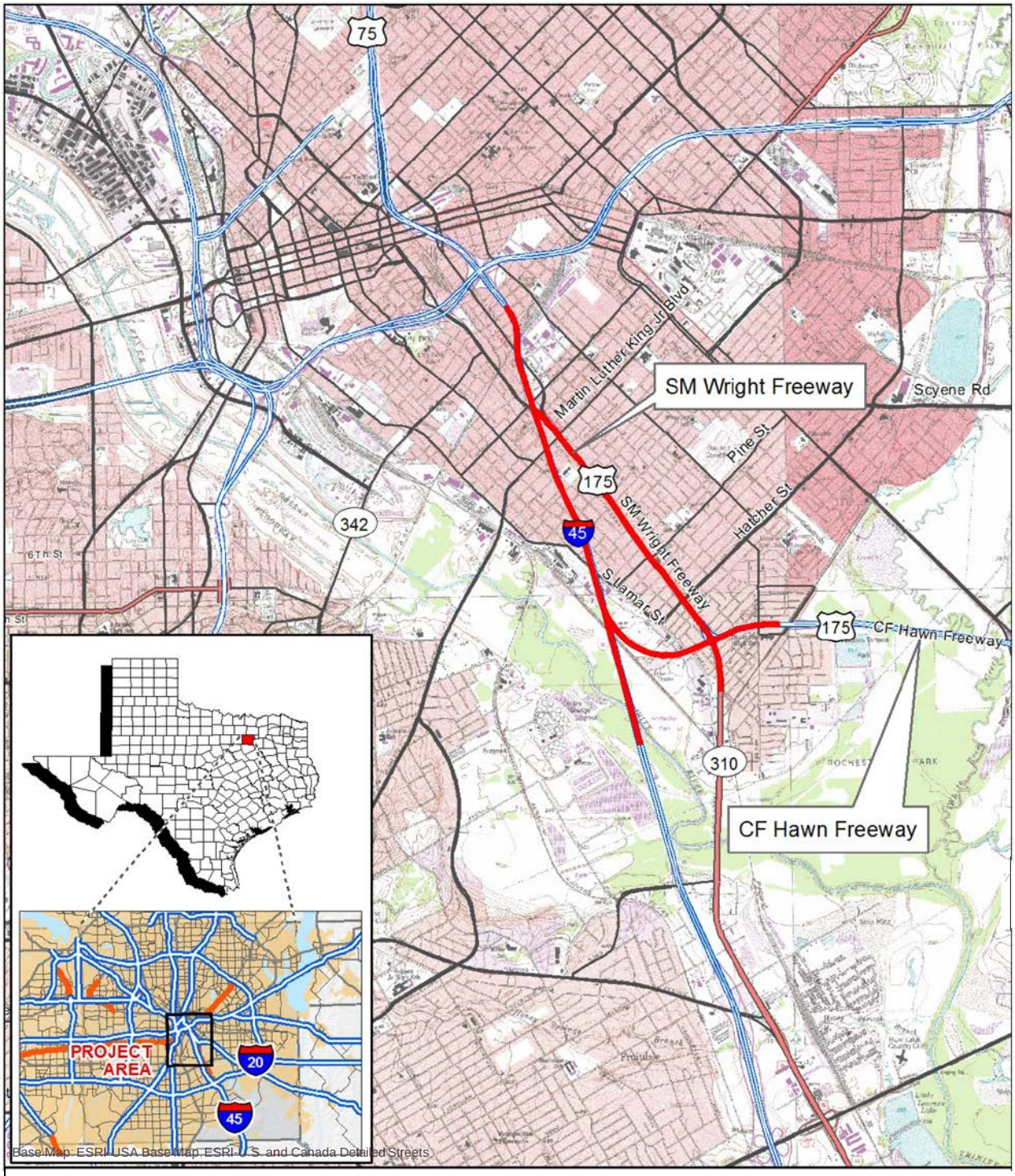
N W E S

1:60,000

Miles

0 1 2

Figure 1
Project Location on County Base
SM Wright Freeway Project
Dallas County, Texas
CSJs: 0092-14-081, 0197-02-108, and 0197-02-113



-Project Area

1:60,000

Miles

0 2

Figure 2
Project Location on Topographic Base
SM Wright Freeway Project
Dallas County, Texas
CSJs: 0092-14-081 , 0197-02-108 , and 0197-02-113

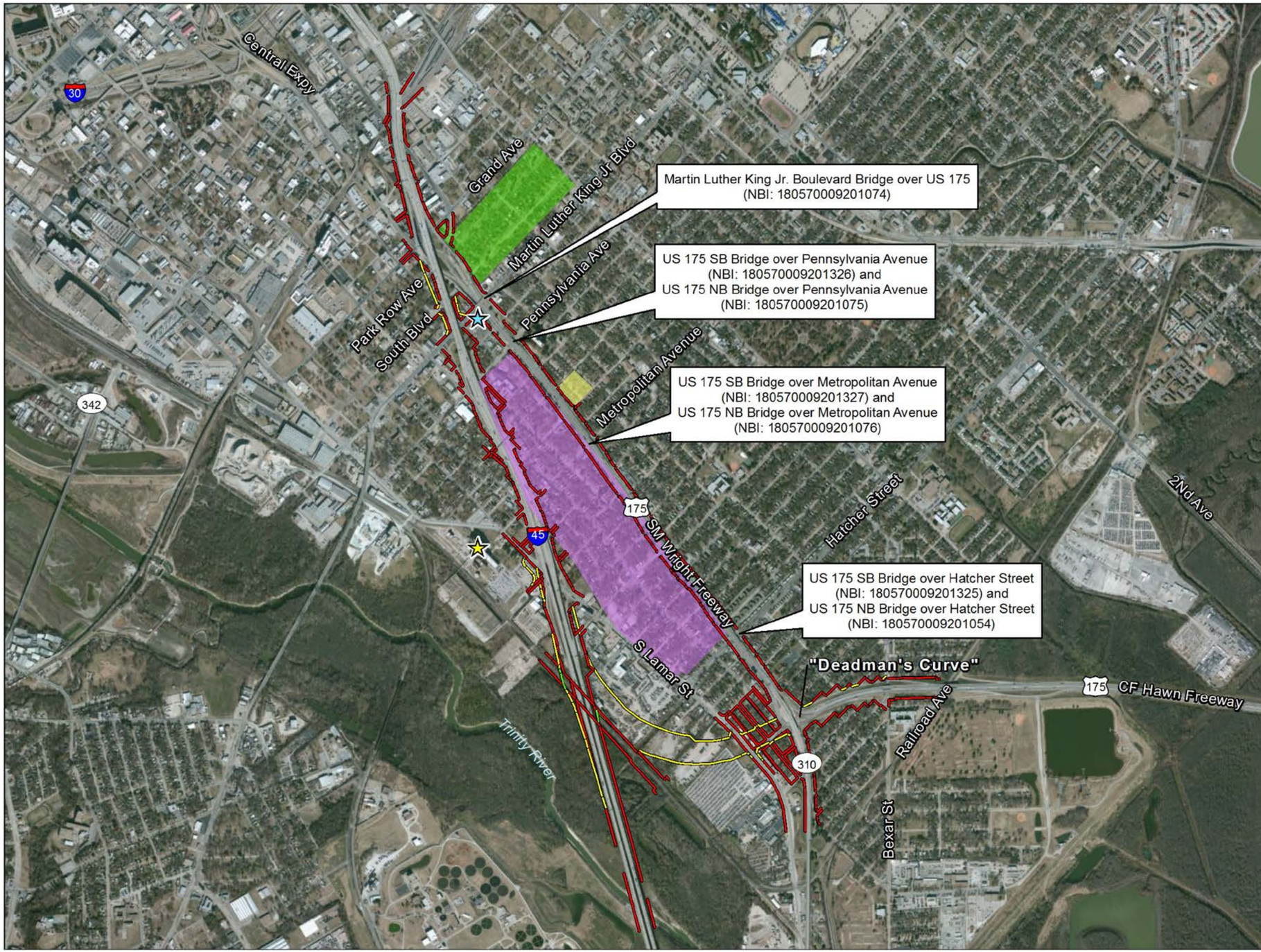


Figure 3
Proposed Project Plan on Aerial Base
SM Wright Freeway Project
Dallas County, Texas
CSJs: 0092-14-081, 0197-02-108, and 0197-02-113

Existing Right-of-way

Proposed Right-of-way

Proposed Easement

Colonial Hill Historic District (NRHP-listed)

South Boulevard-Park Row Historic District (NRHP-listed)

Central Park Historic District (NRHP-eligible)

Dallas Independent School District Facility (NRHP-eligible)

Forest Theatre (NRHP-eligible)

N

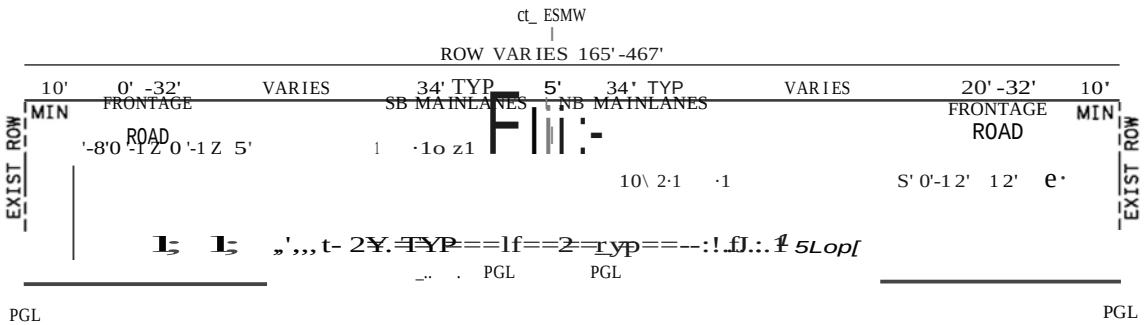
S

1:20,000

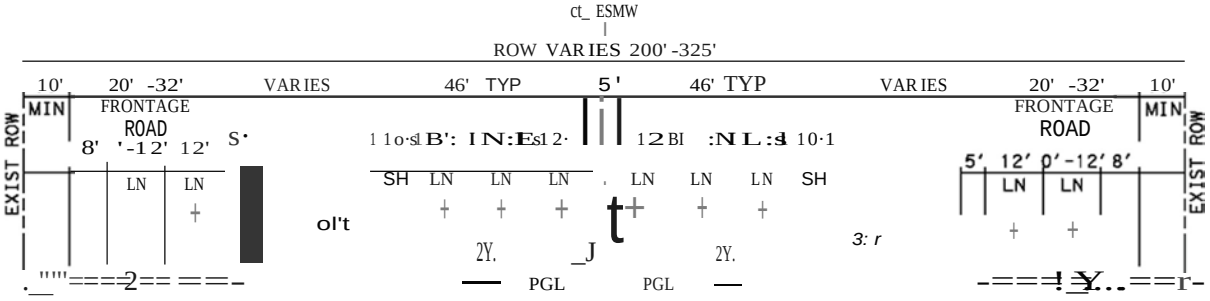
Miles

0 0.25 0.5

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

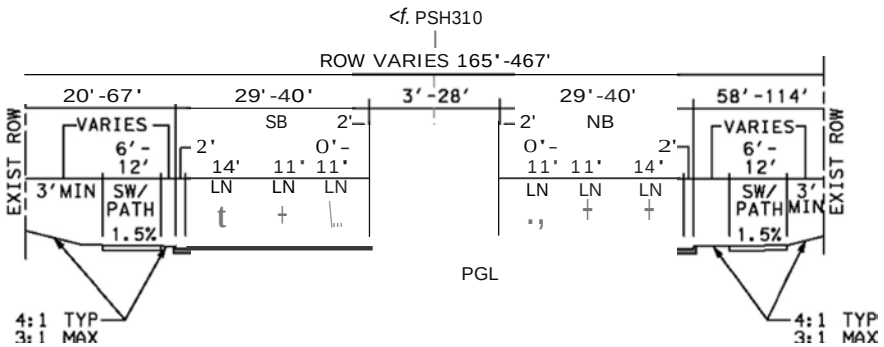


Existing Typical Section SM Wright Freeway (SH 310)
4 General Purpose anes
North of Budd Street to North of CF Hawn Freeway



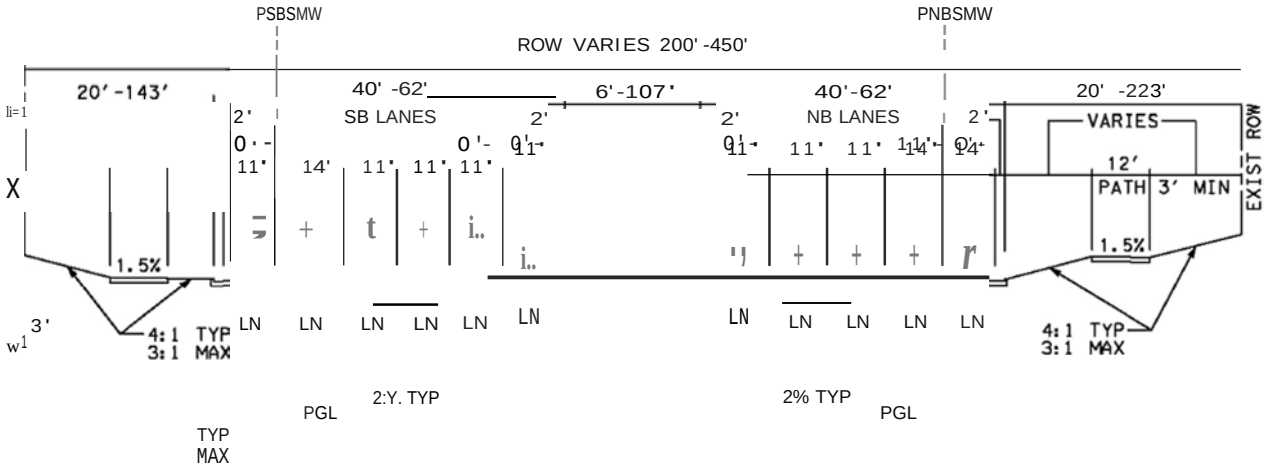
Existing Typical Section SM Wright Freeway (US 175)
6 General Purpose anes
North of CF Hawn Freeway to Martin Luther King Jr. Boulevard

Figure 4.1
Existing and Proposed Typical Sections
SM Wright Freeway Project
Dallas County, Texas
CSJs: 0092-14-081, 0197-02-108,
and 0197-02-113



Proposed Typical Section SM Wright Parkway

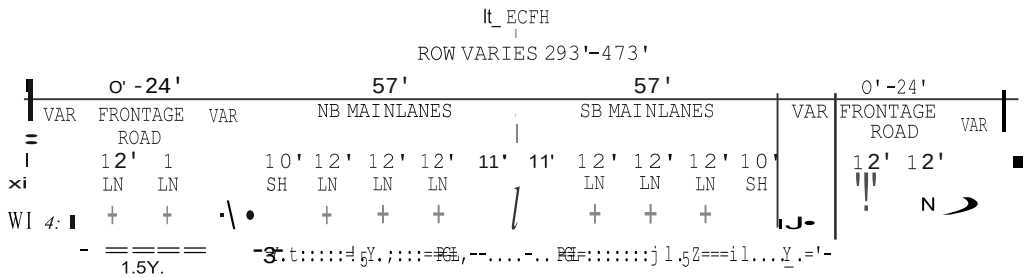
4 Lane Low Speed Arterial
North of Budd Street to CF Hawn Freeway



Proposed Typical Section SM Wright Parkway

6 Lane Low Speed Arterial
CF Hawn Freeway to Martin Luther King Jr. Boulevard
STA 52+59 to STA 132+51

Figure 4.2
Existing and Proposed Typical Sections
SM Wright Freeway Project
Dallas County, Texas
CSJs: 0092-14-081_, 0197-02-108, and 0197-02-113

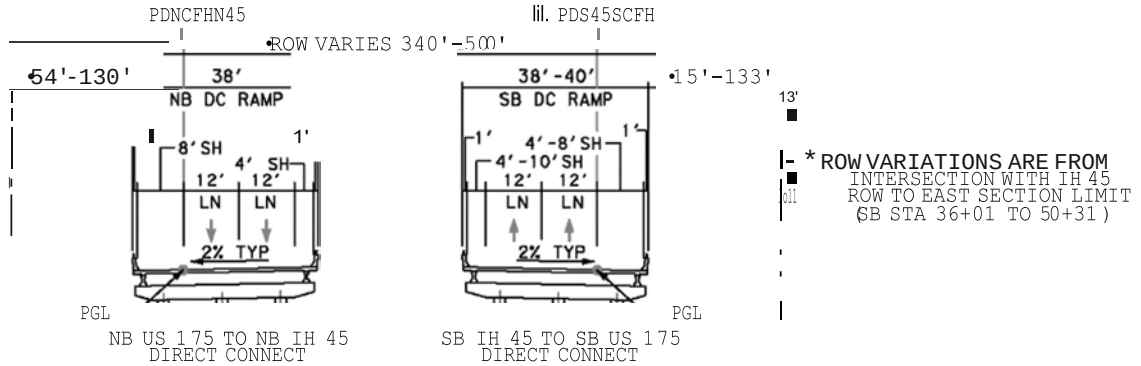


Existing Typical Section CF Hawn Freeway (US 175)

NB Frontage Road
SM Wright Freeway to Bex.er Street

6 General Purpose Lanes
SM Wright Freeway to UP Railroad

SB Frontage Road
SM Wright Freeway to Shields Street



Proposed Typical Section CF Hawn Freeway Direct Connects (US 175)

2 Lane DC Ramps
IH 45 to West of Lamar Street

NOTE• US 175 IS A NORTH/SOUTH FREEWAY. WITHIN THE PROJECT LIMITS, THE ALIGNt.1ENT REQUIRES THE NORTHBOUND MOVEMENT TO TRAVEL WESTERLY AND THE SOUTHBOUND t.10VEMENT TO TRAVEL EASTERLY.

Figure 4.3
Existing and Proposed Typical Sections
SM Wright Freeway Project
Dallas County, Texas
CSJs: 0092-14-081, 0197-02-108, and 0197-02-113

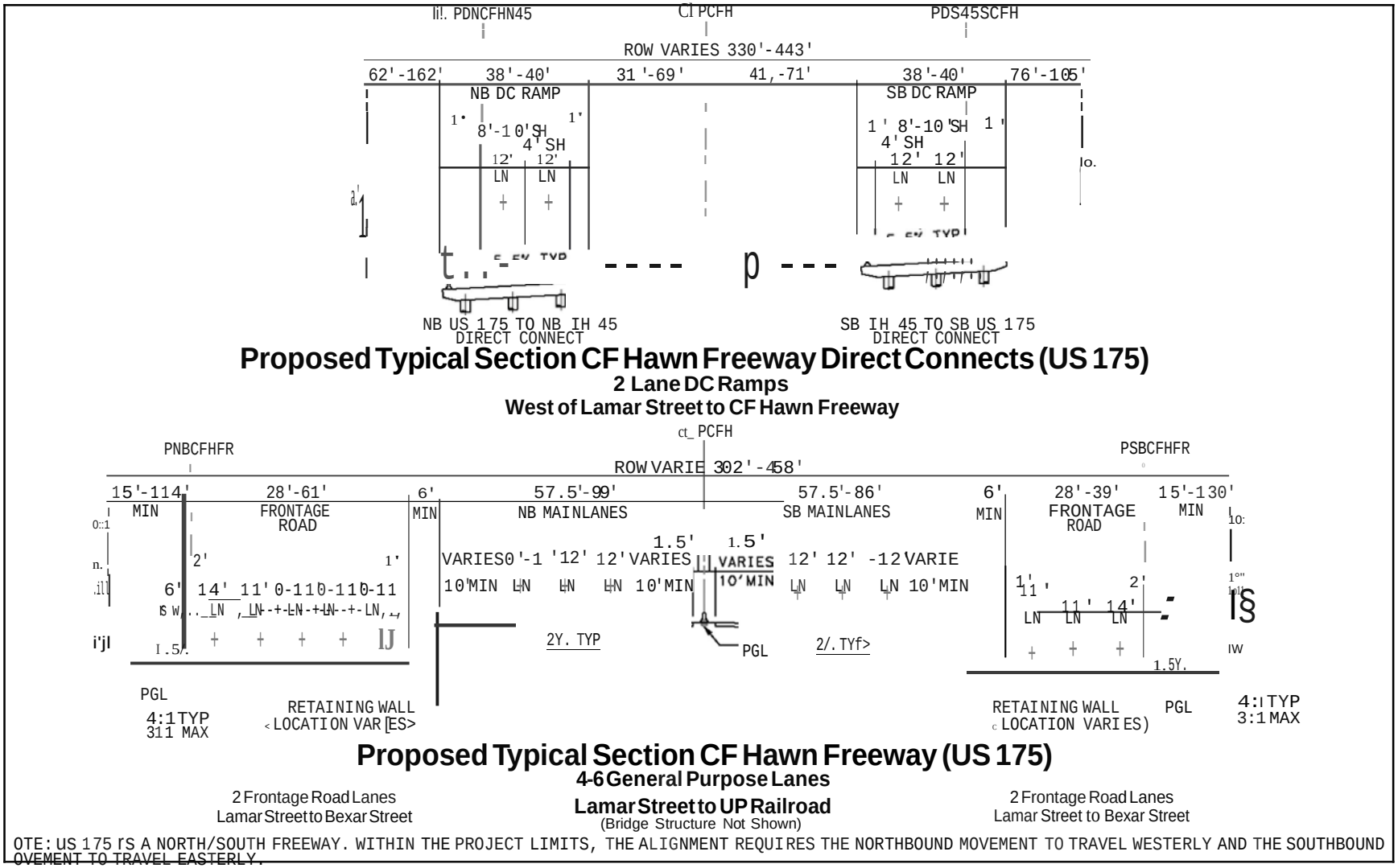
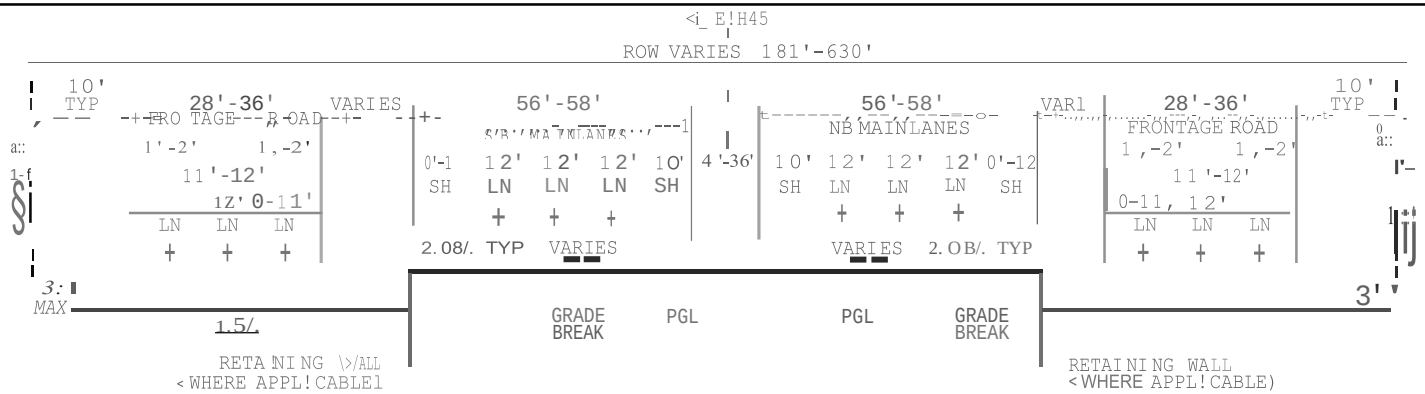


Figure 4.4
Existing and Proposed Typical Sections
SM Wright Freeway Project
Dallas County, Texas
CSJs: 0092-14-081, 0197-02-108,
and 0197-02-113

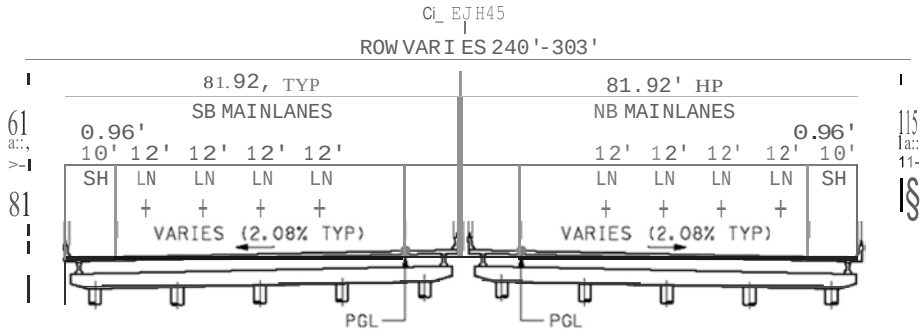


Existing Typical Section IH45

SB Frontage Road
South of Lamar Street to North of Pennsylvania Avenue

6 General Purpose Lanes
Project Limits to SM Wright DC Ramps
(Bridge Structures Not Shown)

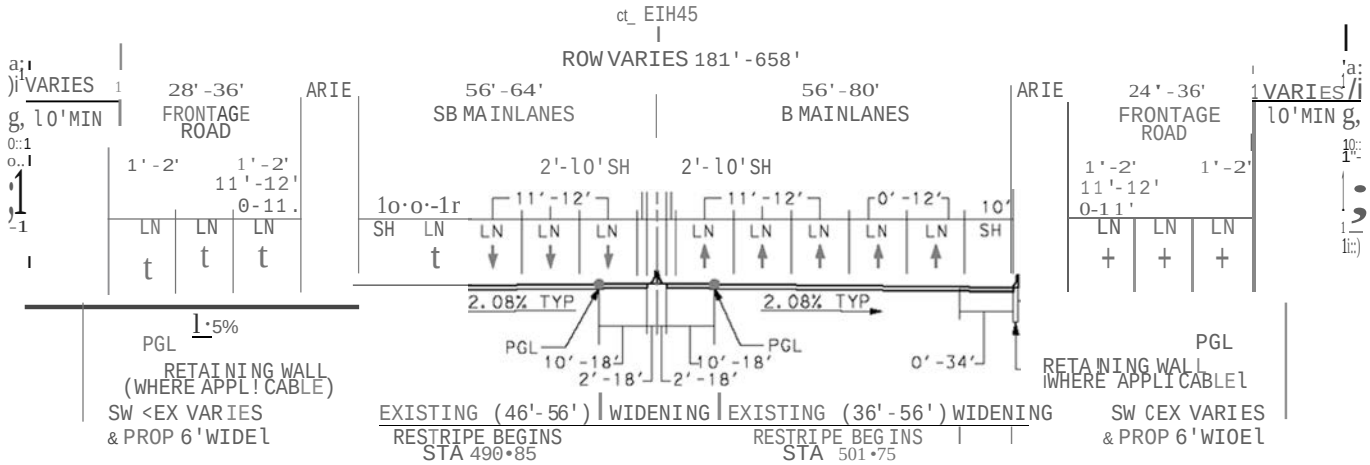
NB Frontage Road
South of Lamar Street to North of Pennsylvania Avenue



Existing Typical Section IH45 on Structure

10 General Purpose Lanes
SM Wright DC Ramps to Project Limits

Figure 4.5
Existing and Proposed Typical Sections
SM Wright Freeway Project
Dallas County, Texas
CSJs: 0092-14-081, 0197-02-108,
and 0197-02-113

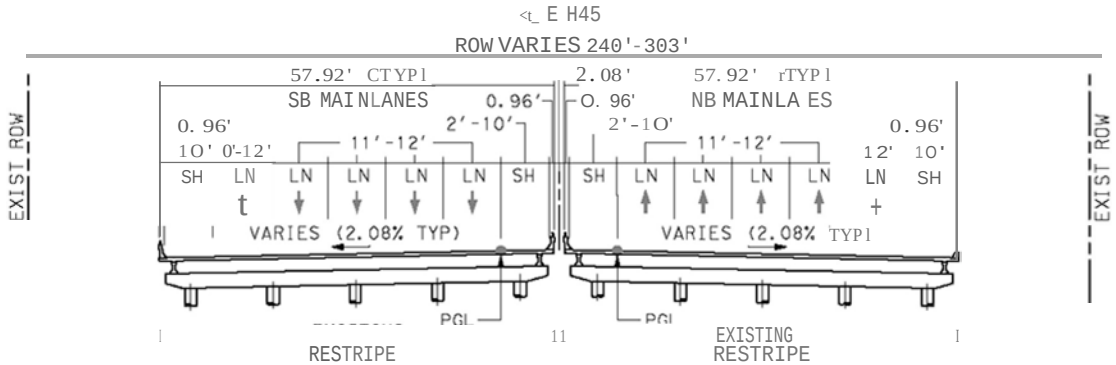


Proposed Typical Section IH 45 Inside & Outside Widening

2-3 Frontage Road Lanes
S. of Lamar Street to North of Pennsylvania Avenue

6-8 General Purpose Lanes
CF Hawn DC Ramps to SM Wnght DC Ramps
(Bridge Structure Not Shown)

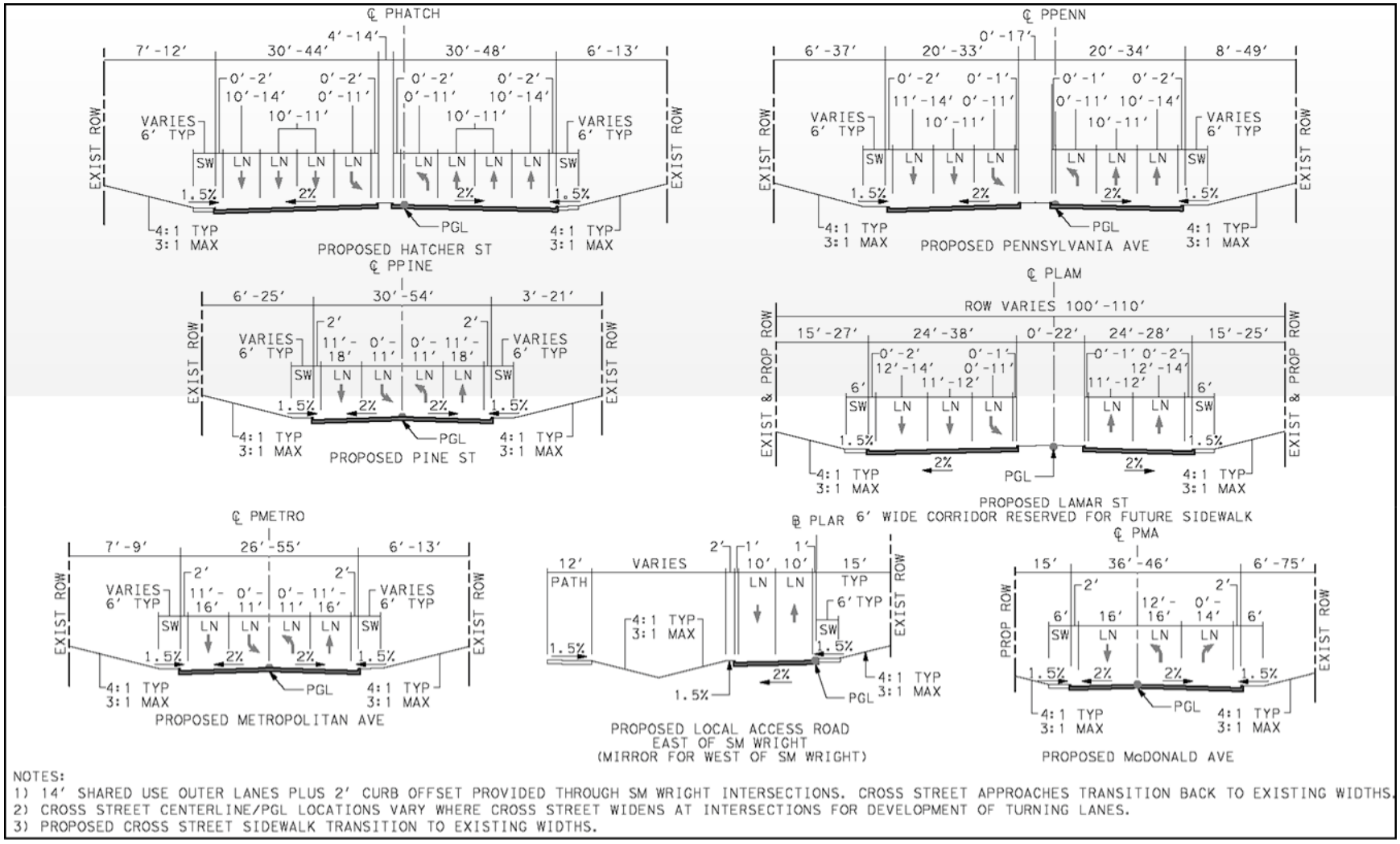
2-3 Frontage Road Lanes
S. of Lamar Street to North of Pennsylvania Avenue



Proposed Typical Section IH 45 on Structure Restriping

10 General Purpose Lanes
SM Wright DC Ramps to Project Limits

Figure 4.6
Existing and Proposed Typical Sections
SM Wright Freeway Project
Dallas County, Texas
CSJs: 0092-14-081, 0197-02-108,
and 0197-02-113



NOTES:
1) 14' SHARED USE OUTER LANES PLUS 2' CURB OFFSET PROVIDED THROUGH SM WRIGHT INTERSECTIONS. CROSS STREET APPROACHES TRANSITION BACK TO EXISTING WIDTHS.
2) CROSS STREET CENTERLINE/PGL LOCATIONS VARY WHERE CROSS STREET WIDENS AT INTERSECTIONS FOR DEVELOPMENT OF TURNING LANES.
3) PROPOSED CROSS STREET SIDEWALK TRANSITION TO EXISTING WIDTHS.

Figure 4.7
Existing and Proposed Typical Sections
SM Wright Freeway Project
Dallas County, Texas
CSJs: 0092-14-081, 0197-02-108, and 0197-02-113

Exhibit B

Concurrence Letter with the Official with Jurisdiction

rcvd. 2/13/17

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

February 13, 2017

SECTION 106 REVIEW: DETERMINATION OF NRHP ELIGIBILITY AND ADVERSE EFFECT
SECTION 4(f) REVIEW: COMMENT AS OFFICIAL WITH JURISDICTION
Dallas County / Dallas District
S.M. Wright Phase II and Phase IIB: US 175/SM Wright Freeway Bridge System
Phase II - CSJ: 0092-01-052; Phase IIB – 0092-01-059, 0092-14-088

Ms. Linda Henderson
History Programs
Texas Historical Commission
Austin, TX 78711

Dear Ms. Henderson:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT. In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement, this letter initiates Section 106 consultation on the effect the proposed undertaking poses for a historic property located within the project's area of potential effects (APE). As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency.

Project Description
This letter serves as continuing consultation on the SM Wright Project in Dallas, Texas. The project includes improvements to three freeways US 175 (a segment from IH 45 to SH 310 known locally as **SM Wright Freeway**), US 175 (a segment south and east of SH 310 known locally as **CF Hawn Freeway**), and IH 45, with a centerline length of 5 miles. References to freeway segments will be done using locally known names to avoid confusion. Phases I includes widening and restriping of IH 45 and improvements to the IH 45/CF Hawn Freeway interchange on a new location. Phase II of the project involves the conversion of SM Wright Freeway to an at-grade landscaped SM Wright Parkway. The parkway facility design offers enhanced bicycle and pedestrian facilities with a parklike setting and walls along the IH 45 corridor.

Community feedback during a Public Hearing for Phase II in January of 2013 served as the impetus for Phase II-B design. Phase II-B design addresses public concerns about loss of connectivity between IH 45 and Pennsylvania Avenue, SM Wright Parkway, MLK Boulevard, and Al Lipscomb Way (see project schematics). In light of the advanced stage in the development of project design for Phases I and II, TxDOT decided it best to incorporate these additional access improvements into a new Phase II-B project to avoid delaying the planned construction letting date of the overall SM Wight Project. Completion of this design work prompts renewal of consultation.

The proposed improvements covered by Phase II-B are as follows (see project schematic):

- Extend the proposed SM Wright Parkway to connect exclusively to MLK Blvd;

- Convert the current SM Wright Freeway underpass at MLK Blvd. to an at-grade signalized intersection;
- Extend the IH 45 frontage roads at MLK Blvd.;
- Removing ramps connecting MLK Blvd. to the existing SM Wright Freeway and relocating them west to the at-grade signalized intersections of IH 45 and MLK Blvd.;
- Construct a northbound exit ramp from and southbound entrance ramp to IH 45 at Al Lipscomb Way;
- Proposed noise walls within the vicinity of the Colonial Hill Historic District; and,
- Other Improvements related to pedestrian and bicycle safety.

This project proposes 1.7 acres of new right-of-way (ROW) to accommodate the extension of IH 45 frontage roads and ramp connections (see Report for Historical Studies Survey (HRSR) Figure 1, page 105). The proposed project will be carried out with federal funding provided through FHWA.

Phase II and II-B require the removal of seven National Register of Historic Places (NRHP)-eligible variable depth concrete bridges known as the SM Wright Freeway Bridge System.

Previous Coordination

TxDOT previously coordinated an **adverse effect finding with mitigation** for the removal of the seven NRHP-eligible bridges comprising the US 175 SM Wright Freeway Bridge System per a letter dated August 18, 2015 with THC concurrence on August 28, 2015 (see HRSR Appendix A, pages 40-5).

Earlier coordination efforts include a no adverse effect finding for the SM Wright Project per a letter dated January 18, 2012 with the THC concurrence on February 7, 2012 (see HRSR Appendix A). The findings and concurrence were based on 30% design submittals with further coordination anticipated as design progressed. Subsequent design changes prompted further coordination with a no adverse effect and *de minimis* finding for use of .91 acre from the NRHP-eligible former Proctor and Gamble Manufacturing Plant per a letter dated May 29, 2013. THC concurred with the no adverse effect and *de minimis* finding June 5, 2013 (see HRSR Appendix A).

Determination of Eligibility

Building upon previous project survey efforts, this identification effort captures properties within the Area of Potential Effects (APE) of 150' from proposed new ROW, and properties adjacent to proposed noise walls with an updated historic-age cutoff date of 1974.

A review of the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL), and TxDOT files identified the following historic properties previously documented within the area of potential effects (APE):

- South Boulevard-Park Row Historic District – listed in the NRHP
- Colonial Hill Historic District – listed in the NRHP
- The Forest Theatre, 1933 Martin Luther King Jr. Blvd. - determined NRHP eligible
- Northbound and Southbound SH 310 Overpass at Pennsylvania Avenue – determined NRHP eligible
- Martin Luther King Jr Blvd. Overpass at SH 310 – determined NRHP eligible

In accordance with provisions of 36 CFR 800, TxDOT conducted a cultural resources survey in April of 2016 to identify additional properties listed and potentially eligible for listing in the NRHP. This

survey identified 21 historic-age resources on 18 parcels not covered by previous survey efforts related to the SM Wright project (please see HRSR), however, TxDOT historians determined none of these properties eligible.

Consultation with Other Parties

In August of 2015, TxDOT contacted the North Texas Council of Government (NTCOG), the Historic Bridge Foundation (HBF), the City of Dallas Historic Preservation Office (HPO), the Dallas County Historical Commission (CHC), and Preservation Dallas with the effects determinations and proposed mitigation (see 2015 Mitigation Report) for the removal of the SM Wright Freeway Bridge system. TxDOT received no comment from any interested parties.

On December 9, 2016, TxDOT contacted Preservation Dallas, the City of Dallas (HPO), the Dallas CHC, and Preservation Dallas to disclose historic property identification efforts, effect determinations and proposed noise walls for Phase II-B. TxDOT received comments from Preservation Dallas emphasizing the significance of the Forest Theatre and their concurrence with our effect determination on this property. In addition, Preservation Dallas disagreed with our eligibility determination on Resource JS-048, the former Fire Station No. 6, slated for displacement to allow for the construction of the community requested southbound IH 45 entrance ramp at Al Lipscomb Way. TxDOT determined the property not-eligible for listing on the NRHP due to a lack of architectural merit and no associations with significant people or events in the history of the area (see HRSR pages 13-4 and 58-64). Preservation Dallas rebutted that the fire station was still architecturally significant to the neighborhood. Despite Preservation Dallas' assertion of the fire station's historic significance, the THC informally agreed with TxDOT's NRHP-eligibility determination of not-eligible. Given the differing perspectives on the importance of the fire station, TxDOT, Preservation Dallas, and the THC continued discussions to reach a more meaningful consultation outcome for all interested parties. As a result, TxDOT committed to conducting research on more inclusive neighborhood stories, such as the planning and development of mid-century civic infrastructure, to be integrated into the project's overarching programmatic mitigation for the SM Wright Freeway Bridge System removal (see Mitigation section below).

Determination of Effect

Direct Effects: No new ROW needed from historic properties, therefore no direct effects.

Indirect Effects – Noise Walls

A traffic noise analysis indicates the project exceeds the FHWA NAC for residential areas, therefore new design parameters introduce noise abatement (a noise barrier) along the northbound frontage road of IH-45, to further minimize noise impacts to the Colonial Hill Historic District in accordance with TxDOT's noise guidelines. The proposed noise wall abuts three contributing parcels, WH-084, WH-085, WH-087, in the district (see HRSR Figure 13, page 118). The proposed noise wall would be 270 ft in length and 18 ft high, situated within TxDOT ROW at the rear property line of these contributing resources. Currently the view at this location consists of an on-ramp retaining wall (see HRSR Figure 14, page 118). Although this proposed noise wall would introduce a visual element, it falls within the rear viewshed of historic district properties. This aspect does not constitute a character-defining feature of the district as a whole, nor its contributing residential properties, and therefore does not contribute to the district's significance. Due to existing vegetation height and density, the presence of other barriers, and the rear facing view, the proposed noise barrier would **not be an adverse visual effect** to the Colonial Hill Historic District (see HRSR Figures 16-18, pages 119-120).

Previous coordination efforts between TxDOT and the THC addressed all other direct and indirect effects on all historic properties identified within the APE. The following is a summary of those efforts (see HRSR, Appendix A: Previous THC Correspondence, pgs 24-46):

- No direct, indirect, or cumulative effects - the NRHP-listed Central Park Historic District, Colonial Hill Historic District, the South Boulevard-Park Row Historic District, and the NRHP-eligible Forest Theatre (THC concurred 2/7/12)
- ***De Minimis*** Impact Finding – NRHP-listed former Proctor and Gamble Manufacturing Plant (THC concurred 6/5/13)
- **Adverse Effect** finding with Mitigation – NRHP eligible SM Wright Freeway Bridge System (THC concurred 8/28/15)

TxDOT examined multiple alternatives to address the removal of the SM Wright Freeway Bridge System. The alternatives analysis indicates the removal of the bridge system necessary for the downgrading of the SM Wright Freeway to SM Wright Parkway. This construction addresses design and operational deficiencies, safety concerns, connectivity problems, and mobility issues that the existing transportation corridor embodies. TxDOT's proposed removal of the SM Wright Freeway Bridge System constitutes an **adverse effect**. TxDOT considered measures to avoid or minimize the adverse effect, such as rehabilitating the existing bridge system and constructing a parallel roadway to the existing SM Wright Freeway. Detailed analysis of these options determined that rehabilitating the existing bridge system did not correct geometric and functional deficiencies of the existing roadway, while constructing a parallel roadway presented unfavorable impacts on the human environment and other Section 4(f) properties adjacent to the existing freeway. TxDOT also considered moving the bridge system, however the bridges are comprised of monolithically poured, cast-in-place concrete. The intrinsic characteristics of the bridge system's material constitution make relocation a highly impractical course of action. See the attached checklist for discussions of planning efforts to avoid and minimize the adverse effect.

Mitigation

TxDOT invoked public participation and collaboration in developing appropriate mitigation measures. This information is detailed in TxDOT's previous coordination letter with the THC, dated August 18, 2015, and summarized below.

As part of the treatment plan for post-1945 historic bridges, TxDOT, THC, and Historic Bridge Foundation (HBF) ranked the SM Wright Freeway bridges in "Group II: Significant Bridges Requiring Programmatic Mitigation." Due to the number of bridges being impacted, TxDOT opted to complete additional mitigation on the SM Wright Freeway bridge system. As a result, TxDOT researched mitigation options and solicited the public's input during Section 106 public involvement activities. Based on feedback from members of the public, as well as input from the HBF and the North Central Texas Council of Governments (NCTOG), TxDOT proposes to complete mitigation specifically for the SM Wright Freeway historic bridge system by erecting interpretive panels located along the proposed SM Wright Boulevard. These interpretive panels will include educational information about the bridges and their historical significance. These panels would focus on the bridges' engineering significance, and would be incorporated into the overall proposed project design. Topics may also include mid-century civic infrastructure in the project area. This strategy comports with the programmatic educational outreach campaign envisioned for the post-1945 historic bridges.

Conclusion
We have completed consultation with Preservation Dallas, the City of Dallas HPO, and the Dallas CHC on our eligibility determinations and project effects, and request a 20-day review process to accommodate comment by March 6, 2017.

TxDOT hereby requests your signed concurrence of our updated determination of an **adverse effect** to the SM Wright Freeway bridge system with mitigation remains valid. In addition, TxDOT requests concurrence with our **no adverse effect** findings on the Colonial Hill Historic District. Lastly, TxDOT requests concurrence with our not eligible determinations for the additional 21 historic-age resources identified in the project's APE, including the former Fire Station No. 6.

We additionally notify you that SHPO is the designated official with jurisdiction over Section 4(f) resources protected under the provisions of 23 CFR 774 and that your comments on our Section 106 findings will be integrated into decision-making regarding prudent and feasible alternatives for purposes of Section 4(f) evaluations. Final determinations for the Section 4(f) process will be rendered by TxDOT pursuant to 23 U.S.C. 327 and the afore-mentioned MOU dated 12-16-14.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please call me at (512) 416-2770 or chantal.mckenzie@txdot.gov.

Sincerely,

Chantal McKenzie
Architectural Historian
Historical Studies Branch
Environmental Affairs Division

cc: Bruce Jensen, Cultural Resources Section Director, BJ

SM WRIGHT FWY BRIDGE SYSTEM
ADVERSE EFFECTS WITH MITIGATION
NO COMMENTS ON SECTION 4(f) EVALUATION

NAME: _____ DATE: 14 Feb 2017
for Mark Wolfe, State Historic Preservation Officer

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS

NO ADVERSE EFFECTS TO COLONIAL HILL HISTORIC DISTRICT

NAME: _____ DATE: 14 Feb 2017
for Mark Wolfe, State Historic Preservation Officer

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS

NOT ELIGIBLE 21 HISTORIC-AGE PROPERTIES WITHIN APE

NAME: _____ DATE: 14 Feb 2017
for Mark Wolfe, State Historic Preservation Officer

Exhibit C

Historic Bridge Marketing

From:	Chantal McKenzie
To:	Laura Cruzada
Cc:	Rebekah Dobrasko
Subject:	Bridges for Marketing
Date:	Monday, January 09, 2017 10:08:00 AM
Attachments:	0092-01-052 Bridge Adoption Information Packet MLK.docx 0092-01-052 Bridge Adoption Information Packet US 175 over Hatcher.docx 0092-01-052 Bridge Adoption Information Packet US 175 over Metropolitan.docx 0092-01-052 Bridge Adoption Information Packet US 175 over Pennsylvania.docx

---

Good morning Laura,

I need to market the attached historic bridges. Can you please post online today?

Thank you!

Chantal

Chantal McKenzie
MSHP, LEED AP, PMP
Architectural Historian
Environmental Affairs Division
Texas Department of Transportation
512-416-2770
Chantal.McKenzie@TxDOT.gov

From:	Laura Cruzada
To:	Chantal McKenzie
Cc:	Rebekah Dobrasko
Subject:	bridges
Date:	Friday, January 13, 2017 2:44:05 PM

Will be posted in a few minutes. Here is the preview link: http://preview.txdot.gov/inside-txdot/division/environmental/adopt-historic-bridge.html

Exhibit D

Condition Assessment Report

A Condition Assessment Report was not completed for the SM Wright Bridge System, as such a report is not applicable for the proposed project's need and purpose.

Exhibit E

Historic Bridge Team Report

A Historic Bridge Team Report was not completed for the SM Wright Bridge System, as such a report is not applicable for the proposed project's need and purpose.

Exhibit F

Detour Map

A detour map is not applicable for this project.

Exhibit G

Photographs of Bridges Detailing Conditions Cited in Alternatives Analysis

Photo 1: MLK Jr. Boulevard bridge over US 175 (SM Wright Freeway), facing southeast

Photo 2: MLK Jr. Boulevard bridge over US 175 (SM Wright Freeway), facing north

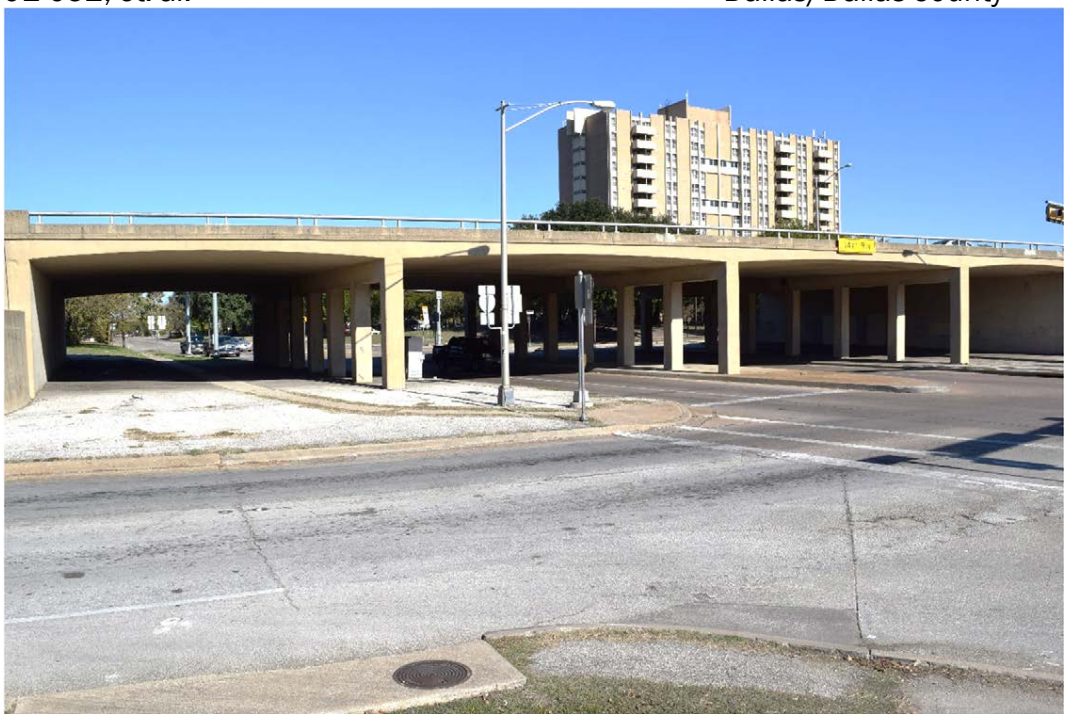


Photo 3: Southbound US 175 (SM Wright Freeway) bridge over Pennsylvania Avenue, facing northeast

Photo 4: Northbound US 175 (SM Wright Freeway) bridge over Pennsylvania Avenue, facing southwest

Photo 5: Southbound US 175 (SM Wright Freeway) bridge over Metropolitan Avenue, facing northeast

Photo 6: Northbound US 175 (SM Wright Freeway) bridge over Metropolitan Avenue, facing southwest

Photo 7: Underside of the Southbound US 175 (SM Wright Freeway) bridge (left) and Northbound US 175 bridge (center) over Metropolitan Avenue, facing northwest. This bridge is an example of a variable depth rigid frame tee beam bridge.

Photo 8: Southbound US 175 (SM Wright Freeway) bridge over Hatcher Street, facing northwest

Photo 9: Northbound US 175 (SM Wright Freeway) bridge over Hatcher Street, facing southeast

Photo 10: Underside of Southbound US 175 (SM Wright Freeway) bridge (left) and Northbound US 175 (right) bridge over Hatcher Street, facing northwest. This bridge is an example of a variable depth rigid frame slab bridge.

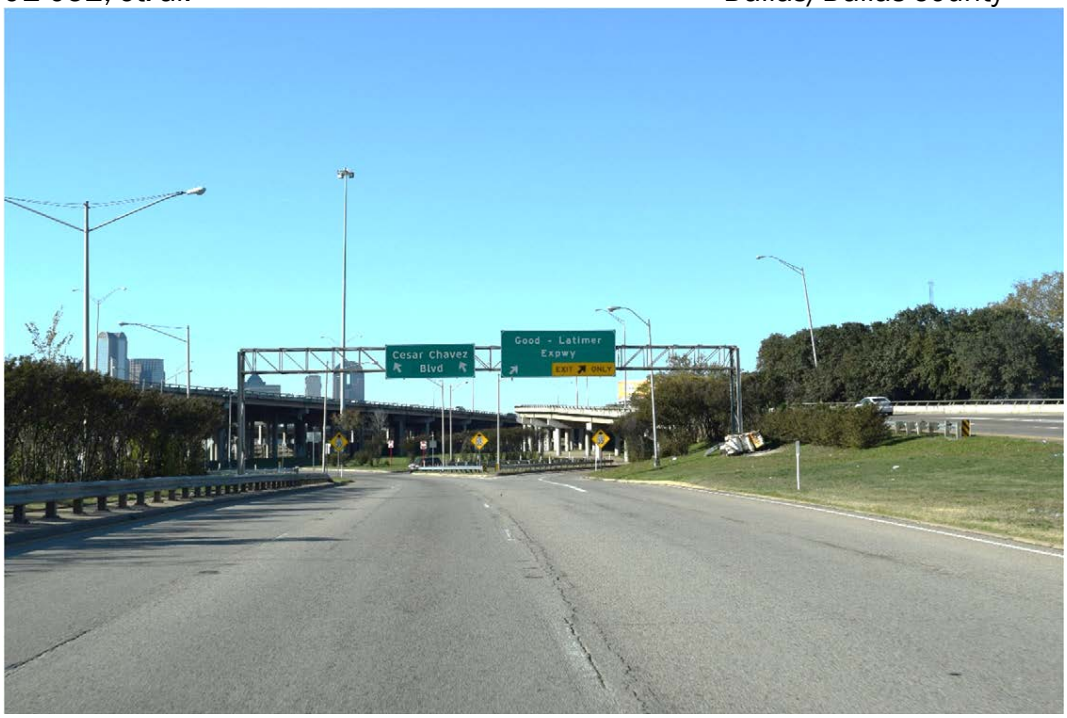


Photo 11: View towards US 175 (SM Wright Freeway)/IH 45/Cesar Chavez Boulevard interchange, facing northwest, showing the northern portions of the proposed project

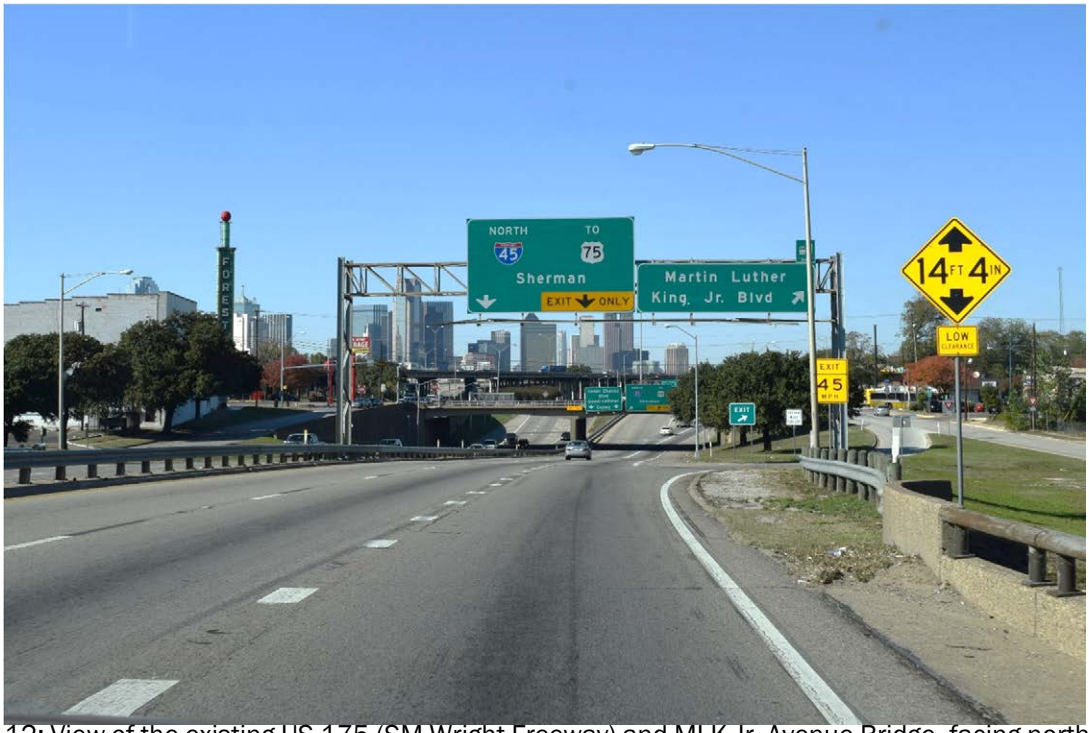


Photo 12: View of the existing US 175 (SM Wright Freeway) and MLK Jr. Avenue Bridge, facing northwest

Photo 13: View of the existing US 175 (SM Wright Freeway) north of Pine Street, facing southeast

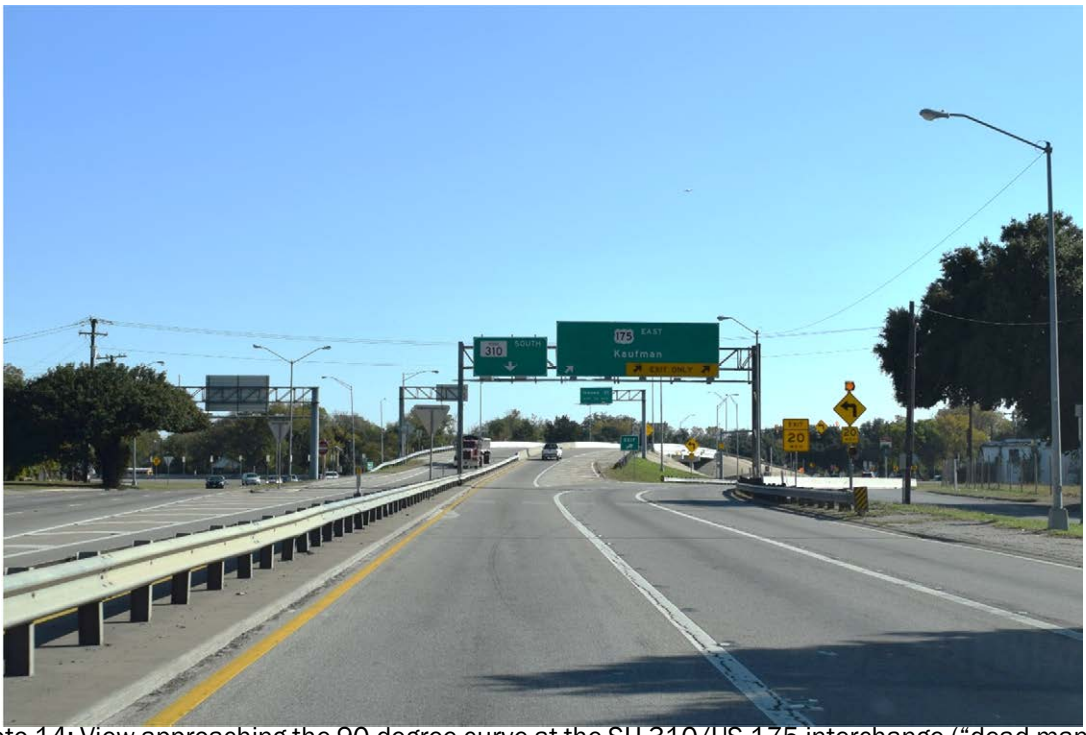


Photo 14: View approaching the 90-degree curve at the SH 310/US 175 interchange ("dead man's curve") from SW Wright Freeway, facing southeast

Photo 15: View approaching the 90-degree curve at the SH 310/US 175 interchange ("dead man's curve") from CF Hawn Freeway, facing west

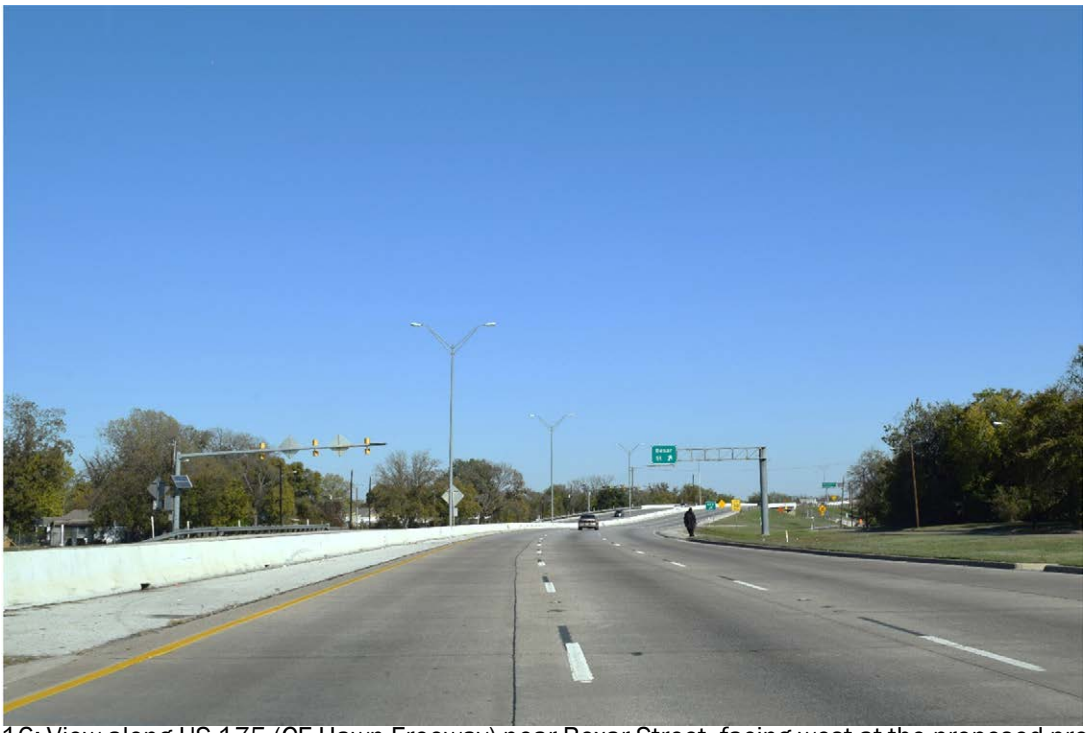


Photo16: View along US 175 (CF Hawn Freeway) near Bexar Street, facing west at the proposed project's southeastern limit

Photo 17: View along IH 45 southbound within the project area

Photo 18: View along Starks Avenue towards SH 310/US 175 interchange (in background) where the new right-of-way for the proposed IH 45/CF Hawn interchange is proposed, facing northeast

Exhibit H

Comparative Alternatives Analysis Chart

Appendix A: Alternative Analysis

Alternative	Meets Need and Purpose for the Project?	Does the project address the following deficiencies? 1) Functional 2) Structural	Does the alternative use the historic bridge?	Costs			Social, Economic Or Environmental Impacts?	Constructability/ Safety/Design Issues?
				Construction ($)	ROW ($)	Total Cost ($)		
1. No Build	No	1) No 2) N/A	No	$0	$0	$0	The community surrounding SM Wright freeway would continue to be bisected by the freeway, resulting in limited connectivity and mobility within the neighbourhood	The geometric and operational deficiencies would remain at the SH 310/US 175 interchange curve, with the short on- and off- ramps and closely spaced interchanges. As a result, safety concerns, connectivity problems, and mobility issues would continue on the SM Wright Freeway

2. Build on Parallel Location	No	1) No 2) N/A	No	$0*	$0*	$0*	This alternative did not meet the project's stated need and purpose and would have substantial impacts to the surrounding community.	This alternative was removed from consideration as not reasonable and was not studied in detail.
3. Rehabilitation	No	1) No 2) N/A	No	$0*	$0*	$0*	This alternative did not meet the project's stated need and purpose and would not improve any of the operational or design deficiencies on the SM Wright Freeway.	This alternative was removed from consideration as not reasonable and was not studied in detail.
4. SM Wright Parkway	Yes	1) Yes 2) N/A	Yes	$159.3M	$37.2M	$196.5M	This alternative results in a de minimis Section 4(f) impact to the DISD facility, and the displacement of 21 commercial and residential buildings (including sheds and garages).	None

*Cost estimates not calculated due to infeasibility of these options.

Exhibit I

Interested/Cooperating Parties Letters

Texas Department of Transportation
Highway 80 | MESQUITE, TEXAS 75150-6642 | (214) 320-6100 | WWW.TXDOT.GOV

February 10, 2015

Mr. Don Baynham - Dallas County Historical Chair
5806 Firecrest Drive
Garland, TX 75044-4204

RE: CSJ: 0092-01-052, Bridge Removals on US 175 Dallas County, Texas

Dear Mr. Baynham:

The Texas Department of Transportation (TxDOT) has authorized a project that will result in the removal of a system of bridges on US Highway (US) 175 from south of Budd Street to Interstate Highway {IH) 45. A project location map is attached.

These bridges were determined eligible for listing in the National Register of Historic Places under a statewide study conducted jointly by TxDOT, the Texas Historical Commission, and the Federal Highway Administration. Based on an examination of different bridge types in the state and background research on these bridges, this study evaluated the significance of bridges in Texas constructed between 1945 and 1965. The bridges on US 175 from south of Budd Street to IH 45 were included in this study.

At this time, we are requesting your comments on the proposed bridges' removal project. If you are aware of any local interest in the bridges, please indicate that in your response. Because we need to develop our preliminary plans on this project as soon as possible, we are requesting that you return your comments to us by March 10, 2015. We have included a self-addressed, stamped envelope for your convenience. If you are unable to respond by the specified date, we will assume that you do not have an interest in these bridges.

We appreciate your participation in our project planning process. If you have any questions, please feel free to contact Jim Dobbins of my staff at 214/320-6282, or via e-mail at jim.dobbins@txdot.gov.

Sincerely,

H. Stan Hall, P.E.
District Advance Project
Development Engineer

Attachment

_____

Please sign and date the line above if you have no comment on this project.

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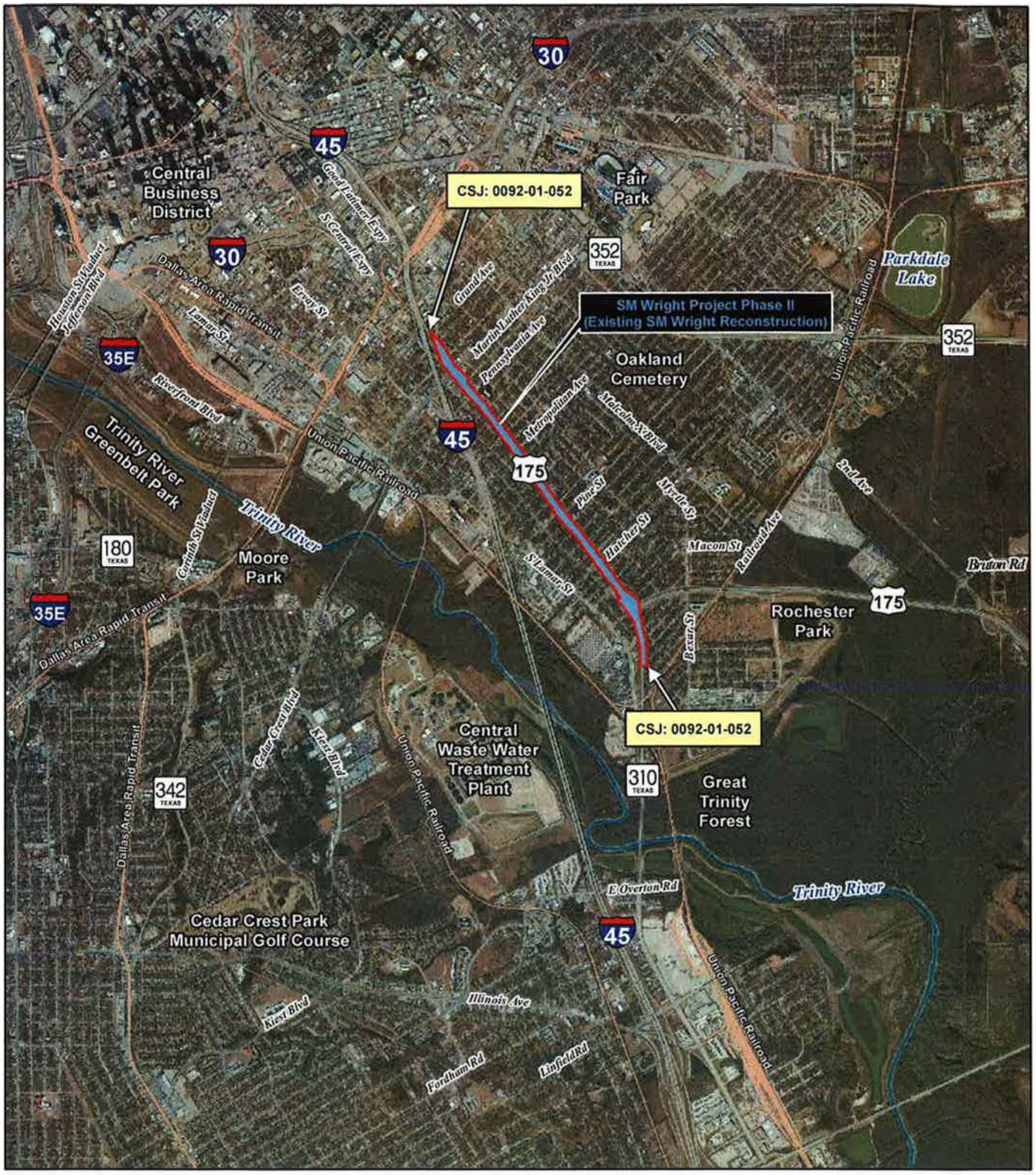

Legend

SM Wright Project Phase II Limits

Railroad

River

N W E S

0 2,000 4,000

Feet

Source/Year of Aerial Photograph: Landiscor/2011

Project Vicinity Map

SM Wright Project Phase II
Dallas, Texas

CSJ: 0092-01-052

From: Mario Sanchez
To: Sandy Wesch; Christopher Anderson; Kitty Henderson; Doty, Mark; Katherine Seale; fldurhamjr@gmail.com; Linda Henderson
Cc: Diamond, Jason
Subject: NOTIFICATION: US 175/SMWright Fwy Bridge System
Date: Wednesday, August 19, 2015 9:10:53 AM

All, yesterday I sent you the message below on the above -referenced bridge system. Several of you were not able to receive the message due to the large size of its attachments. As such, I will send you later this morning a "Drop-Box" file with all the information required for your review of the material.
I apologize for the redundancy to those of you who already received it, but I must ensure that there is uniform receipt of the materials and the Drop-Box method is the only way of ensuring it. Thanks in advance for your attention to this matter and be on the lookout for a message from the Drop-Box service, which was generated by me. Mario L. Sanchez

-----Original Message-----
From: Mario Sanchez
Sent: Tuesday, August 18, 2015 11:22 AM
To: Sandy Wesch; Christopher Anderson; Kitty Henderson; Doty, Mark; Katherine Seale; fldurhamjr@gmail.com; Linda Henderson
Cc: Diamond, Jason
Subject: US 175/SMWright Fwy Bridge System

All, attached please find the Section 106 coordination letter and information packet addressed to the Texas Historical Commission discussing the effects to the historic SM Wright Freeway Bridge System on US 175. Due to the future project's conversion of the SM Wright Freeway into an at-grade landscaped parkway, seven concrete bridges will need to be removed to create the new lower speed facility with pedestrian pathways (see attached schematics). As part of the bridges' removal, TxDOT is proposing to execute interpretive panels describing the structures' history and their innovative designer (see attached Mitigation Report). As consulting parties, you are provided a 30-day review period from the date of receipt of this correspondence to comment on the proposed removal of the bridges and mitigation. As that 30-day period extends beyond Aug. 31st, at which time I will retire from TxDOT, please address your comments to Bruce Jensen, our section director who signed the attached letter <bruce.jensen@txdot.gov>. In the meantime, please let me know if you have any questions, Mario L. Sanchez

Texas Department of Transportation
125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8580 | WWW.TXDOT.GOV

December 8, 2016

Fred Durham
Dallas County Historical Commission

NATIONAL HISTORIC PRESERVATION ACT (NHPA) REVIEW: S.M. Wright Project, Phase IIB, Dallas County, Dallas District (CSJ 0092-01-059 & 0092-14-088)

Dear Mr. Durham,

We ask that you comment on area historic resources for the above referenced project. If you do not contact the Texas Department of Transportation (TxDOT) by January 9, 2016, we will assume that you have no comment.

This email serves as continuing consultation on the SM Wright Project in Dallas, Texas. The last consultation on this project involved Phase II, initiated by Mario Sanchez on behalf of TxDOT in August of 2015. To refresh your memory, Phase II of the project involved the conversion of SM Wright Freeway to an at-grade landscaped SM Wright parkway, extending from IH 45 to SH 310 in south Dallas. Phase II required the removal of six of seven NRHP-eligible variable depth concrete bridges.

This final phase, Phase IIB, is the subject of this continuing consultation. TxDOT Dallas District proposes to reconfigure the existing interchange between IH 45, the SM Wright Freeway, Cesar Chavez Boulevard, and Good Latimer Expressway. The proposed improvements would:

- Extend the proposed SM Wright Parkway to connect exclusively to Cesar Chavez Boulevard;
- Convert the current SM Wright Freeway underpass at MLK Blvd. to an at-grade signalized intersection;
- Extend the IH 45 frontage roads at MLK Blvd.;
- Relocate ramps connecting MLK Blvd. to the existing SM Wright Freeway to the at-grade signalized intersections of IH 45 and MLK Blvd.;
- Construct a northbound exit ramp from and southbound entrance ramp to IH 45 at Al Lipscomb Way;
- Proposed noise walls within the vicinity of the Colonial Hill Historic District; and,
- Other Improvements related to pedestrian and bicycle safety.

This project proposes 1.7 acres of new right-of-way (ROW) to accommodate the extension of IH 45 frontage roads and ramp connections. An historic resources survey identified 21 historic-age resources on 18 parcels not covered by previous survey efforts related to the SM Wright project. A copy of the Report for Historical Resources Survey (HRSR) will be provided via TxDOT's DropBox Service. The following are the historic properties identified within the project area:

- South Boulevard-Park Row Historic District – listed in the NRHP
- Colonial Hill Historic Distrct – listed in the NRHP
- The Forest Theatre, 1933 Martin Luther King Jr. Blvd. – determined NRHP eligible
- Northbound and Southbound SH 310 Overpass at Pennsylvania Avenue – determined NRHP eligible
- Martin Luther King Jr Blvd. Overpass at SH 310 – determined NRHP eligible

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This intersection improvement requires the removal of the seventh and northernmost NRHP-eligible variable depth concrete bridge. ***This historic bridge removal constitutes an adverse effect which TxDOT coordinated during Phase II, due to the linkage of all seven bridges as a system*** (see HRSR Appendix A: Previous THC Correspondance and Concurrence, pages 24-46).

In accordance with TxDOT's noise guidelines, because the project exceeds the FHWA NAC for residential areas, noise abatement (a noise barrier) is proposed within the Colonial Hill Historic District, along the northbound frontage road of IH-45, to minimize noise impacts. The proposed noise wall abuts three contributing resources, WH-084, WH-085, WH-087, to the Colonial Hill Historic District (see HRSR Figure 13, page 118). The proposed noise wall would be 270 ft in length and 18 ft high, situated at the rear property line of these contributing resources within TxDOT ROW. Currently the view at this location consists of an on-ramp retaining wall (see HRSR Figure 14, page 118). Although this proposed noise wall would introduce a visual element, this rear-facing view of the edge of the historic district is not a character-defining feature and does not contribute to the district's eligibility. Due to existing vegetation height and density, the presence of other barriers, and the rear facing view, the proposed noise barrier would **not be an adverse visual effect** to the Colonial Hill Historic District (see HRSR Figures 16-18, pages 119-120) .

No ROW is being taken from historic properties, therefore there are no direct effects associated with this project. Please refer to the HRSR for a more in-depth discussion of indirect effects related to noise and visual (pgs 9-19).

Outside of the removal of the NRHP-eligible bridge, proposed project activities would not negatively impact the historic integrity of any of the individual properties, contributing resources, or historic districts. Therefore, TxDOT determined this project results in **no adverse effect** on historic properties under Section 106 of NHPA.

Do you agree with our findings––are the above properties the only known historic resources in the project area? If so, please sign where indicated below and return this document to TxDOT by January 9, 2016.

Do you have any additional information about these or other historic resources––pre-1975 historic buildings, structures, objects, cemeteries or other historic resources that may be important locally within the project area? If so, contact TxDOT via letter, e-mail, or phone call by January 9, 2016.

Do you have general comments or questions about how our project could impact the historic properties in the project area? If so, contact TxDOT via letter, e-mail, or phone call January 9, 2016.

Direct your responses and questions to Chantal McKenzie, Architectural Historian, at 512-416-2770 (email: Chantal.McKenzie@txdot.gov.

Thank you for your assistance in this project.

Sincerely,

Chantal McKenzie
Architectural Historian
TxDOT Environmental Affairs Division

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This letter and its enclosures serve to continue consultation with you on historic resource identification efforts and concurrence with our findings and effects determinations. Please concur or provide other comments below.

_____ _____

Fred Durham, Dallas CHC Date

Contact TxDOT via letter, e-mail, or phone call using information provided in the letter above. If you'd prefer, use the comment secion below to share information and return signed copy to TxDOT.

Comments:

Did TxDOT identify all historic properties near the project? If not, what other properties do you know of?

_____

_____

_____

_____

_____

Do you agree or disagree with our eligibility determinations?

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Do you agree or disagree with our effects determinations?

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December 8, 2016

Mark Doty
City of Dallas Historic Preservation Officer

NATIONAL HISTORIC PRESERVATION ACT (NHPA) REVIEW: S.M. Wright Project, Phase IIB, Dallas County, Dallas District (CSJ 0092-01-059 & 0092-14-088)

Dear Mr. Doty,

We ask that you comment on area historic resources for the above referenced project. If you do not contact the Texas Department of Transportation (TxDOT) by January 9, 2016, we will assume that you have no comment.

This email serves as continuing consultation on the SM Wright Project in Dallas, Texas. The last consultation on this project involved Phase II, initiated by Mario Sanchez on behalf of TxDOT in August of 2015. To refresh your memory, Phase II of the project involved the conversion of SM Wright Freeway to an at-grade landscaped SM Wright parkway, extending from IH 45 to SH 310 in south Dallas. Phase II required the removal of six of seven NRHP-eligible variable depth concrete bridges.

This final phase, Phase IIB, is the subject of this continuing consultation. TxDOT Dallas District proposes to reconfigure the existing interchange between IH 45, the SM Wright Freeway, Cesar Chavez Boulevard, and Good Latimer Expressway. The proposed improvements would:

- Extend the proposed SM Wright Parkway to connect exclusively to Cesar Chavez Boulevard;
- Convert the current SM Wright Freeway underpass at MLK Blvd. to an at-grade signalized intersection;
- Extend the IH 45 frontage roads at MLK Blvd.;
- Relocate ramps connecting MLK Blvd. to the existing SM Wright Freeway to the at-grade signalized intersections of IH 45 and MLK Blvd.;
- Construct a northbound exit ramp from and southbound entrance ramp to IH 45 at Al Lipscomb Way;
- Proposed noise walls within the vicinity of the Colonial Hill Historic District; and,
- Other Improvements related to pedestrian and bicycle safety.

This project proposes 1.7 acres of new right-of-way (ROW) to accommodate the extension of IH 45 frontage roads and ramp connections. An historic resources survey identified 21 historic-age resources on 18 parcels not covered by previous survey efforts related to the SM Wright project. A copy of the Report for Historical Resources Survey (HRSR) will be provided via TxDOT's DropBox Service. The following are the historic properties identified within the project area:

- South Boulevard-Park Row Historic District – listed in the NRHP
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- Martin Luther King Jr Blvd. Overpass at SH 310 – determined NRHP eligible

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This intersection improvement requires the removal of the seventh and northernmost NRHP-eligible variable depth concrete bridge. ***This historic bridge removal constitutes an adverse effect which TxDOT coordinated during Phase II, due to the linkage of all seven bridges as a system*** (see HRSR Appendix A: Previous THC Correspondance and Concurrence, pages 24-46).

In accordance with TxDOT's noise guidelines, because the project exceeds the FHWA NAC for residential areas, noise abatement (a noise barrier) is proposed within the Colonial Hill Historic District, along the northbound frontage road of IH-45, to minimize noise impacts. The proposed noise wall abuts three contributing resources, WH-084, WH-085, WH-087, to the Colonial Hill Historic District (see HRSR Figure 13, page 118). The proposed noise wall would be 270 ft in length and 18 ft high, situated at the rear property line of these contributing resources within TxDOT ROW. Currently the view at this location consists of an on-ramp retaining wall (see HRSR Figure 14, page 118). Although this proposed noise wall would introduce a visual element, this rear-facing view of the edge of the historic district is not a character-defining feature and does not contribute to the district's eligibility. Due to existing vegetation height and density, the presence of other barriers, and the rear facing view, the proposed noise barrier would **not be an adverse visual effect** to the Colonial Hill Historic District (see HRSR Figures 16-18, pages 119-120) .

No ROW is being taken from historic properties, therefore there are no direct effects associated with this project. Please refer to the HRSR for a more in-depth discussion of indirect effects related to noise and visual (pgs 9-19).

Outside of the removal of the NRHP-eligible bridge, proposed project activities would not negatively impact the historic integrity of any of the individual properties, contributing resources, or historic districts. Therefore, TxDOT determined this project results in **no adverse effect** on historic properties under Section 106 of NHPA.

Do you agree with our findings––are the above properties the only known historic resources in the project area? If so, please sign where indicated below and return this document to TxDOT by January 9, 2016.

Do you have any additional information about these or other historic resources––pre-1975 historic buildings, structures, objects, cemeteries or other historic resources that may be important locally within the project area? If so, contact TxDOT via letter, e-mail, or phone call by January 9, 2016.

Do you have general comments or questions about how our project could impact the historic properties in the project area? If so, contact TxDOT via letter, e-mail, or phone call January 9, 2016.

Direct your responses and questions to Chantal McKenzie, Architectural Historian, at 512-416-2770 (email: Chantal.McKenzie@txdot.gov.

Thank you for your assistance in this project.

Sincerely,

Chantal McKenzie
Architectural Historian
TxDOT Environmental Affairs Division

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This letter and its enclosures serve to continue consultation with you on historic resource identification efforts and concurrence with our findings and effects determinations. Please concur or provide other comments below.

_____ _____

Mark Doty, City of Dallas Date

Contact TxDOT via letter, e-mail, or phone call using information provided in the letter above. If you'd prefer, use the comment secion below to share information and return signed copy to TxDOT.

Comments:

Did TxDOT identify all historic properties near the project? If not, what other properties do you know of?

Do you agree or disagree with our eligibility determinations?

Do you agree or disagree with our effects determinations?

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December 8, 2016

David Preziosi
Preservation Dallas

NATIONAL HISTORIC PRESERVATION ACT (NHPA) REVIEW: S.M. Wright Project, Phase IIB, Dallas County, Dallas District (CSJ 0092-01-059 & 0092-14-088)

Dear Mr. Preziosi,

We ask that you comment on area historic resources for the above referenced project. If you do not contact the Texas Department of Transportation (TxDOT) by January 9, 2016, we will assume that you have no comment.

This email serves as continuing consultation on the SM Wright Project in Dallas, Texas. The last consultation on this project involved Phase II, initiated by Mario Sanchez on behalf of TxDOT in August of 2015. To refresh your memory, Phase II of the project involved the conversion of SM Wright Freeway to an at-grade landscaped SM Wright parkway, extending from IH 45 to SH 310 in south Dallas. Phase II required the removal of six of seven NRHP-eligible variable depth concrete bridges.

This final phase, Phase IIB, is the subject of this continuing consultation. TxDOT Dallas District proposes to reconfigure the existing interchange between IH 45, the SM Wright Freeway, Cesar Chavez Boulevard, and Good Latimer Expressway. The proposed improvements would:

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This intersection improvement requires the removal of the seventh and northernmost NRHP-eligible variable depth concrete bridge. ***This historic bridge removal constitutes an adverse effect which TxDOT coordinated during Phase II, due to the linkage of all seven bridges as a system*** (see HRSR Appendix A: Previous THC Correspondance and Concurrence, pages 24-46).

In accordance with TxDOT's noise guidelines, because the project exceeds the FHWA NAC for residential areas, noise abatement (a noise barrier) is proposed within the Colonial Hill Historic District, along the northbound frontage road of IH-45, to minimize noise impacts. The proposed noise wall abuts three contributing resources, WH-084, WH-085, WH-087, to the Colonial Hill Historic District (see HRSR Figure 13, page 118). The proposed noise wall would be 270 ft in length and 18 ft high, situated at the rear property line of these contributing resources within TxDOT ROW. Currently the view at this location consists of an on-ramp retaining wall (see HRSR Figure 14, page 118). Although this proposed noise wall would introduce a visual element, this rear-facing view of the edge of the historic district is not a character-defining feature and does not contribute to the district's eligibility. Due to existing vegetation height and density, the presence of other barriers, and the rear facing view, the proposed noise barrier would **not be an adverse visual effect** to the Colonial Hill Historic District (see HRSR Figures 16-18, pages 119-120) .

No ROW is being taken from historic properties, therefore there are no direct effects associated with this project. Please refer to the HRSR for a more in-depth discussion of indirect effects related to noise and visual (pgs 9-19).

Outside of the removal of the NRHP-eligible bridge, proposed project activities would not negatively impact the historic integrity of any of the individual properties, contributing resources, or historic districts. Therefore, TxDOT determined this project results in **no adverse effect** on historic properties under Section 106 of NHPA.

Do you agree with our findings––are the above properties the only known historic resources in the project area? If so, please sign where indicated below and return this document to TxDOT by January 9, 2016.

Do you have any additional information about these or other historic resources––pre-1975 historic buildings, structures, objects, cemeteries or other historic resources that may be important locally within the project area? If so, contact TxDOT via letter, e-mail, or phone call by January 9, 2016.

Do you have general comments or questions about how our project could impact the historic properties in the project area? If so, contact TxDOT via letter, e-mail, or phone call January 9, 2016.

Direct your responses and questions to Chantal McKenzie, Architectural Historian, at 512-416-2770 (email: Chantal.McKenzie@txdot.gov.

Thank you for your assistance in this project.

Sincerely,

Chantal McKenzie
Architectural Historian
TxDOT Environmental Affairs Division

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This letter and its enclosures serve to continue consultation with you on historic resource identification efforts and concurrence with our findings and effects determinations. Please concur or provide other comments below.

_____ _____

David Preziosi, Preservation Dallas Date

Contact TxDOT via letter, e-mail, or phone call using information provided in the letter above. If you'd prefer, use the comment secion below to share information and return signed copy to TxDOT.

Comments:

Did TxDOT identify all historic properties near the project? If not, what other properties do you know of?

Do you agree or disagree with our eligibility determinations?

Do you agree or disagree with our effects determinations?

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From:	David Preziosi
To:	Chantal McKenzie
Cc:	"Linda Henderson"
Subject:	RE: Section 106 Consultation, Texas Department of Transportation, SM Wright CSJ 009201059, Dallas County, Dallas District
Date:	Monday, January 09, 2017 5:57:41 PM
Attachments:	20170109174644031.pdf

Chantal,

Please find attached the letter with our comments and my signature.

We also have some comments regarding the Forest Theater and its history. The Forest Theater was designed by one of the most renowned and prolific movie house design architects, H. F. Pettigrew of Pettigrew and Worley. The interiors were done by decorator/muralist Eugene Gilboe. When it opened in 1949 it served the mostly Jewish residents of the surrounding neighborhood. As they moved out in the 1950s and middle-class African American families moved in the theater transitioned in 1956 to a venue designated for African American patrons. When the facility reopened in 1956 it was the largest of its type in the South. The theater closed in 1965 due to declining ticket sales and has been used sporadically since for different events and performances. The statement regarding the theater in the report (pg. 17) reads as if the theater catered to African Americans when it opened, which was not the case.

We also believe that the Forest Theater is the most significant historic building in the neighborhood and every means should be taken in the project to protect the building and its setting from negative impacts. It doesn't appear from the report and plans that it will be impacted, but we want to let TX DOT know of its significance and importance to the neighborhood. The theater is currently going through the City of Dallas Landmark designation process as it was initiated for that process in November of 2015.

The South Boulevard / Park Row historic district is also very important and it appears that properties at roughly west end of the district closest to Highway 45 will not be impacted by the removal of the connectors.

Thank you for contacting us about the report and allowing us to make comments.

David

David Preziosi
Exectutive Director
Preservation Dallas
2922 Swiss Avenue
Dallas, TX 75204
214-821-3290

From: Chantal McKenzie [mailto:Chantal.McKenzie@txdot.gov]
Sent: Friday, December 9, 2016 2:48 PM
To: David Preziosi <david@preservationdallas.org>
Cc: Linda Henderson <Linda.Henderson@thc.texas.gov>
Subject: Section 106 Consultation, Texas Department of Transportation, SM Wright CSJ 009201059, Dallas County, Dallas District

Good afternoon David,

This email serves as continuing consultation on the SM Wright project. Please see attached letter for project details. I will also be 'dropboxing' support documentation.

Thank you in advance for your consideration.

Please let me know if you have any questions.

Best Regards,

Chantal

Chantal McKenzie
MSHP, LEED AP, PMP
Architectural Historian
Environmental Affairs Division
Texas Department of Transportation
512-416-2770
Chantal.McKenzie@TxDOT.gov

Texas Department of Transportation
125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8580 | WWW.TXDOT.GOV

December 8, 2016

David Preziosi
Preservation Dallas

NATIONAL HISTORIC PRESERVATION ACT (NHPA) REVIEW: S.M. Wright Project, Phase IIB, Dallas County, Dallas District (CSJ 0092-01-059 & 0092-14-088)

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- Northbound and Southbound SH 310 Overpass at Pennsylvania Avenue – determined NRHP eligible
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This intersection improvement requires the removal of the seventh and northernmost NRHP-eligible variable depth concrete bridge. ***This historic bridge removal constitutes an adverse effect which TxDOT coordinated during Phase II, due to the linkage of all seven bridges as a system*** (see HRSR Appendix A: Previous THC Correspondance and Concurrence, pages 24-46).

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Outside of the removal of the NRHP-eligible bridge, proposed project activities would not negatively impact the historic integrity of any of the individual properties, contributing resources, or historic districts. Therefore, TxDOT determined this project results in **no adverse effect** on historic properties under Section 106 of NHPA.

Do you agree with our findings--are the above properties the only known historic resources in the project area? If so, please sign where indicated below and return this document to TxDOT by January 9, 2016.

Do you have any additional information about these or other historic resources--pre-1975 historic buildings, structures, objects, cemeteries or other historic resources that may be important locally within the project area? If so, contact TxDOT via letter, e-mail, or phone call by January 9, 2016.

Do you have general comments or questions about how our project could impact the historic properties in the project area? If so, contact TxDOT via letter, e-mail, or phone call January 9, 2016.

Direct your responses and questions to Chantal McKenzie, Architectural Historian, at 512-416-2770 (email: Chantal.McKenzie@txdot.gov.

Thank you for your assistance in this project.

Sincerely,

Chantal McKenzie
Architectural Historian
TxDOT Environmental Affairs Division

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This letter and its enclosures serve to continue consultation with you on historic resource identification efforts and concurrence with our findings and effects determinations. Please concur or provide other comments below.

David Preziosi, Preservation Dallas

1/9/17
Date

Contact TxDOT via letter, e-mail, or phone call using information provided in the letter above. If you'd prefer, use the comment secion below to share information and return signed copy to TxDOT.

Comments:

Did TxDOT identify all historic properties near the project? If not, what other properties do you know of?

We believe they have; however, we have not surveyed the entire area as thoroughly as was done for the report.

Do you agree or disagree with our eligibility determinations?

We believe that the former fire station (JS-048) is still eligible despite the change in its setting from the construction of Highway 45 and is still architecturally significant for the neighborhood.

Do you agree or disagree with our effects determinations?

We concur with the effects determinations made by the consultants.

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Appendix I

Public Hearing Comment-Response Matrix

Section A. Comment/Response Matrix for S.M. Wright Phase IIB Public Hearing (12/15/2016)

Section	Document	Pages
A1	Comment/Response Matrix	2
A2	Table of General Topics and Topic Codes	1
A3	Alphabetic Index of All Commenters	1

Section A1. Comment-Response Matrix - Page 1

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Resource Category	Code	Response
1	Anonymous	12/15/2016	Letter	If TxDOT participated and supported expertise for "City Map" analysis, which recommended reducing footprint of "345", why are we keeping the Phase II project? We should reduce this portion of the highway as City Map suggest.	Design	D1	CityMAP presents scenarios for I-345 but does not make any recommendations for the corridor. A future study will need to be conducted on I-345 to determine what improvements, if any, are made to the interstate and to ensure these improvements are included in the region's metropolitan transportation plan.
2	Barks, Berrien	12/22/2016	Letter	The North Texas region continues to experience significant population growth and that trend is expected to continue into the future. The reconstruction and access improvements to this section of S.M. Wright and IH 45 is of regional importance because it will provide access to IH 45. The project is complementary to the approved US 175 (S.M. Wright Freeway) improvements to reconstruct the freeway as an arterial roadway and the continued enhancement to the quality of life enjoyed by area residents. The recommended improvements to this section of S.M. Wright and IH 45 are consistent with Mobility 2040: The Metropolitan Transportation Plan for North Central Texas. Because of the importance of this project, NCTCOG is available to provide any assistance in the planning, design, and implementation of the project.	Community	C1	TxDOT appreciates the support of NCTCOG for this project.
3	Barnes, Kennedy	12/15/2016	Transcript	My comment relates to the environmental piece that he just discussed, specifically with regard to the Forest Theater. I understand that there is not going to be any sort of impact in terms of the facility itself, but the noise implications seem to suggest that the department has thought about noise to the south of the theater. My group is looking to redevelop the theater, and so I want to know whether or not the department has thought about any sort of noise abatement to -- that would potentially impact activities within the theater itself from the increased traffic. It's pretty quiet but, you know, they have a lot more traffic, plus I have the fire station on the other side.	Environmental	ENV1	A traffic noise analysis was conducted in 2015 for the proposed project in accordance with TxDOT procedures. In that analysis, estimated noise impacts for the interior of the Forest Theater were not studied because the building was not in use. However, it is highly unlikely that a noise impact would have been found if the theater had been modeled for noise in light of the finding of no noise impact for the medical center located near the theater. The analysis of traffic noise took into consideration noise generated by vehicles under existing conditions and those expected in the design year (2035).
4	Battle, George III	12/19/2016	Email	To all concerned parties: Despite multiple attempts to receive information from TXDOT and Webber Constructions on specific MWBE numbers and how either party is adequately addressing environmental issues with the S.M. Wright Project. The community has only received incomplete and vague information; excuses for lack of participation; excuses for lacking data; and other times complete silence from either parties on the latter requests. The community has brought in multiple neutral party stakeholders from South Dallas Fair Park to try and reconcile our concerns with no avail. It is therefore, apparent neither Texas Department of Transportation nor their prime contractor for the S.M. Wright Project is interested in keeping the S.M. Wright TXDOT Project a community effort with national implications. This is very disheartening considering all of the hard work each of you had/have in contribution to making this project a national collective impact. Be advised, local residents and community leaders are ready to contact local media, protest and halt current and future work to be done on the S.M. Wright Project if TXDOT and their prime contractor Webber Construction is not willing to adequately and fully address the communities concerns. We are no longer willing to let this gross and egregious disregard of the communities voice go ignored another year into the S.M. Wright Project. We still believe there is time to sooth the communities concerns with the following action: 1) TXDOT, NTCOG, and Webber decision makers meeting with South Dallas Fair Park Public Improvement District to better communicate with the South Dallas Fair Park Neighborhoods and business owners 2) TXDOT, NTCOG, and Webber decision makers meeting with South Dallas Fair Park Public Improvement District to ensure the S.M. Wright Project and Environmental issues are in alignment with South Dallas Fair Park PID plans 3) TXDOT, and NTCOG decision makers meeting with South Dallas Fair Park Public Improvement District to ensure the Phase IIB plan takes into consideration all possible scenarios related to the raising or submerging of IH 345 and IH 30 (the northern connection point of S.M. Wright Project) We believe in the S.M. Wright Project and the original outcomes that collectively were set out to be accomplished in partnership with the local community of South Dallas Fair Park. It in the spirit of that hopeful endeavor we believe everyone should take a step back and admit the S.M. Wright Project is off course.	Community	C2	On December 23, 2016, the following email response was provided to the commenter by Ms. Michelle Raglon, Public Information Office, TxDOT Dallas District: "George, thank you for bringing this information to TxDOT's attention. TxDOT is committed to providing a quality transportation project to the S.M. Wright community, and the department will continue its efforts to update city and community leaders about the project. I will reach out to the South Dallas Fair Park Public Improvement District (PID) members to ensure they are included in updates. Contact me to further discuss your concerns about the PID and about environmental issues. As a reminder, TxDOT welcomes public comments on the Phase IIB project following the public hearing held December 15. Comments can be submitted until 5 p.m. on Friday, December 30, 2016. TxDOT also is continuing to work with the City of Dallas regarding the highways surrounding downtown as part of its CityMAP process, and I-345 is part of those ongoing discussions."
5	Davis, Carolyn	12/15/2016	Letter	South Blvd/Park Row and I-45 faces a homeless encampment that needs to be blocked off with a pavement wall so that homeless people cannot live or sleep as if it was their home. I need someone to get back with me. It is on TxDOT land.	Community	C3	TxDOT is responsible for the design and construction of roadways, in accordance with engineering standards, to enhance mobility and safety for motorists. The City of Dallas and law enforcement are responsible for the enforcement and alleviation of the homeless population, including enforcement of property rights. TxDOT cooperates with the city and other organizations that seek to alleviate homelessness.
6	Flowers, Terry	12/15/2016	Letter	Additionally I'd like to request new lighting along I-45 that is similar to the new I-35E lighting on the Horseshoe project.	Design	D2	Your request is noted and will be taken into consideration. TxDOT will need to incorporate the use of lighting during the development of the final plans for the project.
				Great responsiveness to the community concerns about I-45 exits. I am concerned about the additional traffic being channeled on to northbound I-45 which is currently already congested every morning Monday - Friday. I understand the amount of space to transition on to I-30 is being extended and will possibly accommodate the additional traffic created by the merger of 175, but I believe a projected detailed traffic study is in order to accurately gauge whether additional design is needed to manage the increased traffic loads.	Traffic	T1	The proposed design for S.M. Wright Phase IIB is part of a larger plan to downgrade the existing S.M. Wright Parkway from its existing configuration as a freeway with frontage roads to an urban arterial roadway, which would provide an alternative route throughout the area for local traffic and would also assist in managing traffic congestion. A detailed traffic analysis was conducted to study projected traffic along the interstate as part of the interstate access justification report associated with the project. The traffic analysis showed that IH 45 was able to handle the increased traffic demand on the facility.
7	Green, Everett	12/15/2016	Letter	South Blvd/Park Row and I-45 have homeless encampment that needs to be blocked off with a pavement wall so that homeless people cannot live or sleep as if it was their home. I need someone to get back with me. It is TxDOT land.	Community	C3	TxDOT is responsible for the design and construction of roadways, in accordance with engineering standards, to enhance mobility and safety for motorists. The City of Dallas and law enforcement are responsible for the enforcement and alleviation of the homeless population, including enforcement of property rights. TxDOT cooperates with the city and other organizations that seek to alleviate homelessness.
8	Jones, Charles	12/15/2016	Letter	As a resident of the area, I would like to see TxDOT address the homeless tent village under IH-45 at Harwood. The area is a blight to the neighborhood and we need this done ASAP.	Community	C3	TxDOT is responsible for the design and construction of roadways, in accordance with engineering standards, to enhance mobility and safety for motorists. The City of Dallas and law enforcement are responsible for the enforcement and alleviation of the homeless population, including enforcement of property rights. TxDOT cooperates with the city and other organizations that seek to alleviate homelessness.
9	Jones, Robernetta	12/15/2016	Letter	Homeless encampment needs to end under I-45.	Community	C3	TxDOT is responsible for the design and construction of roadways, in accordance with engineering standards, to enhance mobility and safety for motorists. The City of Dallas and law enforcement are responsible for the enforcement and alleviation of the homeless population, including enforcement of property rights. TxDOT cooperates with the city and other organizations that seek to alleviate homelessness.
10	Okon, Steve	12/15/2016	Letter	South Blvd and Park Row underneath I-45, screen the homeless camp!	Community	C3	TxDOT is responsible for the design and construction of roadways, in accordance with engineering standards, to enhance mobility and safety for motorists. The City of Dallas and law enforcement are responsible for the enforcement and alleviation of the homeless population, including enforcement of property rights. TxDOT cooperates with the city and other organizations that seek to alleviate homelessness.
11	Price, James	12/15/2016	Letter	My concern is people living under I-45 at Harwood. As part of this project I would like to see TxDOT design something in this area that would prevent people from being able to live under I-45.	Community	C3	TxDOT is responsible for the design and construction of roadways, in accordance with engineering standards, to enhance mobility and safety for motorists. The City of Dallas and law enforcement are responsible for the enforcement and alleviation of the homeless population, including enforcement of property rights. TxDOT cooperates with the city and other organizations that seek to alleviate homelessness.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Resource Category	Code	Response
12	Saqueton, Julie	12/15/2016	Transcript	I want to say that I've been with St. Philip's for eight years. And I was at the hearing in 2013, and I'm just really pleased to see how much consideration has been given to the feedback that was provided at that meeting and how much work has gone into improving this area for our community. We are really pleased with the entrance and exits off of the 45 which provide access to Martin Luther King, Al Lipscomb, and importantly to us, Pennsylvania Avenue. We think that's so important to the economic viability and just the livability and access to our community, so we thank you for that. We're also really pleased with the investment that's going into making 175 at grade and eliminating the bridges, making that just a much more walkable and pleasant road for our community. So we thank you for that as well.	Community	C1	TxDOT appreciates your support for the S.M. Wright Project.
				We are not -- we're kind of churning over the impact of the closure of Colonial which is right near our property, and so we're kind of trying to understand that, but I just wanted to say thank you for the opportunity for us to learn tonight and for the process by which our voices are making a difference.	Design	D2	Your comment is noted and will be taken into consideration. The removal of the small section of Colonial Avenue is needed to remove the unsafe and undesirable five-point intersection at Pennsylvania Avenue.
13	Scroggins, Jay	12/15/2016	Transcript	I would like to get Tent City Homeless encampment on South Blvd and Park Row blocked off and the homeless issue in the community addressed. TxDOT owns the land where homeless are camping.	Community	C3	TxDOT is responsible for the design and construction of roadways, in accordance with engineering standards, to enhance mobility and safety for motorists. The City of Dallas and law enforcement are responsible for the enforcement and alleviation of the homeless population, including enforcement of property rights. TxDOT cooperates with the city and other organizations that seek to alleviate homelessness.
14	Smith, Ken	12/15/2016	Transcript	First of all, I would like to commend all of the associates, the Halff group, TxDOT. This has been a long -- very, very long process. And some in the room have been working on the community aspect of it for well over five years, some longer than ten years. And it's interesting to see the evolution of this that includes the input of the community which, indeed, has made this better. In fact, the off ramp coming onto Martin Luther King came out of a suggestion that came from a citizen who lives in South Dallas. So we're actually using the information that has come from the community to make the changes, so that's great.	Community	C1	Thank you for your support of the S.M. Wright Project. TxDOT has endeavored to work closely with the community in the planning and design of this project, and appreciates your acknowledging those efforts.
				In the future -- I have a couple of comments. There is confusion on my part, and probably on others, about what is 175 versus what is 310? And we have signs that say 175 on the section between Martin Luther King and, say, dead man's curve. And all we've ever known that to be is 175. Well, we see signs out that say that is 310. And I'm understanding that there may be a dual naming, but as far as the citizens are concerned, when we put out information about it, we only know it as 175. And until the construction is completed, it may be best just for everyone's communication to keep referring to what we call 175 as 175 until the whole project is done.	Community	C2	TxDOT has redesignated the roadway segment formerly known as US 175 (S.M. Wright Freeway) to SH 310 (S.M. Wright Parkway). However, to avoid confusion to travelers, road signage has not been altered, but will be revised as part of the construction process.
				The other thing is, my understanding is I think the Phase I and Phase II is a little behind schedule; up to 12 to 18 months. And if that is -- if we're able to catch up on that, would the Phase IIB start more quickly? Thank you.	Design	D1	The Phase II and IIB project will be designed and constructed together a a combined phase. Phases II and IIB cannot begin until Phase I is substantially completed. If Phase I is completed ahead of schedule, there is the possibility to advance the construction of Phases II and IIB if design plans, ROW acquisition, and utility relocations are completed. S.M. Wright Phase I let in February 2016 and construction is currently planned to be completed by the end of 2019.
				The second comment is traffic flow. There is a lot of backup on 45 right now, and that could be a result of just a lot more traffic, because there's so much construction going on; the Horseshoe, the S.M. Wright Project and other things that it just may be people are converging on 45 in the mornings and the evenings where there didn't used to be a lot of back up. But if there's a traffic study that perhaps could be done to see where that traffic's coming from, that would be great.	Traffic	T1	The traffic congestion on I-45 today may be due to the S.M. Wright Phase I construction currently taking place on the interstate. Traffic studies were conducted during the planning process for all phases of the S.M. Wright project.
15	Sneed, T.A.	12/15/206	Letter	We need a barrier or fire wall between Park Row and I-45. Homeless persons reside there, throw trash, urinate and defecate in plain view of my home located at 2316 Park Row Ave.	Community	C3	TxDOT is responsible for the design and construction of roadways, in accordance with engineering standards, to enhance mobility and safety for motorists. The City of Dallas and law enforcement are responsible for the enforcement and alleviation of the homeless population, including enforcement of property rights. TxDOT cooperates with the city and other organizations that seek to alleviate homelessness.
16	Snell, Rosemary	12/15/2016	Letter	South Blvd/Park Row and I-45 have a homeless encampment that needs to be blocked off with a pavement wall so that homeless people cannot live or sleep as if it was their home. TxDOT owns the land. We need help in our community!!	Community	C3	TxDOT is responsible for the design and construction of roadways, in accordance with engineering standards, to enhance mobility and safety for motorists. The City of Dallas and law enforcement is responsible for the enforcement and alleviation of the homeless population, including enforcement of property rights. TxDOT cooperates with all of the organizations that seek to alleviate homelessness.
17	Walls, Gloria	12/15/2016	Transcript	I would just like them to know about the sound barriers, that I love the idea of the sound barriers, and please don't let anyone take them away, because we do live right there where the noise is on 45. So I hope there will be no changes to the sound barriers. That's all I got to say.	Environmental	ENV1	Several traffic noise barriers were proposed for Phases I and II of the S.M. Wright project. Subsequent to the environmental clearance of Phases I and II, a noise wall workshop was conducted and a majority of affected property owners voted in favor of constructing the proposed noise walls. These noise barriers were included in the final design plans for Phase I, which is currently under construction. The environmental study for Phase IIB also examined noise impacts and confirmed that the previously-approved noise barriers within the Phase IIB should be included in the project design without modification.
18	Wilson, Amanda	12/22/2016	Letter	The North Texas region continues to experience significant population growth and that trend is expected to continue into the future. The reconstruction and access improvements to this section of S.M. Wright and IH 45 is of regional importance because it will provide access to IH 45. The project is complementary to the approved US 175 (S.M. Wright Freeway) improvements to reconstruct the freeway as an arterial roadway and the continued enhancement to the quality of life enjoyed by area residents. The recommended improvements to this section of S.M. Wright and IH 45 are consistent with Mobility 2040: The Metropolitan Transportation Plan for North Central Texas. Because of the importance of this project, NCTCOG is available to provide any assistance in the planning, design, and implementation of the project.	Community	C1	TxDOT appreciates the support of NCTCOG for this project.

Section A2. Table of General Topics and Topic Codes

General Topic	Topic	Code
Community		C
Community	General Support for the Project	C1
Community	General Community Concerns	C2
Community	Homeless Issue	C3
Design		D
Design	Construction of Phases I, II, and/or IIB	D1
Design	Project Design	D2
Environmental		ENV
Environmental	Noise Impacts	ENV1
Traffic		T
Traffic	Congestion/Traffic Study	T1

Section A3. Alphabetic Index of All Commenters

Comment Number	Commenter Name
1	Anonymous
3	Barnes, Kennedy
4	Battle, George III
5	Davis, Carolyn
6	Flowers, Terry
7	Green, Everett
8	Jones, Charles
9	Jones, Robernetta
10	Okon, Steve
11	Price, James
12	Saqueton, Julie
13	Scroggins, Jay
14	Smith, Ken
15	Sneed, T.A.
16	Snell, Rosemary
17	Walls, Gloria
Organization Comments	
2	Barks, Berrien
18	Wilson, Amanda