"Bass & Hays Foundry" was adjacent to the depression. According to the Bass & Hays Foundry, Inc. web page, the company manufactures "municipal type manholes, frames & grates" and has existed since 1958 (Bass & Hays Foundry, Inc. n.d.). Therefore, the feature is more likely a filled manhole than a well; is probably more recent than 50 years old, and is of little archeological significance. No associated structures or other features are present.

Among the areas not heavily developed, the majority occurred in uplands that had low potential for archeological sites and ground visibility was sufficient to permit surface inspection. Shovel testing was infrequent and typically was conducted to investigate soil integrity. Soils were similar along the Project Corridor and typically consisted of at least 40 cm of dark grayish brown (2.5Y 4/2) clay loam. Hardness of the soil precluded hand excavation deeper than 40 cm below the ground surface. No artifacts or archeological features were identified in these areas.

An intermittent stream, a branch of the South Fork of Hackberry Creek, meanders along a portion of the Project Corridor directly east of SH 161. The stream is relatively minor and was dry at the time fieldwork was conducted. Aside from some modern trash, no artifacts were observed in the stream bed and walls, and a shovel test on the northeast bank was sterile. The soil was the same dark grayish brown (2.5Y 4/2) clay loam noted elsewhere along the proposed corridor.

Although much of the project area occurs in an upland setting, segments cross the current or pre-1930 flood plain of the Elm Fork of the Trinity, particularly along SH 482 and near Lake Carolyn in Los Colinas. Because of the alluvial environment, these areas have the potential to contain deeply buried archeological deposits. Backhoe trenching of the segment along SH 482 only is recommended.

Summary
No archeological sites were identified within the proposed rail corridor or station locations; however, additional subsurface investigations for deeply buried deposits along SH 482 within the Elm Fork flood plain are recommended. One archeological site, 41DL235, previously recorded near part of the proposed corridor no longer exists.

3.9.3 Site Potential within Proposed Station Areas

The review of Sanborn maps and the Sam Street's map indicates that much of the area projected for each potential station area was not well developed until the mid-twentieth century or later. Sanborn maps for Irving are only available for 1942. Though still small with only a single post office and City Hall and the fire department sharing a single building, several additions to the city are depicted and several structures occur outside the marked corporate boundaries.

Given that all of the station areas are projected on Upper Cretaceous landforms that have been built upon during the latter part of the twentieth century or flood plain areas that have been extensively disturbed by lake construction, the potential for significant archeological deposits with contextual integrity is extremely limited. All of the proposed station platform locations are in areas that have been impacted through either development or alterations to the landscape.

3.10 PARKLANDS

This section describes the project's effect on parks and recreational areas and identifies mitigation measures to avoid or reduce adverse effects. Chapter 6 will describe in detail the requirements of Section 4(f) of the Department of Transportation Act of 1965 and Section 6(f)(3) of the Land and Water Conservation Fund Act of 1965 related to public parks and recreational areas.

3.10.1 Inventory of Resources

A field survey was conducted in June 2005 to inventory parkland resources within the cities of Dallas and Irving. These resources include community, regional, and neighborhood parks;

greenbelts; and golf courses. No wildlife or waterfowl refuges protected under regulating legislation were identified in the project study area.

All parkland resources within approximately 700 feet of the proposed alignment were included in the inventory. The parks and recreational lands located adjacent (within 700 feet) to the proposed Northwest Corridor LRT Line to Irving/DFW alignment are illustrated in **Figure 3-25** and listed in **Table 3-29**.

TABLE 3-29
PARKS AND RECREATIONAL RESOURCES WITHIN 700 FEET OF THE ALIGNMENT

Map No.	Name	Type	Owner	Acres	Facilities
1	Elm Fork Greenbelt	Public	City of Dallas	476.06	Hike/bike trail
2	California Crossing Park	Public	City of Irving	34.70	A 0.33-mile concrete trail, benches, river lookout, and parking
3	Four Seasons TPC Golf Course	Private	Four Seasons Resort and Club	N/A	An 18-hole golf course used for tournaments and members' games
4	North Lake Community College Sports Fields	Public	Dallas County Community College District	N/A	Soccer field, tennis courts, and athletic center

Source: Jones & Stokes, 2006.

3.10.2 Parks

Two public parks, California Crossing Park, in the City of Irving, and Elm Fork Greenbelt, in the City of Dallas, were identified within the study area. In addition, other public use parks/recreational areas include the sports and athletic fields at North Lake College in the City of Irving.

In addition, one privately owned golf course exists within the study area, the Four Seasons TPC Golf Course. However, this golf course is not open to the public.

3.11 ECOSYSTEMS

The existing environmental setting for ecosystems is described herein for terrestrial and aquatic vegetation and fish and wildlife resources in the Irving/DFW line study area. A 300-foot corridor was established (150 feet on each side of the proposed project centerline) and the ecosystem components within this corridor width were inventoried. The inventory was taken in August and September 2005 and updated in June 2006. Supplemental literature reviews and reconnaissance-level site investigations in the area of the corridor were used to characterize the vegetation and resources.

3.11.1 Waters and Wetlands Inventory

Section 404 of the ***Clean Water Act*** (CWA) of 1977 (Public Law 95-217) authorizes the Secretary of the Army, acting through the USACE, to issue permits for the discharge of dredged or fill materials into waters of the U.S., including wetlands. Waters of the U.S. (Section 328.3[2] of the CWA) are those waters used in interstate or foreign commerce, subject to ebb and flow of tide, and all interstate waters including interstate wetlands. Jurisdictional waters of the U.S. are further defined as all other waters such as navigable waterways, intrastate lakes, rivers, streams, intermittent streams, mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, natural ponds or impoundments of water, tributaries of waters, and territorial seas. **Table 3-30** identifies the types of waters of the U.S. and wetlands that were present within the Project Corridor.