July 21, 2011

Mr. Michael Morris, P.E.,
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005-5888

Mr. Mike Rawlings
Mayor of Dallas
City of Dallas
1500 Marilla Street, 5E N
Dallas, Texas 75201

Mr. Gary Thomas
President/Executive Director
Dallas Area Rapid Transit
1401 Pacific Avenue
P. O. Box 660163
Dallas, Texas 75266-7201

RE: Finding of No Significant Impact (FONSI): Union Station to Oak Cliff Dallas Streetcar

Dear Mr. Morris, Mr. Rawlings, and Mr. Thomas:

The Federal Transit Administration (FTA) has completed its review of the Environmental Assessment (EA) and related supporting documentation submitted to us for the referenced project. Based on our review of the material submitted in accordance with 23 CFR §771.119 and in accordance with the requirements of 23 CFR §771.121, it is our finding that there are no significant environmental impacts associated with the construction and operation of the project. Therefore, FTA adopts the description, environmental determinations, and all mitigation commitments presented in the EA that are relevant to the selected alternative and a Finding of No Significant Impact (FONSI) has been issued.

A copy of the FONSI is enclosed. This letter of approval and the FONSI are good for a period of three years from the date of this letter (July 21, 2011). Should construction not begin by that time or any changes to the selected alternative or affected environment occur, FTA may require supplemental EA documentation.
A Notice of Availability (NOA) of the EA and FONSI must be sent by NCTCOG, City of Dallas, and DART to the affected units of Federal, State and local government and the EA and FONSI shall be made available from the NCTCOG, City of Dallas, DART, and FTA upon request by the public, in accordance with 23 CFR 771.121 (b).

Thank you for your cooperation in meeting the requirements of the National Environmental Policy Act (NEPA). If you need further assistance, please contact Ms. Julieann Dwyer at (202) 236-1482 or julieann.dwyer@dot.gov.

Sincerely,

[Signature]

Robert C. Patrick
Regional Administrator

Enclosure: FONSI for Union Station to Oak Cliff Dallas Streetcar EA

cc: Mr. Tom Shelton – NCTCOG  
Mr. Keith Manoy – City of Dallas  
Mr. Steve Salin – DART  
Mr. Jay Kline - DART
Union Station to Oak Cliff Dallas Streetcar

Dallas, Texas

Finding of No Significant Impact (FONSI)

by the

U.S. Department of Transportation

Federal Transit Administration

The Federal Transit Administration (FTA) has determined, in accordance with 23 CFR §771.121, that the proposed Union Station to Oak Cliff Dallas Streetcar Project will have no significant adverse impacts on the environment.

This Finding of No Significant Impact (FONSI) is based on the Union Station to Oak Cliff Dallas Streetcar Environmental Assessment (EA), issued in May 2011 and incorporated by reference, other documents and attachments as itemized in this FONSI, and the findings herein. The EA and these other documents have been independently evaluated by the FTA and determined to accurately discuss the project purpose, need, environmental issues, impacts of the proposed project, and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.
Introduction

This document provides the basis for a determination by the Federal Transit Administration (FTA), U.S. Department of Transportation, of a Finding of No Significant Impact (FONSI) for the Union Station to Oak Cliff Dallas Streetcar project. This determination is made in accordance with the National Environmental Policy Act (NEPA) implementing regulations (42 U.S.C. §4332 et seq.) and the Federal Transit Administration’s NEPA implementing procedures (23 C.F.R. § 771.121).

In December 2010, FTA awarded a $23 million Transportation Investment Generating Economic Recovery (TIGER) grant award to support a streetcar project within the City of Dallas, Texas. TIGER is a component of the American Recovery and Reinvestment Act of 2009. This project is consistent with the North Central Texas Council Government’s (NCTCOG) Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment and Mobility 2035: The Metropolitan Transportation Plan for North Central Texas.

The FTA is lead agency for the proposed action – the Union Station to Oak Cliff Streetcar TIGER Project. As the grant recipient, the NCTCOG is the project sponsor and current owner. Upon completion of the proposed action, ownership would be transferred to the City of Dallas. To facilitate implementation, the City has entered into an agreement with Dallas Area Rapid Transit (DART) to build, manage and operate the streetcar system.

Proposed Project

The proposed action consists of an approximately 1.6-mile streetcar alignment operating on an at-grade track in a dedicated, bi-directional streetcar lane. From Union Station over the Houston Street Viaduct, track placement would be located in the outside southbound travel lane. South of the Trinity River the track alignment would transition to Zang Boulevard and extend along the median of the roadway. At the Colorado Boulevard intersection the track alignment would shift and extend to the westbound travel lane along Colorado Boulevard, terminating at the Colorado Boulevard and Beckley Avenue intersection.
There are a total of four proposed stops, all located within the roadway right-of-way. The streetcar stop infrastructure would be minimal, resembling bus stops with signage and would include platforms level with the streetcar vehicle to facilitate boarding and alighting.

To maintain and store the streetcar vehicles, access to DART’s Central Rail Operating Facility (CROF) located east of downtown is critical. A non-revenue connection is proposed near Union Station, west of the streetcar mainline to the existing light rail tracks beneath the Houston Street Viaduct.

Alternatives Considered

The following alternatives were evaluated for the proposed project. Five alternatives for the horizontal alignment across the viaduct have been considered, including the placement of bi-directional track, expansion of sidewalks for pedestrians and bicyclists, and reduction of automobile travel lanes. Three alternative alignments were also considered on Zang Boulevard.

The following alternative was selected for the proposed action and is consistent with the scope of work in the TIGER grant, and, for the purpose of this EA, Viaduct Alternative 3 and Zang Alternative 2 terminating at Colorado/Beckley is compared to the No-Build scenario to assess impacts. Viaduct Alternative 3 is a bridge section that would include one 12-foot exclusive, bi-directional streetcar lane, two 12-foot vehicle travel lanes, and a ten-foot and four-foot sidewalk on the north and south sides, respectively. Zang Alternative 2 would include a median-running alignment extending from the end of the viaduct approach to Colorado Boulevard. The southern terminus for the proposed action would be Colorado/Beckley intersection.

The remaining alternatives were not selected due to impacts to the ultimate operating conditions of the roadways, physical constraints of the proposed corridor, or possible encumbrance of future expansion of streetcar service.

Public Involvement

A public meeting was held at the Hitt Auditorium of the Methodist Dallas Medical Center on January 27, 2011. The environmental assessment was made available to the public through a notice published in the local newspapers of general circulation. An additional bilingual outreach method was utilized to ensure full and fair access to public involvement. Written comments on the environmental assessment were accepted for a 30-day time period from May 24 through June 23, 2011. A second public information meeting was held on Monday, June 6, 2011 at the Hitt Auditorium of the Methodist Dallas Medical Center.

Agency Coordination

Agency coordination took place throughout the project and documentation is included in Appendix F of the EA. Notably, early coordination with Texas Historical Commission (THC) and design modifications resulted in THC’s determination of No Adverse Effect to the NRHP listed Houston Street Viaduct.
Comments on the EA

Public comments were accepted at the public meeting and during the 30-day comment period by the City of Dallas, DART, and FTA via mail, email, the website (DART), and fax. Comments were received and changes have been made to the EA. See Appendix F of the EA for documentation of public involvement.

Following the public comment period minor changes were made to correct verbiage and grammatical errors throughout the EA. On page 2, paragraph 5, the last sentence was corrected due to inaccurate information. The term “interim” was removed and “Colorado Boulevard” was added and now sentence reads as follows: “Appendix G contains the engineering plan set reflecting the proposed single-track condition on the Houston Street, Zang and Colorado Boulevards.”

Environmental Consequences/Findings

The following resource categories were investigated and were determined to be potentially affected through implementation of the proposed action:

Land Use: Implementation of the proposed action is consistent with existing land use plans. The streetcar track would be entirely located within existing transportation right-of-way (ROW). The Hunt-Woodbine property south of Union Station would permanently remove approximately 70 parking spaces from this adjacent surface parking lot; however, the spaces have encroached on public ROW and would not require replacement or compensation. No relocations or displacements of homes or businesses would occur as a result of the proposed action. The proposed action would have no adverse effects on land use.

Historic Resources: In compliance with Section 106 of the National Historic Preservation Act of 1966 and Antiquities Code of Texas, archaeological and historic-age resource coordination was initiated with the THC in November 2010. The Union Station to Oak Cliff Streetcar TIGER Project Determination of Effect was prepared and submitted to THC on April 18, 2011. A no adverse effect determination was recommended based on the following:

- The proposed action is consistent with existing transportation uses.
- Due to the utilization of an alternative vehicle propulsion system, no Overhead Contact System (OCS) would be required on the historic bridge and the approaches.
- Where OCS would be used, no adverse visual impacts would occur as the system would be similar to the existing overhead power lines.
- No adverse impacts to the historic structure would occur as a result of increased noise or vibration from the proposed streetcar operations.

On May 10, 2011, the THC concurred with this recommendation. Accordingly, based on the consultation with the THC, FTA finds that the proposed project will have no adverse effect on any identified or likely cultural or historic resources, and that the Section 106 coordination and consultation requirements for this project have been fulfilled. It should be noted that a structural vibration analysis would be conducted during final design to ensure the structure would not be adversely affected by the operations of the proposed streetcar.

Hazardous and Regulated Materials: There are no known hazardous or regulated material sites located within the proposed alignment. Within 1/8th mile of the proposed project, two facilities were identified as medium potential to impact the proposed corridor. A remediation plan would be developed to ensure
that there is no impact from asbestos containing materials to human health or the environment. The proposed action would have no adverse effects regarding hazardous and regulated materials.

**Travel Patterns and Access:** Specific changes in traffic movements are discussed in the EA. The traffic impact analysis concluded that the Level of Service along the entire project, including the future conditions, would be maintained at acceptable operations. The implementation of the proposed action would not affect existing bus service. No streets would be permanently closed; temporary impacts would occur during the construction phase. The proposed action would have no long term adverse effects regarding travel patterns and access within the surrounding area.

**Social/economic Impacts:** The proposed action would enhance regional connectivity and transit access to high employment destinations throughout the region. Construction of the proposed project would have positive direct and indirect employment impacts on the local economy. The proposed action would also support increased residential densities. The proposed action would have no adverse effects regarding social/economic impacts.

**Environmental Justice:** No reduction in transit opportunities would occur; in fact, the proposed action represents an additional affordable transit option available to all persons in the project area. No disproportionate, adverse impacts are anticipated to occur to the low-income or minority communities in the project area.

**Limited English Proficiency:** Limited English proficient populations within the proposed project area were afforded meaningful notice and an opportunity to comment on the proposed action; thus the FTA has determined that Limited English proficient populations had meaningful access regarding this proposed action in accordance with the provisions of Executive Order 13166.

**Indirect and Cumulative Impacts:** Should induced development or land redevelopment occur, land use development regulations in the City of Dallas would govern projects in the area of influence. Indirect effects from the project are consistent with the City of Dallas' goals and trends and would not result in substantial impacts. No mitigation is proposed for indirect effects. The proposed action, in addition to other development projects in central Dallas and North Oak Cliff in the context of existing land use development regulations and other environmental regulatory protections, would not result in substantial, adverse, cumulative impacts.

**Safety and Security:** The construction and operation of the proposed project increases multi-modal traffic and the potential for conflicts with automobiles and pedestrians. Before streetcar service begins, DART would host security sessions with police, fire, schools, emergency response teams, employers, and other interested parties located within the corridor. Conducting security sessions would ensure no adverse effects and would improve safety and security for transit patrons in the surrounding area.

**Construction Phase Effects:** Construction phase effects would occur with respect to noise, utility relocations, air quality, Migratory Bird Treaty Act, water resources and best management practices, and invasive species controls. These are detailed in the Mitigation and Monitoring Plan (Environmental Permits, Commitments, and Mitigation), attached. Implementing mitigation measures detailed in the Mitigation and Monitoring Plan would minimize the temporary effects of construction on the previously mentioned resource areas.

The following resource categories were thoroughly investigated and were determined not to be substantially affected through implementation of the proposed action: visual and aesthetic resources,
parkland and recreational resources, soils and geology, biological resources (vegetation, wildlife, threatened and endangered species), water resources, air quality, noise/vibration, and archaeological resources. Additional information for all resource categories may be found in Appendix D of the EA.

Environmental Permits, Commitments, and Mitigation Measures

The EA Attachment H describes the environmental permits, commitments, and mitigation measures that are required of the NCTCOG, City of Dallas, and DART as conditions of this FONSI. These commitments are based on the potential mitigation and monitoring measures identified in the EA. The FTA finds that with the implementation of these measures all parties have taken all reasonable, prudent, and feasible means to avoid or minimize impacts from the proposed action.

Environmental Finding

The following documents are attached and incorporated by reference as part of this FONSI:

- Attachment A: Environmental Assessment (May, 2011)
- Attachment B: Mitigation and Monitoring Plan (EA Appendix H - Environmental Permits, Commitments, and Mitigation)
- Attachment C: Responses to Public Comments

Section 4(f): Section 4(f) of the Department of Transportation Act of 1966, codified at 49 U.S.C. 303, declares a national policy that a special effort should be made to preserve the natural beauty of public parks, recreational areas, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation may not approve transportation projects that adversely affect such resources unless a determination is made that there is no feasible and prudent alternative, and that all possible planning has been done to minimize harm (23 CFR Part 774). There are no wildlife and waterfowl refuges in the vicinity of the project. There are eight parks or recreational areas that are adjacent to the study area and FTA has determined that the proposed project will not use or only have a de minimis impact on any park or recreational resources. The proposed project will also require the use of the Houston Street viaduct, a NRHP historic property. The FTA has consulted with the State Historic Preservation Officer regarding the proposed use of the Houston Street viaduct. Based on this consultation, it has been determined that the proposed use will only have a de minimis impact on the property. FTA has therefore determined that the proposed project will not use or have only a de minimis impact on any park, recreational areas, or historic site protected by Section 4(f).

Based on the environmental assessment and its associated supporting documents, the Federal Transit Administration finds pursuant to 23 C.F.R. § 771.121 that there are no significant impacts on the environment associated with the construction and operation of the proposed Union Station to Oak Cliff Dallas Streetcar Project.

Robert Patrick
Regional Administrator
Federal Transit Administration

DATE 7/21/11
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| 1.  | Traffic and Transportation Impacts           | All traffic control plans and mitigation measures, prepared by the contractor, will be approved by the City of Dallas prior to construction and incorporated into construction specifications. Specifications will include provisions for a maximum number of lanes closed during peak traffic hours, maintenance and removal of traffic control devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than peak traffic periods. This will include on-going coordination efforts between the city and residents and businesses before, during, and after construction. Private business parking areas and driveways will not be used for equipment maneuvering or parking. Impacts to traffic operations include:  
- Restrriping of the travel lanes and physical delineation for the exclusive bi-directional streetcar lane on Houston Street and the Houston Street Viaduct.  
- The addition of the traffic signal at the transition from the southbound outside travel lane to the median of Zang Boulevard. This is to protect both the streetcar and vehicular traffic.  
- Physical delineation on Colorado Boulevard to maintain exclusive use of the outside, westbound travel lane for streetcar.  
- All crossing approaches will be signed with standard safety and warning signs installed to warn traffic/pedestrians of streetcar's approach especially in areas where contra-flow movements occur. | DART City of Dallas NCTCOG | Final Design, Construction, and Operations |
### Environmental Permits, Commitments and Mitigation

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<td>2.</td>
<td><strong>Hazardous Materials</strong></td>
<td>The design and preparation of required monitoring and remediation plans for at-risk hazardous/regulated materials areas will be coordinated with the TCEQ. The contractor will be responsible for developing a remediation plan in compliance with OSHA standards and requirements of the Texas Department of State Health Services. This plan will be coordinated through DART and the City of Dallas. If unanticipated sources of hazardous/regulated materials are encountered during construction, the construction manager or designee will immediately notify the DART Environmental Compliance Section (ECS) and City of Dallas. Specific mitigation activities addressing the specific contamination occurrence will then immediately be implemented. All ECS activities will be performed according to all applicable federal, state, and local regulations.</td>
<td>DART City of Dallas NCTCOG</td>
<td>Final Design, Construction</td>
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<td>3.</td>
<td><strong>Safety-Pedestrians</strong></td>
<td>DART with input from the City of Dallas and the NCTCOG will identify where pedestrian crossings occur and will mark them with standard pavement markings and signs. Sight distance at crosswalks, intersections, driveways, parking areas and streetcar crossings will conform to AASHTO Guidelines.</td>
<td>DART City of Dallas NCTCOG</td>
<td>Final Design, Construction</td>
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<td>4.</td>
<td><strong>Safety-Stops</strong></td>
<td>DART with input from the City of Dallas and the NCTCOG will utilize the CPTED guidelines as the basis of the final design of the streetcar stops. Streetcar stops will be reviewed by DART’s Fire Life Safety Committee and Americans with Disabilities Act (ADA) coordinator.</td>
<td>DART City of Dallas NCTCOG</td>
<td>Final Design</td>
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<td>5.</td>
<td><strong>Safety-Project Level</strong></td>
<td>DART Rail Program Development, in conjunction with City Dallas, will prepare and complete the Safety Certification Plan at the completion of the 90% design for the project. DART’s Fire Life Safety Committee and key City of Dallas departments will meet quarterly during final design through construction.</td>
<td>DART City of Dallas NCTCOG</td>
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| 6.  | Construction Impact (Utilities) | Contractors will be directed to consider the following items in their construction specifications for mitigation of utilities:  
- Prior to construction, all area utility companies and agencies will be contacted and requested to provide line location measures and approval of the proposed utility line alteration  
- Businesses and residences affected by utility disruptions will be notified of the disruption at least two weeks in advance  
- Down periods for businesses should occur during off-business hours and should not exceed a 24-hour period  
- Businesses such as restaurants, grocery stores or food preparation/manufacturing facilities should be accommodated in order to protect food preparation and storage mechanisms  
- If utilities not identified prior to construction are identified during construction, work will be discontinued so that appropriate utility companies and agencies will be contacted to identify the line(s). | DART  
City of Dallas  
NCTCOG | Final Design, Construction |

| 7.  | Construction Impact (Air Quality) | DART General Requirements and Standard Specifications for Construction Projects (Section 01560) provides dust control measures for construction activities and requires the contractor to have sufficient equipment on-site to implement them at all areas of construction and at all times (including weekends, holidays, and non-working hours). The control of exhaust emissions from construction equipment will be in accordance with Environmental Protection Agency (EPA) guidelines.  
Contractors will be required to limit the idling of construction vehicles and to use emission control devices. Contractor will be required to follow all applicable rules that apply to construction equipment include Emission Standards for Nonroad Spark-Ignition Engines, Federal Emission Standards for Heavy-Duty and Nonroad Engines, and Tier 1 through 4 Emissions Standards from Nonroad Diesel Engines.  
Good housekeeping practices, such as wetting or chemically treating exposed earth areas, covering dust-producing materials during transport, and limiting construction activities during high wind conditions, will be employed, to minimize dust impacts. Proper traffic management during construction will be implemented to mitigate potential adverse effects, or increases in CO concentrations. | DART  
City of Dallas  
NCTCOG | Construction |
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<td>8.</td>
<td><strong>Construction Impact (Construction Staging Areas)</strong>&lt;br&gt;The contractor, with input from DART, the City of Dallas, and the NCTCOG, will select a construction staging area(s) based on the EA’s potential site evaluation.</td>
<td>DART General Requirements and Standard Specifications for Construction Projects (Section 01560) states that the contractor must store equipment and materials in conformance with applicable local regulations. Unnecessary materials and equipment are not allowed to be loaded with a weight that would endanger its structural integrity or the safety of persons. Materials are not allowed to be stored on private property without written authorization of the owners of the property. Best management practices will be implemented to prevent storm water runoff from construction materials and equipment by covering such materials and equipment with awnings, roofs, or tarps; storing material on asphalt or concrete pads; surrounding material stockpiling areas with diversion dikes or curbs; and using secondary containment measures such as dikes or beams around fueling areas.</td>
<td>DART City of Dallas NCTCOG</td>
<td>Construction</td>
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<td>9.</td>
<td><strong>Construction Impact (Migratory Bird Treaty Act)</strong>&lt;br&gt;Cliff swallow (<em>Hirundo pyrrhonota</em>) nests were identified under the Houston Street Viaduct during field reconnaissance in accordance with the Migratory Bird Treaty Act.</td>
<td>Prior to the removal of inactive nests of migratory birds, the contractor shall consult with the U.S. Fish and Wildlife Service (USFWS) office with local jurisdiction, including any appropriate state wildlife agencies, in the event that a USFWS, including a state, permit may be required for removal of inactive nests in accordance with the provisions of 50 C.F.R. Part 21. After USFWS consultation and the issuance of a permit, if necessary, the contractor may hire a biologist to remove all empty nests before March 2012 (prior to the active nesting season). Upon removal of old or inactive nests, the contractor should net the area beneath the bridge to deter the construction of new nests at this location. The area should be regularly monitored during the nesting season (March through August) by a professional biologist to ensure no new nesting activity occurs. The contractor with input from DART, the City of Dallas, and the NCTCOG will implement construction phase services to include:&lt;br&gt;1. Protections to minimize noise, dust, and avoid any materials from falling off the bridge to help provide protection against harming migratory or wading birds that could be present during construction.&lt;br&gt;2. Should an active nest of Cliff Swallows (<em>Hirundo pyrrhonota</em>), or any other migratory bird, be identified during construction, all construction activities on the bridge must cease until the migratory bird nest can be removed in accordance with the provisions of the Migratory Bird Treaty Act, 16 U.S.C. §§703 – 712, and its implementing regulations by USFWS at 50 C.F.R. Part 21.</td>
<td>DART City of Dallas NCTCOG</td>
<td>Construction</td>
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## Environmental Permits, Commitments and Mitigation

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| 10  | **Construction Impact (Noise)** | DART Construction Guidelines Specifications Section 01560 Part 1.9 A-G states that construction activities must comply with noise maximum limits set out in Tables 01560 1-3. Noise control measures that would be applied to meet the noise limits include the following:  
1. Avoiding nighttime construction in residential neighborhoods.  
2. Using specially quieter equipment with enclosed engines and/or high performance mufflers.  
3. Locating stationary construction equipment as far as possible from noise sensitive sites.  
4. Re-routing construction-related truck traffic along roadways which will cause the least disturbance to residents. Noise monitoring will be performed if complaints are received from the public during construction to verify compliance with the limits. Noise control measures will be applied as needed to meet the noise limits. | DART  
City of Dallas  
NCTCOG | Construction       |
| 11  | **Construction Impact (Water Quality and Runoff)** | **The DART’s Final Design Consultant will prepare an Erosion and Sediment Control Plan (E&SCP) as part of a “baseline” Storm Water Pollution Prevention Plan (SW3P) that complies with the requirements of the relevant Storm Water Discharge Construction General Permit.**  
This baseline SW3P will be included as part of the Project’s bid documents (drawings and specifications).  
A comprehensive Storm Water Pollution Prevention Plan (SW3P), meeting the requirements of the Texas Pollutant Discharge Elimination System (TPDES) Storm Water General Permit, will be implemented to address water quality and runoff issues. Mitigation to protect area water quality will include measures to provide erosion controls and minimization of the introduction of sediments, wastewaters and chemicals to surface and subsurface waters. The SW3P will define and ensure the implementation of practices that will be used to reduce pollutants in storm water discharges associated with construction activity at the construction site, and assure compliance with the terms and conditions of the permit.  
If unanticipated sources of hazardous or regulated materials were encountered during construction activities, the construction manager or designee will immediately notify DART. Specific mitigation activities, which address the type, level, and quantity of contamination encountered, will be immediately implemented. The handling, treatment, and disposal of any hazardous materials will occur in full compliance with Federal, state, and local requirements. | DART  
City of Dallas  
NCTCOG | Final Design, Construction |
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<td>12.</td>
<td><strong>Construction Impacts (Safety and Security)</strong></td>
<td>DART with input from the City of Dallas and the NCTCOG will facilitate pedestrian safety in the vicinity of construction activities through the use of temporary construction fencing and barricades around the construction sites. Access into the construction sites will be controlled. Some construction will require temporary detours or reduced roadway capacity. Traffic safety maintenance measures will be employed to minimize this risk.</td>
<td>DART City of Dallas NCTCOG</td>
<td>Construction</td>
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<td>13.</td>
<td><strong>Vibration Analysis</strong></td>
<td>During final design, the contractor will be required to conduct a detailed vibration analysis of the historic Houston Street Viaduct to ensure its structural integrity upon project implementation.</td>
<td>DART City of Dallas NCTCOG</td>
<td>Final Design</td>
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