Appendix E

D2 Project Programmatic Agreement
December 2020
PROGRAMMATIC AGREEMENT
AMONG
FEDERAL TRANSIT ADMINISTRATION,
DALLAS AREA RAPID TRANSIT, AND THE
TEXAS HISTORICAL COMMISSION,
REGARDING THE D2 SUBWAY PROJECT
DALLAS, DALLAS COUNTY, TEXAS

WHEREAS, the Federal Transit Administration (FTA) and Dallas Area Rapid Transit (DART) propose to construct a second light rail transit (LRT) alignment through the Dallas Central Business District (CBD), referred to as the D2 Subway (Project); and

WHEREAS, DART is seeking federal funding through the FTA Capital Investment Grant (CIG) program for design and construction of the Project; and

WHEREAS, FTA assigned to DART responsibilities for compliance with the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA) NEPA and regulations implementing NEPA set forth in 40 CFR Parts 1500-1508 and 23 CFR Parts 771 and 774; and applicable Federal Transit Laws (49 U.S.C. § 5301 et seq.); and

WHEREAS, the use of FTA federal funds for this project would constitute an undertaking requiring compliance with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 306108) (NHPA), as amended; and

WHEREAS, a description of the Project is in Attachment 1. The Locally Preferred Alternative (LPA) or Project, will consist of a 2.4-mile light rail transit (LRT) alignment extending from the existing Victory Station through the core of downtown Dallas, reconnecting to the Green Line along Good Latimer in the Deep Ellum Area. The Project will include four new stations and will relocate the existing Deep Ellum Station approximately one block to the north, renamed as the Live Oak Station. The alignment will be a combination of at-grade and below-grade sections, with the below-grade subway segment running primarily under Griffin and Commerce Streets; and

WHEREAS, FTA and DART prepared a Supplemental Draft Environmental Impact Statement (SDEIS) for the Project pursuant to NEPA, and issued a notice of availability for the SDEIS on May 15, 2020 for a 45-day public and agency review period; and

WHEREAS, the FTA intends to issue a single document that consists of the Final EIS (FEIS) and Record of Decision (ROD) pursuant to 23 U.S.C. 139(n)(2) unless it is determined that statutory criteria or practicability considerations preclude issuance of such a combined document; and

WHEREAS, FTA has coordinated the NEPA process with consultation pursuant to Section 106 of the NHPA, and its implementing regulations at 36 C.F.R. § 800 (collectively referred to as “Section 106”) and is serving as the Lead Agency responsible for compliance with NEPA and Section 106; and
WHEREAS, FTA, in consultation with the Texas Historical Commission (THC), acting as the State Historic Preservation Officer (SHPO), has determined that it is appropriate to enter into this Programmatic Agreement (PA) pursuant to 36 C.F.R. § 800.14(b)(1)(ii) because the effects on historic properties cannot be fully assessed prior to approval of this undertaking; and

WHEREAS, the terms used in this PA are defined in accordance with 36 CFR §800.16, unless otherwise indicated; and

WHEREAS, FTA, in accordance with 36 C.F.R. § 800.14(b)(1)(ii), informed the Advisory Council on Historic Preservation (ACHP) of its intention to enter into a PA due to the fact that effects on historic properties cannot be fully determined prior to the approval of the undertaking, and the ACHP, in a response letter dated June 16, 2020, elected not to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii); and

WHEREAS, FTA, DART, and SHPO are collectively referred to herein as the “Signatories,” and individually as a “Signatory”; and

WHEREAS, DART is a political subdivision of the State of Texas and therefore must comply with the provisions of the Antiquities Code of Texas (Texas Natural Resource Code, Title 9, Chapter 191), an Antiquities permit must be issued to DART for all archeological investigations by the THC; and

WHEREAS, FTA has consulted with the City of Dallas Office of Historic Preservation (OHP) and Preservation Dallas regarding the effects of the Project on historic properties and has invited them to sign this PA as Concurring Parties, (collectively referred to herein as the “Concurring Parties”, and individually as a “Concurring Party”); and

WHEREAS, future actions by others (including local governments, state agencies, non-profit organizations, and private entities) such as new construction, redevelopment, rehabilitation, or demolition either within the Project footprint or within the vicinity of the Project, which are not part of this Project, are not subject to the provisions of this PA; and

WHEREAS, the design and construction procurement will allow the Contractor (Contractor) to make changes to the design approved in the FEIS, subject to FTA and DART approval after review with SHPO and concurring parties; accordingly, and as specified in this PA, the procurement will include best practices designed to protect historic properties; and

WHEREAS, because the Contractor has not yet been selected, FTA and DART shall ensure that the terms of this PA are incorporated in their entirety in all contracts, licenses, or other approvals for this undertaking, with the intent to bind the Contractors to compliance with this PA; and

WHEREAS, FTA, in consultation with the SHPO and consulting parties, defined the Area of Potential Effect (APE) as 300 feet from the project limits and identified and evaluated historic properties that are listed or eligible for listing in the National Register of Historic Places (NRHP) in the APE for the Project; and

WHEREAS, FTA, in consultation with the SHPO and consulting parties, identified 42
NRHP-listed/eligible historic properties, four NRHP-listed/eligible historic districts, and 16 City of Dallas Historic Landmarks and one Historic Overlay in the Project APE as documented in the Historic-age Resource Reconnaissance Survey Report (August 2019) and concurred with by SHPO in a letter to FTA on September 23, 2019 and listed on Map 1 and Table 1 in Attachment 2; and

WHEREAS, on April 23, 2019 the FTA and DART provided the Draft Historic-age Resource Reconnaissance Survey Report (January 2019) and SHPO comments to the concurring and consulting parties for review and comment, and did not receive any comments on the document between April 2019 and August 2019; and

WHEREAS, after concurrence by the SHPO of the Historic-Age Resource Reconnaissance Survey Report on September 23, 2019, an addition to the National Register of Historic Places Downtown Dallas Historic District was finalized. The DalPark Parking Garage located at 1600 Commerce Street, was added to the Historic District in 2020 as a contributing resource; and

WHEREAS, FTA consulted with the SHPO and consulting parties and determined that the Magnolia Gasoline Station and St. James A.M.E. Temple would be adversely affected by the Project as documented in the Determination of Effects Report (April 2020) and concurred with by SHPO in a letter to FTA on May 14, 2020; and

WHEREAS, Attachment 2 includes a table and maps of the historic resources that are subject to this PA; and

WHEREAS, FTA consulted with 17 federally recognized tribes in July 2018 upon initiating the SDEIS and also notified those tribes of the availability of the SDEIS. No tribal representatives submitted responses regarding properties in the APE or requested to consult on this Project; and

WHEREAS, FTA, in consultation with the SHPO, identified interested parties, including federal, state, regional or local agencies and local organizations with a demonstrated interest in the Project pursuant to 36 C.F.R. § 800.2(c) and invited them to participate in this consultation; and

WHEREAS, FTA with DART held several in-person and virtual meetings with the interested parties, and City of Dallas OHP and Preservation Dallas were invited as Concurring Parties; and

WHEREAS, FTA and DART consulted with the public between July 2018 and June 2020 at over 100 public and stakeholder meetings, many of which were regarding historic properties and meetings specifically for Section 106 resources; and

WHEREAS, the public, interested, consulting parties had an opportunity to review the Historic-age Resource Reconnaissance Survey Report and the Determination of Effects Report as part of the SDEIS review process from May 15 to June 29, 2020. FTA considered the comments and provided
responses to the comments in the FEIS/ROD as well as considered them in the development of this PA; and

**NOW, THEREFORE,** FTA, DART, and the SHPO agree that the Project will be implemented in accordance with the following Stipulations to consider the effects of the Project on historic properties.

**STIPULATIONS**

FTA and DART, with the assistance of the Contractor, will ensure that the following measures are implemented:

**I. DESIGN REVIEW PROCESS**

A. The Project has been designed to a 30% design level as reflected in the FEIS/ROD. It has been determined by consulting parties that the effects on historic properties cannot be fully assessed prior to approval of this undertaking and that a design review and consultation process is necessary to review the Project as it advances through final design to minimize or avoid any additional adverse effects.

B. The design review process will focus on those Section 106 historic resources identified in Attachment 2.

C. FTA and DART will make every effort to ensure that the design of light rail structures and all other construction undertaken by DART related to this undertaking, including but not limited to station platforms and canopies, station access portals, emergency access points, ventilation shafts, artwork, signage, tracks, catenary poles, overhead traction and power systems, traction power substation (TPSS) communication/signal houses, streetscape, sidewalk, roadway, or other construction that may have an effect on historic properties will be designed to be compatible with affected historic properties and conform to the guidance contained in the Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (U.S. Department of the Interior, National Park Service, 1983 or as most recently amended).

D. DART will ensure that all such designs are developed in consultation with the SHPO and submitted to SHPO and concurring parties for review and comment. Relevant design plans will be provided to the SHPO and concurring parties for review at the following design intervals:

1. **30% design review.** Prior to initiation of final design, DART shall develop a set of drawings identifying a three-dimensional project design envelope to establish the approved design scope based on the FEIS/ROD and 30% plans. The envelope will include the limits of operational clearances and construction activities plus a 25-foot buffer and include potential areas of construction impact for street reconstruction and staging areas. In addition, FTA and DART shall consult with SHPO, concurring parties, and other interested parties (such as property owners), to identify and document key design guidelines and considerations to minimize or avoid potential adverse effects to resources. This information will be provided to the Contractor to influence the 60% design plans.
2. **60% design review.** This design review interval reflects an in-progress design review to identify, document, and resolve any potential adverse effects to resources, especially related to visual impacts. Scope changes will also be identified and are subject to Stipulation II. By this stage of design, additional information may be known on the construction approach and will begin to inform plans to be developed per Stipulation VI.

3. **90% design review.** Prior to initiation of construction, the FTA and DART shall consult with SHPO, concurring parties, and other interested parties (such as property owners) to identify, document and resolve any potential adverse effects to a resource, especially related to visual impacts.

E. All design information provided to the SHPO via the eTRAC system for review will have pages relevant to the review marked/tabbed, and the transmittal letter from DART will include a brief synopsis of design changes/additions since the previous review. A copy will be provided to concurring parties for their information.

F. DART shall afford the SHPO 30 days to review and respond to any reports, plans, specifications or other documentation provided for review pursuant to this PA. Should the SHPO object, DART shall consult further with the SHPO to resolve the objection. If DART determines that the objection cannot be resolved, DART shall notify the FTA, which will follow PA Stipulation XII for Dispute Resolutions.

G. The design of the Project adjacent to any resource will be developed by DART in consultation with the SHPO and concurring parties. Plans for any scope changes will be provided to the SHPO and concurring parties for review and comment in accordance with Stipulation II.

II. **CONSULTATION PROCESS FOR SCOPE CHANGES**

A. The Project is the subject of the PA. Except as provided below, the Contractor shall construct the Project as shown in the FEIS/ROD and 30% design plans. A project scope change for the purposes of this PA shall be defined as a change in Project design scope that exceeds the three-dimensional design envelope as defined in Stipulation I.

B. DART shall ensure that the terms of this PA are incorporated in their entirety in all contracts, licenses, or other approvals for this undertaking, with the intent to bind the Contractors to compliance with this PA.

C. If the Contractor proposes changes to the Project scope envelope as defined in Stipulation I.D.1 within 50 feet of a historic property identified in Attachment 2, the Contractor must first obtain DART’s written approval. Any scope change not within 50 feet of a historic property is not subject to this stipulation. The Contractor shall provide written information including plans showing the proposed change.

1. The FTA and DART will assign staff and a cultural resources consultant to review the proposed changes. Assigned staff must meet the Secretary of the Interior’s professional qualification standards (48 Federal Regulation [F.R.] 44738-9).

2. Upon the Contractor’s request for approval, FTA and DART will consult with the SHPO
and the Concurring Parties on the proposed change(s). If necessary, the consultation may require re-evaluation of the Area of the Potential Effects(s) (APE), identification and evaluation of historic properties that are listed and/or potentially eligible for the NRHP, assessment of effects, and resolution of effects (36 CFR § 800.4 – 6). The assessment of effects should evaluate potential direct, indirect, and cumulative effects to the historic properties, including potential visual, auditory, and vibratory effects from construction activities. The consultation shall consider the effects of any changes to design components, including street/sidewalk reconstruction, landscaping, lighting, and signage. FTA and DART will consult with SHPO and the concurring parties for each step of the consultation, with a 30-calendar day review and comment period on reports, findings, and determinations. Some steps may be reviewed simultaneously if agreed upon by the FTA, DART and SHPO pursuant to 36 CFR § 800.3(g).

3. Construction may not proceed until FTA and DART approval is complete based on review and consultation.

4. FTA Finding.

   a. If FTA and DART, in consultation with the SHPO, determine that the change does not require an expansion of the APE and that there are no historic properties adversely affected by the proposed change, FTA and DART will document the finding, add the documentation to the project file, and include a brief summary of the finding in the next regular progress report (See Stipulation VIII).

   b. If FTA and DART determines the change requires an expansion of the APE, FTA and DART will:

      i. Expand the APE, following the existing guidelines for the APE previously established.

      ii. Consult with the SHPO and consulting parties to identify any historic properties that are listed and/or may be eligible for listing in the NRHP within the expanded APE, identify any historic-age property within the expanded APE to evaluate their eligibility for listing in the NRHP, assess the effects on any identified historic properties, and resolve any adverse effects on historic properties, in accordance with Section 106.

   c. If FTA and DART determine that the change does not require an expansion of the APE, but may adversely affect a historic property, the FTA and DART will notify the SHPO of the change, determine the effect of the change on historic properties, and seek the SHPO’s concurrence with the proposed effects determination. The notification shall include a description of the change and a map showing the location. If the change is within a stated area of interest to any consulting party, FTA and DART shall also provide that party with a copy of the notification.

   d. SHPO Finding. This paragraph applies if FTA and DART, in accordance with the requirements above, consults the SHPO concerning the change.
i. If the SHPO concurs that the change will have no adverse effect on historic properties, FTA and DART shall document the finding and add that document to the project file.

ii. If the SHPO concurs that the change will have an adverse effect on a historic property, FTA and DART shall initiate consultation to resolve the adverse effect with the SHPO.

iii. If the SHPO does not concur with FTA and DART’s effect finding, further consultation shall begin under Section XII of this PA (Dispute Resolution Stipulations).

e. Upon FTA and DART completing the consultation (if required) and issuing a written approval to the Contractor, the Contractor may resume work in the vicinity of the historic property consistent with the approval. FTA and DART may require the Contractor to redesign the proposed change to avoid adverse effects to the historic property, or to minimize and mitigate and resolve potential adverse effects.

III. PROTECTION OF HISTORIC PROPERTIES

A. Best Practices. The Contractor will carry out best practices to protect historic properties. Best practices are described in DART’s Design Criteria Manual, Volumes 1-3. This Programmatic Agreement will be included in the terms of the construction agreement between FTA, DART and the Contractor.

B. Public Involvement.

1. DART’s procurement will require the Contractor to prepare a public involvement plan for the final design and construction phase. It will allow for public input on a broad array of matters including the public involvement requirements in the Section 106 regulations. The Contractor’s plan must specify how affected persons will be given notice to participate in the plan as it affects specific historic properties.

2. DART will manage public involvement for the Project. The Contractor will have public involvement staff during construction that will assist with the implementation of the public involvement plan.

3. DART will provide the Contractor’s draft public involvement plan to the SHPO, concurring and consulting parties for 30-calendar day review and comment. DART will consider and incorporate substantive comments. DART will provide a final copy of the plan to the SHPO, consulting parties, and concurring parties.

4. The Contractor will comply with the plan.

IV. MITIGATION FOR SPECIFIC RESOURCES

A. Magnolia Gasoline Station, located at 902 Ross Avenue. The SDEIS and 20% design plans proposed demolition of this resource to accommodate a construction staging area. After
considering input from the public and concurring parties, DART has modified the 30% design plans and FEIS/ROD to avoid this resource. The building will not be removed, altered, or physically damaged due to the Project. To ensure no adverse effects, the following mitigation will be implemented:

1. The design of the Project adjacent to this resource will be developed by DART in consultation with the SHPO and concurring parties. Plans will be provided to the SHPO and concurring parties for review and comment in accordance with Stipulation I.

2. Photographic documentation of the resource must be conducted prior to any construction activity. Photographic documentation must meet the National Register Photographic Guidelines, as provided by the SHPO.

3. DART will place construction fencing in a manner to ensure no impacts occur to the resource. This activity must be called out in the 90% design plans to ensure protection of the site.

B. St. James A.M.E Temple. The building will not be removed, altered, or physically damaged due to the Project. However, the Project will introduce a new visual element by placing the Live Oak Station within the median of North Good Latimer Expressway near the resource. In addition, the Project will require the acquisition of a strip of property along the western property boundary to allow for the reconstruction of the sidewalk and northbound Good Latimer Expressway to accommodate the Live Oak Station. The following mitigation measures will be implemented to reduce or eliminate the adverse effect and to address concerns of the property owner:

1. Prior to acquisition of right-of-way, DART will complete historic documentation of the resource. The documentation will consist of:
   
   a. Photography of the building to include landscape features as well as complete documentation of the property. Photographic documentation must meet the National Register Photographic Guidelines, as provided by the SHPO.
   
   b. Preparation of an extensive write-up of the building’s history in preparation of a NRHP nomination form which will meet the approval of the SHPO. DART shall submit one (1) electronic media file of the completed National Register nomination for review and approval to the SHPO. Within 60 days of receipt, SHPO shall advise DART if the submitted documentation is satisfactory or shall request specific revisions. If revisions are requested, SHPO shall specify whether any revised documentation is to be submitted to SHPO for a second sixty (60)-day review. Upon acceptance of the documentation by the SHPO, DART’s responsibilities for this stipulation shall be considered complete.
   
   c. All final documentation resulting from actions pursuant to this PA shall be provided to the SHPO, DART, the Dallas Public Library and the Dallas History Archive; and
   
   d. All such reports will be responsive to contemporary professional standards, and to
the Department of Interior’s Standards and Guidelines for Archeology and Historic Preservation, Standards for Architectural and Engineering Documentation.

2. Prior to any construction, DART will coordinate with the City of Dallas OHP and Dallas Landmark Commission to acquire the appropriate Certificates of Appropriateness for any permanent impacts as well as any temporary impacts due to any modifications relating to exterior work including landscaping following the City of Dallas’ Certificate of Appropriateness Application process.

3. DART will work with the resource property owner on street modification plans, including redesign of the driveway and steps, to minimize impacts to access and will ensure that pedestrian Americans with Disabilities Act (ADA) access is provided from North Good Latimer Expressway.

4. DART will work with the property owner and follow the guidelines of the THC Marker Program to relocate the historic marker and to preserve existing trees and vegetation to the greatest extent possible. DART will place construction fencing in a manner to ensure no impacts occur to the resource. This stipulation will be discussed in the 90% or earlier design as well as discussed in the contractor general notes. The historic marker shall be relocated on the property to avoid any impact to the marker. If tree removal is unavoidable, a replacement tree will be planted the property. If the existing or new tree were to die within one year of completion of construction, DART will replace the tree with a similar tree.

5. The Live Oak Station art and design program will include representatives from the concurring parties as well as a resource property owner representative.

V. NOISE AND VIBRATION

A. Noise.

1. The Project has been designed to avoid or minimize potential adverse noise effects on historic properties in accordance with state and federal noise regulations, policies, and guidance. The FEIS/ROD did not identify any noise impacts of the Project once in operation.

2. Construction activities will be carried out in compliance with DART specifications and applicable local noise ordinances.

B. Vibration Monitoring.

1. The FEIS/ROD indicates that no ground-borne vibration or ground-borne noise impacts are projected with the Project in operation.

2. Once construction methods are known, DART will reassess the potential for vibration impacts and specific vibration mitigation measures will be developed as appropriate. Mitigation measures may include but are not limited to:
a. Pre-construction surveys shall be conducted to document the conditions of historic buildings that will be within 25 feet of project construction activities, and vibration-producing construction activities that generate a peak particle velocity (PPV) at any historic resource in excess of 0.25 inches-per-second (ips) from a continuous source, or 0.50 ips from a transient source, shall not be permitted.

b. Monitoring of vibration levels during construction of the project. The Contractor will be required to submit a vibration monitoring plan that identifies how vibration effects from construction activities will be monitored to avoid potential architectural or structural damage to historic properties. DART will follow the FTA Transit Noise and Vibration Impact Assessment Manual for guidelines on monitoring vibration levels generated from specific machinery.

VI. DEMOLITION AND CONSTRUCTION PLAN

A. The Contractor shall prepare a Demolition and Construction Plan. The purpose is to identify and avoid physical damage to historic properties caused by demolition and construction work, whether caused by direct contact, vibration, or other factors. The plan will apply to work within 50 feet of a historic property.

B. The plan will have provisions concerning the protection of historic properties. See Attachment 2 for updated list of identified historic properties. Prior to construction within 50 feet of an identified historic property, the Contractor must submit the plan to FTA and DART for review and approval. FTA and DART will consult with the SHPO and the concurring parties regarding effects, mitigation measures, and treatment measures, with a 30-calendar day review period. Upon SHPO approval, the Contractor must give the approved plan to owners of historic properties.

C. Damages. This paragraph applies if construction causes damage to a historic property, whether caused by vibration or other matter. The procurement will require the Contractor to report any damage to FTA and DART, who will in turn consult with the SHPO, concurring and consulting parties concerning any repair or mitigation. Repair must be consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (2017). FTA may require the Contractor to carry out the repair or mitigation. FTA and DART will consult with the SHPO and the concurring parties regarding the mitigation measure, with a 30-day calendar review process for the mitigation proposal. FTA may require the Contractor to pay monetary damages. The Contractor, FTA and DART will adhere to the consultation requirements in the Post-Review Discoveries Stipulation.

VII. ARCHAEOLOGY COMMITMENTS

A. DART shall ensure that all archaeological assessments as well as Section 106 and Antiquities Code of Texas consultation are completed prior to the commencement of construction within the proposed new project footprint, right-of-way, and easements. The steps involved regarding the specifics of the archaeological process are detailed in the Archaeology Management Plan (Attachment 3).

B. On September 23, 2019, the SHPO concurred with a coordination letter regarding the
Archaeological Resources Research and Future Efforts for the Project. Early recommendations which were concurred in the development of the management plan for field work include:

1. Coordinate the project specifics with the SHPO to create a research design and scope of work, and obtain an Antiquities Permit for the purposes of archaeological survey, monitoring, testing, and any potential mitigation.

2. Following surface stripping, and within a timeframe coordinated with the SHPO and prior to the start of construction, archaeologists will oversee the removal of concrete and other recent overburden at the penetration points, scraping of all tunnel entrances and pedestrian access areas.

3. Prior to any construction, should intact archaeological deposits be encountered, the archeological firm selected by the city/construction firm, which meets the Professional Qualifications and Requirements as outlined in the Texas Code of Antiquities – Chapter 26.4 which states that a historical archeologist experienced with urban archeology will conduct any necessary investigations. Should an antiquities permit for archaeological survey/monitoring/testing be required, permit requirements are outlined in Chapter 26.13 and 26.14 of the Texas Code of Antiquities. The permit will outline the scope of work to be conducted and once it is obtained, the archeological firm can be ready to respond to any discoveries in the field. Should testing occur, a submission of an interim report will be sufficient for coordination with THC for review. After construction is complete, a compiled draft can be submitted as partial fulfillment of Antiquities Code requirements. If testing identifies resources considered eligible for NRHP listing, see mitigation approach in a later section of this document.

4. Any potential mitigation would be scoped for in advance using the coordinated research design and methodology approach as outlined in the Archaeology Management Plan (Attachment 3).

5. During the tunneling process, there may be potential for deeply buried prehistoric archaeological deposits. Tunneling will generally take place below the depth of potential archaeological deposits and because tunnel excavation and boring methods often preclude an observer having the ability to see any deposits, features, or artifacts prior to removal, survey and monitoring may not be recommended for the actual tunneling portion of the project.

C. Upon advancement to the 60% design, the Archaeology Management Plan will be revised to correspond with the proposed construction activities. The SHPO will have 30 days to review and comment on the revised Archaeology Management Plan to address construction activities prior to the final 90% design. A final Archeology Management Plan will be prepared as a result of SHPO’s review and comments and will be attached to the PA for use during the construction activities.

VIII. MONITORING AND REPORTING

A. During the construction of the Project, the Contractor will submit a monthly progress report
to FTA and DART that will describe the work completed that month pursuant to this PA. Monthly reports on monitoring results is recommended if proceeding with construction is contingent on SHPO concurrence for archeological investigations.

B. A progress report must describe each matter processed using the review, approval, and consultation procedures set forth in the PA. A report must describe any disputes concerning the work.

C. If archeological deposits are identified and need testing, additional interim reports will be required to get SHPO clearance to proceed. The monthly report may not be rapid enough for some construction schedules. Should additional progress or interim reports be necessary for SHPO clearance, an expedited review period of 15 days can be requested to meet construction deadlines.

D. FTA and DART will review monthly and interim reports, as necessary, and submit these documents via eTRAC (the THC’s electronic review and compliance system) to SHPO for review. The report(s) will be provided to concurring parties as information.

E. FTA, DART and the concurring parties may meet if requested by the parties to discuss a report and progress of the work. SHPO may also be included in this meeting.

IX. AMENDMENT

If a Signatory to the PA requests that the agreement be amended, FTA shall consult with all Signatory Parties. The PA may be amended if all Signatories agree. FTA must consult with the Signatories concerning the possible need for an amendment if but not limited to the following: (i) the Contractor proposes changes to the project scope compared to that shown in the FEIS so that additional effects to historic properties not previously considered may result in adverse effects, (ii) the terms of the PA cannot be or are not being carried out; or (iii) the owner of a previously identified historic property takes action, unrelated to the Project, that changes the NRHP-eligibility status of the property. The amendment will be effective on the date a copy is signed by all the Signatories. An amendment of the PA may necessitate changes to the construction contract, including the Contractor’s public involvement plan.

X. POST-REVIEW DISCOVERIES

For post-review discoveries, FTA and DART will follow Post-Review Discovery stipulations as outlined in 36 CFR 800.13(b) for the general procedure for taking unanticipated effects into account.

A. When potential historic properties are identified during implementation of the Project or unanticipated effects on historic properties are determined, the process for addressing the discovery shall be as follows:

1. Work in the immediate area of the discovery shall cease, and FTA and DART shall be notified of the discovery; if appropriate, security measures will be initiated to protect the discovery.

2. FTA and DART will notify the SHPO and if the property or properties may be of
religious or cultural significance to federally recognized Indian tribes, FTA and DART will notify such tribes within 48 hours of the discovery.

B. For unanticipated discoveries of archeological materials that do not contain human burials, FTA and DART will undertake the following additional actions:

1. DART will verify that the discovery does not contain human burials.
2. DART shall complete or update a State of Texas Archeological Site Data Form based on the available information.
3. DART, in consultation with SHPO, will evaluate the discovery through NRHP eligibility testing to determine site significance. Should SHPO find that the property comprises an archeological historic property that is valuable chiefly for the data that it contains and does not warrant preservation in place, further investigative measures will be discussed.
4. DART will develop a mitigation proposal to resolve the adverse effects of the undertaking on the archeological historic property.
5. Upon confirmation that the discovery does not contain human burials, FTA and DART may allow construction at the site to proceed. The level of effort described in the proposal shall be commensurate with the nature of the resource, based on the available information.
6. FTA and DART will develop the proposal in consultation with SHPO and other consulting parties with a demonstrated interest in the undertaking's effects, including federally recognized Indian tribes, following the consultation procedures for resolution of adverse effects described under 36 CFR Part 800 and this PA.

C. For unanticipated discoveries involving human burials, DART shall follow the post-review discovery procedures of 36 CFR Part 800.13 and the applicable requirements of the Health and Safety Code, Title 1, Section 711-715. Procedures outlined in the Texas Administrative Code (Title 13, Part 2, Chapter 22, Rules §22.4 and §22.5) as they pertain to unknown, abandoned, or unverified cemeteries and subsequent removal of human remains from abandoned or unknown cemeteries will be strictly adhered to.

1. Work may resume in areas outside the boundaries of the cemetery which have been identified and accepted by the SHPO for review.
2. Work may resume in a cemetery area if that cemetery has been removed in compliance with 36 CFR 800 and the applicable requirements of the Health and Safety Code, Title 1, Section 711.

D. Upon determination of unanticipated effects on non-archeological historic properties, FTA and DART will resume consultation with SHPO regarding Project effects. Construction may resume following completion of consultation and concurrence with SHPO.

XI. OTHER FEDERAL AGENCIES

In the event that another federal agency not initially a party to or subject to this PA receives an application for funding/license/permit for the Project as described in this PA, that agency may fulfill its
Section 106 responsibilities by stating in writing it concurs with the terms of this PA and notifying FTA, and the SHPO that it intends to do so. Any necessary amendments will be considered in accordance with the Amendment Stipulation IX.

XII. DISPUTE RESOLUTION

Should any Signatory or concurring party to this PA object at any time to any actions proposed or the manner in which the terms of this PA are implemented, FTA shall consult with such Signatory or Concurring party to resolve the objection. If FTA determines that such objection cannot be resolved, FTA will:

A. Forward all documentation relevant to the dispute, including FTA’s proposed resolution, to the SHPO. The SHPO shall provide FTA with its advice on the resolution of the objection within 30-calendar days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FTA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the SHPO, Signatories and Concurring parties, and provide them with a copy of this written response. FTA will then proceed according to its final decision.

B. If the SHPO does not provide its advice regarding the dispute within the 30-calendar days’ time period, FTA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FTA shall prepare a written response that takes into account any timely comments regarding the dispute from the Signatories and Concurring parties to the PA, and provide them and the ACHP with a copy of such written response.

C. FTA’s responsibility to carry out all other actions subject to the terms of this PA that are not the subject of the dispute remain unchanged.

XIII. COMMUNICATION AMONG THE PARTIES TO THIS PA

The THC’s electronic tracking system (eTRAC) will serve as the official correspondence method for all communications regarding this Agreement and its provisions. See Attachment 4 for a list of contacts and email addresses. Contact information in Attachment 4 may be updated as needed without an amendment to the PA. It is the responsibility of each Signatory and Concurring party to immediately inform FTA of any change in name, address, email address, or phone number of any point-of-contact. FTA will forward this information to all Signatories and Concurring parties by email.

XIV. EMERGENCY UNDERTAKINGS

DART will follow emergency procedures in situations resulting from hazardous materials incidents, tree, wind, water, earthquake, or landslide damage, sudden failure of water, sewer, storm drainage, internet, electrical or telephone lines.

XV. DURATION

This PA will expire if its terms are not carried out within 20 years from the date of its execution. Prior to such time, FTA may consult with the other Signatories to reconsider the terms of the PA and
amend it in accordance with Stipulation IX (Amendment Stipulation).

XVI. EXECUTION

A. The PA may be executed in one or more counterparts, each of which shall be considered an original for all purposes. After execution by the FTA and DART, the SHPO will be the last Signatory to execute the PA.

B. Copies of the fully executed PA will be circulated to all Signatories and Concurring parties.

C. FTA DART, and the SHPO are the Signatories to the PA and as such have the sole authority to execute, amend, or terminate it.

XVII. TERMINATION

If any Signatory to this PA determines that its terms will not or cannot be carried out, the Signatory shall immediately consult with the other Signatories to attempt to develop an amendment per Stipulation IX (Amendment Stipulation). If within thirty (30) calendar days (or another time period agreed to by all Signatories) an amendment cannot be reached, any Signatory may terminate the PA upon written notification to the other Signatories.

Once the PA is terminated, and prior to work continuing on the undertaking, FTA must either (a) execute a PA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FTA shall notify the Signatories as to the course of action it will pursue.

Execution of this PA by FTA, DART, and the SHPO and any implementation of its terms is evidence that FTA has considered the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

Attachments:

1. Project Description and Map
2. Historic Resources Maps and Table
3. Archaeology Management Plan (Draft)
4. List of Contacts
SIGNATORIES

FEDERAL TRANSIT ADMINISTRATION

By: ___________________________   Date: 12/21/2020

Gail Lyssy, Region 6
Federal Transit Administration
Regional Administrator
DALLAS AREA RAPID TRANSIT

By: Gary C. Thomas
President/Executive Director
Dallas Area Rapid Transit

Date: 12/18/2000
STATE HISTORIC PRESERVATION OFFICE

By: _________________________________ Date: ______________________________

Mark Wolfe
Texas Historical Commission, Executive Director
Texas State Historic Preservation Officer

12/21/2020
CONCURRING PARTIES

CITY OF DALLAS

By: [Signature]                     Date: 1/8/2021

Murray G. Miller
Director, Office of Historic Preservation
PRESERVATION DALLAS

By: [Signature]  Date: 1/7/2021

David Preziosi
Executive Director
Attachment 1
Project Description
Attachment 1

Project Description

The D2 Subway, or “Project,” consists of a 2.4-mile light rail transit (LRT) alignment extending from the existing Victory Station through the core of downtown Dallas, reconnecting to the Green Line along Good Latimer in the Deep Ellum Area (see Attachment 1 map). The Project includes four new stations and will relocate the existing Deep Ellum Station approximately one block to the north, renamed as the Live Oak Station, due to the new Green Line connection. The alignment will be a combination of at-grade and below-grade sections, with the below-grade subway segment running primarily under Griffin and Commerce Streets.

The D2 Subway is primarily located within the downtown freeway loop but will pass under two major freeways: Woodall Rodgers Freeway (Spur 366) and Interstate (I)-345, which connects US 75 (North Central Expressway) to I-45. The alignment consists of at-grade, retained cut, cut and cover, and tunnel sections. Four new station locations have been identified for the Project including one surface station (Museum Way), three underground stations (Metro Center, Commerce, and CBD East), and one relocated surface station (Deep Ellum Station relocated as Live Oak Station). Two or more station access points will be provided for underground stations in open spaces downtown, within sidewalks, or incorporated into new or existing buildings. Fare collection for the Project will introduce a fare barrier system for subway station access at the Metro Center, Commerce, and CBD East stations. The Museum Way and Live Oak stations will continue to use DART’s current barrier-free concept. Underground stations will also include emergency egress and ventilation shafts.

The Project is designed as a double track alignment with 15.5-foot track centers in at-grade locations. Track center spacing in tunnel and underground stations is from 36.2 feet to 45 feet. The Project will modify the DART Rail operating plan by shifting the Green and Orange lines from the existing transit mall to the D2 Subway line, while the Red and Blue lines will continue to operate on the existing transit mall.

The alignment and stations are described below from west to east starting at Victory Station.

The Project will begin south of Victory Station with a junction from the existing DART Rail alignment. The alignment will then proceed at-grade in a southeasterly direction within DART-owned right-of-way in the center of Museum Way, crossing Victory Avenue and Victory Park Lane. The existing median opening at Victory Park Lane will be maintained to allow through north-south automobile traffic. After crossing Houston Street, the alignment will continue within DART right-of-way through the parking lot adjacent to the Northend Apartments and the Perot Museum of Nature and Science (Perot Museum) where an at-grade, side platform light rail station will be located (Museum Way Station).

After leaving the station, the alignment will cross under Woodall Rodgers Freeway. Given limited clearances under Woodall Rodgers Freeway and the westbound on-ramp from Field Street, the alignment will be slightly lowered at Broom Street and McKinney Avenue, requiring those street crossings to be lowered by about one to two feet as well. Broom Street will be
shifted to the south closer to Woodall Rodgers Freeway to accommodate the Museum Way Station platform. After crossing McKinney Avenue the alignment will begin its transition underground in a U-wall structure. This segment is referred to as the west tunnel portal. The U-wall structure, or an open-topped box, is required as a transition from the at-grade line to the underground part of the alignment. These structures have the appearance of a pair of retaining walls but are typically one structure.

Munger Avenue will remain in the same configuration, while Corbin Street will be closed at North Griffin Street. Hord Street and Griffin Street will be rebuilt after construction of the D2 Subway. The alignment and west tunnel portal will be located on a property currently occupied by a parking lot but planned for development in the near future. The alignment remains underground until I-345. After passing under Hord Street near the Dallas World Aquarium, the alignment continues south under Griffin Street. Between San Jacinto Avenue and Elm Street, an underground station (Metro Center Station) is planned, which will provide the ability to transfer to the West Transfer Center and the West End and Akard Stations.

After crossing under Main Street, the alignment will turn east under Belo Garden and follow under Commerce Street. While under Commerce Street, another underground station is planned approximately between Akard and Ervay streets (Commerce Station). Before passing under South Pearl Street, the alignment will begin to turn northeast, crossing diagonally underneath city blocks. Another underground station (CBD East Station) will be provided between Main Street and Elm Street. This station will provide opportunities to transfer to buses at the East Transfer Center. Streets in this area will be reconstructed to existing conditions.

After passing under Cesar Chavez Boulevard, the alignment will begin the transition back to the surface in a U-wall structure for the east tunnel portal. This transition area will be under I-345 and along the south side of Swiss Avenue. Immediately after resurfacing, the alignment will cross Hawkins Street and come to a full wye junction that will allow trains to move either north or south along the proposed rebuilt Good Latimer tracks, which will change from ballasted track to embedded track. The Deep Ellum Station will be relocated north of its current location and will be renamed Live Oak Station. With the new Live Oak location, only the Orange Line will serve the Live Oak Station; the Green Line will serve Deep Ellum via the Baylor University Medical Center Station. North Central Expressway frontage road along I-345 will be closed at the tunnel portal between Pacific and Swiss. Hawkins Street will be realigned from Swiss Avenue to Pacific Avenue to align with the new Jett Way. Miranda Street will be closed and abandoned.
Figure 1
D2 Subway Light Rail Transit Project
Data Source: DART, GPC6

D2 Subway Project
Programmatic Agreement
Attachment 1
Attachment 2
Historic Resources
Table and Maps
## ATTACHMENT 2

**NRHP, DALLAS LANDMARKS, DISTRICT CONTRIBUTING RESOURCES IDENTIFIED WITHIN DART D2 PROJECT APE**

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Attachment 3

Archaeology Management Plan
Archaeology Management Plan

Dallas Central Business District
Second Light Rail Alignment (D2 Subway)
Draft
Attachment 3 to the Programmatic Agreement

Dallas County
December 10, 2020

This Report was prepared for DART
General Planning Consultant Six Managed by HDR
## Document Revision Record

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<th>Name: Aaron Norment, Katherine Seikel, Tim Griffith</th>
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<tr>
<td>Title: Senior Archeologists/Principal Investigator</td>
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### Commenters

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<th>Name: Rebecca L Shelton</th>
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<tr>
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<td>Firm: FTA</td>
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1 STATEMENT OF PURPOSE

The purpose of this Archaeology Management Plan (AMP) is to identify the primary parties involved and the roles they serve in the archaeological work for the D2 Subway project, provide guidance on the process of project and archaeological work plan coordination and review, and to discuss anticipated methods and procedures for the archaeological work for the proposed project. Refer to Attachment 4 for a list of contacts. This document, in concert with the Programmatic Agreement (PA), will provide the foundational guidance for future archaeological work on the D2 Subway project.

2 MANAGEMENT SUMMARY

Because DART is a municipal transportation agency and public entity, and since construction for the proposed DART D2 project will occur on publicly owned property, it is subject to all provisions of the Antiquities Code (Texas Natural Resource Code, Title 9, Chapter 191) and accompanying Rules of Practice and Procedure (Texas Administrative Code, Title 13, Chapter 26). Additionally, DART is seeking Federal funding through the Federal Transit Administration (FTA), the lead Federal agency, Capital Investment Grant (CIG) program for design and construction of the project, triggering compliance pursuant to Section 106 of the National Historic Preservation Act (NHPA).

3 PROJECT DESCRIPTION

The D2 Subway alignment (Figure 1), also referred to as the Commerce via Victory-Swiss alternative, includes both above ground and subway portions. The Locally Preferred Alternative (LPA) or Project, will consist of a 2.4-mile light rail transit (LRT) alignment extending from the existing Victory Station through the core of downtown Dallas, reconnecting to the Green Line along Good Latimer in the Deep Ellum Area. The Project will include four new stations and will relocate the existing Deep Ellum Station approximately one block to the north, renamed as the Live Oak Station. The alignment will be a combination of at-grade and below-grade sections, with the below-grade subway segment running primarily under Griffin and Commerce Streets. Figures 2 and 3 show the project on a USGS map and on recent aerial imagery, respectively. The project begins south of Victory Station with a junction from the existing DART Rail and would then proceed in a southeasterly direction within DART-owned right-of-way in the center of Museum Way. It then would continue through the parking lot adjacent to the Perot Museum of Nature and Science. Adjacent to the Perot Museum would be an at-grade light rail station (Museum Way Station). After leaving the station, the alignment would cross under Woodall Rodgers Freeway at street level, and then begin its transition underground. The alignment and tunnel portal would be located on a property currently occupied by a parking lot. The alignment remains underground until IH
45. After passing under Hord Street near the Dallas World Aquarium, the alignment continues south under Griffin Street. Between San Jacinto Avenue and Elm Street would be an underground station (Metro Center Station). This station would provide the ability to transfer to the West Transfer Center and the West End and Akard stations.

After crossing under Main Street, the alignment would turn east under Belo Garden and follow under Commerce Street. While under Commerce, another underground station is planned approximately between Akard and Ervay (Commerce Station). Before passing under South Pearl Street, the alignment would begin to turn northeast, crossing diagonally across city blocks. Another underground station (CBD East Station) would be provided between Main Street and Pacific Avenue. This station would provide opportunities to transfer to buses at the East Transfer Center. This alignment reflects an adjustment made in fall 2018 to avoid passing under two major parking garages and minimize roadway and parkland impacts. This adjustment is within the Area of Potential Effects (APE).

After passing under Cesar Chavez Boulevard the alignment would begin the transition back to the surface in a tunnel portal. This transition area would be under IH 45 and along Swiss Avenue. Immediately after getting back to the surface the alignment would come to a full wye (Y) junction that would allow trains to move either north or south along rebuilt Good Latimer tracks.

**Stations**

The D2 Subway project would introduce four new stations, one surface station (Museum Way) and three underground stations (Metro Center, Commerce, and CBD East) and one relocated surface station (Deep Ellum Station relocated as Live Oak Station). The underground stations would be accessed by stairs, elevators and potentially escalators. Two or more station access points would be provided for underground stations. The access points could be provided in open spaces downtown, within the sidewalks or incorporated into existing buildings. The underground station infrastructure would also include emergency egress and ventilation shafts.
Figure 1: Project Location on 2016 Dallas, Texas USGE 1:24000 topographic map
4 ROLES AND RESPONSIBILITIES

This section defines the roles and responsibilities of the parties involved in the coordination and implementation of the archaeological work for the D2 Subway project. Refer to Attachment 4 for a list of contacts.

Federal Transit Administration (FTA) – Providing funding in support of the D2 project via Capital Investment Grant (CIG). As the Lead Federal Agency for the project, the FTA is responsible for compliance pursuant to the National Environmental Protection Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended.

Dallas Area Rapid Transit (DART) - Main project proponent and sponsor of the D2 Subway project.

Texas Historical Commission (THC)/State Historic Preservation Office (SHPO)– The THC serves as the State Historic Preservation Office (SHPO) for Texas as described in the PA and will be
referred to as SHPO throughout this document. The SHPO will be responsible for reviewing all project related reports and coordination documentation submitted in compliance with Section 106 of the NHPA and the Antiquities Code of Texas. Additionally, the SHPO will provide guidance to other parties involved in the archaeological work on the D2 Subway project, where required and/or requested.

Contractor – The Contractor is responsible for managing and/or overseeing archaeological studies associated with pre-construction and construction activities of the project, as well as NEPA compliance. The Archaeological Firm will be a sub-consultant to the Contractor.

Archaeological Firm – Responsibilities include coordination of planned archaeological work, as well as conducting all archaeological work in compliance with standards and guidelines outlined in the PA and within the AMP. Duties will include draft scopes of work, obtaining the necessary antiquities permits, producing reports and documentation of the findings of the archaeological work to be read and reviewed by the Contractor, FTA, DART, and the SHPO, and to provide guidance and advice to the Contractor, FTA, and DART regarding best practices and standards for all matters associated with the archaeological work. The selected archaeological firm will work closely with SHPO throughout the D2 Subway project.

5 PREVIOUSLY RECORDED ARCHAEOLOGICAL RESOURCES

Background research for archaeological resources for this project consisted of an online records search through the THC’s Archaeological Sites Atlas (Atlas 2019) and a review of historical maps and aerial photographs. Research focused on the identification of archaeological sites and previously conducted archaeological surveys within 0.62 miles (one kilometer) of the proposed route. The background research was coordinated with the SHPO on August 29, 2019 and concurred on September 23, 2019 (THC Coordination Letter, Track Number 202000731, 9/23/2019).

5.1 Previous Archaeological Surveys

As of August 2019, eleven archaeological surveys had been completed within one kilometer (0.62 mile) of the route. Three of these surveys documented archaeological sites within one kilometer of the proposed route: 1999 City of Dallas survey (41DL390), 2002 Lopez Garcia Group survey (41DL410), and 2013 Geo-Marine (GMI) survey (41DL515). By the time this project comes to fruition, additional archaeological surveys, unrelated to the D2 Subway project, could result in recording new archaeological sites.
5.2 Previously Recorded Archaeological Sites

Eight previously recorded archaeological sites are located within one kilometer of the proposed route (Table 1). Of these sites, none are adjacent to or within the APE and would therefore not be affected by the proposed undertaking.

Table 1. Sites within one kilometer (0.62 miles) of the Proposed D2 Subway Route

<table>
<thead>
<tr>
<th>Site</th>
<th>Type</th>
<th>Description</th>
<th>Eligibility</th>
<th>Documented</th>
<th>Permit</th>
<th>Distance (Meters)</th>
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<tr>
<td>41DL279</td>
<td>Multi Comp.</td>
<td>Lithic procurement and historic artifacts</td>
<td>Eligible</td>
<td>ARP-SMU 1987-1988</td>
<td>671</td>
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<tr>
<td>41DL362</td>
<td>Historic</td>
<td>House foundation</td>
<td>Not Eligible</td>
<td>AR Consultants 1994</td>
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<td>600 W</td>
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<td>Refuse dump</td>
<td>Not Eligible</td>
<td>AR Consultants 1994</td>
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<tr>
<td>41DL377</td>
<td>unknown</td>
<td></td>
<td>Not Eligible</td>
<td>unknown</td>
<td></td>
<td>815 SE</td>
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<tr>
<td>41DL413</td>
<td>Historic</td>
<td>House Site</td>
<td>Not Eligible</td>
<td>UT 1994</td>
<td></td>
<td>620 N</td>
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<tr>
<td>41DL390</td>
<td>Historic</td>
<td>Pioneer Cemetery</td>
<td>Eligible</td>
<td>GMI 1999-2000</td>
<td>2142, 2219</td>
<td>360 S</td>
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<tr>
<td>41DL410</td>
<td>Historic</td>
<td>Concrete and Brick walls/foundations</td>
<td>Not Eligible</td>
<td>Lopez Garcia 2002</td>
<td>2755</td>
<td>525 W</td>
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<td>41DL515</td>
<td>Historic</td>
<td>Dealey Plaza Well</td>
<td>Eligible</td>
<td>GMI 2013</td>
<td>6599</td>
<td>480 W</td>
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Source: Texas Historical Commission Archeological Sites Atlas (August 2020)

6 ARCHAEOLOGICAL POTENTIAL WITHIN THE SURVEY APE

6.1 Historic-Age Archaeological Potential

A review of historic Sanborn maps (1888-1905) shows that the area along the proposed route has the potential for buried archaeological deposits dating from the mid-nineteenth century to the early twentieth century. By 1888, there had been considerable residential and commercial development in the project area (Figure 3). 1892 and 1905 Sanborn maps show that the entire length of the proposed route was flanked by residential and commercial development. In 1892, houses were scattered along the route with most of the commercial development occurring along Lamar Street, rail-lines at the eastern and western termini, and a lumber yard near the eastern terminus. By 1905, commercial development expanded along Young Street and Dallas Electric Light and Power had a station located near the western project terminus. Following 1905, street configuration remains largely unchanged to the present.
There are many historic resources located adjacent to the proposed route, including several historic buildings. The proposed route primarily follows existing roads or streets, the construction of which has likely disturbed any unrecorded sites in the area. It is likely that there are buried archaeological deposits along the route, but the potential for intact sub-surface features is low to moderate since the existing roads follow long-established roads within the city. The D2 Subway Project will include four new stations and will relocate the existing Deep Ellum Station approximately one block to the north, renamed as the Live Oak Station. The alignment will be a combination of at-grade and below-grade sections, with the below-grade subway segment running primarily under Griffin and Commerce Streets. These locations have high potential for intact historic-age deposits.

6.2 Prehistoric-Age Archaeological Potential

Although the project is located within a heavily urbanized area, it is also situated along the T2 and T1 terraces directly north of the Trinity River (Figure 4). Similar settings along the Trinity River are known to produce alluvial terrace occupation sites, often associated with Trinity River sand deposits (Polk 2017). Therefore, there is some potential for deeply buried
prehistoric archaeological deposits within the T1 and T2 terraces, but the geotechnical core samples show limited pockets of laterally extensive Holocene alluvium, limiting any prehistoric archaeological deposits to the upper 2–3 meters of any remaining intact sediment. If prehistoric deposits were encountered in an intact setting (demonstrating stratification and preservation of materials) they would most likely be considered significant. However, geotechnical core samples collected throughout downtown contained very little sand and no documentation can be found indicating that, of the previous hundreds of construction activities in downtown Dallas, any prehistoric archaeological deposits or artifacts have been encountered and therefore it is generally thought that prehistoric sites once present in the area have been destroyed by development.

![Figure 4. Physiographic setting of the project.](image)

6.3 Geotechnical Core Samples

Nineteen geotechnical three-inch bore test cores excavated throughout the project APE and the surrounding area were inspected by an AmaTerra staff archeologist to identify any potential buried archaeological deposits (Figure 5). One core sample, north of the current project area near the intersection of Elm and Harwood Streets, contained a shallowly-buried brick fragment from construction rubble or street pavers, but no samples contained indications of buried historic or prehistoric archaeological features. Historically, some streets
in downtown Dallas were paved with bois d’arc wood blocks, which were replaced with paver bricks by the 1920s (Acheson 1938). Core samples demonstrated no evidence of wood or brick roadways existing beneath the modern streets. Most of the area in downtown Dallas contains asphalt underlain by chalky limestone roadbase material, which is underlain by black clay soils to depths exceeding potential archaeological deposits. Austin Chalk (bedrock) was encountered at depths ranging from as little as two feet to as much as 30 feet below the surface. Generally, it appears that soils with potential to contain cultural deposits are limited to the upper five feet, most of which have certainly been previously impacted by the numerous historic and modern construction activities throughout the entire D2 route.

Figure 5. Location of three-inch geotechnical core sample collection points.

7 ARCHAEOLOGICAL WORK PLAN

Prior to any archaeological fieldwork, coordination with the SHPO (Attachment 4) will be required to prepare and obtain approval of a work plan to conduct archaeological survey of the project components where improvements will go below the depth of modern street construction and utilities. Because the proposed D2 Subway route is entirely paved, primarily situated beneath public streets and impervious surfaces, traditional survey methods (i.e. shovel testing, backhoe trenching, pedestrian survey) will not apply in most settings. Many of
the subsurface impacts, tunneling, are expected to occur at depths far below any potential archaeology bearing soils. There are many historic resources located adjacent to the proposed route, including a number of historic buildings. The proposed route primarily follows existing roads or streets, the construction of which has likely disturbed any unrecorded sites in the area. It is likely that there are buried archeological deposits along the route, but the potential for intact sub-surface features is low to moderate. Of primary interest are the penetration points where the surface rail will go below grade, and the pedestrian entrances to the subway portion of the project. These locations have high potential for intact historic-age deposits.

Although the project is located within a heavily urbanized area, it is also situated along the T2 and T1 terraces directly north of the Trinity River. Similar settings along the Trinity River are known to produce alluvial terrace sites, often associated with Trinity River sand deposits. Therefore, there is some potential for deeply buried prehistoric archeological deposits. Based on the lack of previously identified archaeological resources in the area, as well as disturbances associated with the construction and maintenance of roads, railroads, bike trails, city parks, residential structures, industrial buildings and lots, and additional urban development, the study area is considered to possess low archaeological potential except for the penetration points. This does not completely preclude the presence of unknown archaeological sites within the project area (THC Coordination Letter, Track Number 202000731, 9/23/2019).

The list below details the steps involved regarding the specifics of the archeological process. The selected archeological firm will employ a principal investigator and/or a professional archeologist that meets the minimum professional qualifications set forth in the Secretary of the Interior’s (SOI) Professional Qualification Standards (36 CFR 61). For archaeology, the minimum professional qualifications are a graduate degree from an accredited institution of higher education in archeology, anthropology, or a closely related field. The archeologist must have at least one year of full-time professional experience or specialized training in archeological research administration, or management; a minimum of four months of supervised field experience and analysis in North American archeology; and a demonstrated ability to complete research.

The Principal Investigator will meet the Professional Qualifications and Requirements outlined in the Texas Administrative Code (TAC), Title 13, Part 2, Chapter 26, Subchapter A, Section 26.4.1 (A-F).

(1) Principal investigator. A professional archeologist with demonstrated competence in field archeology and laboratory analysis, as well as experience in administration, logistics, personnel deployment, report publication, and fiscal management. In addition to these criteria the principal investigator shall:

- (A) hold a graduate degree from an accredited institution of higher education in anthropology/archeology, or a closely related field such as geography, geology, or history, so long as the degree program also included formal training in archeological field methods, research, and site interpretation; have successfully completed
investigations under an Antiquities Permit; and/or be registered as a professional archeologist by the Register of Professional Archeologists (RPA); and/or hold an active permit not in default;

- (B) have at least twelve months of full-time experience in a supervisory role involving complete responsibility for a major portion of a project of comparable complexity to that which is to be undertaken under permit;

- (C) have demonstrated the ability to disseminate the results of an archeological investigation in published form conforming to current professional standards;

- (D) remain on-site a minimum of 25 percent of the time required for the field investigation, and whose name must appear on the project report;

- (E) provide a field archeologist to supervise the field investigation in his or her absence; and

- (F) testify concerning report findings in the interest of controversy or challenge.

Specific to the nature of the D2 Subway Project, the Project Archeologist will be a historical archeologist, experienced with urban archeology investigations, that meets the professional standards and qualifications for a historic archeologist outlined in the TAC, Title 13, Part 2, Chapter 26, Subchapter A, Section 26.4.2 (Bi–iii):

(2) Professional archeologist. An individual who has a degree in anthropology, archeology or a closely related field if that degree also included formal training in archeological field methods, research, and site interpretation, conducts archeological investigations as a vocation, and whose primary source of income is from archeological work. Qualifications for specialized types of professional archeologists are listed in this paragraph.

- (B) Historic archeologist. An individual who is a professional archeologist and, in addition, meets the following conditions:
  
  o (i) has been trained in the field of historical archeology;

  o (ii) has minimum experience of two comprehensive archeological field seasons of three to six months in length on archeological site(s) that contain historic (post-16th century) archeological deposits; and

  o (iii) has published the results of those historical archeological investigations.

1. Prior to any construction or ground disturbing activities, the archeological firm selected by the contractor will obtain the antiquities permit for archaeological survey/monitoring/testing, as per the requirements of the Antiquities Code of Texas (ACT) (Texas Natural Resource Code, Title 9, Chapter 191), so the archeological firm can be ready to respond to any discoveries in the field, similar to an on-call basis. Specific requirements and/or stipulations regarding the application process and issuance of an antiquities permit(s) are found in TAC, Title 13, Part 2, Chapter 26, Subchapter C, Section 26.13 and 26.14. The
selected archaeological firm will coordinate the project specifics with the SHPO to create a scope of work/work plan and research design (if necessary) and obtain an antiquities permit for the purposes of archaeological survey, monitoring, testing, and/or any potential mitigation. This scope of work and/or research design will accompany the Antiquities Permit application found here:  https://www.thc.texas.gov/about/forms#cat_301
https://www.thc.texas.gov/about/forms#cat_301

The scope of work/work plan will detail necessary project specifics, field methods, recording methods, possible contingency plans for dealing with unexpected or unusual archaeological resources, and any additional information deemed necessary to conduct and complete the field effort. This document should be completed in advance of the project starting so the archaeological firm and SHPO are aware of what is expected and so that all details can be reviewed and understood.

Additional details pertaining to the Antiquities Code of Texas and the project and permit review process are found here:  https://www.thc.texas.gov/project-review/antiquities-code-texas.  https://www.thc.texas.gov/project-review/antiquities-code-texas

It is expected that a single antiquities permit can be obtained prior to the beginning of the project to cover monitoring and testing aspects of archeological fieldwork. These archeological field tasks will occur under this single permit, with the permit valid for at least five (5) years, or within a timeframe discussed and approved with SHPO. Should detailed testing or mitigation efforts be required to assess adverse effect of NRHP eligible properties and to document these significant archaeological resources, additional consultation with SHPO shall be initiated to determine the best means of investigating the resource. This could result in a series of permit amendments to the project’s original antiquities permit to address the specific needs and requirements of a specific field effort, and/or a separate antiquity permit concerning mitigation efforts to document the resource.

Specific tasks and field methods pertaining to the level of work being performed beyond the survey, monitoring, low-level testing will be detailed in a scope of work/permit amendment. For example, testing may consist of limited 1x1-meter or 1x2-meter excavation units, supplemented with archival research to document smaller features or archaeological resources related to historic Dallas, while mitigation of a large subterranean feature, such as a cistern or privy, would require a significant level of effort to fully document and recover any potential contents. An appropriate testing and/or mitigation plan detailing recovery and recording methods, serving as a permit amendment, would describe these details.

A plan for recording and recovering archaeological resources should also be included in the antiquities permit application scope-of-work since field methods could deviate from these accepted standards and practices employed outside of urban settings. Should proposed field methods deviate substantially, the archeologist will work closely with SHPO to develop suitable survey methods to best locate and identify potential archeological resources. Once discussed, potential fieldwork methods and approaches should be detailed in the work plan/scope of work accompanying the antiquities permit application, citing any prior
coordination with SHPO. Acceptable methods should/could include detailed surface inspection of any scraped areas, shovel scraping, and hand-troweling of potential features, to name a few.

2. Fieldwork procedures shall comply with OSHA and State Health and Safety Regulations. Fieldwork safety procedures and protocols will ultimately be determined by the archaeological firm in consultation with the FTA, DART, and the contractor during the leadup to fieldwork. This includes all personal protective equipment (PPE) deemed necessary to enter and work within an active construction site and following all safety regulations outlined by the construction contractor, FTA, and DART.

3. Within a timeframe coordinated with the SHPO and prior to the start of construction, archaeologists will oversee the removal of concrete and other recent overburden at the penetration points and scraping of all tunnel entrances and pedestrian access areas. The monitoring archaeologist will be on site to examine the exposed ground surface and document any archaeological resources observed within the project area. Any location where archaeological deposits were identified during monitoring of surface stripping should be further examined through a combination of archaeological survey, additional monitoring and testing appropriate to the location, site type, and design plans, to determine site eligibility and to determine if further mitigation is required. Depending on the level of work required to investigate and document the resource, additional field efforts could fall under the purview of the issued antiquities permit for this project, with the necessary permit amendments approved by the THC for any detailed testing efforts. Should mitigation be necessary, the archeologist will coordinate with SHPO to determine the best course of action concerning the resource and discuss whether the existing antiquities permit could be amended or if a separate antiquities permit will be required to complete fieldwork.

4. Documentation of any archaeological resources will consist of digital photographs, field notes, digital mapping/GPS recording, features recorded on feature forms (if needed), any additional field documentation deemed necessary and appropriate, and newly recorded sites will be documented using State of Texas archaeological site forms, which will be submitted subsequently to the Texas Archaeological Research Laboratory (TARL) to obtain site trinomials. All artifacts observed in the field and related to an archaeological site will be collected for lab processing and potential curation. Isolated artifacts or objects documented within the project area will be documented, but not collected. Should bulk material be encountered, such as large amounts of glass, indeterminate metal, bricks, etc., artifact types commonly found in large numbers in urban settings, a discard plan may be devised with SHPO to handle in-field disposal of bulk material and/or following fieldwork and lab processing and recording of the bulk material. All requests for discard of any archeological materials shall adhere to TAC, Title 13, Part 2, Chapter 26, Subchapter C, Section 26.17 – Principal Investigators Responsibilities for Disposition of Archeological Artifacts and Data, which provides the legal process and reasoning for disposal of any archeological materials. Additional details of a potential discard plan are discussed Section 11 of this archaeological work plan.
5. As previously stated, typical survey methods of pedestrian survey, shovel testing, and backhoe trenching employed in rural, open landscapes will likely not apply due to the urban environment of downtown Dallas. These methods can and should be employed as necessary if it would benefit the recording and recovery of archaeological resources and documentation of new archaeological sites. Should these methods be employed, they will adhere to the accepted best standards and practices outlined by the Council of Texas Archeologists (CTA) and approved by the SHPO, found here: https://counciloftexasarcheologists.org/Standards-and-Guidelines

6. Construction schedule deadlines are certain to be a significant factor in recording, reviewing, and notifying SHPO of newly discovered archaeological sites, as plans change or events beyond the control of the contractor and archaeological firm occur. Should pressing construction deadlines dictate the need for expedited fieldwork and review, the archaeological firm should notify SHPO immediately, requesting expedited coordination and review. The typical SHPO review period is 30 days, but in certain instances, a faster turnaround will be necessary. For the most pressing deadlines, the archaeological firm will work quickly to fully document any archaeological resources, followed immediately by submittal of a coordination letter to SHPO notifying them of the resources with accompanying recommendations for the specific resources. Should testing or evaluation of a site occur within a less pressing timeframe, submission of an interim report will be sufficient for coordination with SHPO for review. Should expedited review of an interim report be necessary, the archaeological firm should explicitly request this from SHPO. Requesting expedited review from SHPO means formally asking for official review to be completed within a specific timeframe shorter than the typical 30-day review period. A specific timeframe (i.e. 7 or 14 days) should be expressed when requesting expedited review. Open and effective communication between the archeological firm and SHPO will be essential. After construction is complete, a compiled draft detailing all archeological sites and resources documented can be submitted as partial fulfillment of Antiquities Code requirements. If testing identifies resources considered eligible for NRHP listing, see the mitigation approach in Section 8 of this document.

7. In addition to coordination letters and interim reports to SHPO, the archaeological firm will draft and submit monthly progress reports to FTA and DART describing the work completed for the preceding month. Progress reports will be delivered by the 15th of each month. Monthly reports on monitoring results are recommended if proceeding with construction is contingent on SHPO concurrence for archaeological investigations, should archaeological clearance not be obtained through expedited coordination and interim review. A progress report must describe each matter processed using the review, approval, and consultation procedures set forth in the PA. A report must describe any disputes, difficulties, or problems concerning the work, and what type of work, if known, is expected within the next month. If archaeological deposits are identified and require testing and/or mitigation, additional interim reports will be required to get SHPO clearance to proceed. As previously stated, the monthly report may not be rapid enough for some construction schedules. Should additional coordination, progress reports, or interim reports be necessary for SHPO clearance,
expedited review can be requested to meet construction deadlines. If expedited review is anticipated, the archaeological firm will contact FTA, DART, and SHPO immediately to discuss such a review plan. FTA and DART will review the monthly progress reports and distribute them (by email) to the SHPO for their review. The report will be provided to concurring parties as information.

8. Should NRHP and SAL-eligible archaeological sites be recorded, any potential mitigation of these eligible resources would be scoped for by working closely with FTA, DART, and SHPO to devise a plan for mitigation of adverse effects within construction scheduling parameters, while also giving the required attention to fully documenting the archaeological site. Evaluation criteria for determining NRHP eligibility (Protection of Historic Properties: 36 CFR Part 800):

https://www.nrc.gov/docs/ML1417/ML14172A032.pdf
https://www.nrc.gov/docs/ML1417/ML14172A032.pdf

And criteria for SAL eligibility [Rules of Practice and Procedure for the Antiquities Code of Texas (Texas Administrative Code, Title 13, Chapter 26, Rule 26.10)]:


Details regarding SAL designation procedures [Rules of Practice and Procedure for the Antiquities Code of Texas (Texas Administrative Code, Title 13, Chapter 26, Rule 26.8 and 26.9)] :


No eligible archeological resources are known to exist within the project area, so it is unknown what types or kinds of resources could be encountered that could be considered eligible. Eligible resources are those associated with events that have significantly contributed to history; resources associated with significant people in the past; resources that embody distinctive characteristics of a type, period, or method of construction; and resources that have yielded or may be likely to yield, information important in history or prehistory. Examples of resources include the following: intact, datable archeological deposits; sites with contextual integrity; a unique, specific, or rare construction style, design, or material; or something associated with important historical figures and/or events. For each eligible resource identified and coordinated with SHPO requiring mitigation, a separate mitigation plan will be submitted as a permit amendment or as a new, separate antiquities permit application for each resource, unless SHPO and the archaeological firm devise a specific mitigation plan concerning archaeological sites and resources within a designated area.
Alternative forms of mitigation should be coordinated with SHPO alongside fieldwork to include the possibility of public outreach programs, interpretive plaques at the location of the resource following construction completion, or other alternative mitigation forms agreed upon by all parties involved.

The same field methods and strategies outlined in prior sections for documenting archaeological sites will be followed, with appropriate use of hand-excavated units to target any specific features when deemed necessary. The use of heavy machinery, such as track excavators, backhoes, or Gradalls, could be useful for documenting larger subterranean features and should be used, as necessary.

Reporting and SHPO review of any mitigated eligible archaeological sites will follow the same manner of review detailed in the preceding section (Section 6). After construction is complete, details and results of mitigation efforts will be submitted as part of the compiled draft report for partial fulfillment of antiquities code requirements.

9. During the tunneling process, there may be potential for deeply buried prehistoric archaeological deposits. Tunneling will generally take place below the depth of potential archaeological deposits. Since tunnel excavation and boring methods often preclude an observer having the ability to see any deposits, features, or artifacts prior to removal, survey and monitoring is not recommended for the actual tunneling portion of the project. The logistics of tunnel excavation render any form of archaeological monitoring impossible.

10. The production of a cohesive and comprehensive archaeological report detailing the project is required to fulfill the obligations of the antiquities permit (TAC, Title 13, Part 2, Chapter 26, Subchapter C, Rule 26.16). Details of the report format and layout are provided by the Council of Texas Archeologists (CTA). These guidelines should be followed by the archaeological firm preparing the draft report.

https://counciloftexasarcheologists.org/resources/Documents/Guidelines%20for%20CRM%20Reports.pdf

This draft report will be a detailed accounting of all fieldwork and discoveries, providing site descriptions, interpretations, and all necessary information about the work conducted. The draft report will be submitted to FTA and DART for comment and review and should not take longer than 30 days. The reviewed draft will be returned to the archaeological firm to address any comments and make any corrections before FTA and DART will submit the draft to SHPO for official review and comment. This review window is 30 days. The archaeological firm will then respond to any comments made by SHPO in preparation of the final archaeological report.

11. Once fieldwork is complete, all SHPO, FTA, and DART project coordination and reviews are complete, and the project nears antiquities permit closeout, the archaeological firm will ensure that all final reports, records, photographs, mapping data, and artifacts generated during the project will be curated at a State recognized curation facility to be named in the antiquities permit application (TAC, Title 13, Part 2, Chapter 26, Subchapter C, Rule 26.17), as
records retention is a requirement of the Antiquities Code of Texas. The collection must be prepared in accordance with the standards and guidelines of the named curatorial facility. A list of State Certified curatorial facilities in Texas:


Discard plans should be drafted and coordinated with the SHPO prior preparing the collection for curation following all statutes outlined in TAC, Title 13, Part 2, Chapter 26, Subchapter C, Section 26.17. Objects and artifacts that might be subject to a discard plan would include modern materials, bulk artifacts, or artifacts of which a small representative sample will be curated (e.g. nails, vessel glass). Curation of a collection cannot proceed until the draft report is approved and the discard plan is approved by the SHPO. Documentation of the plan and SHPO concurrence must be provided with the collection to the curatorial facility.

Delivery of the collection to the curatorial facility is the responsibility of the archaeological firm. Upon receipt, the facility will process the collection, coordinate questions with the archaeological firm, and submit documentation to the SHPO stating that the collection has been received and is in good order. SHPO receipt of this form is one step in closing out the antiquities permit.

8 UNANTICIPATED DISCOVERIES OF HUMAN REMAINS

The most pressing unanticipated discovery that could be encountered by the archaeological firm would be the discovery of human remains within the project area. Background research has determined that there are no known cemeteries immediately adjacent to or near the current project area. However, the archaeological firm will follow the outlined protocol for the protection and treatment of human remains if they or funerary objects are discovered during the D2 Subway project. Historic human burials and cemeteries shall be treated in accordance with provisions of the Texas Health and Safety Code 711–715, in addition to the requirements of the Antiquities Code of Texas and Section 106 of the National Historic Preservation Act. Historic Native American burials and cemeteries shall also be treated under this protocol. These laws require that all exhumation, handling, treatment, and reburial of human remains be done with dignity and respect for the individual.

The process for dealing with the potential or actual discovery of human remains is quite complex, and requires advance decision making by the project proponent. The following is a recommended process and protocol outline for projects with the likelihood of finding or have confirmed the presence of human remains. Since the details of the project have been described elsewhere within this management plan, this outline begins with the notification of the proper authorities following confirmation by a qualified professional, as described in the Texas Health and Safety Code (TxHSC), that the remains are human. See Attachment 4 for additional contacts.
- Notification
  - After receiving confirmation that the remains are human, the archeological firm must notify the local Sheriff, Medical Examiner, THC/SHPO, the Client, Landowner, all Signatories, and/or Lead Federal Agency as soon as possible.
  - The archeological firm shall file notice of the existence of an unknown or abandoned cemetery with the THC/SHPO within 10 days of discovery.
  - The archeological firm shall create a contact list as required by the TAC and/or TxHSC.

- The archeological firm shall coordinate with State and Federal agencies and signatories when applicable.

- Avoidance
  - The archeological firm shall describe measures to preserve any human remains in place.
  - The archeological firm shall notify any potential descendent communities, cemetery associations, next of kin (if possible).
  - The archeological firm shall expand the known boundaries of the cemetery, if/when applicable.

- Mitigation/Exhumation
  - If avoidance is not feasible, the archeological firm shall draft a mitigation/exhumation plan with approved methods under TAC or Section 106 review.
  - The archeological firm shall identify who is responsible for the cost of the exhumation, analysis, and reburial.
  - The archeological firm shall follow all steps in obtaining a court order for disinterment of the remains and removal of cemetery dedication. This includes acquiring an exhumation permit with the THC.
  - The archeological firm shall coordinate, and possibly consult with any descendent communities.
  - The archeological firm shall provide notice of completion of all archeological obligations when applicable (most historic cemeteries and all historic archeological sites).
  - The archeological firm shall provide all necessary documentation when required under TAC and Section 106 compliance.
  - The exception to this process is when human remains are to be reinterred at a different location within the bounds of the same cemetery in which
they were exhumed. The following links below provide additional info on the Health and Safety Code.

For unanticipated discoveries involving human burials, the archaeological firm shall follow the post-review discovery procedures of 36 CFR Part 800.13 and the applicable requirements of the Health and Safety Code (Title 8, Subtitle C, Sections 711-715). Procedures outlined in the Texas Administrative Code (Title 13, Part 2, Chapter 22, Rules §22.4 and §22.5) as they pertain to unknown, abandoned, or unverified cemeteries and subsequent removal of human remains from abandoned or unknown cemeteries will be strictly adhered to. The archaeological firm will work closely with FTA, DART, and SHPO during this process. Links to the Health and Safety Code pertaining to cemeteries and TAC regulations are found below.

**Health and Safety Code (Title 8, Subtitle C, Sections 711–715):**

https://statutes.capitol.texas.gov/Docs/HS/htm/HS.711.htm  
https://statutes.capitol.texas.gov/Docs/HS/htm/HS.712.htm  
https://statutes.capitol.texas.gov/Docs/HS/htm/HS.713.htm  
https://statutes.capitol.texas.gov/Docs/HS/htm/HS.714.htm  
https://statutes.capitol.texas.gov/Docs/HS/htm/HS.715.htm

**Texas Administrative Code (Title 13, Part 2, Chapter 22, Rule §22.4):**


**Texas Administrative Code (Title 13, Part 2, Chapter 22, Rule §22.5):**


1. Work may resume in areas outside the boundaries of the cemetery which have been identified and accepted by the SHPO for review.

2. Work may resume in a cemetery area if that cemetery has been removed in compliance with 36 CFR 800 and the applicable requirements of the Health and Safety Code, Title 1, Section 711.

9 **UNANTICIPATED AND POST-REVIEW DISCOVERIES**

Once SHPO has been notified by FTA and DART (Attachment 4) of any unanticipated discoveries during the construction phase of the D2 Subway project, DART will follow the procedures outlined in the AMP to fully document additional archaeological resources. DART will record, evaluate, and report on these archaeological resources under the established
protocol set forth in the AMP. Should the services of an archaeological firm be required, the selected firm will also adhere to and follow the protocols established within this AMP.

10 REFERENCES

Acheson, Sam

Polk, Laray

Texas Historical Commission
Attachment 4

List of Contacts and Email Addresses
ATTACHMENT 4
LIST OF CONTACTS

Federal Transit Administration
Terence Plaskon – Terence.Plaskon@dot.gov

Texas Historical Commission
Justin Kockritz – justin.kockritz@thc.state.tx.us
eTRAC Submissions – https://www.thc.texas.gov/etrac-system
Must have an account to submit documents

Dallas Area Rapid Transit
Kay Shelton – kshelton@dart.org

City of Dallas
Murray G. Miller, Director, Office of Historic Preservation – murray.miller@cityofdallas.com

Preservation Dallas
David Preziosi, Executive Director – david@preservationdallas.org