
Appendix G: Supplemental Cultural Resources Documentation

Supplemental Historic Resources Project Coordination Request



Project Coordination Request for Historical Studies Project

[Reset Form](#)

Main CSJ: 0113-08-060

Child CSJs: 0700-03-077

District(s): Austin

County(ies): Travis

Roadway Name: Oak Hill Parkway - U.S. Highway 290 (US 290)/State Highway (SH) 71 West

Limits From: State Loop 1 (MoPac)/SH 71

Limits To: Ranch-to-Market (RM) 1826/Silvermine Drive

Project Description: Following the release of the Draft EIS in May 2018 for the proposed Oak Hill Parkway, the following changes to the project design, project funding, agency involvement, incorporation of public comments, and technical corrections have occurred and are being addressed in the Final EIS:

- Since 2012, TxDOT and the Central Texas Regional Mobility Authority (Mobility Authority) served as joint lead agencies (state and local agencies, respectively) for the planning, public involvement, design, and environmental analysis of the OHP Project. In March 2018, TxDOT decided to move forward as a non-tolled project. Without the toll component, the OHP Project no longer required the Mobility Authority to act as a lead agency. Due to the Mobility Authority's joint leadership since 2012 and their continued support for the project, their role has transitioned to that of a participating agency for the remainder of the project.
- The OHP Project is included in the CAMPO (Capitol Area Metropolitan Planning Organization) 2040 Regional Transportation Plan (RTP) and in CAMPO's fiscal year (FY) 2017–2020 Transportation Improvement Program (TIP) as a controlled access highway with frontage roads along US 290 and a divided highway with direct connectors along SH 71. The CAMPO 2040 RTP was locally adopted by the Transportation Policy Board on May 11, 2015 and the TIP with amendments was adopted on July 6, 2016. Following TxDOT's decision to move forward as a non-tolled project in March 2018, both the RTP and TIP were modified on July 18, 2018 to reflect the non-tolled facility. Environmental studies, traffic and revenue studies, and final engineering for the proposed project are listed in the FY 2017–2020 Statewide Transportation Improvement Program (STIP), which was approved by the Federal Highway Administration (FHWA) on December 19, 2016. Based on the 2040 RTP, the total project cost is \$545.30 million.
- The junction point and accompanying control of access line between US 290 westbound frontage road and the US 290 westbound entrance ramp from Scenic Brook Drive was shifted approximately 25 feet in response to public comment at the hearing.
- The control of access line for the US 290 eastbound frontage road immediately east of RM 1826 was corrected.
- The following right-of-way adjustments were made as a result of advancements in the Recommended Alternative designs:
 - New right-of-way was added behind the first proposed sound barrier wall along the US 290/SH 71 eastbound frontage road and a permanent drainage easement was added to the same location;
 - The total right-of-way requirements at the two upstream detention ponds were decreased by approximately 1.28 acres; and
 - Additional right-of-way take was added to two parcels to account for additional sound barrier wall width along SH 290 near the western project terminus.
- The Recommended Alternative design was advanced to show the location of temporary, permanent, and driveway easements throughout the alignment.
- A right-of-way correction was made in between William Cannon Drive and Patton Ranch Road at the businesses on the north side of US 290/SH 71. The Draft EIS incorrectly identified this area as proposed right-of-way, when it should have been excluded from the project area.



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This PCR has been completed to address the design changes and to provide information about historic-age resources that have been added to the proposed project's Area of Potential Effects (APE) based on the design changes.

District personnel should complete this form with all appropriate documentation attached. ENV-HIST staff review is contingent on provision of an active CSJ (or equivalent if the project is not a construction project) against which environmental work can be charged. District-provided responses should reflect known data about the project and identify any limitations that hindered provision of the requested information. ENV-HIST staff will review the PCR form and attached information per established Documentation Standards. This review will result in:

- ENV-HIST environmental clearance of the project; OR
• ENV-HIST identification of additional technical studies required for clearance; OR
• ENV-HIST rejection of the PCR for failure to meet specific Documentation Standards and instructions on how to redress the rejection.

This form specifies minimally required information needed to properly facilitate ENV-HIST's review process. Please submit all relevant documentation with this PCR at one time.

NOTE: * If this project information changes over the course of design OR if the funding source changes, then HIST requires re-coordination and a revised PCR in ECOS.

Information Required to Process Historic Resources Coordination and Consultation

- 1. Targeted ENV clearance date: September 20, 2018
2. *Anticipated letting date: December 2018
3. "Historic-age" date (let date minus 45 years): 1973
4. Yes *The proposed action is subject to federal permitting (i.e. Corps of Engineers, Coast Guard, IBWC, etc.).

Describe:

potential USACE NWP 14

- 5. Yes *The proposed action requires additional ROW (purchased or donated) or easements?

Table with 4 columns: Parcel ID, Required New ROW (acres), Required New Easements (Temporary, Permanent). Rows include parcel IDs 311506, 364131, and a Total row showing 0.071318 acres and 0 easements.



Project Coordination Request for Historical Studies Project

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6. The following maps, tables or equivalents been uploaded to ECOS?

Yes/No/NA	Map Type	ECOS File Name:
<u>Yes</u>	Existing and proposed ROW boundaries.	OHP Suppl PCR Attachments
<u>Yes</u>	Area of Potential Effects (APE) appropriate for project type.	OHP Suppl PCR Attachments
<u>Yes</u>	Parcel boundaries for properties within the APE.	OHP Suppl PCR Attachments
<u>Yes</u>	Results of the Texas Historic Sites Atlas search, identifying NHL, NRHP, SAL, and RTHL resources located within one-quarter mile of the project area listed in a table format and identified on color aerial map(s) or equivalent.	OHP Suppl PCR Attachments
	Comments:	There is one RTHL - Old Rock Store at 6266 Hwy 290W - located within one-quarter mile of the project area. There are no other NHL, NRHP, SAL, or RTHL resources within one-quarter mile of the project area. There are several cemeteries within one-quarter mile of the project area.
<u>Yes</u>	Results of Google Earth search with HIST-provided eligibility and historic bridge layers.	OHP Suppl PCR Attachments
	Comments:	There are no historic bridges within one-quarter mile of the project area. The TxDOT GIS layer for Historic Districts and Properties in Texas shows the Old Rock Store and the NRHP-eligible ranchstead located on SH 71, south of Midwood Parkway.

7. Yes Representative and dated photographs of the project area are uploaded to ECOS.

Note: Photographs should include the following elements:

1. Buildings/structures in the APE and those adjacent.
2. Road Features (culverts, bridges, landscaping, etc.)
3. Areas of proposed construction.

File Name in ECOS: OHP Suppl PCR Attachments

8. Yes Preliminary plans are uploaded to ECOS.

File Name in ECOS: OHP Suppl PCR Attachments

9. No Historic-age bridges are within the project area.

10. No Rock masonry features (culverts, ditches, walls, etc.) are within the project area.

11. No Historic-age rest area(s) are located within the project area.

12. No The proposed action involves the relocation of historical markers.



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13. No Additional consulting parties (other than the THC) may be involved in this project.

Additional Project Comments:

Right of way would be taken from two additional parcels that were not previously surveyed, based on the revised design (see Figure 3b and 3c). Parcel 311506 contains a post office, which was constructed 1988. This date appears on a plaque on the building; the building is not present on a 1985 aerial. See Photos 1-2 in the attachment.

The second parcel is 364131, which contains "Vans Holiday Park" (see Photos 3-6 in the attachment). This RV park has a CAD date of 1970 and contains some mobile homes that appear to be historic-age. Based on aerial imagery, the park was developed between 1967 and 1973. Many of the lots/pads are currently vacant, and non-historic age mobile homes and RVs are also present.

Mobile home developments evolved from travel trailer trends in the 1930s and 1940s and were typically managed as a single development with individual plots leased to residents; many mobile home developments continue to follow this model today. The first subdivision with individual lots sold for mobile home development was Trailer Estates in Bradenton, Florida, which was established in 1955. Early mobile home developments were laid out in rectilinear plans, with postwar developments featuring the curved streets that became popular contemporaneously in single-family home development.

While mobile homes have not historically been considered important cultural resources, the potential for eligibility of these types of properties for the NRHP has been studied in recent years (Lawrence 2014; SurveyLA 2016). Identified character-defining features include privacy walls/fences, community buildings and amenities, themed architectural styles, mature landscaping, and community signage (SurveyLA 2016). Mobile home developments could be eligible under Criterion A, in the area of Community Planning and Development, if the development represents an early example, a distinctive model that influenced others, or introduced a new concept.

Vans Holiday Park does not appear to have any of the above-mentioned character-defining features. The fence that is present appears to be newly constructed and serves to separate the park from traffic on US 290. The park does not have a distinctive layout, community/office building, community amenities, mature landscaping, or community signage. Based on parcel information from TCAD, the park is not subdivided into individual lots. During historic context development, no associations were identified linking the development or its residents to persons of historic importance. It does not appear to be an early example or a model for others. Vans Holiday Park was not designed with a thematic architectural style, and the development does not embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. As such, the property is recommended not eligible for listing in the NRHP.

The proposed design changes resulted in the addition of driveway licenses on several parcels, including the three parcels within the historic district that is recommended as eligible as a result of the survey conducted for this project (see Figure 4). However, due to the nature of the licenses, which provide TxDOT the right to reconstruct driveways, they do not pose an adverse effect to historic properties.

District Personnel Certification

 Yes I reviewed all submitted documents for quality assessment and control.

Jon Geiselbrecht
District Personnel Name

September 6, 2018
Date:



Project Coordination Request for Historical Studies Project

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The following table shows the revision history for this document.

Revision History	
Effective Date Month, Year	Reason for and Description of Change
December 2013	Version 1 released.
June 2015	Version 2 released. The form was converted to a PDF format. Form level validations were installed to ensure that all certified forms contained the minimum required information. Various questions were modified to accommodate the improved functionality of the PDF format.
August 2015	Version 3 released. Revised the form to make it compatible with Adobe Acrobat Reader DC. No changes were made to the question sequence or form logic.



Original THC Concurrence Letter



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revd 11/21/17

November 21, 2017

SECTION 106 REVIEW: DETERMINATION OF ELIGIBILITY and EFFECT

Travis County / Austin District
Facility US 290 / Oak Hill Parkway
From: from Loop 1 (Mopac) to RM 1826 and SH 71 from US 290 to Silvermine Drive
CSJ: 0113-08-060

Linda Henderson
History Programs
Texas Historical Commission
Austin, Texas 78711

Steve Sadowsky,
Historic Preservation Officer
City of Austin
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Bob Ward, Chair
Travis County Historical Commission
1707 Romeria Drive
Austin, TX 78757

Kate Singleton,
Executive Director
Preservation Austin
P.O. Box 2113
Austin, TX 78768

Ladies and Gentlemen:

Introduction

This letter *initiates* Section 106 coordination for the above federally funded project. We request a 30-calendar day review concurrent with the State Historic Preservation Office (SHPO). Please convey any comments or concerns to both Linda Henderson at SHPO and myself.

The proposed project corridor is approximately 3.6 miles along US 290 (from Mopac to RM 1826) and 1.2 miles along SH 71 (from US 290 to Silvermine Drive) The project would primarily serve commuters and residents of southwest Austin, Oak Hill, southwestern Travis County, northern Hays County and Dripping Springs traveling to and from the City of Austin. It would construct a six-lane turnpike with frontage roads.

This letter coordinates eligibility and effects for two design alternatives (Alternative A & Alternative C). The project area includes the location of two storm-water detention ponds: the first along SH 71 north of Covered Bridge Drive and the second between SH 71 and Old Bee Caves Road across from Sunset Ridge. Both alternatives require new right-of-way (ROW) and easements. See Figures 1 and 2 in Appendix C of the historic resources survey report (HRSR).

Alternative A is a conventional controlled-access highway with frontage roads. New construction on roadway improvements would begin just east of Joe Tanner Lane where the existing main lanes transition to an urban highway. With Alternative A, the main lanes would be elevated over William Cannon Drive and the westbound main lanes and frontage road would be located north of Williamson Creek. The main lanes would be depressed under SH 71 and direct connectors

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would be provided connecting eastbound SH 71 with US 290 and westbound US 290 to SH 71. Main lanes would vary from four lanes in each direction near William Cannon Drive to a two-lane transition near the western project extent. Grade separated intersections would be constructed at Convict Hill Road, RM 1826, Scenic Brook Drive, and Circle Drive (S. View Road). Main lanes would generally be 12 feet wide with 10-foot shoulders. It would construct Texas turnarounds on US 290 frontage roads at Scenic Brook Drive, RM 1826, Convict Hill Drive, and William Cannon Drive. Along SH 71, the direct connector ramps would extend past Scenic Brook Drive where the main lanes would transition to a five-lane (three lanes northbound, two lanes southbound) rural highway with Texas turnarounds. Construction also includes bicycle and pedestrian facilities via a shared-use path along the entire project length.

Alternative A would require approximately 74.58 acres of new right-of-way, 4.08 acres of temporary construction easements, and 0.21 acres of shared-use path easements.

Alternative C is a controlled-access highway with frontage roads. New construction on roadway improvements would begin just east of Joe Tanner Lane where the existing main lanes transition to an urban highway. With Alternative C, the main lanes would be elevated over William Cannon Drive with eastbound and westbound main lanes located north of Williamson Creek. The frontage roads would be along the existing highway. The main lanes would remain elevated over the intersection with SH 71. West of SH 71, Alternatives A and C share the same design and grade-separated intersections would be constructed at Convict Hill Road, RM 1826, Scenic Brook Drive, and Circle Drive (S. View Road). Direct connectors would allow drivers to access westbound SH 71 and eastbound US 290. US 290 would consist of two to four 12-foot lanes with 10-foot shoulders in each direction. It would construct Texas turnarounds on US 290 frontage roads at Scenic Brook Drive, RM 1826, and Convict Hill Drive. Along SH 71, the direct connector ramps would extend past Scenic Brook Drive where the main lanes would transition to a five-lane (three lanes northbound, two lanes southbound) rural highway with Texas turnarounds. Construction also includes bicycle and pedestrian facilities via a shared-use path along the entire project length.

Alternative C would require approximately 75.19 acres of new right-of-way, 4.12 acres of temporary construction easements, and 0.21 acre of shared-use path easements.

See project schematics for both Alternative A and Alternative C attached to the end of the historic resource survey report.¹

Determination of Eligibility:

TxDOT historians reviewed the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL), and TxDOT files and found two previously documented historically significant properties within the project area of potential effects (APE). The Old Rock Store (Resource 35a, locally known as the Austin Pizza Garden), 6266 Highway 290W, was designated an RTHL in 1970. It is also a City of Austin Landmark. Resource 37a, the former Oak Hill School, is a City of Austin Landmark. TxDOT historians determined through consultation with the State Historic Preservation Officer (SHPO) that the APEs for the proposed project are:

¹ Each alternative would require relocation of the "Oak Hill" Official Texas Historic Marker. See attached documentation.

- Existing ROW — at (or below) grade improvements within existing ROW.
- 150 feet from proposed ROW and easements — improvements to existing alignments requiring new ROW or easements and locations of grade-separated structures more than 5 feet above grade.
- 300 feet from proposed ROW and easements — detention ponds.

TxDOT forces conducted a site visit that revealed 50 historic-age resources (built prior to 1974) located within the APE. See attached survey report. TxDOT historians made the following eligibility determinations (numbers below refer to resource numbers assigned in the attached survey report):

Not NRHP Eligible

The following residential resources lack sufficient associations with events, persons, architectural distinction, or integrity to be NRHP eligible under any criteria: 2a, 3, 4a, 5a, 6a, 7, 8, 9a, 10, 11, 12a, 13b, 15a, 16a, 17a, 18, 19a, 20a, 21a, 22a, 23a, 24, 25, 27a, 27b, and 30. See pages 14 - 15, and 17 - 18 of the attached survey report for further information.

The following residential outbuildings lack sufficient associations with events, persons, architectural distinction, or integrity to be NRHP eligible under any criteria: 5c, 6b, 12b, 14b, 22b, and 22c. See page 15 of the attached survey report for further information.

The following commercial resources lack sufficient associations with events, persons, architectural distinction, or integrity to be NRHP eligible under any criteria: 1, 26a, 26b, 28, 31, and 32a. See page 15 - 16 of the attached survey report for further information.

The following transportation resources lack sufficient associations with events, persons, architectural distinction, or integrity to be NRHP eligible under any criteria: 34, 35c, 35d, and 38. See pages 16 - 17 of the attached survey report for further information.

The following education resource lacks sufficient associations with events, persons, architectural distinction, or integrity to be NRHP eligible under any criteria: 37b. See page 20 of the attached survey report for further information.

The following healthcare resource lack sufficient associations with events, persons, architectural distinction, or integrity to be NRHP eligible under any criteria: 29. See page 16 of the attached survey report for further information.

The survey also evaluated the APE for historic districts and rural historic landscapes. Scenic Brook West (including Resources 27a and 27b) does not reflect the unified design to convey significance as a mid-twentieth-century subdivision. The Patton Ranch, which is comprised of Resources 33a-c, does not retain sufficient integrity of the domestic and agricultural work zones to convey a sense of a rural agricultural landscape. See pages 17 - 19 and pdf pages 29 - 31 of the attached survey report for further information.

NRHP Eligible

Resources 33a-c comprise what remains of the Patton Ranch. It consists of the c. 1870 log farmhouse and two agricultural outbuildings. These modest resources have lost some integrity

of virtually all seven aspects of integrity. They nevertheless retain enough to convey their significance under Criterion A: Settlement and Exploration at the local level. See page 17 and 19 of the attached survey report for further information.

Please note that inventory sheet 12 and the corresponding photo sheets might give readers the unintended and *incorrect impression*, that Resources 33b-c are non-contributing to the Patton Ranch.

Resources 35a is the 1898 Old Rock Store, an RTHL, and a City of Austin Landmark. This two-story limestone building with arched first floor windows and rear addition is the last commercial vestige of Oak Hill's early settlement. It has suffered a severe loss of integrity of setting from post-World War II suburban development. It is NRHP eligible under Criterion A, Commerce and C, Architecture – both at the local level. A freestanding shed at the rear of the lot was constructed c. 1975, nominally historic age, and is non-contributing. See page 20 of the attached survey report for further details.

Resources 36a, the ca. 1895 Patton-Enochs House, is a single story frame residence with a pyramidal roof, fish scale shingled gable, and tracery gable window. A small frame addition with shed roof does not meaningfully detract from the overall integrity. The masonry veneer on two façades and the porch column bases noticeably, but not adversely, affect integrity of design, materials, workmanship and feeling. Resource 36a has suffered a severe loss of integrity of setting from post-World War II suburban development. It is NRHP eligible under Criterion A, Community Planning and Development and C, Architecture – both at the local level. The c. 1980 carport at the rear of the lot is non-contributing. See pages 19 - 20 of the attached survey report for further details.

Resources 37a is the former Oak Hill School and was constructed in 1923. This one-story masonry building has a hipped roof. Despite blocked windows and a pipe-supported awning that extends across most of the main façade, the school retains fair to good integrity of materials, design, workmanship, feeling, and association. While Resource 37a is in its original location, it has nevertheless suffered a severe loss of integrity of setting from post-World War II suburban development. It is NRHP eligible under Criterion A for Education at the local level. A one-story, c. 1960, cinder block side-gable building (Resources 37b) at the rear of the lot is non-contributing. See page 20 of the attached survey report for further details.

Together Resources 35a, 36a, and 37a comprise the Oak Hill Historic District. It is NRHP eligible under Criterion A in the area of Community Planning and Development at the local level. As such, they form the last vestige of this once locally important community. Suburban development since the mid-twentieth century seriously affects integrity of setting and feeling. The district retains sufficient integrity of location, design, materials, and workmanship to convey its significance. See page 21 and Figures 4a and 4b of the survey report for further details and a historic district boundary.

Determination of Effects

In accordance with 36 CFR 800.5, TxDOT historians applied the *Criteria of Adverse Effect* and determined that the proposed project poses **no adverse effects** to historic properties.

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Alternative A

- Project activities pose no direct effects, as no ROW or easements would be required from Resources 33a, 35a, 36a, or 37a.
- Project activities pose no adverse indirect
 - *visual effects* because the setting is severely compromised by suburban development; the current edge of pavement is 54 feet from the façade of Resource 36a; the new edge of pavement would be 53 feet from the façade; the new mainlanes would be 84 feet away; and grade separation structures would begin 980 feet to the west. (The distance between the current edge of pavement and the proposed Alternative A frontage road would not change for Resources 35a and 37a.) Moving the edge of pavement one foot closer to the Patton-Enoch House does not rise to the required level of *substantial* visual effects required by FHWA standards given the severely compromised setting. Finally, Alternative A would not lessen the ability of the resources to convey their individual and (in the case of the historic district) collective significance. See pages 22 - 23, Table 1, viewshed photographs (pdf pages 32 - 35), and "Alternative A" cross section at the beginning of Appendix D of the attached survey report.
 - *vibration effects* because Austin District contracts do not call for heavy vibration generating equipment or activities such as pile driving and blasting. Thus, there is no potential for vibration effects to the masonry of Resources 35a and 37a. See attached vibration flow chart from the Transportation Research Board's *Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects*. For a copy of the full study see <http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=3115>.
 - *noise effects*. FHWA bases its noise-abatement criteria levels on the historic (as opposed to current) use of a resource. Per Table 3 of the attached report, the existing and predicted noise levels for Resource 35a and 37a are and will remain below FHWA's noise-abatement criteria levels. For Resource 36a, the Patton-Enochs House, the current noise level of 74 dB(A) is predicted to drop by an imperceptible amount to 72 dB(A). A noise barrier would not provide a minimum 5 dB(A) reduction and thus does not meet FHWA's reasonable and feasible standard under 23 CFR 772.13. Like the current noise levels, future predicted noise levels would neither lessen understanding of each resource's individual, and collective, significance nor would it alter characteristics of the historic resources that qualify them for inclusion in the NRHP. See pages 23-24 of the attached report for further details.
- There are no reasonably foreseeable cumulative effects now or in the future because there are no direct or indirect adverse effects.

Alternative C

- Project activities pose no direct effects, as no ROW or easements would be required from Resources 33a, 35a, 36a, or 37a.

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- Project activities pose no adverse indirect
 - *visual effects* because the setting is severely compromised by suburban development and because the frontage road pavement generally shifts away from the historic properties (the current edge of pavement is 17 feet from the façade of Resource 35a; the new edge of pavement would be 32 feet from the façade; the new mainlanes would be 97 feet away). The William Cannon Grade separation structure would begin its rise near the Oak Hill Historic District and would be about the same height as Resource 25a and about 97 feet away from its façade. The at-grade westbound frontage road would serve as a visual buffer and provide the public with clear sightlines to the historic district. Alternative C would not lessen the ability of the resources to convey their individual and (in the case of the historic district) collective significance. See page 23, Table 2, viewshed photographs (pdf pages 32-35), and "Alternative C" cross section at the beginning of Appendix D of the attached survey report.
 - *vibration effects* because Austin District contracts do not call for heavy vibration generating equipment or activities such as pile driving and blasting. Thus, there is no potential for vibration effects to the masonry of Resources 35a and 37a. See attached Transportation Research Board vibration flow chart.
 - *noise effects*. FHWA bases its noise-abatement criteria levels on the historic (as opposed to current) use of a resource. Per Table 3 of the attached report, the existing and predicted noise levels for Resource 35a and 37a are and will remain below FHWA's noise-abatement criteria levels. For Resource 36a, the Patton-Enochs House, the current noise level of 74 dB(A) is predicted to drop by an imperceptible amount to 71 dB(A). A noise barrier would not provide a minimum 5 dB(A) reduction and thus does not meet FHWA's reasonable and feasible standard under 23 CFR 772.13. Like the current noise levels, future predicted noise levels would neither lessen understanding of each resource's individual, and collective, significance nor would it alter characteristics of the historic resources that qualify them for inclusion in the NRHP. See pages 23 - 24 of the attached report for further details.
- There are no reasonably foreseeable cumulative effects now or in the future because there are no direct or indirect adverse effects.

Conclusion

In accordance with 36 CFR 800, I hereby request your signed concurrence with TxDOT's findings of eligibility and effect. Please return a signed copy of this correspondence for our files within 30 calendar days. Please communicate any comments or concerns directly to me via mail or email. If we do not hear from you within 30 days of receipt, we will assume your concurrence.

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

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Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please call me at (512) 416-2600.

Sincerely,



Mark M. Brown
Historic Preservation Specialist
Historical Studies Branch
Environmental Affairs Division

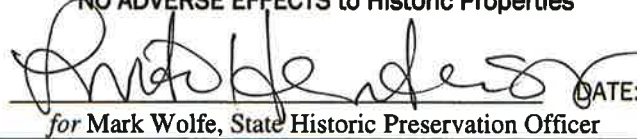
thru: Bruce Jensen, Cultural Resources Section Director, 
Rebekah Dobrasko, Lead Reviewer, 

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS OF ELIGIBILITY and EFFECTS:

NRHP Eligible Properties in APE:
33a, 35a, 36a, 37a, and Oak Hill Historic District

NO ADVERSE EFFECTS to Historic Properties

NAME:

 DATE: 12/21/17
for Mark Wolfe, State Historic Preservation Officer

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS OF ELIGIBILITY and EFFECTS:

NRHP Eligible Properties in APE:
33a, 35a, 36a, 37a, and Oak Hill Historic District

NO ADVERSE EFFECTS to Historic Properties

NAME: _____

DATE: _____

for Travis County Historical Commission

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS OF ELIGIBILITY and EFFECTS:

NRHP Eligible Properties in APE:
33a, 35a, 36a, 37a, and Oak Hill Historic District

NO ADVERSE EFFECTS to Historic Properties

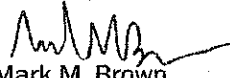
NAME: _____



DATE: _____

for City of Austin Historic Preservation Office

Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please call me at (512) 416-2600.

Sincerely,


Mark M. Brown
Historic Preservation Specialist
Historical Studies Branch
Environmental Affairs Division

thru: Bruce Jensen, Cultural Resources Section Director, 
Rebekah Dobrasko, Lead Reviewer, 

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS OF ELIGIBILITY and EFFECTS:

NRHP Eligible Properties in APE:
33a, 35a, 36a, 37a, and Oak Hill Historic District

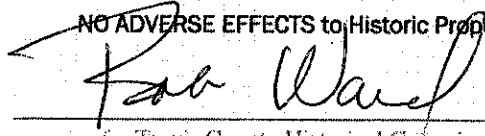
NO ADVERSE EFFECTS to Historic Properties

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

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS OF ELIGIBILITY and EFFECTS:

NRHP Eligible Properties in APE:
33a, 35a, 36a, 37a, and Oak Hill Historic District

NO ADVERSE EFFECTS to Historic Properties

NAME:  DATE: 12-5-17
for Travis County Historical Commission

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS OF ELIGIBILITY and EFFECTS:

NRHP Eligible Properties in APE:
33a, 35a, 36a, 37a, and Oak Hill Historic District

NO ADVERSE EFFECTS to Historic Properties

NAME: _____ DATE: _____
for City of Austin Historic Preservation Office

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS OF ELIGIBILITY and EFFECTS:

NRHP Eligible Properties in APE:
33a, 35a, 36a, 37a, and Oak Hill Historic District

NO ADVERSE EFFECTS to Historic Properties

NAME:

Kate Singleton
for Preservation Austin

DATE: 11/29/2017

cc: Shirley Nichols, Austin District; ECOS



MEMO

September 10, 2018

To: ENV Administrative File

From: Rebekah Dobrasko *RMD*
Historic Preservation Specialist

Subject: Non-Archeological Properties Section 106 Consultation

District: Austin
County: Travis
CSJ#: 0113-08-060. 0700-03-077
Highway: US 290/SH 71 (Oak Hill Parkway)
Limits: Loop 1 to SH 71
Let Date: December 2018

Project Description: HIST Stipulation IX, Appendix 6: Construct new interchange. Approximately 0.07 acres of new ROW. No adverse effect to historic properties.

Regulatory Environment and Introduction

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT. In accordance with 36 CFR 800 and our 2015 Section 106 Programmatic Agreement, this memo documents Section 106 consultation on eligibility and effect of the proposed undertaking with respect to non-archeological historic properties located within the project's area of potential effects (APE). As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency.

Project Description:

The TxDOT Austin District proposes a significant interchange construction and rehabilitation at the Oak Hill Parkway "Y," where US 290 and SH 71 intersect. TxDOT historians reviewed, coordinated, and ultimately completed Section 106 on this project in December 2017. However, additional design changes completed after the draft Environmental Impact Statement (DEIS) necessitate an update to the Section 106 findings for non-archeological historic properties.

The design changes include the addition of new right-of-way (ROW) behind a proposed sound barrier along the US 290/SH 71 eastbound frontage road; permanent drainage easements; and additional sound barrier wall width along US 290 near the western project terminus. The additional new ROW necessary for these sound walls and drainage total approximately 0.07 acres.

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Identification of Historic Properties:

TxDOT historians reviewed the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL), and TxDOT files and identified no known historic properties within the area of potential effects (APE) for this project. The APE for this project is 150 feet from the **additional new ROW** as described above. Therefore, only a minimal number of parcels are within this ROW.

TxDOT identified one historic-age property within the revisions' APE. This is the Vans Holiday Park, a c. 1970 mobile home park that was likely developed between 1967 and 1973, based on a review of aerial photographs. Early examples of mobile home developments could be eligible for the NRHP, especially if they exhibit such character-defining features such as privacy walls/fences, community buildings and amenities, mature landscaping, a defined circulation pattern, and community signage. The first known mobile home development was Trailer Estates, opened in Florida in 1955. Vans Holiday Park is not an early mobile home development, nor is it associated with any significant historic context in the area. TxDOT determined Vans Holiday Park as **not eligible** for the NRHP.

Determination of Effects:

Pursuant to Stipulation IX, Appendix 6 "Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)" of the Section 106 PA and the MOU, TxDOT historians determined that there are no historic, non-archeological properties in the APE. Our original Section 106 determination made in December 2017 that the overall project will have **no adverse effects** is confirmed and updated with this memo. In compliance with the Antiquities Code of Texas and the MOU, TxDOT historians determined project activities have no potential for adverse effects. Individual project coordination with SHPO for this design change is not required.

Lead Reviewer for TxDOT: RM Dobrasko Date: 9/10/2018

Rebekah Dobrasko

Approved by: Bruce D. Jensen Date: 9.10.18

Bruce D. Jensen

THC Historical Marker Relocation Approval Letter

TEXAS HISTORICAL COMMISSION
real places telling real stories

May 16, 2018

Travis County Historical Commission
Bob Ward, Chair
1707 Romeria Drive
Austin TX 78757
bobward@wardtopia.com

Re: Request to relocate Oak Hill historical marker, Austin, Travis County, Texas.

Dear Bob,

Thank you for your request to relocate the 1969 historical marker for Oak Hill. We have reviewed your plans and we approve moving the marker from its current location in a pullout on the north side of US 290, between Old Bee Cave Road and William Cannon Drive, to its new location about 500 feet east along a shared-use path near the northwest corner of US 290 and William Cannon Drive. Thank you for sending plans regarding the new location. We are pleased to learn that it will be moved to a more accessible place, and we will update our records accordingly. Please note that we cannot assume any liability for damages incurred during the marker's relocation.

We encourage you to refinish the marker once it has been relocated, if necessary. Instructions for repainting faded historical markers can be found at <http://www.thc.texas.gov/preserve/projects-and-programs/state-historical-markers/refinishing-official-texas-historical> and <http://www.youtube.com/watch?v=yCzbCRijhbs>. Please contact me at 512.463.8769 or bob.brinkman@thc.texas.gov if we can be of further assistance. Thank you for your interest and your good work in preserving the cultural heritage of Texas.

Sincerely,



Bob Brinkman
Coordinator, Historical Markers Program
History Programs Division

cc: Jon Geiselbrecht, TxDOT Austin District, jon.geiselbrecht@txdot.gov

