



# Upper Trinity River Central City Fort Worth, Texas

Final Supplement No. 1  
to the Final  
Environmental Impact  
Statement

Prepared by:  
U.S. Army Corps of Engineers  
Fort Worth District



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further lending to the urban character of the area. Regional plans for public transit (buses and light rail) would be accommodated in the street grid layout.

### **Bridges**

Several new bridges would be required to maintain and improve the traffic flow through the project area. The design process addressed construction of new road bridges for Henderson Street, White Settlement Road and North Main Street. A key element of the urban design framework was for the North Main Street Bridge to be a prominent structure, marking the entry to the area from the north, echoing how the existing Paddock Viaduct marks the entry from Downtown.

### **Viewscapes**

The urban design for the Community Based Alternative takes advantage of several visual resources present in the project area. A key visual theme is the potential for strong contrast between the two banks of the river within the project interior. On the bluff side, any potential development would take into consideration preserving and restoring the bluff, while on the opposite bank, a vibrant and diverse urban development would be created. Prominent project features would be oriented to focus and frame other important visual resources such as the Tarrant County Courthouse. In addition, the urban design calls for the eventual removal of the existing Floodway levees in order to seamlessly integrate the waterway system with the urban development.

## **Analysis of Alternative Measures**

### **Hydraulic Elements**

The hydraulic elements of the Community Based Alternative include a bypass channel, dam, flood isolation gates, and an interior water feature, as well as the vehicular and pedestrian bridges that would cross them. Four major regulatory protocols impact the hydraulic design of this alternative, as follows.

- Record of Decision from the Trinity River and Tributaries Environmental Impact Statement (TREIS) (described in Chapter 1);
- Corridor Development Certificate (CDC) (described in Chapter 1);
- Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Revision Requirements Conditional Letter of Map Revision/Letter of Map Revision requirements; and
- Section 404 permit requirements per the Clean Water Act.

A discussion of alternative measures and alignments considered during the development of the hydraulic elements of the Community Based Alternative, as well as a description of the evolution of the required mitigation features is provided in the following sections.