Draft Environmental Assessment

Conflans Road, Dallas District

From Valley View Lane to State Highway 161

CSJ Number 0918-45-812

Dallas County, Texas

March 2018

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.

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List of Acronymns

ACS	American Community Survey
ADA	American with Disabilities Act
AOI	Area of Interest
APE	Area of Potential Effects
BMP	Best Management Practice
CDC	Corridor Development Certificate
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CIA	Community Impacts Assessment
CO	Carbon Monoxide
CWA	Clean Water Act
CGP	Construction General Permit
DCFCD	Dallas County Flood Control District
DFW	Dallas-Fort Worth
EA	Environmental Assessment
EJ	Environmental Justice
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPIC	Environmental Permits, Issues, and Commitments
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
GIS	Geographical Information System
I-	Interstate Highway
ISA	Initial Site Assessment
LEP	Limited English Proficiency
LWCF	Land and Water Conservation Fund
MOU	Memorandum of Understanding
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile Source Air Toxics
MTP	Metropolitan Transportation Plan
NAC	Noise Abatement Criteria
NCTCOG	North Central Texas Council of Governments
NEPA	National Environment Policy Act
NHPA	National Historic Preservation Act
NOI	Notice of Intent
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWP	Nationwide Permit
O&G	Oil and Gas
OHWM	Ordinary High Water Mark
PA	Programmatic Agreement
PCN	Preconstruction Notification
PM	Particulate Matter
PWC	Parks and Wildlife Code
PS&E	Plans, Specifications, and Estimates
PSL	Project Specific Location
ROE	Right of Entry
ROW	Right-of-Way

RSA	Resource Study Area
RTHL	Recorded Texas Historic Landmark
SAL	State Archeological Landmark
SGCN	Species of Greatest Conservation Need
SH	State Highway
SHPO	State Historic Preservation Officer
SW3P	Storm Water Pollution Prevention Plan
TBPR	Texas Blackland Prairies
TCEQ	Texas Commission on Environmental Quality
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Loads
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
TSS	Total Suspended Solids
TxDOT	Texas Department of Transportation
TXNDD	Texas Natural Diversity Database
USACE	U.S. Army Corps of Engineers
USCG	U.S. Coast Guard
USFWS	U.S. Fish and Wildlife Service
VPD	Vehicles per Day

1. Introduction

The Texas Department of Transportation (TxDOT) is preparing an Environmental Assessment (EA) for the proposed extension of existing Conflans Road, on new location with a project length of 0.881-mile in southwest Irving, Dallas County, Texas. See **Appendix A** for the Project Location Map. The purpose of this EA is to study the potential environmental consequences of the proposed project and determine whether such consequences warrant preparation of an Environmental Impact Statement. This EA is prepared to comply with TxDOT's environmental review rules and the National Environment Policy Act (NEPA). This EA will be made available for public review and following the comment period, TxDOT will consider any comments submitted. If TxDOT determines that there are no significant adverse effects, it will prepare and sign a Finding of No Significant Impact (FONSI), which will be made available to the public.

2. Project Description

2.1. Existing Facility

The proposed project area is undeveloped and is within a portion of the 100-year floodplain. A 30-foot wide paved roadway is located on the eastern section of the proposed project. This approximately 1,300 linear feet of roadway provides access to the adjacent light industrial facilities to and from State Highway (SH) 161 (President George Bush Turnpike) and the existing Conflans Road, east of SH 161. Overhead high-tension powerlines (Oncor) and waste water lines (Trinity River Authority) cross the proposed project. Bear Creek, its tributary, and the Dallas County Flood Control District (DCFCD) No. 1 levee are located within the project area. Refer to **Appendix B** for the Project Photos and **Appendix C** for the Schematics.

2.2. Proposed Project

Conflans Road is identified in the North Central Texas Council of Government's (NCTCOG) *Mobility 2040*: *The Metropolitan Transportation Plan* (MTP) for North Central Texas as a non-regionally significant minor arterial.

The proposed activities include the extension of existing Conflans Road on new location with a project length of approximately 0.881-mile. The new roadway would be a four-lane divided section that would begin at Valley View Lane and end at SH 161. The design speed for the proposed roadway is 35 miles per hour. Additional work includes pavement markings, traffic signals, addition of pedestrian ramps and railing, adding culverts and constructing a bridge and levee.

The proposed new roadway would consist of a four-lane divided facility within a variable right-of-way (ROW) width of approximately 116 feet to 310 feet. The westbound section of the roadway would consist of a 12-foot wide inside lane, a 14-foot wide outside shared use lane, and a five-foot wide American with Disabilities Act (ADA) compliant sidewalk. The eastbound section of the roadway would consist of a 12-foot wide inside lane, a 14-foot wide outside shared use lane, a five-foot wide buffer, and a 12-foot wide shared use path. A 17-foot wide raised median is proposed. The proposed project would require 16.34 acres of new ROW and 6.49 acres of temporary easements.

The proposed bridge would consist of a four-lane divided facility within a ROW width of approximately 116 feet with an overall bridge width of approximately 96 feet. The length of the proposed bridge is approximately 1,607 linear feet. The westbound section of the bridge would consist of a 12-foot wide travel lane, a 14-foot wide shared use lane, a six-foot wide ADA compliant sidewalk directly behind curb and a one-foot traffic rail. The eastbound section of the bridge would consist of a 12-foot wide inside lane, a 14-foot wide outside shared use lane, and one-foot wide

railings on each side of the 10-foot wide shared use path. A 17-foot wide raised median is proposed.

Drainage structures proposed at the two water crossings along the length of the proposed project include two reinforced concrete box culverts and one reinforced concrete pipe culvert. The existing overhead high-tension powerlines would be relocated. Refer to **Appendix A** for the Project Location Map, **Appendix C** for the Schematics and **Appendix D** for the proposed typical sections.

Logical termini for the proposed improvements to Conflans Road are from Valley View Lane to SH 161 because these roadways represent rational end points for the transportation improvements and for review of the environmental impacts of the proposed project. Within the logical termini, Conflans Road is of independent utility because the proposed improvements can be accomplished without additional improvements in the proposed project area. The project limits encompass the entire length of the project in which construction would take place and account for transitions into the existing roadways.

The estimated total cost for the proposed project is $36 million. Approximately 80 percent of the total cost would be federally funded and approximately 20 percent would be locally funded.

3. Purpose and Need

3.1. Need

The proposed project is needed due to increased development in the surrounding areas requiring an east-west collector to meet traffic demand and connect local traffic to arterial roadways.

3.2. Supporting Facts and/or Data

The proposed project is shown on the City of Irving's *2014 Master Thoroughfare Plan Map*. Conflans Road serves as a Major Collector in the westernmost southwest portion of Irving. Conflans Road terminates at SH 161. Motorists desiring to continue west to Valley View Lane must go north on Esters Road and then go west on the SH 183 frontage road, which intersects Valley View Lane. Alternatively, motorists can go south to West Rock Island Road and go west on West Rock Island Road, which intersects Valley View Lane.

According to the U.S. Census Bureau, the number of business establishments in the City of Irving in 2002 was 6,399. In 2012, the U.S. Census Bureau reported 7,337 establishments, an increase of 15 percent over the 10-year period. The total population has increased 12 percent from 191,615 in 2000 to 216,290 persons in 2010. According to the Texas Water Development Board, water planning population projections for 2040, the city is expected to increase 32 percent to 284,500 persons.

Traffic data for the estimated time of completion year 2023 and design year 2046 is 6,300 vehicles per day (vpd) and 8,300 vpd, respectively. According to the 2014 *Urban Saturation Maps* from TxDOT, traffic volumes at FAA Boulevard, just west of Valley View Lane is 5,335 vpd. The traffic volume at Conflans Road, just east of Esters Road is 4,303 vpd.

3.3. Purpose

The purpose of the proposed project is to improve mobility and provide improved system connectivity.

4. Alternatives

This section discusses the following alternatives (1) Build Alternative, (2) No-Build Alternative, and (3) Preliminary Alternatives Considered but Eliminated from Further Consideration.

4.1. Build Alternative

As currently proposed, the Build Alternative (**Section 2.2**) would involve the extension of existing Conflans Road, on new location. The new roadway would be a four-lane divided urban roadway with bike and pedestrian facilities. Approximately 16.34 acres of new ROW and 6.49 acres of temporary easements would be required for the Build Alternative. The Build Alternative would meet the proposed project's purpose and need by providing an east-west collector to meet traffic demand and connect local traffic to arterial roadways. These proposed improvements would allow the roadway to meet current design standards.

The major design features of the proposed project include:

- The proposed bridge spans the levee where the levee narrows onto a benched area allowing for a desirable location to place a bent and minimize impacts to the levee. The preferred alternative allows for at least two points of access to the property located in the northwest quadrant of Conflans Road and SH 161 for emergency vehicles.
- The Build Alternative meets applicable vertical design criteria. It provides desirable sight distance as well as desirable geometry at the intersection with Valley View Lane.

The proposed project is consistent with local and regional land use and transportation plans and policies in the area. It would improve mobility and provide improved system connectivity in the proposed project area.

4.2. No-Build Alternative

Under the No-Build Alternative, the proposed Conflans Road project would not be constructed. The No-Build Alternative would not require the conversion of approximately 16.34 acres of new ROW and 6.49 acres of temporary easements from existing land uses to transportation use (ROW) nor would other project-related impacts occur. The No-Build Alternative would not aid in traffic demand and local traffic management. Consequently, the anticipated mobility benefits of the proposed project would not be realized. For this reason, the No-Build Alternative does not meet the need and purpose for the proposed improvements and is not the recommended alternative. However, the No-Build Alternative was carried forward for further analysis.

4.3. Preliminary Alternatives Considered but Eliminated from Further Consideration

No other alternatives were considered.

5. Affected Environment and Environmental Consequences

In support of this EA, the following technical reports and documents were prepared:

- Air Quality Assessment Technical Report
- Archeological Background Study
- Biological Resources Technical Report
- Community Impacts Assessment Technical Report Form
- Hazardous Materials Initial Site Assessment Report
- Project Coordination Request for Historical Studies Project
- Indirect and Cumulative Impacts Analysis

- Traffic Noise Technical Report
- Water Resources Technical Report

The technical reports and documents may be inspected and copied upon request at the TxDOT Dallas District Office, 4777 E. Highway 80, Mesquite, Texas 75150.

The following sub-sections identify the environmental consequence of the Build and No-Build Alternative on each resource.

5.1. Right-of-Way/Displacements

Build Alternative: The Build Alternative would require the acquisition of approximately 16.34 acres of new ROW and 6.49 acres of temporary easements (**Appendix C**). The proposed project would not displace any households, businesses, or other activities or developments. Existing overhead high-tension powerlines would be relocated. The proposed project would convert approximately 16.34 acres of undeveloped land into transportation ROW and 6.49 acres for temporary construction easements. The total footprint of the proposed project is 22.83 acres.

The ROW acquisition would be limited to those properties required for roadway construction. Encroachment-alteration effects could include the loss of developable land for light industrial use.

The following are the avoidance, minimization, or compensatory mitigation features or mitigations conducted/analyzed for the Build Alternative:

- Potential displacements were minimized by avoiding impacts to structures where possible and using available vacant or open land where practicable. Constraints were mapped and used in the planning process to avoid important resources such as cemeteries, places of worship, public facilities, and other various resources.
- ROW acquisition and relocation would be conducted in accordance with the Federal Uniform Relocation and Real Property Acquisition Policy Act of 1970 (Uniform Act).

No-Build Alternative: Under the No-Build Alternative, no project-related ROW would be acquired and no displacements would occur.

5.2. Land Use

The existing land use in the proposed project area consists of vacant land (zoned light industrial and freeway). Adjacent developed properties consist of light industrial buildings and warehouse facilities (City of Irving Map: http://cityofirving.maps.arcgis.com/apps/webappviewer/index.html?id=dd92ed553d20481f9587ae54d2564b76).

Within the project limits, a 30-foot wide two-lane, two-way roadway currently serves the newly constructed industrial warehouse/facility. It will serve as the future two-lane westbound facility of the proposed Conflans Road project. The eastbound lanes would be constructed parallel to this existing roadway.

The DCFCD No. 1 levee and two water crossings, Bear Creek and its intermittent tributary, are within the proposed project corridor. These streams are within the 100-year floodplain. The water crossings, levee, and the 100-year floodplain are identified in **Appendix F**.

Build Alternative: The land use changes associated with the proposed project do not conflict with the goals of the City of Irving's *Comprehensive Plan,* would not delay or interfere with any other planned improvements, and are consistent with applicable laws; therefore, no mitigation is warranted.

No-Build Alternative: Under the No-Build Alternative, the additional ROW and easements would not be obtained and there would be no land use impacts from the proposed project.

5.3. Farmlands

Observations made during the site reconnaissance on July 23, 2015, October 8, 2015, September 28, 2016, and October 2, 2017 revealed that active agricultural lands do not exist within or adjacent to the proposed project.

The Natural Resources Conservation Service (NRCS) Web Soil Survey was used to determine the soil types present within the proposed project area. Soils determined to be within the existing and proposed ROW, and proposed easements are listed in **Table 1**.

Table 1: Soil Types within Proposed Project Area

Soil Type	Farmland Classification
Frio silty clay, occasionally flooded	All areas are prime farmland
Frio silty clay, frequently flooded	Not prime farmland
Gowen clay, frequently flooded	All areas are prime farmland
Silawa fine sandy loam, 1 to 3 percent slopes	All areas are prime farmland
Silawa fine sandy loam, 2 to 8 percent slopes	Not prime farmland
Trinity clay, frequently flooded	Not prime farmland

Source: NRCS Web Soil Survey, http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx, accessed August 31, 2017.

Build Alternative: The proposed project is in the Dallas-Fort Worth-Arlington, Texas urbanized area (Census Bureau Map, March 12, 2012 and TIGERweb Map, October 26, 2017). As a result, this project is exempt from provisions of the Farmland Protection Policy Act.

No-Build Alternative: Similar to the Build Alternative, the No-Build Alternative would not impact farmlands.

5.4. Utilities/Emergency Services

Overhead high-tension powerlines transect the proposed project. Other utility adjustment requirements within the proposed project have not been determined. Adjacent existing utilities along the proposed project include television cables, fiber optic cables, electrical cables, telephone cables, storm sewer lines, water lines, and gas lines. The proposed project area is currently served by the Irving Fire and Police Departments. The closest fire and police stations are located approximately four miles west of the proposed project. The closest hospital is located approximately three miles northwest of the proposed project.

Build Alternative: The overhead high-tension powerlines would be relocated. At this time, the other utility adjustments are also anticipated, but the exact locations of utilities have not yet been determined. Detailed information on the utility lines would be evaluated during the detailed design phase of the project in order to evaluate the need to integrate the proposed improvements and utility systems into the design plans. Coordination with utility owners would take place during the detailed design phase.

Required utility adjustments would occur prior to or during construction of the proposed project. Efforts would be made to minimize construction-related delays and to ensure emergency responders are aware of road conditions and lane closures. Given that both issues are limited to the construction phase and would be confined to the project area, encroachment-alteration effects are not applicable. The adjustments and relocation of any utilities would be managed so that no substantial interruptions would occur.

For emergency services, project-related delays would be anticipated during construction; however, every reasonable effort would be made to minimize delays. Roadway closures are not anticipated at connecting roadways; however, traffic patterns would be temporarily affected with alternating lane closures, temporary reductions in lane widths, and reduction in speed. During construction,

temporary lane closures at connecting roadways would be kept to a minimal length and time. Access would be maintained to adjacent properties during construction.

Following completion of the proposed project, emergency services would have a continuous, more efficient facility to use in the performance of their duties resulting in faster response times which is crucial for emergencies that require an immediate response. After construction is complete, emergency response times are expected to be lower than response times currently experienced. Emergency services would have an expanded, more efficient facility to use in the performance of their duties. The proposed project would facilitate reliable emergency response.

No-Build Alternative: Under the No-Build Alternative there would be no project-related impacts to utilities. Emergency service response would continue to be hindered by heavy congestion and unreliable travel times associated with congestion.

5.5. Bicycle and Pedestrian Facilities

Build Alternative: Bicycle and pedestrian facilities would be constructed as part of the proposed project in accordance with:

- TxDOT's policy for bicycle and pedestrian accommodation and
- federal policy statement on Bicycle and Pedestrian Accommodations Regulations and Recommendations by the U.S. Department of Transportation signed on March 11, 2010.

Bicycle traffic would be accommodated with 14-foot wide outside shared-use lanes with two-foot wide outside curb offsets and a 14-foot wide shared use lane. Five to six-foot wide ADA-compliant sidewalks would be included along the entire project limit (**Appendix C – Schematics** and **Appendix D – Typical Sections**).

There is the potential for the proposed project area to experience changes in the mode(s) of transportation utilized by area residents and changes in traffic volumes. The introduction of new bike/pedestrian facilities in the immediate area may encourage people to pursue alternative modes of transportation. With improved access to bike/pedestrian facilities, people may have more desire to visit or use local services and facilities.

The addition of bicycle and pedestrian facilities is a positive benefit; therefore, mitigation is not warranted.

No-Build Alternative: Under the No-Build Alternative, bicycle and pedestrian facilities would not be constructed.

5.6. Community Impacts

Build Alternative: A detailed discussion of the community impacts, Environmental Justice (EJ), and Limited English Proficiency (LEP) populations can be found in the *Community Impacts Assessment Technical Report Form* for the proposed project. The Community Impacts Assessment (CIA) study area is comprised of one census tract that encompasses the proposed project area.

The proposed project would improve east-west mobility. Additionally, bike/pedestrian facilities would be introduced along the proposed project, providing improved access/use of the proposed project area for members of the bike/pedestrian community. These proposed improvements would make it easier for people to travel within the CIA study area and to surrounding communities to complete their day to day activities. These effects from the proposed project will lead to improved community cohesion because area residents and workers will be better able to venture out into their community, patronize local businesses, and interact with other community members and business patrons from both near and far. Negative impacts to community cohesion resulting from the implementation of the proposed project are not anticipated.

The proposed improvements to Conflans Road do not conflict with the goals of the City of Irving's *Comprehensive Land Use Plans*, would not delay or interfere with any other planned improvements, and are consistent with applicable laws. Therefore, no mitigation is warranted.

Negative impacts to access and travel patterns for motorists in the proposed project area resulting from the implementation of the proposed project are not anticipated.

No-Build Alternative: Under the No-Build Alternative, there would be no impacts to the community associated with the proposed project.

5.6.1. Environmental Justice

The 2010 Census data was utilized to identify minority populations. Within the CIA study area, 71 Census blocks were identified. Forty-seven of the 71 Census blocks are unpopulated and the 24 populated blocks have a combined population of 3,909 persons. All of the 24 populated blocks have a minority population greater than 50 percent. The percent minority ranges from 55.6 percent to 89.4 percent. The primary minority group is the Hispanic or Latino group.

A review of the 2011-2015 American Community Survey (ACS) 5-Year Estimates data reveals that all three of the CIA study area block groups have incomes below the poverty level, ranging from 11.8 to 15.9 percent. The median household income, in 2015 inflation-adjusted dollars, within the three CIA study area block groups ranges between $33,295 in Census block group 2 to $40,517 in Census block group 1. The Department of Health and Human Services 2017 poverty threshold for a family of four is $24,600.

Build Alternative: The proposed project would be consistent with Executive Order (EO) 12898 and Federal Highway Administration (FHWA) Order 6640.23.

There are no displacements associated with the proposed project.

The proposed project would occur in an area with minority and low-income residents, but the project is not anticipated to have adverse impacts on the community. Changes in access and travel patterns from the proposed project would equally impact minority and/or low-income populations and non-minority and/or non-low-income populations. No adverse encroachment-alteration effects on EJ populations are anticipated. The Build Alternative would not cause disproportionately high and adverse impacts on any minority or low-income populations in accordance with EO 12898.

No-Build Alternative: Under the No-Build Alternative, there would be no impact, adverse or beneficial, to EJ populations.

5.6.2. Limited English Proficiency

According to 2011-2015 ACS data, approximately 15.5 percent of the total population (ages five years and older) in the CIA study area do not speak English proficiently, and most of those individuals speak Spanish. In some areas, there are also LEP individuals speaking other languages.

A windshield survey during the field visits on July 23, 2015, October 8, 2015, September 28, 2016, and October 2, 2017 indicated signage within the CIA study area is presented in English. Signage in a non-English language was not observed.

Build Alternative: For the January 17, 2017 public meeting, the notice for the public meeting was published in the Spanish language newspaper, *Al Dia*. Notices published in English language newspapers (*Dallas Morning News* and *Irving Rambler*) provided contact information for persons interested in attending the public meeting who had special communication/accommodation needs or needed an interpreter. Public meeting notices mailed to adjacent property owners, elected officials, and stakeholders were in both English and Spanish. The previously discussed accommodations would be repeated for the public hearing. No requests for translation services

or materials in Asian and Pacific Island, other Indo-European, or other languages have been made. However, should these requests be made, TxDOT will make a reasonable effort to provide assistance in the appropriate Asian and Pacific Island, other Indo-European, or other languages.

No-Build Alternative: Under the No-Build Alternative, there would be no impacts to LEP populations as a result of the implementation of the proposed project.

5.7. Visual/Aesthetics Impacts

The proposed project is a new location roadway. Vegetation in the project area consists of woodlands, riparian, and maintained vegetation.

Build Alternative: The adjacent roadway corridors of SH 183, SH 360, SH 161 and I-30 are the dominant visual elements in the project area. The Build Alternative would have minimal effect on the overall aesthetic quality along the project area. Visual impacts resulting from the Build Alternative would include roadway and bridge construction. Because this is a change from the existing condition, the viewsheds of existing business (warehouse) facilities would be directly impacted. However, these impacts would not be considered as being detrimental to business operations. There are no residential properties abutting the proposed project. Landscaping would not be included as a part of the proposed project.

The proposed project may incorporate safety lighting, which could be considered as a positive effect for visual and aesthetic qualities for the proposed pedestrian and bicycle accommodations. During final design, the design of light fixtures would be completed. Local, state, and federal requirements would be reviewed during design and designation of additional lighting required for this project. The roadway lighting system could consist of low-impact, downward directional lighting to minimize impacts to adjacent properties.

Where reasonable and feasible, mitigation measures that would result in beneficial visual and aesthetic impacts may be programmed for this project. These measures may include aesthetic enhancements, such as lighting, and/or decorative details. Aesthetics treatments would be developed during final design and incorporated into the project design as appropriate.

No-Build Alternative: The No-Build Alternative would not result in Conflans Road project-related visual impacts along the existing corridor as the proposed improvements would not be constructed.

5.8. Cultural Resources

Cultural resources are structures, buildings, archeological sites, districts (a collection of related structures, buildings, and/or archeological sites), cemeteries and objects. Both federal and state laws require consideration of cultural resources during project planning. At the federal level, NEPA and the National Historic Preservation Act (NHPA) of 1966, among others, apply to transportation projects such as this one. In addition, state laws such as the Antiquities Code of Texas apply to these projects. Compliance with these laws often requires consultation with the Texas Historical Commission (THC)/Texas State Historic Preservation Officer (SHPO) and/or federally recognized tribes to determine the project's effects on cultural resources. Review and coordination of this project followed approved procedures for compliance with federal and state laws.

5.8.1. Archeology

The purpose of the archeological investigation is to conduct an inventory or determine the presence/absence of archeological resources (36 Code of Federal Regulations [CFR] 800.4) and to evaluate identified resources for their eligibility for inclusion on the National Register of Historic Places (NRHP), per Section 106 (36 CFR 800) of the NHPA of 1966, as amended, or as a designated state archeological landmark (SAL) under the Antiquities Code of Texas (13 Texas Administrative Code 26.12).

A search of the Texas Archeological Sites Atlas (Atlas) was conducted in order to identify archeological sites, historical markers or Official Texas Historical Markers, Recorded Texas Historic Landmarks (RTHLs), properties or districts listed on the NRHP, SALs, cemeteries, or other cultural resources that may have been previously recorded in or near the 22.83-acre archeological area of potential effects (APE), as well as previous surveys undertaken in the area. The Atlas is maintained by the THC and the Texas Archeological Research Laboratory. A one-kilometer study area surrounding the APE, the standard buffer zone for such searches, was also examined.

According to Atlas survey coverage data, the eastern quarter of the APE has been subjected to an archeological survey. A linear survey also crosses the APE near the western terminus. No archeological sites or other resources have been recorded within the APE (THC, 2015). The survey covering the eastern quarter of the APE was conducted by TxDOT in 2004 for the section of SH 161 that occurs within the Bear Creek floodplain. The survey that crosses near the western terminus of the APE was conducted in 1993 for the FHWA in the general location of Valley View Lane and Roy Orr Boulevard. Other surveys within the one-kilometer buffer area include:

- A 1984 linear survey generally along SH 161 conducted for Texas Highway Department (now TxDOT);
- A 1990 small acreage survey of a parcel at the west end of W. Rock Island Road;
- A 1993 linear survey generally along SH 161 conducted for FHWA;
- A 1993 linear survey from the west terminus of Conflans Road southeast to just south of E. Shady Grove Road for FHWA;
- A 1993 linear survey in the east quadrants of the cloverleaf at SH 183 and the Dallas-Fort Worth (DFW) International Airport conducted for FHWA;
- A large acreage survey with some testing conducted in 2008 by AR Consultants, Inc., for Chesapeake Energy Corporation and the Federal Aviation Administration (FAA) on DFW International Airport property (Shelton et al., 2008); and,
- A multi-acreage project conducted in 2015 by Integrated Environmental Solutions, LLC resulting in revisiting previously recorded sites and recording new sites in three areas on DFW International Airport property (Stone et al., 2016).

In addition to archeological surveys, one historic cemetery is recorded within the buffer area around the APE. The historic Shelton's Bear Creek Cemetery, is an African-American cemetery that was established by former slave, Minnie Shelton, who bought 80 acres in 1879 from white landowner, Chilton Smith. From that 80 acres, the family established the cemetery for other African Americans in and near the Bear Creek community. The earliest marked burial contains the name of Smith King whose death was in 1895, although there are likely many earlier interments. The last marked burial occurred in 1934 (Tiné et al., 2010). According to the historical marker, it is believed that there are over 200 burials in the cemetery (THC, 2017).

The entire APE falls within Holocene Alluvium soils in the floodplain of Bear Creek. The likelihood of intact alluvial deposits and the potential for a buried paleosol and archeological deposits is considered high for over half (55 percent) of the APE and moderate for just under half (40 percent) of the area; about five percent of the area falling in low potential. An intensive archeological survey augmented with mechanical trenching is recommended prior to construction of the proposed extension of Conflans Road. See the *Archeological Information for TxDOT-ENV Coordination: Conflans Road* report for detailed information.

Build Alternative: Because of lack of right-of-entry (ROE), the recommended intensive archeological survey augmented with mechanical trenching was not conducted. An archeological survey would be conducted when ROE has been obtained to all ROW parcels.

It is not anticipated that the proposed project would result in direct impacts to known archeological resources. In the unlikely event that cultural resources are discovered during construction of the proposed project, TxDOT would immediately initiate cultural resource discovery procedures. All work in the vicinity of the discovery would cease until a specialist from TxDOT and/or the THC could arrive on site and assess the discovery's significance and the need, if any, for additional investigation.

Consultation with federally-recognized Native American tribes was initiated on April 22, 2016 and concluded on May 22, 2016 (30 days from the initiation date). No objections or expressions of concern were received. See **Appendix G** for the tribal coordination documentation.

Potential impacts to archeological resources would be limited to the construction phase of the project and confined to the existing and proposed ROW/easements; thus, encroachment-alteration effects would not occur.

No mitigation would be required. It is not anticipated that the proposed project would result in direct impacts to known archeological resources.

No-Build Alternative: As construction of the proposed project would not occur, there would be no project-related impacts on archaeological resources associated with the No-Build Alternative.

5.8.2. Historic Properties

TxDOT-certified historians surveyed the project APE in July 2015. It was determined through consultation with the SHPO that the APE for the proposed project is 300 feet beyond the proposed ROW. Project historians surveyed the project area for resources built in and before 1977. According to a search of the Atlas, there are no previously identified properties or districts listed as National Historic Landmarks, NRHP, SALs, or RTHL properties within the APE. Shelton's Bear Creek Cemetery is located approximately 0.4 mile from the project area. There are no NRHP eligible bridges located within the project limit, according to TxDOT's historic bridge Geographical Information System (GIS) data. According to TxDOT's current GIS data records, there are also no previously-surveyed historic resources or historic districts within the APE. See the *Project Coordination Request for Historical Studies Project* for Conflans Road for detailed information.

Build Alternative: There are no historic properties associated with the APE of the proposed project. No encroachment-alteration effects would occur.

No-Build Alternative: As construction of the proposed Conflans Road project would not occur, there would be no Conflans Road project-related impacts on historic properties associated with the No-Build Alternative.

5.9. DOT Act Section 4(f), LWCF Act Section 6(f) and PWC Chapter 26

Build Alternative: The proposed project would not use lands protected by Section 4(f). Section 4(f) protects publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State or local significance, and any land from an historic site of national, State, or local significance.

The proposed project would not use any lands protected by Section 6(f) of the Land and Water Conservation Fund (LWCF) Act. There are no Section 6(f) properties present in the proposed project area.

The proposed project would not use any lands protected by Chapter 26 of the Texas Parks and Wildlife Code (PWC). Chapter 26 of the Texas PWC protects any public land designated and used as a park, recreation area, scientific area, wildlife refuge, or historic area from use or take from such land.

There would be no impact to Section 4(f), LWCF Act Section 6(f) and PWC Chapter 26 lands; thus, encroachment-alteration effects would not occur.

No-Build Alternative: As construction of the proposed Conflans project would not occur, there would be no project-related impacts on Section 4(f), Section (6)f, and PWC Chapter 26 properties associated with the No-Build Alternative.

5.10. Water Resources

The proposed project is in the Trinity River Basin, as detailed in the *Water Resources Technical Report*. The proposed project crosses two streams. These streams consist of Bear Creek and an intermittent tributary to Bear Creek. Table 2 lists the Waters of the U.S. in the proposed project area, amount of impacts to the water bodies that would result from implementation of the proposed project, and the applicable U.S. Army Corps of Engineers (USACE) permit.

Table 2: Impacts to Waters of the U.S.

Crossing No.	Name of Water Body or other location indicator	Approx. OHWM (feet)	Existing Structure	Proposed Work or Structure	Permanent Fill		Temporary Fill		NWP	PCN (Y/N)
					Open Waters (acres and linear feet)	Wetlands or other Special Aquatic Sites (acres)	Open Waters (acres and linear feet)	Wetlands or other Special Aquatic Sites (acres)		
1	Tributary to Bear Creek (intermittent)	3 - 13	Culvert at dirt road crossing (approximately 87 LF)	Culvert, paved roadway	0.24 ac 1,085 LF	-	0.18 ac 1,099 LF	-	14	Y
2	Bear Creek	53	None	Bridge columns, retaining wall, riprap*	0	-	0.21 ac 198 LF	-	14	N

* Installed outside the OHWM
NWP – Nationwide Permit
PCN – Preconstruction Notification
ac – acre
Y/N – Yes/No
LF – linear feet
OHWM – ordinary high-water mark

According to the information presented in Table 2, impacts to Waters of the U.S. within the proposed project limits would result from the construction of a new roadway, which include culvert installation, paved roadway construction, and bridge columns and retaining wall installation. Ripraps are also proposed and would be installed outside the streams' OHWMs. See the *Water Resources Technical Report* for detailed information and figures.

5.10.1. Clean Water Act Section 404

The placement of temporary or permanent dredge or fill material into potentially jurisdictional Waters of the U.S. would be authorized under NWP 14. A PCN would be required for the proposed project at Crossing 1. The purpose of the proposed activity is to construct a new roadway and bridge at the water crossings along the length of the project. The impacts of the proposed project to the two water crossings are presented in Table 2. Appropriate measures would be taken to maintain normal downstream flows and minimize flooding. Temporary fills would consist of clean materials and be placed in a manner that would not be eroded by expected high flows. Temporary fills would be removed in their entirety and the affected area returned to preconstruction elevations, and revegetated as appropriate. If the project involves stream modification, stream channel modifications, including bank stabilization, would be limited to the minimum necessary to

construct or protect the structure and the immediate vicinity of the project. The activity would comply with all general and regional conditions applicable to NWP 14.

The activities at water crossings 1 and 2 have been identified as single and complete projects as defined in the NWPs because each crossing occurs at a separate and distant location and would therefore be permitted under the same NWP 14.

The proposed project would comply with U.S. Environmental Protection Agency's (EPA) Section 404(b)(1) Guidelines 40 CFR Part 230, allowing the discharge of dredged or fill material only if there is no practicable alternative that would have less adverse effects on the aquatic ecosystem. Since the proposed project would consist of extending an existing facility, and there are no other practicable build alternatives, the discharge of dredged or fill material into Waters of the U.S. is permissible.

Build Alternative: Table 2 lists the Waters of the U.S. in the proposed project area, amount of impacts to the water bodies that would result from implementation of the proposed project, and the applicable USACE permit. The impacts at each crossing would be less than ½ acre but greater than 0.10 of an acre. Both crossings within the proposed project would be authorized by NWP 14. A PCN would be required at Crossing 1 because the permanent stream impact is greater than 0.10 acre.

The potential for project-related encroachment-alteration effects on Waters of the U.S. would be mitigated through permanent (post-construction) Best Management Practices (BMPs) as described below. To minimize the potential for adverse impacts, BMPs would be regularly inspected and proactively maintained.

Compensatory mitigation would be required for this project.

No-Build Alternative: As construction of the proposed Conflans Road project would not occur, there would be no Conflans Road project-related impacts on Waters of the U.S. associated with the No-Build Alternative.

5.10.2. Clean Water Act Section 401

General Condition 25 of the NWP Program requires applicants using NWP 14 to comply with Section 401 of the Clean Water Act (CWA). Compliance with Section 401 requires the use of BMPs to manage water quality on construction sites. General Condition 12 also requires applicants using NWP 14 to use appropriate soil erosion and sedimentation controls.

Build Alternative: The Storm Water Pollution Prevention Plan (SW3P) would include at least one BMP from the 401 Water Quality Certification Conditions for NWPs as published by the Texas Commission on Environmental Quality (TCEQ). These BMPs would address each of the following categories:

- Category I Erosion Control would be addressed by using temporary vegetation, permanent seeding/sodding, and stone outlet structures such as stone riprap.
- Category II Sedimentation Control would be addressed by installing silt fence, rock berms, and mulch filter socks.
- Category III Post-Construction Total Suspended Solids (TSS) control would be addressed by installing vegetative-lined drainage ditches.

Other approved methods would be substituted if necessary using one of the BMPs from the identical category.

The potential for project-related encroachment-alteration effects on water quality would be mitigated through permanent (post-construction) BMPs as described above. To minimize the potential for adverse impacts, BMPs would be regularly inspected and proactively maintained.

BMPs would be implemented to ensure that water quality impacts would not be significant; therefore, mitigation is not considered.

No-Build Alternative: As construction of the proposed Conflans Road project would not occur, there would be no Conflans Road project-related impacts on water quality associated with the No-Build Alternative.

5.10.3. Executive Order 11990 Wetlands

Build Alternative: Pursuant to EO 11990 (Protection of Wetlands) and Section 404 of the CWA, field reconnaissance was conducted to identify Waters of the U.S., including wetlands, within the proposed project limits on July 23, 2015, October 8, 2015, September 28, 2016, and October 2, 2017. Results of the field investigations did not identify wetlands within the project limits; therefore, the requirements of EO 11990 have been met.

Typical mitigation for impacts to Waters of the U.S. and wetlands includes the construction of mitigation areas or purchasing credits from a mitigation bank. Mitigation is frequently conducted as one of the requirements for obtaining a Section 404 permit. The USACE decides what the ratio of the mitigation area would be relative to the acreage of impacts to Waters of the U.S. A typical mitigation ratio is three times the amount of acreage impacted, while the minimum mitigation ratio is one time the amount of acreage impacted (i.e. 1:1 ratio).

No-Build Alternative: As construction of the proposed Conflans Road project would not occur, there would be no Conflans project-related impacts on wetlands associated with the No-Build Alternative.

5.10.4. Rivers and Harbors Act

This project does not involve work in or over a navigable Water of the U.S.; therefore, Section 10 of the Rivers and Harbors Act does not apply. Likewise, a navigational clearance under the General Bridge Act of 1946, and Section 9 of the Rivers and Harbors Act (administered by the U.S. Coast Guard [USCG]) is not applicable. Coordination with the USCG (for Section 9 and the General Bridge Act) and the USACE (for Section 10) would not be required.

5.10.5. Clean Water Act Section 303(d)

The project is located within five linear miles of an impaired assessment unit (0841_01), is within the watershed (Mountain Creek-West Fork Trinity River) of the impaired assessment unit, and drains to the impaired assessment unit. The proposed project is located approximately 4.86 linear miles northwest of the impaired assessment unit. The proposed project and the impaired assessment unit are in the southeast quadrant of the watershed. See **Table 3** for a description and location of the impaired water.

Table 3. 2014 Section 303(d) List of Impaired Waters

Assessment Unit ID	Segment ID	Segment Name	Description	Constituent of Concern	Directly into or within 5 linear miles	Will project contribute to Constituent of Concern
0841_01	0841	Lower West Fork Trinity River	From confluence of the Elm Fork Trinity River to the confluence with Johnson Creek.	Bacteria, dioxin, and polychlorinated biphenyls in edible tissue	Yes	No

Sources: *2014 Texas Integrated Report - Texas 303(d) List* *https://www.tceq.texas.gov/assets/public/waterquality/swqm/assess/14txir/2014_303d.pdf (accessed December 12, 2017) and TCEQ Surface Water Quality Viewer* https://tpwd.maps.arcgis.com/apps/Viewer/index.html?appid=2b3604bf9ced441a98c500763b8b1048 *(accessed December 12, 2017).*

The TCEQ's *Nine Total Maximum Daily Loads for Legacy Pollutants in Streams and a Reservoir in Dallas and Tarrant County for Segments 0805, 0841, and 0841A* was EPA-approved on June 27, 2001 and the TCEQ's *Implementation Plan for Dallas and Tarrant County Legacy Pollutant TMDLs for Segments 0805, 0841, and 0841A* was approved in August 2001. The project and associated activities will be implemented, operated, and maintained in a manner that is consistent with the approved Total Maximum Daily Loads (TMDL) or approved Implementation Plan.

BMPs that would be used to control discharge of pollutants form the project site include: temporary vegetation, permanent seeding/sodding, stone outlet structures such as stone riprap, silt fence, rock berms, mulch filter socks, and vegetative-lined filter strips. Other approved methods would be substituted if necessary using one of the BMPs from the identical category.

TCEQ has not required (through either a TMDL or the review of projects under the Memorandum of Understanding [MOU]) additional control measures, beyond those already required by the construction general permit (CGP), to mitigate the potential impact of road construction on impaired waters. Potential impacts on impaired waters from the operation of the road are addressed programmatically through TxDOT's Municipal Separate Storm Sewer Systems (MS4) program. Therefore, compliance with the CGP and TCEQ MOU currently meet the need to address impaired waters issues during the NEPA process.

This project has been coordinated under TxDOT's MOU with the TCEQ. See **Appendix G** for the coordination documentation.

5.10.6. Clean Water Act Section 402

Build Alternative: Since Texas Pollutant Discharge Elimination System (TPDES) CGP authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the projects. The Project Development Process Manual and the Plans, Specifications, and Estimates (PS&E) Preparation Manual require an SW3P be included in the plans of all projects that disturb one or more acres. The Construction Contract Administration Manual requires that the appropriate CGP authorization documents (Notice of Intent [NOI] or site notice) be completed, posted, and submitted, when required by the CGP, to TCEQ and the MS4 operator. It also requires that projects be inspected to ensure compliance with the CGP.

The PS&E Preparation Manual requires that all projects include Standard Specification Item 506 (Temporary Erosion, Sedimentation, and Environmental Controls), and the "Required Specification Checklists" require Special Provision 506-003 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SW3P and complete the appropriate authorization documents.

Sections of the Build Alternative are located within the boundaries of the TxDOT and the City of Irving's (Phase I) MS4, and would comply with the applicable MS4 requirements.

No-Build Alternative: This alternative would not alter the amount of runoff generated within the proposed project area.

5.10.7. Floodplains

Dallas County and the City of Irving are participants in the National Flood Insurance Program. The study area is located on Flood Insurance Rate Map, Map Number 48113C0285K dated July 7, 2014.

Build Alternative: The proposed project crosses the 100-year floodplain associated with Bear Creek and its tributary. The floodplain is classified as Zone AE (special flood hazard areas inundated by 100-year flood with base flood elevations determined, 468 to 470 feet).

The hydraulic design for the proposed project would be in accordance with current FHWA and TxDOT design policies. The proposed project would be in compliance with 23 CFR 650 regarding location and hydraulic design of highway encroachments within the floodplains. The proposed project would comply with EO 11988, Floodplain Management, which requires federal agencies to avoid to the extent possible the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. Since the proposed project's need and purpose is to provide an east-west collector to meet traffic demand and connect local traffic to arterial roadways within the immediate area, there are no other practicable build alternatives. The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, without causing significant damage to the facility, stream, or other property. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances. Coordination with the local floodplain administrator would be required.

Construction would be limited to the proposed project's existing/proposed ROW/easement areas, and would have no effect on floodplain areas outside the construction area.

The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances; therefore, mitigation is not proposed.

No-Build Alternative: This alternative would not alter the existing level of roadway encroachments into floodplains.

5.10.8. Trinity River Corridor Development Certificate (CDC)

The proposed project is within the Trinity River Corridor Development Regulatory Zone.

Build Alternative: The proposed project is within the Trinity River Corridor Development Regulatory Zone; therefore a CDC would be required.

No-Build Alternative: This alternative would not alter the proposed area; therefore a CDC would not be required.

5.10.9. Wild and Scenic Rivers

The proposed project would not impact any present, proposed, or potential unit of the National Wild and Scenic Rivers System.

5.10.10. Coastal Barrier Resources

The proposed project is not located within a county subject to the requirements of the Coastal Barrier Resources Act.

5.10.11. Coastal Zone Management

The proposed project is not located within the Texas Coastal Management Area.

5.10.12. Edwards Aquifer

The proposed project is not located within the Edwards Aquifer Contributing or Recharge Zones; therefore, the Edwards Aquifer Rules do not apply.

5.10.13. International Boundary and Water Commission

This proposed project would not be located within the floodplain of the Rio Grande; therefore, coordination with the International Boundary and Water Commission would not be required.

5.10.14. Drinking Water Systems

Registered water wells were not identified within the proposed project. There are no source water protection areas located in the proposed project area. Impacts to water wells and source water protection areas as a result of the proposed project are not anticipated.

5.11. Biological Resources

5.11.1. Texas Parks and Wildlife Coordination

Build Alternative: A *TxDOT Biological Resources Technical Report*, containing the *Biological Evaluation Form*, *Tier 1 Site Assessment Form*, and supporting documents, was completed for the proposed project. It was determined that coordination with the Texas Parks and Wildlife Department (TPWD) was required per the 2013 TPWD/TxDOT MOU because:

1) The proposed project may adversely impact important remnant vegetation mapped in the Texas Natural Diversity Database (TXNDD);
2) The proposed requires a NWP with PCN from the USACE;
3) The proposed project may impact 0.10 acre of riparian vegetation; and,
4) The proposed project disturbs habitat in an area equal to or greater than the area of disturbance indicated in the Threshold Table Programmatic Agreement (PA).

Items in numbers 1, 3, and 4 are discussed further in **Section 5.11.2**.

TXNDD data obtained from TPWD on October 6, 2017 identified an Eastern spotted skunk (*Spilogale putorius*) occurrence within 1.5 miles of the proposed project. The proposed project would not impact this species. There were no managed areas within 1.5 miles of the proposed project area.

Suitable habitat was observed within the proposed project area during field investigations conducted on July 23, 2015, October 8, 2015, September 28, 2016, and October 2, 2017 for the following state-listed threatened species (as identified on TPWD's Annotated County List of Rare Species for Dallas County): Louisiana pigtoe (*Pleurobema riddellii*), sandbank pocketbook (*Lampsilis satura*), Texas heelsplitter (*Potamilus amphichaenus*), Texas pigtoe (*Fusconaia askewi*), alligator snapping turtle (*Macrochelys temminckii*) and timber rattlesnake (*Crotalus horridus*). The implementation of the following BMPs eliminates the need for coordination for impacts to the above species as described in section 2.206(1) of the 2013 TPWD/TxDOT MOU:

- Louisiana pigtoe, sandbank pocketbook, Texas heelsplitter, and Texas pigtoe (Fresh Mussel BMPs): When work is in the water, survey project footprints for state listed species where appropriate habitat exists; when work is in the water and mussels are discovered during surveys, relocate state listed and Species of Greatest Conservation Need (SGCN) mussels under TPWD permit and implement Water Quality BMPs; when work is adjacent to the water, Water Quality BMPs implemented as part of SW3P for a construction general permit or any conditions of the 401 water quality certification for the project will be implemented. No TPWD coordination is required.
- Alligator snapping turtle: Minimize impacts to wetland and riverine habitats. Aquatic Reptile BMPs: Unless absence of the species can be demonstrated, assume presence in suitable habitat and implement the following BMPs. Absence can only be demonstrated using TPWD-approved safety efforts (contact TPWD for minimum survey protocols for species and project site conditions). For projects within one mile of a known occupied location or observation of the species recorded from 1980 until the current year and suitable habitat is present, coordinate with TPWD. For new location roadway projects, coordinate with TPWD. For projects

within existing ROW when work is in water or will permanently impact a water feature and potential habitat exists for the target species complete the following: contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered; minimize impacts to wetland, temporary and permanent open water features, including depressions, and riverine habitats; maintain hydrologic regime and connections between wetlands and other aquatic features; use barrier fencing to direct animal movements away from construction activities and areas of potential wildlife-vehicle collisions in construction areas directly adjacent, or that may directly impact, potential habitat for the target species; apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or hydroseeding are not feasible due to site conditions, using erosion control blankets or mats that contain no netting, or only contain loosely woven natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable; project specific locations proposed within state-owned ROW should be located in uplands away from aquatic features; when work is directly adjacent to the water, minimize impacts to shoreline basking sites (e.g., downed trees, sand bars, exposed bedrock) and overwinter sites (e.g., brush and debris piles, crayfish burrows) where feasible; avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter, which may be refugia for terrestrial amphibians, where feasible; if gutters and curbs are part of the roadway design, where feasible install gutters that do not include the side box inlet and include sloped (i.e. mountable) curbs to allow small animals to leave roadway. If this modification to the entire curb system is not possible, install sections of sloped curb on either side of the storm drain for several feet to allow small animals to leave the roadway. Priority areas for these design recommendations are those with nearby wetlands or other aquatic features. For projects that require acquisition of additional ROW and work within that new ROW is in water or will permanently impact a water feature, also implement the following where applicable: for sections of roadway adjacent to wetlands or other aquatic features, install wildlife barriers that prevent climbing. Barriers should terminate at culvert openings in order to funnel animals under the road. The barriers should be of the same length as the adjacent feature or 80 feet long in each direction, or whichever is lesser of the two; for culvert extensions and culvert replacement/installation, incorporate measures to funnel animals toward culverts such as concrete wingwalls and barrier walls with overhangs; and when riprap or other bank stabilization devices are necessary, their placement should not impede the movement of terrestrial or aquatic wildlife through the water feature. Where feasible, biotechnical streambank stabilization methods using live native vegetation or a combination of vegetative and structural materials should be used.

- Timber rattlesnake (Terrestrial Reptile BMPs): Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or hydroseeding are not feasible due to site conditions, utilize erosion control blankets or mats that contain no netting or contain loosely woven, natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable; for open trenches and excavated pits, install escape ramps at an angle of less than 45 degrees (1:1) in areas left uncovered. Visually inspect excavation areas for trapped wildlife prior to backfilling; inform contractors that if reptiles are found on project site allow species to safely leave the project area; avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter

where feasible; and contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.

Suitable habitat is also present within the project area for the following SGCN: western burrowing owl (*Athene cunicularia hypugaea*), plains spotted skunk, and Texas garter snake. The implementation of the following BMPs eliminates the need for coordination for impacts to the above species as described in section 2.206(1) of the 2013 TPWD/TxDOT MOU:

- Western burrowing owl (Bird BMPs): Prior to construction, perform daytime surveys for nests including under bridges and in culverts to determine if they are active before removal. Nests that are active should not be disturbed; do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season; avoid the removal of unoccupied, inactive nests, as practicable; prevent the establishment of active nest during the season on TxDOT owned and operated facilities and structures proposed for replacement or repair; and do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.
- Plains spotted skunk BMPs: Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered, and to avoid unnecessary impacts to dens.
- Texas garter snake (Terrestrial Reptile BMPs): Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or hydroseeding are not feasible due to site conditions, utilize erosion control blankets or mats that contain no netting or contain loosely woven, natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable; for open trenches and excavated pits, install escape ramps at an angle of less than 45 degrees (1:1) in areas left uncovered. Visually inspect excavation areas for trapped wildlife prior to backfilling; inform contractors that if reptiles are found on project site allow species to safely leave the project area; avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter where feasible; and contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.

Early coordination with TPWD was initiated on November 7, 2017 and completed on November 21, 2017. See **Appendix G** for the coordination documentation. Documentation of the *Biological Resources Technical Report* is maintained in the project file at the TxDOT Dallas District Office.

No-Build Alternative: Under the No-Build Alternative, the proposed project would not be constructed; thus, coordination with TPWD would not be required.

5.11.2. Impacts on Vegetation

Build Alternative: According to the MOU with TPWD, important remnant vegetation includes communities listed as suitable habitat and within the range of SGCN. General habitat types listed for Blackland Prairies Ecoregion SGCN present within the proposed project footprint include riparian, grassland, forest, woodland, shrubland, riverine, and developed. These general habitat types apply to multiple species. Suitable habitat for the Texas milk vetch (*Astragalus reflexus*) and tree dodder (*Cuscuta exaltata*) is present within the proposed project area. For the Texas milk vetch, there is potential habitat present such as grassland on clay. For the tree dodder, there is potential habitat present such as *Ulmus* species and other woody plants. Site visits were conducted within the flowering/fruiting season for the tree dodder, but outside the flowering/fruiting season for the Texas milk vetch. Neither species was observed during the site visits. Species BMPs for the Texas milk vetch and tree dodder have not been established in the MOU BMPs PA between TxDOT and TPWD.

The proposed project would directly impact the following MOU Type habitats: Crosstimbers Woodland and Forest (7.86 acres); Open Water (0.24 acre); Riparian (1.32 acres); and Urban

(13.05 acres). The 7.86 acres of Crosstimbers Woodland and Forest MOU Type habitat disturbance is greater than the 1.0-acre area of disturbance indicated in the Threshold Table PA for Texas Blackland Prairies (TBPR). The 1.32 acres of Riparian MOU Type habitat disturbance is greater than the 0.1-acre area of disturbance indicated in the Threshold Table PA for TBPR. Thresholds have not been established for Open Water and Urban MOU Type habitats.

Potential impacts to vegetation would be confined to the existing and proposed ROW/easements; thus, encroachment-alteration effects would not occur.

Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.

No-Build Alternative: If the No-Build Alternative were implemented, the proposed project would not be constructed. No effects to vegetation related to the construction of the proposed project would occur. Existing land use and activities, including routine mowing, would continue to periodically affect vegetation communities.

5.11.3. Executive Order 13112 on Invasive Species

In accordance with EO 13112 on Invasive Species, seeding and replanting with TxDOT-approved seed mixes containing native species would be done where possible. Soil disturbance would be minimized in the ROW in order to minimize invasive species establishment.

5.11.4. Executive Memorandum on Environmentally and Economically Beneficial Landscaping

Landscaping would not be included in the proposed project.

5.11.5. Impacts to Wildlife

The proposed project is in west-central Dallas County, in the City of Irving. Land adjacent to the proposed project is a mixture of developed and undeveloped. The undeveloped area is primarily zoned for light industrial activity and freeway use. The adjacent developed areas consist of warehouses and light industrial facilities. Bear Creek and its associated floodplain area are within the project limits. Wildlife species expected to inhabit the proposed project area are likely adapted to both developed and undeveloped urban environment. Mammalian species that likely inhabit the area include the coyote (*Canis latrans*), bobcat (*Lynx rufus*), Virginia opossum (*Didelphis virginiana*), raccoon (*Procyon lotor*), and eastern gray squirrel (*Sciurus carolinensis*). Amphibian and reptilian species would also utilize the different available habitats. The species would include various snakes, turtles, lizards, and frogs native to north-central Texas. Examples would be the Texas rat snake (*Elaphe obsolete lindheimen*), red-eared slider (*Trachemys scripta*), western ribbon snake (*Thamnophis proximus*), and the northern cricket frog (*Acris crepitans*). Various waterfowl species could utilize the aquatic habitat.

The presence of the following wildlife species was observed during field reconnaissance: crayfish (species unknown), minnows (species unknown), and bobcat.

There is suitable habitat present within the proposed project area for the state-listed and SGCN species identified in Section 5.1.1.

Build Alternative: Substantial impacts to wildlife are not anticipated. The proposed project is the construction of a new roadway in an urbanized area. The proposed project is within the leveed floodplains of Bear Creek, which is periodically mowed in order to control weeds and prevent the growth of brush and saplings. It is likely that wildlife currently avoids the proposed project area due to the vegetation maintenance and surrounding high-speed traffic. Wildlife that does currently inhabit the proposed project would be impacted due to proposed roadway and bridge structure

construction. It is likely that the impacted wildlife would recolonize to adjacent available habitat once construction of the proposed project is complete.

No-Build Alternative: Under the No-Build Alternative, the proposed project would not be constructed; thus, there would be no project-related impacts to wildlife.

5.11.6. Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a Federal permit issued in accordance to the Act's policies and regulations. The contractor would remove all old migratory bird nests from any structure where work would be done from October 1 to February 15. In addition, the contractor would be prepared to prevent migratory birds from building nest(s) between February 15 and October 1. In the event that migratory birds are encountered on-site during project construction, efforts to avoid adverse impacts on protected birds, active nests, eggs and/or young would be observed, per the Environmental Permits, Issues, and Commitments (EPIC) plans.

5.11.7. Fish and Wildlife Coordination Act

All impacts to Waters of the U.S. would be authorized by NWP 14 with a PCN. Therefore, the U.S. Fish and Wildlife Service (USFWS) consider Fish and Wildlife Coordination Act coordination to be complete as part of the NWPs review, which was last authorized and reissued on March 19, 2017.

5.11.8. Bald and Golden Eagle Protection Act of 2007

No eagles were observed during the July 23, 2015, October 8, 2015, September 28, 2016, and October 2, site visits nor does the project area offer suitable eagle habitat. Therefore, no impact to bald or golden eagles or their habitat is anticipated as a result of the proposed project, as verified by a qualified biologist. The proposed project is not anticipated to impact Bald and Golden Eagles.

5.11.9. Magnuson-Stevens Fishery Conservation Management Act

There are no tidally influenced waters in Dallas County and the proposed project would not affect essential fish habitat; therefore, the project is not subject to the requirements of the Magnuson-Stevens Fishery Conservation Management Act.

5.11.10. Marine Mammal Protection Act

The proposed project would not affect marine mammals; therefore, the project is not subject to the requirements of the Marine Mammal Protection Act.

5.11.11. Endangered Species Act

The 1973 Endangered Species Act (ESA) provides for the conservation of ecosystems upon which threatened and endangered species of fish, wildlife, and plants depend. Section 7 of the ESA requires Federal agencies to ensure that any action authorized, funded or carried out by them is not likely to jeopardize the continued existence of listed species or modify their critical habitat.

Build Alternative: According to the USFWS Official Species List generated on August 28, 2017, the following federally protected species may occur or could potentially be affected by the proposed project: Black-capped Vireo (*Vireo atricapilla*), Golden-cheeked Warbler (*Dendroica chrysoparia*), Least Tern (*Sterna antillarum*), Piping Plover (*Charadrius melodus*), Red Knot (*Calidris canutus rufa*), and Whooping Crane (*Grus americana*).

Impacts to the Black-capped Vireo are not anticipated because there is no suitable habitat present within the action area, such as oak-juniper woodlands with distinctive patchy, two-layered aspect; shrub and tree layer with open, grassy spaces; and foliage reaching to ground level for nesting

cover. For the Golden-cheeked Warbler, there is no suitable habitat within the action area that consists of juniper-oak woodlands. The species is dependent on Ashe juniper (also known as cedar) for long fine bark strips, only available from mature trees, used in nest construction. Impacts to the Least Tern are not anticipated because there is no suitable habitat present within the action area, such as sand and gravel bars within braided streams and rivers. For the Piping Plover and Red Knot, there is no suitable habitat present within the action area, such as beaches, sand, algal, or tidal flats, or sparsely vegetated shores and islands of shallow lakes, ponds, rivers, and impoundments. TxDOT has determined that there would be no effect to the Piping Plover or Red Knot as a result of the proposed project. For the Whooping Crane, there is no habitat present within the action area, such as coastal marshes and estuaries, inland marshes, lakes, ponds, wet meadows and rivers, and agricultural fields. TxDOT has determined that the proposed project would have no effect on the Black-capped Vireo, Golden-cheeked Warbler, Least Tern, Piping Plover, Red Knot, or the Whooping Crane.

USFWS designated Critical Habitat is not present within the proposed project action area.

No-Build Alternative: Under the No-Build Alternative, the proposed project would not be constructed; thus, there would be no effects to federally listed threatened, endangered, or candidate species.

5.12. Air Quality

The proposed project is located with an area that has been designated by EPA as a moderate nonattainment area for the 2008 ozone NAAQS; therefore, transportation conformity rules apply.

Both the MTP and the TIP were initially found to conform to the TCEQ State Implementation Plan by FHWA and Federal Transit Administration on September 7, 2016 and December 19, 2016, respectively; however, the proposed project is not consistent with this conformity determination because it is still pending approval in the 2017-2020 STIP. TxDOT will not take final action on this environmental document until the proposed project is consistent with a currently conforming MTP and TIP. Copies of the MTP and TIP pages are included **in Appendix E**.

Build Alternative: An *Air Quality Assessment Technical Report* was completed for the proposed project and is maintained in the project file at the TxDOT Dallas District Office. Because the proposed project would add capacity in a nonattainment area, it would be coordinated under TxDOT's MOU with TCEQ (see **Appendix G**).

A Carbon Monoxide (CO) Traffic Air Quality Analysis was not required for the proposed project because the average annual daily traffic does not exceed 140,000 vpd. A qualitative Mobile Source Air Toxics (MSAT) analysis was completed for the proposed project and found that the Build Alternative may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain and, because of this uncertainty, the health effects from these emissions cannot be estimated. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today. A Congestion Management Process was conducted to identify operational improvements and travel demand reduction strategies at the project level. Committed congestion reduction strategies and operational improvements within the study boundary would consist of access management improvements (turn lanes), addition of new lanes, and intersection improvements; sustainable development improvements: bicycle and pedestrian facility improvements; and system management and operations improvements: traffic signal improvements. Lastly, it is not anticipated that emissions from construction of this project would have any significant impact on air quality in the area due to the use of fugitive dust control measures, the encouragement of the use of the Texas Emissions Reduction Plan (TERP), and compliance with applicable regulatory requirements.

Present and future vehicle miles travelled and the associated MSAT emissions and CO emissions resulting from the proposed project are considered a direct effect and were considered in the air quality analyses discussed above. Additional impacts, in the form of encroachment-alteration effects, would not occur.

The use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements would mitigate impacts to air quality.

No-Build Alternative: Due to federal fuel and vehicle control programs, air quality would be expected to improve regardless of the Build or No-Build Alternative.

5.13. Hazardous Materials

An initial site assessment (ISA) including a visual survey of the project limits and surrounding area, research of existing and previous land use, and limited review of federal and state regulatory databases/lists was performed. The purpose of the ISA is to identify possible hazardous materials within the project limits.

Build Alternative: A review of a regulatory database list was conducted as part of the ISA. Section 5.1 of the ISA lists the regulatory records that were reviewed. The Conflans *Hazardous Materials Initial Site Assessment Report* is maintained in the TxDOT Dallas District project files.

Oil and Gas Contamination

Two sites of concern associated with oil and gas (O&G) activities were identified: an unlabeled vent pipe within the project's proposed ROW and a detention pond adjacent to the proposed project.

An unlabeled vent pipe was observed protruding within the project's proposed ROW. The vent pipe is located west of the levee and is approximately 250 feet southeast of a dry pond, which is located adjacent north of proposed ROW. Based on its location, the pipe could be associated with O&G well operations within the area. No soil staining or stressed vegetation were observed in its immediate area. Through additional TxDOT ENV investigation, the vent pipe was discovered to be an emergency pressure release valve for a water utility line running north of the project. The vent pipe is therefore, not an environmental concern. However, the vent pipe will need to be relocated during utility adjustments and relocations.

The surface location of a horizontal O&G well is situated approximately 1,077 feet north of the project. A review of permit documents pulled from the Texas Railroad Commission Public GIS Viewer well information identified the land area for the well location is 397.74 acres. The well was permitted in 2007 and has a completion depth of 8,730 feet. Although the well was not permitted until 2007, historic aerials suggest the surface location for the well appears to have been active since at least 1995. A pond typically used for wastewater and other waste products from oil and gas well drilling operations is visible in historic aerials from 2008 to 2017. The 2017 aerial shows the pond area as dry. The pond area is situated adjacent north to the proposed project ROW. During site reconnaissance, the pond was observed to be dry.

The nearest bridge piers for the project roadway bridge will be drilled approximately 105 feet south of the pond. A review was performed of a preliminary geotechnical report for the project area, dated November 2016. Two borings (B-2 and B-3) were advanced near the pond area to a depth of 100 feet each. No unusual appearance of the soils or odors was noted on the boring logs. Groundwater was encountered at 18 feet (B-2) and 5 feet (B-3). The preliminary geotechnical report did not note any contamination was encountered on boring logs. Through additional TxDOT ENV investigation, the pond, identified as part of the offsite horizontal oil and gas well, has been determined to have a low potential to impact the project based on the pond not being within the proposed ROW and geotechnical borings performed south of the pond area showing no indicators of possible release or contamination from the pond. Refer to **Appendix F** for the Project Resource Map.

Involvement with Regulated Sites

Regulated sites were identified within the database search. Based on the distance from the project and the regulatory status of the regulated sites, the facilities are not considered an environmental concern.

Utility Adjustments/Relocation

Overhead high-tension powerlines transect the proposed project. A portion of the powerlines would be relocated. Other utility adjustment requirements within the proposed project have not been determined. There is a potential for contamination to be encountered during utility adjustments. Coordination with utility companies concerning this contamination would be addressed during the ROW stage of project development. It is anticipated that all utility adjustments or relocation would be completed prior to construction.

Storm Water Drainage Structures in Contamination

The proposed project requires the installation of storm sewers. During the construction of the proposed storm sewer, de-watering of the excavation is anticipated. A hydrology study would be contracted by an engineering and environmental consultant to provide specifications on handling procedures and permitting requirements if contamination is encountered.

Possible Asbestos-Containing Materials

The proposed project does not require the demolition and/or relocation of building and bridge structures.

Lead-Based Paint

The proposed project does not require the demolition and/or relocation of building structures.

Well Plugging (Water Quality)

Monitoring wells were not observed within the project limits.

Active Pipelines

There are no active pipelines within the project limits.

No-Build Alternative: Under the No-Build Alternative, the proposed project would not be constructed; thus, project-related hazardous materials impacts would not occur.

5.14. Traffic Noise

Build Alternative: A traffic noise analysis was accomplished in accordance with TxDOT's (FHWA approved) *Guidelines for Analysis and Abatement of Roadway Traffic Noise* (2011). The proposed project would not result in traffic noise impacts because all land use activity areas adjacent to the project are currently undeveloped land, which is not permitted for development. Refer to the Conflans Road *Traffic Noise Technical Report* for a detailed discussion of the traffic noise analysis. Sound from highway traffic is generated primarily from a vehicle's tires, engine and exhaust. It is commonly measured in decibels and is expressed as "dB." The FHWA has established Noise Abatement Criteria (NAC) for various land use activity areas that are used as one of two means to determine when a traffic noise impact would occur. A noise impact occurs when either the absolute or relative criterion is met:

Absolute criterion - The predicted noise level at a receiver approaches, equals or exceeds the NAC. "Approach" is defined as one dB(A) below the NAC. For example: a noise impact would occur at a Category B residence if the noise level is predicted to be 66 dB(A) or above.

Relative criterion - The predicted noise level substantially exceeds the existing noise level at a receiver even though the predicted noise level does not approach, equal or exceed the NAC.

"Substantially exceeds" is defined as more than 10 dB(A). For example: a noise impact would occur at a Category B residence if the existing level is 54 dB(A) and the predicted level is 65 dB(A).

When a traffic noise impact occurs, noise abatement measures must be considered. A noise abatement measure is any positive action taken to reduce the impact of traffic noise on an activity area.

The FHWA traffic noise modeling software was used to calculate existing and predicted traffic noise levels. The model primarily considers the number, type and speed of vehicles; highway alignment and grade; cuts, fills and natural berms; surrounding terrain features; and the locations of activity areas likely to be impacted by the associated traffic noise.

As indicated previously, the proposed project would not result in a traffic noise impacts because all land use activity areas adjacent to the project are currently undeveloped land, which is not permitted for development. However, to avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, no new activities are planned or constructed along or within the following predicted (2043) noise impact contours (**Table 4**).

Table 4: Noise Impact Contours in the Project Study Area

Land Use	Impact Contour[1]	Distance from Proposed ROW Line
NAC category B & C	66 dB(A)	15 feet
NAC category E	71 dB(A)	Within ROW

[1] – Impact contours are one dB(A) lower than the NAC per category to reflect impacts that would occur as a result of approaching the NAC for the respective contours.

A copy of this traffic noise analysis will be made available to local officials. On the date of approval of this document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

For more information about how traffic noise is evaluated for TxDOT projects, refer to ENV's *Environmental Handbook for Traffic Noise* and *Guidelines for Analysis and Abatement of Roadway Traffic Noise*, the latter of which has been approved by FHWA.

The analysis of traffic noise is by its nature an examination of encroachment-alteration indirect impacts. That is, traffic noise models predict the noise levels that would be perceived by people located away from newly-constructed transportation facilities. No attempt has been made to describe noise levels that may exist directly within the transportation facility by motorists, as noise is generally accepted as a necessary element that accompanies the use of roadways. Because the proposed project would not result in traffic noise impacts, there are no encroachment-alteration effects.

No noise barriers or other mitigative measures were evaluated because the proposed project would not result in traffic noise impacts.

No-Build Alternative: If the No-Build Alternative was implemented, traffic noise levels would be expected to increase with an associated increase in traffic volumes on adjacent roadways.

5.15. Induced Growth

The Council on Environmental Quality (CEQ) defines indirect effects as those "caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect impacts may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems" (40 CFR Section 1508.8).

Build Alternative: An analysis of indirect impacts followed the processes outlined in TxDOT's *Indirect Impacts Analysis Guidance* (July 2016). Refer to the Conflans Road *Indirect and Cumulative Impacts Analysis* Technical Report for a detailed discussion of the indirect effects analysis.

The proposed project's Area of Interest (AOI) was established using north-south and east-west roadways (SH 183, Esters Road, West Rock Island Road, Trinity Boulevard, and SH 360). The area within the AOI encompasses the entire Build Alternative and adjacent areas where development or accelerated rates of development could potentially occur. Extending the AOI out farther would encompass areas unlikely to be affected by the proposed project. The AOI encompasses 2,432 acres. TxDOT worked with local planners to determine that the proposed project is not anticipated to induce development because the parcels that would gain new access are already developed or planned for development. Results of the analysis indicate that there would be no induced growth effects resulting from the proposed project.

No-Build Alternative: This alternative would not result in induced growth.

5.16. Cumulative Impacts

The CEQ defines cumulative impacts as those which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR §1508.7). As such, it may be difficult to understand the role that a proposed action may have in contributing to the overall or cumulative impacts to an area or resource.

Build Alternative: An analysis of cumulative impacts followed the processes outlined in TxDOT's *Cumulative Impacts Analysis Guidelines* (July 2016). Refer to the Conflans Road *Indirect and Cumulative Impacts Analysis* Technical Report for a detailed discussion of the cumulative impacts analysis.

Cumulative impacts to vegetation and wildlife habitat and Waters of the U.S. were analyzed because the resources are in poor and/or declining health. The expansion of the DFW Metroplex and associated expansion of the transportation network is contributing to the reduction of the available vegetation and wildlife habitat and Waters of the U.S.

Vegetation and Wildlife Habitat

As a result of a change in available vegetation and habitat, wildlife species in the area are shifting to species better able to adapt to a suburban environment and native, wild species are potentially being displaced, forced to relocate, or adapt to their new surroundings. Historically, agricultural activities were the primary activities conducted within the resource study area (RSA). The geographical RSA used in this analysis consisted of the subbasins for Bear Creek and Estelle Creek. The RSA totals approximately 2,781 acres. The year 1970 was used as the beginning temporal boundary and 2040 was the end of temporal boundary. Results of the analysis indicate that the cumulative impacts resulting from 17.52 acres of direct impacts and 175 acres of impacts from other past, present, and reasonably foreseeable actions would total 192.52 acres. Cumulative impacts would affect 25.8 percent of the resource within the RSA and is considered substantial. Incorporating parks, open spaces, and riparian corridors around and within developed areas would provide wildlife habitat and shelter. Planting these areas with native fruit or nut-bearing trees and shrubs, and native grain-bearing grasses would provide food for wildlife, and would help to mitigate impacts to habitat used by wildlife. This mitigation could be conducted by whoever is responsible for the impact such as a city or a developer. Development within the associated municipalities within the RSA would be subject to the laws and ordinances regulating residential, commercial and industrial development set by each municipal government. Mitigation

could include mandatory park areas or a limit on lot sizes. State and federal entities protect the quality of water and wildlife habitat in the area and additional development would follow the requirements of state and federal laws.

Waters of the U.S.

Due to the emerging residential, commercial/retail, and industrial setting within the RSA, impacts consisting of bridging, culverting, and filling of Waters of the U.S. are occurring more frequently within the RSA. The geographical RSA for Waters of the U.S. used in this analysis also consisted of the subbasins for Bear Creek and Estelle Creek, which totals approximately 2,781 acres. The cumulative impacts would total approximately 1,085 linear feet of streams. This impact would be from direct impacts only as there no impacts from the previously described other past, present, and reasonably foreseeable actions in the RSA. Cumulative impacts to streams would affect 5.0 percent of the resource within the RSA. No direct, indirect or cumulative impacts on ponds and wetlands are anticipated from the proposed project. Avoidance or minimization of impacts to Waters of the U.S. and wetlands should be performed during the development design phase so that the least amount of impact occurs. Mitigation is only conducted when impacts to Waters of the U.S. and wetlands cannot be avoided. Typical mitigation includes the construction of mitigation areas or purchasing credits from a mitigation bank. Mitigation is frequently conducted as one of the requirements for obtaining a Section 404 permit. The USACE decides what the ratio of the mitigation area would be relative to the acreage of impacts to Waters of the U.S. A typical mitigation ratio is three times the amount of acreage impacted, while the minimum mitigation ratio is one time the amount of acreage impacted (i.e. 1:1 ratio). The USACE would have jurisdiction over mitigation activities for impacts to Waters of the U.S., and as such, would determine the mitigation responsibilities of the developers.

No-Build Alternative: The implementation of this alternative would not contribute to cumulative impacts in the 2,781-acre RSA for vegetation and wildlife habitat and Waters of the U.S.

5.17. Construction Phase Impacts

Build Alternative: Depending on required traffic control and phasing, the construction phase of the proposed project, and associated construction impacts, is anticipated to be 36 months. During the construction phase of the proposed project, there is the potential for noise, dust or light pollution; impacts associated with physical construction activity and other traffic disruptions. These potential impacts are discussed as follows:

Construction Noise – There would be loud noise from heavy equipment during construction of the project. Noise associated with the construction is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns and would not be restricted to any specific location.

Construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the businesses and residences along the project are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected.

Provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

Fugitive Dust and Air Pollutants – During the construction phase of this project, temporary increases in particulate matter (PM) and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel PM from diesel powered construction equipment and vehicles. Refer to **Section 5.12** of this EA and the Conflans *Air Quality Assessment Technical Report* for a detailed discussion of fugitive dust and air pollutants.

Construction-related pollutants that are not contained onsite are expected to dissipate readily in the normal course of atmospheric mixing. Considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized, it is not anticipated that emissions from construction of this project would have any substantial impact on air quality in the proposed project area.

The potential impacts of PM emissions would be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The TERP provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found at: https://www.tceq.texas.gov/airquality/terp.

Light Pollution – Construction normally occurs during daylight hours; however, construction could occur during the night-time hours to minimize impacts to the traveling public during the daylight hours.

Due to the close proximity of businesses (warehouses) to the project, if construction were to occur during the night-time hours, it would be of short duration and would not be conducted late in the evening. Construction during the night-time hours would follow any local policies and ordinances established for construction activities, such as light limitations.

Construction Activity Impacts – Construction activities would be limited to the proposed project footprint. Excessive vibration from construction equipment is not anticipated. If there was excessive vibration from construction equipment, it would be of short duration.

Traffic control plans would be prepared and implemented in coordination with the city and the county. Construction that would require cross street closures would be scheduled so only one crossing in an area is affected at one time. Where detours are required, clear and visible signage for an alternative route would be displayed. In residential areas, major activity would be limited to normal work hours whenever practicable, to avoid noise and related impacts to the local population.

Temporary Lane, Road or Bridge Closures (Including Detours) – Traffic control plans would be prepared and implemented in coordination with the city and the county. Construction that would require cross street closures would be scheduled so only one crossing in an area is affected at one time. Where detours are required, clear and visible signage for an alternative route would be displayed.

Motorists would be inconvenienced during construction of the project due to lane and cross-street closures; however, these closures would be of short duration and alternate routes would be provided.

Residents and businesses in the immediate construction area would be notified in advance of proposed construction activity using a variety of techniques, including signage, electronic media, community newspapers, and other techniques. The proposed project would not restrict access to any existing public or community services, businesses, commercial areas, or employment centers.

No-Build Alternative: This alternative would not result in noise, dust or light pollution; impacts associated with physical construction activity, temporary lane, road closures; and other traffic disruptions associated with construction.

6. Agency Coordination

Coordination with the FAA, TCEQ, TPWD, and federally-recognized tribes has occurred under TxDOT's respective MOUs and PA with these agencies/entities. See **Appendix G** for the written coordination exchanges.

7. Public Involvement

A public meeting was held at City of Irving City Hall, City Council Chambers located at 825 W. Irving Boulevard, Irving, Texas 75060 on January 17, 2017. The meeting was held in an open house format from 6:00 p.m. to 8:00 p.m. to allow for questions and review of project exhibits. TxDOT and consultant personnel were available to answer questions during the open house. The total registered attendance at the public meeting was 26 persons, which was comprised of one elected official and seven members of the public. A total of seven project staff members from TxDOT, five City of Irving employees, and six project consultants also attended. The meeting was held to share information about the project and seek input from area residents. There were no written comments received at the public meeting. No written comments were received during the 15-day comment period that ended on February 1, 2017.

The public meeting documentation may be inspected and copied upon request at the TxDOT Dallas District Office. A Public Hearing will be held following approval of the draft EA.

A notice of impending construction would be provided to owners of adjoining property and affected local governments and public officials. The notice may be provided via a sign or signs posted in the ROW, mailed notice, printed notice distributed by hand, or notice via website when the recipient has previously been informed of the relevant website address. This notice would be provided after the environmental decision (i.e. FONSI), but before earthmoving or other activities requiring the use of heavy equipment begin.

8. Environmental Permits, Issues and Commitments (EPIC)

ROW Acquisition and Relocation

The TxDOT ROW Acquisition and Relocation Assistance Program would be conducted in accordance with the Uniform Act of 1970, in the Uniform Act of 1987, and relocation resources are available without discrimination to all facilities being relocated.

Limited English Proficiency

A Public Hearing will be conducted for the proposed project. Reasonable steps will be taken to ensure that LEP persons have meaningful access to the programs, services, and information TxDOT provides. During the Public Hearing, an interpreter for specific languages would be provided if requests are made prior to the event date.

Cultural Resources

In the unlikely event that cultural resources are discovered during construction of the proposed project, TxDOT would immediately initiate cultural resource discovery procedures. All work in the vicinity of the discovery would cease until a specialist from TxDOT and/or the THC could arrive on site and assess the discovery's significance and the need, if any, for additional investigation.

Clean Water Act Section 401

The SW3P would include at least one BMP from the 401 Water Quality Certification Conditions for NWPs as published by the TCEQ. These BMPs would address each of the following categories:

- Category I Erosion Control would be addressed by using temporary vegetation, permanent seeding/sodding, and stone outlet structures such as stone riprap.
- Category II Sedimentation Control would be addressed by installing silt fence, rock berms, and mulch filter socks.
- Category III Post-Construction TSS control would be addressed by installing vegetative-lined drainage ditches.

Other approved methods would be substituted if necessary using one of the BMPs from the identical category.

Clean Water Act Section 402

TxDOT would comply with the requirements of the TCEQ TPDES General Permit No. TxR150000. In order to comply with TPDES General Permit Number TxR150000 for Construction Activities requirements, a NOI would be filed with TCEQ stating that TxDOT would have a SW3P in place during construction of this project. A construction site notice would be posted on the construction site. This SW3P utilizes the temporary control measures as outlined in TxDOT's manual *Standard Specifications for the Construction of Highways, Streets, and Bridges*.

Sections of the Build Alternative are located within the boundaries of the TxDOT and the City of Irving's (Phase I) MS4, and would comply with the applicable MS4 requirements.

Executive Order 11988, Floodplain Management

The proposed project would be in compliance with 23 CFR 650 regarding location and hydraulic design of highway encroachments within the floodplains, and the proposed project would comply with EO 11988, Floodplain Management. Local floodplain administrator coordination would be conducted.

Biological Resources

Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable.

In accordance with the TxDOT-TPWD Memorandum of Agreement, BMPs would be implemented for the western burrowing owl, plains spotted skunk, Louisiana pigtoe, sandbank pocketbook, Texas heelsplitter, Texas pigtoe, alligator snapping turtle, timber rattlesnake, and Texas garter snake.

Executive Order 13112 on Invasive Species

Seeding and replanting with TxDOT-approved seed mixes containing native species would be conducted where possible. Soil disturbance would be minimized in the ROW in order to minimize invasive species establishment. Preserve native vegetation to the extent practical. Contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751, and 752 in order to comply with the requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a Federal permit issued in accordance to the Act's policies and regulations. The contractor would remove all old migratory bird nests from any structure where work would be done from October 1 to February 15. In addition, the contractor would be prepared to prevent migratory birds from building nest(s) between February 15 and October 1. In the event that migratory birds are encountered on-site during project construction, efforts to avoid adverse impacts on protected birds, active nests, eggs and/or young would be observed, per the Environmental Permits, Issues, and Commitments (EPIC) plans.

Hazardous Materials or Contamination Issues

Any unanticipated hazardous materials encountered during construction would be handled according to applicable federal, state, and local regulations per TxDOT Standard Specifications. The contractor would take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction staging area. All construction materials used for this project would be removed as soon as the work schedules permit.

Should hazardous materials/substances be encountered, the TxDOT Dallas District Hazardous Materials Section would be notified and steps would be taken to protect personnel and the environment. If necessary, the plans, specifications, and estimates would include provisions for the appropriate soil and/or groundwater management plans for activities within these areas. The management plans would be initiated in accordance with all applicable federal, state and local regulations.

9. Conclusion

Implementation of the proposed project would not result in a significant impact on the human or natural environment; therefore, a FONSI is recommended.

10. References

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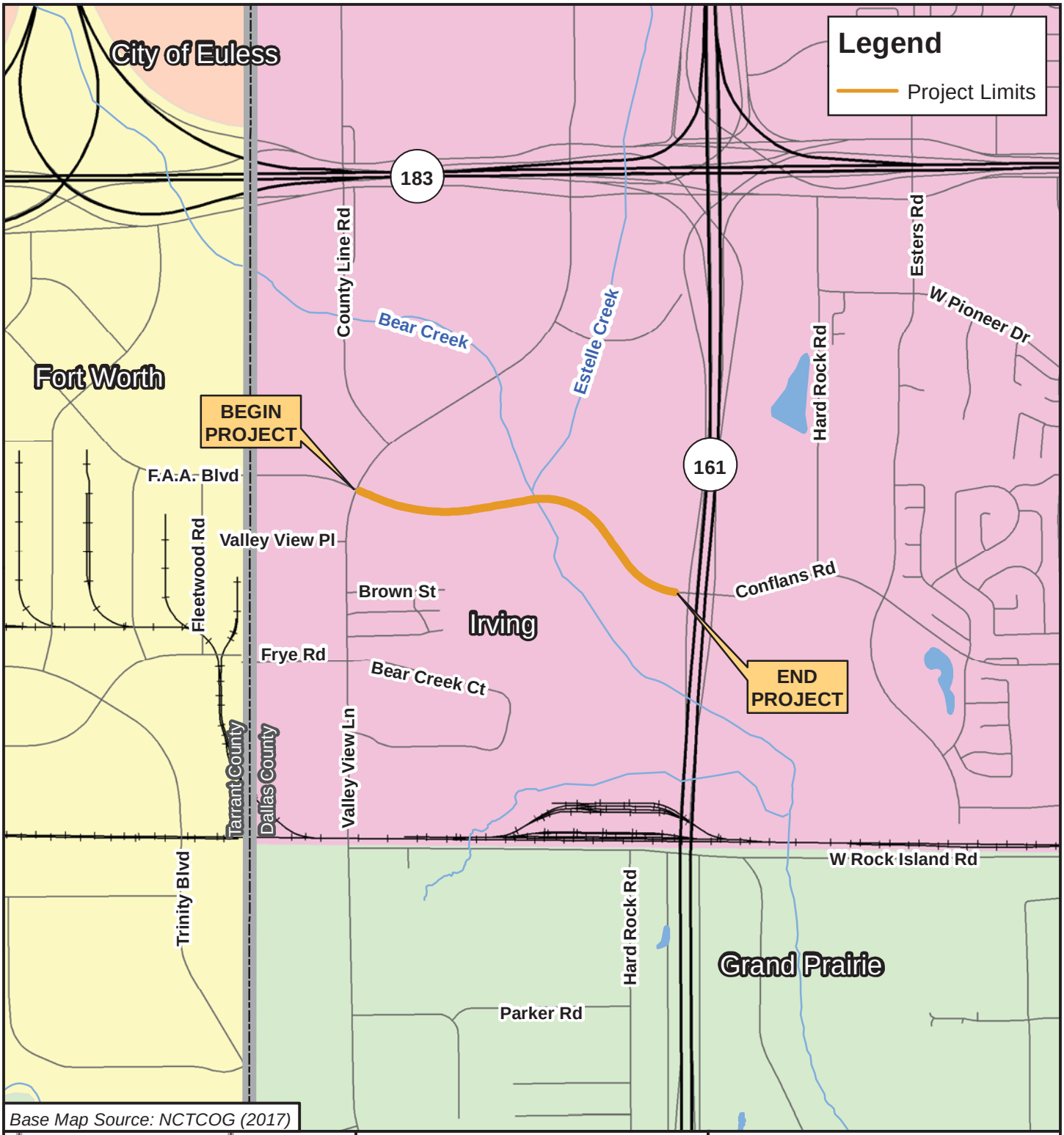
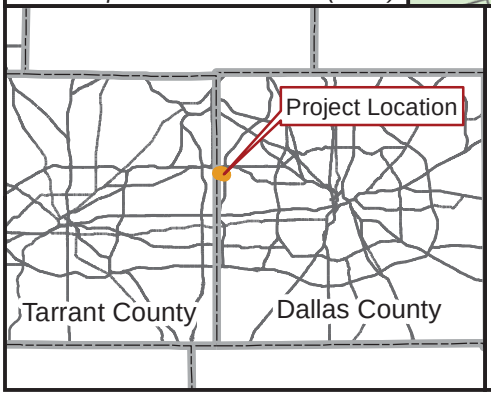
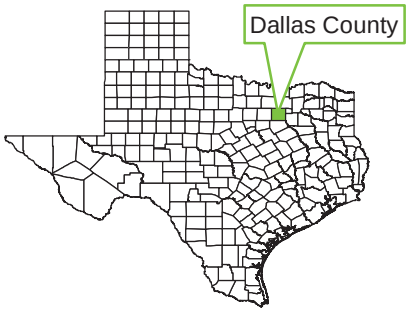
11. Appendices

Appendix A – Project Location Map



Base Map Source: NCTCOG (2017)





N
W E
S

0 1,500 Feet

PROJECT LOCATION MAP

CONFLANS ROAD
From Valley View Lane
To State Highway 161
Dallas County, Texas

CSJ No. 0918-45-812

Appendix B – Project Photos

Photo 1 – View looking north-northwest at the beginning of the proposed project at Valley View Lane and FAA Boulevard. Properties in the area consist of light industrial and commercial.

Photo 2 – View looking west at FAA Boulevard and Valley View Lane at the beginning of the proposed project. Properties in the area consist of light industrial and commercial.

PROJECT AREA PHOTOGRAPHS

CONFLANS ROAD
From Valley View Lane
To State Highway 161
Dallas County, Texas

CSJ No. 0918-45-812

Photo 3 – Representative sidewalk along Valley View Lane.

Photo 4 – Dirt pathways observed along Valley View Lane.

PROJECT AREA PHOTOGRAPHS

CONFLANS ROAD
From Valley View Lane
To State Highway 161
Dallas County, Texas

CSJ No. 0918-45-812

Photo 5 - View looking south at the vegetation near the beginning of the project.

Photo 6 - View look west at Crossing 1 (Intermittent Tributary to Bear Creek). Riparian vegetation borders the stream channel.

PROJECT AREA PHOTOGRAPHS

CONFLANS ROAD
From Valley View Lane
To State Highway 161
Dallas County, Texas

CSJ No. 0918-45-812

Photo 7 - View looking southwest at the water crossing approximately 1,600 linear feet east of the beginning of the project.

Photo 8 - View looking east at Crossing 1 (Intermittent Tributary to Bear Creek) and Crossing 2 (Bear Creek, a perennial stream). View taken on top of the dirt road.

PROJECT AREA PHOTOGRAPHS

CONFLANS ROAD
From Valley View Lane
To State Highway 161
Dallas County, Texas

CSJ No. 0918-45-812

Photo 9 - View looking north at Crossing 2 (Bear Creek).

Photo 10 – Levee and dirt road associated with the Bear Creek floodplain within the CIA study area.

PROJECT AREA PHOTOGRAPHS

CONFLANS ROAD
From Valley View Lane
To State Highway 161
Dallas County, Texas

CSJ No. 0918-45-812

Photo 11 – View of 'Building B', as labeled in the project schematics (**Appendix C**).

Photo 12 - View looking east at the existing paved roadway
near the end of the proposed project.

PROJECT AREA PHOTOGRAPHS

CONFLANS ROAD
From Valley View Lane
To State Highway 161
Dallas County, Texas

CSJ No. 0918-45-812

Appendix C – Schematics

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

DALLAS COUNTY
DESIGN SCHEMATIC

JAMES K. SELMAN, P.E.
DISTRICT ENGINEER

CONFLANS ROAD EXTENSION

CSJ: 0918-45-812

FROM: VALLEY VIEW LANE
TO: SH 161 / PGBT

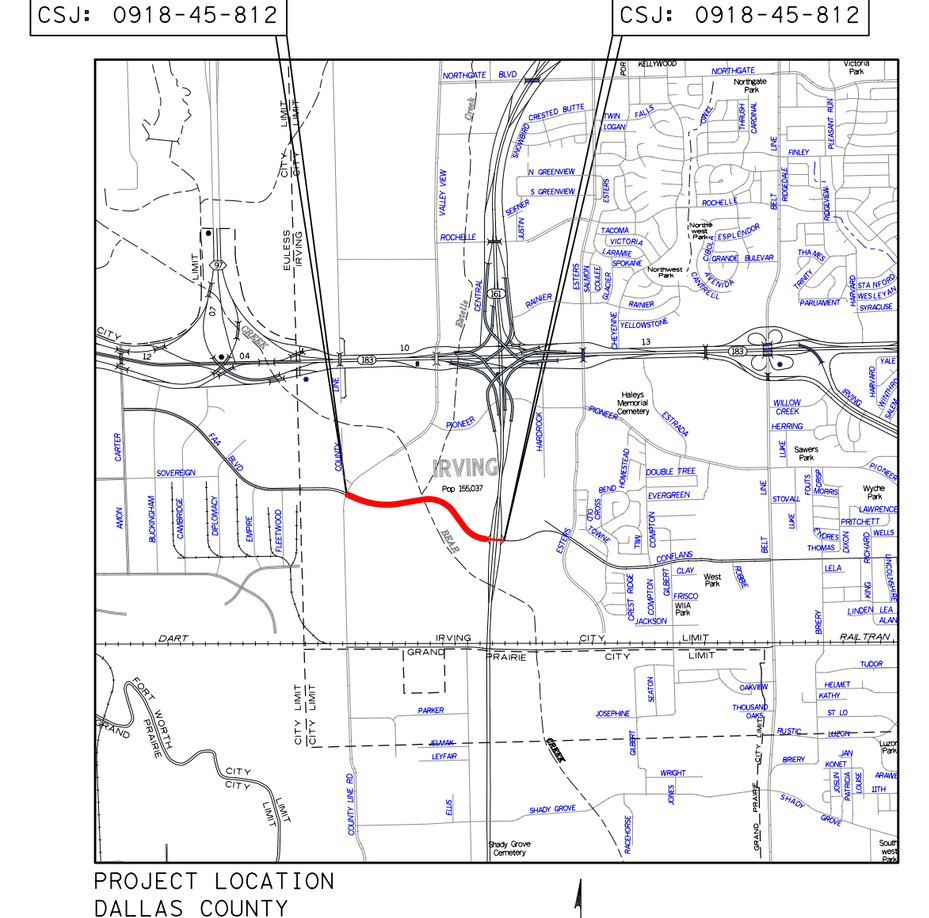
NET LENGTH OF PROJECT: 0.881 MILE
FUNCTIONAL CLASSIFICATION:
URBAN COLLECTOR
DESIGN SPEED = 35 MPH

TRAFFIC DATA

TRAFFIC VOLUMES BASED ON YEAR 2043 PROJECTIONS APPROVED BY TxDOT TP&P DIVISION DATED FEBRUARY 9, 2016	CONFLANS RD FROM VALLEY VIEW LN TO SH 161
AVERAGE DAILY TRAFFIC - 2023(2043)	6,300(8,300)
DIRECTIONAL DISTRIBUTION (%)	65-35
PERCENT TRUCKS OF DHV	5.9
K FACTOR	11.2

BEGIN PROJECT
STA 99+50.00
CSJ: 0918-45-812

END PROJECT
STA 146+00.00
CSJ: 0918-45-812



PROJECT LOCATION
DALLAS COUNTY
DALLAS DISTRICT

N.T.S.

APPROVED
MAY 24, 2017

PREPARED BY:
CIVIL ASSOCIATES, INC.
TBPE REGISTRATION NO. F-006981

NASER ABUSAAD, P.E., AICP
LICENSE NO. 83200

GRANT WU, P.E.
LICENSE NO. 89529

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF PRELIMINARY REVIEW SUBMITTAL.
IT IS NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

COUNTY: DALLAS
DATE: JUNE 2017

DESIGN SCHEMATIC FOR CONFLANS ROAD EXTENSION

ROLL 1 OF 1

SCALE: 1"=100' HORIZ
1"= 10' VERT
SCALE IN FEET

LEGEND

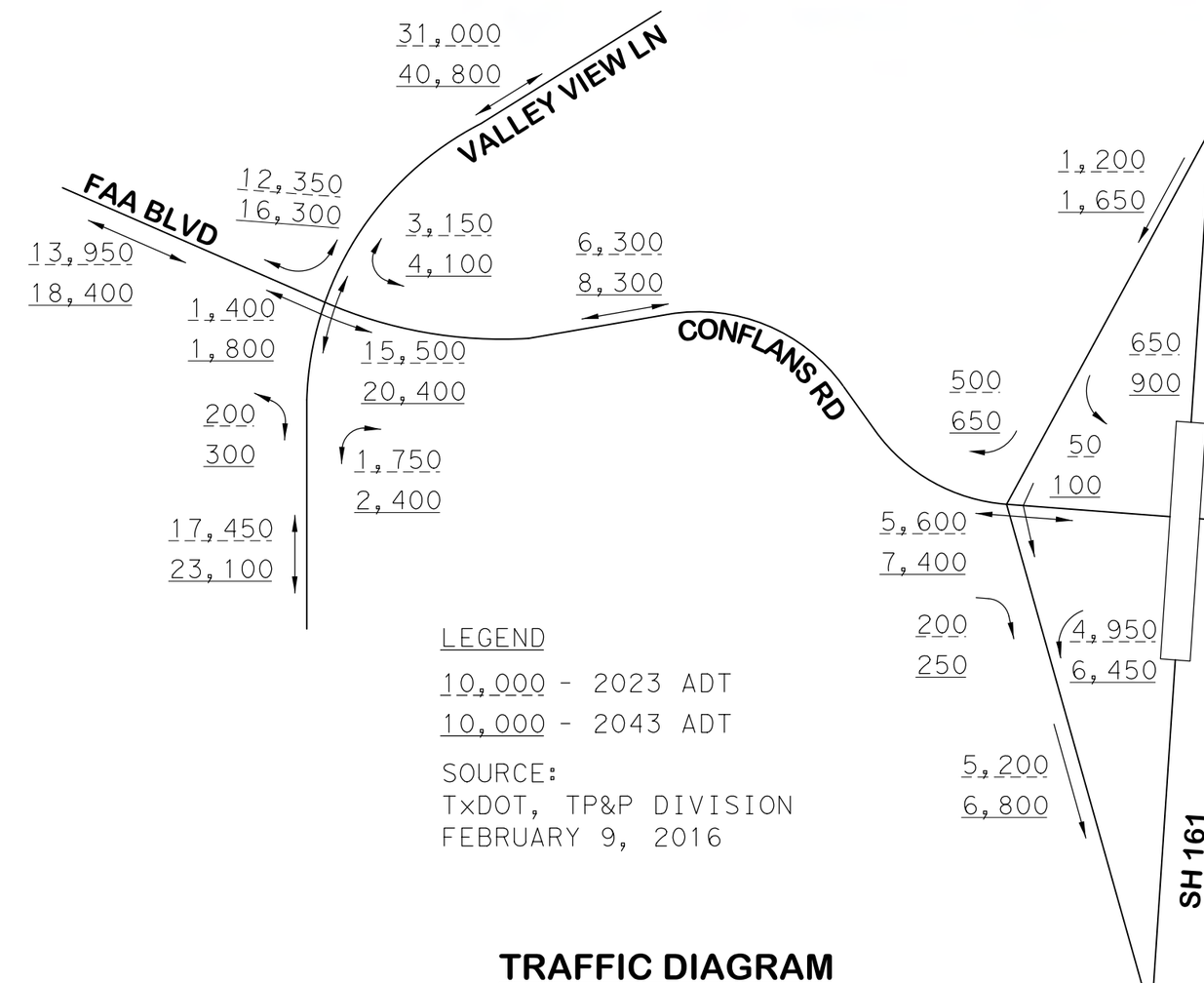
- PROPOSED PAVEMENT
- PROPOSED PAVEMENT (BY OTHERS)
- PROPOSED BRIDGE
- PROPOSED CURB RAMPS (TxDOT TY 1)
- PROPOSED PED RAMPS (CITY OF IRVING STD)
- PROPOSED R.O.W.
- EXISTING R.O.W.
- PARCEL BOUNDARY (APPROX.)
- EXISTING UTILITY EASEMENT
- PROPOSED TEMPORARY EASEMENT
- PROPOSED LANE
- PROPOSED DRAINAGE STRUCTURE
- PROPOSED RETAINING WALL
- METAL BEAM GUARD FENCE W/ SGT/DAT
- PEDESTRIAN RAIL
- DRAINAGE FLOW
- IRON ROD FOUND
- PROPERTY CORNER
- STREAM
- LEVEE IMPROVEMENTS
- 100-YR FLOODPLAIN LIMITS (SEE NOTE 6)

CURVE DATA TABLE

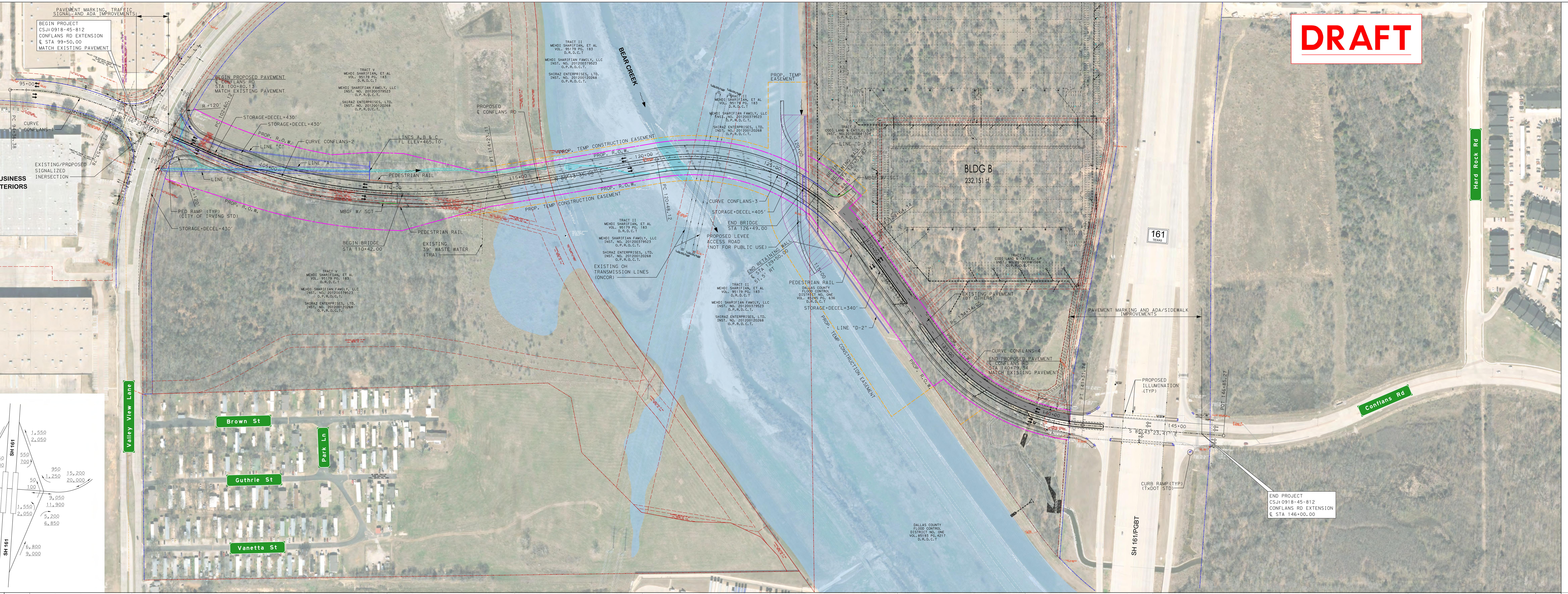
	CONFLANS-1	CONFLANS-2	CONFLANS-3	CONFLANS-4
PI STATION	96+48.43	108+58.58	125+60.70	138+06.83
DELTA	24° 54′ 42.76″ (RT)	33° 19′ 01.59″ (LT)	64° 01′ 07.06″ (RT)	49° 58′ 05.55″ (LT)
DEGREE OF CURVE	5° 58′ 05.92″	2° 51′ 53.24″	6° 59′ 14.24″	7° 09′ 43.10″
TANGENT	212.05	598.45	512.58	372.78
LENGTH	417.40	1,162.99	916.22	697.69
RADIUS	960.00	2,000.00	820.00	800.00
PC STATION	94+36.38	102+60.12	120+48.12	134+34.05
PT STATION	98+53.78	114+23.11	129+64.34	141+31.74

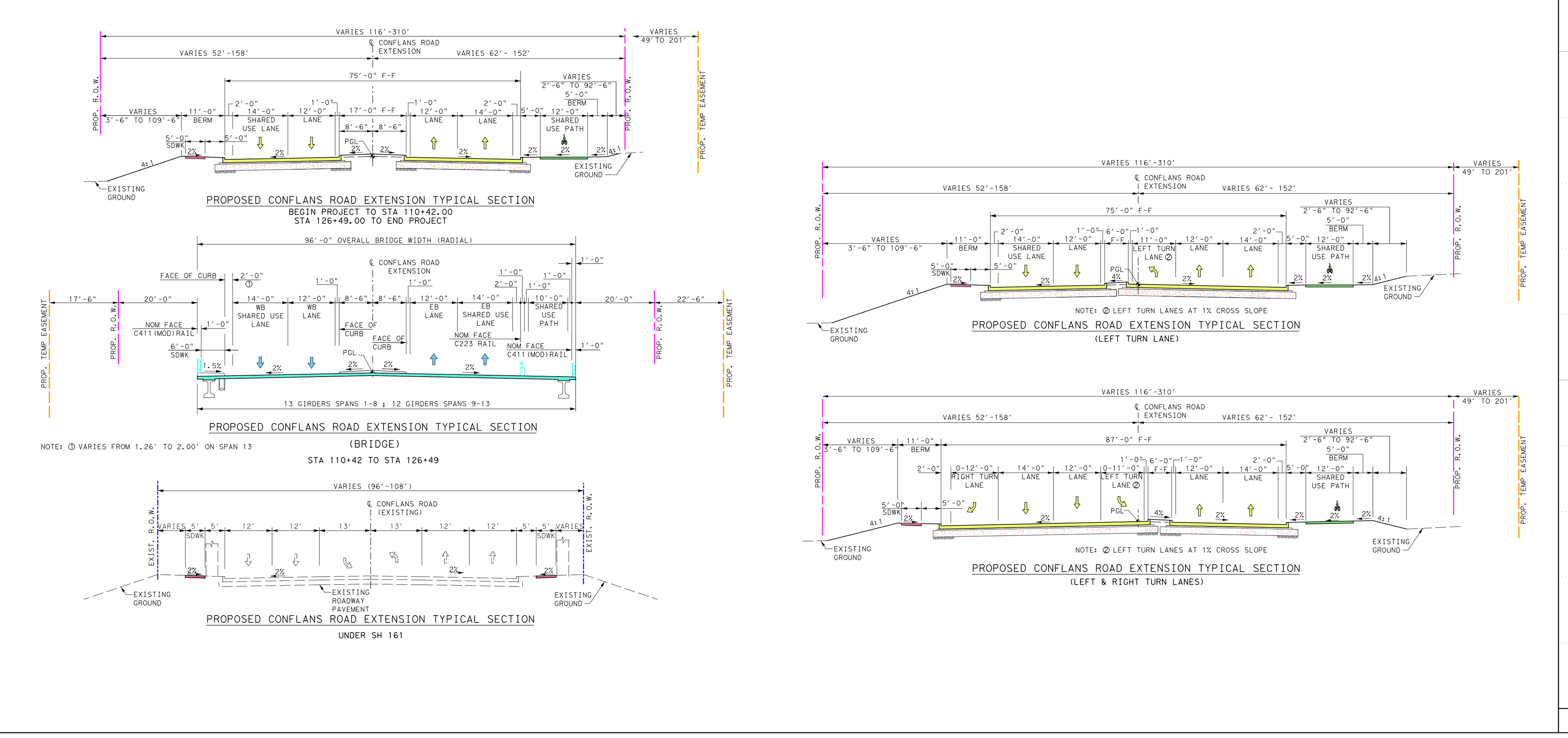
GENERAL NOTES

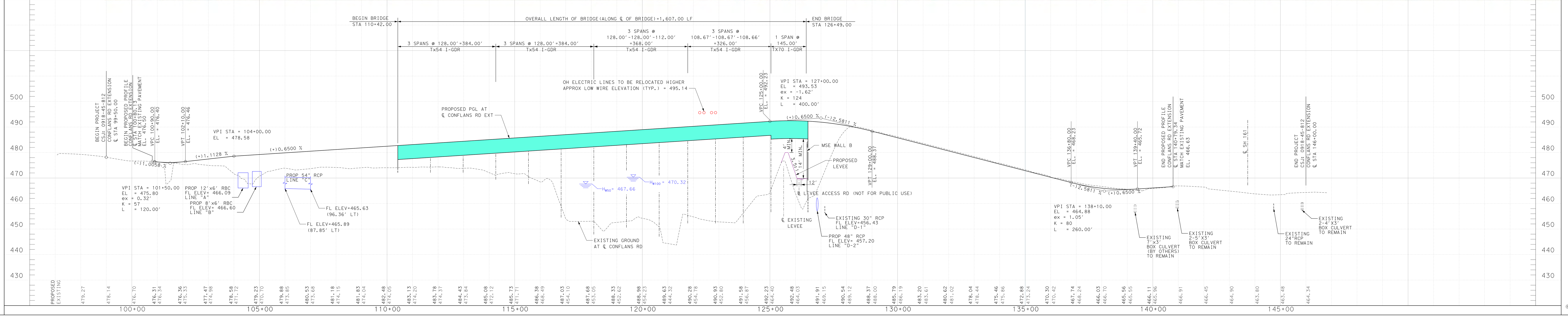
1. EXISTING TOPOGRAPHY AND RIGHT-OF-WAY SURVEY PROVIDED BY PKCE, JUNE 22, 2015.
2. AERIAL IMAGERY SHOWN PROVIDED BY THE CITY OF IRVING, FEBRUARY 28, 2015.
3. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT, JUNE 2015.
4. DIMENSIONS ARE FROM/TO FACE OF CURB.
5. PROPOSED CURB TO BE TYPE II UNLESS OTHERWISE SHOWN.
6. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED ON FEMA FLOOD INSURANCE RATE MAP FOR DALLAS COUNTY, TEXAS AND INCORPORATED AREAS, MAP NO. 48113C0285K, COMMUNITY-PANEL NO. 480180-0285, REVISION DATE JULY 7, 2014.



TRAFFIC DIAGRAM

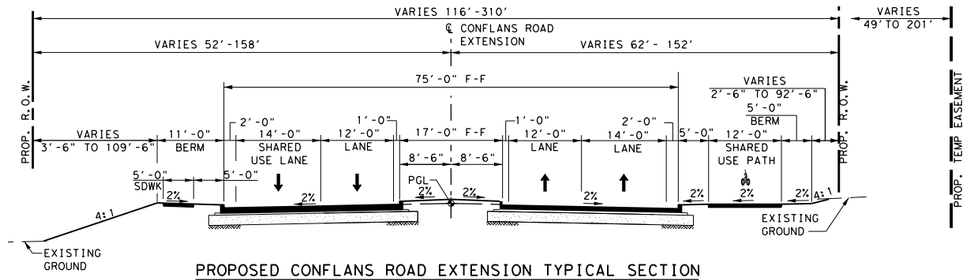






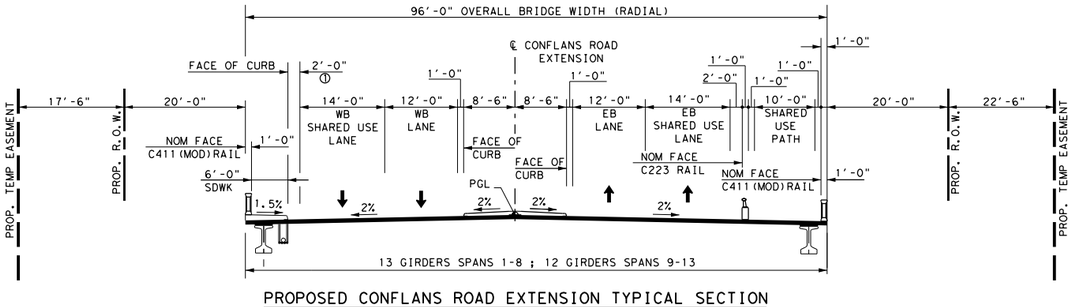
TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
DALLAS COUNTY
DESIGN SCHEMATIC
CONFLANS ROAD EXTENSION
APPROVED
MAY 24, 2017

Appendix D – Typical Sections



PROPOSED CONFLANS ROAD EXTENSION TYPICAL SECTION

BEGIN PROJECT TO STA 110+42.00
STA 126+49.00 TO END PROJECT

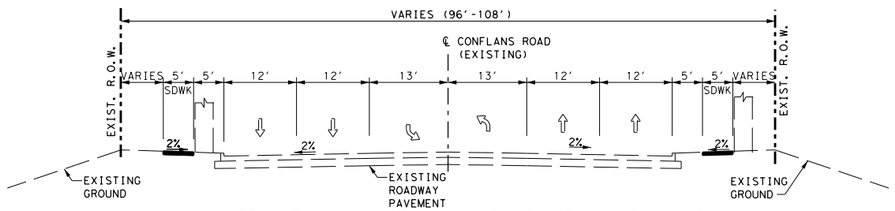


PROPOSED CONFLANS ROAD EXTENSION TYPICAL SECTION

(BRIDGE)

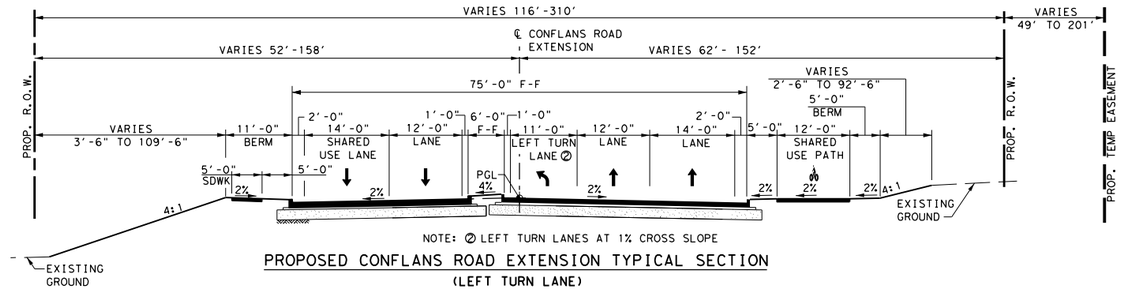
STA 110+42 TO STA 126+49

NOTE: ① VARIES FROM 1.26' TO 2.00' ON SPAN 13



PROPOSED CONFLANS ROAD EXTENSION TYPICAL SECTION

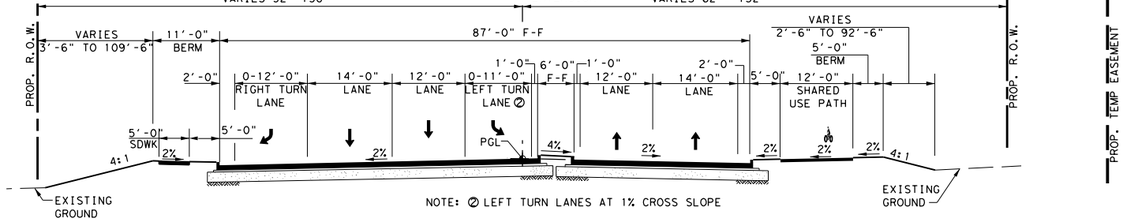
UNDER SH 161



NOTE: ② LEFT TURN LANES AT 1% CROSS SLOPE

PROPOSED CONFLANS ROAD EXTENSION TYPICAL SECTION

(LEFT TURN LANE)



NOTE: ② LEFT TURN LANES AT 1% CROSS SLOPE

PROPOSED CONFLANS ROAD EXTENSION TYPICAL SECTION

(LEFT & RIGHT TURN LANES)

FOR REPORT PURPOSES ONLY

Not for construction, bidding, or permit purpose

TYPICAL SECTIONS

CONFLANS ROAD
FROM VALLEY VIEW LANE TO
STATE HIGHWAY 161
DALLAS COUNTY, TEXAS
CSJ NO. 0918-45-812

Appendix E – Plan and Program Excerpts

2017-2020 STIP — **11/2017 Revision: Pending Approval**

DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST
DALLAS	DALLAS-FORT WORTH	DALLAS	0918-45-812	CS	E,ENV,ENG	IRVING	$ 444,637

LIMITS FROM ON CONFLANS RD FROM SH 161
LIMITS TO VALLEY VIEW LANE
PROJECT DESCR CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH
REMARKS P7 CHANGE SCOPE; ADD ENGINEERING AND ENVIRONMENTAL PHASES IN FY2018; LOCAL CONTRIBUTION PAID FOR BY IRVING; COSTS OF APPROVED PHASES INCLUDES A PORTION OF THE ENG/ENV COST
PROJECT SPONSOR IRVING
REVISION DATE 11/2017
MPO PROJ NUM 11237.2
FUNDING CAT(S)
PROJECT HISTORY ADDITIONAL ENGINEERING $977,328 OF CAT 7 OBLIGATED IN FY 2007

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 1,737,721
ROW PURCH	$ 5,840,000
CONSTR	$ 22,504,000
CONST ENG	$ 800,000
CONTING	$ 364,521
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 31,246,242

COST OF APPROVED PHASES $ 444,637

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
7	$ 355,710	$ 0	$ 0	$ 88,927	$ 0	$ 444,637
TOTAL	$ 355,710	$ 0	$ 0	$ 88,927	$ 0	$ 444,637

2017-2020 STIP — **11/2017 Revision: Pending Approval**

DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST
FORT WORTH	DALLAS-FORT WORTH	TARRANT	0902-90-984	CS	T	FORT WORTH	$ 6,264,000

LIMITS FROM ON 7TH STREET
LIMITS TO
PROJECT DESCR 7TH STREET DISTRICT CIRCULATOR ELECTRIC BUSES AND CHARGING STATIONS FOR NEW/EXPANDED TRANSIT SERVICE
REMARKS P7 ADD PROJECT TO TIP/STIP; LOCAL CONTRIBUTION BY FWTA
PROJECT SPONSOR FWTA
REVISION DATE 11/2017
MPO PROJ NUM 14009
FUNDING CAT(S)
PROJECT HISTORY

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 0
ROW PURCH	$ 0
CONSTR	$ 6,264,000
CONST ENG	$ 412,867
CONTING	$ 83,479
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 6,760,346

COST OF APPROVED PHASES $ 6,264,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
3LC	$ 0	$ 0	$ 0	$ 0	$ 514,000	$ 514,000
5	$ 4,600,000	$ 0	$ 0	$ 1,150,000	$ 0	$ 5,750,000
TOTAL	$ 4,600,000	$ 0	$ 0	$ 1,150,000	$ 514,000	$ 6,264,000

2017-2020 STIP — **11/2017 Revision: Pending Approval**

DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST
FORT WORTH	DALLAS-FORT WORTH	TARRANT	0902-90-085	VA	E,ENG	ARLINGTON	$ 155,020

LIMITS FROM JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET
LIMITS TO S. PECAN STREET
PROJECT DESCR SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS
REMARKS P7 ADD PROJECT TO TIP/STIP
PROJECT SPONSOR ARLINGTON
REVISION DATE 11/2017
MPO PROJ NUM 40065
FUNDING CAT(S)
PROJECT HISTORY 2017 TA SET-ASIDE CALL FOR PROJECTS; TOTAL PROJECT FUNDING SPLIT 50% FEDERAL/50% LOCAL; FUNDING SHOWN AS 9TAP IN ESTIP PER TXDOT TPP SINCE 9TA IS NOT A FUNDING CATEGORY OPTION IN THE ESTIP

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 155,020
ROW PURCH	$ 0
CONSTR	$ 880,791
CONST ENG	$ 49,325
CONTING	$ 15,338
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 1,100,474

COST OF APPROVED PHASES $ 155,020

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
9TAP	$ 124,016	$ 0	$ 0	$ 31,004	$ 0	$ 155,020
TOTAL	$ 124,016	$ 0	$ 0	$ 31,004	$ 0	$ 155,020

2017-2020 STIP — **11/2017 Revision: Pending Approval**

DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST
DALLAS	DALLAS-FORT WORTH	DALLAS	0918-45-812	CS	R,ACQ,UTL	IRVING	$ 5,840,000

LIMITS FROM ON CONFLANS RD FROM SH 161
LIMITS TO VALLEY VIEW LANE
PROJECT DESCR CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH
REMARKS P7 CHANGE SCOPE; DELAY ROW PHASE TO FY2019; ADD UTILITIES PHASE IN FY2019; LOCAL CONTRIBUTION PAID FOR BY THE CITY OF IRVING
PROJECT SPONSOR IRVING
REVISION DATE 11/2017
MPO PROJ NUM 11237.2
FUNDING CAT(S)
PROJECT HISTORY ROW CSJ IS 0918-47-198 - LEAVING AS CONTRACT CSJ FOR CONSISTENCY IN THE ESTIP

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 1,737,721
ROW PURCH	$ 5,840,000
CONSTR	$ 22,504,000
CONST ENG	$ 800,000
CONTING	$ 364,521
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 31,246,242

COST OF APPROVED PHASES $ 5,840,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
3LC	$ 0	$ 0	$ 0	$ 0	$ 2,440,000	$ 2,440,000
7	$ 2,720,000	$ 0	$ 0	$ 680,000	$ 0	$ 3,400,000
TOTAL	$ 2,720,000	$ 0	$ 0	$ 680,000	$ 2,440,000	$ 5,840,000

2017-2020 STIP — **07/2016 Revision: Approved 12/19/2016**

DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST
DALLAS	DALLAS-FORT WORTH	DALLAS	0918-45-812	CS	R,ACQ	IRVING	$ 2,440,000

LIMITS FROM ON CONFLANS RD FROM SH 161
LIMITS TO VALLEY VIEW LANE
PROJECT DESCR CONSTRUCT 4-LANE DIVIDED FACILITY
REMARKS P7 LOCAL CONTRIBUTION PAID FOR BY IRVING
PROJECT SPONSOR IRVING
REVISION DATE 07/2016
MPO PROJ NUM 11237.2
FUNDING CAT(S)
PROJECT HISTORY ADDITIONAL ENGINEERING $824,750 CAT 7 IN FY 2016 AND $977,328 OF CAT 7 OBLIGATED IN FY 2007

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 2,117,834
ROW PURCH	$ 2,440,000
CONSTR	$ 30,486,422
CONST ENG	$ 346,448
CONTING	$ 450,382
INDIRECT	$ 338,826
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 36,179,912

COST OF APPROVED PHASES $ 2,440,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
3LC	$ 0	$ 0	$ 0	$ 0	$ 2,440,000	$ 2,440,000
TOTAL	$ 0	$ 0	$ 0	$ 0	$ 2,440,000	$ 2,440,000

2017-2020 STIP — **07/2016 Revision: Approved 12/19/2016**

DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST
FORT WORTH	DALLAS-FORT WORTH	PARKER	0000-02-016	CS	C	WEATHERFORD	$ 30,000,000

LIMITS FROM EASTERN LOOP FROM FM 51
LIMITS TO FM 730
PROJECT DESCR CONSTRUCT 0 TO 4 LANE ULTIMATE
REMARKS P7 LOCAL CONTRIBUTION PAID FOR BY PARKER CO
PROJECT SPONSOR PARKER CO
REVISION DATE 07/2016
MPO PROJ NUM 83253
FUNDING CAT(S)
PROJECT HISTORY

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 0
ROW PURCH	$ 0
CONSTR	$ 30,000,000
CONST ENG	$ 0
CONTING	$ 0
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 30,000,000

COST OF APPROVED PHASES $ 30,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
3LC	$ 0	$ 0	$ 0	$ 0	$ 30,000,000	$ 30,000,000
TOTAL	$ 0	$ 0	$ 0	$ 0	$ 30,000,000	$ 30,000,000

Mobility 2040

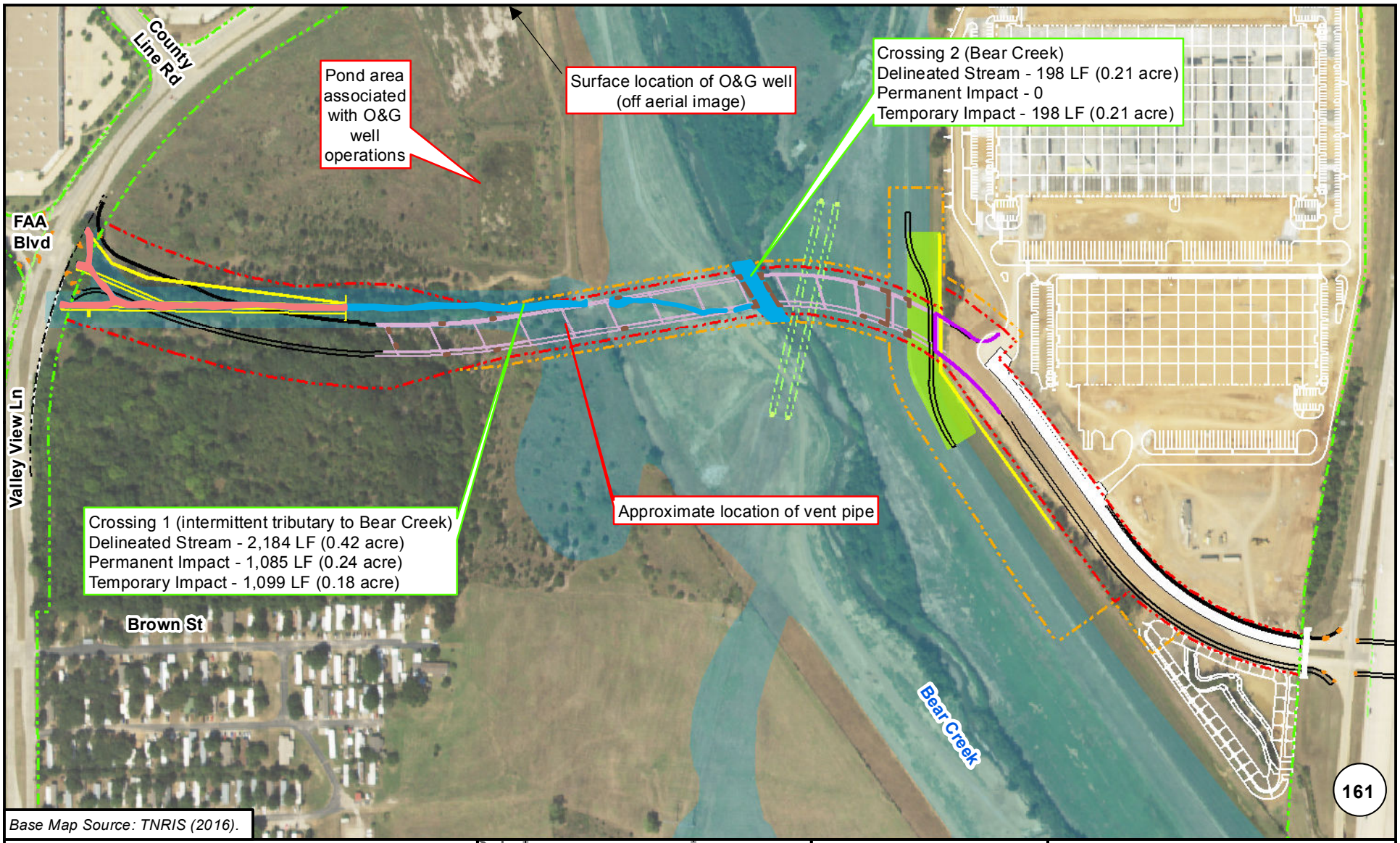
Revised October 30, 2017

Non-regionally Significant Roadways
Dallas District

MTP ID	TIP Code	Project Type	CSJ	Project	From	To	Description	YOE Total Project Cost	FFCS
NRSA1- DAL- 2	660.0	Addition of lanes	0918-45-368	Montfort Drive	Peterson Lane	Alpha Road	Widen roadway - 4 lanes to 5 lanes	$2,900,000	Major Collector
NRSA1- DAL- 4	2310.0	Addition of lanes	0918-45-236	Denton Drive	Webb Chapel E	Farmers Branch city limits	Intersection improvements		Major Collector
NRSA1- DAL- 6	661.0	Addition of lanes	0918-45-366	Motor Street	Harry Hines Blvd.	Maple Avenue	Widen roadway - 2 lanes to 4 lanes		Major Collector
NRSA1- DAL- 8	11005.0	Reconstruct roadway	0918-47-864	Whitlock Road	IH 35E	Old Denton Road	Reconstruct roadway - 4 lanes undivided to 4 lanes divided with left turns	$4,116,718	Minor Arterial
NRSA1- DAL- 9	633.0	Addition of lanes	0918-45-372	Hatcher Street	Spring Avenue	Haskell Avenue/Military Parkway	Add 1-lane continuous left turn lane to existing 4 lanes		Minor Arterial
NRSA1- DAL- 10	11533.0	Addition of lanes	0918-45-868	Freeport Parkway	Sandy Lake Road	Ruby Road	Widen roadway - 2 lanes to 4 lanes	$6,795,443	Minor Arterial
NRSA1- DAL- 11	11237.2	New roadway	0918-45-812	Conflans Road	SH 161	Valley View Lane	Construct 0 to 4 lane divided facility with new sidewalks and shared use path	$13,057,834	Minor Arterial
NRSA1- DAL- 12	11463.0	New roadway	0918-22-085	Red Oak Road	Red Oak Road underpass	2,750 feet east of IH 35E	Realign roadway - Red Oak Road		Major Collector
NRSA1- DAL- 13	11532.0	New roadway	0918-45-867	Freeport Parkway	SH 121	Sandy Lake Road	New roadway - 0 lanes to 6 lanes	$8,370,000	Minor Arterial
NRSA1- DAL- 14	11528.1	New roadway	0918-48-900	Gifford	Macarthur	Bagdad	New roadway - 0 lanes to 4 lanes	$5,008,646	Major Collector
NRSA1- DAL- 15	51257.0	Addition of lanes	1318-01-010	FM 1181	BI 45-G in Ennis	IH 45	Construct roadway - 4 lanes undivided urban		Major Collector
NRSA1- DAL- 16	11217.1 11217.2	Addition of lanes	0918-46-298 0081-11-012	Old FM 426 (McKinney St.)	1.4 miles west of Loop 288	1.1 miles east of Loop 288	Widen roadway - 2 lanes to 4 lanes divided urban	$18,950,000	Minor Arterial
NRSA1- DAL- 17	52538.0	Addition of lanes	0009-12-078	FM 551	At IH 30		Reconstruct and widen FM 551 at IH 30; includes 4-lane frontage roads and ramps	$29,500,000	Major Collector
NRSA1- DAL- 19	684.0	Intersection Improvements	0918-45-374	Valley View/Walnut	West of Greenville Ave	East of Audelia Rd	Intersection improvements at South Greenville Ave, Abrams Rd, Richland College, and Audelia Rd	$4,393,500	Minor Arterial
NRSA1- DAL- 22	11112.0	New roadway	0918-24-936	Los Rios Blvd.	Jupiter Road	Parker Road	Construct roadway - 4-lane divided		Minor Arterial
NRSA1- DAL- 27	11231.6	Addition of lanes	N/A	Cotton Gin Road	NB DNT	SB Dallas North Tollway	Widen roadway - 2 lanes WB to 4 lanes WB		Major Collector
NRSA1- DAL- 28	N/A	New roadway	1014-04-901	FM 1777	IH 30 North frontage road	SH 66	New location - Phase I		Major Collector

Source: North Central Texas Council of Governments

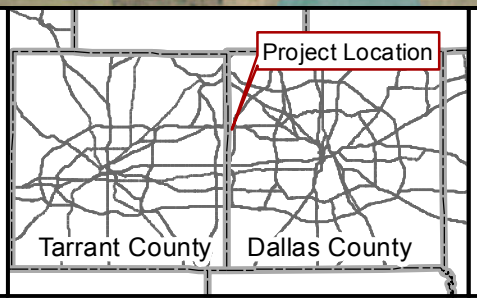
Appendix F – Project Resource Map



Base Map Source: TNRIS (2016).

Legend

- Proposed ROW
- Proposed Easement
- Existing ROW
- Proposed Culvert
- Proposed Pavement/Sidewalk/Trail
- Proposed Bridge
- Proposed Retaining Wall
- High Voltage Transmission Line
- Stream (Permanent Impact)
- Stream (Temporary Impact)
- Proposed Levee Improvement
- Proposed Bridge Riprap
- ADA ramp
- Existing Structure/Building (White Line)
- Existing Pavement
- 100-Year Floodplain



N W E S

0 400 Feet

PROJECT RESOURCE MAP

CONFLANS ROAD
From Valley View Lane
To State Highway 161
Dallas County, Texas

CSJ No. 0918-45-812

Appendix G – Resource Agency Coordination

Texas Department of Transportation
125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

April 22, 2016

RE: CSJ: 0918-45-812; Conflans Road, New-Location Roadway Construction, Section 106 Consultation; Dallas County, Dallas District

To: Representatives of Federally-recognized Tribes with Interest in this Project Area

The above referenced transportation project is being considered for construction by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT). Environmental studies are in the process of being conducted for this project. 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.

The purpose of this letter is to contact you in order to consult with your Tribe pursuant to stipulations of the Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU). The project is located in an area that is of interest to your Tribe.

Undertaking Description

TxDOT's Dallas District is proposing to construct a new-location extension of Conflans Road in southwest Irving, Dallas County, Texas (Exhibit A). The proposed project would construct a four-lane divided facility with a median, extending Conflans Road from west of SH 161 to Valley View Lane. In addition, a bridge would be constructed where the new roadway spans Bear Creek. As the project is entirely new-location, there is no existing facility and all right-of-way (ROW) is new; easements would be required on either end of the project APE for drainage (Exhibit B).

Area of Potential Effects

The project's area of potential effects (APE) comprises the following area.

- The project limits extend from the western terminus of existing Conflans Road at SH 161 west, and across Bear Creek to Valley View Lane. The total project length is thus about 0.8 mile.
- There is no existing ROW; the proposed new ROW is approximately 100 feet in width.
- The proposed new ROW comprises an area estimated at 11 acres.
- Drainage easements on either end of the APE would comprise a cumulative 1.5 acres.

- Estimated depth of impacts is typically three feet for roadway construction, with maximum depth of impacts reaching up to 35 feet where bridge supports would be required.
- For the purposes of this cultural resources review, the APE also includes an additional 50-foot area around the previously-described horizontal dimensions to account for potential alterations to the proposed APE included in the final project design. Consultation would be continued if potential impacts extend beyond this additional area, based on the final design.

Identification Efforts

For this project, TxDOT has conducted a desktop-based study of available background information, which indicates that further field investigation is warranted.

- The APE occurs in a setting with the potential to bury and preserve archeological materials.
- The APE occurs in a setting favorable for occupation.

Findings and Recommendations

Based on the above, TxDOT proposes the following findings and recommendations:

- while archeological sites occur rarely even under favorable circumstances for their presence and preservation, field investigation of the APE to identify potential archeological historic properties (36 CFR 800.16(l)) is warranted to verify that archeological historic properties do not occur within the APE;
- that a zone of 50 feet beyond the horizontal project limits be considered as part of the cultural resources evaluation; and
- if any future changes to the project APE extend beyond the additional 50-foot zone or if archeological deposits are discovered, your Tribe would then be contacted for further consultation.

According to our procedures and agreements currently in place regarding consultation under Section 106 of the National Historic Preservation Act, we are writing to request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed project APE and the area within the above defined buffer. Any comments you may have on the TxDOT findings and recommendations should also be provided. Please provide your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible. If you do not object that the proposed findings and recommendations are appropriate, please sign below to indicate your concurrence. In the event that further work discloses the presence of archeological deposits, we will contact your Tribe to continue consultation.

Thank you for your attention to this matter. If you have questions, please contact Kevin Hanselka (TxDOT Archeologist) at 512/416-2639 (email: Kevin.Hanselka@txdot.gov) or Chantal McKenzie at 512/416-2770 (email: Chantal.McKenzie@txdot.gov). When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Re: Section 106 Consultation, National Historic Preservation Act;
Proposed Texas Department of Transportation Project
CSJ: 0918-45-812; Conflans Road, Roadway Construction, Dallas County

Sincerely,

Scott Pletka, Supervisor
Archeological Studies Branch
Environmental Affairs Division

_____ _____

Concurrence by: Date:

Attachments
cc w/attachments: ENV-ARCH ECOS

Chantal McKenzie

From: Theodore Villacana <theodorev@comanchenation.com>
Sent: Monday, April 25, 2016 11:25 AM
To: Chantal McKenzie
Subject: Consult Response for - RE: Section 106 Consultation, Texas Department of Transportation, CSJ 091845812, Dallas County, Dallas District

Dear Ms. McKenzie :

In response to your request, the above reference project has been reviewed by staff of this office to identify areas that may potentially contain prehistoric or historic archeological materials. The location of your project has been cross referenced with the Comanche Nation site files, where an indication of ***"No Properties"*** have been identified.

Please contact this office at (580) 595-9960/9618 if you require additional information on this project.

This review is performed in order to identify and preserve the Comanche Nation and State cultural heritage, in conjunction with the State Historic Preservation Office.

Regards

Comanche Nation Historic Preservation Office
Theodore E. Villicana ,Technician
#6 SW "D" Avenue , Suite C
Lawton, OK. 73502

From: Jimmy Arterberry
Sent: Friday, April 22, 2016 2:38 PM
To: Theodore Villacana
Subject: FW: Section 106 Consultation, Texas Department of Transportation, CSJ 091845812, Dallas County, Dallas District

---

From: Chantal McKenzie [mailto:Chantal.McKenzie@txdot.gov]
Sent: Friday, April 22, 2016 2:35 PM
To: Amber Toppah <kbo@kiowatribe.org>; Amie R. Tah-Bone (atahbone@kiowatribe.org) <atahbone@kiowatribe.org>; Gary McAdams (Gary.McAdams@wichitatribe.com) <Gary.McAdams@wichitatribe.com>; Holly Houghten (holly@mathpo.org) <holly@mathpo.org>; Jimmy Arterberry <jimmya@comanchenation.com>; Miranda Myer (mallen@tonkawatribe.com) <mallen@tonkawatribe.com>; Terri Parton (Terri.Parton@wichitatribe.com) <Terri.Parton@wichitatribe.com>
Subject: Section 106 Consultation, Texas Department of Transportation, CSJ 091845812, Dallas County, Dallas District

Good afternoon,

We kindly request your comments regarding a proposed undertaking. Please see attached letter and exhibits for project details and information.

Thank you in advance for your consideration.

Please let me know if you have any questions.

Regards,

Chantal

Chantal McKenzie
Cultural Resource Specialist
Environmental Affairs Division
Texas Department of Transportation
512-416-2770
Chantal.McKenzie@TxDOT.gov

Leslie Mirise

From: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Sent: Tuesday, November 21, 2017 4:24 PM
To: Leslie Mirise
Subject: RE: 0918-45-812 CS, Conflans Road Extension - Request for Early Coordination

Leslie,

I do not have any comments on this project.

Thank you for submitting the following project for early coordination: Conflans Road extension from Valley View Lane to SH 161, 0.881 mile of new location (CSJ 0918-45-812). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment submitted on November 7, 2017. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.
According to §2.204(g) of the 2013 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link: http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txndd/submit.phtml

Thank you,

Sue Reilly
Transportation Assessment Liaison
TPWD Wildlife Division
512-389-8021

From: WHAB_TxDOT
Sent: Tuesday, November 07, 2017 2:25 PM
To: Leslie Mirise <Leslie.Mirise@txdot.gov>
Cc: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: 0918-45-812 CS, Conflans Road Extension - Request for Early Coordination

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 38815. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

John Ney

Administrative Assistant
Texas Parks & Wildlife Department
Wildlife Diversity Program – Habitat Assessment Program
4200 Smith School Road
Austin, TX 78744
Office: (512) 389-4571

From: Leslie Mirise [mailto:Leslie.Mirise@txdot.gov]
Sent: Tuesday, November 07, 2017 1:19 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Shelley Pridgen <Shelley.Pridgen@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Jan Heady <Jan.Heady@txdot.gov>; Lani Marshall <Lani.Marshall@txdot.gov>
Subject: CSJ: 0918-45-812 CS, Conflans Road Extension - Request for Early Coordination

Hello,

TxDOT requests early coordination for the CS, Conflans Road Extension Project in Dallas County, Texas. I have attached the following:

1. The Tier 1 Site Assessment Form, including BMPs to be implemented;
2. The Biological Evaluation Form, for the purpose of reviewing the analyses performed on federally listed species that also share state-listing status;
3. Supporting Documents, including but not limited to, project location figure, species lists from TPWD and USFWS/IPaC, Species Impact Table, EMST documentation, and site photos;
4. The EMST and observed vegetation Excel spreadsheet; and
5. A separate NDD Figure file.

These documents, along with other project-related information, are also available in ECOS under the CSJ: 0918-45-812. The project's approved final schematic is available in ECOS under the following file name: CSJ 0918-45-812 CS on Conflans Approved Schematic Final .pdf

Please feel free to contact me with any questions or if you need any additional information.

Thank you,

Leslie Mirise
Environmental Specialist
Dallas District – Advance Planning
Texas Department of Transportation
4777 East Highway 80
Mesquite, Texas 75150
(214) 320-6162 office
(214) 320-4470 FAX

From: NEPA
To: Michelle Lueck
Subject: RE: EA Review - Conflans Road - Dallas County (CSJ 0918-45-812)
Date: Thursday, December 28, 2017 1:56:34 PM

Re: Response to Request for TCEQ Environmental Review

The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project: EA Review - Conflans Road - Dallas County (CSJ 0918-45-812).

In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments.

This project is in an area of Texas classified by the United States Environmental Protection Agency as moderate nonattainment for the 2008 ozone National Ambient Air Quality Standard. Air Quality staff has reviewed the document in accordance with transportation and general conformity regulations codified in 40 Code of Federal Regulations Part 93 Subparts A and B. We concur with TxDOT's assessment.

We recommend the environmental assessment address actions that will be taken to prevent surface and groundwater contamination.

TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.

If you have any questions, please feel free to contact the NEPA Coordinator at (512) 239-3500 or NEPA@tceq.texas.gov.

Violet Mendoza
NEPA Coordinator
TCEQ, MC-119
NEPA@tceq.texas.gov
512-239-3500

From: Michelle Lueck [mailto:Michelle.Lueck@txdot.gov]
Sent: Tuesday, December 19, 2017 12:58 PM
To: NEPA <NEPA@tceq.texas.gov>
Subject: EA Review - Conflans Road - Dallas County (CSJ 0918-45-812)

TxDOT requests the TCEQ review the Conflans Road project per 43 TAC 2.305. The proposed project would extend the existing four-lane roadway on new location in Dallas

County, Texas. We are requesting TCEQ review since the project meets MOU triggers related to **air quality** and **water impairment**.

An electronic version of the Draft Environmental Assessment will be transmitted to your office using our FTP system. Let me know if you have any questions.

Michelle Lueck
TxDOT-Environmental Affairs Division
Project Delivery Section
512-416-2644

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASW-16239-OE

Issued Date: 11/08/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Public Roadway Conflans Rd
Location:	Irving, TX
Latitude:	32-49-38.00N NAD 83
Longitude:	97-01-48.00W
Heights:	476 feet site elevation (SE)
	1 feet above ground level (AGL)
	477 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This aeronautical study included evaluation of a structure with an above ground level height that would at times be increased by the presence of mobile objects. For the purpose of this aeronautical study, the above ground level height was adjusted upward in accordance with 14 CFR 77.9(c) and the proposal was studied as a traverseway.

This determination expires on 05/08/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-16239-OE.

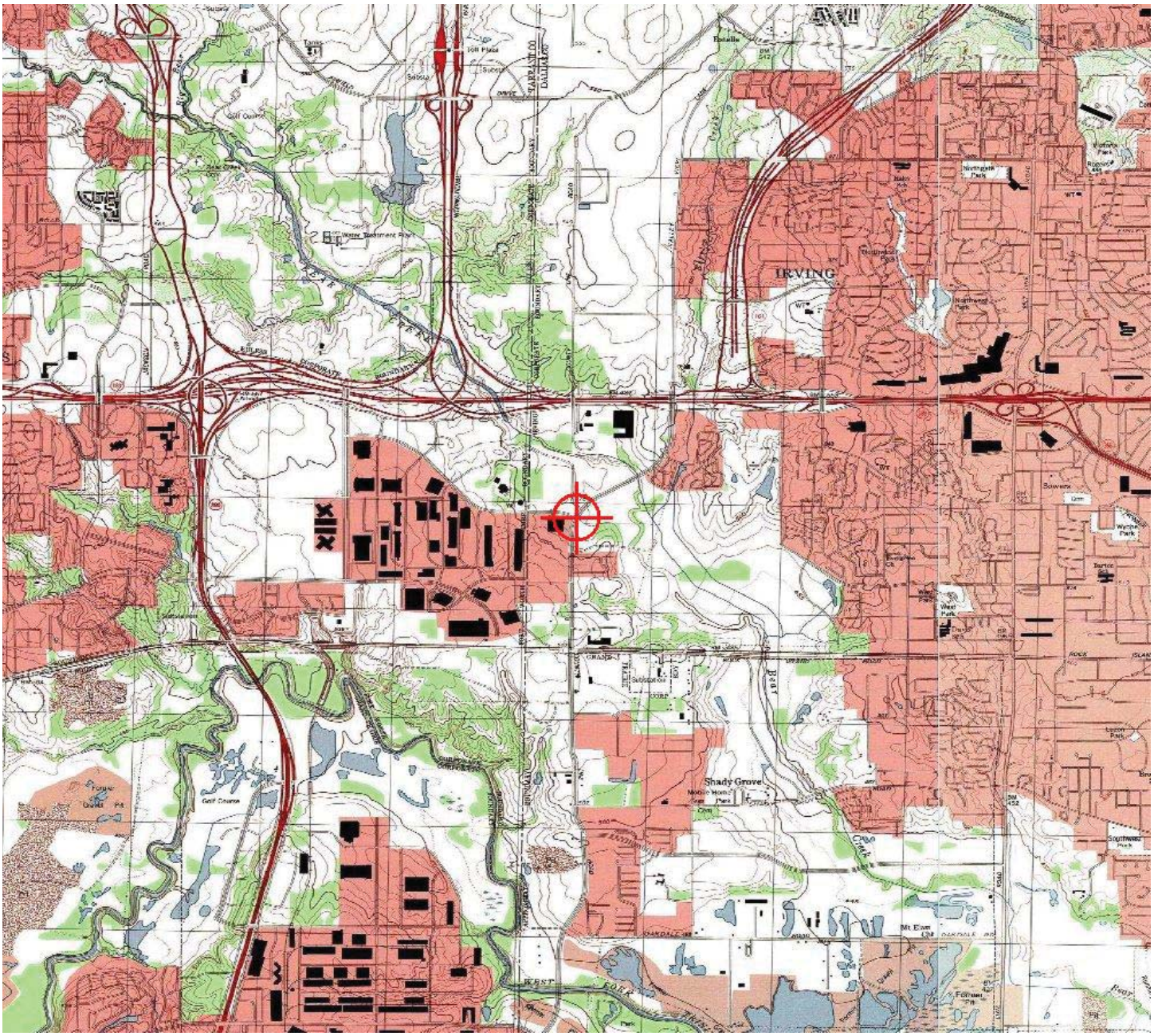
Signature Control No: 347462100-348647120 (DNE)
Andrew Hollie
Specialist

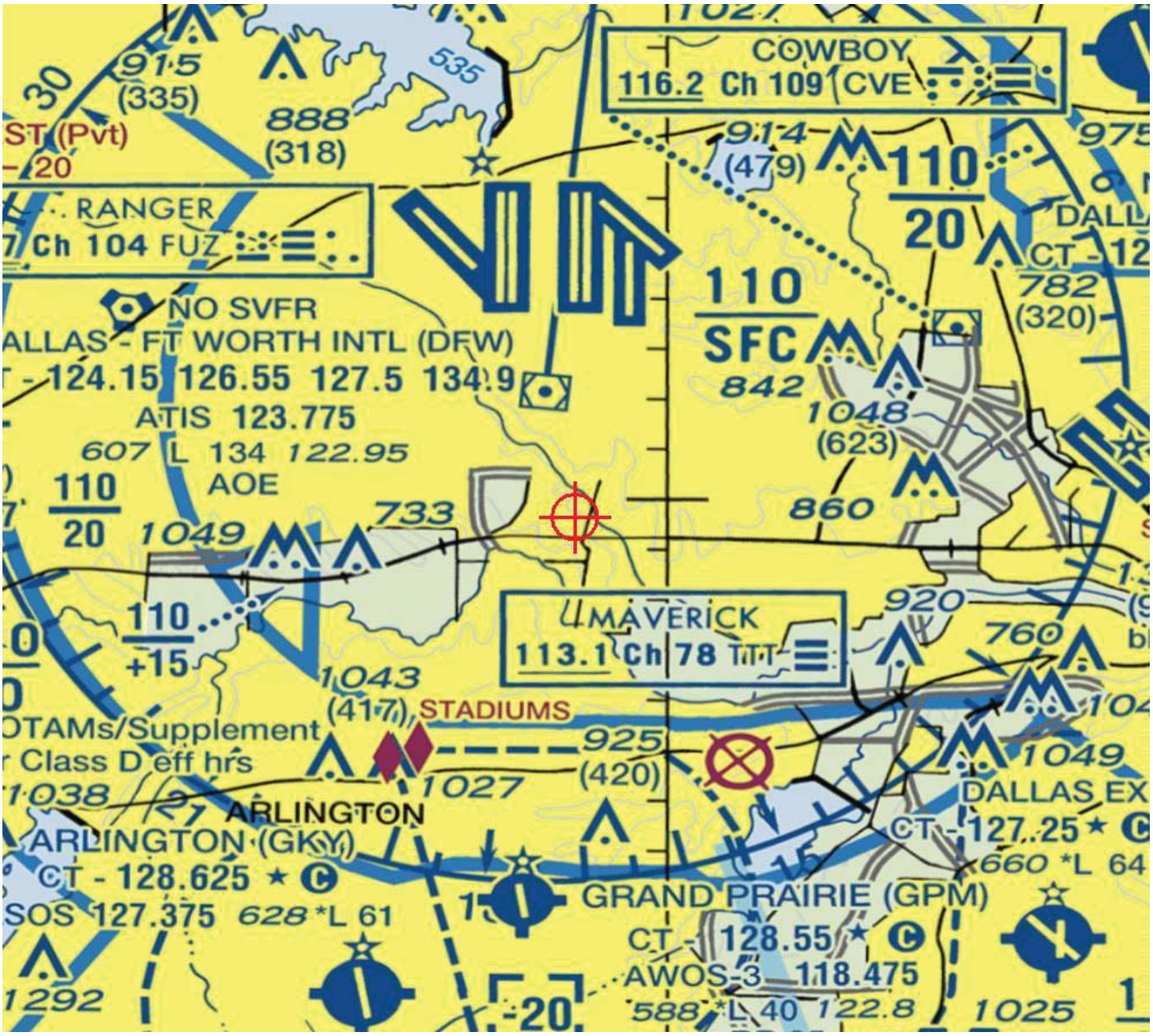
Attachment(s)
Case Description
Map(s)

Case Description for ASN 2017-ASW-16239-OE

Proposed work includes extending Conflans Road for ~0.881-mile. The new roadway would be a four-lane divided section beginning at Valley View Lane and ending at SH161. Work includes pavement markings, traffic signals, adding pedestrian ramps and railing, adding culverts and constructing a levee.

TOPO Map for ASN 2017-ASW-16239-OE




COWBOY
116.2 Ch 109 CVE
RANGER
Ch 104 FUZ
NO SVFR
ALLAS - FT WORTH INTL (DFW)
124.15 126.55 127.5 134.9
ATIS 123.775
607 L 134 122.95
AOE
MAVERICK
113.1 Ch 78
STADIUMS
OTAMs/Supplement
Class D eff hrs
ARLINGTON
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SOS 127.375
628 *L 61
GRAND PRAIRIE (GPM)
CT - 128.55
AWOS-3 118.475
588 *L 40 122.8
DALLAS EX
CT - 127.25
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(420)
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760
1049
1038
1292
1025

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASW-16240-OE

Issued Date: 11/08/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Public Roadway Conflans Rd
Location:	Irving, TX
Latitude:	32-49-26.00N NAD 83
Longitude:	97-01-00.00W
Heights:	467 feet site elevation (SE)
	16 feet above ground level (AGL)
	483 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This aeronautical study included evaluation of a structure with an above ground level height that would at times be increased by the presence of mobile objects. For the purpose of this aeronautical study, the above ground level height was adjusted upward in accordance with 14 CFR 77.9(c) and the proposal was studied as a traverseway.

This determination expires on 05/08/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

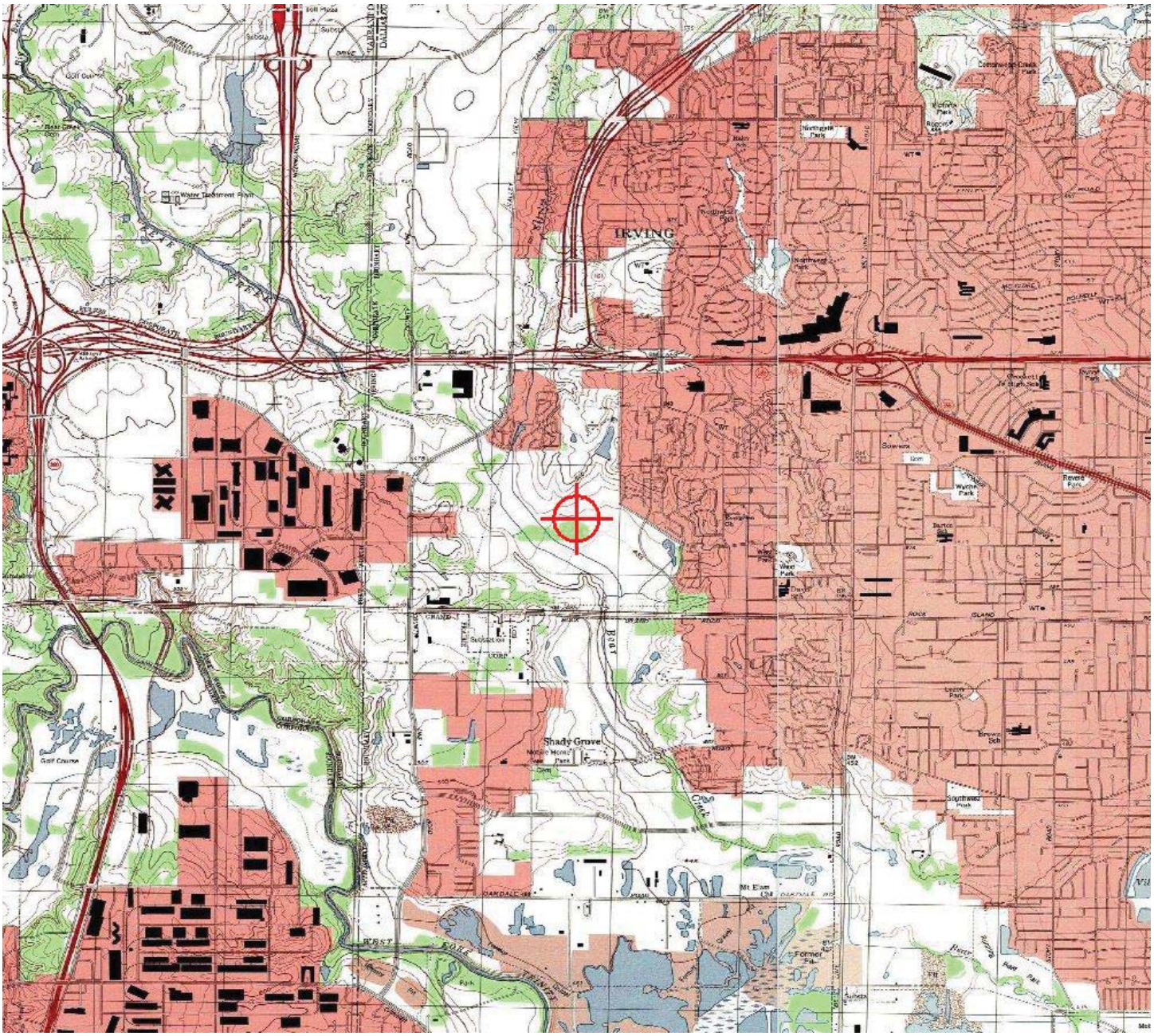
If we can be of further assistance, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-16240-OE.

Signature Control No: 347462101-348647119 (DNE)
Andrew Hollie
Specialist

Attachment(s)
Case Description
Map(s)

Proposed work includes extending Conflans Road for ~0.881-mile. The new roadway would be a four-lane divided section beginning at Valley View Lane and ending at SH161. Work includes pavement markings, traffic signals, adding pedestrian ramps and railing, adding culverts and constructing a levee.

TOPO Map for ASN 2017-ASW-16240-OE




COWBOY
116.2 Ch 109 CVE
RANGER
Ch 104 FUZ
NO SVFR
LAS - FT WORTH INTL (DFW)
124.15 126.55 127.5 134.9
ATIS 123.775
607 L 134 122.95
AOE
MAVERICK
113.1 Ch 78
STADIUMS
AMs/Supplement
lass D eff hrs
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S 127.375 628 *L 61
GRAND PRAIRIE (GPM)
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AWOS-3 118.475
588 *L 40 122.8
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CT - 127.25
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1049
110 +15
1043 (417)
925 (420)
1027
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760
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bldg
STA
-20

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASW-18429-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane 1/9 crane
Location:	Irving, TX
Latitude:	32-49-27.68N NAD 83
Longitude:	97-01-25.62W
Heights:	461 feet site elevation (SE)
	175 feet above ground level (AGL)
	636 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-18429-OE

Signature Control No: 350029226-351117894 (TMP)
Andrew Hollie
Specialist

Additional Condition(s) or Information for ASN 2017-ASW-18429-OE

Proposal: To construct and/or operate a(n) Crane to a height of 175 feet above ground level, various feet above mean sea level.

Location: The structure will be located various nautical miles south of DFW Airport reference point.

Case Description for ASN 2017-ASW-18429-OE

A crane will be required to move eight separate towers. The towers will need to be raised to accommodate the new roadway. A separate case will be created for each tower location for the use of a crane.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Aeronautical study revealed that the temporary structure will not exceed any Part 77 obstruction standard. Aeronautical study confirmed that the temporary structure will have no effect on any existing or proposed arrival, departure or en route instrument/visual flight rules (IFR/VFR) operations or procedures. Additionally, aeronautical study confirmed that the temporary structure will have no physical or electromagnetic effect on the operation of air navigation and communications facilities and will not impact any airspace and routes used by the military. Based on this aeronautical study, the FAA finds that the temporary structure will have no adverse effect on air navigation and will not impact any aeronautical operations or procedures.

Preliminary FAA study indicates that the above mentioned structure would:
have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.
have no effect on any existing or proposed arrival, departure, or en route visual flight rules (VFR) operations.
have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.
not exceed traffic pattern airspace
have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

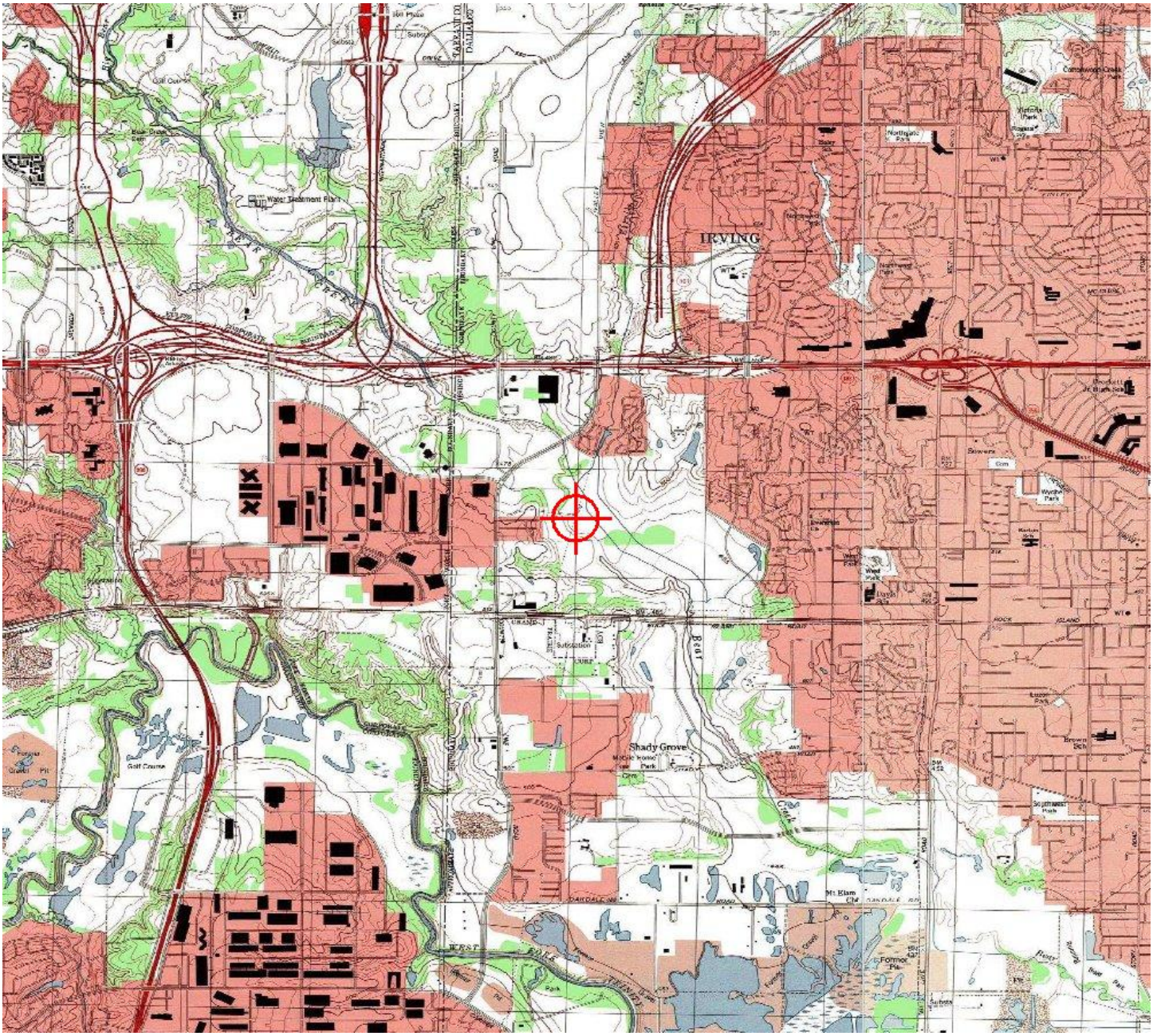
Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

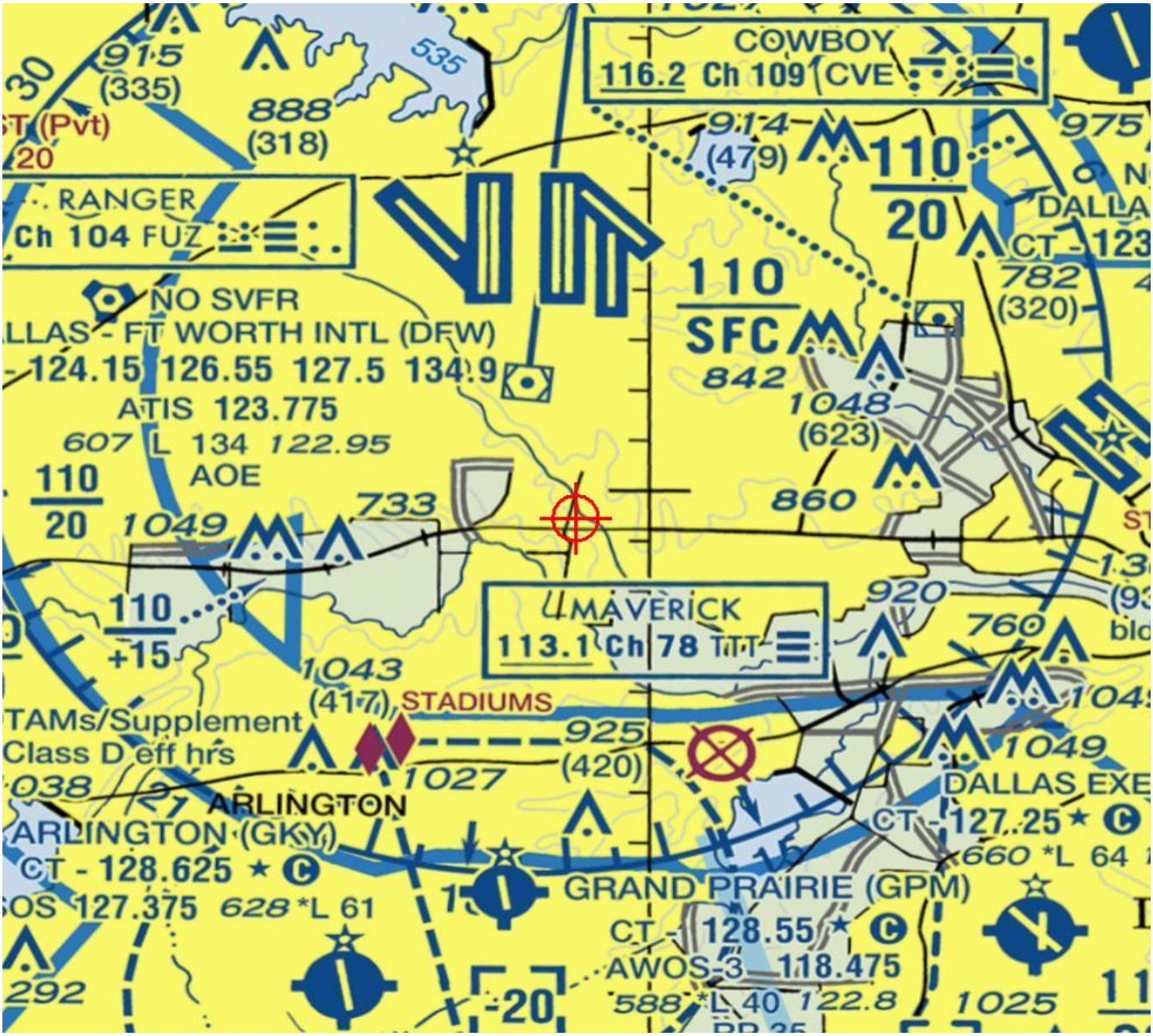
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/13/2019 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

TOPO Map for ASN 2017-ASW-18429-OE




COWBOY
116.2 Ch 109 CVE
RANGER
Ch 104 FUZ
NO SVFR
LLAS - FT WORTH INTL (DFW)
124.15 126.55 127.5 134.9
ATIS 123.775
607 L 134 122.95
AOE
MAVERICK
113.1 Ch 78
STADIUMS
TAMs/Supplement
Class D eff hrs
ARLINGTON
ARLINGTON (GKY)
CT - 128.625
OS 127.375 628 *L 61
GRAND PRAIRIE (GPM)
CT - 128.55
AWOS-3 118.475
588 *L 40 122.8
DALLAS EXE
CT - 127.25
660 *L 64
DALLA
CT - 123
915
(335)
888
(318)
914
(479)
975
782
(320)
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(623)
860
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110
+15
1043
(417)
925
(420)
1027
920
760
1049
1025
292

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASW-18430-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane 1/10 crane
Location:	Irving, TX
Latitude:	32-49-33.46N NAD 83
Longitude:	97-01-23.96W
Heights:	463 feet site elevation (SE)
	175 feet above ground level (AGL)
	638 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-18430-OE

Signature Control No: 350029227-351117899 (TMP)
Andrew Hollie
Specialist

Additional Condition(s) or Information for ASN 2017-ASW-18430-OE

Proposal: To construct and/or operate a(n) Crane to a height of 175 feet above ground level, various feet above mean sea level.

Location: The structure will be located various nautical miles south of DFW Airport reference point.

Case Description for ASN 2017-ASW-18430-OE

A crane will be required to move eight separate towers. The towers will need to be raised to accommodate the new roadway. A separate case will be created for each tower location for the use of a crane.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Aeronautical study revealed that the temporary structure will not exceed any Part 77 obstruction standard. Aeronautical study confirmed that the temporary structure will have no effect on any existing or proposed arrival, departure or en route instrument/visual flight rules (IFR/VFR) operations or procedures. Additionally, aeronautical study confirmed that the temporary structure will have no physical or electromagnetic effect on the operation of air navigation and communications facilities and will not impact any airspace and routes used by the military. Based on this aeronautical study, the FAA finds that the temporary structure will have no adverse effect on air navigation and will not impact any aeronautical operations or procedures.

Preliminary FAA study indicates that the above mentioned structure would:
have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.
have no effect on any existing or proposed arrival, departure, or en route visual flight rules (VFR) operations.
have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.
not exceed traffic pattern airspace
have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

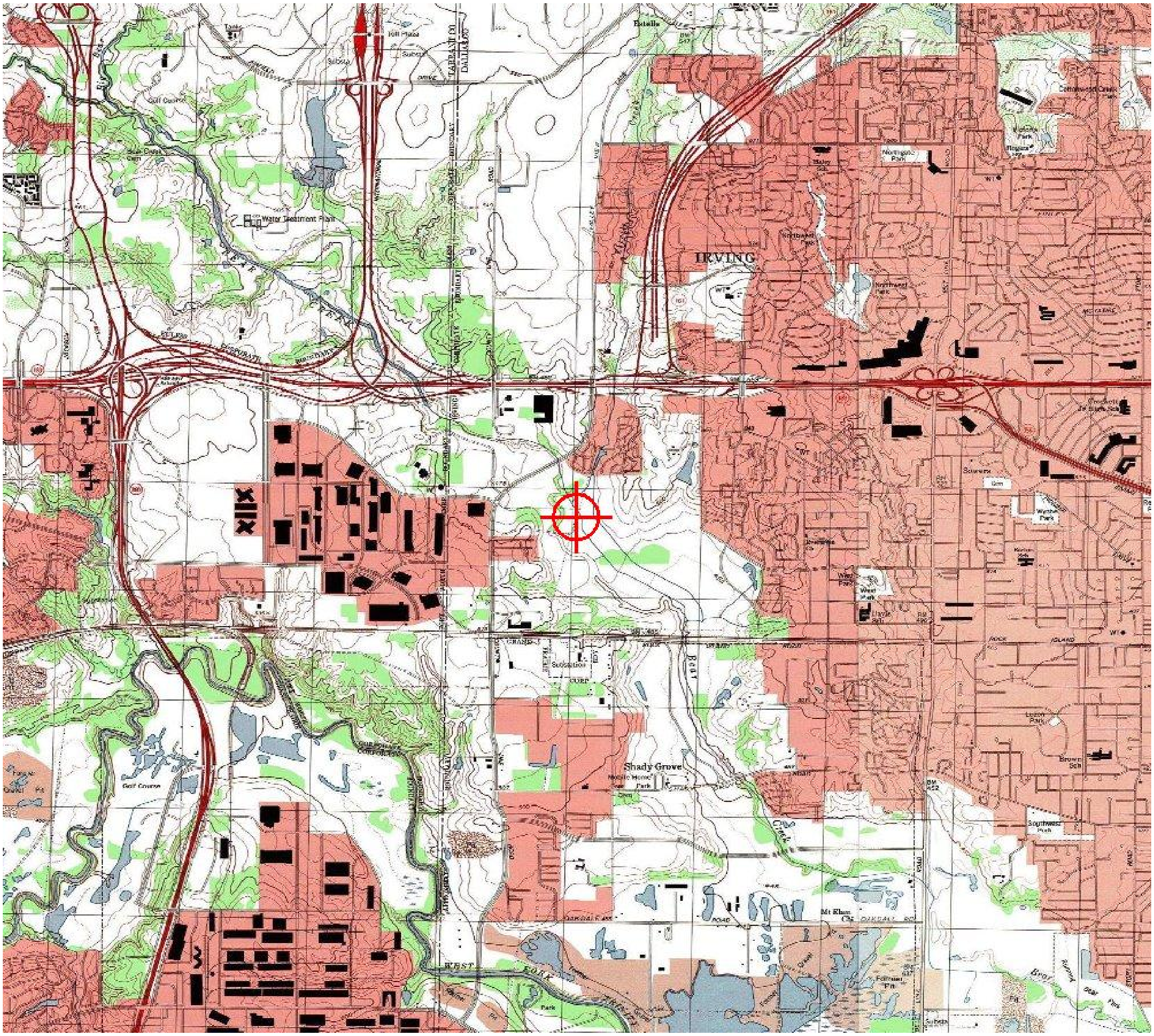
Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

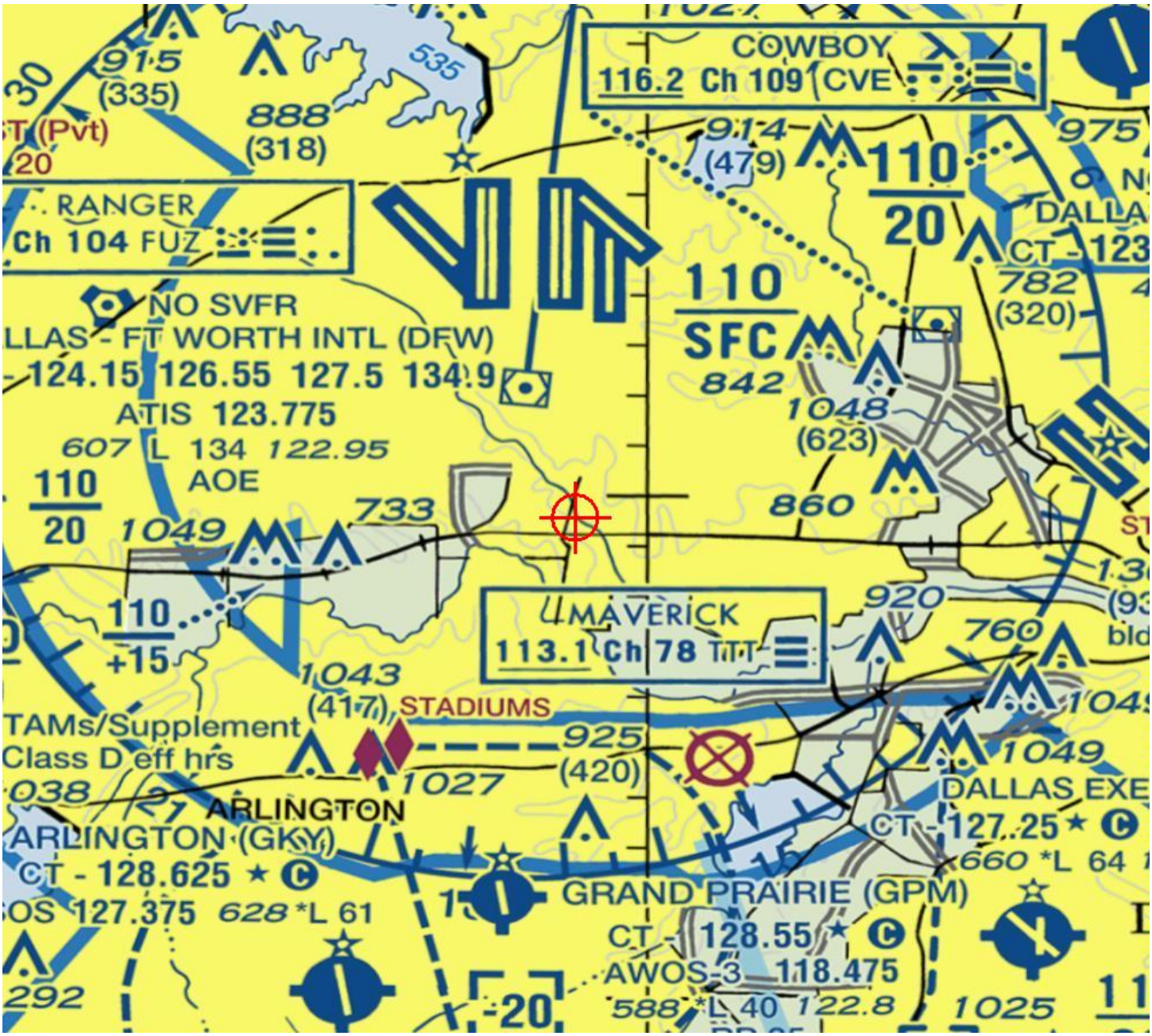
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/13/2019 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

TOPO Map for ASN 2017-ASW-18430-OE




COWBOY
116.2 Ch 109 CVE
RANGER
Ch 104 FUZ
NO SVFR
LLAS - FT WORTH INTL (DFW)
124.15 126.55 127.5 134.9
ATIS 123.775
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AOE
MAVERICK
113.1 Ch 78
STADIUMS
TAMs/Supplement
Class D eff hrs
ARLINGTON
ARLINGTON (GKY)
CT - 128.625
OS 127.375
GRAND PRAIRIE (GPM)
CT - 128.55
AWOS-3 118.475
588 *L 40 122.8
DALLAS EXE
CT - 127.25
660 *L 64
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888
(318)
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(479)
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(623)
860
733
1049
110
+15
1043
(417)
920
760
925
(420)
1027
1049
1025

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Obstruction Evaluation Group
10101 Hillwood Parkway
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Aeronautical Study No.
2017-ASW-18431-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane 2/1 crane
Location:	Irving, TX
Latitude:	32-49-39.55N NAD 83
Longitude:	97-01-22.16W
Heights:	463 feet site elevation (SE)
	175 feet above ground level (AGL)
	638 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-18431-OE

Signature Control No: 350029228-351117892 (TMP)
Andrew Hollie
Specialist

Additional Condition(s) or Information for ASN 2017-ASW-18431-OE

Proposal: To construct and/or operate a(n) Crane to a height of 175 feet above ground level, various feet above mean sea level.

Location: The structure will be located various nautical miles south of DFW Airport reference point.

Case Description for ASN 2017-ASW-18431-OE

A crane will be required to move eight separate towers. The towers will need to be raised to accommodate the new roadway. A separate case will be created for each tower location for the use of a crane.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Aeronautical study revealed that the temporary structure will not exceed any Part 77 obstruction standard. Aeronautical study confirmed that the temporary structure will have no effect on any existing or proposed arrival, departure or en route instrument/visual flight rules (IFR/VFR) operations or procedures. Additionally, aeronautical study confirmed that the temporary structure will have no physical or electromagnetic effect on the operation of air navigation and communications facilities and will not impact any airspace and routes used by the military. Based on this aeronautical study, the FAA finds that the temporary structure will have no adverse effect on air navigation and will not impact any aeronautical operations or procedures.

Preliminary FAA study indicates that the above mentioned structure would:
have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.
have no effect on any existing or proposed arrival, departure, or en route visual flight rules (VFR) operations.
have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.
not exceed traffic pattern airspace
have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

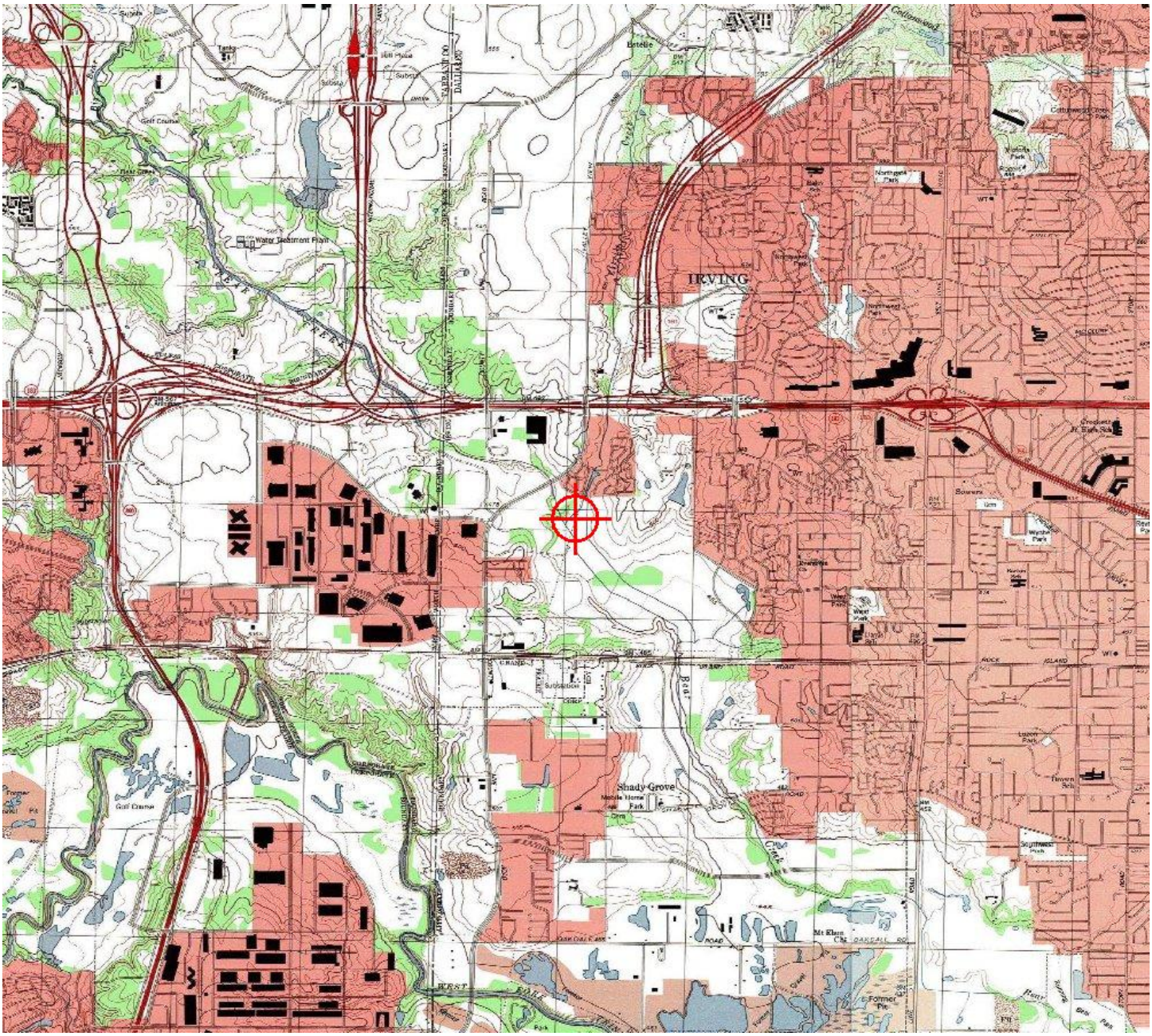
Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/13/2019 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

TOPO Map for ASN 2017-ASW-18431-OE



Sectional Map for ASN 2017-ASW-18431-OE

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASW-18432-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane 2/2 crane
Location:	Irving, TX
Latitude:	32-49-45.29N NAD 83
Longitude:	97-01-20.48W
Heights:	464 feet site elevation (SE)
	175 feet above ground level (AGL)
	639 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-18432-OE

Signature Control No: 350029229-351117896 (TMP)
Andrew Hollie
Specialist

Additional Condition(s) or Information for ASN 2017-ASW-18432-OE

Proposal: To construct and/or operate a(n) Crane to a height of 175 feet above ground level, various feet above mean sea level.

Location: The structure will be located various nautical miles south of DFW Airport reference point.

Case Description for ASN 2017-ASW-18432-OE

A crane will be required to move eight separate towers. The towers will need to be raised to accommodate the new roadway. A separate case will be created for each tower location for the use of a crane.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Aeronautical study revealed that the temporary structure will not exceed any Part 77 obstruction standard. Aeronautical study confirmed that the temporary structure will have no effect on any existing or proposed arrival, departure or en route instrument/visual flight rules (IFR/VFR) operations or procedures. Additionally, aeronautical study confirmed that the temporary structure will have no physical or electromagnetic effect on the operation of air navigation and communications facilities and will not impact any airspace and routes used by the military. Based on this aeronautical study, the FAA finds that the temporary structure will have no adverse effect on air navigation and will not impact any aeronautical operations or procedures.

Preliminary FAA study indicates that the above mentioned structure would:
have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.
have no effect on any existing or proposed arrival, departure, or en route visual flight rules (VFR) operations.
have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.
not exceed traffic pattern airspace
have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

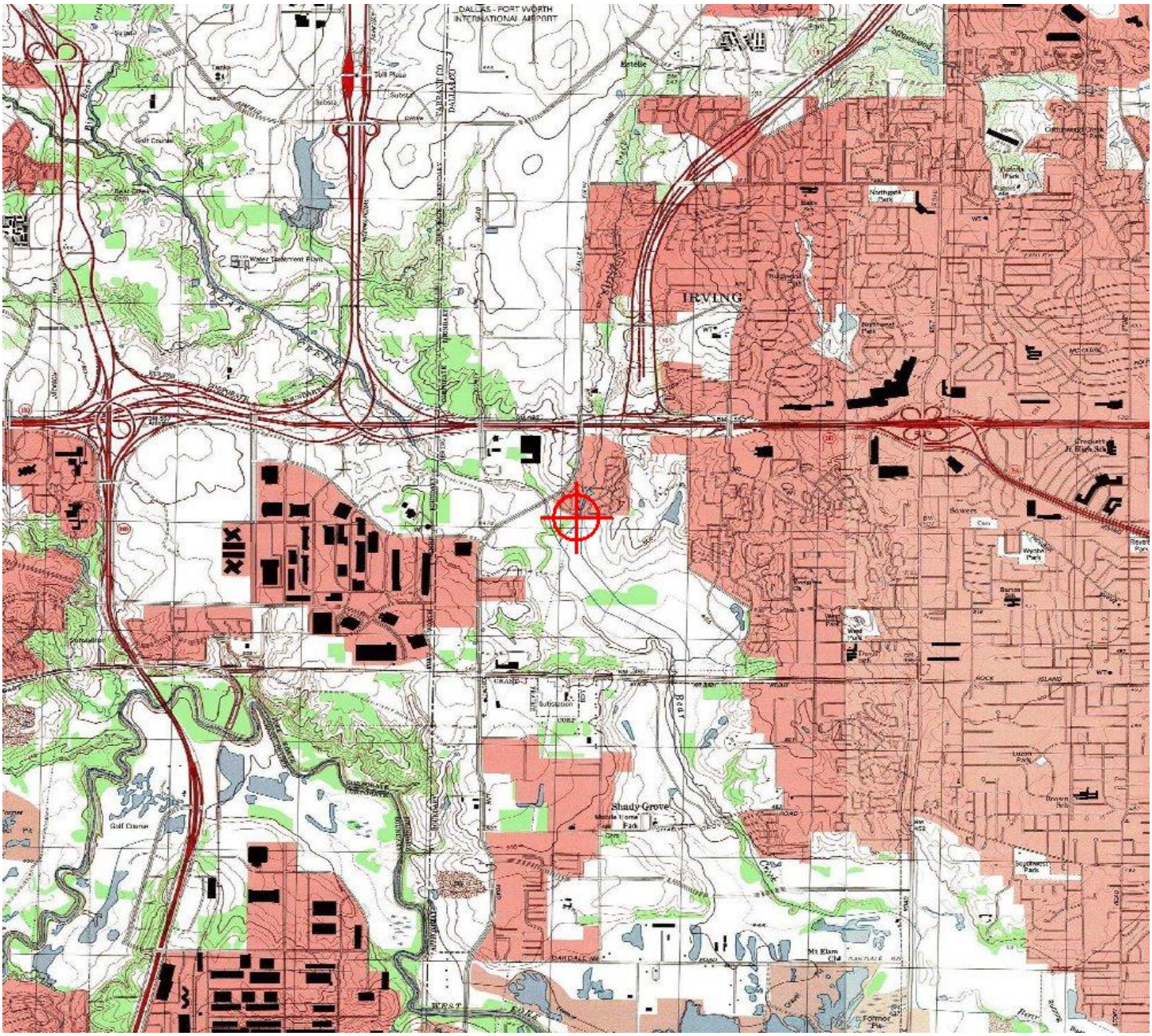
Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

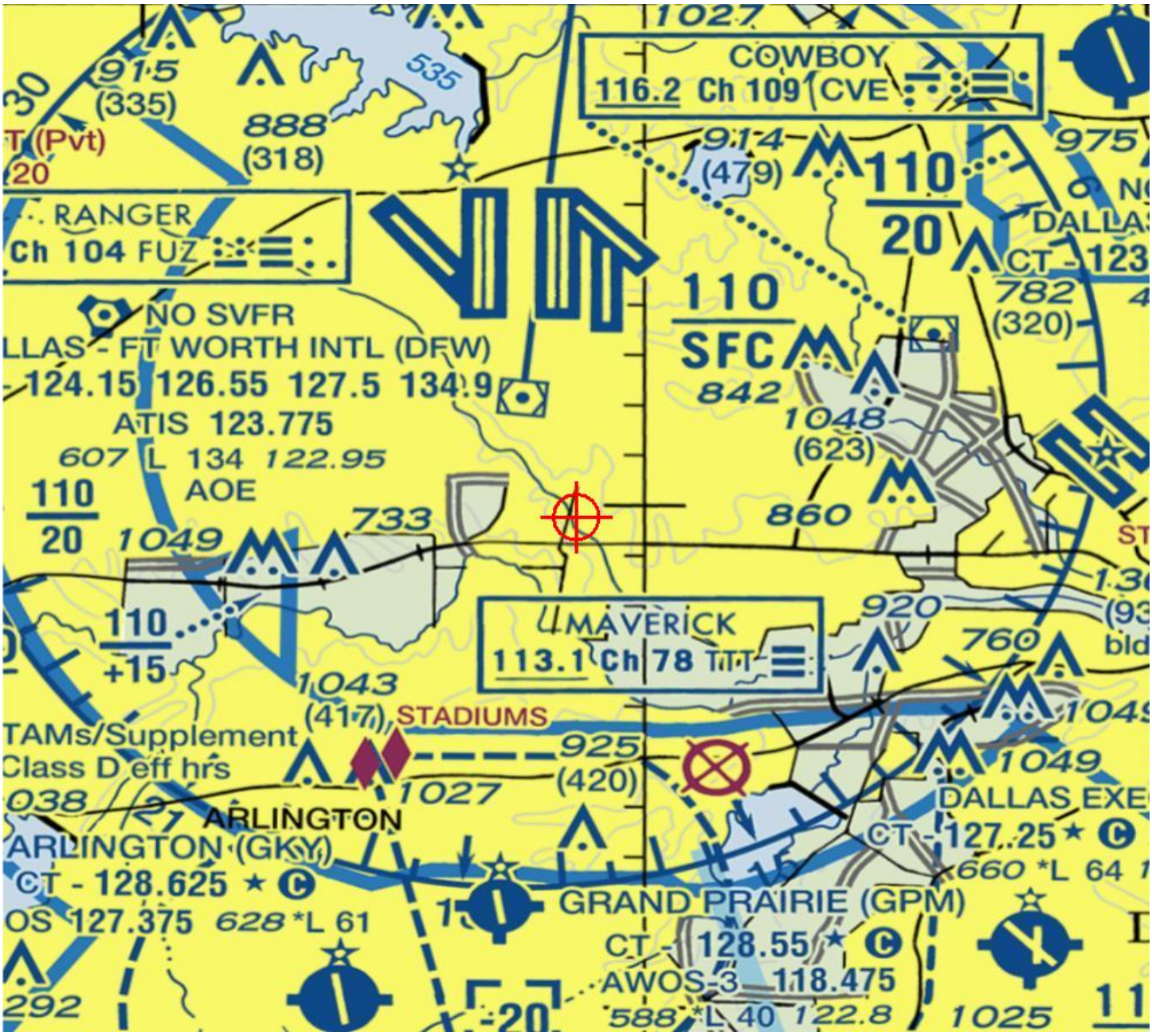
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/13/2019 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

TOPO Map for ASN 2017-ASW-18432-OE




COWBOY
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DALLAS EXE
CT - 127.25
660 *L 64
DALLAS
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(318)
535
(Pvt)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASW-18374-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane 1/9H crane
Location:	Irving, TX
Latitude:	32-49-27.55N NAD 83
Longitude:	97-01-25.10W
Heights:	461 feet site elevation (SE)
	175 feet above ground level (AGL)
	636 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-18374-OE

Signature Control No: 349999372-351117891 (TMP)
Andrew Hollie
Specialist

Additional Condition(s) or Information for ASN 2017-ASW-18374-OE

Proposal: To construct and/or operate a(n) Crane to a height of 175 feet above ground level, various feet above mean sea level.

Location: The structure will be located various nautical miles south of DFW Airport reference point.

Case Description for ASN 2017-ASW-18374-OE

A crane will be required to move eight separate towers. The towers will need to be raised to accommodate the new roadway. A separate case will be created for each tower location for the use of a crane.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Aeronautical study revealed that the temporary structure will not exceed any Part 77 obstruction standard. Aeronautical study confirmed that the temporary structure will have no effect on any existing or proposed arrival, departure or en route instrument/visual flight rules (IFR/VFR) operations or procedures. Additionally, aeronautical study confirmed that the temporary structure will have no physical or electromagnetic effect on the operation of air navigation and communications facilities and will not impact any airspace and routes used by the military. Based on this aeronautical study, the FAA finds that the temporary structure will have no adverse effect on air navigation and will not impact any aeronautical operations or procedures.

Preliminary FAA study indicates that the above mentioned structure would:
have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.
have no effect on any existing or proposed arrival, departure, or en route visual flight rules (VFR) operations.
have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.
not exceed traffic pattern airspace
have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

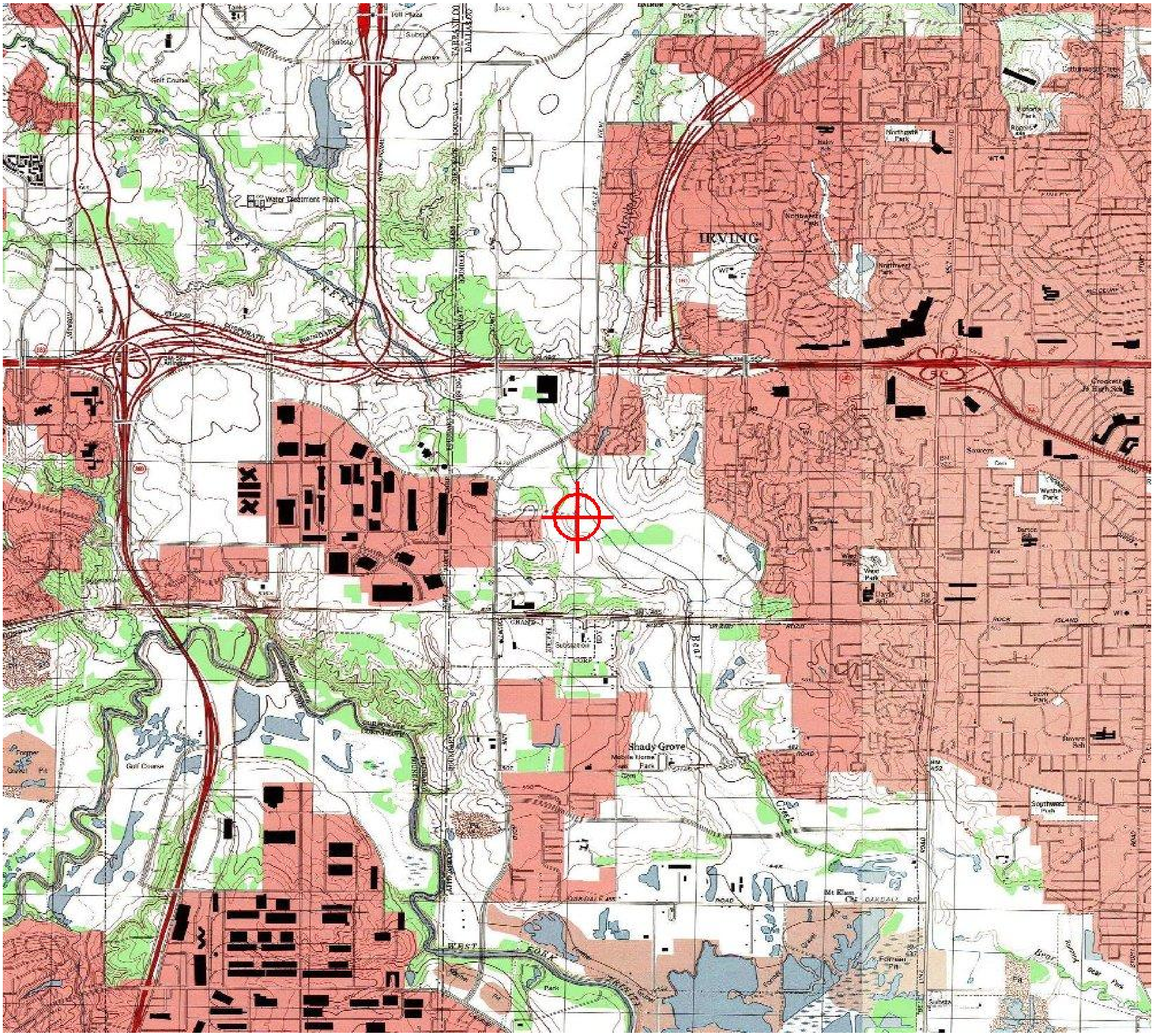
Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

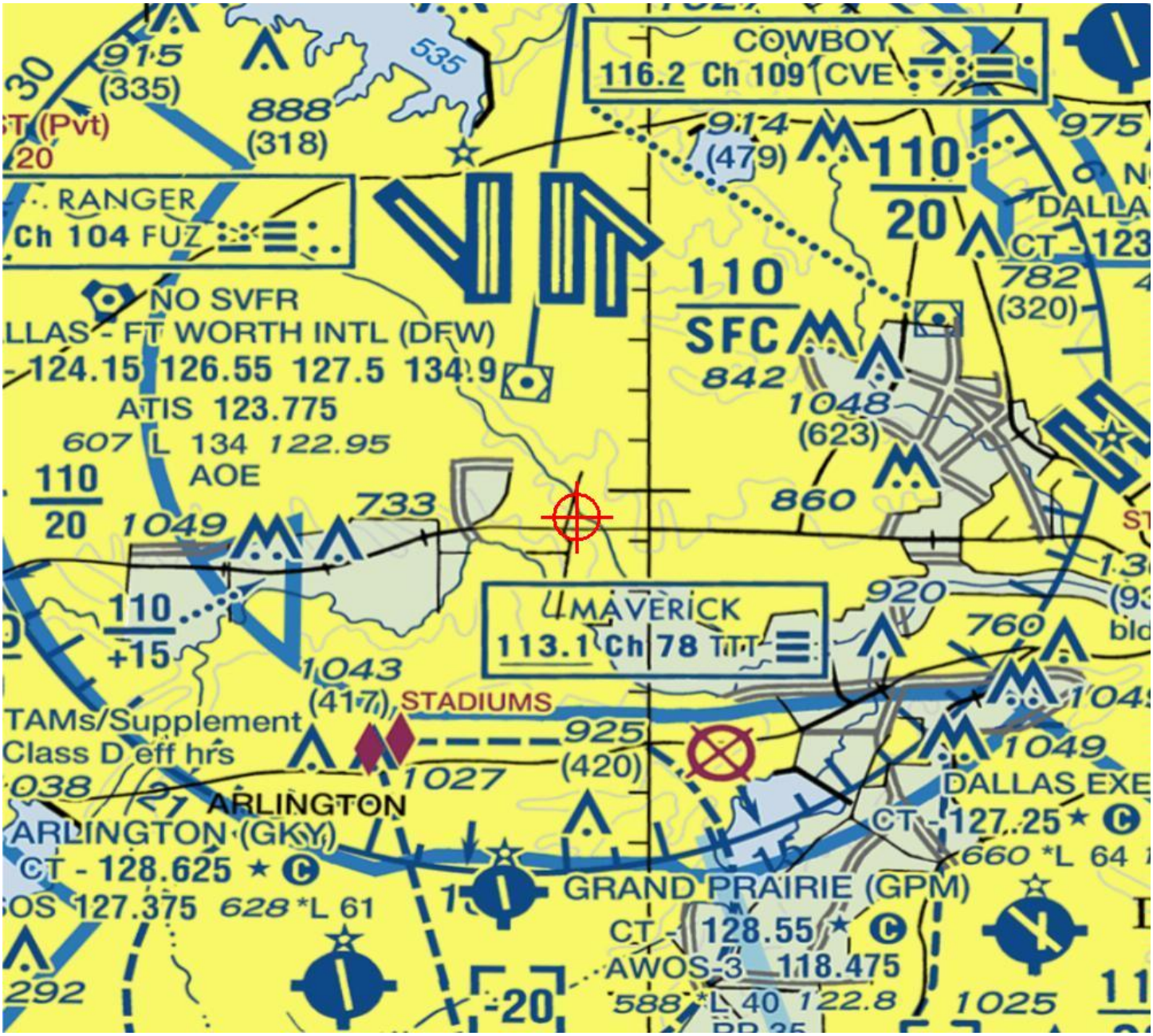
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/13/2019 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

TOPO Map for ASN 2017-ASW-18374-OE




COWBOY
116.2 Ch 109 CVE
RANGER
Ch 104 FUZ
NO SVFR
LLAS - FT WORTH INTL (DFW)
-124.15 126.55 127.5 134.9
ATIS 123.775
607 L 134 122.95
AOE
MAVERICK
113.1 Ch 78
STADIUMS
TAMs/Supplement
Class D eff hrs
ARLINGTON
ARLINGTON (GKY)
CT - 128.625
OS 127.375 628 *L 61
GRAND PRAIRIE (GPM)
CT - 128.55
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DALLAS EXE
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660 *L 64
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292

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Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASW-18375-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane 2/1H crane
Location:	Irving, TX
Latitude:	32-49-39.44N NAD 83
Longitude:	97-01-21.65W
Heights:	463 feet site elevation (SE)
	175 feet above ground level (AGL)
	638 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-18375-OE

Signature Control No: 349999373-351117897 (TMP)
Andrew Hollie
Specialist

Additional Condition(s) or Information for ASN 2017-ASW-18375-OE

Proposal: To construct and/or operate a(n) Crane to a height of 175 feet above ground level, various feet above mean sea level.

Location: The structure will be located various nautical miles south of DFW Airport reference point.

Case Description for ASN 2017-ASW-18375-OE

A crane will be required to move eight separate towers. The towers will need to be raised to accommodate the new roadway. A separate case will be created for each tower location for the use of a crane.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Aeronautical study revealed that the temporary structure will not exceed any Part 77 obstruction standard. Aeronautical study confirmed that the temporary structure will have no effect on any existing or proposed arrival, departure or en route instrument/visual flight rules (IFR/VFR) operations or procedures. Additionally, aeronautical study confirmed that the temporary structure will have no physical or electromagnetic effect on the operation of air navigation and communications facilities and will not impact any airspace and routes used by the military. Based on this aeronautical study, the FAA finds that the temporary structure will have no adverse effect on air navigation and will not impact any aeronautical operations or procedures.

Preliminary FAA study indicates that the above mentioned structure would:
have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.
have no effect on any existing or proposed arrival, departure, or en route visual flight rules (VFR) operations.
have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.
not exceed traffic pattern airspace
have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

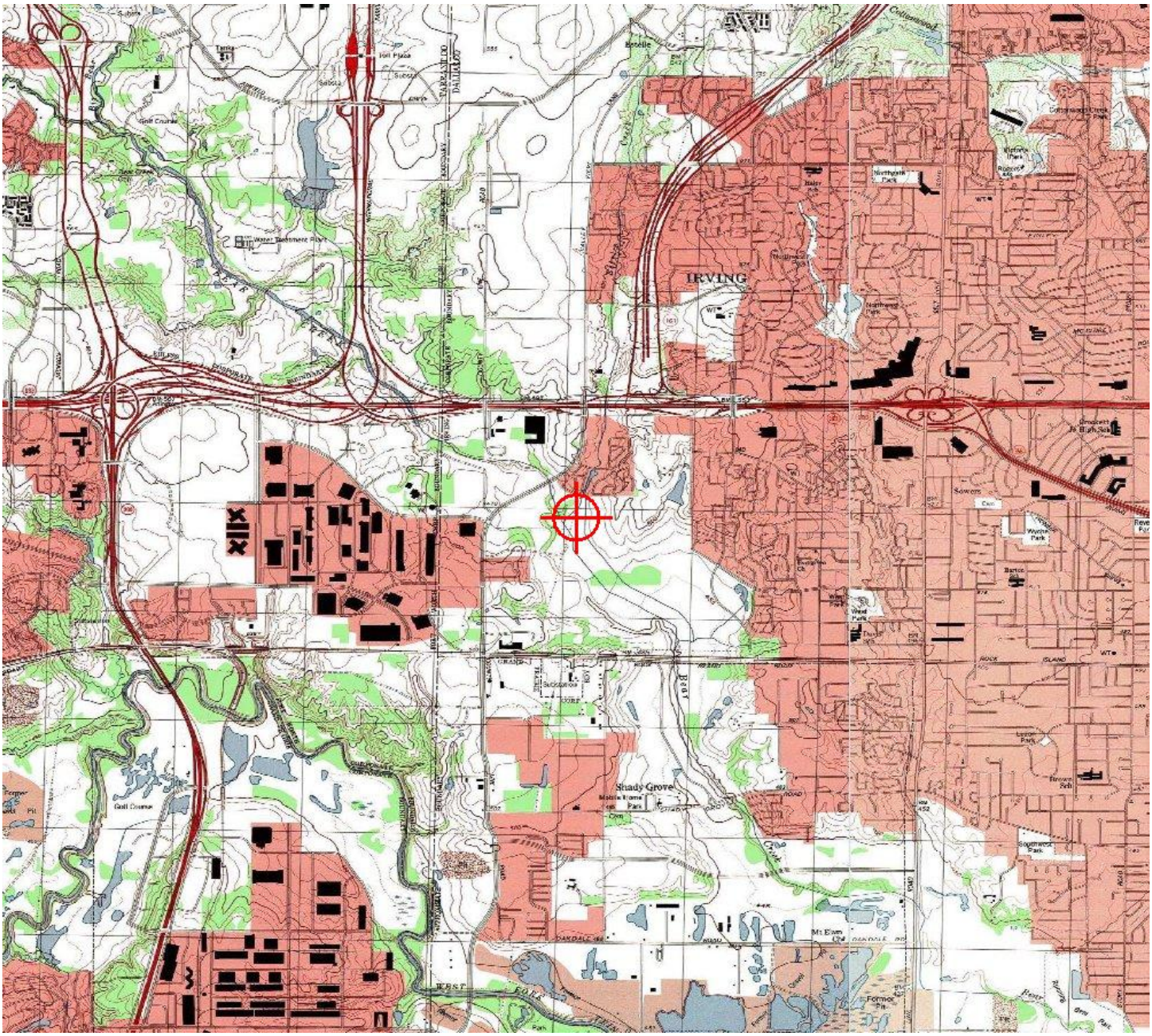
Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/13/2019 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

TOPO Map for ASN 2017-ASW-18375-OE




COWBOY
116.2 Ch 109 CVE
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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASW-18376-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane 2/2H crane
Location:	Irving, TX
Latitude:	32-49-45.24N NAD 83
Longitude:	97-01-19.95W
Heights:	464 feet site elevation (SE)
	175 feet above ground level (AGL)
	639 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-18376-OE

Signature Control No: 349999374-351117895 (TMP)
Andrew Hollie
Specialist

Additional Condition(s) or Information for ASN 2017-ASW-18376-OE

Proposal: To construct and/or operate a(n) Crane to a height of 175 feet above ground level, various feet above mean sea level.

Location: The structure will be located various nautical miles south of DFW Airport reference point.

Case Description for ASN 2017-ASW-18376-OE

A crane will be required to move eight separate towers. The towers will need to be raised to accommodate the new roadway. A separate case will be created for each tower location for the use of a crane.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Aeronautical study revealed that the temporary structure will not exceed any Part 77 obstruction standard. Aeronautical study confirmed that the temporary structure will have no effect on any existing or proposed arrival, departure or en route instrument/visual flight rules (IFR/VFR) operations or procedures. Additionally, aeronautical study confirmed that the temporary structure will have no physical or electromagnetic effect on the operation of air navigation and communications facilities and will not impact any airspace and routes used by the military. Based on this aeronautical study, the FAA finds that the temporary structure will have no adverse effect on air navigation and will not impact any aeronautical operations or procedures.

Preliminary FAA study indicates that the above mentioned structure would:
have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.
have no effect on any existing or proposed arrival, departure, or en route visual flight rules (VFR) operations.
have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.
not exceed traffic pattern airspace
have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

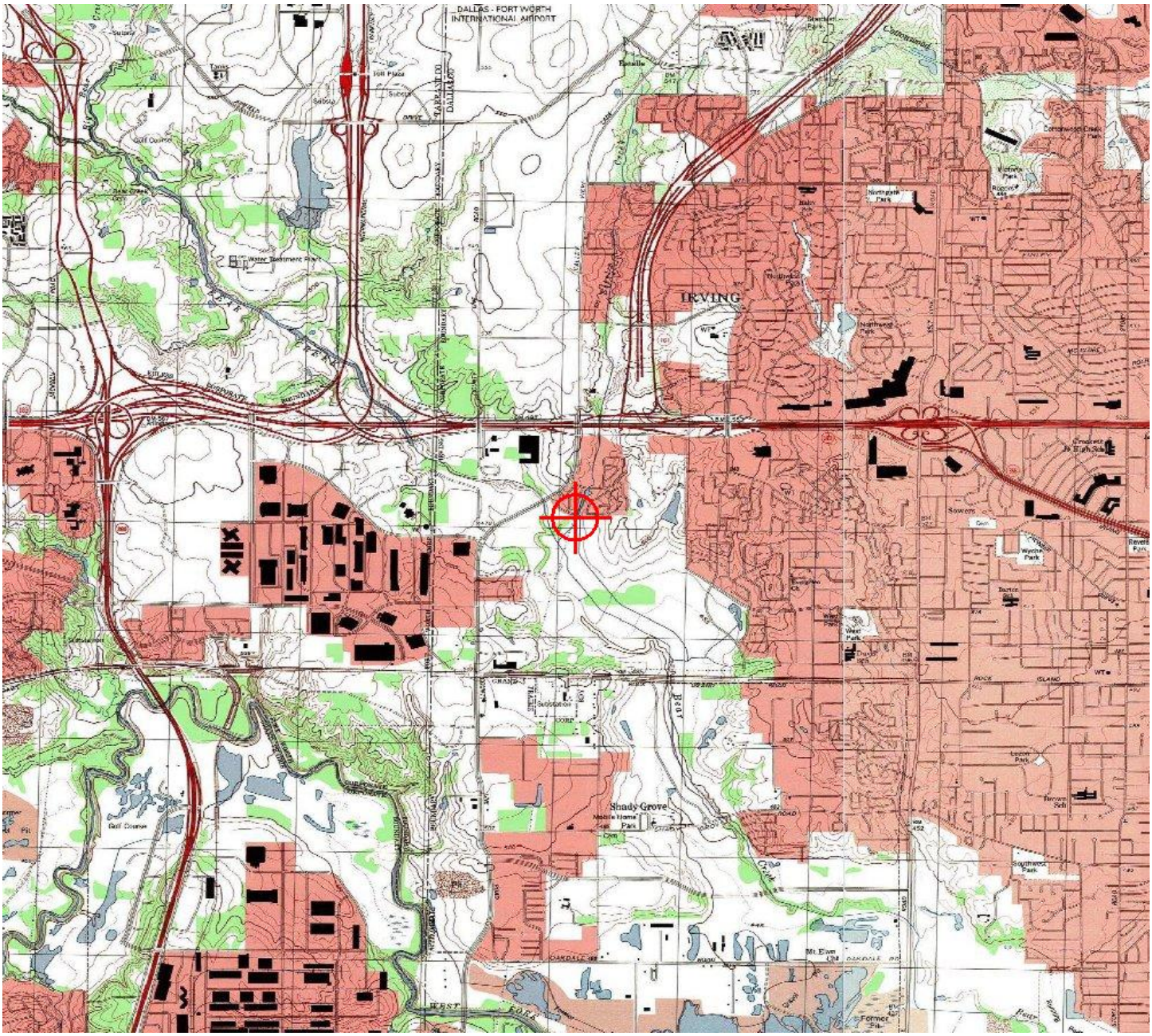
Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

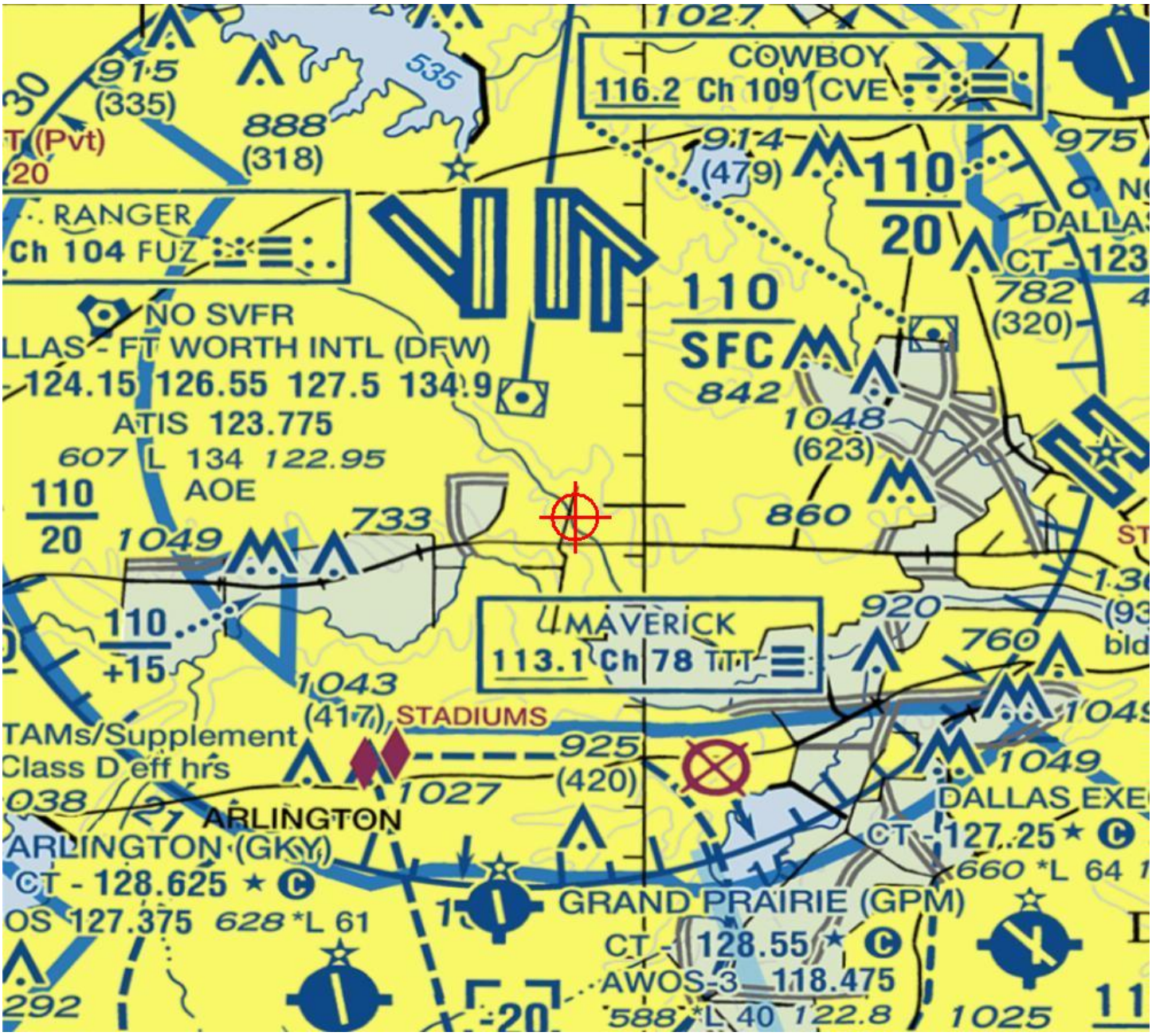
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/13/2019 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

TOPO Map for ASN 2017-ASW-18376-OE




COWBOY
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STADIUMS
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Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASW-18377-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane 1/10H crane
Location:	Irving, TX
Latitude:	32-49-33.33N NAD 83
Longitude:	97-01-23.41W
Heights:	463 feet site elevation (SE)
	175 feet above ground level (AGL)
	638 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-18377-OE

Signature Control No: 349999375-351117893 (TMP)
Andrew Hollie
Specialist

Additional Condition(s) or Information for ASN 2017-ASW-18377-OE

Proposal: To construct and/or operate a(n) Crane to a height of 175 feet above ground level, various feet above mean sea level.

Location: The structure will be located various nautical miles south of DFW Airport reference point.

Case Description for ASN 2017-ASW-18377-OE

A crane will be required to move eight separate towers. The towers will need to be raised to accommodate the new roadway. A separate case will be created for each tower location for the use of a crane.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Aeronautical study revealed that the temporary structure will not exceed any Part 77 obstruction standard. Aeronautical study confirmed that the temporary structure will have no effect on any existing or proposed arrival, departure or en route instrument/visual flight rules (IFR/VFR) operations or procedures. Additionally, aeronautical study confirmed that the temporary structure will have no physical or electromagnetic effect on the operation of air navigation and communications facilities and will not impact any airspace and routes used by the military. Based on this aeronautical study, the FAA finds that the temporary structure will have no adverse effect on air navigation and will not impact any aeronautical operations or procedures.

Preliminary FAA study indicates that the above mentioned structure would:
have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.
have no effect on any existing or proposed arrival, departure, or en route visual flight rules (VFR) operations.
have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.
not exceed traffic pattern airspace
have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

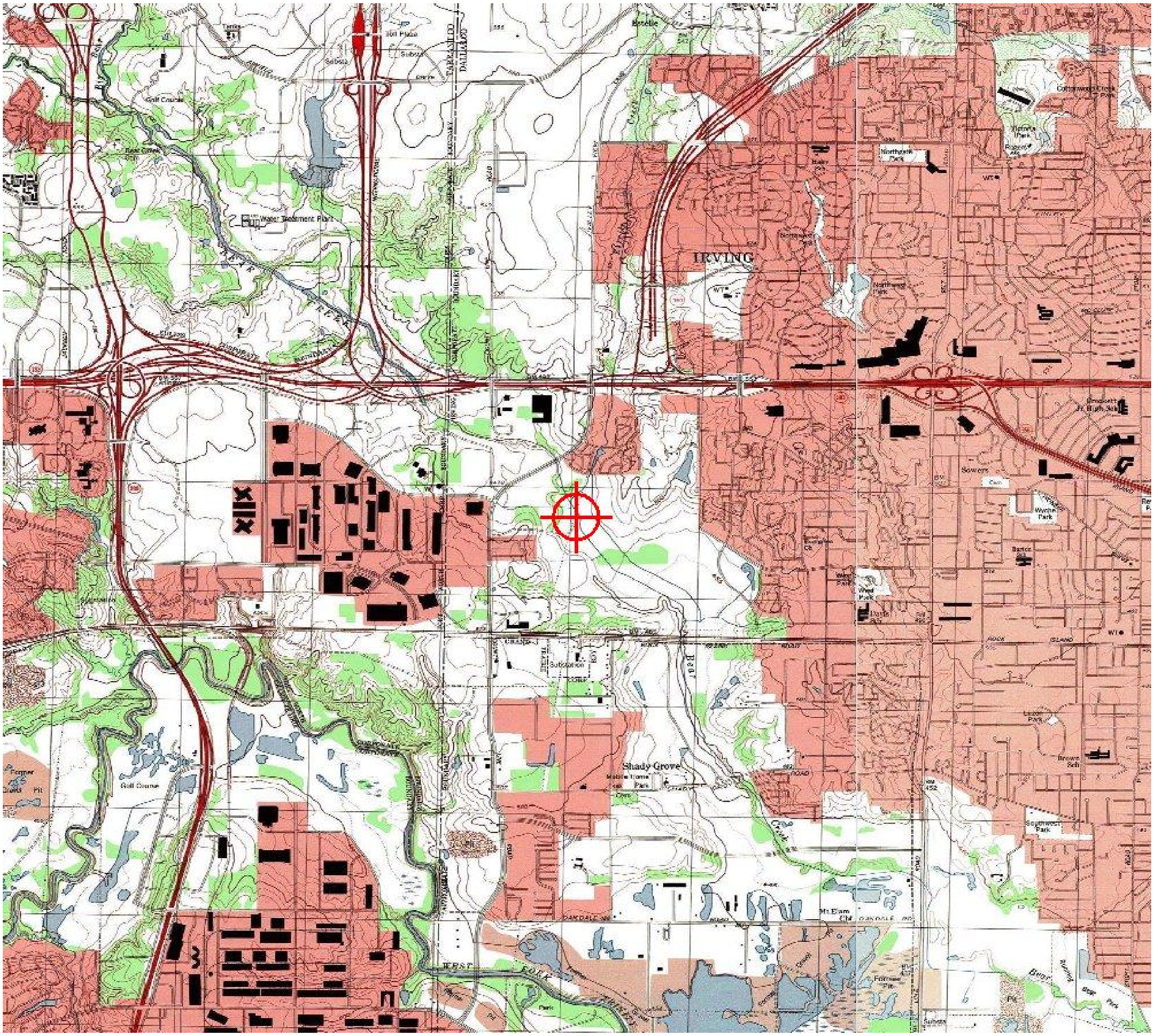
Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

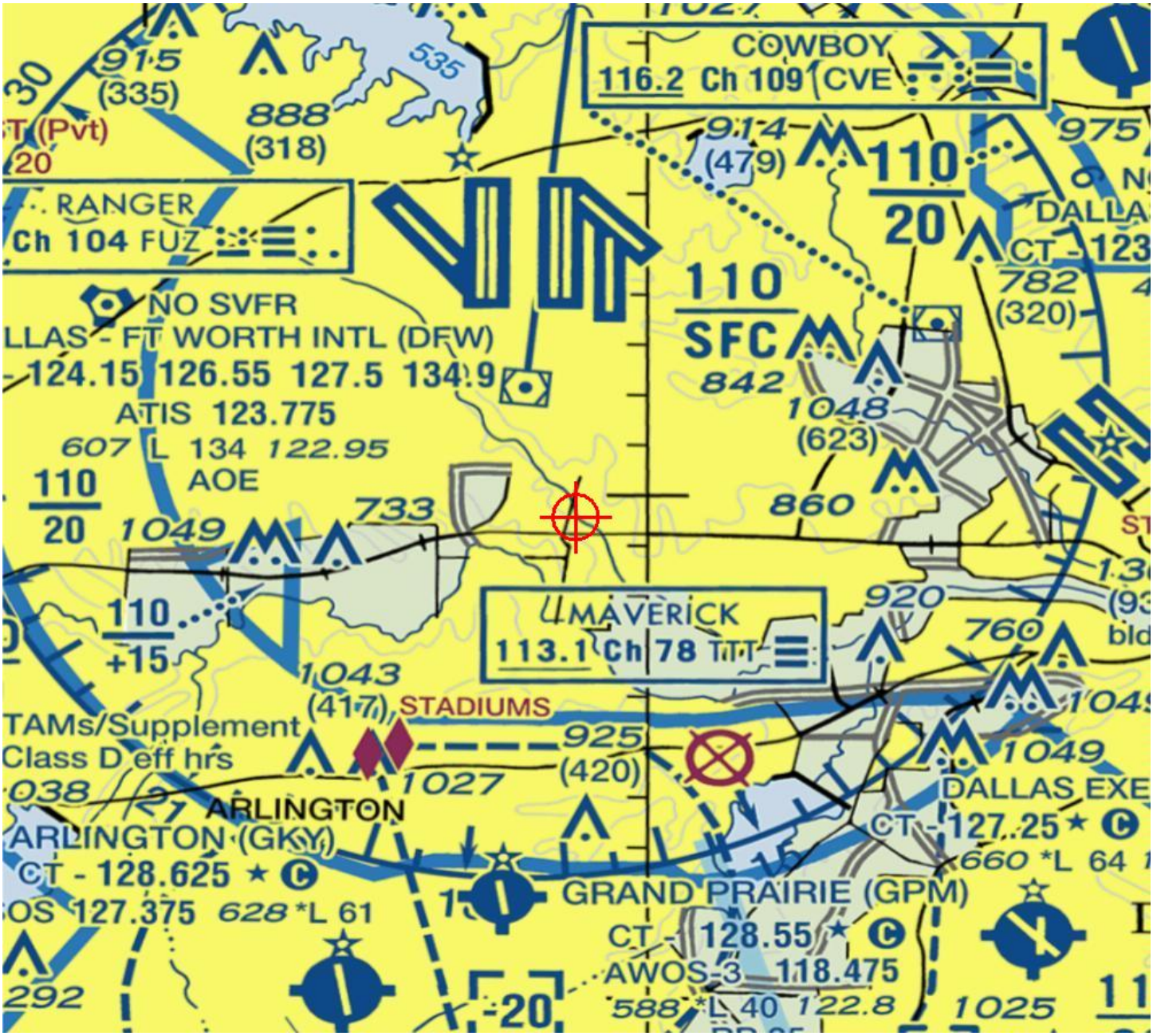
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/13/2019 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

TOPO Map for ASN 2017-ASW-18377-OE




COWBOY
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Aeronautical Study No.
2017-ASW-18421-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane 2/1H crane-2
Location:	Irving, TX
Latitude:	32-49-39.00N NAD 83
Longitude:	97-01-21.00W
Heights:	463 feet site elevation (SE)
	175 feet above ground level (AGL)
	638 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-18421-OE

Signature Control No: 350017691-351117898 (TMP)
Andrew Hollie
Specialist

Additional Condition(s) or Information for ASN 2017-ASW-18421-OE

Proposal: To construct and/or operate a(n) Crane to a height of 175 feet above ground level, various feet above mean sea level.

Location: The structure will be located various nautical miles south of DFW Airport reference point.

Case Description for ASN 2017-ASW-18421-OE

A crane will be required to move eight separate towers. The towers will need to be raised to accommodate the new roadway. A separate case will be created for each tower location for the use of a crane.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Aeronautical study revealed that the temporary structure will not exceed any Part 77 obstruction standard. Aeronautical study confirmed that the temporary structure will have no effect on any existing or proposed arrival, departure or en route instrument/visual flight rules (IFR/VFR) operations or procedures. Additionally, aeronautical study confirmed that the temporary structure will have no physical or electromagnetic effect on the operation of air navigation and communications facilities and will not impact any airspace and routes used by the military. Based on this aeronautical study, the FAA finds that the temporary structure will have no adverse effect on air navigation and will not impact any aeronautical operations or procedures.

Preliminary FAA study indicates that the above mentioned structure would:
have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.
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not exceed traffic pattern airspace
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have no effect on any airspace and routes used by the military.

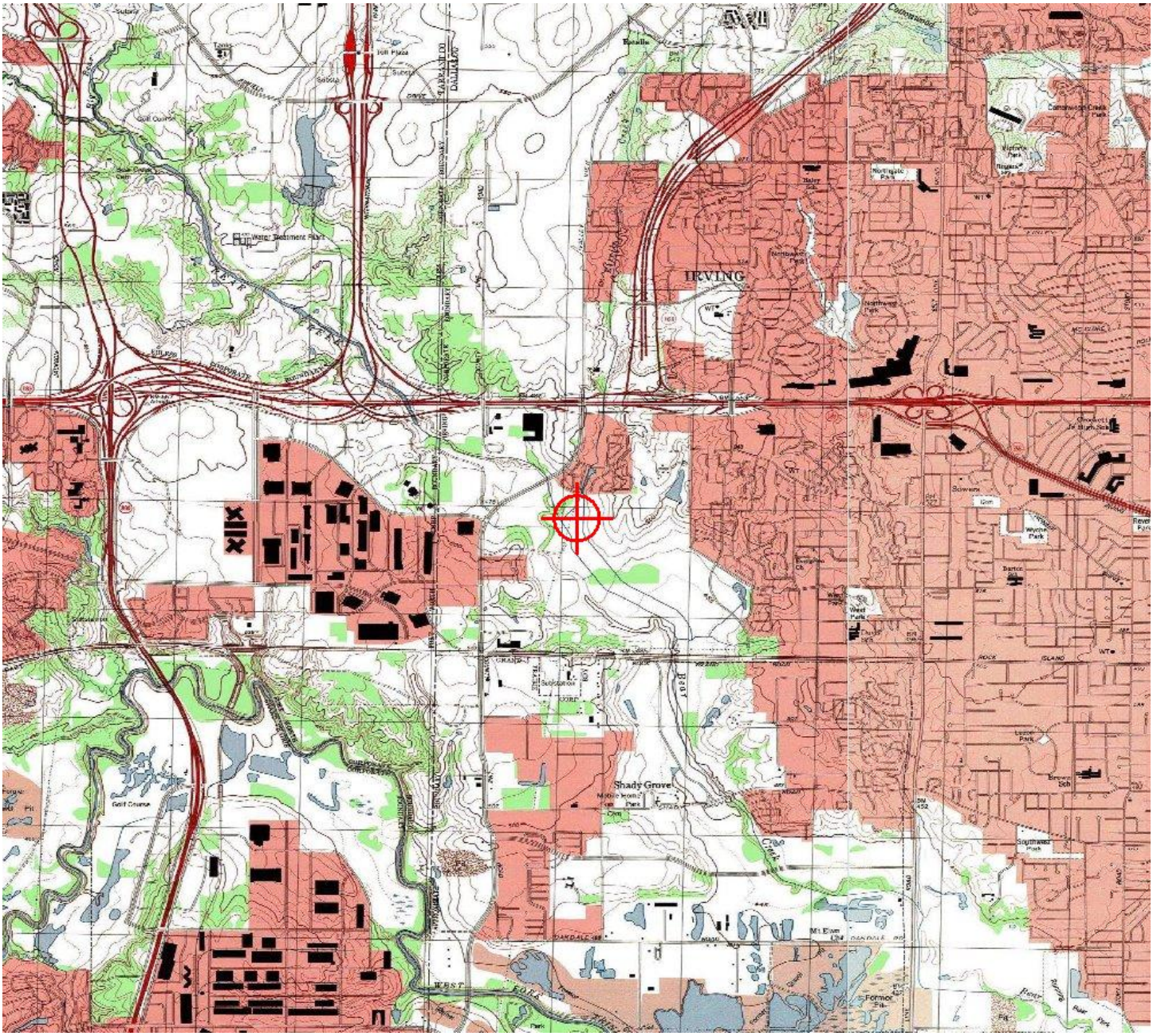
Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/13/2019 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

TOPO Map for ASN 2017-ASW-18421-OE

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Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASW-18423-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 1/9
Location:	Irving, TX
Latitude:	32-49-27.68N NAD 83
Longitude:	97-01-25.62W
Heights:	461 feet site elevation (SE)
	120 feet above ground level (AGL)
	581 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/13/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

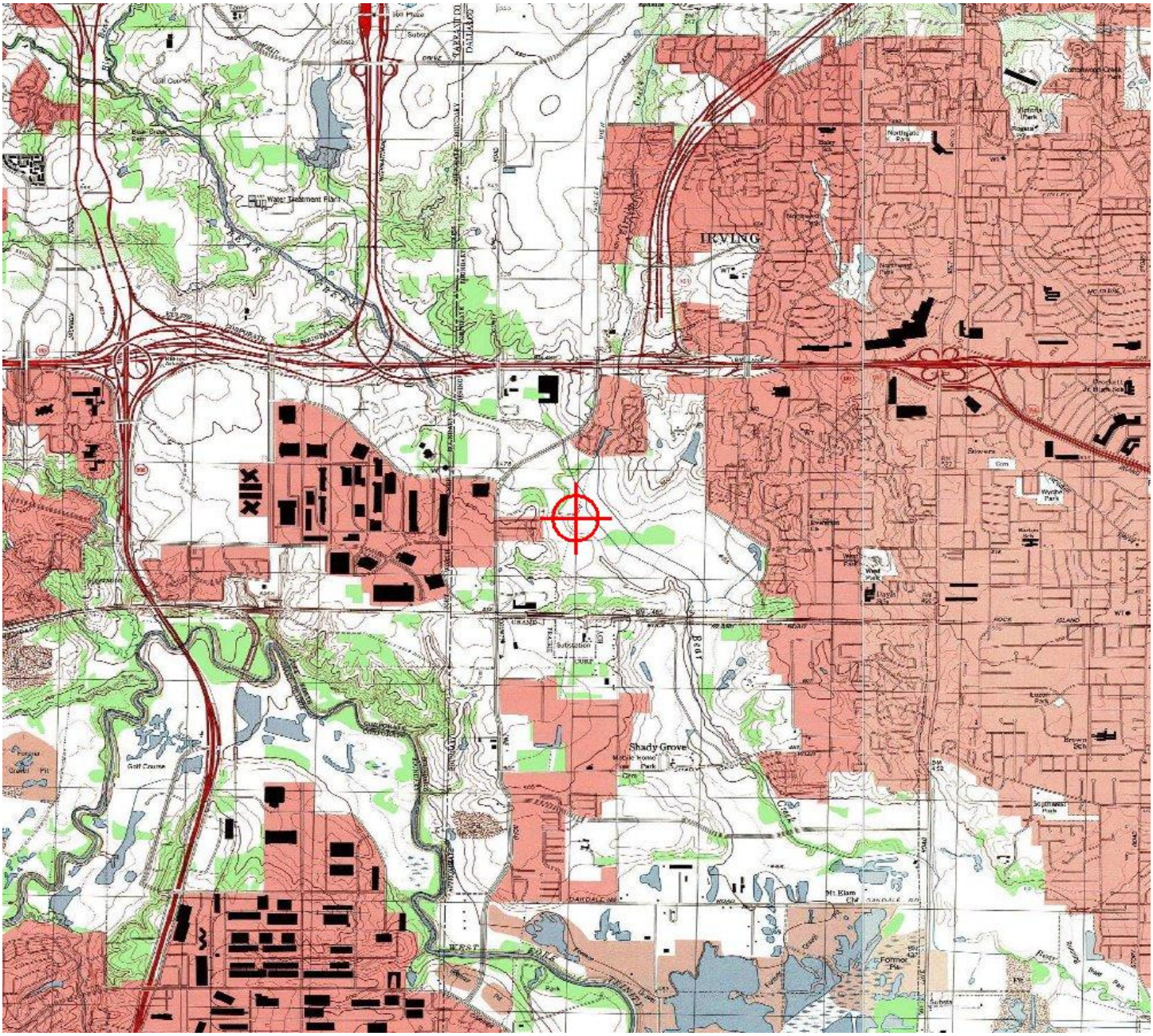
If we can be of further assistance, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-18423-OE.

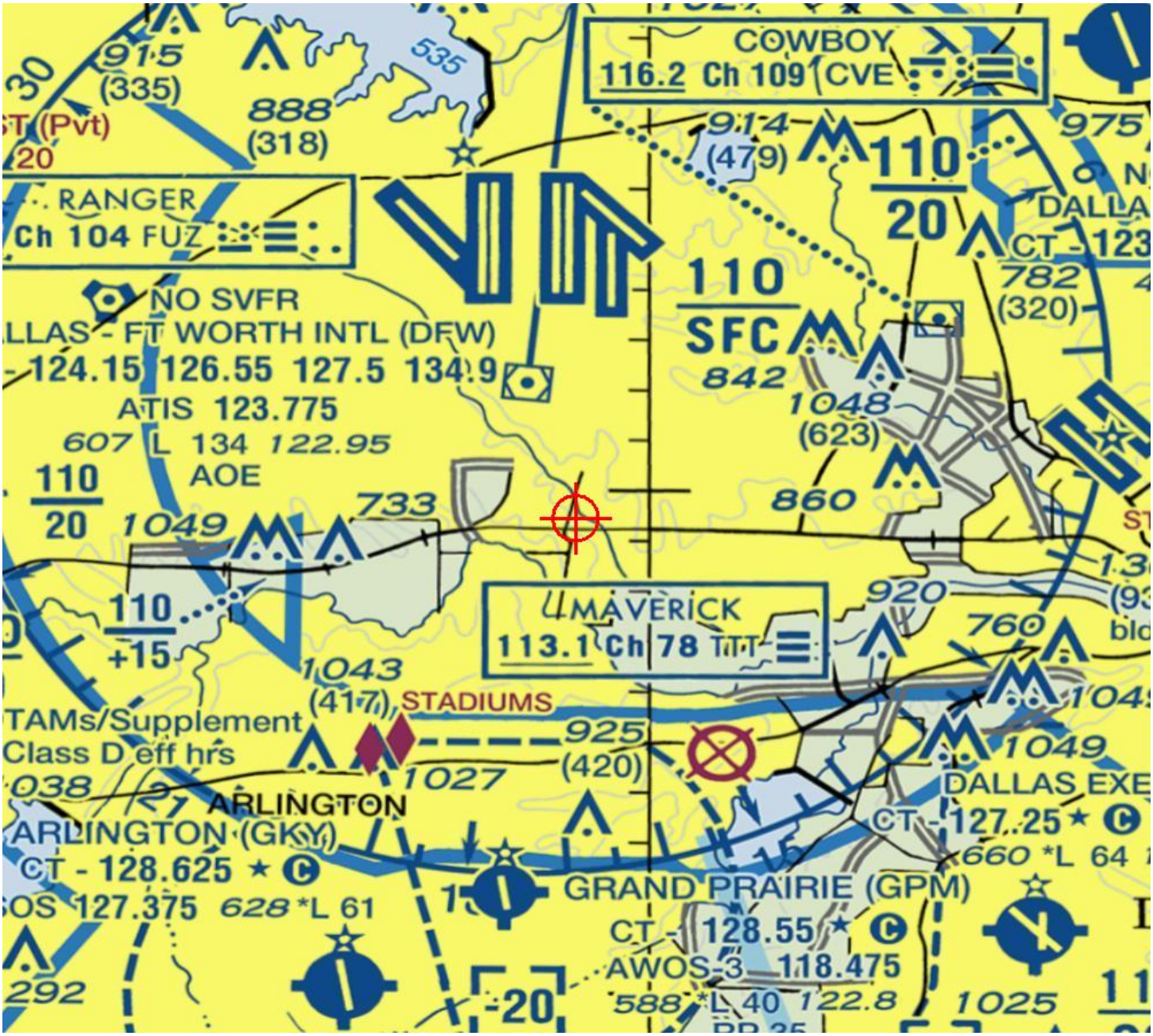
Signature Control No: 350020347-351119648 (DNE)
Andrew Hollie
Specialist

Attachment(s)
Case Description
Map(s)

This case represents four of eight separate transmission towers that will need to be raised to accommodate the new roadway.

TOPO Map for ASN 2017-ASW-18423-OE




COWBOY
116.2 Ch 109 CVE
RANGER
Ch 104 FUZ
NO SVFR
LLAS - FT WORTH INTL (DFW)
124.15 126.55 127.5 134.9
ATIS 123.775
607 L 134 122.95
AOE
MAVERICK
113.1 Ch 78
STADIUMS
TAMs/Supplement
Class D eff hrs
ARLINGTON
ARLINGTON (GKY)
CT - 128.625
OS 127.375 628 *L 61
GRAND PRAIRIE (GPM)
CT - 128.55
AWOS-3 118.475
588 *L 40 122.8
DALLAS EXE
CT - 127.25
660 *L 64
DALLA
CT - 123
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Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASW-18424-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 1/10
Location:	Irving, TX
Latitude:	32-49-33.46N NAD 83
Longitude:	97-01-23.96W
Heights:	463 feet site elevation (SE)
	155 feet above ground level (AGL)
	618 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/13/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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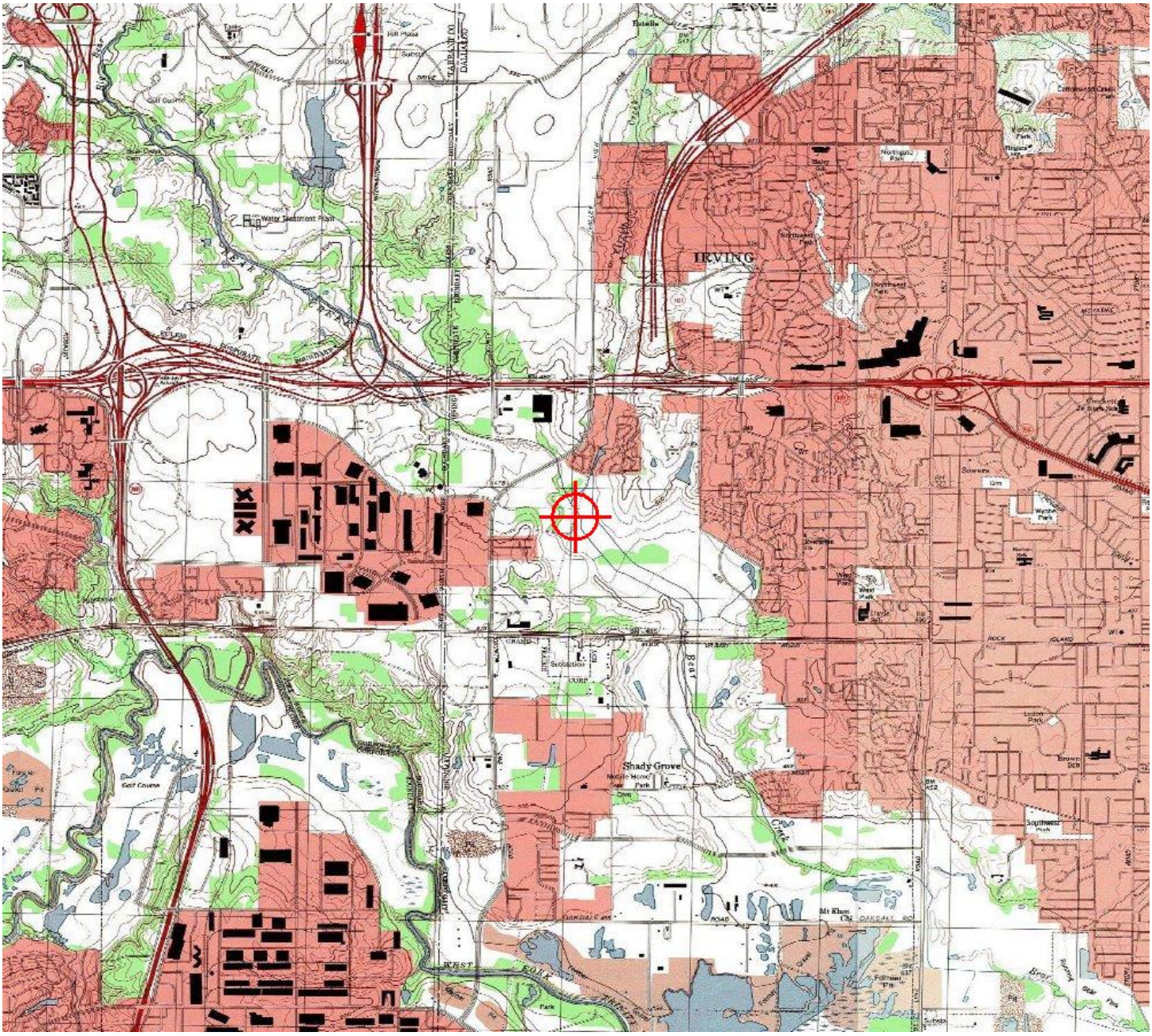
If we can be of further assistance, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-18424-OE.

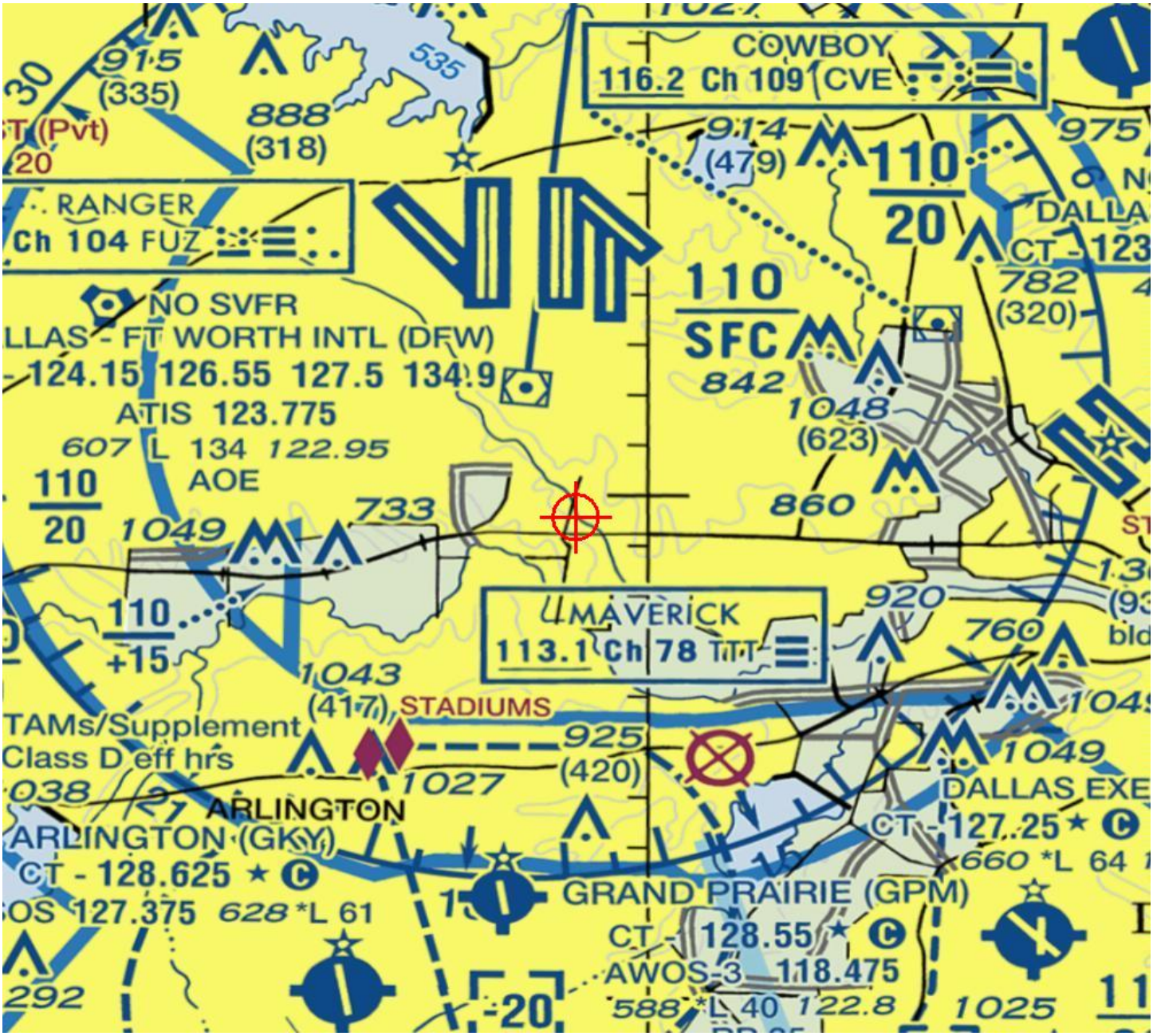
Signature Control No: 350020348-351119650 (DNE)
Andrew Hollie
Specialist

Attachment(s)
Case Description
Map(s)

This case represents four of eight separate transmission towers that will need to be raised to accommodate the new roadway.

TOPO Map for ASN 2017-ASW-18424-OE

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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASW-18425-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 2/1
Location:	Irving, TX
Latitude:	32-49-39.55N NAD 83
Longitude:	97-01-22.16W
Heights:	463 feet site elevation (SE)
	145 feet above ground level (AGL)
	608 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/13/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

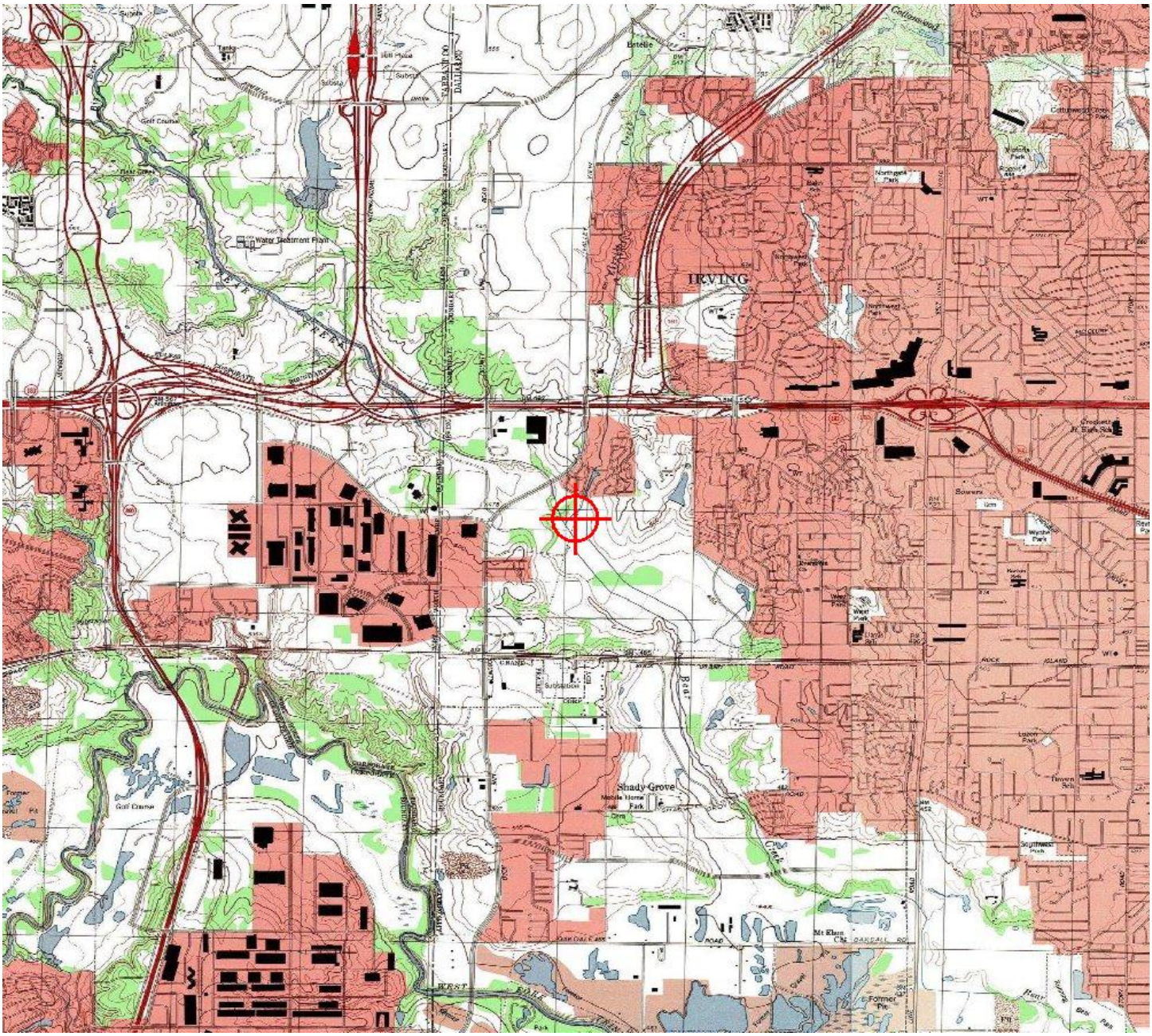
If we can be of further assistance, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-18425-OE.

Signature Control No: 350020349-351119647 (DNE)
Andrew Hollie
Specialist

Attachment(s)
Case Description
Map(s)

This case represents four of eight separate transmission towers that will need to be raised to accommodate the new roadway.

TOPO Map for ASN 2017-ASW-18425-OE



Sectional Map for ASN 2017-ASW-18425-OE

Mail Processing Center
Federal Aviation Administration
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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASW-18426-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 2/2
Location:	Irving, TX
Latitude:	32-49-45.29N NAD 83
Longitude:	97-01-20.48W
Heights:	464 feet site elevation (SE)
	120 feet above ground level (AGL)
	584 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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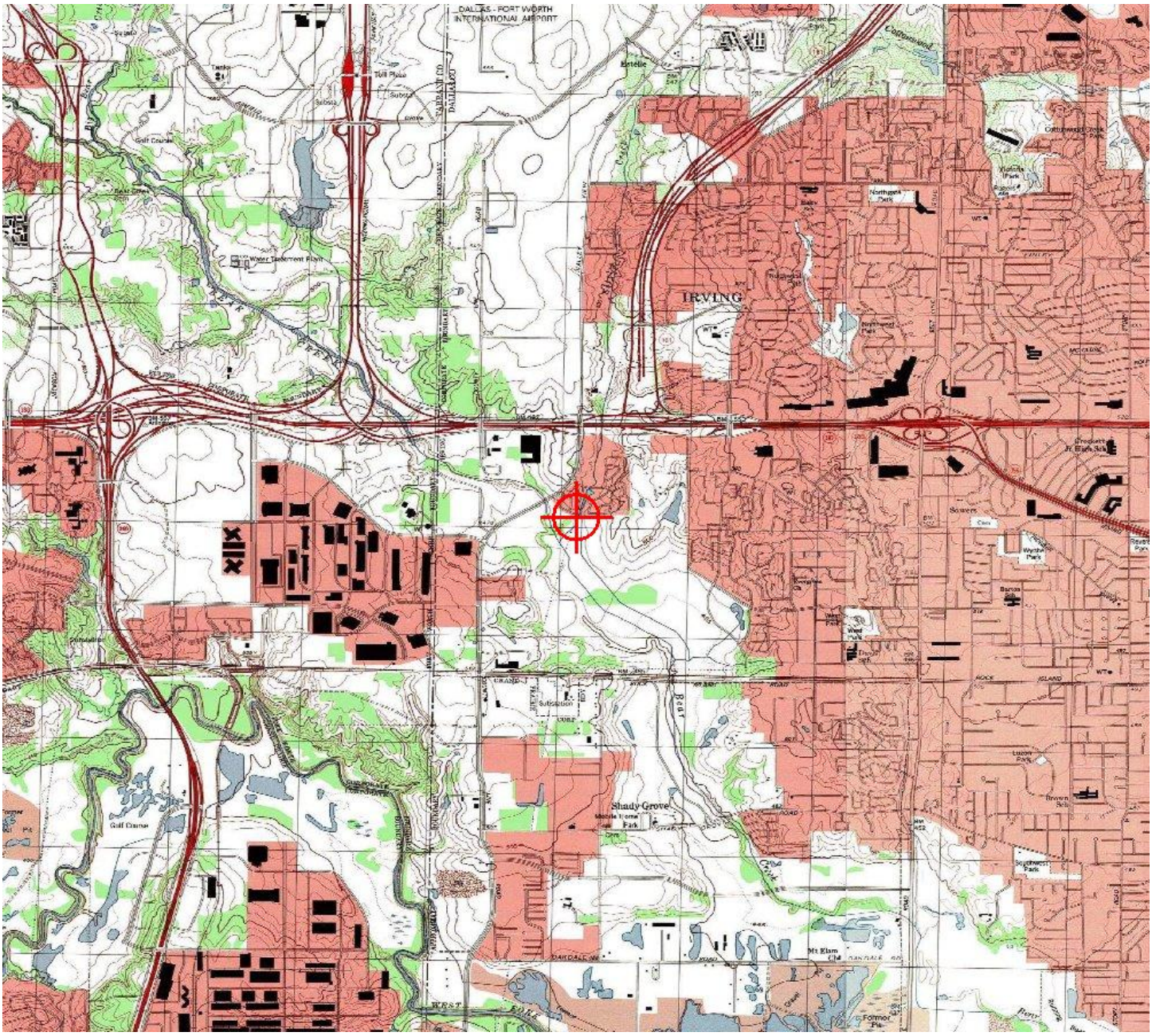
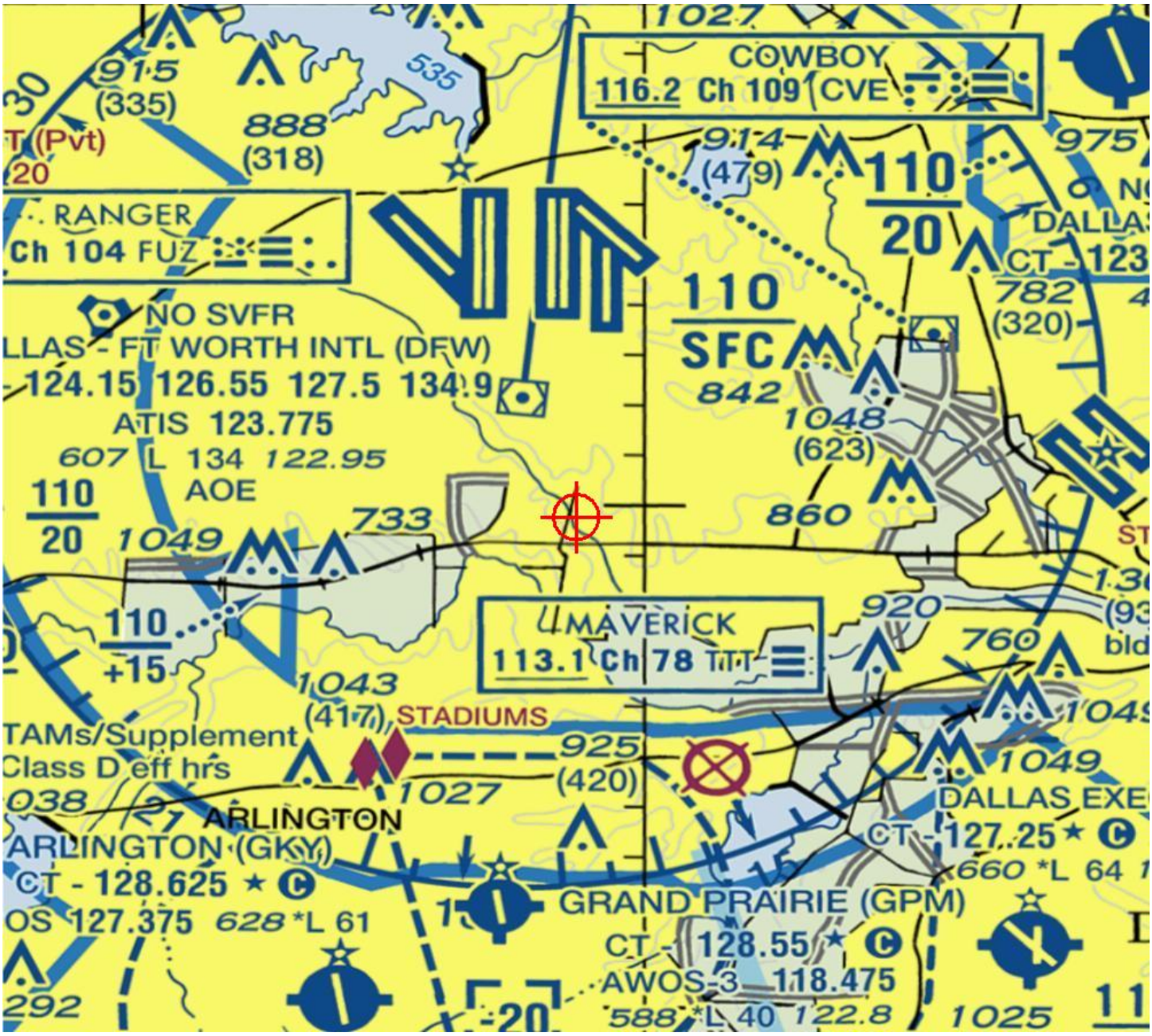
Signature Control No: 350020350-351119644 (DNE)
Andrew Hollie
Specialist

Attachment(s)
Case Description
Map(s)

This case represents four of eight separate transmission towers that will need to be raised to accommodate the new roadway.

TOPO Map for ASN 2017-ASW-18426-OE




COWBOY
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Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASW-18393-OE
Prior Study No.
2017-ASW-16912-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line 1/9H revised
Location:	Irving, TX
Latitude:	32-49-27.55N NAD 83
Longitude:	97-01-25.10W
Heights:	461 feet site elevation (SE)
	120 feet above ground level (AGL)
	581 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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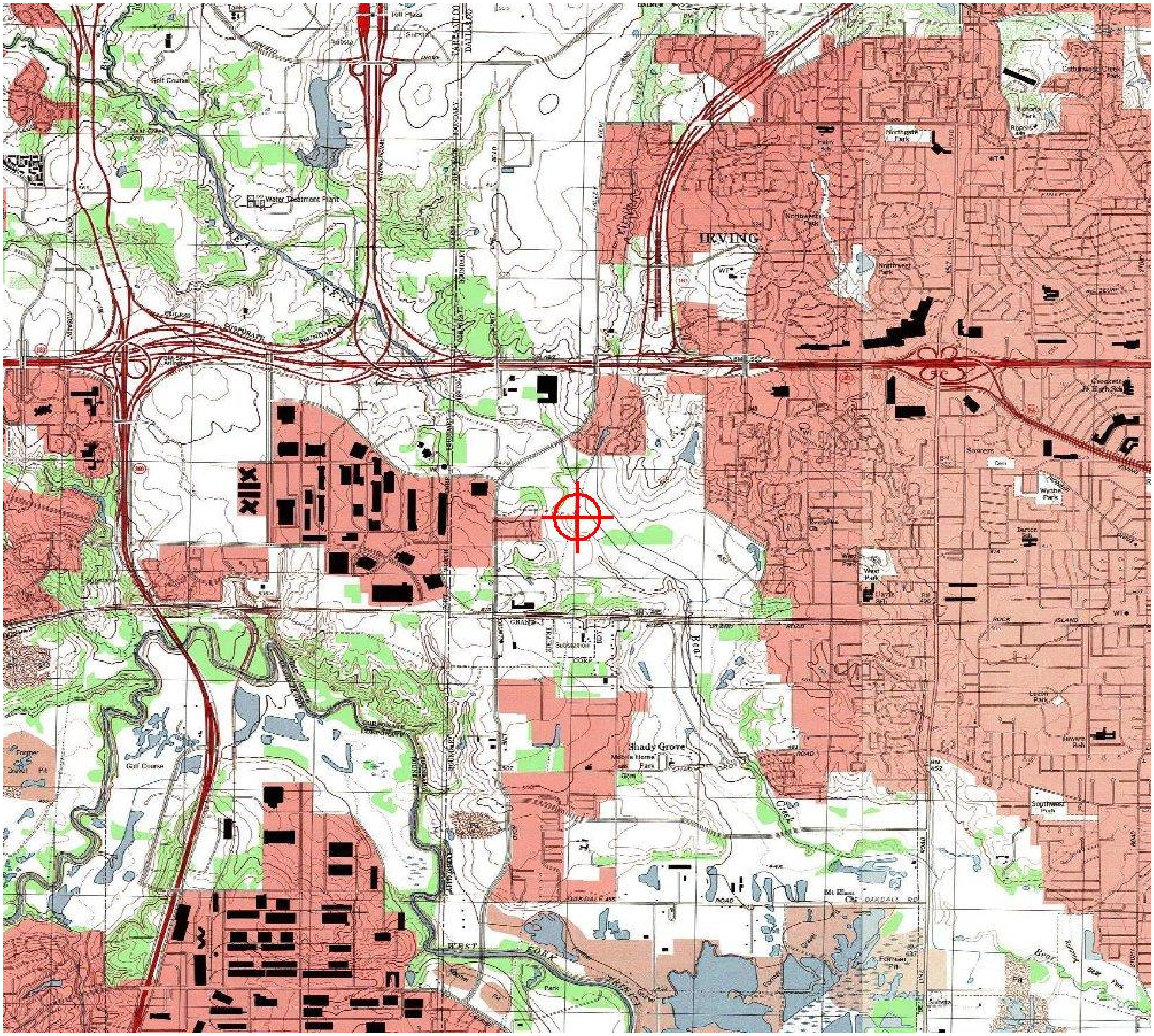
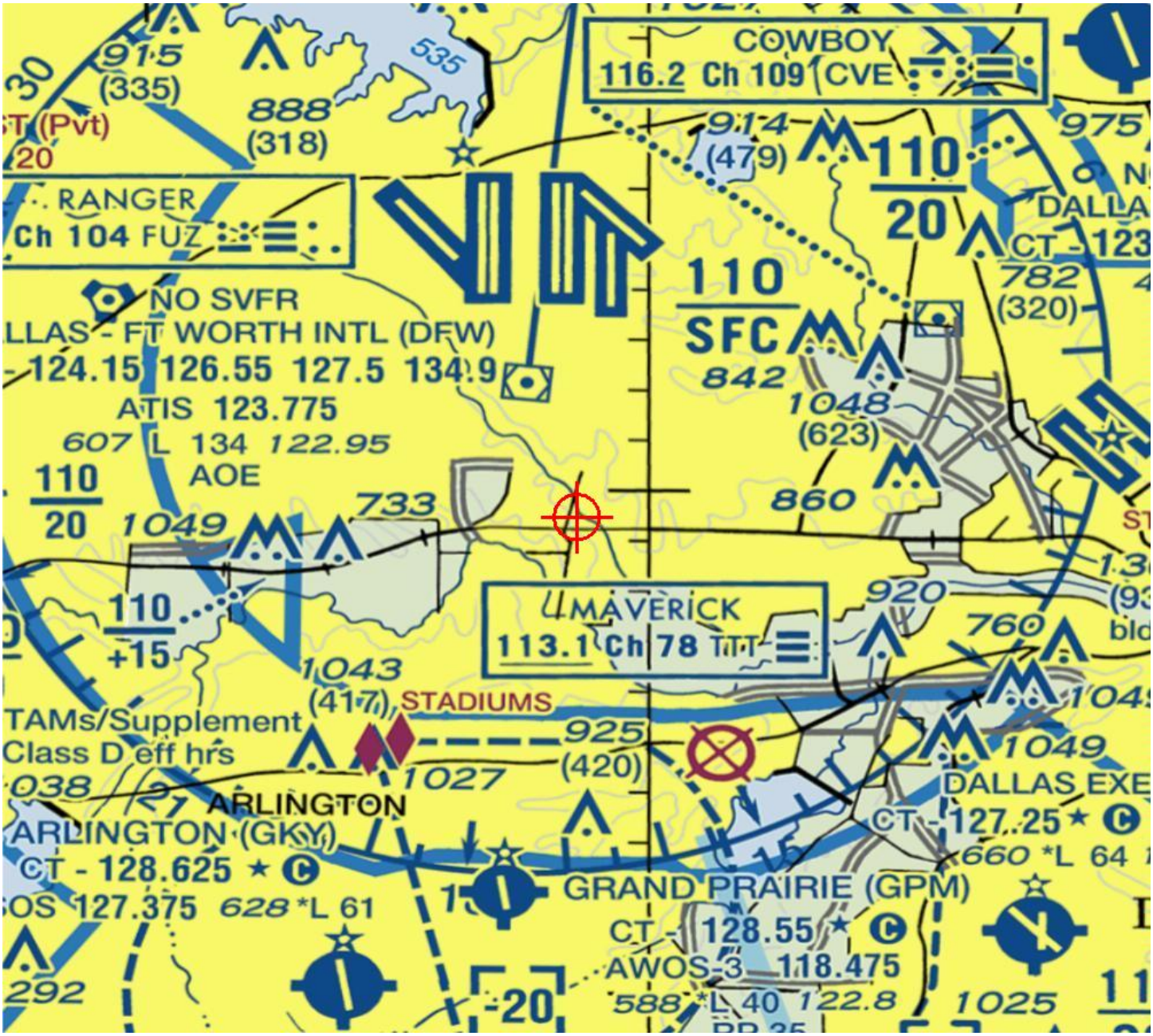
Signature Control No: 350013937-351119649 (DNE)
Andrew Hollie
Specialist

Attachment(s)
Case Description
Map(s)

This case represents four of eight separate transmission towers that will need to be raised to accommodate the new roadway.

TOPO Map for ASN 2017-ASW-18393-OE

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Aeronautical Study No.
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2017-ASW-16913-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
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**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

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_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/13/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

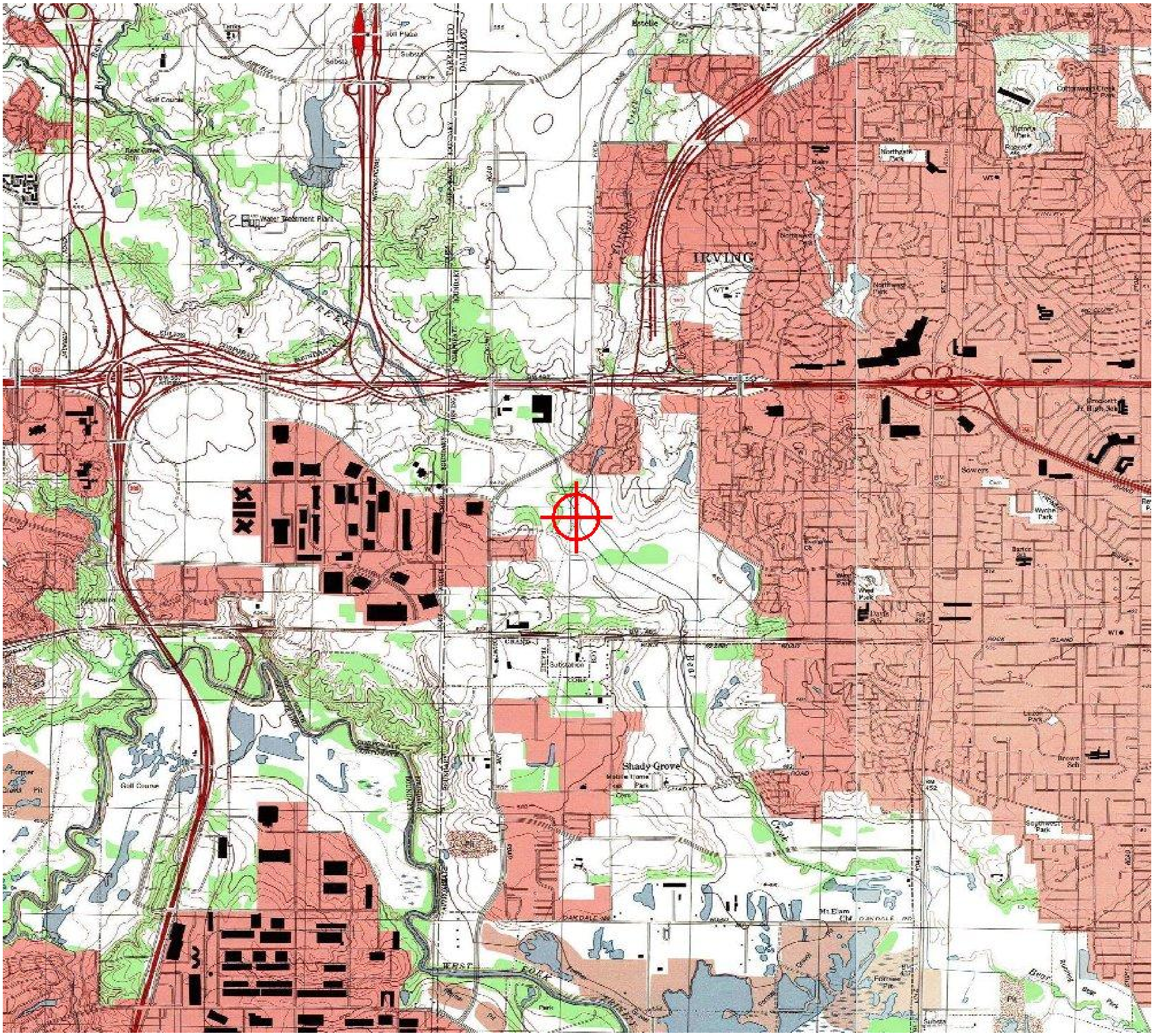
If we can be of further assistance, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-18394-OE.

Signature Control No: 350013938-351119646 (DNE)
Andrew Hollie
Specialist

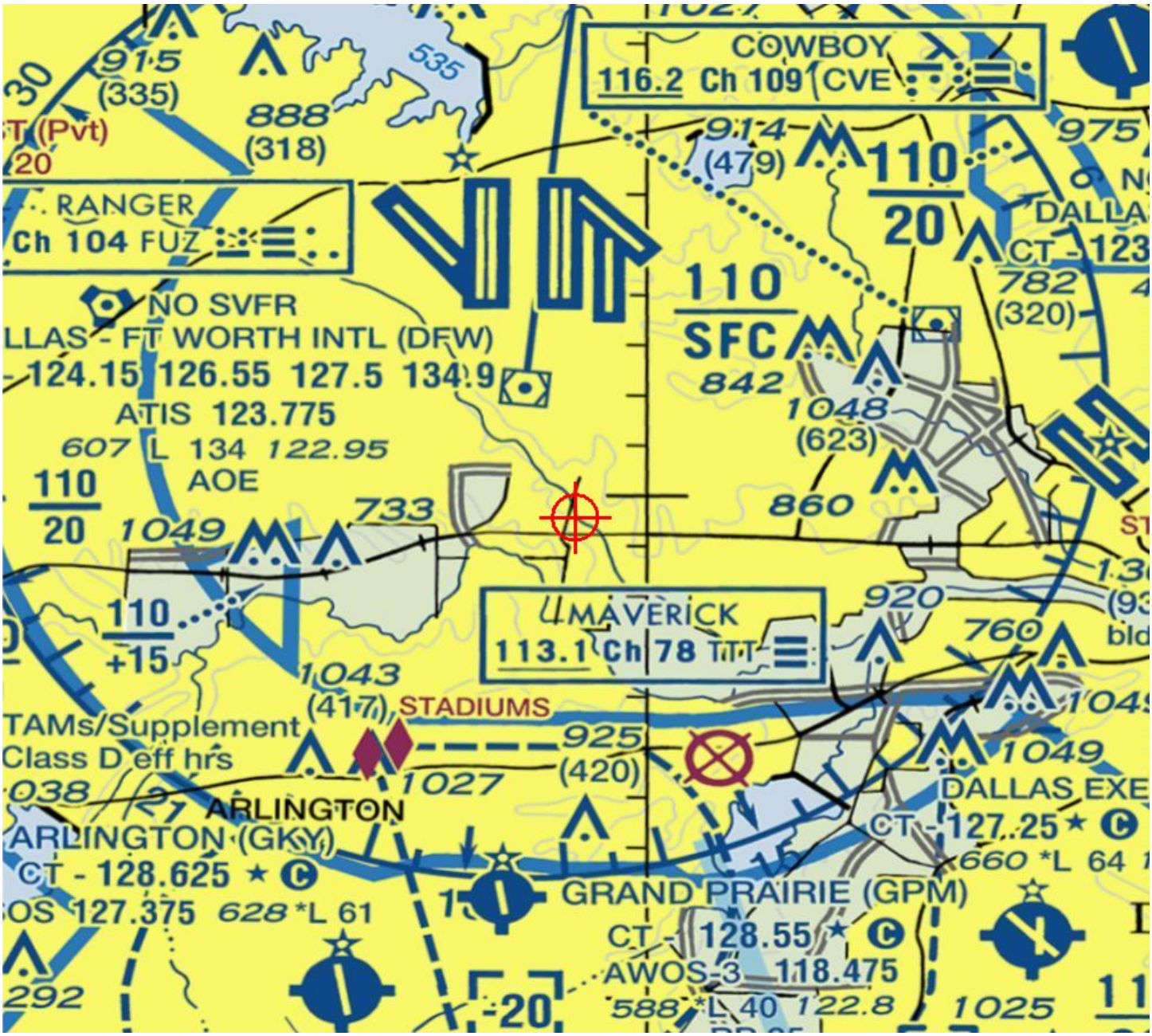
Attachment(s)
Case Description
Map(s)

This case represents four of eight separate transmission towers that will need to be raised to accommodate the new roadway.

TOPO Map for ASN 2017-ASW-18394-OE



Sectional Map for ASN 2017-ASW-18394-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASW-18396-OE
Prior Study No.
2017-ASW-16915-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line 2/2H revised
Location:	Irving, TX
Latitude:	32-49-45.24N NAD 83
Longitude:	97-01-19.95W
Heights:	464 feet site elevation (SE)
	120 feet above ground level (AGL)
	584 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/13/2019 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

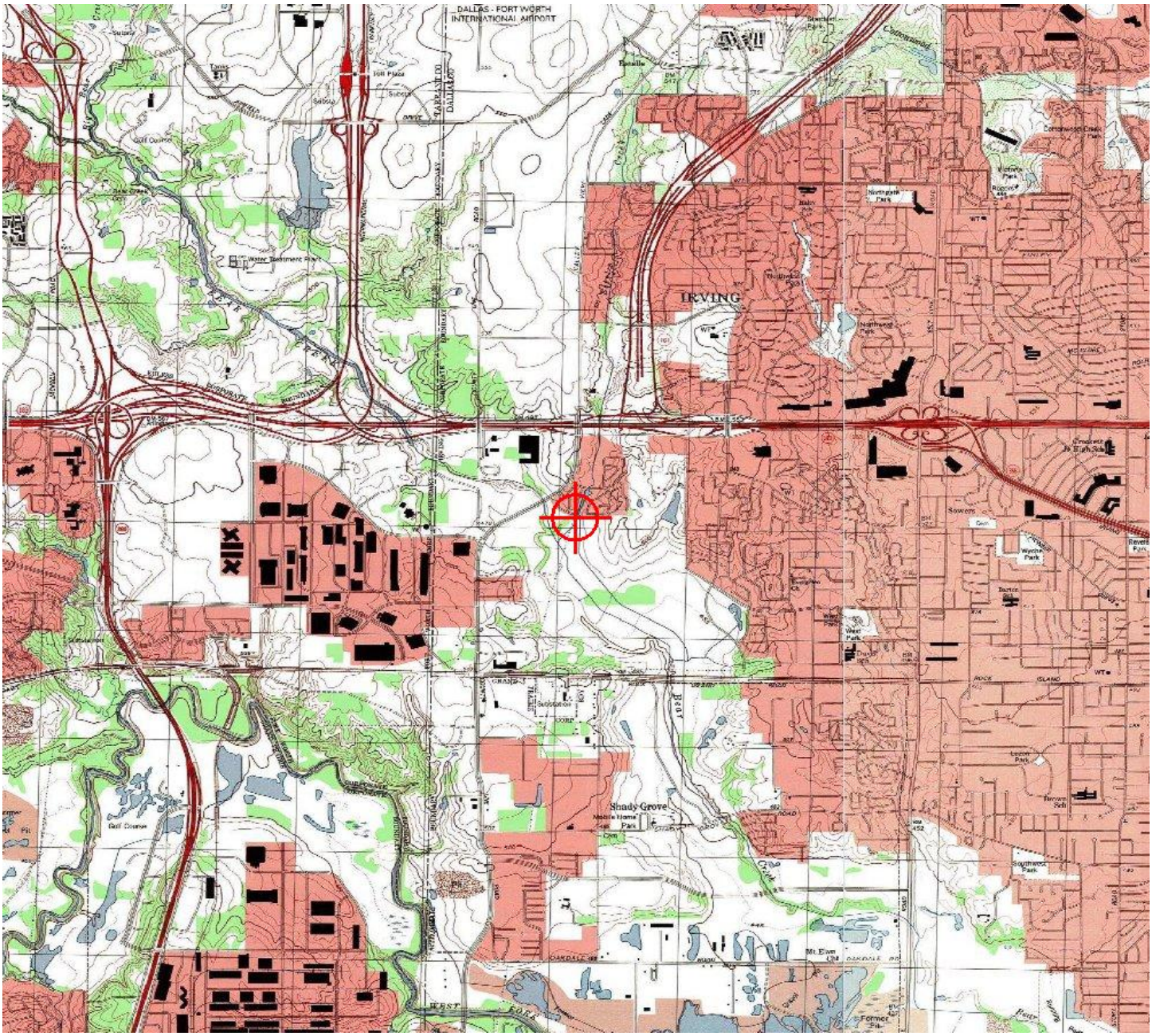
If we can be of further assistance, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-18396-OE.

Signature Control No: 350013941-351119645 (DNE)
Andrew Hollie
Specialist

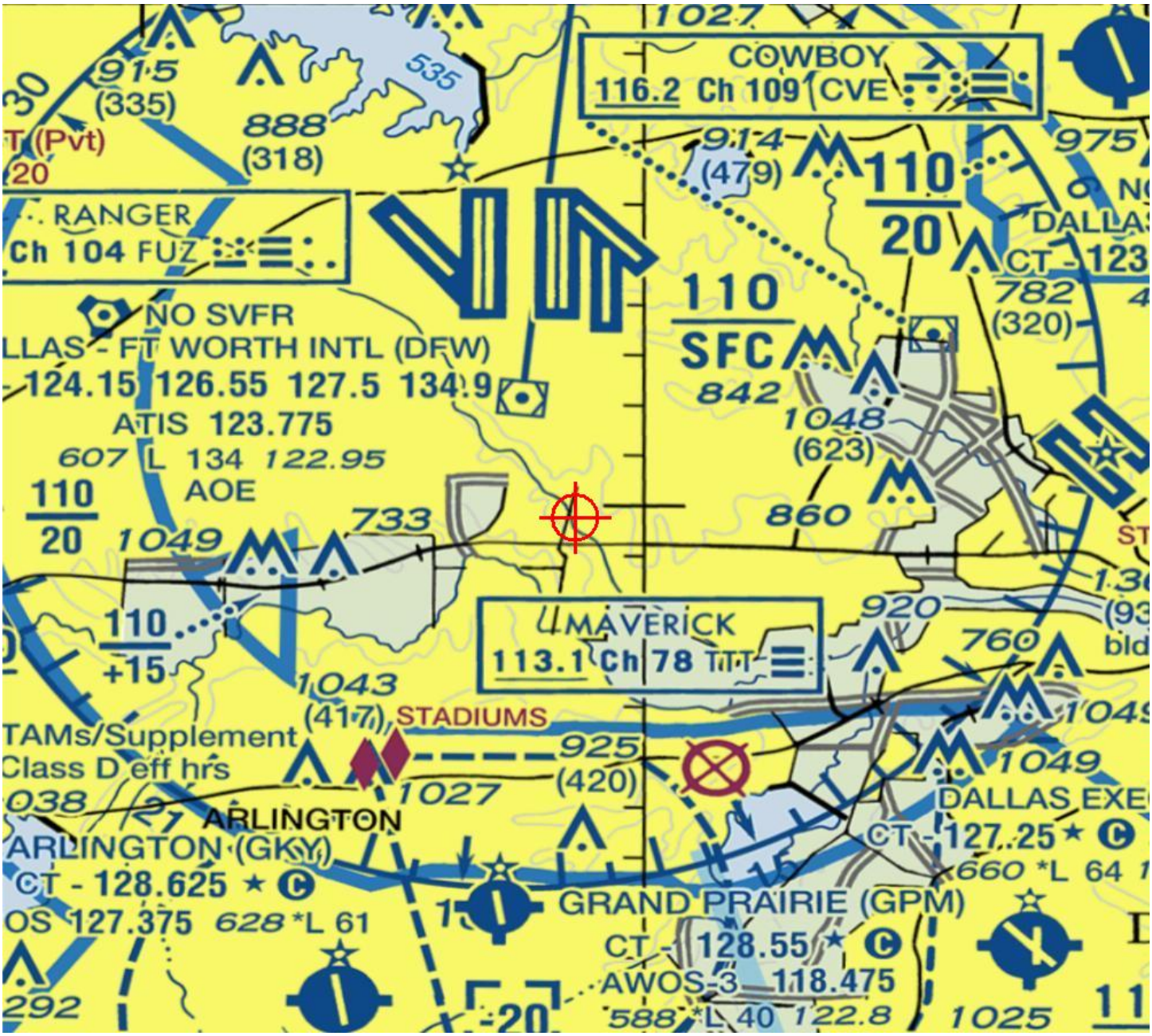
Attachment(s)
Case Description
Map(s)

This case represents four of eight separate transmission towers that will need to be raised to accommodate the new roadway.

TOPO Map for ASN 2017-ASW-18396-OE



Sectional Map for ASN 2017-ASW-18396-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASW-18395-OE
Prior Study No.
2017-ASW-16914-OE

Issued Date: 12/13/2017

Shelley Pridgen
TxDOT Dallas District
4777 E. Highway 80
Mesquite, TX 75150

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line 2/1H revised
Location:	Irving, TX
Latitude:	32-49-39.44N NAD 83
Longitude:	97-01-21.65W
Heights:	463 feet site elevation (SE)
	145 feet above ground level (AGL)
	608 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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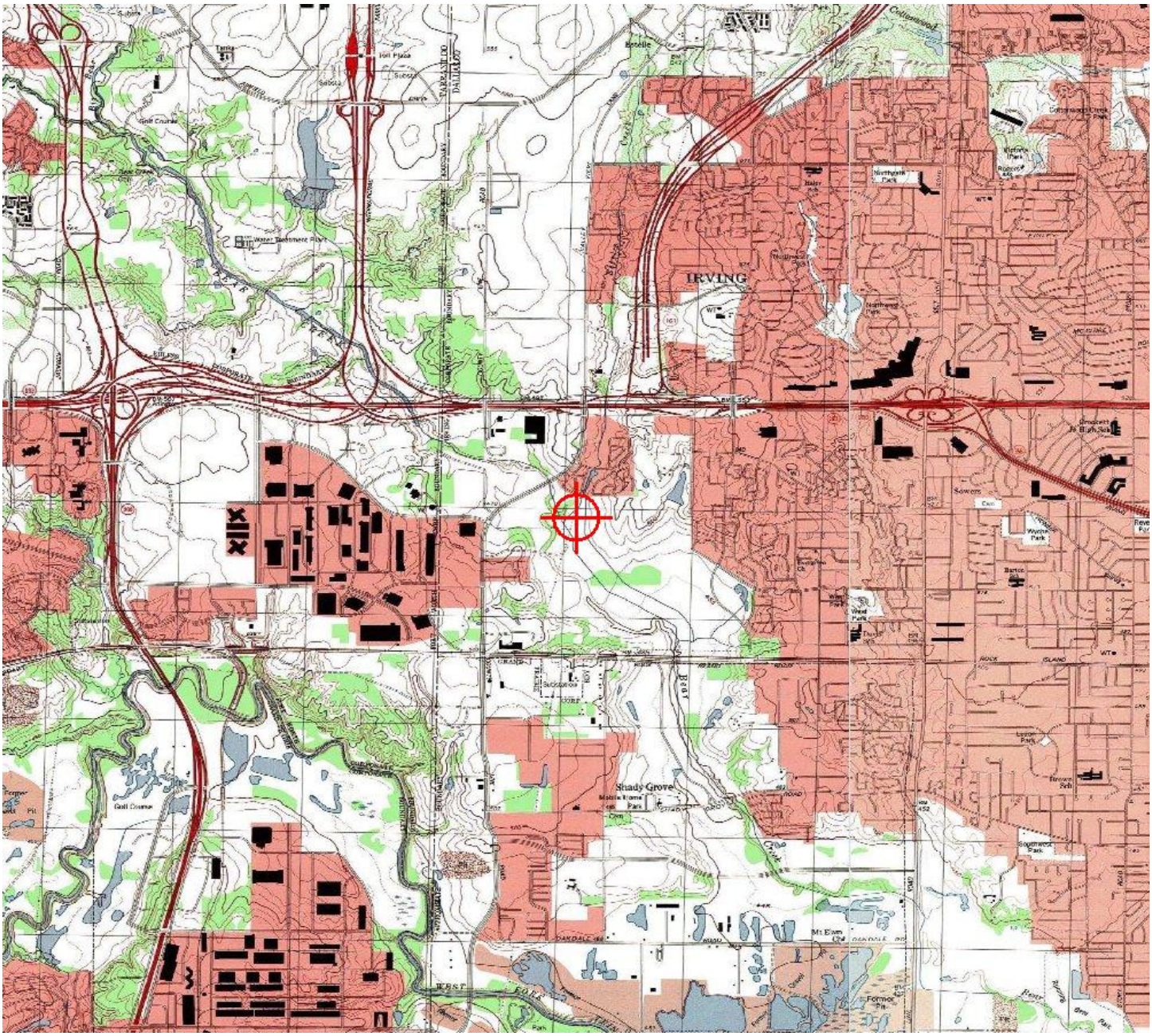
If we can be of further assistance, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASW-18395-OE.

Signature Control No: 350013940-351119643 (DNE)
Andrew Hollie
Specialist

Attachment(s)
Case Description
Map(s)

This case represents four of eight separate transmission towers that will need to be raised to accommodate the new roadway.

TOPO Map for ASN 2017-ASW-18395-OE



Sectional Map for ASN 2017-ASW-18395-OE