I-3
DFW Extension
Public Hearing

June 2, 2011
DFW LRT Extension

Agenda:

• Introductions
• Service Plan Amendment
  – Alignment, Grade Separations, Station, Yard
• Environmental Assessment
  – Environmental Impacts/Mitigation
• Aeronautical Assessment
• Questions
• Public Hearing
Light Rail Transit (LRT)
Approx. Travel Time
8 min. to Belt line
16 min. to Irving CC
50 min. to West End
DART’s Enabling Legislation requires an SPA for:

- Alignment Location
- Grade Separations
- Facility Locations
Service Plan Amendment (SPA)

- Final Service Plan: April 14, 1983
- I-1/I-2 SPA: April 8, 2008
- I-3 SPA: Summer 2011
DFW LRT Extension: Grade Separations

Roadway Grade Separations
1. Belt Line Rd.
2. Future W. Airfield Dr./Navaid Rd.
3. Freeport Pkwy.
4. N. Airfield Dr./Maintenance Road
5. North Service Rd./Crossunder #1

Airport Infrastructure crossing over the LRT alignment.
A. Future Perimeter Taxiways Extension
B. Taxiway Y/Z
C. Skylink (Automated people Mover)
DFW LRT Extension: Station
Environmental Assessment

Online:
www.dart.org/dfwextension
Environmental Assessment Categories

- Land Use
- Acquisitions
- Displacements
- Transportation
- Air Quality
- Noise/Vibration
- Visual/Aesthetics
- Ecosystems
- Geology

- Water Resources
- Water Quality
- Hazardous Material
- Safety/Security
- Cultural Resources
- Parklands
- Environmental Justice
- Construction
- Airport (5050.4B)
Environmental Assessment Categories

- Land Use
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- Environmental Justice
- Construction
- Airport (5050.4B)
FAA Order 5050.4B (EA)

- Air Quality
- Coastal Barriers
- Coastal Zones
- Compatible Land Use
- Construction Impacts
- Section 4(f)
- Farmlands
- Fish, Wildlife, Plants
- Floodplains
- Hazardous Materials
- Historic, Architectural, Archaeological & cultural
- Light emissions
- Visual
- Natural resources/Energy
- Noise
- Secondary Impacts
- Socioeconomic (EJ, Children, Risks)
- Water Quality
- Wetlands
- Waters
- Wild Scenic Rivers
Environmental Impact Summary

- **3 Business Impacts**
  1. Blocking Antenna
  2. Partial Displacement
- **Potential Visual Impact from Structure, TPSS and Yard**
- **2 Moderate Noise Impacts**
- **Impact to 0.06 acres of water**
- **Hazardous Materials risk areas**
- **Traffic Impact**
- **Construction Impacts**
Environmental Impact Mitigation

• 3 Business Impacts
  – Raise Antenna at Chesapeake Site
  – Memorandum of Agreement with DFW
  – Coordinate Infrastructure changes with stakeholders
  – Comply with Uniform Relocation Assistance Act: (Appraisals, displacements, compensation)

• Potential Visual Impacts
  - Screen Yard and TPSS in public areas
  - Incorporate DFW Image Elements into Design

• 2 Moderate Noise Impacts
  - No mitigation proposed

• Impact to 0.06 acres of water
  - Nationwide Permit (No mitigation required)
Environmental Impact Mitigation

• Hazardous Materials risk areas
  - Coordinate Construction with DFW
  - Conform to DFW Soil Management Plan
  - Conduct Environmental Site Assessments

• Traffic Impact
  - Maintain access to all FAA facilities
  - Modify traffic signals at Crossunder #2 and North and South Frontage Roads

• Construction Impacts
  - Comply with appropriate codes and standards
  - Best Management Practices
  - Construction Airspace Studies
Aeronautical Assessment Subject Areas:

- Airport Design Standards
- Objects Affecting Navigable Airspace
- Terminal Instrument Procedures
- Area Navigation
- Significant Airport Features
- Human Factors Analysis
- Safety Risk Management Process Overview
DFW LRT Extension: FAA Infrastructure

- At-Grade
- Aerial
- Cut
- TPSS
- Storage Yard

- Mast Pole*
  - LLWAS #4
  - ASDE-X

- Perimeter Taxiways
- Taxiways

* Low Level Windshear Alert System
  Airport Surface Detection Equipment
Aeronautical Assessment

• DART has committed to ongoing and continuous coordination with FAA to ensure that the design of the project does not risk aircraft safety or encroach into protection zones.

• A reimbursable agreement between DART, DFW and FAA will allow FAA to review DART’s Designs

• DART has completed a Airspace Feasibility Study and has committed to completing a Final Airspace Study and Construction Airspace Studies
Aeronautical Assessment

Additional DART commitments include:

• Coordinate upgrade of 31R Localizer
• Ensure no new drainage impacts to FAA facilities
• Provide continuous access to FAA facilities
• Minimize radar reflectivity of LRT
• Minimize negative affects of lighting
• Relocate Mast Tower containing FAA equipment
  – Low Level Windshear Tower
  – Airport Surface Detection Equipment
  – Coordinate software adaption of relocated equipment
• Human Factor Mitigation:
  – Provide visual screening at designated area
  – Provide red obstruction lights at designated areas
Mast Tower

- LLWAS #4
- ASDE-X

* Low Level Windshear Alert System
Airport Surface Detection Equipment
Human Factor Mitigation:
- Visual Screening at select Locations
- Red Obstruction Lights
Aeronautical Assessment

Human Factor Mitigation
Next Steps

Summer 2011: Service Plan Amendment

Summer 2011: Final Environmental Assessment (EA)
  • Response to Comments

Summer 2011: Finding of No Significant Impact (FONSI)

Winter 2011: Design-Build Contract
Questions?
Public Comments

Comments to Focus on DFW Extension Project

- Service Plan Amendment
  - Alignment
  - Grade Separations (Vertical Alignment)
  - Station Location
  - Yard Location

- Draft Environmental Assessment (EA)
  - Impact/Mitigation

- FAA Aeronautical Issues

- **Substantive** Comments to be addressed in Final Environmental Assessment
Public Comments

Comments:

• Oral Comments
  – Public Hearing: June 2, 2011

• Written
  – Must be received by June 17, 2011
  – Mail Comment Card
  – Online www.dart.org/dfwextension
Public Hearing Guidelines

1. Pre-registered speakers – Speak First; Followed by order of sign-in.
2. Written Comments are acceptable and included as part of the official Public Record
3. Three-minute per speaker Time Limit
4. State Name and Address for the record
5. Comments limited to DFW Extension Project
   • Service Plan Amendment:
   • Draft Environmental Assessment
   • Aeronautical Analysis
6. No Questions, Interchanges or Discussions
7. Questions can be addressed after Hearing
DFW LRT Extension: Alignment

- Approx. Travel Time:
  - 8 min. to Belt line
  - 16 min. to Irving CC
  - 50 min. to West End

DFW LRT Extension:
- 5.17 Miles
- 1 Station
- 1 Rail Yard

Map showing DFW LRT Extension alignment:
- Orange Line
- At-Grade
- Aerial
- Cut
- TPSS
- Storage Yard

DFW Station
Regional Rail Terminal
Terminal A 2014

DFW Station
Terminal B

Belt Line Station 2012
214.979.1111
www.DART.org
www.dart.org/dfwextension