

### Coordination with Other Scheduled Construction Projects

The construction of the proposed project would be coordinated with Dallas County, the City of Dallas, the City of Irving, Texas Department of Transportation (TxDOT), North Texas Tollway Authority (NTTA), and Dallas/Fort Worth International Airport. **Table 5-16** summarizes on-going projects that would influence the design and construction of the light rail project. During Preliminary Engineering, DART has communicated with these entities in order to minimize construction-related impacts to residents, property owners and corridor users.

TABLE 5-16 CONSTRUCTION COORDINATION		
Related Project or Study	Area of Impact	Issue
IH 35E widening	SH 183 to IH 635	Timing and coordination of DART design and construction with ultimate freeway cross-section.
SH 114 improvements	SH 183 to Tarrant County line	Timing and coordination of DART design and construction with ultimate freeway cross-section.
Teleport Avenue	Irving – future South Las Colinas Station	Requires street relocation due to conflicts with proposed DART LRT improvements
Station Vicinity street improvements	Irving	Streets must be designed around DART infrastructure
Northwest Highway (Spur 348) improvements (TxDOT)	O'Connor Boulevard to SH 114	Streets must be designed around DART infrastructure
Las Colinas Boulevard extension	O'Connor Boulevard to Northwest Highway (Spur 348)	Final designs must be coordinated
SH 114 improvements	SH 183 to IH 635	Coordinate design and construction activities
Brangus Drive extension	MacArthur Boulevard to Walnut Hill Lane	Coordination with City of Irving for construction timing and future street.

Source: Chiang, Patel and Yerby; March 2006

### 5.12.2 Construction Noise Impacts

Construction of the tracks, stations, substations, maintenance facility and the associated parking facilities would result in the generation of noise from construction equipment. Construction noise varies greatly depending on the construction process, type and condition of equipment used and the layout of the construction site. Many of these factors are traditionally left to the contractor's discretion, which makes it difficult to accurately estimate levels of construction noise.

**Table 5-17** summarizes available data on noise emissions of construction equipment that may be used for this project. Impacts from construction noise depend on the sensitivity of the noise receptor, the magnitude of noise during each construction phase, the duration of the noise, the time of day the noise occurs and the distance from the construction activities.

### No-Build Alternative

Impacts of the No-Build Alternative would be confined to already active and congested highway areas where residents and businesses have already adjusted to highway-related noise. No construction-related noise impacts are expected.

### LRT Alternative

Using the typical sound emission characteristics given in **Table 5-17**, along with information on the equipment to be used and the utilization factors or duty cycles of the equipment, it is possible to estimate construction noise exposure in the community. Although no standardized criteria have been developed for assessing construction noise impact, guidelines are provided in the FTA Noise