

Prepared for:
Texas Regional Landfill Company, LP

PERMIT AMENDMENT APPLICATION

PART II – EXISTING CONDITIONS SUMMARY AND CHARACTER OF THE FACILITY AND SURROUNDING LAND

SUPPLEMENTAL TECHNICAL REPORT

**TRAVIS COUNTY LANDFILL
MSW PERMIT NO. 1841B
AUSTIN, TRAVIS COUNTY, TEXAS**

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6. TRANSPORTATION

6.1 Roads and Traffic

Pursuant to 30 TAC §330.61(i)(1) through (4) and §330.551, a Transportation Study evaluating roads and traffic, and the associated agency coordination, was performed for this facility. The Transportation Study and related documentation of coordination with the Texas Department of Transportation (TxDOT), the Travis County Transportation and Natural Resources Department, and the City of Austin Transportation Department are provided in Part II, Appendix IIB.

6.2 Airports

Pursuant to 30 TAC §330.61(i)(5), this section analyzes the potential impact of the facility upon airports in accordance with 30 TAC §330.545 (relating to Airport Safety). The locations of airports in relation to the facility are shown on two maps in Appendix IIA: (i) Drawing IIA-1 (Highway Map); and (ii) Drawing IIA-8 (Airport Map). The Airport Map presents the current edition of the Federal Aviation Administration (FAA) Sectional Aeronautical Chart for the area, identifies the site location, and shows a six-mile offset radius from the facility permit boundary. As shown on both Drawing IIA-1 and IIA-8, there is one airport within six miles of the facility – the public/commercial use ABIA. ABIA’s nearest runway (17R/35L) is located approximately 0.4 statute-miles north of the closest part of the landfill. The results of the airport safety analysis are detailed below.

- The closest part of the facility landfill unit is approximately 2,100 feet away from the closest end of the ABIA runways. Accordingly, per 30 TAC §330.545(a) and because this is a lateral expansion, it is necessary to demonstrate that the landfill is designed and operated so as not to pose a bird hazard to aircraft. This demonstration as well as notifications to FAA and ABIA (per 30 TAC §330.545(b)) are provided in Appendix IIC to satisfy 30 TAC §330.545(c). Specifically, Appendix IIC contains letters to FAA and ABIA; the letters contain information on the proposed lateral expansion along with supporting rationale regarding airport/aircraft safety compatibility and related bird hazard issues. This demonstration is further supported by FAA’s and ABIA’s response letters (see Appendix IIC) which both indicate no objection to this proposed expansion.
- Because this permit amendment is requested for a lateral expansion and an increase to the maximum height (elevation), four Notices of Proposed Alteration (i.e., one at each corner of the expansion area, including one at the maximum proposed design elevation) were filed with the FAA obstruction evaluation group (FAA/OE). The FAA/OE conducted an aeronautical study at each of the four points and issued a “Determination of No Hazard to

Air Navigation” for each point. It is noted that, in conjunction with a previous permit modification to Permit MSW-1841, eight aeronautical studies were also conducted by the FAA/OE for the currently-permitted facility; and a “Determination of No Hazard to Air Navigation” was issued for each of those previous points as well. Those determinations were referenced in the latest FAA and ABIA notifications. In summary, the facility has now had twelve aeronautical studies conducted, and each one has received a “Determination of No Hazard to Air Navigation.” These determinations, in addition to the demonstration information discussed in the previous bullet, are included in Part II, Appendix IIC.

- Because the facility is a Type IV landfill that is prohibited from accepting putrescible wastes, 30 TAC §330.545(d) is not applicable; therefore, the critical evaluation of airport-landfill compatibility is not required. Notwithstanding that this cited rule has not been triggered, it is important to note that the aforementioned documentation (contained in Appendix IIC) provides evidence to support the overall landfill-airport compatibility and the absence of FAA or ABIA objections.

As shown above, the facility is in compliance with the location restriction set forth in 30 TAC §330.545. In addition to the FAA and ABIA notifications, the TxDOT Aviation Division was also notified about the proposed expansion to make them aware of the project.