Federal Emergency Management Agency

Washington, D.C. 20472

November 30, 2011

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

IN REPLY REFER TO:
Case No.: 11-06-0684R
Formerly Case No.: 10-06-0736R

The Honorable Mike Rawlings
Mayor, City of Dallas
1500 Marilla Street, Room 5EN
Dallas, TX 75201

Community: City of Dallas, TX
Community No.: 480171

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Dear Mayor Rawlings:

This responds to a request that the Department of Homeland Security's Federal Emergency Management Agency (FEMA) comment on the effects that a proposed project would have on the effective Flood Insurance Rate Map (FIRM) and Flood Insurance Study (FIS) report for Dallas County, Texas, and Incorporated Areas (the effective FIRM and FIS report for your community), in accordance with Part 65 of the National Flood Insurance Program (NFIP) regulations. In a letter dated November 24, 2010, Mr. Jacob S. Lesue, P.E., CFM, Project Manager of O'Brien Engineering, Inc., requested that FEMA evaluate the effects that the proposed Shell Station project along Stream 5B5, from approximately 640 feet downstream of Samuel Boulevard to approximately 840 feet upstream of Interstate 30 (I-30), would have on the flood hazard information shown on the effective FIRM and FIS report. The proposed project will include placement of fill, channelization and construction of a 4-barrel, 14-foot by 14-foot multiple box culvert, from approximately 90 feet upstream of Samuel Boulevard to approximately 350 feet upstream of Samuel Boulevard. In addition, based on the updated topographic information, Stream 5B5 Split Channel has been identified. Floodplain boundaries will be delineated along Stream 5B5 Split Channel from the convergence with Stream 5B5 to the divergence of Stream 5B5. The area of the proposed project is shown on Dallas County, Texas, and Incorporated Areas FIRM Panel Number 48113C0365 J, dated August 23, 2001.

All data required to complete our review of this request for a Conditional Letter of Map Revision (CLOMR) were submitted with letters from Mr. Lesue.

We reviewed the submitted data and the data used to prepare the effective FIRM for your community and determined that the proposed project meets the minimum floodplain management criteria of the NFIP. The submitted existing conditions HEC-RAS hydraulic computer model, dated July 29, 2011, based on updated topographic information and the replacement of effective bridge by an existing culvert at Samuel Boulevard, was used as the base conditions model in our review of the proposed conditions model for this CLOMR request. We believe that, if the proposed project is constructed as shown on the work map, entitled "Exhibit 1 – Cross-Section Location and Floodplain Map," prepared by O'Brien Engineering, Inc., dated July 29, 2011, and the data listed below are received, a revision to the FIRM and FIS report would be warranted.

Stream 5B5

Our comparison of existing conditions to the effective flood hazard information revealed that the Base (1-percent-annual-chance) Flood Elevations (BFEs) increased and decreased compared to the effective BFEs for Stream 5B5. The maximum increase in BFE, 3.5 feet, occurred approximately 140 feet downstream of Samuel Boulevard. The increases in BFEs are due to the conversion of WSP2 effective model into HEC-RAS model, and are not due to the modeling of the existing culvert at Samuel Boulevard in the existing conditions. The maximum decrease in BFE, 0.2 foot, occurred approximately 840 feet upstream of I-30. The increases and decreases in the BFEs were due to the updated topography.

As a result of the proposed project, the BFEs will decrease compared to the existing conditions BFEs for Stream 5B5. The maximum decrease in BFE, 0.5 foot, will occur approximately 840 feet upstream of I-30.

As a result of the proposed project, the existing culvert at Samuel Boulevard and updated topographic information, the BFEs will increase and decrease compared to the effective BFEs for Stream 5B5. The maximum increase in BFE, 3.5 feet, will occur approximately 140 feet downstream of Samuel Boulevard. The maximum decrease in BFE, 0.7 foot, will occur approximately 840 feet upstream of I-30.

As a result of the proposed project, the existing culvert at Samuel Boulevard and updated topographic information, the width of the Special Flood Hazard Area (SFHA), the area that would be inundated by the base flood, will increase and decrease compared to the effective SFHA width along Stream 5B5. The maximum increase in SFHA width, approximately 710 feet, will occur at the upstream side of the I-30 culvert. The maximum decrease in SFHA width, approximately 150 feet, will occur approximately 160 feet upstream of Samuel Boulevard.

Stream 5B5 Split Channel

As a result of the updated topographic information, Stream 5B5 Split Channel has been identified from just upstream of I-30 to approximately 100 feet downstream of Samuel Boulevard.

Our comparison of existing conditions to the effective flood hazard information revealed that the BFEs increased compared to the effective BFEs for Stream 5B5 Split Channel. The maximum increase in BFE, 4.8 feet, occurred approximately 600 feet downstream of the divergence of Stream 5B5.

As a result of the proposed project, the BFEs will increase and decrease compared to the existing conditions BFEs for Stream 5B5 Channel. The maximum increase in BFE, 0.02 foot, will occur approximately 600 feet downstream of the divergence of Stream 5B5. The maximum decrease in BFE, 2.0 feet, will occur approximately 80 feet downstream of the divergence of Stream 5B5.

As a result of the proposed project and updated topographic information, the BFEs will increase compared to the effective BFEs for Stream 5B5 Split Channel. The maximum increase in BFE, 2.7 feet, will occur approximately 280 feet upstream of the convergence with Stream 5B5.

As a result of the proposed project and updated topographic information, the SFHA width will increase compared to the effective SFHA width along Stream 5B5 Split Channel. The maximum increase in SFHA width, approximately 120 feet, will occur approximately 550 feet upstream of the convergence with Stream 5B5 Split Channel.

Upon completion of the project, your community must submit the data listed below and request that we make a final determination on revising the effective FIRM and FIS report.

- Detailed application and certification forms must be used for requesting final revisions to the maps. Therefore, when the map revision request for the area covered by this letter is submitted, Form 1, entitled "Overview and Concurrence Form," must be included. (A copy of this form is enclosed.)

- The detailed application and certification forms listed below may be required if as-built conditions differ from the preliminary plans. If required, please submit new forms (copies of which are enclosed) or annotated copies of the previously submitted forms showing the revised information.

  Form 2, entitled "Riverine Hydrology and Hydraulics Form"

  Form 3, entitled "Riverine Structures Form"

  Hydraulic analyses, for as-built conditions, of the base flood; the 10-percent-, 2-percent-, and 0.2-percent-annual-chance floods must be submitted with Form 2.

- As-built plans, certified by a registered Professional Engineer, of all proposed project elements.

- A topographic work map showing the revised and effective floodplain boundaries.

- A copy of the annotated FIRM, at the scale of the effective FIRM, showing the revised base floodplain boundary delineations and a clear tie-in with the effective delineations at the upstream and downstream ends of the revised reach.

- Documentation of individual legal notices that were sent to property owners affected by any widening of the base floodplain and any increases in BFEs for Stream 5B5 and Stream 5B5 Split Channel.

- We are preparing a revised countywide FIRM and FIS report for Dallas County, Texas, and Incorporated Areas. Revised preliminary copies of the revised FIRM and FIS report were distributed on September 28, 2010. The ongoing preliminary study encompasses a portion of the reach for which this CLOMR is being issued. Upon completion of the project for which this CLOMR is issued, please comply with one of the following alternative requirements:

  - If a Letter of Map Revision (LOMR) for this proposed project is requested before the preliminary study becomes effective, then the SFHA boundary delineations must tie-in to the effective information. Therefore, for the LOMR that follows this CLOMR, please submit hydraulic models in which the revised BFEs and SFHA boundary delineations tie-in to the effective BFEs and SFHA boundary delineations at the downstream and upstream ends of the revised reach.

  - If a LOMR submittal for this proposed project is received after the preliminary study has become effective, then the SFHA boundary delineations and BFEs must tie-in to the new effective information.

Effective January 13, 2010, FEMA revised the fee schedule for reviewing and processing requests for conditional and final modifications to published flood information and maps. In accordance with this schedule, the current fee for this map revision request is $5,000 and must be received before we can begin processing the request. Please note, however, that the fee schedule is subject to change, and requesters are required to submit the fee in effect at the time of the submittal. Payment of this fee shall be made in the form of a check or money order, made payable in U.S. funds to the National Flood Insurance Program, or by credit card (Visa or MasterCard only). The payment, along with the revision application, must be forwarded to the following address:

FEMA LOMC Clearinghouse
7390 Coca Cola Drive, Suite 204
Hanover, MD 21076

After receiving appropriate documentation to show that the project has been completed, FEMA will initiate a revision to the FIRM and FIS report. Because the BFEs would change as a result of the project, a 90-day appeal period would be initiated, during which community officials and interested persons may appeal the revised BFEs based on scientific or technical data.

The basis of this CLOMR is, in whole or in part, a culvert project. NFIP regulations, as cited in Paragraph 60.3(b)(7), require that communities assure that the flood-carrying capacity within the altered or relocated portion of any watercourse is maintained. This provision is incorporated into your community's existing floodplain management regulations. Consequently, the ultimate responsibility for maintenance of the modified culvert rests with your community.

This CLOMR is based on minimum floodplain management criteria established under the NFIP. Your community is responsible for approving all floodplain development and for ensuring all necessary permits required by Federal or State law have been received. State, county, and community officials, based on knowledge of local conditions and in the interest of safety, may set higher standards for construction in the SFHA. If the State, county, or community has adopted more restrictive or comprehensive floodplain management criteria, these criteria take precedence over the minimum NFIP criteria.

If you have any questions regarding floodplain management regulations for your community or the NFIP in general, please contact the Consultation Coordination Officer (CCO) for your community. Information on the CCO for your community may be obtained by calling the Director, Mitigation Division of FEMA in Denton, Texas, at (940) 898-5127. If you have any questions regarding this CLOMR, please contact the FEMA Map Information eXchange (FMIX), toll free, at 1-877-FEMA MAP (1-877-336-2627).

Sincerely,

Michael J. McGinn, Program Specialist
Engineering Management Branch
Federal Insurance and Mitigation Administration

For: Luis Rodriguez, P.E., Chief
Engineering Management Branch
Federal Insurance and Mitigation Administration

Enclosures

cc: Mr. Stephen Parker, P.E., CFM, Program Manager
Floodplain Management, City of Dallas

Mr. Jacob S. Lesue, P.E., CFM
Project Manager, O'Brien Engineering, Inc.