

COURSE II Thence South 89°49'32" West a distance of 400.61 feet to a point;

Course III Thence North 0°29'08" East a distance of 207.41 feet to the southerly line of the aforesaid Farmington Meadows No. 3 Subdivision;

COURSE IV Thence North 89°49'32" East along said southerly line of the Farmington Meadows No. 3 Subdivision a distance of 91.70 feet to its intersection with the westerly line of lands conveyed to the City of Mentor as aforesaid;

COURSE V Thence South 0°29'08" West along said westerly line of land of the City of Mentor a distance of 125.00 feet to the southwesterly corner of the same;

COURSE VI Thence North 89°49'32" East along the southerly line of said land of the City of Mentor a distance of 308.91 feet to the Principal Point of Beginning and containing 1.021 Acres (44,470 Square Feet) of land as described in October, 2018 by CT Consultants, Inc.

Issued in Romulus, Michigan, on May 7, 2019.

John L. Mayfield, Jr.,

Manager, Detroit Airports District Office, FAA, Great Lakes Region.

[FR Doc. 2019-10339 Filed 5-17-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity for Public Comment on Change in Use of Aeronautical Property at Tallahassee International Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for public comment.

SUMMARY: The Federal Aviation Administration is requesting public comment on a request by the City of Tallahassee to change a portion of airport property from aeronautical to non-aeronautical use at the Tallahassee International Airport, Tallahassee City, Florida. The request consists of approximately 317.37 acres of vacant property located on the western side of the airport property boundary. Present fair market value of the property is \$157,098 annually. Documents reflecting the Sponsor's request are available, by appointment only, for inspection at the Tallahassee International Airport and the FAA Airports District Office.

DATES: Comments are due on or before June 19, 2019.

ADDRESSES: Documents are available for review at Tallahassee International Airport, and the FAA Orlando Airports District Office, 8427 SouthPark Circle, Suite 524, Orlando, FL 32819. Written comments on the Sponsor's request must be delivered or mailed to: Pedro Blanco, Community Planner, FAA Orlando Airports District Office, 8427 SouthPark Circle, Suite 524, Orlando, FL 32819.

FOR FURTHER INFORMATION CONTACT: Pedro Blanco, Community Planner, FAA Orlando Airports District Office, 8427 SouthPark Circle, Suite 524, Orlando, FL 32819.

SUPPLEMENTARY INFORMATION: Section 125 of The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) requires the FAA to provide an opportunity for public notice and comment prior to the "waiver" or "modification" of a sponsor's Federal obligation to use certain airport land for non-aeronautical purposes.

Bart Vernace,

Manager, Orlando Airports District Office, Southern Region.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Dallas And Ellis Counties, Texas

AGENCY: Texas Department of Transportation (TxDOT), Federal Highway Administration (FHWA), Department of Transportation.

ACTION: Federal Notice of Intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The FHWA, on behalf of TxDOT, is issuing this notice to advise the public that an EIS will be prepared for a proposed transportation project to construct a six-lane new location frontage road system between United States 67 (US 67) and Interstate 35 East (IH 35E) through Dallas and Ellis Counties, Texas.

FOR FURTHER INFORMATION CONTACT: Carlos Swonke, Division Director, TxDOT Environmental Affairs Division, 125 East 11th Street, Austin, Texas 78701; Phone (512) 416-2734; email: carlos.swonke@txdot.gov. TxDOT's normal business hours are 8:00 a.m.–5:00 p.m. (central time), Monday through Friday.

SUPPLEMENTARY INFORMATION: 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.

TxDOT will prepare an EIS for the proposed construction of a six-lane new location frontage road system for the portion of the proposed Loop 9 Southeast roadway system between United States 67 (US 67) and Interstate 35 East (IH 35E) through Dallas and Ellis Counties, Texas, which is known as "Segment A." The project is approximately 9.4-miles in length and would pass through the communities of Cedar Hill, Midlothian, Ovilla, Glenn Heights, and Red Oak. The new location frontage road system would include an eastbound and westbound frontage road facility, each consisting of three 12 foot (ft.) lanes, an 8-ft inside shoulder, and an 8 ft. outside shoulder for bicycle accommodations within the rural section of the proposed roadway. The proposed project ROW would include a median (358 to 512 ft. wide) that would accommodate the future construction of an ultimate access-controlled mainlane facility. Construction of the ultimate access-controlled mainlane facility would be based on projected traffic and funding and would require additional environmental analysis prior to construction.

The EIS will evaluate a range of build alternatives and a no-build alternative. Possible build alternatives include the three alternatives developed to date to be considered and evaluated in the EIS. In general, from Tar Road to approximately 0.9 miles east of S. Joe Wilson Road, a distance of approximately 2.8 miles, three build alternatives are being considered. East and west of these limits, each alternative shares a common alignment to the project termini.

Alternative 1 (2.78 miles), the northernmost alternative, diverges from the common alignment at Tar Road heading east, then immediately turns northeast before crossing S. Joe Wilson Road and converging back with the common alignment.

Alternative 2 (2.76 miles), the central most alternative, diverges from the common alignment at Tar Road heading east, then immediately turns northeast; however, this alignment follows a straighter path between Tar Road and S. Joe Wilson Road. After S. Joe Wilson Road, the alternative continues in a northeast direction before converging back with the common alignment.

Alternative 3 (2.84 miles), the southernmost alternative, diverges from the common alignment at Tar Road and