

## Jim Pierce

---

**From:** Jim Pierce  
**Sent:** Monday, July 10, 2000 10:18 AM  
**To:** Ron Whitehead  
**Cc:** Chris Terry; Michael Murphy  
**Subject:** RE: Dallas County Call For Projects

Our scores are:

Arapaho Phase III	116
Belt Line/Toll Rd SPUI	91
Belt Line Signal Timing	81
Midway Signal Timing	66
Arapaho/Toll Rd U-turn	23

Most projects from other cities scored in the 50 to 80 range. Most cities have one project in the 100 point range. Dallas Co. staff is moving away from comparing scores between cities. The commissioners will make the final decision on what projects make the cut in their district. Nothing prevents them from selecting a low scoring project for funding. I get the sense from the county staff that the project selection is "political" as much as anything else. The staff rankings will be presented to the Count tomorrow. The commissioners will make the final selections in September. Jim.

-----Original Message-----

**From:** Ron Whitehead  
**Sent:** Sunday, July 09, 2000 11:52 PM  
**To:** Jim Pierce  
**Subject:** RE: Dallas County Call For Projects

So what were our technical scores and how did we fare in comparison tpo other projects? Ron

-----Original Message-----

**From:** Jim Pierce  
**Sent:** Wednesday, June 07, 2000 2:17 PM  
**To:** Ron Whitehead  
**Cc:** Chris Terry; Michael Murphy  
**Subject:** Dallas County Call For Projects

I have just received our "technical" scores for the projects we submitted to Dallas County. I made a trip to the County Offices and met with the project manager to go over the scores. There may be some revisions. Overall, the scores were pretty good. However, in a conversation with Don Cranford, Assistant Director, Transportation Division, he made it clear that the technical scores are only a part of the decision making process. The rest of the process is subjective and is up to our District Commissioner. Therefore, I would suggest that we contact Jim Jackson and try to convince him about how great our projects are and how needed they are. I have attached my memo to council to refresh your memory about this. << File: 2000CallMemo to Chris.DOC >>

Jim Pierce, P.E.  
Assistant City Engineer  
PO Box 9010  
Addison, TX 75001-9010  
972-450-2879

Job	Start Time	Usage	Phone Number or ID	Type	Pages	Mode	Status
835	6/ 7 3:10PM	2'02"	214 653 6445	Send.....	5/ 5	EC 96	Completed.....

Total 2'02" Pages Sent: 5 Pages Printed: 0

TOWN OF  
**ADDISON**

**PUBLIC WORKS**

To: Edith Ngwa, Ph.D. From: Jim Pierce, P.E.  
 Assistant City Engineer  
 Company: Dallas County Phone: 972/450-2879  
 FAX: 972/450-2834  
 FAX #: 214-653-6445 jpierce@ci.addison.tx.us

Date: 6-7-00 16801 Westgrove  
 # of pages (including cover): 5 P.O.Box 9010  
 Addison, TX 75001-9010

Re: Arapaho Rd - Addison Rd to Surveyor Blvd

Original in mail     Per your request     FYI     Call me

Comments: Attached is an excerpt from the  
Arapaho Rd. Extension Alignment  
Study Report that gives some  
Traffic Volumes for the proposed  
Arapaho Rd. Extension  
Thanks for your assistance

Jim

7-10-00

Present to Court Tomorrow

Make final Selections in Sept

Sept 19<sup>th</sup> or Sept 26<sup>th</sup>

# ALIGNMENT STUDY REPORT

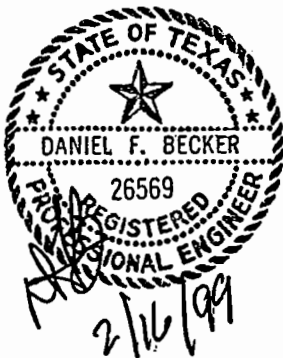
## ARAPAHO ROAD EXTENSION

for the

TOWN OF ADDISON

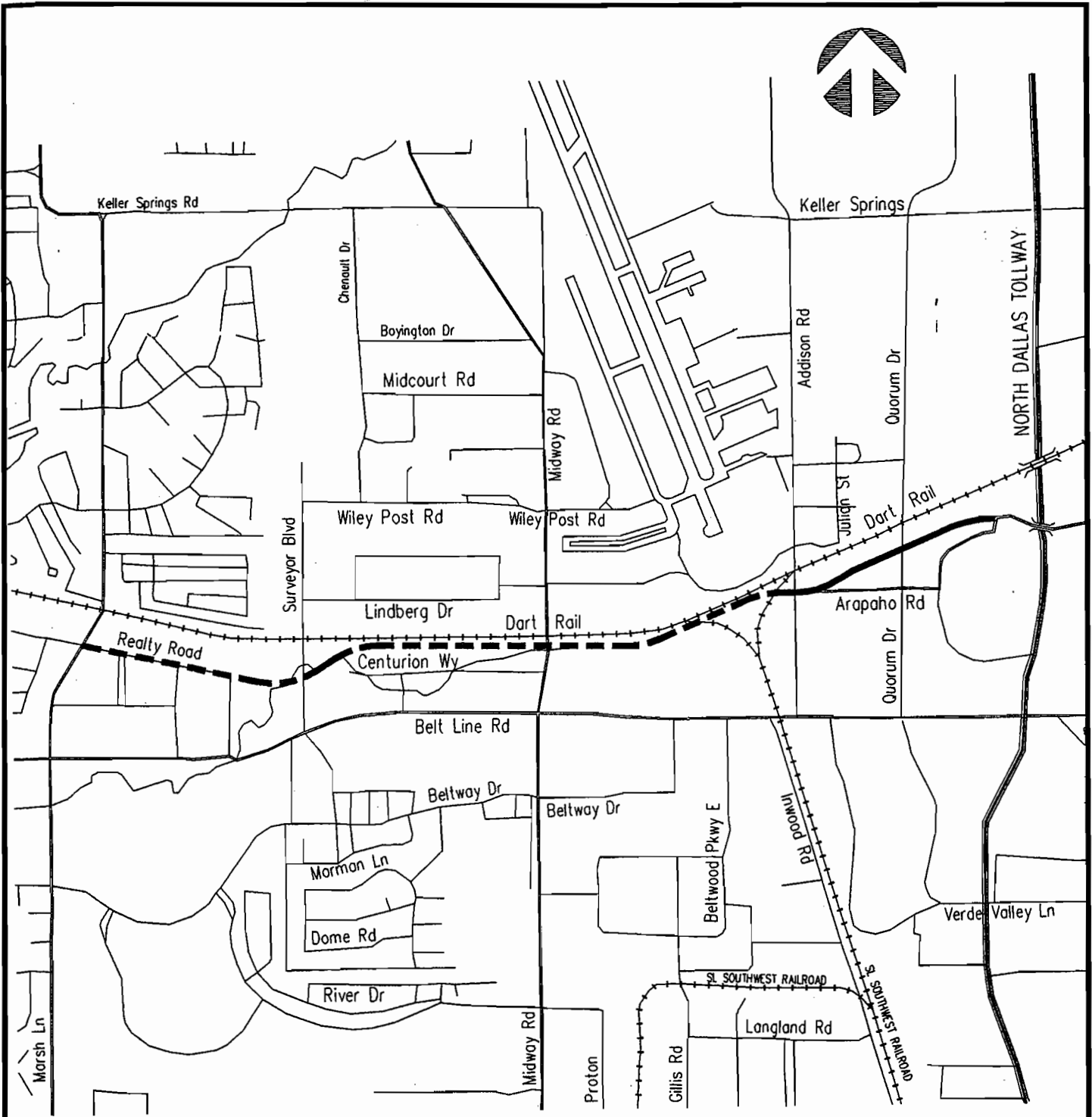
Prepared by:

HNTB Corporation  
GBW Engineers, Inc.  
Jack Hatchell & Associates



January, 1999





*Selected Alignment*

----- PROPOSED ARAPAHO ROAD EXTENSION

———— ARAPAHO ROAD PHASE I ( UNDER CONSTRUCTION )

PROPOSED ARAPAHO ROAD EXTENSION EXHIBIT 'C'

**DART RAILROAD ALIGNMENT**

## Alternative Alignments (cont'd)

The narrowest portion of the alignment is between the MNBA building and the DART right-of-way where 81 feet is available. Although there are no franchise utilities to contend with, a 60-inch Dallas Water Utility (DWU) transmission main is located in a 30-foot easement adjacent to the railroad. A concrete-lined channel is also located along this alignment between Midway Road and the Town of Addison water tower.

Given the potential access and cost benefits associated with the DART railroad alignment, a more in-depth evaluation of its viability was conducted.

### **2.4 Traffic Analysis**

At this point in the study, the project team reviewed traffic assignments for the year 2020 which were prepared by the North Central Texas Council (NTCOG) of Governments for five alternatives for the Arapaho Road Extension. Two of these alternatives included entry and exit ramps at Midway Road, one with entry/exit ramps on the north side only and a second with entry/exit ramps on the south side only. These alternatives are described below.

- xviii) "No Build" Alternative – what is the impact on adjacent streets if Arapaho Road is not extended?
- ii) "At-Grade" Alternative – Arapaho Road extended with the Midway Road intersection at grade.
- iii) "Grade-Separated" Alternative – Arapaho Road extended with a grade separation at Midway Road without entry/exit ramps.
- iv) "Ramps on the North Side" Alternative – Arapaho Road extended with a grade separation at Midway Road and entry/exit ramps on the north side of Arapaho Road.
- v) "Ramps on the South Side" Alternative – Arapaho Road extended with a grade separation at Midway Road and entry/exit ramps on the south side of Arapaho Road.

*Selected Alternate* →

#### **2.4.1 Projected Traffic Volumes**

The following table presents a summary of projected traffic impacts for the extension of Arapaho Road on Belt Line Road and Midway Road assuming that the Keller Springs tunnel is in service.

## Alternative Alignments (cont'd)

### TRAFFIC VOLUME COMPARISON (PROJECTED DAILY TRAFFIC VOLUMES BY YEAR 2020)

*Selected Alternative* ↓

SEPARATED	NO BUILD	AT GRADE	GRADE SEPARATED	GRADE SEPARATED WITH RAMP ON NORTH SIDE	GRADE WITH RAMP ON SOUTH SIDE
<b>ARAPAHO ROAD</b>					
Addison to Midway	-	24,000	13,000	18,000	28,000
Midway to Surveyor	-	6,000	13,000	17,000	17,000
<b>BELT LINE ROAD</b>					
Addison to Midway	58,000	53,000	54,000	46,000	50,000
Midway to Surveyor	47,000	46,000	42,000	42,000	45,000
<b>MIDWAY ROAD</b>					
North of Arapaho	52,000	36,000	44,000	44,000	32,000
South of Arapaho	58,000	57,000	44,000	50,000	60,000
South of Belt Line	-	52,000	46,000	47,000	52,000

#### 2.4.2 Evaluation of Traffic Volumes

The existing congestion on Belt Line Road and Midway Road supports an extension of Arapaho Road. Traffic already backs up on Midway Road from Belt Line Road to north of the DART railroad much of the day; consequently, an at-grade crossing of Arapaho Road at Midway Road may not be feasible without providing dual-coordination of the traffic signals along Midway and Belt Line Roads. The grade separated scenarios, with or without ramps, all reduce traffic on Belt Line and Midway Roads with the exception of the section of Midway Road between proposed Arapaho Road and Belt Line Road with ramps on the south side.

For the grade separated scenario without ramps, year 2020 volumes on Belt Line Road are projected to be approximately 5,000 vehicles per day (vpd) less with Arapaho Road extended. Volumes on Midway Road are projected to be reduced by 8,000 to 12,000 vpd. Arapaho Road is projected to carry 13,000 vpd from Addison Road to Marsh Lane if no entry or exit ramps are installed at Midway Road.

According to the projected traffic volumes, the extension of Arapaho Road can be constructed as a four-lane undivided roadway if no entry or exit ramps are installed at Midway Road. It should be noted that even though these traffic studies contain a large margin for error, they do serve to support the grade separated configuration with no ramps at Midway Road.

# FACSIMILE COVER PAGE



Consultant  
Kurt Shulte  
Kimley-Horn & Assoc  
972-770-1300

Fax# 214-653-6445

FROM: Edith Ngwa, Ph.D

TO: Jim Pierce, P.E.

OF: ~~City~~ Town of Addison

FAX #: (972) 450-2834

PHONE #: (972) 450-2879

DATE/TIME: 5/31/00 214-653-6522

FAX # (214) 653-6416

PHONE # (214) 653-6176

TOTAL NUMBER OF PAGES INCLUDING COVER \_\_\_\_\_

COMMENTS: \_\_\_\_\_

Preliminary Saring of MCIP Projects

\*\*\*IF YOU DO NOT RECEIVE ALL OF THE PAGES, PLEASE CALL THE NUMBER BELOW.



**DALLAS COUNTY**  
**PUBLIC WORKS**

**TO:** Dallas County Cities

**FROM:** Donald Cranford  
Assistant Director, Dallas County Public Works Department

**DATE:** 31 May 2000

**Re:** Dallas County Major Capital Improvement Program (MCIP): Preliminary Scoring of FY 2000 Projects.

A preliminary scoring of all projects submitted under our new Major Capital Improvement Program has been completed. The scores for the projects submitted by your city are summarized on the attached table. As this table indicates, projects were scored on ten evaluation criteria, a local cost participation multiplier, and 3 special case ratings, as outlined in our evaluation methodology paper: "Evaluation Methodology to Score and Rank Candidate Thoroughfare System Improvements." The paper referred to above accompanied our original Call for Projects and is available, upon request, for your review. For quick reference the evaluation criteria are abbreviated as follows:

**FC:** Functional Classification Rating  
**SD:** Speed Delay Rating  
**TV:** Traffic Volume Rating  
**TVG:** Traffic Volume Growth Rating  
**TD:** The scores for each project are indicated as follows:  
**BC:** Benefit-Cost Ratio Rating  
**AR:** Accident Rate Rating  
**AQ:** Air Quality / Energy Conservation Rating  
**IMSM:** Intermodal / Multimodal / Social Mobility Rating  
**SDR:** Sustainable Development / Redevelopment / "Smart Growth" Rating  
**MULT:** Local Cost Participation Multiplier  
**Sc1:** Special Case # 1  
**Sc2:** Special Case # 2  
**Sc3:** Special Case # 3

Please note that when the score for any evaluation criteria is recorded as zero, either the project did not qualify for points under the given evaluation criteria (for example proposed new roads do not qualify for accident rate points) or the information that would have qualified the project for those points was not available to the evaluators at the time the evaluation was conducted.



We strongly encourage you to review this information carefully and contact us by **June 9, 2000** if you would;

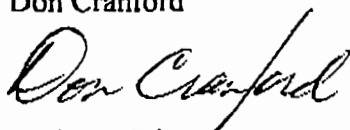
- 1) like further clarification on the scoring or evaluation methodology,
- 2) like to provide additional data, such as cost estimates and accident data that are likely to improve the scoring of your projects.

If we do not hear from you by the above deadline, we'll assume you agree with our assessment of your project(s) and proceed to use this information for our final ranking of all projects by June 16, 2000.

If you have any questions, do not hesitate to call Edith Ngwa, Ph.D, who has replaced Michael Schrader, our former Senior Transportation Planner, or myself.

Thank you.

Sincerely,  
Don Cranford



Assistant Director  
Dallas County Public Works Department  
(214) 653-7151

Score within  
Town only. Not  
compared with other  
Towns

Preliminary  
Ranking will not hold  
No cut off line established

Presented May 23<sup>rd</sup> to Court

### Major Capital Improvement Project Ranking

ID	Dist	Project Location	# Correctable Accidents					Length (Miles)	Project Cost	Local Funding	Percent Match	Project Description	Project Score:						
			FC	SD	TV	TVG	TD						BC	AR	AQ	MSM	SDR	MULT	Total
City	Beginning	Ending																	
48	1	Beltline Road Addison					22		\$2,500,000	\$1,875,000	75	Rehabilitation							
		Dallas Parkway (DNT)					N/A												
		Regional Arterial	7	0	5	8	10	10	10	0	0	0	1.75	88					
46	1	Arapaho Road Addison					64	1.02	\$14,328,120	\$12,895,308	90	Construct a new section of Arapaho Road from Surveyor Blvd to Addison Road							
		Surveyor Boulevard																	
		Not on COG's Thoroughfare Plan	0	0	32	0	0	0	6	0	0	0	1.9	72	M				
45	1	Belt Line Road Addison					64	1.7	\$700,000	\$350,000	50	Re time the existing 17 year-old coordinated signal system along Belt Line Road from Marsh Lane to Quorum Drive							
		Marsh Lane																	
		Quorum Drive	7	10	0	6	0	10	8	0	0	0	1.5	62	!				
44	1	Midway Road Addison					21	1.75	\$392,000	\$196,000	50	Re time the existing 14 year old coordinated signal system along Midway Road from Spring Valley Road to Dooley Road.							
		Spring Valley Road																	
		Dooley Road	3	10	0	8	0	10	1	0	0	0	1.5	48	!				

SPUI

Phase II  
New 1/20

Not on COG's  
Thoroughfare Plan

Edith will  
check

Edith will  
check

167

Fax Arapaho Traffic Volume to Edith  
~~Fax Traffic Counts~~ ← Give Edith a copy

ID	Dist	Project Location		# Correctable Accidents			Length (Miles)	Project Cost		Local Funding		Percent Match		Project Description		
		Beginning	Ending	TV	TYG	TD		BC	AR	AQ	IMSM	SDR	MULT	Total	sc1	sc2
Project Score:		FC	SD	TV	TYG	TD	BC	AR	AQ	IMSM	SDR	MULT	Total	sc1	sc2	sc3
47	1	Dallas Parkway			0			\$750,000		\$562,500	75	Rehabilitation				
		Addison	Arapaho Road	N/A												
		✓ 3	0	0	6	0?	10 ✓	0 ✓	0 ✓	0 ✓	0 ✓	75	33			

*Turn*

5-23-00

Dallas Co. Call for Projects  
Telecon to Don Cranford:

Briefed the Court today

Have completed Prelim. Eval. - Will let us know soon -  
we will have a chance <sup>to</sup> supply <sup>missing</sup> wrong or missing data,  
comments -

Finalize end of June

~~20~~ million

\$15 mill 2004  
possible 7

\$15 mill 2005

July 11<sup>th</sup> Court  
Award

Job	Start Time	Usage	Phone Number or ID	Type	Pages	Mode	Status
620	5/15 10:45AM	1'33"	99722393820.....	Send.....	3/ 3	EC 96	Completed.....

Total 1'33" Pages Sent: 3 Pages Printed: 0

TOWN OF  
**ADDISON**

**PUBLIC WORKS**

To: Tom Brown

From: Jim Pierce, P.E.  
Assistant City Engineer  
Phone: 972/450-2879  
FAX: 972/450-2834  
jpierce@ci.addison.tx.us

Company: Kimley-Horn

FAX #: 972-239-3820

Date: 5-15-00

16801 Westgrove  
P.O.Box 9010  
Addison, TX 75001-9010

# of pages (including cover): 3

Re: Dallas County Call - Apache Rd - Addison to Surveyor

- Original in mail     Per your request     FYI     Call me

Comments: Tom: I used HWB's opinion  
of probable construction cost to come  
up with the costs on the Dallas County  
Call application. Also, see my handwritten  
notes for further clarification. I have  
preliminary plans for this project.  
Please call if you have any questions.

Jim

**TOWN OF ADDISON, TEXAS**

HNTB / GBW Engineers 02/16/99

**ARAPAHO ROAD EXTENSION FROM ADDISON ROAD TO MARSH LANE**

**ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST**

**OPTION 5 - SURVEYOR BLVD. TO ADDISON ROAD - Phase 2**

ITEM NO	ITEM DESCRIPTION ROADWAY	UNIT	QUANTITY	ENGINEERS ESTIMATE	
				UNIT PRICE	AMOUNT
100	PREP. & MAINT. OF RIGHT-OF-WAY	STA	54.0	\$ 2,500.00	\$ 135,000.00
104	REMOVE OLD CONCRETE (PVT.)	SY	500	\$ 3.50	\$ 1,750.00
110	EXCAVATION (ROADWAY)	CY	7,000	\$ 3.20	\$ 22,400.00
132	EMBANKMENT (ORDINARY COMPACTION)	CY	34,000	\$ 8.50	\$ 289,000.00
260	LIME TREATED SUBGRADE (6 in) (Mainline)	SY	24,200	\$ 3.00	\$ 72,600.00
360	CONCRETE PAVEMENT (10 in) (Mainline)	SY	23,200	\$ 31.00	\$ 719,200.00
360	MONOLITHIC CURB (TYPE A) (6 in)	LF	11,500	\$ 2.00	\$ 23,000.00
423	RETAINING WALL (CAST IN PLACE)	SF	21,000	\$ 32.00	\$ 672,000.00
500	MOBILIZATION	LS	1	\$ 100,000.00	\$ 100,000.00
502	BARRICADES, SIGNS AND TRAFFIC HANDLING	LS	1	\$ 100,000.00	\$ 100,000.00
666	REFLECT PAVE MARKINGS	LF	25,000	\$ 1.50	\$ 37,500.00
*	LIGHTING	LF	5,400	\$ 35.00	\$ 189,000.00
*	TRAFFIC SIGNALS (PER INTERSECTION)	EA	1	\$ 120,000.00	\$ 120,000.00
	RAILROAD SIGNALS, CROSSING	EA	2	\$ 250,000.00	\$ 500,000.00
681	TEMPORARY TRAFFIC SIGNAL	EA	1	\$ 10,000.00	\$ 10,000.00
	LANDSCAPING	LS	1	\$ 150,000.00	\$ 150,000.00
*	STRUCTURE	SF	51,000	\$ 35.00	\$ 1,785,000.00
	INLETS	EA	25	\$ 2,500.00	\$ 62,500.00
	MANHOLES	EA	5	\$ 5,000.00	\$ 25,000.00
	LATERALS	LF	1,180	\$ 50.00	\$ 59,000.00
	24" RCP	LF	3,000	\$ 50.00	\$ 150,000.00
	30" RCP	LF	1,310	\$ 65.00	\$ 85,150.00
	36" RCP	LF	500	\$ 80.00	\$ 40,000.00
	6' X 5' RCBC	LF	260	\$ 250.00	\$ 65,000.00
	7' X 5' RCBC	LF	400	\$ 300.00	\$ 120,000.00
	9' X 5' RCBC	LF	500	\$ 350.00	\$ 175,000.00
	2 - 7' X 5' RCBC	LF	800	\$ 550.00	\$ 440,000.00
	2 - 9' X 5' RCBC	LF	1,460	\$ 700.00	\$ 1,022,000.00
	2 - 10' X 6' RCBC	LF	920	\$ 800.00	\$ 736,000.00
	HEADWALL CONCRETE	CY	30	\$ 600.00	\$ 18,000.00
	REMOVE CONCRETE CHANNEL LINING	SY	10,500	\$ 10.00	\$ 105,000.00
	REMOVE/REPLACE CONCRETE CHANNEL LINING	SY	1,100	\$ 60.00	\$ 66,000.00
	OTHER UTILITY RELOCATIONS	LS	1	\$ 70,000.00	\$ 70,000.00
	RIGHT-OF-WAY	LS	1	\$ 2,650,000.00	\$ 2,650,000.00
	DEMOLITION	LS	1	\$ 100,000.00	\$ 100,000.00
	SUBTOTAL				\$ 10,915,100.00
	20% CONTINGENCY				\$ 2,183,020.00
	<b>TOTAL CONSTRUCTION COST</b>				<b>\$ 13,098,120.00</b>

} 241 K  
289.2K  
with  
contingency

Const =

8,024,100 x 1.2 = 9,628,920

Dallas Co. Call

5-15-00

Arapaho - Addition to Surveyor

Re: HNTB Opinion of Probable Const. Cost

Construct Cost =	\$ 13,098,120	
-	2,183,020	contingency
\$ 240,000	-	105,000
	-	66,000
	-	70,000
	-	2,650,000
		Row
	<u>\$ 8,024,100</u>	

Const Cost including contingency =

$$\$ 8,024,100 \times 1.2 = \$ 9,628,920$$

$$\text{Row Cost} = 2,650,000 \times 1.2 \text{ contingency} = \$ 3,180,000$$

$$\text{Utility Cost} = \$ 240,000 \times 1.2 \text{ contingency} = \$ 288,000$$

$$\text{Engineering/Design Cost} = \$ 1,230,000$$



Kimley-Horn  
and Associates, Inc.

Rec'd 5-12-00

■  
Suite 1800  
12700 Park Central Drive  
Dallas, Texas  
75251

May 10, 2000

Mr. Jim Pierce, P.E.  
Assistant City Engineer  
Town of Addison  
P.O. Box 9010  
Addison, Texas 75001-9010

**Re: Dallas County Call for Projects**

Dear Mr. Pierce:

Please review the submitted opinion of probable construction cost for the following proposed project(s):

**Arapaho Road from Addison Road to Surveyor Boulevard**

The submitted construction cost opinion for the project(s) listed above varied from an estimate performed by the Dallas County Public Works Department for a similar project; the guidelines for which are attached. Please document any reasons for the cost differential. Please feel free to call with any questions or comments.

Very truly yours,

**Kimley-Horn and Associates, Inc.**

Thomas Brown  
Transportation Analyst

skn

■  
TEL 972 770 1300  
FAX 972 239 3820





**DALLAS COUNTY**  
**PUBLIC WORKS**

24 April 2000

Mr. Tom Brown,  
Kimley-Horn and Associates, Inc.  
12700 Park Central Drive  
Suite 1800  
Dallas, TX 75251

re: Major Capital Improvement Program  
Candidate Projects For Project Year 2004/2005  
Base Line Preliminary Estimates Of Cost

In response to your email request dated 17 April 2000 we list below our estimates of a typical, base line project using the typical cross sections stated. These costs were prepared without the benefit of any field work, map work or even knowing the locations of the projects. As you stated, your responsibility will be to conform these numbers, either upward or downward, based on location, pavement thickness structure, topography, truck/bus percentages, projected traffic volumes, design loads and all other factors which would drive the costs up or down. These base line costs were based on the following:

- An 8 in thick. TxDOT CPCD concrete pavement with monolithic curb over 6 in. of lime treated subgrade at 7% over compacted existing subgrade.
- Minimal lowering of the profile grade line to only low enough to receive water from the ROW line.
- No fill
- An enclosed concrete storm system
- An average of 9.2 median openings/street intersections per mile
- An average of 3.7 cross drainage structures per mile
- No bridges are included in the costs. All new bridges and approaches should be 2 feet above the 100 year flood plain elevation
- No Design or ROW costs included

The estimated base line costs based on the above are:

◆ New 4 Lane Divided Concrete C&G Roadway w/ Storm Sewer	\$650. per LF
◆ New 6 Lane Divided Concrete C&G Roadway w/ Storm Sewer	\$749. per LF
◆ New 2 Lane Concrete C&G Roadway w/ Storm Sewer	\$325. per LF
◆ New 5 Lane (Continuous Left Turn) Concrete C&G Roadway w/ Storm Sewer	\$700. per LF
◆ Widen From 4 Lane Divided Concrete to 6 Lane Divided Concrete C&G Roadway w/ Storm Sewer. Widen on inside – No Additional Storm Sewer	\$121. per LF
◆ Widen From 4 Lane Undivided Concrete to 6 Lane Divided Concrete C&G Roadway w/ Storm Sewer	\$1,220 per LF



**DALLAS COUNTY**  
**PUBLIC WORKS**

- ◆ Remove Existing 2 Lane Asphaltic Pavement, Build New 4 Lane Divided Concrete Roadway w/ Storm Sewer \$675.per LF
- ◆ Remove Existing 2 Lane Asphaltic Pavement, Build New 6 Lane Divided Concrete Roadway w/ Storm Sewer \$775. per LF

Any new bridges can be estimated at \$61.00 per Square Foot provided that the structure can be built as a TxDOT CGC ("pan form") standard bridge with max 30 foot spans. Other designs must be individually estimated.

If you have questions please contact Jack D. Hedge, P.E., of my staff at 214.653.6420 or email at [jhedge@dallascounty.org](mailto:jhedge@dallascounty.org).

Sincerely,

Alberta Blair-Robinson, P.E.  
Assistant Director, Engineering and Construction

xc: Don Cranford, P.E., Assistant Director, Transportation and Planning  
*Job* Jack D. Hedge, P.E., Sr. Civil Design Engineer  
Toni Bacchus, Sr. Civil Engineering Designer

ABR/jdh  
*prelimest1.wdl*

Arpaio Accidents 3-13-00

City of Dallas

Addison

97 - 3  
98 - 2  
99 - 4  

---

9

97 - 3  
98 - 0  
99 - 1  

---

4

13 total accidents



CITY OF DALLAS

March 9, 2000

ADDISON PUBLIC WORKS DEPT.  
JAMES C. PIERCE, JR.  
P.O. BOX 9010  
ADDISON, TX 75001

RE: Public Information Request # 2000-0148

Dear Mr. Pierce:

The Records Section has processed your request for information. This information has been collected and forwarded to you free of charge. Enclosed you will find the following information you requested under the Public Information Act:

ACCIDENT LOGS

If we may be of further assistance, please feel free to contact us at (214) 670-5604.

Sincerely,

TERRELL BOLTON  
CHIEF OF POLICE

A handwritten signature in cursive script, appearing to read "Larry A. Wesson".

Larry A. Wesson  
Lieutenant of Police  
Records Section  
Support Services Bureau

**RECEIVED**

**JAN 20 2000  
OPEN RECORDS REQUEST  
# 2000-0148**



**TOWN OF  
ADDISON**

January 20, 2000

**PUBLIC WORKS DEPARTMENT**

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

City of Dallas Open Records Section  
Attention Lieutenant Wesson

Via Fax: 214-670-5180

Re: Request for Accident Information

Dear Licutenant Wesson:

I am preparing applications for Dallas County Public Works funding through their "2000 Dallas County Call for Projects". We are applying for funding for improvements at the intersection of Belt Line Road and Dallas Parkway, and, the intersection of Arapaho Road and Dallas Parkway.

One of the application requirements is that we attach three years worth of actual accident data for each intersection. The information will be used to determine if the improvements will reduce the accident rate.

I am requesting this information pursuant to the Open Government statutes in Texas. I am requesting information about:

Description/Details of the accident  
Report Number

I understand that if any accident about which I have requested information is pending litigation I will receive only that portion that is required to be released. I understand that the City of Dallas has ten days to process my request. I understand that in lieu of releasing the information the City of Dallas may request an opinion from the Office of the Attorney General. I understand I will be contacted by mail or by phone when this request is completed. I understand that completed requests will be held for only fifteen calendar days after notification by mail or phone. (My phone number is 972-450-2879). Thank you for your assistancc.

Town of Addison

James C. Pierce, Jr., P.E.  
Assistant City Engineer

cc: Chris Terry, Assistant City Manager  
Michael E. Murphy, P.E., Acting Director of Public Works

JAN 20

Title : OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
 Display Order : 97000804  
 Database in Use : MAIN  
 Data Group in Use : CRASHES  
 Orientation : Environment  
 Report Subset : 97000803  
 Last Edit Date : 01/31/2000 09:10  
 Last Run Date : 03/08/2000 18:50  
 Report Type : List  
 Number of Variables Defined : 5

Variable Description	Column	Width	Sum	Key
Crash Number	1	12	YES	YES
Time	2	4	YES	YES
Date	3	6	YES	YES
Primary Street	4	23	YES	YES
Manner of Collision	5	20	YES	YES

----- LEVEL 1 Subset Definition -----

Title : OR 2000-0148 ALL CRASHES DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
 Display Order : 97000803  
 Database in Use : MAIN  
 Data Group in Use : CRASHES  
 Parent Subset : 97000000  
 Pre-Subset Dates : ALL DATES  
 Last Edit Date : 03/08/2000 18:47  
 Last Run Date : 03/08/2000 18:47

	[Searched]	[Matched]	[Not Matched]
"Environment" Records	: 32707	3	*****
"Driver" Records	: 64709	6	0
"Non-Driver" Records	: 28004	2	0

Variable Group	Variable ID	Variable Name	Beginning Value	Ending Value
Environment	a	Crash Number	< Equal To >	Missing
Environment	b	Block Number	14000	15400
Environment	c	Primary Street	< Equal To >	DALLAS PKWY
Environment	d	Reference Location	< Equal To >	BELT LINE RD
Environment	e	Date	01/01/1997	12/31/1997
Environment	f	Manner of Collision	[\] Missing	[0] Unknown or N/A
Driver/Vehicle	g	Direction of Travel	[\] Missing	[0] Unknown or N/A
Environment	h	Time	0000	1200
Environment	i	Primary Street	< Equal To >	ARAPAHO RD
Environment	j	Reference Location	< Equal To >	DALLAS PKWY

"IF" Statement

(a AND b AND c AND d AND e AND f AND g AND h) OR (i AND j)

----- LEVEL 2 Subset Definition -----

Title : All Crashes 1997  
 Display Order : 97000000  
 Database in Use : MAIN  
 Data Group in Use : CRASHES  
 Parent Subset : ROOT DATABASE  
 Pre-Subset Dates : 01/01/1997 - 12/31/1997  
 Last Edit Date : 11/09/1999 17:14  
 Last Run Date : 11/09/1999 17:51

	[Searched]	[Matched]	[Not Matched]
"Environment" Records	: 32707	32707	*****
"Driver" Records	: 64709	64709	0
"Non-Driver" Records	: 28004	28004	0

Variable Group	Variable ID	Variable Name	Beginning Value	Ending Value
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"IF" Statement

----- Report Definition Complete -----

OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
CRASHES

ORIENTATION: Environment

Report Includes DETAIL and SUMMARY Information

<u>K1</u>	<u>K2</u>	<u>K3</u>	<u>K4</u>	<u>K5</u>
256271F	2310	032397	ARAPAHO RD	Opp-#1 Strt,#2 Left
810760F	1330	093097	ARAPAHO RD	Sngl-Turning Left
1047290F	1435	123197	ARAPAHO RD	Ang-Both Straight

3 Records Processed

Dallas Police Department  
OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
CRASHES

ORIENTATION: Environment

Report Includes DETAIL and SUMMARY Information

SUMMARY Follows for All Variables:

( Left Column => VALUE      Right Column => FREQUENCY )

<u>Column 1 (KEY) Summary ==&gt; Crash Number</u>		
256271F		1
810760F		1
1047290F		1
<u>Column 2 (KEY) Summary ==&gt; Time</u>		
1300-1359 Hours		1
1400-1459 Hours		1
2300-2359 Hours		1
<u>Column 3 (KEY) Summary ==&gt; Date</u>		
03/23/1997		1
09/30/1997		1
12/31/1997		1
<u>Column 4 (KEY) Summary ==&gt; Primary Street</u>		
ARAPAHO RD		3
<u>Column 5 (KEY) Summary ==&gt; Manner of Collision</u>		
Ang-Both Straight	[1]	1
Opp-#1 Strt,#2 Left	[25]	1
Sngl-Turning Left	[41]	1



Title : OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
Display Order : 98000804  
Database in Use : MAIN  
Data Group in Use : CRASHES  
Orientation : Environment  
Report Subset : 98000804  
Last Edit Date : 03/08/2000 18:55  
Last Run Date : 03/08/2000 18:55  
Report Type : List  
Number of Variables Defined : 5

Variable Description	Column	Width	Sum	Key
Crash Number	1	12	YES	YES
Time	2	4	YES	YES
Date	3	6	YES	YES
Primary Street	4	23	YES	YES
Manner of Collision	5	20	YES	YES

----- LEVEL 1 Subset Definition -----

Title : OR 2000-0148 ALL CRASHES DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
Display Order : 98000804  
Database in Use : MAIN  
Data Group in Use : CRASHES  
Parent Subset : 98000000  
Pre-Subset Dates : ALL DATES  
Last Edit Date : 03/08/2000 18:51  
Last Run Date : 03/08/2000 18:51

	[Searched]	[Matched]	[Not Matched]
"Environment" Records	33647	2	*****
"Driver" Records	66947	4	0
"Non-Driver" Records	28263	0	0

Variable Group	Variable ID	Variable Name	Beginning Value	Ending Value
Environment	a	Crash Number	< Equal To >	Missing
Environment	b	Block Number	14000	15400
Environment	c	Primary Street	< Equal To >	DALLAS PKWY
Environment	d	Reference Location	< Equal To >	BELT LINE RD
Environment	e	Date	01/01/1999	12/31/1999
Environment	f	Manner of Collision	[\] Missing	[0] Unknown or N/A
Driver/Vehicle	g	Direction of Travel	[\] Missing	[0] Unknown or N/A
Environment	h	Time	0000	1200
Environment	i	Primary Street	< Equal To >	ARAPAHO RD
Environment	j	Reference Location	< Equal To >	DALLAS PKWY

"IF" Statement

(a AND b AND c AND d AND e AND f AND g AND h) OR (i AND j)

----- LEVEL 2 Subset Definition -----

Title : All Crashes 1998  
Display Order : 98000000  
Database in Use : MAIN  
Data Group in Use : CRASHES  
Parent Subset : ROOT DATABASE  
Pre-Subset Dates : 01/01/1998 - 12/31/1998  
Last Edit Date : 11/05/1999 11:23  
Last Run Date : 11/09/1999 17:16

	[Searched]	[Matched]	[Not Matched]
"Environment" Records	33647	33647	*****
"Driver" Records	66947	66947	0
"Non-Driver" Records	28263	28263	0

Variable Group	Variable ID	Variable Name	Beginning Value	Ending Value
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"IF" Statement

----- Report Definition Complete -----

OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
CRASHES

ORIENTATION: Environment

Report Includes DETAIL and SUMMARY Information

<u>K1</u>	<u>K2</u>	<u>K3</u>	<u>K4</u>	<u>K5</u>
752782G	0727	100798	ARAPAHO RD	Sam-Both Strt,S-Swip
846120G	1650	111098	ARAPAHO RD	Sam-Both Strt,R-End

2 Records Processed

Dallas Police Department  
OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
CRASHES

ORIENTATION: Environment

Report Includes DETAIL and SUMMARY Information

SUMMARY Follows for All Variables:  
( Left Column => VALUE                      Right Column => FREQUENCY )

<u>Column 1 (KEY) Summary ==&gt; Crash Number</u>	
752782G	1
846120G	1
<u>Column 2 (KEY) Summary ==&gt; Time</u>	
0700-0759 Hours	1
1600-1659 Hours	1
<u>Column 3 (KEY) Summary ==&gt; Date</u>	
10/07/1998	1
11/10/1998	1
<u>Column 4 (KEY) Summary ==&gt; Primary Street</u>	
ARAPAHO RD	2
<u>Column 5 (KEY) Summary ==&gt; Manner of Collision</u>	
Sam-Both Strt,R-End [11]	1
Sam-Both Strt,S-Swip [12]	1

Title : OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
 Display Order : 99000805  
 Database in Use : MAIN  
 Data Group in Use : CRASHES  
 Orientation : Environment  
 Report Subset : 99000805  
 Last Edit Date : 01/31/2000 10:03  
 Last Run Date : 03/08/2000 19:01  
 Report Type : List  
 Number of Variables Defined : 5

Variable Description	Column	Width	Sum	Key
Crash Number	1	12	YES	YES
Time	2	4	YES	YES
Date	3	6	YES	YES
Primary Street	4	23	YES	YES
Manner of Collision	5	20	YES	YES

----- LEVEL 1 Subset Definition -----

Title : OR 2000-0148 ALL CRASHES DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
 Display Order : 99000805  
 Database in Use : MAIN  
 Data Group in Use : CRASHES  
 Parent Subset : 99000000  
 Pre-Subset Dates : ALL DATES  
 Last Edit Date : 03/08/2000 18:58  
 Last Run Date : 03/08/2000 18:58

	[Searched]	[Matched]	[Not Matched]
"Environment" Records	: 31393	4	*****
"Driver" Records	: 62434	10	0
"Non-Driver" Records	: 26896	2	0

Variable Group	Variable ID	Variable Name	Beginning Value	Ending Value
Environment	a	Crash Number	< Equal To >	Missing
Environment	b	Block Number	14000	15400
Environment	c	Primary Street	< Equal To >	DALLAS PKWY
Environment	d	Reference Location	< Equal To >	BELT LINE RD
Environment	e	Date	01/01/1999	12/31/1999
Environment	f	Manner of Collision	[\] Missing	[0] Unknown or N/A
Driver/Vehicle	g	Direction of Travel	[\] Missing	[0] Unknown or N/A
Environment	h	Time	0000	1200
Environment	i	Primary Street	< Equal To >	ARAPAHO RD
Environment	j	Reference Location	< Equal To >	DALLAS PKWY

"IF" Statement

(a AND b AND c AND d AND e AND f AND g AND h) OR (i AND j)

----- LEVEL 2 Subset Definition -----

Title : All Crashes 1999  
 Display Order : 99000000  
 Database in Use : MAIN  
 Data Group in Use : CRASHES  
 Parent Subset : ROOT DATABASE  
 Pre-Subset Dates : 01/01/1999 - 12/31/1999  
 Last Edit Date : 02/02/2000 08:28  
 Last Run Date : 02/02/2000 08:32

	[Searched]	[Matched]	[Not Matched]
"Environment" Records	: 31394	31393	*****
"Driver" Records	: 62436	62434	0
"Non-Driver" Records	: 26896	26896	0

Variable Group	Variable ID	Variable Name	Beginning Value	Ending Value
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"IF" Statement

----- Report Definition Complete -----

OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
CRASHES

ORIENTATION: Environment

Report Includes DETAIL and SUMMARY Information

<u>K1</u>	<u>K2</u>	<u>K3</u>	<u>K4</u>	<u>K5</u>
427313H	0230	061299	ARAPAHO RD	Sam-#1 Strt,#2 Stop
678602H	1640	091099	ARAPAHO RD	Oth-#1 Strt,#2 Prk
764707H	1720	101299	ARAPAHO RD	Sam-#1 Strt,#2 Stop
973348H	1014	123199	ARAPAHO RD	Ang-Both Straight

4 Records Processed

Dallas Police Department  
OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
CRASHES

ORIENTATION: Environment

Report Includes DETAIL and SUMMARY Information

SUMMARY Follows for All Variables:  
( Left Column => VALUE      Right Column => FREQUENCY )

<u>Column 1 (KEY) Summary ==&gt; Crash Number</u>		
427313H		1
678602H		1
764707H		1
973348H		1

<u>Column 2 (KEY) Summary ==&gt; Time</u>		
0200-0259 Hours		1
1000-1059 Hours		1
1600-1659 Hours		1
1700-1759 Hours		1

<u>Column 3 (KEY) Summary ==&gt; Date</u>		
06/12/1999		1
09/10/1999		1
10/12/1999		1
12/31/1999		1

<u>Column 4 (KEY) Summary ==&gt; Primary Street</u>		
ARAPAHO RD		4

<u>Column 5 (KEY) Summary ==&gt; Manner of Collision</u>		
Ang-Both Straight	[1]	1
Sam-#1 Strt,#2 Stop	[13]	2
Oth-#1 Strt,#2 Prk	[31]	1

*Copy of memo that  
Went to Council. Exhibits  
were attached that are  
exactly the same as were  
attached to the applications*

February 15, 2000

**MEMORANDUM**

To: Chris Terry, Assistant City Manager  
Through: Michael Murphy, P.E., Acting Director of Public Works  
From: Jim Pierce, P.E., Assistant City Engineer  
Subject: 2000 Dallas County Call For Projects

Dallas County Public Works is soliciting nominations from cities for projects to be funded through the Dallas County Major Capital Improvement Fund Thoroughfare Program. In lieu of a traditional bond program, Dallas County has created the Major Capital Improvement Fund, a "pay-as-you-go" funding mechanism for financing infrastructure improvements. The County anticipates an annual call for projects.

Under this new funding mechanism, approximately \$15 million dollars will be available in both FY 2004 and 2005, with \$20 million being available annually in FY 2006 and beyond. The County is currently seeking nominations for projects to be funded for construction in FY 2004. \$3.75 million will be available for funding in our District in 2004. Applications are due at Dallas County for this call on March 13, 2000.

The County will evaluate the projects submitted using complicated formulas to assign points in the following categories:

- Roadway Functional Classification Rating (10 points)
- Speed Delay Rating (10 points)
- Traffic Volume Rating (10 points)
- Traffic Volume Growth Rating (10 points)
- Travel Desire Rating (10 points)
- Benefit-Cost Ratio (10 points)
- Accident Rate Rating (10 points)
- Air Quality/Energy Conservation Rating (10 points)
- Sustainable Development/Redevelopment/"Smart Growth" Rating (10 points)
- Intermodal/Multimodal/Social Mobility Rating (10 points)

Each project's score is multiplied by a factor that gives credit to local cost participation. For example, if an applicant pledges a local match of 50%, the multiplier is 1.50.

Staff has selected five projects to be submitted to the County under this program (with % local share and cost distribution shown):

- Belt Line Road/Dallas Parkway Single Point Urban Interchange (75%)  
Town Share - \$1, 875,000 County Share - \$625,000
- Southbound to Northbound U-turn on Dallas Parkway at Arapaho Road (75%)  
Town Share - \$562,500 County Share - \$187,500
- Arapaho Road, Phase III, Surveyor Boulevard to Addison Road (90%)  
Town Share - \$12,895,300 County Share - \$1,432,800
- Signals Upgrade and Re-timing, Belt Line Rd. from Quorum Dr. to Marsh Lane (50%)  
Town Share - \$350,000 County Share - \$350,000
- Signals Upgrade and Re-timing, Midway Rd. from Spring Valley to Dooley Rd (50%)  
Town Share - \$196,000 County Share - \$196,000

Draft copies of the 2000 Dallas County Call For Projects Applications are attached. They will be finalized once accident data is received from the City Of Dallas Police Department for the Belt Line Road and Arapaho Road intersections with Dallas Parkway. (These intersections are in the City Of Dallas).

Staff recommends Council authorize the City Manager to submit applications for the projects listed above to Dallas County for their 2000 Call for Projects.



1

**DRAFT**

**2000 Dallas County Call For Projects**

**APPLICATION INFORMATION**

Submitting Agency: Town of Addison  
 Contact Person: Jim Pierce, P.E., Assistant City Engineer  
 Address: P.O. Box 9010 Addison TX 75001-9010  
 Telephone: 972/450-2879 Facsimile: 972/450-2834  
 e-mail address: [jpierce@ci.addison.tx.us](mailto:jpierce@ci.addison.tx.us)

**PROJECT INFORMATION**

Location: Belt Line Road MAPSCO: 14D  
 Beginning: Dallas Parkway (Dallas North Tollway) Project Length: 0.00  
 Ending: N/A (Intersection) Avg. Posted Speed: N/A  
 Avg. Operating Speed: N/A  
 Functional Classification: F Traffic Volume: 58,103 - Belt Line Rd.  
 31,804 - Dallas Pkwy.  
 # of Correctable Accidents: - Need Traffic Volume Source: Count 8/99  
 (over past 3 years)

<u>Existing</u>	<u>Proposed</u>
Through lanes - Belt Line - 3, Dallas Pkwy - 3	Belt Line - 3, Dallas Pkwy - 3
Left turn lanes - Belt Line - 1, Dallas Pkwy - 1	Belt Line - 2, Dallas Pkwy - 2
Right turn lanes - Belt Line - 1, Dallas Pkwy - 1	Belt Line - 1, Dallas Pkwy - 1
Sidewalks - Belt Line - S, Dallas Pkwy - 0	Belt Line - Y, Dallas Pkwy - Y
Bicycle lanes - Belt Line - 0, Dallas Pkwy - 0	Belt Line - 0, Dallas Pkwy - 0

**Description of Proposed Improvement(s):**

The project will allow the simultaneous operation of left turn lanes for east/west traffic and for north/south traffic. Efficiency of the intersection will be improved by 15 to 20%. The project consists of the removal of existing pavement, medians and bridge parapet walls, installation of concrete drill shafts and cantilever bridge bents, reconstruction of existing retaining walls, construction of additional bridge deck and parapet walls, construction of right-turn lanes, construction of dual left-turn lanes and installation of new traffic signals. Traffic signals will be timed with other signals on Belt Line Road which are covered by another project. Associated work includes traffic control during construction, pavement markings and signing. Even though this project is located in the City of Dallas, Addison is willing to fund the project as it will improve traffic flow on Belt Line Road within the Town. It will also benefit the Dallas North Tollway by improving traffic flow on Dallas Parkway. DART busses will benefit from this project as well. This project is an example of regional cooperation where one Town is willing to fund a project of regional significance (see attached drawing). This is our number 1 priority project for this program.

**PROJECT COST INFORMATION**

Total Project Cost:	\$2,500,000
Right-of-way Cost:	\$ 170,000
Engineering/Design Cost:	\$ 240,000
Utility Cost:	\$ 30,000
Construction Cost:	\$2,060,000
Local Cost Contribution:	\$
in percent of total cost	75 %

**2000 Dallas County Call For Projects**

**DRAFT**

**APPLICATION INFORMATION**

Submitting Agency: **Town of Addison**  
 Contact Person: **Jim Pierce, P.E., Assistant City Engineer**  
 Address: **P.O. Box 9010 Addison TX 75001-9010**  
 Telephone: **972/450-2879** Facsimile: **972/450-2834**  
 e-mail address: **jpierce@ci.addison.tx.us**

**PROJECT INFORMATION**

Location: **Dallas Parkway (Dallas North Tollway)** MAPSCO: **4Z**  
 Beginning: **Arapaho Road** Project Length: **N/A**  
 Ending: Avg. Posted Speed: **N/A**  
 Avg. Operating Speed: **N/A**  
 Functional Classification: Traffic Volume: **Arapaho Rd. 15,477**  
**Dallas Pkwy. 35,221**  
 # of Correctable Accidents: Traffic Volume Source: **'99 traffic count**  
 (over past 3 years)

	<u>Existing</u>		<u>Proposed</u>	
Through lanes	Arapaho - 3	Dallas Parkway - 3	Arapaho - 3	Dallas Parkway - 3
Left turn lanes	Arapaho - 1	Dallas Parkway - 1	Arapaho - 1	Dallas Parkway - 2 (u-turn, functions like a left turn lane)
Right turn lanes	Arapaho - 1	Dallas Parkway - 1	Arapaho - 1	Dallas Parkway - 1
Sidewalks	1		1	
Bicycle lanes	0		0	
Dallas Parkway SB to NB u-turn	0		0	

**Description of Proposed Improvement(s):**

The widening and realignment of Arapaho Road required the elimination of the southbound to northbound u-turn lane to accommodate 6 through lanes and 2 left turn lanes across the bridge. The SB to NB u-turn lane must be re-established when SB to NB turning movements reach 90 per hour. The project consists of the removal of a portion of existing concrete mono curb along inside curb lines of southbound and northbound Dallas Parkway, removal of a portion of the east and west retaining walls, installation of concrete drill shafts and concrete abutments on the east and west sides of Dallas North Tollway, installation of AASHTO Type IV beams to span Dallas North Tollway, and construction of reinforced bridge deck and parapet walls with associated retaining wall construction. Associated items of work include traffic control during construction, pavement markings and signage. This is another example of interlocal cooperation where Addison is willing to modify facilities in another city (Dallas) to improve traffic flow for the region. The project will benefit DART busses that use Dallas Parkway. This is our number 2 priority project for this program (see attached sketch).

**PROJECT COST INFORMATION**

Total Project Cost: **\$750,000**  
 Right-of-way Cost: **\$ 0**  
 Engineering/Design Cost: **\$ 90,000**  
 Utility Cost: **\$ 0**  
 Construction Cost: **\$660,000**

Local Cost Contribution: **\$**  
 in percent of total cost **75 %**

**DRAFT**

**2000 Dallas County Call For Projects**

**APPLICATION INFORMATION**

**Submitting Agency:** Town of Addison  
**Contact Person:** Jim Pierce, P.E., Assistant City Engineer  
**Address:** P.O. Box 9010 Addison TX 75001-9010  
**Telephone:** 972/450-2879 **Facsimile:** 972/450-2834  
**e-mail address:** [jpierce@ci.addison.tx.us](mailto:jpierce@ci.addison.tx.us)

**PROJECT INFORMATION**

**Location:** Arapaho Rd. **MAPSCO:** 14 A, B, C  
**Beginning:** Addison Rd. **Project Length:** 1.02  
**Ending:** Surveyor Blvd. **Avg. Posted Speed:** 40 mph  
**Functional Classification:** R **Avg. Operating Speed:** N/A  
**# of Correctable Accidents:** 64 (on Belt Line Rd.) **Traffic Volume:** N/A  
(over past 3 years) **Traffic Volume Source:** N/A

	<u>Existing</u>	<u>Proposed</u>
Through lanes	0	4
Left turn lanes	0	1
Right turn lanes	0	0
Sidewalks	0	0
Bicycle lanes	0	0

**Description of Proposed Improvement(s):**

This is Phase III of a three phase project. Phase I was realignment and improvement of Arapaho Road from Dallas Parkway to Addison Road. Phase II will be construction of Arapaho Road from Marsh Lane to Surveyor Blvd., which will take place prior to 2004. This project (Phase III) will construct a new section of Arapaho Road from Surveyor Blvd. to Addison Road. The roadway will be 2 lanes in each direction, undivided, except at the intersections with Addison Road and Surveyor Blvd., which will have left turn lanes. The intersection with Midway Road will consist of an overpass with no entrance or exit ramps. The purpose of this project is to reduce traffic congestion on Belt line Road (reliever road or Belt Line by-pass). This project will benefit the bus routes on Belt Line Road by reducing congestion. This is our number 3 priority project for this program. While we would like a 10% match from Dallas County, we realize this would put pressure on available funds. If it would help secure funding, the Town would be willing to contribute 95% to the project. We believe this project will reduce traffic on Belt Line Road and will therefore reduce accidents on Belt Line Road by 15%.

**PROJECT COST INFORMATION**

**Total Project Cost:** \$14,328,120  
**Right-of-way Cost:** \$ 3,180,000  
**Engineering/Design Cost:** \$ 1,230,000  
**Utility Cost:** \$ 289,200  
**Construction Cost:** \$ 9,628,920

**Local Cost Contribution:** \$  
in percent of total cost 90 %

**2000 Dallas County Call For Projects**

**DRAFT**

**APPLICATION INFORMATION**

Submitting Agency: Town of Addison  
 Contact Person: Jim Pierce, P.E., Assistant City Engineer  
 Address: P.O. Box 9010 Addison TX 75001-9010  
 Telephone: 972/450-2879 Facsimile: 972/450-2834  
 e-mail address: [jpierce@ci.addison.tx.us](mailto:jpierce@ci.addison.tx.us)

**PROJECT INFORMATION**

Location: Belt Line Road MAPSCO: 13 D, 14 A, B, C  
 Beginning: Marsh Ln. Project Length: 1.7 miles  
 Ending: Quorum Dr. Avg. Posted Speed: 40 mph  
 Avg. Operating Speed: 12 mph  
 Functional Classification: R Traffic Volume: 59,380  
 # of Correctable Accidents: 64 Traffic Volume Source: Count 8/99  
 (over past 3 years)

	<u>Existing</u>	<u>Proposed</u>
Through lanes	3	3
Left turn lanes	1	1
Right turn lanes	1	1
Sidewalks	Y	Y
Bicycle lanes	0	0

**Description of Proposed Improvement(s):**

This project provides for retiming the existing 17 year old coordinated signal system along Belt Line Road from Marsh Lane to Quorum Drive. Timing plans for the AM, PM, Off-Peak, and Friday PM Peak periods will be prepared for teach intersection. The signal hardware at each intersection will be upgraded to include video detection, TS-2 cabinets, and TS-2 controllers. Additional phone drops will also be installed to provide a communications link to the traffic service center. Existing hardwire interconnect cables will be used to maintain communication between the signal controllers. Associated work will include installation of new conduit and wiring at each intersection. The existing power source for each location will be used. For this section of road, we have had a total of 429 accidents in the last 3 years. We believe retiming will improve traffic flow, and we estimate accidents will be reduced by 15%.

**PROJECT COST INFORMATION**

Total Project Cost: \$700,000  
 Right-of-way Cost: \$ 0  
 Engineering/Design Cost: \$ 90,000  
 Utility Cost: \$ 0  
 Construction Cost: \$610,000  
 Local Cost Contribution: \$  
 in percent of total cost 50 %

**2000 Dallas County Call For Projects**

**DRAFT**

**APPLICATION INFORMATION**

**Submitting Agency:** Town of Addison  
**Contact Person:** Jim Pierce, P.E., Assistant City Engineer  
**Address:** P.O. Box 9010 Addison TX 75001-9010  
**Telephone:** 972/450-2879 **Facsimile:** 972/450-2834  
**e-mail address:** [jpierce@ci.addison.tx.us](mailto:jpierce@ci.addison.tx.us)

**PROJECT INFORMATION**

**Location:** Midway Road **MAPSCO:** 14K, F & B; 4X  
**Beginning:** Spring Valley Road **Project Length:** 1.75 miles  
**Ending:** Dooley Road **Avg. Posted Speed:** 40 mph  
**Functional Classification:** R **Avg. Operating Speed:** 16.8 mph  
**# of Correctable Accidents:** 21 **Traffic Volume:** 51,074  
**(over past 3 years)** **Traffic Volume Source:** Count 8/99

	<u>Existing</u>	<u>Proposed</u>
Through lanes	3	3
Left turn lanes	1	1
Right turn lanes	1	1
Sidewalks	0	0
Bicycle lanes	0	0

**Description of Proposed Improvement(s):**

This project provides for retiming the existing 14 year old coordinated signal system along Midway Road from Spring Valley Road to Dooley Road. Timing plans for the AM, PM, Off-Peak, and Friday PM Peak periods will be prepared for each intersection. The signal hardware at each intersection will be upgraded to include video detection, TS-2 cabinets, and TS-2 controllers. Additional phone drops will also be installed to provide a communications link to the traffic service center. Existing hardwire interconnect cables will be used to maintain communication between the signal controllers. Associated work will include installation of new conduit and wiring at each intersection. The existing power source for each location will be used. For this section of road, we have had a total of 141 accidents in the last 3 years. We believe retiming will improve traffic flow, and we estimate accidents will be reduced by 15%.

**PROJECT COST INFORMATION**

**Total Project Cost:** \$392,000  
**Right-of-way Cost:** \$ 0  
**Engineering/Design Cost:** \$ 52,000  
**Utility Cost:** \$ 0  
**Construction Cost:** \$340,000  
  
**Local Cost Contribution:** \$  
 in percent of total cost 50 %

## Jim Pierce

---

**From:** Jim Pierce  
**Sent:** Friday, February 18, 2000 9:10 AM  
**To:** Michael Murphy  
**Cc:** Jim Pierce  
**Subject:** FW: Projects

Mike: FYI. Alan is a contact with Dallas Public Works - he put in their TEA-21 applications and is working on the Dallas County call for projects. Lets discuss. Jim.

-----Original Message-----

**From:** Alan Hendrix [mailto:AHendrix@pbw.ci.dallas.tx.us]  
**Sent:** Friday, February 18, 2000 8:35 AM  
**To:** jpierce@ci.addison.tx.us  
**Cc:** JAntebi@pbw.ci.dallas.tx.us; JBrunk@pbw.ci.dallas.tx.us  
**Subject:** Projects

Jim,

Per our telephone conversation, I am forwarding the information you requested. We had two projects on Beltline approved for funding in TEA 21. They are as follows:

Beltline from DNT to Preston - Widen existing 6 lane to divided roadway to 8 lane divided EB to Preston and WB from Preston to E. of Prestonwood. Estimated total cost \$2.4 million. Federal funds approved \$1,403,880. City of Dallas and Dallas County will each provide a 20% local match.

Beltline at Preston - Add a WB free right turn lane. Estimated total cost \$400,000. Federal funds approved \$240,000. City of Dallas and TXDOT will each provide a 20% local match.

At this time, the following two projects are being recommended by staff for submittal to Dallas County in their call for projects. These projects have not yet been given the official nod by each respective councilmember nor have they been officially blessed by the entire city council.

Arapaho from Knoll Trail to Dallas Parkway - Widen existing 6 lane divided roadway to 8 lane divided roadway and widen bridge over DNT to accommodate the widened roadway.  
Dallas Parkway from Westgrove to Trinity Mills - Widen existing parkway by adding one 12' lane in the northbound direction only.

The Arapaho project will be a joint project if both your project and our project are selected. Would Addison consider submitting the widening of the southbound Dallas Parkway from Trinity Mills to Westgrove?

Please let me know if you have questions or need additional information.

Thanks, Alan

*Alan 214-670-4262*

**2000 Dallas County Call For Projects**

**APPLICATION INFORMATION**

**Submitting Agency:** Town of Addison  
**Contact Person:** Jim Pierce, P.E., Assistant City Engineer  
**Address:** P.O. Box 9010 Addison TX 75001-9010  
**Telephone:** 972/450-2879 **Facsimile:** 972/450-2834  
**e-mail address:** [jpierce@ci.addison.tx.us](mailto:jpierce@ci.addison.tx.us)

**PROJECT INFORMATION**

**Location:** **MAPSCO:**  
**Beginning:** **Project Length:**  
**Ending:** **Avg. Posted Speed:**  
**Functional Classification:** **Avg. Operating Speed:**  
**# of Correctable Accidents:** **Traffic Volume:**  
**(over past 3 years)** **Traffic Volume Source:**

	<u>Existing</u>	<u>Proposed</u>
Through lanes		
Left turn lanes		
Right turn lanes		
Sidewalks		
Bicycle lanes		

**Description of Proposed Improvement(s):**

**PROJECT COST INFORMATION**

**Total Project Cost:** \$  
**Right-of-way Cost:** \$  
**Engineering/Design Cost:** \$  
**Utility Cost:** \$  
**Construction Cost:** \$  
**Local Cost Contribution:** \$  
in percent of total cost %



Recd 2-6-00

February 25, 2000

JAMES C. PIERCE JR.  
P.O. BOX 9010  
ADDISON TX 75001

RE: Public Information Request # 2000-0148

Dear Mr. Pierce:

The Records Section received payment of the following amount: \$34.67.

Enclosed you will find the following information you requested under the Public Information Act:

CRIME STATISTICS

If we may be of further assistance, please feel free to contact me at (214) 670-5604.

Sincerely,

TERRELL BOLTON  
CHIEF OF POLICE

Larry A. Wesson  
Lieutenant of Police  
Records Section  
Support Services Bureau

- 6955

~~Faser~~ Program  
Tracer

3-8-00 Spoke to "Ocic" - she will run arapaho rd as soon as computer comes up & fax results to me

3-8-00 2PM Cpl Jackson called and advised that data can't be faxed. It must go thru legal. will take a couple of days.



Log Number  
20000148

Dallas Police Department  
Records Section  
Open Record Charges and Fees

Date Printed  
02/02/2000

Requestee Information:

PIERCE, JR., JAMES C.  
P. O. BOX 9010  
ADDISON, TX 75001

The following costs are associated with the preparation of the attached document(s) pursuant to an Open Records Act request. These costs are in compliance with City of Dallas Administrative Directive 2-9 which deals with information subject to public disclosure.

REPRODUCTION CHARGES

ITEM	RATE	NUMBER	COST
Sheet Copies	@ \$ .10 page	9	0.90
Cassette Tapes	@ \$1.00 each	0	0.00
Video Tapes	@ \$2.50 each	0	0.00
Offense Reports	@ \$ .10 page	0	0.00
Accident Reports	@ \$4.00 each	0	0.00
911 Call Sheets	@ \$ .10 page	0	0.00
Arrest Reports	@ \$ .10 page	0	0.00
Prosecution Reports	@ \$ .10 page	0	0.00
DWI Blood Test Results	no charge	0	0.00
IAD Resumes	@ \$ .10 page	0	0.00
Photographs:			
3 X 5	@ \$ .38 each	0	0.00
5 X 7	@ \$ .80 each	0	0.00
8 X 10	@ \$2.25 each	0	0.00
		Sub-Total====>>>\$	0.90

RESEARCH AND REVIEW

REVIEWER	RATE	TIME	COST
Personnel charge for Research **	*\$ 0.00	0.0	0.00
Crime Analysis/ programming	\$16.50/hour	2.0	33.00
		Sub-Total====>>>\$	33.00

ADDITIONAL FEES

Description of fees	COST	
	0.00	
	0.00	
	0.00	
	0.00	
Postal Fee	0.77	
	Sub-Total====>>>\$	0.77

Amount of Deposit: \$ 0.00                      Grand Total >>>> \$ 34.67

\* (Actual cost but not more than \$15.00 per hour.)

\*\* (Twenty percent overhead applied to personnel charge for research)

Title : OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
 Display Order : 97000804  
 Database in Use : MAIN  
 Data Group in Use : CRASHES  
 Orientation : Environment  
 Report Subset : 97000803  
 Last Edit Date : 01/31/2000 09:10  
 Last Run Date : 01/31/2000 09:10  
 Report Type : List  
 Number of Variables Defined : 5

Variable Description	Column	Width	Sum	Key
Crash Number	1	12	YES	YES
Time	2	4	YES	YES
Date	3	6	YES	YES
Primary Street	4	23	YES	YES
Manner of Collision	5	20	YES	YES

----- LEVEL 1 Subset Definition -----

Title : OR 2000-0148 ALL CRASHES DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
 Display Order : 97000803  
 Database in Use : MAIN  
 Data Group in Use : CRASHES  
 Parent Subset : 97000000  
 Pre-Subset Dates : ALL DATES  
 Last Edit Date : 01/31/2000 08:54  
 Last Run Date : 01/31/2000 08:54

	[Searched]	[Matched]	[Not Matched]
"Environment" Records :	32707	12	*****
"Driver" Records :	64709	25	0
"Non-Driver" Records :	28004	12	0

Variable Group	Variable ID	Variable Name	Beginning Value	Ending Value
Environment	a	Crash Number	< Equal To >	Missing
Environment	b	Block Number	14000	15400
Environment	c	Primary Street	< Equal To >	DALLAS PKWY
Environment	d	Reference Location	< Equal To >	BELT LINE RD
Environment	e	Date	01/01/1997	12/31/1997
Environment	f	Manner of Collision	[\] Missing	[0] Unknown or N/A
Driver/Vehicle	g	Direction of Travel	[\] Missing	[0] Unknown or N/A
Environment	h	Time	0000	1200
Environment	i	Primary Street	< Equal To >	DALLAS PKWY
Environment	j	Reference Location	< Equal To >	ARAPAHO RD

"IF" Statement

(a AND b AND c AND d AND e AND f AND g AND h) OR (i AND j)

----- LEVEL 2 Subset Definition -----

Title : All Crashes 1997  
 Display Order : 97000000  
 Database in Use : MAIN  
 Data Group in Use : CRASHES  
 Parent Subset : ROOT DATABASE  
 Pre-Subset Dates : 01/01/1997 - 12/31/1997  
 Last Edit Date : 11/09/1999 17:14  
 Last Run Date : 11/09/1999 17:51

	[Searched]	[Matched]	[Not Matched]
"Environment" Records :	32707	32707	*****
"Driver" Records :	64709	64709	0
"Non-Driver" Records :	28004	28004	0

Variable Group	Variable ID	Variable Name	Beginning Value	Ending Value
Environment	a	Crash Number	< Equal To >	Missing
Environment	b	Block Number	14000	15400
Environment	c	Primary Street	< Equal To >	DALLAS PKWY
Environment	d	Reference Location	< Equal To >	BELT LINE RD
Environment	e	Date	01/01/1997	12/31/1997
Environment	f	Manner of Collision	[\] Missing	[0] Unknown or N/A
Driver/Vehicle	g	Direction of Travel	[\] Missing	[0] Unknown or N/A
Environment	h	Time	0000	1200
Environment	i	Primary Street	< Equal To >	DALLAS PKWY
Environment	j	Reference Location	< Equal To >	ARAPAHO RD

"IF" Statement

----- Report Definition Complete -----

*total of 30 for  
 Belt Line @ Dallas Parkway*

Dallas Police Department  
 OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
 CRASHES

ORIENTATION: Environment

Report Includes DETAIL and SUMMARY Information

SUMMARY Follows for All Variables:

( Left Column =&gt; VALUE Right Column =&gt; FREQUENCY )

-----  
Column 1 (KEY) Summary ==> Crash Number

134381F	1
135980F	1
284525F	1
365282F	1
367266F	1
400145F	1
677905F	1
735034F	1
802206F	1
908989F	1
982882F	1
1037766F	1

-----  
Column 2 (KEY) Summary ==> Time

0000-0059 Hours	1
0900-0959 Hours	1
1000-1059 Hours	1
1100-1159 Hours	1
1200-1259 Hours	1
1400-1459 Hours	1
1500-1559 Hours	2
1600-1659 Hours	1
1900-1959 Hours	1
2100-2159 Hours	1
2200-2259 Hours	1

-----  
Column 3 (KEY) Summary ==> Date

02/14/1997	2
04/01/1997	1
04/27/1997	1
04/28/1997	1
05/09/1997	1
08/12/1997	1
09/02/1997	1
09/27/1997	1
11/06/1997	1
12/05/1997	1
12/27/1997	1

-----  
Column 4 (KEY) Summary ==> Primary Street

DALLAS PKWY	12
-------------	----

-----  
Column 5 (KEY) Summary ==> Manner of Collision

Ang-Both Straight [1]	4
Sam-Both Strt,R-End [11]	1
Sam-Both Strt,S-Swip [12]	1
Sam-#1 Strt,#2 Stop [13]	2
Sam-#1 Strt,#2 Right [14]	1
Opp-#1 Strt,#2 Left [25]	3

OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
CRASHES

ORIENTATION: Environment

## Report Includes DETAIL and SUMMARY Information

<u>K1</u>	<u>K2</u>	<u>K3</u>	<u>K4</u>	<u>K5</u>
134381F	0920	021497	DALLAS PKWY	Opp-#1 Strt,#2 Left
135980F	1935	021497	DALLAS PKWY	Opp-#1 Strt,#2 Left
284525F	1525	040197	DALLAS PKWY	Sam-#1 Strt,#2 Stop
365282F	1420	042797	DALLAS PKWY	Sam-#1 Strt,#2 Right
367266F	1000	042897	DALLAS PKWY	Sam-#1 Strt,#2 Stop
400145F	1521	050997	DALLAS PKWY	Ang-Both Straight
677905F	2110	081297	DALLAS PKWY	Ang-Both Straight
735034F	1135	090297	DALLAS PKWY	Sam-Both Strt,S-Swip
802206F	1242	092797	DALLAS PKWY	Opp-#1 Strt,#2 Left
908989F	0020	110697	DALLAS PKWY	Ang-Both Straight
982882F	2220	120597	DALLAS PKWY	Sam-Both Strt,R-End
1037766F	1610	122797	DALLAS PKWY	Ang-Both Straight

12 Records Processed

Title : OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
 Display Order : 98000804  
 Database in Use : MAIN  
 Data Group in Use : CRASHES  
 Orientation : Environment  
 Report Subset : 98000804  
 Last Edit Date : 01/31/2000 09:40  
 Last Run Date : 01/31/2000 09:40  
 Report Type : List  
 Number of Variables Defined : 5

Variable Description	Column	Width	Sum	Key
Crash Number	1	12	YES	YES
Time	2	4	YES	YES
Date	3	6	YES	YES
Primary Street	4	23	YES	YES
Manner of Collision	5	20	YES	YES

----- LEVEL 1 Subset Definition -----

Title : OR 2000-0148 ALL CRASHES DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
 Display Order : 98000804  
 Database in Use : MAIN  
 Data Group in Use : CRASHES  
 Parent Subset : 98000000  
 Pre-Subset Dates : ALL DATES  
 Last Edit Date : 01/31/2000 09:35  
 Last Run Date : 01/31/2000 09:35

	[Searched]	[Matched]	[Not Matched]
"Environment" Records :	33647	10	*****
"Driver" Records :	66947	19	0
"Non-Driver" Records :	28263	6	0

Variable Group	Variable ID	Variable Name	Beginning Value	Ending Value
Environment	a	Crash Number	< Equal To >	Missing
Environment	b	Block Number	14000	15400
Environment	c	Primary Street	< Equal To >	DALLAS PKWY
Environment	d	Reference Location	< Equal To >	BELT LINE RD
Environment	e	Date	01/01/1998	12/31/1998
Environment	f	Manner of Collision	[\] Missing	[0] Unknown or N/A
Driver/Vehicle	g	Direction of Travel	[\] Missing	[0] Unknown or N/A
Environment	h	Time	0000	1200
Environment	i	Primary Street	< Equal To >	DALLAS PKWY
Environment	j	Reference Location	< Equal To >	ARAPAHO RD

"IF" Statement  
 (a AND b AND c AND d AND e AND f AND g AND h) OR (i AND j)

----- LEVEL 2 Subset Definition -----

Title : All Crashes 1998  
 Display Order : 98000000  
 Database in Use : MAIN  
 Data Group in Use : CRASHES  
 Parent Subset : ROOT DATABASE  
 Pre-Subset Dates : 01/01/1998 - 12/31/1998  
 Last Edit Date : 11/05/1999 11:23  
 Last Run Date : 11/09/1999 17:16

	[Searched]	[Matched]	[Not Matched]
"Environment" Records :	33647	33647	*****
"Driver" Records :	66947	66947	0
"Non-Driver" Records :	28263	28263	0

Variable Group	Variable ID	Variable Name	Beginning Value	Ending Value
----------------	-------------	---------------	-----------------	--------------

"IF" Statement

----- Report Definition Complete -----

OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
CRASHES

ORIENTATION: Environment

## Report Includes DETAIL and SUMMARY Information

<u>K1</u>	<u>K2</u>	<u>K3</u>	<u>K4</u>	<u>K5</u>
5492G	1729	010298	DALLAS PKWY	Sam-#1 Strt,#2 Right
185950G	1905	031598	DALLAS PKWY	Opp-#1 Strt,#2 Left
214299G	1500	032698	DALLAS PKWY	Ang-Both Straight
242140G	1430	030598	DALLAS PKWY	Sam-Both Strt,R-End
258505G	1543	041198	DALLAS PKWY	Sam-Both Strt,S-Swip
286814G	1812	042198	DALLAS PKWY	Sam-Both Strt,S-Swip
310309G	1115	043098	DALLAS PKWY	Ang-Both Straight
325967G	1829	050598	DALLAS PKWY	Ang-Both Straight
604943G	0820	081398	DALLAS PKWY	Sngl-Moving Straight
737165G	1910	100198	DALLAS PKWY	Sam-Both Strt,R-End

10 Records Processed

OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
CRASHES

ORIENTATION: Environment

Report Includes DETAIL and SUMMARY Information

SUMMARY Follows for All Variables:

( Left Column =&gt; VALUE Right Column =&gt; FREQUENCY )

-----  
Column 1 (KEY) Summary ==> Crash Number

5492G	1
185950G	1
214299G	1
242140G	1
258505G	1
286814G	1
310309G	1
325967G	1
604943G	1
737165G	1

-----  
Column 2 (KEY) Summary ==> Time

0800-0859 Hours	1
1100-1159 Hours	1
1400-1459 Hours	1
1500-1559 Hours	2
1700-1759 Hours	1
1800-1859 Hours	2
1900-1959 Hours	2

-----  
Column 3 (KEY) Summary ==> Date

01/02/1998	1
03/05/1998	1
03/15/1998	1
03/26/1998	1
04/11/1998	1
04/21/1998	1
04/30/1998	1
05/05/1998	1
08/13/1998	1
10/01/1998	1

-----  
Column 4 (KEY) Summary ==> Primary Street

DALLAS PKWY	10
-------------	----

-----  
Column 5 (KEY) Summary ==> Manner of Collision

Ang-Both Straight [1]	3
Sam-Both Strt,R-End [11]	2
Sam-Both Strt,S-Swip [12]	2
Sam-#1 Strt,#2 Right [14]	1
Opp-#1 Strt,#2 Left [25]	1
Sngl-Moving Straight [39]	1

Title : OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
 Display Order : 99000805  
 Database in Use : MAIN  
 Data Group in Use : CRASHES  
 Orientation : Environment  
 Report Subset : 99000805  
 Last Edit Date : 01/31/2000 10:03  
 Last Run Date : 01/31/2000 10:03  
 Report Type : List  
 Number of Variables Defined : 5

Variable Description	Column	Width	Sum	Key
Crash Number	1	12	YES	YES
Time	2	4	YES	YES
Date	3	6	YES	YES
Primary Street	4	23	YES	YES
Manner of Collision	5	20	YES	YES

----- LEVEL 1 Subset Definition -----

Title : OR 2000-0148 ALL CRASHES DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
 Display Order : 99000805  
 Database in Use : MAIN  
 Data Group in Use : CRASHES  
 Parent Subset : 99000000  
 Pre-Subset Dates : ALL DATES  
 Last Edit Date : 01/31/2000 09:56  
 Last Run Date : 01/31/2000 09:58

	[Searched]	[Matched]	[Not Matched]
"Environment" Records :	31352	8	*****
"Driver" Records :	62358	16	0
"Non-Driver" Records :	26850	5	0

Variable Group	Variable ID	Variable Name	Beginning Value	Ending Value
Environment	a	Crash Number	< Equal To >	Missing
Environment	b	Block Number	14000	15400
Environment	c	Primary Street	< Equal To >	DALLAS PKWY
Environment	d	Reference Location	< Equal To >	BELT LINE RD
Environment	e	Date	01/01/1999	12/31/1999
Environment	f	Manner of Collision	[\] Missing	[0] Unknown or N/A
Driver/Vehicle	g	Direction of Travel	[\] Missing	[0] Unknown or N/A
Environment	h	Time	0000	1200
Environment	i	Primary Street	< Equal To >	DALLAS PKWY
Environment	j	Reference Location	< Equal To >	ARAPAHO RD

"IF" Statement

(a AND b AND c AND d AND e AND f AND g AND h) OR (i AND j)

----- LEVEL 2 Subset Definition -----

Title : All Crashes 1999  
 Display Order : 99000000  
 Database in Use : MAIN  
 Data Group in Use : CRASHES  
 Parent Subset : ROOT DATABASE  
 Pre-Subset Dates : 01/01/1999 - 12/31/1999  
 Last Edit Date : 11/03/1999 17:03  
 Last Run Date : 01/12/2000 10:18

	[Searched]	[Matched]	[Not Matched]
"Environment" Records :	31352	31352	*****
"Driver" Records :	62358	62358	0
"Non-Driver" Records :	26850	26850	0

Variable Group	Variable ID	Variable Name	Beginning Value	Ending Value
----------------	-------------	---------------	-----------------	--------------

"IF" Statement

----- Report Definition Complete -----



Dallas Police Department  
OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
CRASHES

ORIENTATION: Environment

Report Includes DETAIL and SUMMARY Information

<u>K1</u>	<u>K2</u>	<u>K3</u>	<u>K4</u>	<u>K5</u>
174089H	2200	031299	DALLAS PKWY	Sngl-Moving Straight
324719H	1730	050799	DALLAS PKWY	Ang-Both Straight
359827H	1728	051999	DALLAS PKWY	Ang-Both Straight
434792H	1747	061499	DALLAS PKWY	Sam-Both Strt,S-Swip
478935H	1530	063099	DALLAS PKWY	Ang-Both Straight
682997H	0200	091299	DALLAS PKWY	Ang-Both Straight
755433H	0910	100999	DALLAS PKWY	Sam-#1 Strt,#2 Stop
921020H	1450	121099	DALLAS PKWY	Ang-#1 Strt,#2 Stop

8 Records Processed

Dallas Police Department  
OR 2000-0148 ALL CRASHES AT DALLAS PKWY & BELT LINE RD AND DALLAS PKWY & ARAPAHO  
CRASHES

ORIENTATION: Environment

Report Includes DETAIL and SUMMARY Information

SUMMARY Follows for All Variables:  
( Left Column => VALUE Right Column => FREQUENCY )

---

Column 1 (KEY) Summary ==> Crash Number

174089H	1
324719H	1
359827H	1
434792H	1
478935H	1
682997H	1
755433H	1
921020H	1

---

Column 2 (KEY) Summary ==> Time

0200-0259 Hours	1
0900-0959 Hours	1
1400-1459 Hours	1
1500-1559 Hours	1
1700-1759 Hours	3
2200-2259 Hours	1

---

Column 3 (KEY) Summary ==> Date

03/12/1999	1
05/07/1999	1
05/19/1999	1
06/14/1999	1
06/30/1999	1
09/12/1999	1
10/09/1999	1
12/10/1999	1

---

Column 4 (KEY) Summary ==> Primary Street

DALLAS PKWY	8
-------------	---

---

Column 5 (KEY) Summary ==> Manner of Collision

Ang-Both Straight [1]	4
Ang-#1 Strt,#2 Stop [3]	1
Sam-Both Strt,S-Swip [12]	1
Sam-#1 Strt,#2 Stop [13]	1
Sngl-Moving Straight [39]	1

---

**Jim Pierce**

---

**From:** Alan Hendrix [AHendrix@pbw.ci.dallas.tx.us]  
**Sent:** Thursday, February 24, 2000 5:03 PM  
**To:** jpierce@ci.addison.tx.us  
**Cc:** JBrunk@pbw.ci.dallas.tx.us  
**Subject:** Dallas County Call for Projects

I just wanted to let you know we will not be submitting a project to Dallas County on Arapaho at this time. The councilmember for that district, Ms. Finkelman, felt there was a greater need to widen Alpha than Arapaho. We will still be submitting a project on the NB Dallas Parkway from Westgrove to Trinity Mills.

---

## CONSENT AGENDA

---

#2a - Approval of the Minutes for the February 8, 2000, and February 15, 2000, Council Meetings.

---

#2b - Award a contract for services in an amount not to exceed \$27,500 to Don Paschal for airport operator contract development services.

---

#2c - Award a contract for services in an amount not to exceed \$51,000 to Deloitte & Touche for airport operator contract development services.

---

#2d - Award of the purchase of services in the amount of \$25,860.50 to Paradigm Traffic Systems, Inc., for rebuilding and replacing signal equipment.

---

#2e - Consideration of a Resolution authorizing the City Manager to renew the agreement with Mr. Pat Haggerty to provide consulting services associated with land, ROW, and easement acquisitions.

---

*Passed*  
#2f - Consideration of a Resolution authorizing the City Manager to submit applications for five public works projects for funding through the Dallas County Major Capital Improvement Thoroughfare Program.

---

#2g - Consideration of a Resolution authorizing the City Manager to enter into an easement agreement with Southwestern Bell Telephone.

---

#2h - Award of purchase of services in the amount of \$17,000 to Dallas Backup, Inc. for stage and sound for Taste Addison.

---

*If Don Crawford is not here*

*Questions to →*

*Mich Schrader Trans. Planner*

**Cell: B18**

**Comment:** BEGINNING--For linear projects, enter the point of beginning; for intersections, enter the cross-street

**Cell: F18**

**Comment:** PROJECT LENGTH--Length in miles.  
For intersections, enter 0.00

**Cell: B19**

**Comment:** ENDING--For intersections, enter N/A

**Cell: F19**

**Comment:** AVG POSTED SPEED--  
For corridors with more than one speed limit, the average posted speed (in miles per hours) is the weighted average of the posted speeds.  
For intersections, enter "N/A"

**Cell: F20**

**Comment:** AVG OPERATING SPEED-- Operating speed at period of peak demand, in miles per hours, calculated by dividing the length of the project by the time required (in hours) to traverse the projects.

**Cell: B21**

**Comment:** 1999 REGIONAL THOROUGHFARE PLAN FUNCTIONAL CLASSIFICATION--  
F (Freeway)  
R (Regional Arterial)  
O (Other Arterial)  
N (Not on Regional Thoroughfare Plan)

**Cell: F21**

**Comment:** TRAFFIC VOLUME-- The average daily traffic (adt) of the facility to be improved. For new roadway facilities, enter "N/A"

*1-20-00 Called Don Franklin for help @ BL&A Arapaho*

**Cell: B22**

**Comment:** NUMBER OF CORRECTABLE ACCIDENTS--number of accidents over that past three that probably would not have occurred had the proposed improvements been in place

**Cell: F22**

**Comment:** TRAFFIC VOLUME SOURCE--The source of traffic volume information. For estimates, enter "Estimate"; for real world data, enter "Count" and the month and year of the count.

**Cell: B25**

**Comment:** THROUGH LANES-- For corridors, use the minimum number of through lanes in both directions anywhere within the project limits. For example, a roadway that at its narrowest provides for one lane of through traffic in each direction would be encoded as "2". Note that dual left turn lanes or auxiliary lanes are not included.

*Red* ( For intersections, use the maximum number of lanes available for through traffic for the direction with the minimum number of lanes, including shared lanes. For example, an intersection that provides for 3 through or shared /through lanes in one direction but only two in the other would be encoded as "2". Note that exclusive turn lanes are not included in this count. *?*

*Feedback on survey system*

*EW & NS*

**Jim Pierce**

---

**From:** Joni Ramsey  
**Sent:** Friday, January 28, 2000 1:18 PM  
**To:** Jim Pierce  
**Subject:** FW: ACCIDENTS

Hope this is what you needed. Let me know if we can be any further help!

-----Original Message-----

**From:** Louise Calvillo  
**Sent:** Friday, January 28, 2000 12:40 PM  
**To:** Joni Ramsey  
**Subject:** ACCIDENTS

**5000 BELT LINE RD**

1997	26	} 82
1998	33	
1999	23	
2000	1	

*82+ Addison  
30 = 112 Total for intersection  
Dallas*

**TOTAL 83**

**5000 ARAPAHO RD**

1997	3
1998	0
1999	1
2000	0

**TOTAL 4**

**3698 - 4998 BELT LINE RD (QUORUM - MARSH)**

1997	137	} 429
1998	146	
1999	146	
2000	14	

**TOTAL 443**

**13800 - 15798 MIDWAY RD (SPRING VALLEY - DOOLEY)**

1997	53	} 141
1998	47	
1999	41	
2000	2	

**TOTAL 143**

## Jim Pierce

---

**From:** Jim Pierce  
**Sent:** Monday, February 28, 2000 3:45 PM  
**To:** Michael Murphy  
**Subject:** Dallas County District No. 1 Boundaries

Cathy Ways asked for District boundaries the other night - I don't have a map, but the cities in District No. 1 are: (North) Dallas, the Park Cities, Irving, Farmers Branch, Coppell, Carrollton, Addison, and Richardson. That's our "competition" for the County Call for Projects.

Jim Pierce, P.E.  
Assistant City Engineer  
PO Box 9010  
Addison, TX 75001-9010  
972-450-2879





Dallas  
Project

3.75 million  
for each District

Meeting with  
Michael Schrader

1-24-00

① Frontage Rds are part of freeway  
call the Freeway

Put in description that address  
will fix a problem in Dallas  
Emphasize Regional Cooperation

Put in our Priority # of Each Project.

Call - David Dubala

MTTA - Call

Put in description that Busses use  
this project

Plus adding Sidewalks

② Sidewalks - ~~for~~

Yes and Yes -

Bus - Multi modal

Outside city limits

Outside our boundaries

Impacts 3 jurisdictions

③ Willing to take whatever contribution  
is available - willing to go up to  
90% - Can have as much text as  
possible, attach a schematic

add auxiliary Text

Would Dart use

Reliever for Beltline - Regionally Significant

Helped the Busses - Taking cars off B.L.

We put it as a Regional  
Access partially controlled

Super arterial  
purpose - alt East Roadway - Superior  
to Belt Line

Reliever to BL

## Beltline By-Pass

Factor some accidents off of Belt Line  
Don't 20% of Traffic, will reduce 20%  
of accidents.

Attachments, Pictures are welcome

(4)

Accidents - Solving Running Red lights?

Alleviate Q we problem may help.

0.41  $\frac{\text{Actual}}{\text{Posted}}$  is key #

Must be above 0.41

Check out sidewalks @ the Signals

If we have them, OK. If not, include  
them in the project.

Add Red Heads if we don't have them

Gives you multi models.

(30-40 mph speeds are good for NOx

Above & below NOx gets worse

# Side walk Survey @ Intersections

Midway:

Spring Valley 2 of 4

Hornet 1 of 4

Proton 2/4

Beltway 3/4

Lindberg - 0 -

Dooley - 0 -

Beltline -

Quorum

Addison

Beltway

Midway

Ranxon

Surveys

Commercial

Business

OK

County Call for Projects

1-20-

Time of Travel Data

MIDWAY ROAD - Spring Valley to Dooley

(Posted  
40  
mph)

Day	Date	Time of Day	Direction	Distance	Time	MPH
wed	1-19-00	5:15 P	North	1.75 mi	6.25 min	16.8
Thur	1-20-00	7:34 A	South	1.75 mi	4.28 min	24.5

Bett Line Rd - Quorum to Marsh

Thur	1-20-00	12:57 A	East	1.7 mi	6.0 min	17.0 mph
Thur	1-20-00	1:05 P	West	1.7 mi	6.0 min	17.0 mph
Thur	1-20-00	5:23 P	East	1.7 mi	8.5 min	12.0 mph

$$\frac{1.75 \text{ mi}}{6.25 \text{ min}} \times \frac{60 \text{ min}}{\text{hr}} =$$

# Sidewalks

Beltline

@

Dallas Pkwy

EB yes ~~on west side~~

WB No ~~on east side~~

~~Yes on west side~~

NB No

SB No

Arapahoe Yes on west side

EB No on east side

WB No on east side

Yes on west side

Dallas Pkwy

NB No

SB No on N side

Yes on S side

Along Beltline

Quorum & Marsh

No Sidewalk in front of DWU Reservoir (N side)

No 11' key bank on N side

Sidewalks both sides except

# Beltrine Lane

EB

Thru - 3  
Left 1  
Should Left - 0  
Right - 1

WB (same?)

3 (1 should left  
1  
1 (left of thru)  
1

# Dallas Pky

SB

Thru 3  
Right 1  
U turn SB to NB - 1  
Should left - 1 (left of thru)

~~NB~~  
Thru

NB

~~Thru 3~~

Left only - 1

Thru 2 with 1 should left

1 Right



# Arapaho

## Dallas Parkway

NB

Right - 1

Thru 3 (2 shared left)

Shared Left - 1

SB

3 thru lanes ~~2~~

1 shared left

1 shared Right

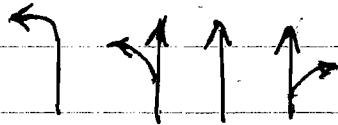
## Arapaho West Bound (on east side of D. Pky)

Left only - 1

shared left & thru - 1

Thru - 2 (1 shared Right)

~~1~~



Midway

S. of Vulture

SB - 27km - No Se.  
to left from Lewis

Midway

NB from Spring Valley

NB

SB

3T bus

LT

Lt

RT

RT

No sidewalk  
C Spring V.

Sidewalk  
Jagorokuk

No Sidewalk

Sidewalk

SW E & W Side Beltway

- BL -

Sidewalk - LT & RT

Sattered

Land being No Sidewalk

Sattered SW, most No



**DALLAS COUNTY**  
**PUBLIC WORKS**

**TO:** All Stakeholders  
*DMA*

**FROM:** Donald L. Holzwarth, P.E.  
Director of Public Works

**DATE:** 31 January 2000

**SUBJECT:** FY 2000 Call for Projects submittal extension

The submittal deadline of 4 PM February 21, 2000 as indicated in our invitation to submit dated December 21, 1999, has been changed to 4 PM Monday, 13 March 2000. This change will provide an additional three weeks for the preparation of submittals. In order to accommodate the maintenance of the established time allocation of subsequent phases of the FY 2000 Call For Projects, all other deadlines have also been delayed three weeks. The changes in the schedule are as follows:

<u>DATE</u>	<u>OLD</u>	<u>NEW</u>
Submittal Deadline	February 21, 2000 (4 PM)	March 13, 2000 (4PM)
Preliminary Evaluation Completed	April 21, 2000	May 12, 2000
Commentary Deadline	May 19, 2000	June 9, 2000

If you need any assistance with your submittal or if you have any questions please contact Don Cranford or Michael Schrader at 214-653-7151. An "Excel" spreadsheet is available for use in your submittal. If you need a copy please call Michael.

We welcome and encourage you to submit information concerning specific projects in addition to that required on the submittal form. You may submit this added information as a Microsoft Word document (our preference) or as hard copy only.

All submittals must include a hard copy of the required forms and any supporting information. If electronic forms are submitted they should agree with the hard copy as the hard copy will be considered to be the official submittal.

We hope the extension helps.

*DLC*



DALLAS COUNTY  
PUBLIC WORKS

# FACSIMILE TRANSMISSION COVER SHEET

DATE: February 1, 2000

SENT BY: **DALLAS COUNTY PUBLIC WORKS**

SENDER: Debi Campagna

PHONE: **214-653-7151**

FAX: **214-653-6445**

TO Public Works Director/City Manager

FAX NUMBER: \_\_\_\_\_

PHONE: \_\_\_\_\_

NUMBER OF PAGES: 2 w/cover

COMMENTS:

For your immediate attention - please call 214-653-7151

if you have any problems receiving this fax or have any

questions concerning the information provided.

/dlc.fax

411 Elm Street

Dallas, Texas 75202

653-7

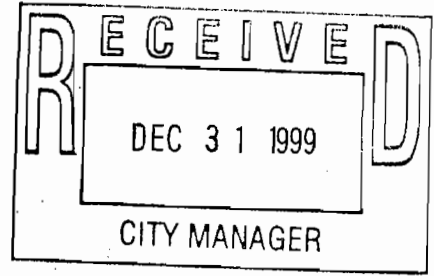


DALLAS COUNTY  
PUBLIC WORKS

RECEIVED

JAN 01 2000

ASSISTANT  
CITY MANAGER



December 21, 1999

Mr. Ron Whitehead, City Manager  
Town of Addison  
P.O. Box 9010  
Addison, Texas 75001

12-31-99

~~Chris~~

~~please~~ ~~to~~ ~~Jim~~

Joni Ramsey  
accident Data

Which projects?  
John

Re: Major Capital Improvement Fund Thoroughfare Program Call for Projects for Program Year 2004

Dear Ron,

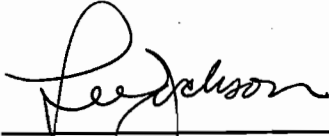
Dallas County is soliciting nominations from cities for projects to be funded through the Dallas County Major Capital Improvement Fund Thoroughfare Program. In lieu of a traditional bond program, Dallas County has created the Major Capital Improvement Fund, a "pay-as-you go" funding mechanism for financing infrastructure improvements. An annual "Call for Projects" will allow us more flexibility to focus on high priority projects and to assure that projects can be designed and constructed in a timely manner.

Under this new funding mechanism, approximately \$15 million dollars will be available in both FY 2004 and 2005, with \$20 million being available annually in FY 2006 and beyond. We are currently seeking nominations for projects to be funded for construction in FY 2004. All nominations for funding in the FY 2004 program year must be submitted to Dallas County Public Works by 4 PM on ~~February 24, 2000~~. Evaluations of the FY 2004 submittals will be completed by April 21, 2000, and each city will be provided with the preliminary rankings of its own projects at that time for comment and feedback, with comments due no later than May 19, 2000. Final project approval will be completed no later than June 13, 2000. Projects accepted for Program Year 2004 will begin initial planning and design to allow award of the construction contract during FY 2004.

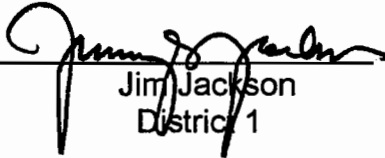
Proposed 13 March  
extension to

Call For Projects -- 2

We have included the evaluation criteria which will be used to rate the proposals. (Note that local cost participation is a key element in the criteria.) If you have any questions about any aspects of the new MCIP or of this new methodology, we encourage you to contact us or Dallas County Public Works.



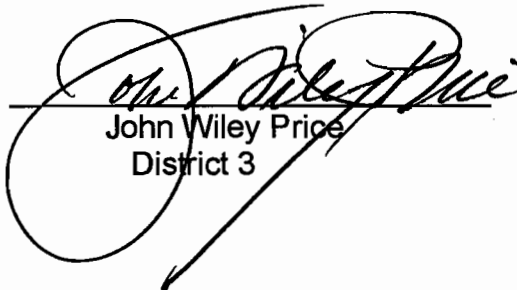
Lee F. Jackson  
County Judge



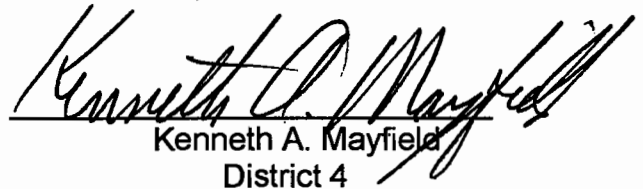
Jim Jackson  
District 1



Mike Cantrell  
District 2



John Wiley Price  
District 3



Kenneth A. Mayfield  
District 4

CC: The Hon. R. Scott Wheeler, Mayor  
John Baumgartner, Director of Public Works

**FY 2000 MAJOR CAPITAL IMPROVEMENT PROGRAM  
DALLAS COUNTY**

**Prepared Jointly by the  
Dallas County Department of Public Works  
and the  
North Central Texas Council of Governments**

**Proposed Evaluation Methodology to Score and Rank Candidate  
Thoroughfare System Improvements**

*INTRODUCTION*

In Fiscal Year 2000, the Dallas County Commissioners Court is replacing its traditional bond-financing approach to funding infrastructure improvements with a programmed Major Capital Improvement Program. The underlying theory of this new approach is that a project will take five years or less from approval of funding to initiating final construction, and that every year projects will be authorized for funding and projects will be completed. Thus, in any given calendar year, there will always be projects in each of the various phases of implementation (i.e. design, right-of-way acquisition, construction), thereby allowing for the more efficient use of personnel and resources.

In contrast, under the bond-financing method, all projects are authorized at the same time and are constructed at the same time. This approach creates a project "wave"—initially, there is a flurry of design activity, and the necessity of design resources; then, the wave passes to right-of-way acquisition, and the design resources become underutilized while right-of-way is bulked to handle the "wave"; finally, the projects pass to construction, creating the need to invest in construction-related resources, while the design and right-of-way resources are underutilized.

With the new financing and programming approach, the "project wave" is eliminated, and all project activities are occurring simultaneously (although not necessarily on the same project) and, more importantly, continuously. Thus, valuable resources are always being utilized and the funds that previously would have needed to be expended on additional resources (as a result of the "wave" effect) can instead be devoted to infrastructure.

This Program will be implemented by issuing an annual county-wide call for projects to identify and fund needed roadway improvements within the county, with local governments submitting candidate projects for potential selection and funding under this program. An annual "Call-for-projects" is an improvement over the traditional method of calling for projects every five years. The advantages of an annual call are twofold. First, with fewer submittals per Call, the quality of submittals, both of the projects submitted and the submittals themselves, will improve, as staffs will be able to devote more time per submittal. Second, an annual Call provides more flexibility for cities to determine infrastructure needs based on changes that may have recently occurred or will soon be



occurring, such as a new development or infrastructure, instead of trying to determine needs based on a conjecture of what might occur five years into the future.

## **EVALUATION CRITERIA**

In order to evaluate candidate projects in an equitable and consistent manner, ten evaluation criteria have been developed which will be applied to each project submittal to establish a basis for scoring and ranking projects. This ranking will identify which projects provide the greatest benefit to the county based on factors such as mobility, cost-effectiveness, safety, and air quality.

The proposed evaluation methodology is presented below. Each of the ten evaluation criteria will initially be assigned a maximum value of 10 points, with 100 points being the total maximum amount possible for a given project. In addition to the "equal weight" scenario, other weighting scenarios can also be evaluated to determine which scenario most appropriately addresses the needs of Dallas County.

## **TECHNICAL METHODOLOGY FOR MODELING PROPOSED IMPROVEMENTS: Travel Model Forecast Procedures**

The Dallas-Fort Worth Regional Travel Model (DFWRTM) is the planning tool used to help estimate current and future travel demand needs and allows detailed project evaluation to occur. The Major Capital Improvement Program must have a way of testing and evaluating the mobility benefits of a wide range of potential roadway projects, including the addition of new thoroughfare streets, the extension of existing thoroughfares, and the rehabilitation of existing thoroughfares. The DFWRTM is the tool used to accomplish this analysis.

In order to assess and quantify the benefits of the projects submitted under this Call-for-Projects, it is necessary to develop four different roadway network analyses. These four different network analyses simulate both baseline (year 1995 no-build) and future year conditions with and without the effects of the proposed projects. The four network analyses that will be used to evaluate the benefits of the projects submitted for the Major Capital Improvement Program are as follows:

- Analysis 1: The first analysis replicates conditions as they existed in 1995, the year the model was validated for, using the roadway network that existed in 1995 and 1995 demographic data for population, employment, and number of households.
- Analysis 2: The second analysis predicts year 2020 conditions assuming a no-build, or "do-nothing" scenario. In this analysis, the 1995 existing-conditions roadway network used in the first analysis is modeled using year 2020 demographics. This analysis shows the performance of the transportation system in the year 2020 if no improvements are made to it.
- Analysis 3: The third analysis predicts year 2020 conditions assuming that all the projects submitted for funding are implemented and constructed. This is accomplished by coding into the 1995 no-build roadway network all the projects submitted under this Call for Projects, creating a year 2020 build

network. This year 2020 build network will be modeled using year 2020 demographic assumptions.

- **Analysis 4:** The fourth analysis predicts year 2020 conditions assuming an "all-or-nothing" scenario. This scenario uses the year 2020 build network and year 2020 demographic assumptions, but doesn't use the typical "capacity-constrained" technique to model traffic in which only a finite number of trips can be assigned to a particular roadway segment. With an "all-or-nothing" assignment, an infinite number of trips can be assigned to a particular segment, and where several different routing options are available, all trips are assigned to the most desirable route (based on criteria specified). For this analysis, trips are assigned to the route with the best travel time, based on speed and distance only. This analysis is used to score projects under the Travel Desire Rating.

## **EVALUATION CRITERIA AND TECHNICAL METHODOLOGY FOR SCORING PROJECTS**

### **Evaluation Criteria**

#### **Functional Classification Rating - (10 Points)**

This evaluator assigns points based on functional classification as designated in the *1999 Regional Thoroughfare Plan Update*. For any given project, the functional class assigned to the project will be the classification of the highest classified facility which can reasonably be assumed to be either directly or indirectly positively impacted by the proposed project.

**Example** Arterials A and B are parallel arterials one-mile apart. Freeway X runs perpendicular to both A and B and has interchanges at both. Approximately one-quarter mile from and parallel to Freeway X the City is proposing to build a four-lane roadway that will intersect both A and B.

**Scenario 1:** Freeway X is the only existing roadway that connects with both Arterials A and B. Thus, a motorist on A wanting to use B must use Freeway X. Under this scenario, the City's new roadway would be scored as a freeway, as it is reasonable to assume that it will reduce congestion on Freeway X by eliminating the necessity of all local traffic going from A to B to use Freeway X. In other words, there is a certain percentage of local traffic that is only using Freeway X by default that would divert to an alternate route. By eliminating this local traffic from Freeway X, its congestion is reduced and its reserve capacity is increased.

**Scenario 2:** Freeway X is one of several roadways that connect with both Arterials A and B. Thus, a motorist on A wanting to use B does not necessarily need to use Freeway X. Under this scenario, the City's new roadway would be scored by its own functional classification, as it is reasonable to assume that it will not reduce congestion on Freeway X because other routes for local traffic to travel from A to B already exist. In other words, local traffic diversion from the Freeway is already occurring, and the addition of another alternate route will not have an impact on the operation of the Freeway.

Each project will receive a score based on the classifications shown in Table 1.

**Table 1**

**Functional Classification Rating**

Functional Classification Designation	Score
Freeway (existing and proposed)	10 Points
Regional Arterial	7 Points
Other Arterial	3 Points
Not on Regional Thoroughfare Plan	0 Points

**Speed Delay-Rating** - (10 Points)

Each candidate project submitted for funding will be assigned a speed-delay rating based on the anticipated improvement to travel times and speeds that will result from the roadway improvement. This will be calculated by taking the difference between the posted roadway speed limit (maximum free-flow speed) and a current observed speed on the facility (current operating speed), divided by the length of the project. Each city submitting a project for funding will be asked to collect and provide recent peak-hour speeds which will be used in calculating this rating. Using speed delay as an evaluation criterion takes into account both the traffic congestion on and the physical condition of the roadway, both of which affect the operating speed.

The delay rate is defined as the difference between the time it takes to travel a set distance at the posted speed limit without stopping (free-flowing) and the actual time (observed) it takes to travel that same distance (accounting for traffic control delay and congestion), divided by the distance traveled, expressed in minutes per mile.

A 1996 report by **Metroplan**, the Council of Governments for Central Arkansas, established a delay rate congestion threshold of 0.41 minutes per mile, based on criteria established in the *Highway Capacity Manual*, vehicle limitations, and driver perceptions. In other words, a facility is considered congested when its delay rate is equal to or greater than 0.41 minutes per mile. This number corresponds to the difference in time it takes to travel one mile at 55 miles per hour versus traveling one mile at 40 miles per hour. From this delay rate, a numeric value for congestion, the "degree of congestion" or DOC, has been defined as follows:

$$DOC = Delay Rate - 0.410$$

Thus, a facility at the congestion threshold, that is, with a delay rate of 0.41, has a DOC of 0.000. A facility operating at its maximum free flow speed has a delay rate of 0.00 and a corresponding DOC of -0.410.

In order to provide insight into the magnitude of congestion, eight congestion categories were defined -- five for congested facilities and three for non-congested facilities. The DOC threshold for each of the eight categories is shown in Table 2, along with the points assigned for each category.

**Table 2**

**Speed-Delay Rating Criteria**

<b>Category</b>	<b>"Degree of Congestion"</b>	<b>Score</b>
Extreme	Greater than 4.499	10 Points
Severe	Between 1.499 and 4.498	8 Points
Serious	Between 0.499 and 1.498	6 Points
Moderate	Between 0.213 and 0.498	5 Points
Mild	Between 0.001 and 0.212	4 Points
Borderline	Between - 0.168 and 0.000	2 Points
Acceptable	Between - 0.410 and - 0.167	1 Point
None	Less than - 0.411	0 Points

**Traffic Volume Rating** - (10 Points)

This rating evaluates the project according to the magnitude of traffic-flow improvement that can be expected to result by making the proposed improvement to the facility. The Traffic Volume Rating is calculated by taking the difference between a "build" and a "no-build" condition, which yields the additional traffic resulting from making the improvement. Specifically, year 2020 traffic projections will be generated with and without the improvements in place in order to model the anticipated change. Projects showing the greatest amount of traffic improvement will receive a higher score for this criterion.

Specifically, this criterion is calculated by taking the difference between two year 2020 travel model runs, the "build" condition (Analysis 3) and the "no-build" condition (Analysis 2). The difference between these two analyses is the expected change in traffic volumes resulting from making the proposed improvement to the facility. In general, projects showing the largest amount of traffic improvement will receive a higher score for this criterion. The maximum score available for this criterion will be ten points. The range of possible scores will be determined after the analyses are complete and the data is available to determine minimum and maximum values.

**Traffic Volume Growth Rating** - (10 Points)

The Traffic Volume Growth Rating is derived from the growth in traffic volumes expected to occur on each candidate segment of roadway between the current condition (year 1995) and the future travel model projection (year 2020). This rating assumes that the project is not in operation in the current year and that it will be operational by the future forecast year. Points will be assigned to each project based on the percentage of growth estimated to occur during this time period.

Specifically, the percent change between traffic volumes in the year 2020 "build" network (Analysis 3) and the 1995 "existing condition" network (Analysis 1) will be calculated. Projects showing the largest amount of change will receive the higher scores. The maximum score available for this evaluator is ten points. The range of possible scores for this criterion will not be determined until after the model runs are complete and the minimum and maximum values are derived.

### **Travel Desire Rating - (10 Points)**

This rating will score each candidate project based on its inherent attractiveness and desirability assuming there is no congestion at all on the facility. When congestion is factored into the equation, roadways that may be more direct and desirable to travel on are sometimes avoided because of high levels of congestion, even though they are the preferred routes. This evaluation criteria is derived by looking at the difference between a year 2020 capacity-constrained model run (Analysis 3), which takes into account the congestion on the roadway, and an "all-or-nothing" model run (Analysis 4), which assumes that there is no congestion on any roadway. The "all-or-nothing" model run allows vehicle trips to choose the preferred route (based on shortest distance and fastest speeds) regardless of any effects due to congestion. The percent difference between the two model runs shows whether the facility is being used because it is the most direct and preferred path ("all-or-nothing") or whether traffic is being diverted to the facility due to congestion on other routes (capacity-constrained). The maximum score available for this criterion is ten points. The range of possible scores will be determined after the travel model runs are complete and the maximum and minimum values are identified.

### **Benefit-Cost Ratio Rating - (10 Points)**

This rating is calculated based on the ratio of benefits resulting from the proposed improvement to the cost of the improvement. The benefits for each project are determined from the reduction in travel-time delay experienced on the roadway segment with and without the candidate roadway improvement. Local government and Dallas County staffs will estimate the costs for each project.

Benefits used in the B/C ratio are calculated from the delay savings gained from an increase in capacity or speeds on the segment (if, in fact, a gain is induced). The reduction in delay is calculated from the increase in average daily loaded speeds, which are derived from the travel model runs. This analysis compares the modeled speeds before an improvement (Analysis 2) and the speeds after the improvement (Analysis 3). After average daily loaded speeds and 24-hour projected traffic volumes are determined for both Analysis 2 and Analysis 3, a benefit-cost ratio is calculated based on the following equation:

$$\frac{\text{TAB}}{\text{TAC}} = \frac{\left[ \left( \frac{\text{VOL}^{\text{A}} \cdot \text{VOLFAC} \cdot \text{LENGTH}}{\text{SPEED}^{\text{A}}} \right) - \left( \frac{\text{VOL}^{\text{B}} \cdot \text{VOLFAC} \cdot \text{LENGTH}}{\text{SPEED}^{\text{B}}} \right) \right] \times \text{DAO} \times \text{VOT} \times \text{NOD}}{(\text{TOTAL COST} \times \text{CRF})}$$

- Where:
- TAB = Total Annualized Benefit (\$)
  - TAC = Total Annualized Cost (\$)
  - Vol<sup>A</sup> = 24-Hour Volume from Run 2 (no-build scenario)
  - Vol<sup>B</sup> = 24-Hour Volume from Run 3 (build scenario)
  - VOLFAC = 0.6, volume factor (peak/off-peak/directional dist.)
  - Length = Length of Project (miles)
  - Speed<sup>A</sup> = Link Speed from Run 2 (no-build scenario)
  - Speed<sup>B</sup> = Link Speed from Run 3 (build scenario)
  - DAO = 1.29 persons per vehicle, Daily Auto Occupancy
  - VOT = \$9.70 per hour, Value of Time
  - NOD = 260 per year, Number of Days for annual benefit
  - Total Cost = Total Project Cost (\$)
  - CRF = 0.06646, Capital Recovery Factor (40 yrs @ 6%)

Points are assigned to each project based on the ratio of the total annualized benefits divided by the total annualized cost. Table 3 provides the scoring ranges with their corresponding benefit-cost ratios.

**Table 3**

**Benefit-Cost Ratio Rating**

B/C Ratio	Score
0 – 0.50	0 Points
0.51 – 0.75	1 Points
0.76 – 1.00	2 Points
1.01 – 1.25	4 Points
1.26 – 1.50	5 Points
1.51 – 2.00	6 Points
2.01 – 3.00	7 Points
3.01 – 5.00	8 Points
5.01 – 10.00	9 Points
10.01 or greater	10 Points

**Accident Rate Rating - (10 Points)**

Each candidate project will receive an accident rating based on the number of correctable accidents reported on the roadway segment. A correctable accident is defined as an accident that will be potentially eliminated if the proposed improvements are implemented. For example, while traffic signals commonly reduce the number of right-angle accidents, they also increase the number of rear-end accidents. For traffic signals, then, only right-angle accidents are considered correctable and factored into the Accident Rate Rating.

Each city will be asked to provide three years worth of actual accident data for each roadway segment submitted for review. Projects with a higher (correctable) accident rate over this three-year period will receive a higher rating. After all the accident data has been analyzed, a range of scores will be developed between zero and ten points, based on the magnitude of correctable accidents reported.

**Air Quality / Energy Conservation Rating - (10 Points)**

Each project submittal will be evaluated based on its overall impact toward improving the quality of the region's air. The Dallas-Fort Worth region is currently designated as a nonattainment area by the U.S. Environmental Protection Agency based on past exceedances of the national ambient ozone standard. In order to promote regional air quality goals and objectives, each project will be quantified in terms of air quality reductions. Specifically, the dollars per pound of nitrous oxide (NOx) emission reductions will be calculated and each project will receive a score based on its reduction potential.

Emission reductions will be calculated by estimating emissions before and after the improvement is in place, and taking the difference. Projects contribute positively toward air quality reductions, in general, when speeds approach 50 miles per hour and operating performance is improved. The following formula provides the methodology for calculating emission reductions on a project-by-project basis.

$$\frac{\$}{\text{Lb.}} = \left[ \frac{(\text{TOTAL COST} \times \text{CRF}) \times C_1}{[(\text{VOL}_B \times \text{EF}_B \times \text{LENGTH}) - (\text{VOL}_A \times \text{EF}_A \times \text{LENGTH})] \times 260 \text{ DAYS/YEAR}} \right]$$

Where:

- VOL<sub>B</sub> = 24-hour modeled volume before improvement (Analysis 2)
- EF<sub>B</sub> = Emission factor based on speeds from Analysis 2 (grams/mile)
- Length = Project Length (miles)
- VOL<sub>A</sub> = 24-hour modeled volume after improvement (Analysis 3)
- EF<sub>A</sub> = Emission factor based on speeds from Analysis 3 (grams/mile)
- Total Cost = Total project cost (\$)
- CRF = 0.06646, Capital Recovery Factor ( 40 yrs @ 6%)
- C<sub>1</sub> = 454 grams per pound (conversion factor, grams to pounds)
- \$/lb. = Dollars per pound of NOx emissions reductions

Points will be assigned to each project based on the ratio of the annualized cost to the annualized NOx emissions reductions. Table 4 provides the scoring ranges for this evaluation criterion.

**Table 4**

**Air Quality / Energy Conservation Rating**

<b>\$ / Lb. Of Nox Reductions</b>	<b>Score</b>
> 100.0	0 Points
50.0 - 99.99	3 Points
10.00 - 49.99	5 Points
5.00 - 9.99	7 Points
< 4.99	10 Points

**Sustainable Development/ Redevelopment/ "Smart Growth" Rating (10 Points)**

Each project submittal will be evaluated with respect to encouraging regional sustainable development or "smart growth" patterns (i.e. densification of the urban core counties) or redevelopment of distressed areas. There will not be a sliding scale of points available for this criterion. Each project will either receive the full 10 points or will receive a zero. A project located within a census block classified as "Distressed" or "Under-Utilized" as defined in the Dallas County Tax Abatement Policy will receive the full 10 points; all other projects will receive a zero.

The aforementioned policy defines a "Distressed" area as a census block whose median family income is less than or equal to 150% of the poverty level for a Dallas area family of four or a census block contained within a federally or state-designated enterprise zone.

An "under-utilized" area is a census block that meets three of following five criteria:

- 1) *Low population growth* (percentage change in population that is less than the County average for 1980-1995)
- 2) *Low employment growth* (percentage change in employment that is less than the County average for 1990-1995)
- 3) *Low traffic congestion* (roadways where, in 1995, no more than 30% of lane miles exceeded free-flow traffic levels during peak hours)
- 4) *Low property values* (median value of owner-occupied structure is no greater than 50% of the County median)
- 5) *Predominantly low/moderate income population* (at least 51% of population earns less than 80% of the Dallas area median household income)

For census blocks that are at least two-thirds (2/3) undeveloped, only one of the five criteria listed above need to be met to qualify as "under-utilized."



## **Intermodal / Multimodal / Social Mobility Rating - (10 Points)**

Each project submitted for funding will receive a score based either on its ability to involve more than a single mode of travel or its long-term economic development potential that could benefit the community. There will not be a sliding scale of points available for this criterion. Each project will either receive the full 10 points or will receive a zero. There are four separate elements that comprise this scoring criteria and a project that addresses any one of these elements will receive the full 10 points. These four elements are:

- **Intermodal Project** - A project that provides for the interaction of two or more transportation modes in a given area and which promotes the efficient movement and transfer of people or goods.
- **Multimodal Project** - A project that facilitates non-SOV (single occupant vehicle) modes of transportation.
- **Social Mobility Project** - A project that provides transportation services to individuals or groups who need some form of transportation due to an inability to utilize existing forms of transportation. This can include services to the elderly and disabled or economically disadvantaged individuals.
- **Infrastructure Investment Project** - A capital project with a likelihood of producing long-term economic benefits as opposed to an operational project which only provides direct benefits for a given short time period.

### ***Special Case Rating Methodology***

**Special Case #1** - If all or part of a roadway consisted of a new roadway, then it was not possible to calculate a Speed Delay Rating, a Benefit-Cost Ratio Rating, or an Air Quality Rating. In these cases, the Speed Delay Rating, the Benefit-Cost Ratio Rating, and the Air Quality Rating are all given zero points, and the maximum points for the Traffic Volume Rating are increased to 40. This is accomplished by multiplying the Traffic Volume Rating by four.

**Special Case #2** - In certain situations, the Benefit-Cost Ratio may be misleading because the traffic induced by the capacity improvement was so great that the resulting congestion was higher than without the improvement. This signifies that the project is highly warranted. Projects falling under the Special Case #2 category will receive zero points for the Benefit-Cost Ratio Rating, and the maximum allowable points for the Traffic Volume Rating will be increased to 20. This is accomplished by multiplying the points assigned to the Traffic Volume Rating by two.

**Special Case #3** - The criteria which use percent change as a basis for scoring, Traffic Volume Growth Rating and Travel Desire Rating, could be misleading if the absolute value of the traffic volumes is less than 5,000 in the year 2020. To avoid overrating these projects, the maximum points available for the Traffic Volume Growth Rating Criteria and the Travel Desire Rating will be reduced to five for each rating element. This is accomplished by dividing the score for these two criteria by two.

## LOCAL COST PARTICIPATION MULTIPLIER

In order to aid in the successful implementation of the Dallas County CMIP, it is imperative to accept only those projects for funding that have a strong commitment from all the stakeholders. One strong indicator of this commitment is the value of resources being contributed. In order to reward those projects with strong commitments, a multiplier based on the value of the local commitment (as a percentage of the total project value) will be applied to the aggregate scores. This multiplier will be equal to 1 plus the percent of local match, expressed as a decimal. Thus, if a City commits to a match of 50 percent of a project's value, that project's aggregate score will be multiplied by 1.50 in determining the final score. For a match of 20%, the multiplier is 1.20.

As the financial resources of all possible stakeholders are not equal, said multiplier may be considered to be inherently biased against those possible stakeholders with limited resources. Therefore, in order to mitigate this perception of inherent bias, bonus points will be assigned to those cities where 60% of the land area falls in census blocks defined as "Distressed" or 51% Low/Moderate Income. This bonus consists of adding 0.3 to the multiplier for any project submitted by a city qualifying for the bonus. For example, a the multiplier for a project submitted by a qualifying city contributing 20% of the total cost of the project will be 1.50 (1.20 plus 0.30), the same multiplier applied to a project for a non-qualifying city contributing 50%. In other words, the qualifying city is receiving the equivalent of 60% of the local contribution factor (30 of the 50%) in the multiplier.

### Example 1.

Projects for Cities A, B, C, and D all finish with aggregate scores of 80. Cities A, B, C, and D agree to contribute 50%, 20%, 0%, and 20%, respectively, of the cost of the project. City D qualifies for the 60% local match multiplier bonus.

The multiplier for the four projects are as follows:

City A – 1.50  
City B – 1.20  
City C – 1.00  
City D – 1.50

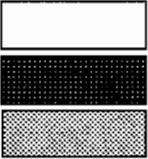
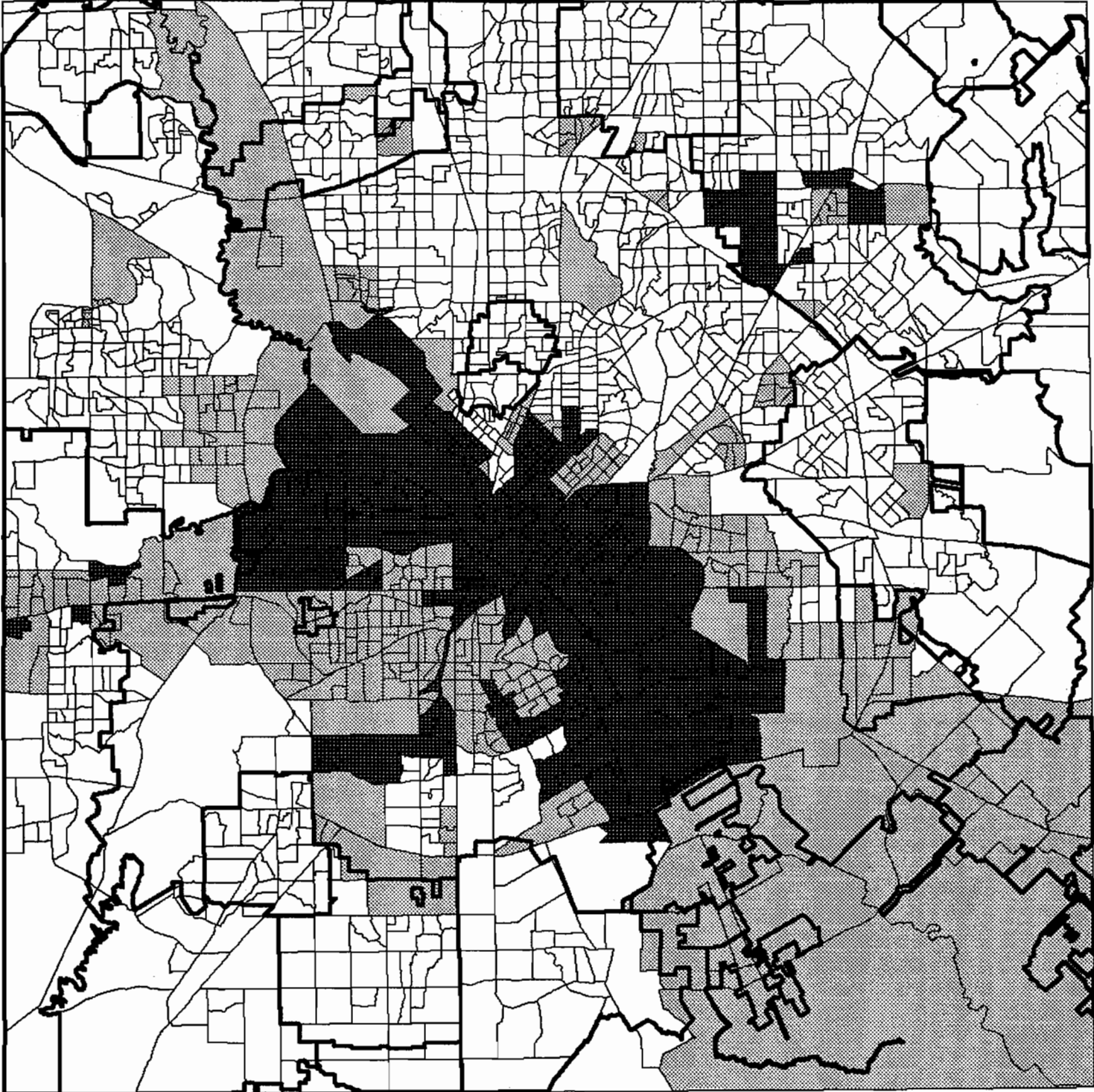
The final point totals for the four projects, computed by multiplying the aggregate total by the multiplier, are as follows:

City A – 120.0  
City B – 96.0  
City C – 80.0  
City D – 120.0

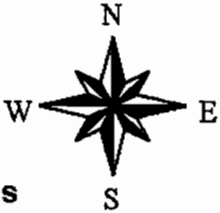
### Example 2.

City Q is a qualifying city and contributes 20% of the project cost. Q's project finishes with an aggregate score of 70 and a total score 105.0. City R's project finishes with an aggregate score of 100, but since R is not willing to commit local resources (and is non-qualifying), the project finishes with a total score of 100.0, below Q's. So does City S's project with a total score of 102.0, which finished with a higher aggregate score of 85 but was supported with a 20% local commitment (S is a non-qualifying city) resulting in a multiplier of 1.20 compared to Q's 1.50.

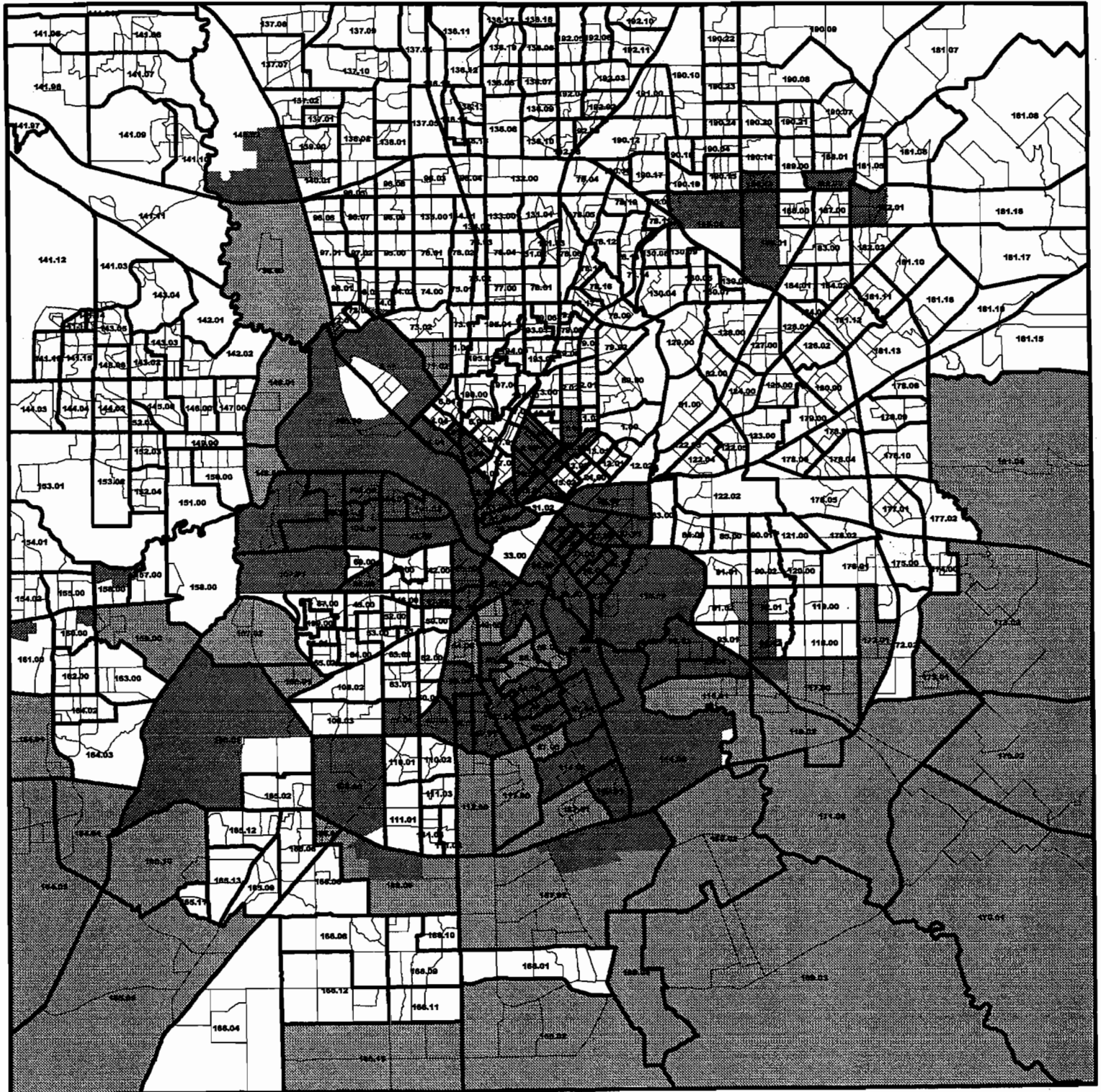
# Location of Distressed Areas and Census Block Groups that are at Least 51% Low/Moderate Income

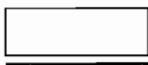




1990 BLOCK GROUPS  
DISTRESSED AREAS  
PREDOMINATELY LOW/MODERATE  
INCOME BLOCK GROUPS



# Location of Distressed Areas and Under-Utilized Areas Under Dallas County Tax Abatement Policy.



-  1990 CENSUS TRACTS
-  DISTRESSED AREAS
-  UNDER-UTILIZED AREAS



**SCALE: 1" = 4 MILES**

## 2000 Dallas County Call For Projects

### APPLICATION INFORMATION

**Submitting Agency:** *Your agency name*  
**Contact Person:** *Your name*  
**Address:** *Street 1*  
*Street 2* *City* *TX* *ZIP*  
**Telephone Number:** (123) 456-7890 **Facsimile Number:** (123) 456-7890  
**e-mail address:** johndoe @ isp.net

### PROJECT INFORMATION

<b>Location:</b>	<i>Big Street</i>	<b>MAPSCO:</b>	45Y
<b>Beginning:</b>	<i>Cross Street</i>	<b>Project Length:</b>	0.00
<b>Ending:</b>	<i>N/A</i>	<b>Avg Posted Speed:</b>	0
		<b>Avg Operating Speed:</b>	0
<b>Functional Classification:</b>	<i>R</i>	<b>Traffic Volume:</b>	0
<b># of Correctable Accidents:</b> (over past 3 years)	0	<b>Traffic Volume Source:</b>	0

	<u>Existing</u>	<u>Proposed</u>	
Through lanes	1	1	
Left turn lanes	1	1	
Right turn lanes	1	1	
Sidewalks	0	Y	
Bicycle Lanes	0	Y	

**Description of Proposed Improvement(s):**

This is where you describe the project in greater detail. At a minimum, this description should detail existing conditions, the proposed project, and how the proposed project will be an improvement, including the social mobility benefits. For example a facility that serves as a bus route will score higher on the "social mobility rating" than an equal facility that is not a bus route. Schools, low income housing facilities, elderly housing facilities, facilities for the disabled, transit centers, "Park-and-Ride" lots, HOV or similar "diamond" lanes, an abundance of underdeveloped, undeveloped, and economically distressed properties, and connections to the veloweb and other similar facilities are elements that can boost a project's score and should be enumerated in this detailed description.

Note, however, that it would be redundant to reiterate information (such as project cost, traffic counts, accident data, etc., that appears elsewhere on this form.

**2000 Dallas County Call For Projects**

**APPLICATION INFORMATION**

**Submitting Agency:**  
**Contact Person:**  
**Address:**

**TX**

**Telephone Number:**

**Facsimile Number:**

**e-mail address:**

**@**

**PROJECT INFORMATION**

**Location:**  
**Beginning:**  
**Ending:**

**MAPSCO:**  
**Project Length:**  
**Avg Posted Speed:**  
**Avg Operating Speed:**  
**Traffic Volume:**  
**Traffic Volume Source:**

**Functional Classification:**  
**# of Correctable Accidents:**  
**(over past 3 years)**

Existing

Proposed

**Through lanes**  
**Left turn lanes**  
**Right turn lanes**  
**Sidewalks**  
**Bicycle Lanes**

**Description of Proposed Improvement(s):**

**PROJECT COST INFORMATION**

<b>Total Project Cost:</b>	\$	5
<b>Right-of-way Cost:</b>	\$	1
<b>Engineering/Design Cost:</b>	\$	1
<b>Utility Cost:</b>	\$	1
<b>Construction Cost:</b>	\$	2
<b>Local Cost Contribution:</b>	\$	1
<b>in percent of total cost:</b>		20%

**2000 Dallas County Call For Projects**

**APPLICATION INFORMATION**

**Submitting Agency:**  
**Contact Person:**  
**Address:**

**TX**

**Telephone Number:**

**Facsimile Number:**

**e-mail address:**

**@**

**PROJECT INFORMATION**

**Location:**  
**Beginning:**  
**Ending:**

**MAPSCO:**  
**Project Length:**  
**Avg Posted Speed:**  
**Avg Operating Speed:**  
**Traffic Volume:**  
**Traffic Volume Source:**

**Functional Classification:**  
**# of Correctable Accidents:**  
**(over past 3 years)**

Existing

Proposed

**Through lanes**  
**Left turn lanes**  
**Right turn lanes**  
**Sidewalks**  
**Bicycle Lanes**

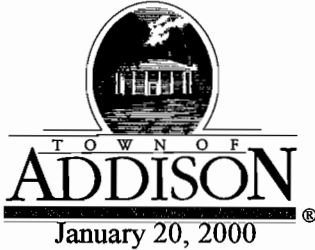
**Description of Proposed Improvement(s):**



**PROJECT COST INFORMATION**

**Total Project Cost:** \$  
**Right-of-way Cost:** \$  
**Engineering/Design Cost:** \$  
**Utility Cost:** \$  
**Construction Cost:** \$

**Local Cost Contribution:** \$  
**in percent of total cost:** %



**PUBLIC WORKS DEPARTMENT**

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

City of Dallas Open Records Section  
Attention Lieutenant Wesson

Via Fax: 214-670-5180

Re: Request for Accident Information

Dear Lieutenant Wesson:

I am preparing applications for Dallas County Public Works funding through their "2000 Dallas County Call for Projects". We are applying for funding for improvements at the intersection of Belt Line Road and Dallas Parkway, and, the intersection of Arapaho Road and Dallas Parkway.

One of the application requirements is that we attach three years worth of actual accident data for each intersection. The information will be used to determine if the improvements will reduce the accident rate.

I am requesting this information pursuant to the Open Government statutes in Texas. I am requesting information about:

Description/Details of the accident  
Report Number

I understand that if any accident about which I have requested information is pending litigation I will receive only that portion that is required to be released. I understand that the City of Dallas has ten days to process my request. I understand that in lieu of releasing the information the City of Dallas may request an opinion from the Office of the Attorney General. I understand I will be contacted by mail or by phone when this request is completed. I understand that completed requests will be held for only fifteen calendar days after notification by mail or phone. (My phone number is 972-450-2879). Thank you for your assistance.

Town of Addison

James C. Pierce, Jr., P.E.  
Assistant City Engineer

cc: Chris Terry, Assistant City Manager  
Michael E. Murphy, P.E., Acting Director of Public Works

Job	Start Time	Usage	Phone Number or ID	Type	Pages	Mode	Status
462	1/20 11:12AM	0'30"	2146705180	Send.....	1/ 1	EC144	Completed.....

Total 0'30" Pages Sent: 1 Pages Printed: 0



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Report Number

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Town of Addison

  
James C. Pierce, Jr., P.E.  
Assistant City Engineer

cc: Chris Terry, Assistant City Manager  
Michael E. Murphy, P.E., Acting Director of Public Works

# Addison! Police Department

## REQUEST FOR INFORMATION

PLEASE PRINT ALL INFORMATION

Today's Date: \_\_\_\_\_

Requestor's Name: \_\_\_\_\_

Complete Mailing Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Home Phone Number: \_\_\_\_\_

Work Phone Number: \_\_\_\_\_

I am requesting information pursuant to the Open Government statutes in Texas. I am requesting information about:

Type of Incident: \_\_\_\_\_

Report Number: \_\_\_\_\_

Address of Incident: \_\_\_\_\_

Name of Party(Parties): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

I understand that if the incident about which I have requested information is pending litigation I will receive only that portion that is required to be released. I understand that the Addison Police Department has ten days to process my request. I understand that in lieu of releasing the information the Addison Police Department may request an opinion from the Office of the Attorney General. I understand that I will be contacted by phone or mail when my request is completed. I understand that completed requests will be held for only fifteen calendar days after notification by mail or phone.

\_\_\_\_\_  
Signature of Requestor

OFFICE USE ONLY

Date Notified: \_\_\_\_\_

\_\_\_\_\_  
By Whom: \_\_\_\_\_

\_\_\_\_\_  
Mail \_\_\_\_\_ Phone \_\_\_\_\_

Addison!

POLICE DEPARTMENT  
RECORDS DIVISION

PO Box 9010, Addison, TX 75001-9010 (972) 450-7104

Fax

To: *Jim Pierce* From: *Louise Cavillo, Records*

---

Fax: *2834* Pages: *2*

---

Phone: Date: *1-20-2000*

---

Re: *Open records request*

---

Comments:

Michael Schrader 214-653-7151

Telecon with  
Don Crawford

1-14-00

214-653-7151

Avg Operating Speed for intersections ?

N/A

Traffic Volume for Intersections

EX Belt Line / Dallas Pky

Belt Line

-and-

Dallas Parkway?

Yes -

Do -

Both -

Through Lanes - Intersection

Want lanes in ea direction? E/W ?

N/S ?

Left Turn Lanes

Rt Turn Lanes

Send in  
Note that  
in cover  
letter

Michael Schroeder 214-653-7151

Questions -

7-17-00

Some sidewalks - how indicated?

Some sidewalks have breaks in them -

Some sidewalks are split by the intersection  
on one side of the intersection but  
not the other.

How important are sidewalks, turn lanes  
on signalization upgrades

Belt Line

5 PM or 1 PM Friday

E.B.

Midway

5 PM North Bound



HP LaserJet 3100  
Printer/Fax/Copier/Scanner

SEND CONFIRMATION REPORT for  
TOWN OF ADDISON  
9724502837  
Jan-19-00 12:39PM

Job	Start Time	Usage	Phone Number or ID	Type	Pages	Mode	Status
141	1/19 12:38PM	1'12"	972 599 9008	Send.....	4/ 4	EC 96	Completed.....

Total 1'12" Pages Sent: 4 Pages Printed: 0

**TOWN OF ADDISON, TEXAS**

**SERVICE CENTER FAX NUMBER: 972/450-2837**

**TO:** Frank Belman **FROM:** Shirley Ferguson

**COMPANY:** Sign & Home **DEPARTMENT:** Building Inspection

**FAX NUMBER:** 972/599-9008 **PHONE:** 972/450-2880

**DATE:** 1-19-00 **NUMBER OF SHEETS:** 4  
(INCLUDING COVER SHEET)

**COMMENTS:**

# Dallas County Call for Projects

Midway Rd Rehab, Phase I  
3,500 K Funded in FY 2004

County Fund  
Rehab?

Belt Line Urban Interchange:  
Present Funding

75% address

①  
FY '01 300K  
FY '02 1,200K  
FY '03 1,000K

} would need to slip into  
2004

Arapaho Rd Phase III

Present Funding

③  
FY '01 1,500K  
FY '02 1,500K  
FY '03 2,000K  
FY 04 9,800K

75% Address

Arapaho Phase II -

Scheduled for completion in FY '03 - probably  
would not want it to slip

~~9/10/10~~

Other Projects:

NO

Spectrum Extn Funded FY 01 thru FY 03  
would have to delay to 04  
would probably not score very high

Addison Rd Widening Phase II ??

Don't have much info to apply

Arroyo Rd Budget Modification

Present Funding

FY 03 100K

FY 04 2,900K

yes

75%

4

Signalization Project ( Cog cell)

50/50 partnering

# FAX TRANSMISSION

NO. OF PAGES (INCLUDING THIS PAGE) <i>15</i>		DATE <i>4/23/99</i>	
<b>T O</b>	NAME <i>Mr. Jim Pierce</i>	<b>F R O M</b>	NAME <i>Ron Young</i>
	FIRM <i>Town of Addison</i>		<b>PARSONS TRANSPORTATION GROUP INC.</b> Barton-Aschman • De Leuw, Cather • Steinman 5485 Belt Line Road, Suite 199 Dallas, Texas 75240-7607 Phone (972) 991-1900 Fax (972) 490-9261
	ADDRESS		
	PHONE NUMBER		
	FAX NUMBER <i>(972) 450-2839</i>		
		PROJECT NUMBER	



Jim:

Here are the:

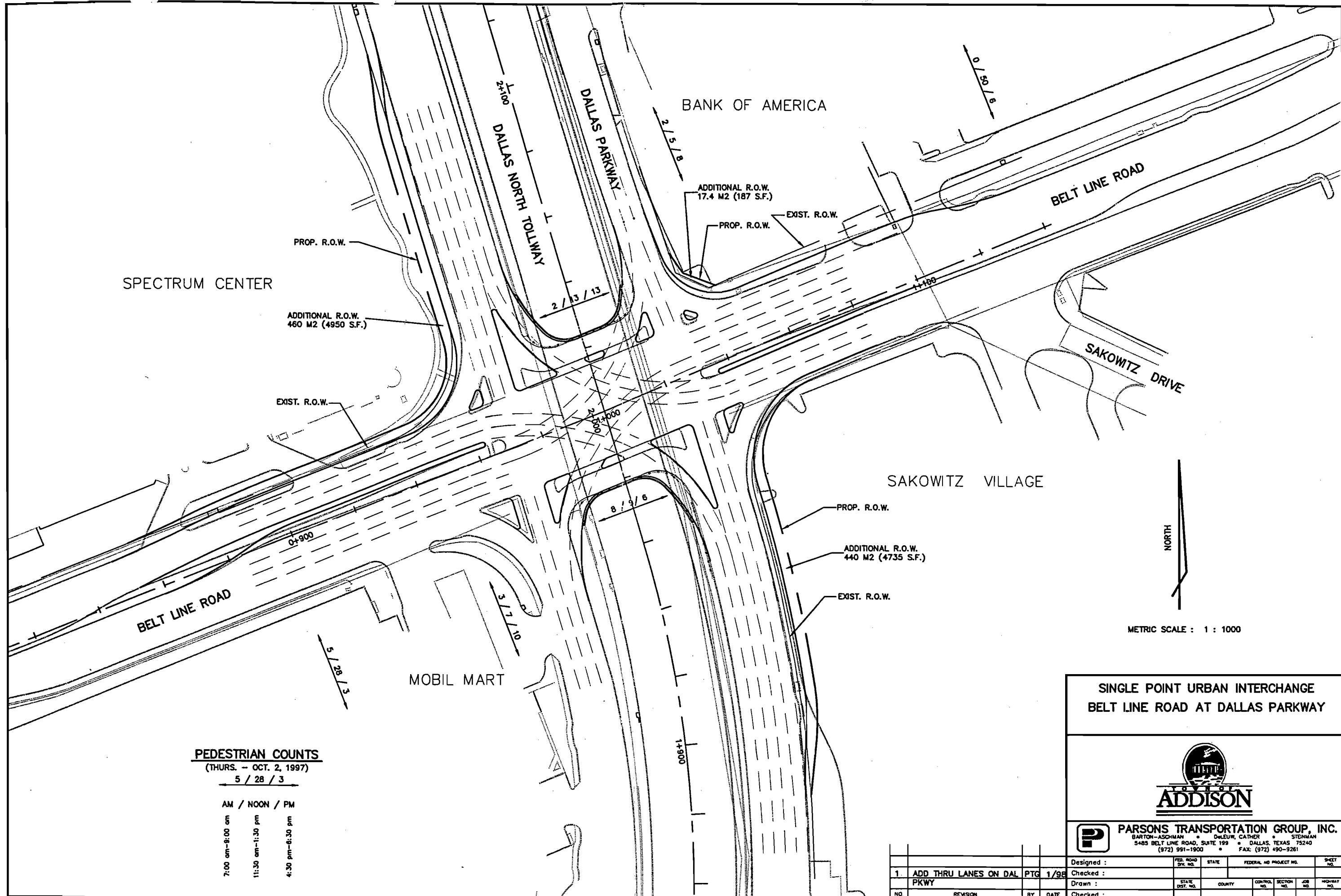
- Project Descriptions
- Add'l information for Forms
- Updated Estimates

For the Signal Timing Project the estimate is

Engineering/Timing Plan	\$75,000
Hardware/Installation	<u>825,000</u>
	\$ 900,000

I have the ~~8~~ 11"x17" exhibits for the U-Turn and the SPUI. I will get them to you Monday.





SPECTRUM CENTER

BANK OF AMERICA

SAKOWITZ VILLAGE

MOBIL MART

**PEDESTRIAN COUNTS**

(THURS. - OCT. 2, 1997)

5 / 28 / 3

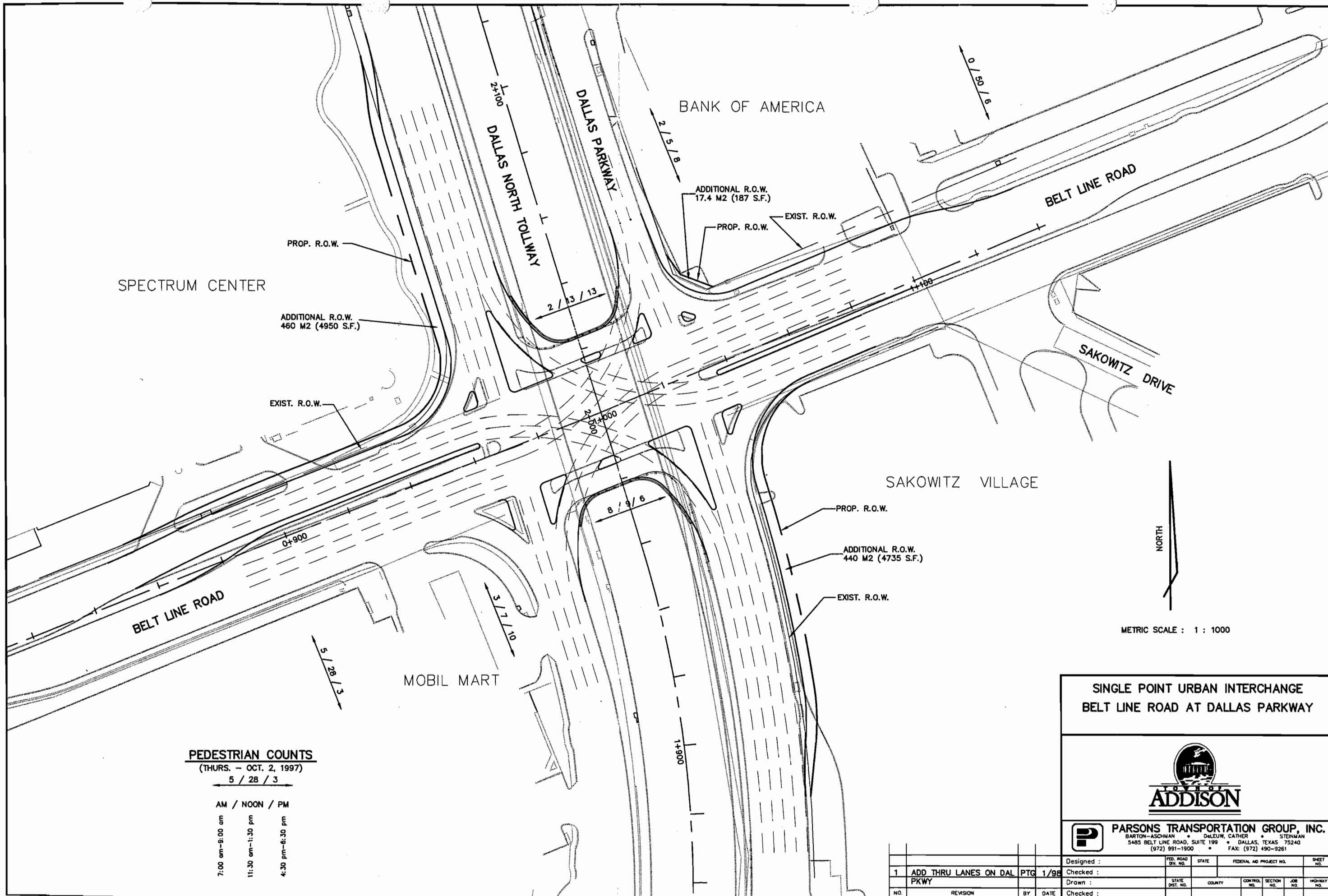
AM / NOON / PM		
7:00 am-9:00 am	11:30 am-1:30 pm	4:30 pm-6:30 pm

**SINGLE POINT URBAN INTERCHANGE  
BELT LINE ROAD AT DALLAS PARKWAY**



**PARSONS TRANSPORTATION GROUP, INC.**  
 BARTON-ASCHMAN • D'ARLINO, CATHAR • STENHMAN  
 5485 BELT LINE ROAD, SUITE 199 • DALLAS, TEXAS 75240  
 (972) 991-1900 • FAX: (972) 490-9281

DESIGNED :	FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
1. ADD THRU LANES ON DAL PKWY				
CHECKED :	DATE	COUNTY	CONTROL NO.	SECTION NO.
DRAWN :	BY	DATE	JOB NO.	HIGHWAY NO.



SPECTRUM CENTER

BANK OF AMERICA

PROP. R.O.W.

ADDITIONAL R.O.W.  
460 M2 (4950 S.F.)

EXIST. R.O.W.

ADDITIONAL R.O.W.  
17.4 M2 (187 S.F.)

PROP. R.O.W.

EXIST. R.O.W.

BELT LINE ROAD

SAKOWITZ DRIVE

SAKOWITZ VILLAGE

PROP. R.O.W.

ADDITIONAL R.O.W.  
440 M2 (4735 S.F.)

EXIST. R.O.W.

NORTH

METRIC SCALE : 1 : 1000

MOBIL MART

**PEDESTRIAN COUNTS**  
(THURS. - OCT. 2, 1997)  
5 / 28 / 3

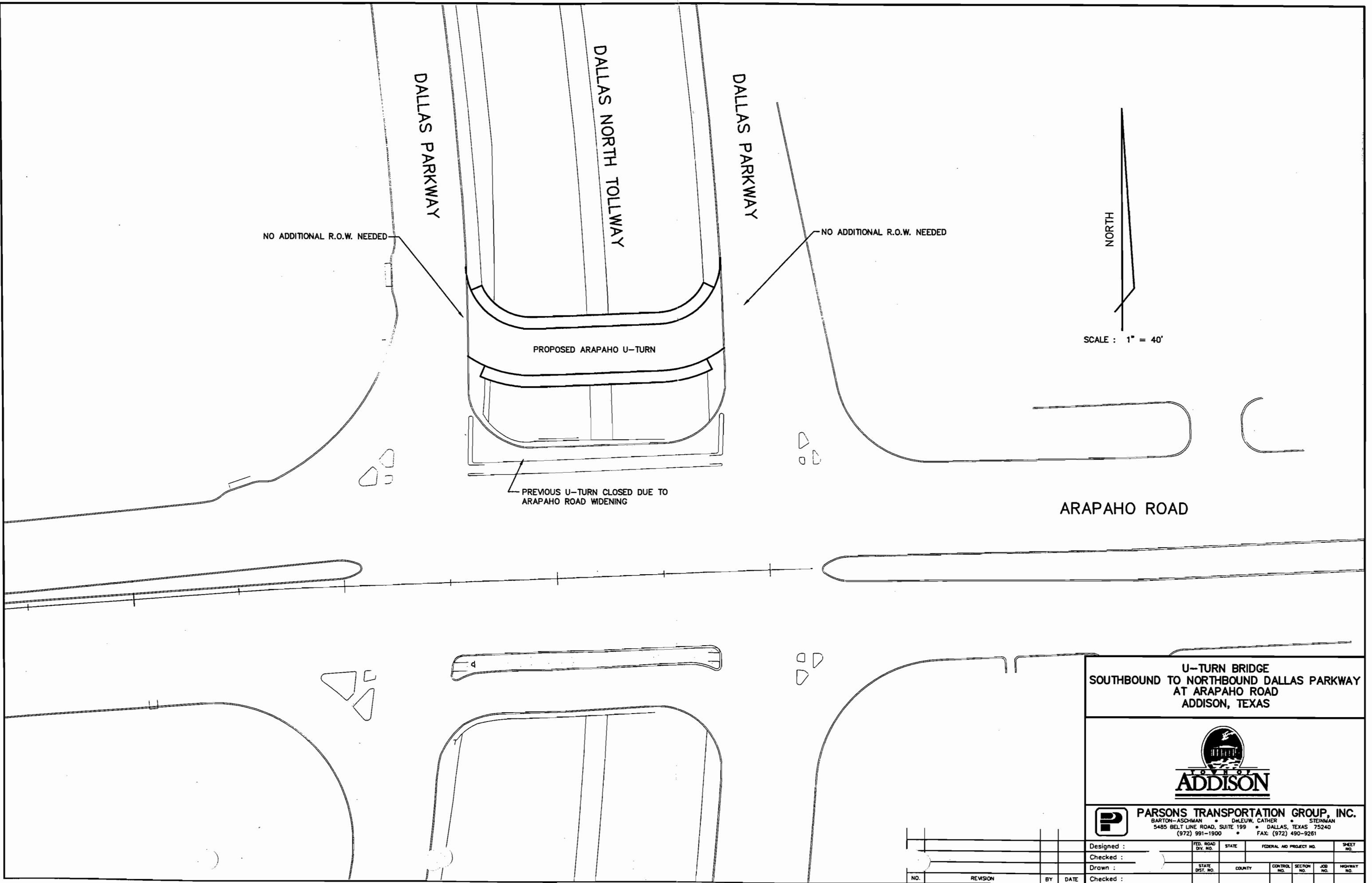
AM / NOON / PM		
7:00 am-9:00 am	11:30 am-1:30 pm	4:30 pm-6:30 pm

**SINGLE POINT URBAN INTERCHANGE  
BELT LINE ROAD AT DALLAS PARKWAY**



**PARSONS TRANSPORTATION GROUP, INC.**  
BARTON-ASCHMAN • DALLEW, CATHER • STENMAN  
5485 BELT LINE ROAD, SUITE 199 • DALLAS, TEXAS 75240  
(972) 991-1900 • FAX: (972) 490-9261

1	ADD THRU LANES ON DAL PKWY	PTG	1/98	Designed :	FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
				Checked :				
				Drawn :	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.
				Checked :				JOB NO. HIGHWAY NO.



NO ADDITIONAL R.O.W. NEEDED

DALLAS PARKWAY

DALLAS NORTH TOLLWAY

DALLAS PARKWAY

NO ADDITIONAL R.O.W. NEEDED

PROPOSED ARAPAHO U-TURN

NORTH

SCALE : 1" = 40'

PREVIOUS U-TURN CLOSED DUE TO ARAPAHO ROAD WIDENING

ARAPAHO ROAD

U-TURN BRIDGE  
SOUTHBOUND TO NORTHBOUND DALLAS PARKWAY  
AT ARAPAHO ROAD  
ADDISON, TEXAS



**PARSONS TRANSPORTATION GROUP, INC.**  
BARTON-ASCHMAN • DELEUW, CATHER • STEINMAN  
5485 BELT LINE ROAD, SUITE 199 • DALLAS, TEXAS 75240  
(972) 991-1900 • FAX: (972) 490-9261

DESIGNED :	FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
CHECKED :	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.
DRAWN :	NO.	REVISION	BY	DATE
CHECKED :				



DALLAS

COLLIN COUNTY  
DALLAS COUNTY

DALLAS NORTH TOLLWAY

MILLS ROAD

CITY LIMITS

MIDWAY ROAD

CITY LIMITS

ADDISON ROAD

DALLAS NORTH TOLLWAY

ADDISON AIRPORT

CARROLLTON

DALLAS

CITY LIMITS

COMMERCIAL DR

SURVEYOR BLVD

RUNYON RD

BELT LINE ROAD

MIDWAY ROAD

BELTWAY DR

QUORUM DR

INWOOD ROAD

DALLAS NORTH TOLLWAY

BELT LINE ROAD

BELT LINE ROAD

CITY LIMITS

MARSH LANE

MIDWAY ROAD

FARMERS  
BRANCH

FARMERS  
BRANCH

DALLAS

SPRING VALLEY RD

CITY LIMITS



TOWN OF  
**ADDISON**

LEGEND



SIGNAL TIMING AND

HARDWARE UPGRADE LOCATION

BELT LINE ROAD SIGNAL TIMING  
AND HARDWARE UPGRADE