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NO. 753 1/3

ESSELTE

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Jim =
for your
FILE
RJ

Mike Murphy

From: Angela Carson [acarson@nctcog.org]
Sent: Wednesday, July 30, 2003 4:55 PM
To: Aaron Russell; Abel Saldana; Alan Hendrix, P.E.; Arturo Serna; Bernard J. Vokoun, P.E.; Beth Ramirez, P.E.; Billy Hardie; Brian Barth, P.E.; Brian K. Shewski; Bruce Russell; Carla Forman; Cecil Hollingsworth; Cesar Molina, Jr., P.E.; Charles Conrad; Charles F. Dibrell, III, P.E.; Charles Tucker, P.E.; Chris Burkett, P.E.; Christa Sharpe; Cinde Weatherby-Billiand; Cissy Sylo; Curt Caldwell, P.E.; Dana Burghdoff; David Davis, P.E.; David Gattis; Edith Ngwa, Ph.D.; Frank Davis; Ghaleb M. Sunna; Gregory Van Nieuwenhuize; Ivan Nicodemus; Jack Wierzenski; Jeff Chambers; Jim Cline; Jim Driscoll; Jim Sparks; Jim Stone; Joe Ternus; John Blain; John Polster; Jon Fortune; Judy Johnson; Keith Manoy; Keith Melton, P.E.; Ken Griffin; Ken Melston, P.E.; Kent Colling, P.E.; Lloyd Denman; Lloyd Neal; Margie McAllister; Mark A. Young, P.E.; Mark Bouma; Mayela Sosa; Michael Copeland; Michael Curtis; Michael McAnelly; Michelle Saye; Mike Murphy; Mike Nicely; Nancy Amos; Patrick Baugh; Paul Luedtke, P.E.; Pete Breitenbach; Ramana Chinnakotla; Randy Skinner; Renee Lamb; Rick Berry; Robert Green, P.E.; Robert Wunderlich, P.E.; Roland Castaneda; Ronald Young, P.E.; Rondell Fagan; Ronnie Bell; Ruben Delgado, P.E.; Sam Wilson; Senator Jane Nelson; Steve Terrell; Terry Sams, P.E.; Tim Juarez; Tom Johnson; Tom Shelton; Tom Simerly; Tom Walton; Trip Brizell; Wallace Ewell, P.E.; Walter Ragsdale, P.E.; Wes McClure, P.E.; Wilma Smith
Cc: Dan Rocha; Dawn Wills; Chris Klaus; Christie Jestis
Subject: Project Inventory for SIP Commitments
Importance: High

As discussed at the July 25, 2003 meeting of the Surface Transportation Technical Committee, NCTCOG is conducting an inventory of all 100% locally-funded Transportation Control Measures that have been completed since 1999. Projects that will be completed between now and December 2007 should also be listed. These locally-funded projects will help the region meet our commitments in the State Implementation Plan for air quality, and will free up future STP-MM and CMAQ funds for other needed improvements. Please see attached letter and respond by August 7, 2003...DanR

<<TCM letter 7-30-03.pdf>>

Robin - See me

Dan Rocha, Principal Transportation Planner
 North Central Texas Council of Governments
 P.O. Box 5888, Arlington, TX 76005-5888
 817-695-9265 phone
 817-640-3028 fax
 drocha@nctcog.org
<http://www.nctcog.org/>

Robin, Steve
 J.P.

J.P.
 GET WITH ROBIN & STEVE TO
 CREATE A LIST OF QUALIFYING PROJECTS
 Thomas
 mh

8/20/2003



North Central Texas Council Of Governments

TO: The Surface Transportation Technical Committee
and Other Interested Parties

DATE: July 30, 2003

FROM: Dan Rocha
Principal Transportation Planner

SUBJECT: Inventory of Locally-Funded Transportation Control Measures

As discussed at the July 25, 2003 meeting of the Surface Transportation Technical Committee, NCTCOG is conducting an inventory of all 100% locally-funded Transportation Control Measures that have been completed since 1999. Projects that will be completed between now and December 2007 should also be listed. These locally-funded projects will help the region meet our commitments in the State Implementation Plan for air quality, and will free up future Surface Transportation Program – Metropolitan Mobility (STP-MM) and Congestion Mitigation and Air Quality (CMAQ) funds for other needed improvements.

Your help is needed in this effort. Please list all projects your organization has completed, or will complete between January 1999 and December 2007, ~~that are 100% locally-funded (no CMAQ, STP-MM or transit formula funds)~~. We are interested in the following project types:

- Alternative Fuel Vehicle Conversions
- Bicycle/Pedestrian Facilities
- Grade Separations
- Intersection Improvements
- Park-N-Ride Lots
- Traffic Signal Improvements (Interested in projects in 2002-2007 that provide mobility improvements.)

For each specific project, the following information is needed in order for the project to be identified as a State Implementation Plan (SIP) commitment:

Project Type (from list above)


Project Location (including From & To, or A Street/B Street)

Brief Description (e.g., added dual left turns on north and south approaches, signal optimization)

- Date project was implemented or will be implemented

July 30, 2003

Please fax your information to me at 817-640-3028, or send it via e-mail to drocha@nctcog.org. The information needs to be sent by August 7, 2003. For e-mail submittals, any format (Excel, Word, etc.) will be accepted. Thank you for helping us with this important inventory. If you have questions, please call Christie Jestis or me at 817-685-9240.


Dan Rocha

DR:ac

cc: 2002-2003 UPWP Element 3.01 Project File



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

March 25, 2003

Mr. James Pierce, P. E.
Assistant City Engineer
Department of Public Works
Town of Addison
P. O. Box 9010
Addison, TX 75001-9010

Re: LAP/CMS FY 2003 Second Quarter Report

Dear Mr. Pierce:

Attached is the FY 2003 Second Quarter Report for the Town of Addison LAP/CMS programs.

If I can be of further assistance, please call me at 214/749-2764 or Julie Rodriguez at 214/749-2831.

Sincerely,

A handwritten signature in black ink, appearing to read "Trip", is written over a horizontal line.

Trip Brizell
Senior Manager
Capital Planning & Development

TB:jr

Attachments

cc Randy

ADDISON CAPITAL ASSISTANCE PROGRAM

PROJECT #	PROJECT NAME	DATE APPROVED	APPROVED AMOUNT	AMOUNT TO BE REPROGRAMMED	EXPENDITURES DURING FY99-00	EXPENDITURES DURING FY91-92	EXPENDITURES DURING FY92-94	EXPENDITURES DURING FY95	EXPENDITURES DURING FY96	EXPENDITURES DURING FY97	EXPENDITURES DURING FY98	EXPENDITURES DURING FY99	EXPENDITURES DURING FY00	EXPENDITURES DURING FY01	EXPENDITURES DURING FY02	TOTAL AMOUNT PAID PER PROJECT	PROGRAMMED FUNDS NOT YET PAID
	Per Resolution #260276, the Board approved an additional allocation to take effect FY 1999. This is actually a transfer from CMS to fund a shortage in CAP.	04/14/96	\$64,084.43														
STAFF APPROVAL	Addison Road/Excof Way (Intersection Improvements) per Resolution #60184 Payment For Staff Approval, transfer \$40,000 to fund a new LAP/CMS project Westgrove/Sojourn Intersection Improvements	10/22/90 09/28/93 02/28/00	\$348,000.00 (\$40,000.00) \$308,000.00								\$69,200.00					\$69,200.00	\$236,800.00
	TRANSFER TO TAP ACCOUNT FOR PAVEMENT MAINT. & THOROUGHFARE PLAN STAFF SALARIES Project Completed	12/16/99 10/01/00	\$19,712.40 \$5,859.50 \$24,572.00		\$24,572.00											\$24,572.00	\$0.00
	TRANSFER TO TAP ACCOUNT TO HELP FUND SALARY FOR CITY ENGINEER Project Completed	10/23/00	\$4,672.93 \$4,672.93			\$4,672.93										\$4,672.93	\$0.00
	Belt Line - Quorum/Midway Intersections PASS PROJECT Belt Line/Quorum Belt Line/Midway Right-of-Way Acquisition Payment	10/23/90 10/23/90 10/23/90 04/11/95 09/19/01	\$187,000.00 \$78,606.00 \$508,000.00 \$773,606.00										\$452,058.17			\$452,058.17	\$187,000.00 \$0.00 \$78,606.00 \$85,941.83
	BELT LINE/ADDISON RD INTERSECT ADDITIONAL FUNDS Payment Payment Payment Project Completed Under Budget and funds transferred to the Keller Springs/N. Dallas Tollway Project Additional funding per Town of Addison's letter dated 02/07/01 Payment	10/23/90 11/26/91 03/17/93 11/01/93 04/11/95 04/11/95 2/12/01 09/19/01	\$132,660.00 \$53,040.00 \$12,505.00 \$151,277.38 \$170.00 (\$31,947.64) \$3,794.00 \$167,846.38				\$12,505.00 \$151,277.38	\$170.00								\$167,846.38	\$0.00
	MONTFORT/BELT LINE INTERSECT Payment Payment Payment Payment Project Completed Under Budget and funds transferred to the Keller Springs/N. Dallas Tollway Project Town of Addison refunded LAP/CMS in the amount of \$122,522. Out of this amount, \$18,610. is a refund for this proj. which then should be reprogrammed to fund other projects per 2/7/01 correspondence Reprogram \$18,610. to help fund other projects per 2/7/01 Town of Addison correspondence	10/23/90 03/17/93 02/10/94 10/04/94 04/11/95 04/11/95 02/12/01 02/12/01	\$125,000.00 \$19,926.00 \$58,094.42 \$8,128.66 \$3,622.75 (\$37,258.17) \$18,610.00 (\$18,610.00) \$87,741.83				\$19,926.00 \$58,094.42 \$8,128.66	\$3,622.75								\$87,741.83	\$0.00
	TRAFFIC SIGNAL IMPROVEMENTS Payment Project Completed 10/4/94	10/23/90 10/04/94	\$20,400.00 \$20,400.00			\$20,400.00										\$20,400.00	\$0.00
	SIDEWALK/BIKE BENCH PADS Project Completed Under Budget Use the reprogrammed money according to Resolution #872172 per Tom Flynn: Reprogram \$3,211.70 into the Arapaho Road Realignment project. Project to remain closed. Additional funding per Town of Addison's letter dated 02/07/01 Payment	11/26/91 04/11/95 09/09/97 02/12/01 09/19/01	\$41,000.00 \$3,394.30 (\$3,211.70) \$1,026.00 \$38,814.30				\$34,404.00 \$3,394.30							\$1,026.00		\$38,814.30	\$0.00
	ADDISON/WEST GROVE INTERSECT. Payment Payment Payment Payment and project completed. Reprogram balance per 8/27/96 letter	11/25/91 03/17/93 04/11/95 03/14/96 10/22/96	\$125,000.00 \$9,500.00 \$88,055.18 \$14,163.23 \$111,592.35				\$9,500.00	\$88,055.18	\$14,163.23							\$111,592.35	\$0.00

ADDISON CAPITAL ASSISTANCE PROGRAM

PROJECT #	PROJECT NAME	DATE APPROVED	APPROVED AMOUNT	AMOUNT TO BE REPROGRAMMED	EXPENDITURES DURING FY89-90	EXPENDITURES DURING FY91-92	EXPENDITURES DURING FY93-94	EXPENDITURES DURING FY95	EXPENDITURES DURING FY96	EXPENDITURES DURING FY97	EXPENDITURES DURING FY98	EXPENDITURES DURING FY99	EXPENDITURES DURING FY00	EXPENDITURES DURING FY01	EXPENDITURES DURING FY02	TOTAL AMOUNT PAID PER PROJECT	PROGRAMMED FUNDS NOT YET PAID	
	Payment Additional funds transferred from Belt Line/Monfort and Belt Line/ Addison Rd. Projects	04/11/95						\$35,825.00										
	Payment Additional funding per Town of Addison's letter dated 02/07/01	04/11/95 03/14/96 10/22/96	\$69,205.47						\$232,043.44	\$27,487.00						\$295,630.47	\$0.00	
	Payment Additional funding per Town of Addison's letter dated 02/07/01	02/12/01	\$275.00											\$275.00				
	SUBTOTAL THIS PROJECT		\$295,630.47															
	EXT ARAPAHO FROM NO DALLAS TOLLWAY TO MARSH LANE PHASE I	10/26/93	\$255,000.00					\$255,000.00								\$450,105.00	\$0.00	
	Payment Additional funding per Town of Addison's letter dated 02/07/01	02/10/94 02/7/01	\$195,105.00											\$195,105.00				
	Payment SUBTOTAL THIS PROJECT	09/18/01	\$450,105.00															
	WESTGROVE/SOJOURN INTER. IMPV.	02/16/94	\$175,000.00															
	Payment Payment Payment Payment and project completed. Reprogram balance per 0/27/96 letter. Use the reprogrammed money according to Resolution #970172 per Tom Ryden: Reprogram \$45,856.01 into the Arapaho Road Realignment project. Project to remain closed.	09/30/94 04/11/95 03/14/96 10/22/96 09/09/97			\$15,570.00	\$93,858.00	\$18,492.77			\$3,123.22						\$129,143.99	\$0.00	
	SUBTOTAL THIS PROJECT		\$129,144.00															
	ARAPAHO REALIGNMENT/EXTENSION	02/16/94	\$803,000.00															
	Additional Funds Additional Funds Payment Payment Additional Funds Payment Additional Funds per Resolution #970172 Transferred \$139,170 from the Midway/Lindberg project to fund this (Arapaho) project per Resolution #970172 Transferred \$42,075 from the Midway/Beltway project to fund this (Arapaho) project per Resolution #970172 Transferred \$70,720 from the Midway/Greenhill project to fund this (Arapaho) project per Resolution #970172 Continued on LAP/CMS with a programmed amount of \$844,592. Payment Transfer from Belt Line/Marsh Ln. project per Resol. #970172 Transfer from Westgrove/Sojourn project per Resol. #970172 Transfer from Sidewalk Bus Bench Pads project per Resol. #970172 Transfer from Addison/Westgrove project per Resol. #970172 Payment	09/13/94 10/01/94 04/11/95 03/14/96 10/01/95 05/20/96 09/09/97 09/09/97 09/09/97 09/09/97 09/09/97 09/09/97 09/09/97 09/09/97 09/09/97 09/09/97 09/09/97 09/09/97 09/09/97 02/18/98	\$1,200,000.00 \$900,000.00 \$620,559.00 \$283,138.22 \$139,170.00 \$42,075.00 \$70,720.00 \$41,359.86 \$45,956.01 \$3,211.70 \$13,407.64		\$184,715.00	\$9,500.00	\$553,492.70		\$1,014,625.00							\$4,162,497.43	\$0.00	
	SUBTOTAL THIS PROJECT		\$4,162,497.43															
	BELT LINE RD. / BUSINESS DR.	02/16/94	\$200,000.00															
	Additional Funds Payment Payment (and Project Complete) Additional funding per Town of Addison's letter dated 02/07/01 Payment	08/14/94 10/04/94 04/12/95 02/7/01 09/18/01	\$50,000.00 \$81,763.00			\$225,000.00	\$25,000.00							\$81,763.00			\$331,763.00	\$0.00
	SUBTOTAL THIS PROJECT		\$331,763.00															
	TOTAL		\$7,992,089.82	\$0.00	\$24,572.00	\$4,672.83	\$1,547,282.54	\$435,890.83	\$1,150,755.13	\$1,094,584.65	\$2,469,164.73	\$0.00	\$0.00	\$736,849.17	\$0.00	\$7,433,741.98	\$558,347.83	
	TOTAL DISBURSEMENTS ALL YEARS						\$7,433,741.98											

Project(s) Completed/Closed

**SUMMARY STATUS REPORT: 3/31/03
(CAP ASSISTANCE FUNDS - ONLY)**

FUNDS PROGRAMMED **\$7,992,089.82**
Funds Allocated thru FY 96 **\$6,162,392.00**

PROJECT #	PROJECT NAME	DATE APPROVED	FUNDS PROGRAMMED	UNPROGRAMMED BALANCE BY PROJECT	ADDITIONAL LOCAL ASSISTANCE PROGRAM CONGESTION MANAGEMENT SYSTEM (LAP/CMS)				TOTAL PAID TO DATE	PROGRAMMED FUNDS NOT YET PAID
					EXPENDITURES DURING FY 88	EXPENDITURES DURING FY 89	EXPENDITURES DURING FY 90	EXPENDITURES DURING FY 90A		
00001000	Technical Assistance per Resolution #890076 Payment	04/14/88 06/17/88	\$34,000.00 \$34,000.00		\$34,000.00				\$34,000.00	\$0.00
	SUBTOTAL THIS PROJECT								\$34,000.00	\$0.00
00001000	Keller Springs/Addison Road Intersection Improvements per Resolution #800078 Payment	04/14/86 06/17/86	\$250,000.00		\$250,000.00				\$350,000.00	\$0.00
	Additional funding per Resolution #800142 Payment	06/10/89 09/07/89	\$100,000.00 \$350,000.00		\$100,000.00 \$100,000.00				\$100,000.00	\$0.00
	SUBTOTAL THIS PROJECT								\$350,000.00	\$0.00
00001000	Apache Realignment/Extension Per Resolution #970172. Payment	09/09/87 10/21/87	\$844,582.00		\$844,582.00				\$168,919.40	\$0.00
	Additional funding per Resolution #980076 Payment	02/18/88 04/14/88	\$546,260.57		\$546,260.57				\$575,073.60	\$0.00
	Additional funding per Resolution #990142 Payment	06/17/88 07/29/88			\$110,356.00 \$436,024.67				\$110,356.00 \$436,024.67	\$0.00
	Additional funding per Resolution #000089 Payment	08/10/89 09/07/89	\$1,056,738.00		\$1,056,738.00				\$1,056,738.00	\$0.00
	Additional funding per Resolution #000099 Payment	08/12/00 07/07/00	\$50,000.00 \$2,497,610.57		\$50,000.00 \$2,497,610.57				\$50,000.00	\$0.00
	SUBTOTAL THIS PROJECT								\$2,497,610.57	\$0.00
00001000	Belt Line, Quorum & Midway Intersections Per Resolution #970172. Payment	09/09/87 10/21/87	\$850,000.00		\$850,000.00				\$170,000.00	\$535,966.00
	Additional funding per Resolution #990076 Payment	01/29/03 04/14/88	\$850,000.00 \$266,000.00		\$850,000.00 \$266,000.00				\$50,000.00 \$52,800.00	\$0.00
	Town of Addison refunded LAP/CMS in the amount of \$102,800.00 to help fund other projects per Town of Addison correspondence dated 2/7/01.	02/12/01	(\$102,800.00)		(\$102,800.00)					\$0.00
	Program balance of \$216,200.00 to help fund other projects per Town of Addison correspondence dated 2/7/01.	02/12/01	(\$216,200.00)		(\$216,200.00)					\$0.00
	SUBTOTAL THIS PROJECT								\$144,044.00	\$535,966.00
00001000	Technical Assistance Program Per Resolution #970172 Payment	09/09/87 10/21/87	\$34,000.00		\$34,000.00				\$34,000.00	\$0.00
	SUBTOTAL THIS PROJECT								\$34,000.00	\$0.00
00001000	Keller Springs/Quorum Intersection Per Resolution #670172 Payment	09/09/87 10/21/87	\$350,000.00		\$350,000.00				\$350,000.00	\$0.00

ADDISON LOCAL ASSISTANCE PROGRAM/CONGESTION MANAGEMENT SYSTEM (LAP/CMS)

PROJECT #	PROJECT NAME	DATE APPROVED	FUNDS PROGRAMMED	UNPROGRAMMED BALANCE BY PROJECT	EXPENDITURES DURING FY 99			EXPENDITURES DURING FY 2000			EXPENDITURES DURING FY 2001			TOTAL PAID TO DATE	PROGRAMMED FUNDS NOT YET PAID	
3	Per Resolution #880258, transfer remaining (left over) funds from 2 LAP/CMS projects as shown below. However, there will be no physical transfer of money between the Town of Addison and DART. The Town of Addison will keep the money in their own account.	11/10/98														
	Note: Railroad Crossing/Surveyor: \$56,860 - Midway/Dodley Intersection: \$8,564.94	11/10/99														
	Note: Actual total programmed for this Project: \$315,824.94	11/10/98														
	Additional funding per Resolution #890142	02/10/99		\$44,175.06										\$294,175.06	\$0.00	
	Payment	09/07/99		\$294,175.06		\$44,175.06								\$126,035.00	\$0.00	
	SUBTOTAL THIS PROJECT															
	Midway Road & Dodley Intersection Improvements per Resolution #970046	03/25/97		\$135,000.00												
	Payment	04/23/97														
	Actual cost of this project was \$126,035. The remaining \$8,965 will be applied to the Keller Springs/Quorum project per Resolution #880258. The Town of Addison has the actual remaining money.															
	(\$8,965.00)															
	2	Town of Addison refunded LAP/CMS in the amount of \$122,522. Out of this amount, \$900, is a refund for this proj. which then should be reprogrammed to fund other projects per 2/7/01 correspondence	02/12/01		\$900.00											
Reprogram \$900. to help fund other projects per 2/7/01 Town of Addison correspondence		02/12/01		(\$900.00)												
SUBTOTAL THIS PROJECT																
Railroad Crossing Replacement on Surveyor Rd.		10/23/96		\$100,000.00												
Actual cost of this project was \$43,146. The remaining \$56,860 will be applied to the Keller Springs/Quorum project per Resolution #880258. The Town of Addison has the actual money.																
1	Additional funding per Town of Addison's letter dated 02/07/01	02/12/01		\$910.00												
	Payment	09/18/01														
	SUBTOTAL THIS PROJECT															
Technical Assistance Program	10/23/96		\$4,000.00													
Payment	11/19/96															
SUBTOTAL THIS PROJECT																
TOTAL					\$6,401,865.13	\$0.00			\$2,231,672.57	\$1,296,908.06	\$373,708.00	\$66,496.00	\$59,063.50	\$1,323,667.00	\$5,560,601.13	\$2,882,634.00
Total Disbursements All Years: \$5,560,501.13																

PROJECT #	PROJECT NAME	DATE APPROVED	FUNDS PROGRAMMED	UNPROGRAMMED BALANCE BY PROJECT	ADDITIONAL LOCAL ASSISTANCE PROGRAM/CONGESTION MANAGEMENT SYSTEM (LAP/CMS)										TOTAL PAID TO DATE	PROGRAMMED FUNDS NOT YET PAID
					EXPENDITURES DURING FY 97	EXPENDITURES DURING FY 98	EXPENDITURES DURING FY 99	EXPENDITURES DURING FY 2000	EXPENDITURES DURING FY 2001	EXPENDITURES DURING FY 2002	EXPENDITURES DURING FY 2003	EXPENDITURES DURING FY 2004	EXPENDITURES DURING FY 2005	EXPENDITURES DURING FY 2006		

SUMMARY STATUS REPORT: 30483

FUNDS PROGRAMMED
 \$6,401,965.13

Funds Allocated for FY 97 thru 03
 (Plus) Funds transferred to CMS from CAP
 (Less) Total Paid to Date
 (Less) Total transferred from CMS to CAP
 Account Balance
 (Less) Programmed Funds Not Yet Paid
 Unprogrammed Balance (currently available)
 \$6,752,010.00
 \$40,000.00
 \$6,580,601.13
 \$230,053.43
 \$2,881,455.44
 \$2,662,834.00
 \$18,821.44

FUTURE 2004 Projected Allocations: \$1,273,232.00

		LAP		COG
ROAD A	ROAD B	TYPE	APPROVAL DATES	PROJECT?
ADDISON RD	EXCEL WAY	INTERSECTION	96-98	
ADDISON RD	EXCEL WAY	Same project	01	
WESTGROVE	SOJOURN	INTERSECTION	00	
BELTLINE	QUORUM	INTERSECTION	90	3076.0003
BELTLINE	QUORUM	INTERSECTION	97-03	
BELTLINE	MIDWAY	INTERSECTION	90	3076.0002
BELTLINE	MIDWAY	INTERSECTION	97-03	
BELTLINE	ADDISON	INTERSECTION	90-95	3076.0001
MIDWAY	LINDBERG	INTERSECTION	91-93	2332.0005
MIDWAY	BELTWAY	INTERSECTION	91-93	2332.0004
MIDWAY	GREENHILL	INTERSECTION	91-93	NONE
BELTLINE	MARSH	INTERSECTION	91-96	2208.0001
BELTLINE	N DALLAS TOLLWAY	INTERSECTION	93-96	779.0000
BELTLINE	N DALLAS TOLLWAY	INTERCHANGE	97-98	
KELLER SPRINGS	N DALLAS TOLLWAY	INTERSECTION	93-95	2228.0015
				783.0027
				80002.0052
WESTGROVE	SOJOURN	INTERSECTION	94-96	
WESTGROVE	SOJOURN	INTERSECTION	00	
BELTLINE	BUSINESS DR	Intersection	94-95	
TOWNWIDE SIGNALS UPGRADE		SIGNAL	02-03	??
KELLER SPRINGS	ADDISON	INTERSECTION	98-99	
KELLER SPRINGS	QUORUM	INTERSECTION	97	
MIDWAY	DOOLEY	INTERSECTION	97-98	2332.0007

DATE	TYPE	DATE THIS PROJECT WAS COMPLETED	BRIEFLY DESCRIBE WORK THAT WAS DONE
		1998	Intersection Widening project
		?	?
1996	SIGNAL	2000	Intersection Widening project
		1990	Intersection Widening project
		2001	Intersection Widening project
1996		1998	Intersection Widening project
		2001	Intersection Widening project
1996		1994	Intersection Widening project
2005	SIGNAL	?	Not constructed
2005	SIGNAL	?	Not constructed
		?	Not constructed
2005		1997	Intersection Widening project
2005		1996	Intersection Widening project
		1998	Planning for Single Point Urban Interchange
1996		1996	Intersection Widening project
1999		1999	Intersection Widening project
NONE		?	?
		1996	Intersection Widening project Duplication, see first Westgrove entry top page
		1994	Intersection Widening project
			Not constructed
	SIGNAL	1999	Intersection Widening project
		1998	Intersection Widening project
2005		1997	Traffic Signal Installation

ROAD A	ROAD B	TYPE	LAP APPROVAL DATES	COG PROJECT?	DATE	TYPE	DATE THIS PROJECT WAS COMPLETED	BRIEFLY DESCRIBE WORK THAT WAS DONE
ADDISON RD	EXCEL WAY	INTERSECTION	96-98				? 1998	INTERSECTION WIDENING
ADDISON RD	EXCEL WAY	IS THIS THE SAME PROJECT, OR ANOTHER ONE?	01				?	?
WESTGROVE	SOJOURN	INTERSECTION	00				? 2000	E/B RIGHT TURN LANE FOR TRUCKS, BUSES
BELTLINE	QUORUM	INTERSECTION	90	3076.0003	1996	SIGNAL	? 1990	WIDENING PROJECT ?
BELTLINE	QUORUM	INTERSECTION	97-03				? 2001	SAME ?
BELTLINE	MIDWAY	INTERSECTION	90	3076.0002	1996		? 1998	RIGHT OF WAY + CONSTRUCTION OF DUAL LEFT TURN LANES AND FREE RIGHT TURN LANES
BELTLINE	MIDWAY	INTERSECTION	97-03				? 2001	
BELTLINE	ADDISON	INTERSECTION	90-95	3076.0001	1996		94 ?	WIDENED INTERSECTION + ADDED DUAL LEFT TURN + FREE RIGHT TURN LANES
MIDWAY	LINDBERG	INTERSECTION	91-93	2332.0005	2005	SIGNAL	NOT CONSTRUCTED	?
MIDWAY	BELTWAY	INTERSECTION	91-93	2332.0004	2005	SIGNAL	NOT CONSTRUCTED	?
MIDWAY	GREENHILL	INTERSECTION	91-93	NONE			NOT CONSTRUCTED	?
BELTLINE	MARSH	INTERSECTION	91-96	2208.0001	2005		97 ?	DUAL LEFT TURN + FREE RIGHT TURN LANES
BELTLINE	N DALLAS TOLLWAY	INTERSECTION	93-96	779.0000	2005		96 ?	FREE RIGHT TURN LANE ?
BELTLINE	N DALLAS TOLLWAY	INTERCHANGE	97-98				98-05 ?	PLANNING FOR SPUI ?
KELLER SPRINGS	N DALLAS TOLLWAY	INTERSECTION	93-95	2228.0015	1996		96 ?	RIGHT TURN LANE E/O TO ? S/B
				783.0027	1999	?	?	WIDENING PROJECT ?
				80002.0052	NONE	?	?	?
WESTGROVE	SOJOURN	INTERSECTION	94-96				? 96	?
WESTGROVE	SOJOURN	INTERSECTION	00				? 00	?
BELTLINE	BUSINESS DR	TYPE OF IMPROVEMENT	94-95				? 94	INTERSECTION WIDENING ?
TOWNWIDE SIGNALS UPGRADE		SIGNAL	02-03	??			NOT BUILT	UPGRADE ALL SIGNAL EQUIPMENT - CITY WIDE
KELLER SPRINGS	ADDISON	INTERSECTION	98-99			SIGNAL	? 99	INTERSECTION WIDENING ?
KELLER SPRINGS	QUORUM	INTERSECTION	97				? 98	INTERSECTION WIDENING ?
MIDWAY	DOOLEY	INTERSECTION	97-98	2332.0007	2005		? 97	? + SIGNAL INSTALLATION



FREE RIGHT TURN LANES

ROAD A	ROAD B	TYPE	LAP APPROVAL DATES	COG PROJECT?	DATE	TYPE	DATE THIS PROJECT WAS COMPLETED	BRIEFLY DESCRIBE WORK THAT WAS DONE
ADDISON RD	EXCEL WAY	INTERSECTION	96-98				?	?
		IS THIS THE SAME PROJECT, OR ANOTHER ONE?						
ADDISON RD	EXCEL WAY		01				?	?
WESTGROVE	SOJOURN	INTERSECTION	00				?	?
BELTLINE	QUORUM	INTERSECTION	90	3076.0003	1996	SIGNAL	?	} Same
BELTLINE	QUORUM	INTERSECTION	97-03				?	
BELTLINE	MIDWAY	INTERSECTION	90	3076.0002	1996		?	
BELTLINE	MIDWAY	INTERSECTION	97-03				?	?
BELTLINE	ADDISON	INTERSECTION	90-95	3076.0001	1996		?	?
MIDWAY	LINDBERG	INTERSECTION	91-93	2332.0005	2005	SIGNAL	?	?
MIDWAY	BELTWAY	INTERSECTION	91-93	2332.0004	2005	SIGNAL	?	?
MIDWAY	GREENHILL	INTERSECTION	91-93	NONE			?	?
BELTLINE	MARSH	INTERSECTION	91-96	2208.0001	2005		?	?
BELTLINE	N DALLAS TOLLWAY	INTERSECTION	93-96	779.0000	2005		?	?
BELTLINE	N DALLAS TOLLWAY	INTERCHANGE	97-98				?	?
KELLER SPRINGS	N DALLAS TOLLWAY	INTERSECTION	93-95	2228.0015	1996		?	?
				783.0027	1999		?	?
				80002.0052	NONE		?	?
WESTGROVE	SOJOURN	INTERSECTION	94-96				?	?
WESTGROVE	SOJOURN	INTERSECTION	00				?	?
		TYPE OF						
BELTLINE	BUSINESS DR	IMPROVEMENT	94-95				?	?
TOWNWIDE SIGNALS UPGRADE		SIGNAL	02-03	??			?	?
KELLER SPRINGS	ADDISON	INTERSECTION	98-99			SIGNAL	?	?
KELLER SPRINGS	QUORUM	INTERSECTION	97				?	?
MIDWAY	DOOLEY	INTERSECTION	97-98	2332.0007	2005		?	?

1999 NCTCOG Call for Projects
Point Location Projects

1	2	3	4	5	13	14
Project Name/Location	Project Type (choose from list)	Number of Locations	Project Description	Project Comment	Estimated Construction Start Date (MM/YY)	Estimated Time to Complete (months)
Belt Line/Dallas Parkway Single Point Urban Interchange	Intersection Improvement, Traffic Signal Improvement	One 1	Construct modifications (widening) to the Belt Line Road bridge over the Tollway to allow the interchange to act as a single intersection instead of two.	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%	Dec., 2002	0018

*Is segment part of a segment progression -
yes - part of Belt line - covered under
a different project.*

Beth Ramsey/city of Dallas -

1999 NCTCOG Call for Projects
Point Location Projects

1 Project Name/Location	2 Project Type (choose from list)	3 Number of Locations	4 Project Description	5 Project Comment	13 Estimated Construction Start Date (MMYY)	14 Estimated Time to Complete (months)
Belt Line/Dallas Parkway Single Point Urban Interchange	Intersection Improvement, Traffic Signal Improvement	1	Construct modifications (widening) to the Belt Line Road bridge over the Tollway to allow the interchange to act as a single intersection instead of two.	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%	Dec., 2002	0018

1999 NCTCOG Call for Projects
Point Location Projects

1	15	16	17	19	20	21	22	23
Project Name/Location	Previous CMAQ, STP-MM, or USP funds	Previous Funding Project Codes	Corresponding Linear Project being Submitted	On-/Off-System	Prior Minute Order Number	Mapscor Location	Total Preliminary Engineering Cost	Total Right-of-Way Cost
Belt Line/Dallas Parkway Single Point Urban Interchange	N.A.	N.A.		Off	N.A.	Dallas 14D	\$240,000	\$170,000

1999 NCTCOG Call for Projects
Point Location Projects

1	24	25	26	27	28	29	30
Project Name/Location	Total Construction Cost	Total Cost	Local Funding % of Preliminary Engineering	Local Funding % of Right-of-Way	Local Funding % of Construction	Local Participants	Local Participants Roles
Belt Line/Dallas Parkway Single Point Urban Interchange	\$2,060,000	\$2,470,000	60%	60%	60%	Addison, Dallas County, City of Dallas, DART	Addison- Lead Agency, Project Management, 20% funding. Dallas County, 20% Funding. City of Dallas, 20% funding. DART, tentative funding.
			\$0				
			\$0				
			\$0				

1
rounded up to \$ 2.5 x 10⁶

1999 NCTCOG Call for Projects
Point Location Projects

1 Project Name/Location	31 Project Contact	32 Project Contact Phone Number	33 Project Contact FAX Number	34 Project Contact E-Mail Address
Belt Line/Dallas Parkway Single Point Urban Interchange	Jim Pierce, P.E.	972-450-2879	972-450-2834	jpierce@ci.addison.tx.us

1999 NCTCOG Call for Projects
Individual Point Locations

35 Point Project Identifier	36 Cross Street A	37 Cross Street B	38 Detailed Scope of Work	11 Date of Most Recent Traffic Count	12 Value of Most Recent Traffic Count
Belt Line/Dallas Parkway Single Point Urban Interchange	Belt Line Road	North Dallas Tollway Service Roads	This project provides for the construction of a single point urban interchange (SPUI) which 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.	11/96	Belt line Rd 66,777 vehicles per day. Dallas Parkway 37,271 vehicles per day.

1999 NCTCOG Call for Projects
Point Location Projects

1 Project Name/Location	2 Project Type (choose from list)	3 Number of Locations	4 Project Description	5 Project Comment	13 Estimated Construction Start Date (M/M/Y)	14 Estimated Time to Complete (months)
Dallas Parkway Southbound to Northbound U-turn at Arapaho Road	Intersection Improvement	1	Construct a new southbound to northbound u-turn lane at the Arapaho Road Bridge over the North Dallas Tollway.	The widening and realignment of Arapaho Road (under construction) 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.	Dec. 2003	0012

1999 NCTCOG Call for Projects
Point Location Projects

1	15	16	17	19	20	21	22	23
Project Name/Location	Previous CMAQ, STP-MM, or USP funds	Previous Funding - Project Codes	Corresponding Linear Project being Submitted	On-Off-System	Prior Minute Order Number	Mapscoc Location	Total Preliminary Engineering Cost	Total Right-of-Way Cost
Dallas Parkway Southbound to Northbound U-turn at Arapaho Road	No	N.A.	N.A.	Off	N.A.	Dallas 4Z	\$85,000	\$0

John added contingency to come to \$750,000 total

1999 NCTCOG Call for Projects
Point Location Projects

1 Project Name/Location	24 Total Construction Cost	25 Total Cost	26 Local Funding % of Preliminary Engineering	27 Local Funding % of Right-of-Way	28 Local Funding % of Construction	29 Local Participants	30 Local Participants Roles
Dallas Parkway Southbound to Northbound U-turn at Arapaho Road	\$590,000	\$675,000	60%	N.A.	60%	Addison, Dallas County, City of Dallas, DART	Addison- Lead Agency, Project Management, 20% funding. Dallas County, 20% Funding. City of Dallas, 20% funding. DART, tentative funding.
		\$0					
		\$0					
		\$0					

1999 NCTCOG Call for Projects
Point Location Projects

1	31	32	33	34
Project Name/Location	Project Contact	Project Contact Phone Number	Project Contact FAX Number	Project Contact E-Mail Address
Dallas Parkway Southbound to Northbound U-turn at Arapaho Road	Jim Pierce, P.E.	972-450-2879	972-450-2834	jpierce@ci.addison.tx.us

|

1999 NCTCOG Call for Projects
Individual Point Locations

35 Point Project Identifier	36 Cross Street A	37 Cross Street B	38 Detailed Scope of Work	11 Date of Most Recent Traffic Count	12 Value of Most Recent Traffic Count
Dallas Parkway Southbound to Northbound U-turn at Arapaho Road	North Dallas Tollway	Arapaho Road	This project provides for construction of a U-turn lane which 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 signing.	11/96	Dallas Parkway 37,271 vehicles per day.

Dallas Traffic Management Team Meeting	
MEETING NOTES: June 3, 1999 @ DART Human Resources Conference Room	
ITEM	INFO ITEM BY WHOM
ATTENDANCE: 21 Attendees	
OPENING REMARKS: Rick Cortez called the meeting to order, asked for corrections to the minutes. Mahesh Kuimil questioned the statement " DART MAP will no longer be handling the crashes in the HOV lane ". This statement should be changed to " Accident Investigations shall be performed by DPD in the HOV lane. " Minutes were approved. Introductions were then made.	Rick Cortez, TXDOT
<p>AGENDA ITEMS:</p> <p>Joint Project Submittals Four projects submitted on May 14.</p> <ol style="list-style-type: none"> 1) Control Center Project - TXDOT and two other agencies. 2) Reference Marker Project - TxDOT to design and contract installation based on survey of practice performed by TTI. 3) Extension of Intercity Communications Project - Includes eight additional agencies 4) Produce Speed Maps for MPO - Includes highways and tollways <p>Regional ITS Integration Deployment Submittal</p> <ul style="list-style-type: none"> - Proposal has been submitted to Federal Highway Administration - Does not anticipate to hear from Washington until late Summer or Fall - Proposals will be ranked, prioritized, and then submitted through the legislative process - Handout of submittal provided <p>Alternate Route Workshop</p> <ul style="list-style-type: none"> - Gave background of project including maps containing primary alternate routes - Next step is to determine device types to use to "get the message out" ; ie. Dynamic Message Signs, cameras, etc. - Also need to determine the higher frequency areas - Beth asked for input on existing devices in inventory in the area and the need to find funding sources for the new devices. - Was decided to have a site on one alternate route and involve one police agency to test the alternate route project - coordinated through Steve Poole. <p>Advanced Traveler Information System ISP Workshop</p> <ul style="list-style-type: none"> - provided video - "AzTech - Moving Forward Together" - one of four showcase projects in the country involving ITS - Andy gave background on seminar in Arizona discussing how the private companies are getting involved in disseminating the traffic information through pagers, kiosks, etc. - Discussion of putting information into vehicles was not feasible at this time because of no real demand, but maybe four or five years down the road. - Discussed how Arizona only allowed four contractual ISPs to receive information from the management centers and then the ISPs could disseminate or sell information to other ISPs as required and/or desired. - Seattle allowed for contracts with anyone who was interested as an ISP - It was suggested that Dallas use the Seattle method - Arizona and other three projects are to be used as a jumpstart for the rest of the country 	<p>Melanie Young, TXDOT</p> <p>Koorosh Olyai, DART</p> <p>Beth Ramirez, City of Dallas</p> <p>Andy Oberlander, TXDOT</p>

Dallas Traffic Management Team Meeting

- Concept of selling advertising to utilize free information to public was discussed
- Also concept of "bundling" traffic information with information that people will pay for ie. weather, sports, etc. - to be able to get the traffic information out

Call for Projects Retrospect

- deadline was May 14
- 72 applications submitted by 62 agencies
- \$300M allocated for programs; \$2.7B in requested projects
- 875 total projects requested of which 400 are Linear Projects (widening, new facilities) and 475 are Point Location Projects (several intersections, several signalizations, or even hundreds of signalization projects)
- eight to nine weeks before sending out the ranked and scored projects list.

Traffic Operations and Safety Hot spots

- Rick Cortez discussed the form attached to the TMT minutes for Traffic Study locations to be revitalized and to identify any locations that may need observation.
- Terry Sams presented a location - Jupiter at George Bush Frontage Road, need for dual lefts
- Carol Walters had a request for Tom Corbett of Shadow Traffic to utilize his personnel to locate hot spots from the air. Just need a brief location.
- Gerry Barker of The Dallas Morning News suggested using their website (www.dallasnews.com) to provide a point for the public to email locations of traffic hot spots - will work with TTI to set up.

Other Business

- Rick Cortez is making a new email list of certain persons to disseminate TMC lane closure information and is working on a way to setup selective lists for distribution of information that pertains to a specific part of the area only or that pertains to major incidents only.
- Tom Corbett still wants all information types in order to clarify to the public the exact information to report
- Melanie Young mentioned that a change order has been placed for the Loop 12 at I-30 construction project
- TXDOT has hired two additional operators for the TMC and thanks were extended to TTI for providing support in the TMC when it was needed.
- Wrecker project staging is completed with a meeting scheduled for June 24.
- Dan Rocha discussed a project to be performed this fall "Remote-Sensing, such as low level aerial photography" to get vehicle density to determine levels of service on the entire freeway system in the area and to help identify some unknown bottlenecks
- 24 sample photos over course of 4 separate days in morning and afternoon peak hours
- 4 samples over 6 different time slots
- looking for vehicle types and lane distribution
- still need to determine exact times to take photographs
- Incident Management Conference, September 15 - 17 at Holiday Inn Select near I635 and I35E interchange

**Dan Rocha,
NCTCOG**

NEXT MEETING:

- 1:30 P.M. on July 1, 1999 at DART - Human Resources Conference Room**
- Agenda items and other business:** contact Jim Carvell (972-994-0433), Rick Cortez (972-320-4495), or Tammy Herring (972-320-4496).

Invoice 5-21-99

Right-of-Way Exhibit - S.W. Corner Belt Line/Midway

Labor	\$2,219.40
ODC	<u>\$280.28</u>
	\$2,499.68

TEA - 21 Application

Labor	\$707.12
ODC	<u>\$71.39</u>
	\$778.51

Quorum/Landmark Descriptions

Labor	\$635.54
ODC	<u>\$92.74</u>
	\$728.28

Traffic Counts on Midway Road

Subconsultant	\$421.76
---------------	----------

Transportation Equity Act for the
21st Century

REFERENCE ITEM 8.2

Safe

Passed in 1998 and covers a 6 year period

TEA-21 CALL FOR PROJECTS

Overseen by Senate Environment & Public Works Committee
Implemented by the Transportation Department

Congestion Mitigation and Air Quality Improvement Program

Surface Transportation Program— Metropolitan Mobility

	Proj Call #1	Proj Call #2
CMAQ	\$110M	\$35M
STP-MM	150M	49M
	<hr/>	<hr/>
	\$260	\$84
	\ /	
	\$344M	

North Central Texas Council of Governments

TEA-21 CALL FOR PROJECTS

Proposed Project Eligibility¹

Regional Travel Demand Management Program

Employer-Based Trip Reduction
Vanpools and Carpools
Park-n-Ride Facilities
Transportation Management Associations
Similar Projects Which Reduce Drive-Along or
Peak-Period Travel

Advanced Transportation Management System

Advanced Traveler Information Systems
Advanced Traffic Management Systems
Advanced Public Transportation Systems
Similar Intelligent Transportation System Projects

System Capacity & Management Projects

Freeway, Tollway, Arterial and Collector Capacity
Fixed Guideway and Other Transit Systems
High Occupancy Vehicle Systems
Intersection Improvements
Signalization Improvements
Grade Separations
Freeway Bottleneck Removal
Bicycle & Pedestrian Facilities
Special Events Management
Alternative Fuel Conversion
Similar Capacity and System Management Projects

¹ The Regional Transportation Council has a regional alternative fuels program under consideration.

TEA-21 CALL FOR PROJECTS

Schedule

February 1-8, 1999	Solicit Public Comments (Five Meetings)
February 11-12, 1999	RTC Approval, Issue Call for Projects
May 14, 1999	Candidate Projects Due to NCTCOG (5:00 p.m.)
June – August 1999	Evaluate Candidate Projects
August – September 1999	Report on Project Rankings, Initial Project Selection
October 1999	Solicit Public Comments
November – December 1999	Report on Public Meeting Comments & Air Quality Conformity Analysis; Request Final Action on Selected Projects

TEA-21 CALL FOR PROJECTS

Proposed Congestion Mitigation and Air Quality Improvement Program

Purpose of the Program

Provides funds in nonattainment areas designated by the Clean Air Act. Projects must contribute positive air quality benefits. Funds cannot be used to add transportation capacity for single-occupancy vehicles.

Eligible Applicants

Local Governments
Public Sector Transportation Agencies
Private Sector Submitters Must Secure Public Sector Sponsor in Order for Projects to be Considered

Scope of Program

Project Call #1 (1999), \$110 Million
Project Call #2 (≈ 2001), Approximately \$35 Million

Eligible Geographic Area

EPA-Designated Nonattainment Area: Collin, Dallas, Denton and Tarrant Counties

Subregion Allocation of Funds¹

Eastern Subregion (Collin, Dallas and Denton Counties) = 68%
Western Subregion (Tarrant County) = 32%

¹ Based on estimates of weekday Hydrocarbon and Nitrogen Oxide emissions.

TEA-21 CALL FOR PROJECTS

PROJECT EVALUATION CRITERIA: CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

CRITERIA	POINTS
Current Cost-Effectiveness (1995)	20
Air Quality/Energy Conservation (1995)	20
Local Cost Participation	20
Intermodal/Multimodal/Social Mobility	20
Congestion Management System Strategy/ Transportation Control Measure	20
TOTAL	100

Current Cost-Effectiveness Rating

Benefit/Cost Ratio	Score
0.00 – 0.49	0
0.50 – 0.99	3
1.00 – 1.49	5
1.50 – 1.99	8
2.00 – 2.99	10
3.00 – 4.99	15
>4.99	20

Air Quality/Energy Conservation Rating

Dollars Per Pound of Volatile Organic Compound Emission Reductions	Score
>99.99	0
50.0 – 99.99	5
10.0 – 49.99	10
5.0 – 9.99	15
<5.0	20

TEA-21 CALL FOR PROJECTS

PROJECT EVALUATION CRITERIA: CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM, CONTINUED

Local Cost Participation Rating

Percent Commitment	Score
0 – 20	0
21 – 25	3
26 – 30	7
31 – 35	10
36 – 40	13
41 – 45	17
>45	20

Intermodal/Multimodal/Social Mobility Rating

Mode Occupancy	Score
Automobile (Occupancy = 1)	0
Goods Movement Pedestrian Bicycle TDM Bus Transit Light Rail Commuter Rail HOV Elderly & Disabled Intermodal	20
	—

Congestion Management System Strategy/ Transportation Control Measure Rating

Criteria	Score	
Is proposed project in the Congestion Management System or State Implementation Plan?	No	0
	Yes	20

TEA-21 CALL FOR PROJECTS

Proposed Surface Transportation Program—Metropolitan Mobility

Purpose of the Program

Funds projects on roadways classified greater than a local road or rural minor collector, and can be used to add system capacity for single-occupancy vehicles.

Eligible Applicants

Local Governments

Public Sector Transportation Agencies

Private Sector Submitters Must Secure Public Sector Sponsor in Order for Projects to be Considered

Scope of Program

Project Call #1 (1999): \$150 Million

Project Call #2 (≈ 2001): \$49 Million +

Eligible Geographic Area

Project Call #1: Current Urbanized Area Boundary
(Based on 1990 Census)

Project Call #2, New Urbanized Area Boundary
(Based on 2000 Census)

Subregion Allocation of Funds²

Eastern Subregion = 69%

Western Subregion = 31%

² Based on population, employment and vehicle miles of travel estimates.

TEA-21 CALL FOR PROJECTS

PROJECT EVALUATION CRITERIA: SURFACE TRANSPORTATION PROGRAM— METROPOLITAN MOBILITY (STP-MM) AND URBANIZED AREA FORMULA PROGRAM (UAFP)

CRITERIA	POINTS
Current Cost-Effectiveness (1995)	24
Future Cost-Effectiveness (2020)	18
Air Quality/Energy Conservation (1995)	18
Local Cost Participation	24
Intermodal/Multimodal/Social Mobility	16
TOTAL	100

Current Cost-Effectiveness Rating

Benefit/Cost Ratio	Score
0.00 – 0.49	0
0.50 – 0.99	3
1.00 – 1.49	6
1.50 – 1.99	9
2.00 – 2.99	12
3.00 – 4.99	18
>4.99	24

Future Cost-Effectiveness Rating –

Benefit/Cost Ratio	Score
0.00 – 0.49	0
0.50 – 0.99	3
1.00 – 1.49	6
1.50 – 1.99	9
2.00 – 2.99	12
3.00 – 4.99	18
>4.99	24

TEA-21 CALL FOR PROJECTS

PROJECT EVALUATION CRITERIA: SURFACE TRANSPORTATION PROGRAM— METROPOLITAN MOBILITY AND URBANIZED AREA FORMULA PROGRAM, CONTINUED

Air Quality/Energy Conservation Rating

Dollar Per Pound of Volatile Organic Compound Emission Reductions	Score
>99.99	0
50.0 – 99.99	5
10.0 – 49.99	9
5.0 – 9.99	14
<5.0	18

Local Cost Participation Rating

Percent Commitment	Score
0 – 20	0
21 – 25	4
26 – 30	8
31 – 35	12
36 – 40	16
41 – 45	20
>45	24

Intermodal/Multimodal/Social Mobility Rating

Mode Occupancy	Score
Automobile (Occupancy = 1)	0
Goods Movement Bicycle & Pedestrian Travel Demand Management Bus Transit Light Rail, Commuter Rail High Occupancy Vehicle Facilities Elderly & Disabled Intermodal	16

TEA-21 CALL FOR PROJECTS

Pending Decisions for the Regional Transportation Council

Decision 1: Reserve Funds for Future Cost Overruns

Reserve Approximately 5% of Total Available Funds
for New Projects (Project Costs Adjusted to Year
2003 Dollars)

Reserve Approximately 10% of Current Out-Year
Programming for Existing Projects

Total Reserve for Project Cost Overruns \approx \$50 Million

Decision 2: Reserve Funds for Future Partnerships

Reserve \$100 Million for RTC Partnerships (Texas
Transportation Commission, NAFTA)

Decision 3: Issue Call for Projects

Total Available Funds (Includes TEA-21 Funds + 3
Years of Next Transportation Bill³) \approx \$344 Million

Eligible Projects: Travel Demand Management,
Advanced Transportation Management, and
System Capacity & Management Projects
Evaluate Candidate Projects Using Previous Criteria

³ Future funding is contingent upon the provisions of the next transportation bill, expected to be passed in 2003.

TEA-2: CALL FOR PROJECTS

Pending Decisions for the Regional Transportation Council, Continued

Decision 4: Subregion Allocation of Funds

CMAQ Eastern Subregion = 68%

CMAQ Western Subregion = 32%

STP-MM Eastern Subregion = 69%

STP-MM Western Subregion = 31%

UAFP Eastern Subregion = 74%

UAFP Western Subregion = 26%

Decision 5: Geographic Area for STP-MM Funds

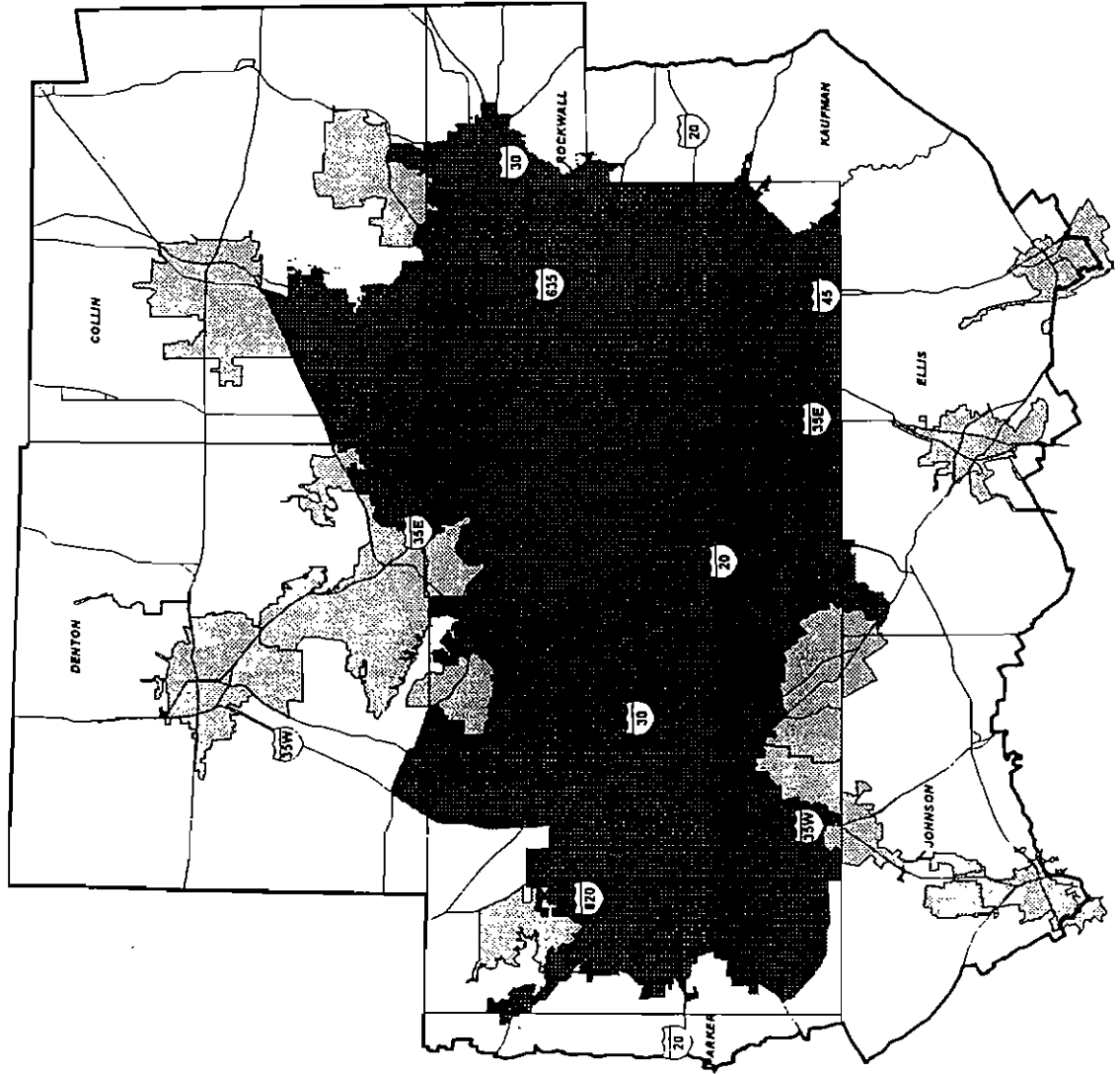
Project Call #1: Current Urbanized Area Boundary
(Based on 1990 Census)

Project Call #2: New Urbanized Area Boundary
(Based on 2000 Census)

Note:

Information Contained in Decisions 1-5 Are
Recommendations of Surface Transportation
Technical Committee

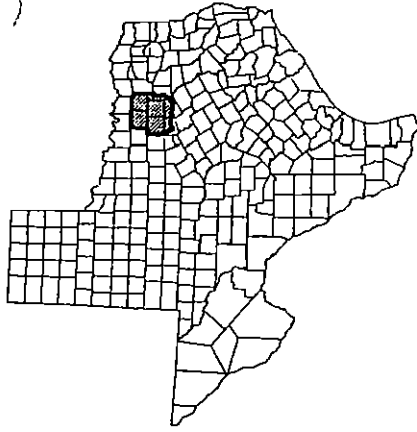
SURFACE TRANSPORTATION FUNDING PROGRAMS



LEGEND

- Metropolitan Mobility
- Urban Mobility
- Rural Mobility

LOCATION MAP



Scale in Miles
0 1 2 3 4 5



North Central Texas
Council of Governments
Transportation



DALLAS COUNTY
PUBLIC WORKS

May 12, 1999

MEMORANDUM

Via FAX

To: Transportation Infrastructure Partners

From: Donald R. Holzwarth, P. E.
Director of Public Works

Subject: Dallas County Participation In Candidate TEA-21 Projects

On Tuesday, May 11, 1999, the Dallas County Commissioners Court approved Court Order No. 99-922 (copy attached) which authorizes County funding participation in the listed projects. This County funding is *in addition to* the local match funding to be provided by your jurisdiction/agency and provides for local overmatching on the listed projects.

The Dallas County funding will be limited to the listed "County Share" percentage of the actual project cost, not to exceed the amount shown as "County Maximum Cost" for each project. County funding authorized for projects which are not selected for TEA-21 funding through the MPO selection process will be de-obligated and remain available for reprogramming by Dallas County in the future.

Your agency/jurisdiction is responsible for insuring that the necessary project submittal information is provided to the North Central Texas Council of Governments prior to the deadline of 5:00 pm, Friday, May 14, 1999, except that Dallas County will submit Project No. 28, Miller Road Bridge.

Included in the authorized funding listed in the attachments is complete programming of the remaining Dallas County 1991 Bond Funds for Incident Detection and Response.

We appreciate your cooperation and support in preparing the project requests and in developing this funding participation program. We join you in anticipating the selection of these needed projects for TEA-21 funding and look forward to working with you, our partners, in seeing these projects completed.

A handwritten signature in black ink, appearing to read "D. Holzwarth".

Donald R. Holzwarth, P. E.
Director of Public Works

Attachment

COURT ORDER

30

ORDER NO. 99 922

DATE: MAY 11 1999

STATE OF TEXAS ¶

COUNTY OF DALLAS ¶

BE IT REMEMBERED, at a regular meeting of the Commissioners Court of Dallas County, Texas, held on the 11th day of May, 1999, on motion made by Mike Cantrell, Commissioner of District No. 2, and seconded by Jim Jackson, Commissioner of District No. 1, the following order was adopted:

WHEREAS, the matter set forth below was discussed in briefing on May 7, 1999 and on May 11, 1999; and

WHEREAS, the federal Transportation Equity Act for the Twenty-First Century (TEA-21) authorizes new federal transportation funding for the Surface Transportation Program - Metropolitan Mobility (STP-MM) and the Congestion Mitigation and Air Quality Program (CMAQ) which are programmed through the Metropolitan Planning Organization (MPO); and

WHEREAS, the North Central Texas Council of Governments (NCTCOG), as the MPO for the Dallas-Fort Worth Metropolitan Area, has issued a Call for Projects to be considered for STP-MM and CMAQ funding under TEA-21, with candidate projects to be submitted to NCTCOG by 5:00 pm, May 14, 1999; and

WHEREAS, the Commissioners Court of Dallas County desires to participate with Dallas County cities and other agencies in overmatching the required local participation for these programs to improve the overall ranking of projects located in Dallas County in the project evaluation and selection process to be utilized by NCTCOG; and

WHEREAS, the Commissioners Court has requested and received candidate projects for County participation from the cities and other agencies and the Public Works Department has reviewed and evaluated the projects submitted; and

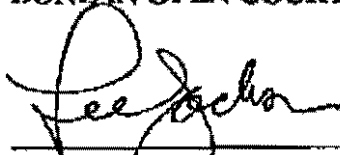
WHEREAS, the Director of Public Works recommends that Dallas County participate in the projects shown on the attached listing, subject to each being selected for TEA-21 funding by the MPO and subject to the additional local matching funds listed being provided by the cities or other agencies,

IT IS THEREFORE ORDERED, ADJUDGED AND DECREED by the Dallas County Commissioners Court that Dallas County Major Capital Development Funds shall be made available for participation with the cities and other agencies in providing the local matching funds for the projects included in the attached listing, subject to each project's selection for TEA-21 funding by the MPO and subject to the additional local match being provided by the cities or other agencies.

IT IS FURTHER ORDERED, ADJUDGED AND DECREED by the Dallas County Commissioners Court that Dallas County funding amounts shown in the attached listing are maximum amounts and that Dallas County participation in the listed projects shall not exceed the lesser of the amount listed or the proportional share of the actual project cost attributable to Dallas County based on the original funding proportions from all funding sources, and Dallas County reserves the right to notify cities and other agencies of reductions in funding in the event economic emergencies cause the Dallas County Commissioners Court to de-obligate funds.

IT IS FURTHER ORDERED, ADJUDGED AND DECREED by the Dallas County Commissioners Court that it is the intention of the Commissioners Court to provide an equal allocation of transportation funds to each commissioners district and thus allocations of future County funding for transportation improvements to the four commissioners districts may be adjusted at the time said future funds are programmed in order to eliminate any inequities which result from the final selection of TEA-21 projects and the actual implementation of said projects.


DONE IN OPEN COURT, this the 11th day of May, 1999.



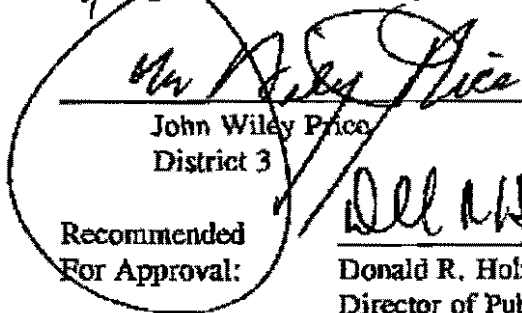
Lee F. Jackson
County Judge



Jim Jackson
District 1

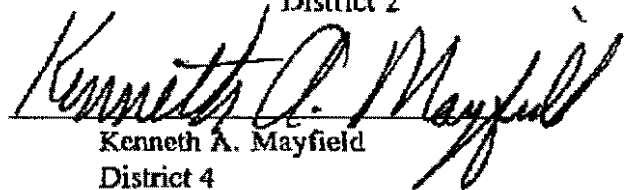


Mike Cantrell
District 2



Recommended
For Approval:

John Wiley Price
District 3



Kenneth A. Mayfield
District 4



Donald R. Holzwarth, P.E.
Director of Public Works

DALLAS COUNTY PARTICIPATION TEA-21 CALL FOR PROJECTS

MAY 14, 1999

APPROVED BY COMMISSIONERS COURT ORDER NO. _____

MAY 11, 1999

District # 1

Project	Jurisdiction(s)	From	To	Project Type	Other Agency Share %	County Maximum Cost	Total Project Cost
145	Towhee Southbound Addition	Northbound U-jun at Atapaha Rd	New Facility	New Facility	20%	\$135,000	\$675,000
144	Belt Line Rd. Addition	Tollway Single Point Urban Interchange	New Facility	New Facility	20%	\$494,000	\$2,470,000
164	Dallas Area Incident Detection and Response Route Carrollton	Citywide		IDRITS	20%	\$132,000	\$660,000
142	Valwood Pkwy. Carrollton	Huilton Rd. (400w)		Widening	20%	\$904,000	\$4,520,000
41	West Sandy Lake Road Coppell	Denton Tap Road	SH 121	Widening	20%	\$1,360,000	\$6,800,000
342	Inwood Rd. Dallas	University Dr.		Intersection Improvement	20%	\$50,000	\$150,000
341	Inwood Rd. Dallas	Lovers Ln.		Intersection Improvement	20%	\$70,000	\$350,000
318	Beacon St. Dallas	Live Oak St.		Intersection Improvement	20%	\$15,000	\$75,000
304	Avondale Ave. Dallas	Oak Lawn		Intersection Improvement	20%	\$3,000	\$15,000
194	Dallas Parkway Dallas	North City Limits	Westgrove	Widening	20%	\$1,064,800	\$5,214,000
193	Belt Line Rd. Dallas	S.H. 289/Preston Rd	Dallas Pkwy.	Widening	20%	\$468,000	\$2,340,000
201	Luna Road Dallas	Royal Ln.	Scot 482 / N.W. Hwy.	Widening	20%	\$1,490,000	\$7,450,000
188	Incident Detection and Response Farmers Branch	Various locations		IDRITS	26%	\$110,000	\$550,000
187	Valley View Ln. Farmers Branch	Nicholson Rd	IH 635	Widening	28%	\$900,000	\$2,500,000

District # 1

Project	Jurisdiction(s)	From	To	Project Type	Other Agency Share %	County Maximum Cost	Total Project Cost
96	Royal Ln. Irving	IM 636	Freemont Pkwy	Widening	25 %	\$458,000	\$2,260,000
99	Video Incident Detection Response Richardson	Citywide		IDR/ITS	26 %	\$132,400	\$662,000
96	Campbell Road Richardson	Jay Ell Rd.	U.S. 75	New Facility	31 %	\$3,061,333	\$19,900,000
141	Dallas Area Incident Detection and Response Richardson	Citywide		IDR/ITS	26 %	\$70,000	\$360,000

District # 1 TOTALS \$10,477,533 \$57,031,000

District # 2

Project	Jurisdiction(s)	From	To	Project Type	Other Agency Share %	County Maximum Cost	Total Project Cost
20	Miller Road Bridge Dallas	City of Garland	City of Rowlett	Widening	0 %	\$2,768,632	\$13,844,160
20	Miller Road Garland	Country Club Road	Lake Ray Hubbard	Widening	25 %	\$380,000	\$5,608,337
19	Northwest Highway Garland	Centerville Road	La Prada Drive	Widening	25 %	\$470,667	\$2,363,338
30	Dallas Area-wide IDR Elements Garland	various locations		IDR/ITS	20 %	\$150,600	\$753,000
22	Frontage Roads, LBJ Freeway (I-435) Garland	Kingsley Road	La Prada Drive	New Facility	25 %	\$980,000	\$4,400,000
148	Spanner Rd. Mesquite	Eaton Rd	Belt Line Rd.	Widening	28 %	\$1,240,000	\$6,200,000
149	Northwest Dr. Mesquite	Lacraza Dr.	I.H. 30	Widening	26 %	\$1,660,000	\$8,300,000
32	Miller Road Rowlett	West City Limit	Rowlett Road	Widening	25 %	\$1,422,764	\$7,113,820
11	Sechse Road Sachse	Muddy Creek	Miller Road	Widening	26 %	\$1,318,914	\$9,091,562

District # 2 TOTALS \$10,791,777 \$58,067,223

District # 3		From		To		Other Agency Share %		County Maximum Cost		Total Project Cost	
Project	Jurisdiction(s)	From	Project Type	To	Project Type	Other Agency Share %	County Maximum Cost	County Maximum Cost	Total Project Cost	Total Project Cost	
District # 3											
30	1-635 Southbound Service Road Belch Springs	Elam Road	New Facility	Lake June Road		21%	\$668,236	\$668,236	\$3,341,164	\$3,341,164	
244	E. Grand Ave. Dallas	I.H. 30	Intersection Improvement			20%	\$65,000	\$65,000	\$225,000	\$225,000	
241	Hickory St. Dallas	Good Latimer	Intersection Improvement			20%	\$26,000	\$26,000	\$130,000	\$130,000	
239	Haskell Ave. Dallas	State St.	Intersection Improvement			20%	\$24,000	\$24,000	\$120,000	\$120,000	
240	Buckner Blvd. Dallas	Seyene Rd.	Intersection Improvement			20%	\$40,000	\$40,000	\$200,000	\$200,000	
251	Ledbetter Dr. Dallas	Veterans Dr.	Intersection Improvement			20%	\$20,000	\$20,000	\$100,000	\$100,000	
245	I.H. 35E Dallas	Kiesl Blvd.	Intersection Improvement			20%	\$40,000	\$40,000	\$200,000	\$200,000	
246	Fordham Rd. Dallas	Sunnyvale Rd.	Intersection Improvement			20%	\$40,000	\$40,000	\$200,000	\$200,000	
250	I.H. 35E Dallas	Ledbetter Dr.	Intersection Improvement			20%	\$70,000	\$70,000	\$350,000	\$350,000	
238	Hickory St. Dallas	South Central Expr.	Intersection Improvement			20%	\$20,000	\$20,000	\$100,000	\$100,000	
250	Bellline Rd. Dallas	Kieberg Rd.	Intersection Improvement			20%	\$90,000	\$90,000	\$450,000	\$450,000	
221	I.H. 30/RC. Thornton Fwy Dallas	Minger Blvd.	Intersection Improvement	Carroll Ave		20%	\$333,800	\$333,800	\$1,668,000	\$1,668,000	
196	Spur 482 Dallas	I. H. 35	New Facility	Dallas City Limits		20%	\$977,400	\$977,400	\$4,887,000	\$4,887,000	
191	Spur 482/ Sloney Ln. Dallas	Loop 121 Northweat Fwy.	Widening	I.H. 35		20%	\$336,600	\$336,600	\$1,684,000	\$1,684,000	
192	Loop 354/Harry Hines Dallas	Motor St	Intersection Improvement	Oak Lawn Ave.		20%	\$71,000	\$71,000	\$355,000	\$355,000	
244	Overton Rd. Dallas	Sunnyvale St	Intersection Improvement			20%	\$50,000	\$50,000	\$250,000	\$250,000	
190	Inwood Road Dallas	Lemmon Ave	Widening	Loop 354 / Harry Hines Blvd.		20%	\$1,175,000	\$1,175,000	\$5,875,000	\$5,875,000	

District # 3

Project	Jurisdiction(s)	From	To	Project Type	Other Agency Share %	County Maximum Cost	Total Project Cost
247	Dallas	Simpson Street Rd.		Intersection Improvement	20%	\$30,000	\$150,000
200	Dallas	S.H. 310 / S.M. Wright	Illinois Ave.	Widening	20%	\$261,600	\$1,308,000
208	Dallas	Dolphin Rd / Hatcher St.	Crosstown Expwy.	Reconstruction	20%	\$546,200	\$2,728,000
222	Dallas	Jefferson Blvd		Intersection Improvement	20%	\$30,000	\$150,000
223	Dallas	Lawnview Ave.	Forney Rd	Widening	20%	\$304,800	\$1,524,000
225	Dallas	Marshall Ave.		Intersection Improvement	20%	\$30,000	\$150,000
228	Dallas	W Commerce St.		Intersection Improvement	20%	\$20,000	\$100,000
231	Dallas	Jefferson Blvd.		Intersection Improvement	20%	\$40,000	\$200,000
234	Dallas	Jefferson Blvd.		Intersection Improvement	20%	\$30,000	\$150,000
238	Dallas	Colorado Blvd.		Intersection Improvement	20%	\$36,000	\$178,000
201	Dallas	Laha June Rd.	U.S. 75 / G.F. Hamm	Signal Modification	20%	\$367,000	\$1,835,000
237	Dallas	Jim Miller Rd		Widening	20%	\$30,000	\$150,000
278	Dallas	Westmoreland Rd.		Intersection Improvement	20%	\$30,000	\$150,000
284	Dallas	I-120		Signal Modification	20%	\$37,000	\$185,000
290	Dallas	Sunnyvale		Intersection Improvement	20%	\$30,000	\$150,000
286	Dallas	Skidman		Intersection Improvement	20%	\$20,000	\$100,000
257	Dallas	Maple		Intersection Improvement	20%	\$30,000	\$250,000
287	Dallas	Houston School Road		Intersection Improvement	20%	\$30,000	\$150,000
286	Dallas	Simpson Street Rd.		Intersection Improvement	20%	\$30,000	\$100,000
294	Dallas	Lawnview		Intersection Improvement	20%	\$90,000	\$300,000

District # 3

Project	Jurisdiction(s)	From	To	Project Type	Other Agency Share %	County Maximum Cost	Total Project Cost
264	Hampton Road Dallas	Bickers Street		Intersection Improvement	20 %	\$32,800	\$184,000
265	Farm Rd. Dallas	Buckner		Intersection Improvement	20 %	\$180,000	\$500,000
364	SI Pual Dallas	Woodall Rogers		Intersection Improvement	20 %	\$20,000	\$100,000
242	Gaston Ave Dallas	Good Latimer		Intersection Improvement	20 %	\$380,000	\$1,800,000
295	Latimer Road Dallas	Lawson Rd.		Intersection Improvement	20 %	\$20,000	\$100,000
279	Continental Ave. Dallas	Stemmons Fwy. (I.H. 35)		Intersection Improvement	20 %	\$150,000	\$750,000
260	Penitagon Parkway Dallas	Polk St.		Intersection Improvement	20 %	\$40,000	\$200,000
281	Bentley Dallas	Cleburn		Intersection Improvement	20 %	\$30,000	\$160,000
283	Bickers Dallas	Washwoodland		Intersection Improvement	20 %	\$35,000	\$175,000
284	Burlier Dallas	Harry Hines		Intersection Improvement	20 %	\$150,000	\$750,000
286	Oak Lawn Ave. Dallas	I H 35 (Stemmons)		Intersection Improvement	20 %	\$50,200	\$281,000
287	Erripie Central Dallas	I H 35 (Stemmons)		Intersection Improvement	20 %	\$9,000	\$450,000
288	Harry Hines Blvd. Dallas	Oak Lawn Ave.		Intersection Improvement	20 %	\$150,000	\$750,000
289	W.L. King Jr. Blvd Dallas	E. B. Cullum		Intersection Improvement	20 %	\$30,000	\$150,000
291	I H 30 Dallas	Jim Miller		Intersection Improvement	20 %	\$80,000	\$300,000
288	Hunnicut Dallas	Military Pkwy.		Intersection Improvement	20 %	\$20,000	\$100,000
324	Psarl St. Dallas	Woodall Rogers		Intersection Improvement	20 %	\$80,000	\$300,000
264	Ann Arbor Ave. Dallas	Sunnyvale St.		Intersection Improvement	20 %	\$15,000	\$75,000
266	Jim Miller Rd. Dallas	Loop 12		Intersection Improvement	20 %	\$24,800	\$124,000
267	Bert Lane Rd. Dallas	G F. Hewn Fwy		Intersection Improvement	20 %	\$20,000	\$100,000

District # 3

Project	Jurisdiction(s)	From	To	Project Type	Other Agency Share %	County Maximum Cost	Total Project Cost
258	C.F. Hawn Fwy. Dallas	Lake June Rd.		Intersection Improvement	20 %	\$400,000	\$2,000,000
260	Singleton Blvd Dallas	Westmoreland Rd.		Intersection Improvement	20 %	\$190,000	\$950,000
264	Buckmar Blvd Dallas	C.F. Hawn Fwy		Intersection Improvement	20 %	\$80,000	\$400,000
363	Carroll Dallas	Peak		Intersection Improvement	20 %	\$22,000	\$110,000
301	Dowdy Ferry Rd. Dallas	Teagarden Rd.		Intersection Improvement	20 %	\$20,000	\$100,000
306	Olive St. Dallas	Woodall Rodgers		Intersection Improvement	20 %	\$40,000	\$200,000
340	Gaston Ave. Dallas	Washington Ave.		Intersection Improvement	20 %	\$50,000	\$250,000
350	Bowen Dallas	Cedar Springs		Intersection Improvement	20 %	\$50,000	\$250,000
351	Bowen Street Dallas	Wycliff Ave.		Intersection Improvement	20 %	\$5,000	\$25,000
344	Maple Ave. Dallas	Oak Lawn Ave.		Intersection Improvement	20 %	\$30,000	\$150,000
349	Heakell Ave. Dallas	Lenmon Ave.		Intersection Improvement	20 %	\$40,000	\$200,000
347	Gaston Ave Dallas	Munger Ave.		Intersection Improvement	20 %	\$45,000	\$225,000
346	Central Expwy Dallas	Gaston/Pacific		Intersection Improvement	20 %	\$40,000	\$200,000
346	Gaston Ave Dallas	Hall St.		Intersection Improvement	20 %	\$28,000	\$140,000
352	Heakell Dallas	Peak/Stonewall		Intersection Improvement	20 %	\$65,000	\$325,000
District # 3					TOTALS	\$8,567,636	\$43,243,184

District # 4

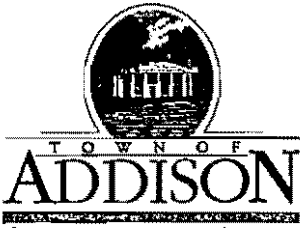
Project	Jurisdiction(s)	From	To	Project Type	Other Agency Share %	County Maximum Cost	Total Project Cost
112	Wansfield Road Cedar Hill	West City Limits	Lake View Dr	Widening	25 %	\$1,025,325	\$3,141,625

District # 4

Project	Jurisdiction(s)	From	To	Other Agency Share %	County Maximum Cost	Total Project Cost
120 U.S. 67 Cedar Hill		Pleasant Run Rd. (NB)	Intersection Improvement	26 %	\$250,000	\$1,250,000
119 U.S. 67 Cedar Hill		F.M. 1382	Intersection Improvement	26 %	\$250,000	\$1,250,000
208 Cockrell Hill Road Dallas		Davis Rd.	Cockrell Hill City Limits Widening	20 %	\$267,200	\$1,265,000
217 Davis St. Dallas		Zang Blvd.	Intersection Improvement	20 %	\$20,000	\$109,000
203 Yarmouth St. Dallas		Zang Blvd.	Intersection Improvement	20 %	\$45,000	\$225,000
206 Coanths Creek Dallas		Keel	Intersection Improvement	20 %	\$55,000	\$160,000
247 Gump Wisdom Rd. Dallas		Polk St.	Intersection Improvement	20 %	\$25,000	\$125,000
244 Polk St. Dallas		Red Bird Ln.	Intersection Improvement	20 %	\$30,000	\$150,000
249 Hampton Rd. Dallas		Red Bird Ln.	Intersection Improvement	20 %	\$24,000	\$120,000
215 Mountain Creek Pkwy. Dallas		Keel Blvd.	Intersection Improvement Reconstruction	34 %	\$704,240	\$5,901,000
166 Wintergreen Road Desoto		Cockrell Hill Rd.	Widening	26 %	\$553,600	\$3,447,000
165 Wintergreen Road Desoto		Hampton Road	Widening	26 %	\$2,040,200	\$11,677,000
117 Clark Road Duncanville		Demiadale Road Dallas	Widening	24 %	\$828,800	\$4,144,000
272 Wintergreen Road Duncanville		U.S. 67	Widening	26 %	\$1,066,375	\$5,431,600
70 Citywide Incident Detection Program Grand Prairie	Texas DOT	various locations	IDRITS	31 %	\$33,825	\$226,500
72 Lona Star Race Track Grand Prairie		I.H. 30	IDRITS	26 %	\$150,000	\$750,000
80 Bell Line Rd. Grand Prairie	Texas DOT	I.H.30	Widening	33 %	\$1,672,000	\$14,400,000
47 I.H. 30 Frontage Roads Grand Prairie	Texas DOT	McArthur Blvd.	New Facility	33 %	\$494,000	\$3,800,000
84 Hurst Fernald Road Irving		McArthur Blvd.	Widening	26 %	\$1,222,040	\$6,115,200
103 Valley View Ln. Irving		Northgate Dr.	Widening	26 %	\$388,580	\$2,902,800

District # 4		From		To		Other		County		Total Project	
Project	Jurisdiction(s)	From	Project Type	To	Agency Share %	Agency Share %	Maximum Cost	Maximum Cost	Cost	Cost	
46	Belt Line Road Lancaster	Dallas Avenue	Widening	Bluegrove Road	20%	20%	\$1,024,400	\$1,024,400	\$5,122,000		
277	I.H. 20 Trend DOT	Cookwell Hill Rd. Duncanville	Intersection Improvement		33%	20%	\$185,760	\$185,760	\$828,800		
District # 4					TOTALS		\$12,838,328		\$75,702,815		

District # Multiple		From		To		Other		County		Total Project	
Project	Jurisdiction(s)	From	Project Type	To	Agency Share %	Agency Share %	Maximum Cost	Maximum Cost	Cost	Cost	
263	Video Detection Cameras for IDR Dallas	Citywide	IDR/ITS		20%	20%	\$340,200	\$340,200	\$1,701,000		
262	Changeable Message Signs For IDR Routing Dallas		IDR/ITS		20%	20%	\$972,800	\$972,800	\$4,864,000		
264	Inwood Road Dallas	University Blvd.	Intersection Improvement	Lennon Ave.	20%	20%	\$110,800	\$110,800	\$553,000		
265	I.H. 35E Frontage Road Dallas	Spur 348 / N.W. Hwy.	New Facility	North of Stoney / Spur 482	20%	20%	\$328,000	\$328,000	\$1,640,000		
108	Dallas Area IDR Trend	City wide	IDR/ITS		20%	20%	\$600,000	\$600,000	\$4,000,000		
265	I.T.S. Central Control Center Trend DOT	Dallas County	IDR/ITS		32%	13%	\$1,625,000	\$1,625,000	\$13,000,000		
351	Area-wide ITS Integration Project Texas DOT	NCTD/DOG	IDR/ITS		47%	3%	\$250,000	\$250,000	\$10,000,000		
District # Multiple					TOTALS		\$4,426,600		\$35,758,000		
DALLAS COUNTY TOTALS							\$47,101,874		\$269,802,222		



PUBLIC WORKS DEPARTMENT

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

May 12, 1999

Mr. Dan Rocha, Principal Transportation Planner
North Central Texas Council of Governments
Centerpoint Two, 616 Six Flags Drive, Suite 200
Arlington, TX 76001

*Via
Courier*

Re: 1999 NCTCOG Call for Projects

Dear Mr. Rocha:

In response to your call, this is to transmit our applications for the following projects:

- Belt Line/Dallas Parkway Single Point Urban Interchange
- Dallas Parkway Southbound to Northbound U-turn at Arapaho Road
- Belt Line Road Signal Timing and Hardware Upgrade
- Midway Road Signal Timing and Hardware Upgrade

The application consists of a paper copy and an electronic file for each application. Appropriate enclosures have been included as requested. Please give me a call at 972-450-2879 if any additional information is needed.

Very truly yours,

Town of Addison

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

*5-13-99
Called Dan
& verified
receipt
JCB*

cc: John Baumgartner, Director of Public Works

Enclosures



LETTER OF TRANSMITTAL

PARSONS TRANSPORTATION GROUP
BARTON-ASCHMAN ASSOCIATES, INC.

5485 Belt Line Road, Suite 199
Dallas, Texas 75240-7655
Telephone #: (972) 991-1900 Fax #: (972) 490-9261
Metro #: 263-9138

DATE: 5/11/99	JOB NO.
ATTENTION: Mr. Jim Pierce, P.E.	
RE:	
Traffic Signal Timing and Hardware	
Upgrade	
Belt Line Road	
Midway Road	

TO: Town of Addison
16801 Westgrove Drive
Addison, Texas (214) 450-2879

WE ARE SENDING YOU : Attached Under separate cover:
 Shop drawings Prints Plans Samples Specifications
 Copy of letter Change order EA Reports and Schematics Other

ITEM	COPIES	DATE	DESCRIPTION
1	1	05/11/99	Diskette with Applications for COG
2	1		Location Maps (Midway and Belt Line)
3			
4			
5			
6			

THESE ARE TRANSMITTED AS CHECKED BELOW:

For approval Approved as submitted Resubmit ___ copies for approval
 For your use Approved as noted Submit ___ copies for distribution
 As requested Returned for corrections Return ___ corrected prints
 Review/Comment FOR SUBMITTAL TO TXDOT
 FOR BIDS DUE _____ 19____ PRINTS RETURNED AFTER LOAN TO US

REMARKS : _____

COPY: _____

SIGNED:

Ronald A. Young, P.E.



JIM JACKSON
COMMISSIONER, PRECINCT NUMBER 1

To: City Managers and Public Works Directors
Town of Addison
Cities of Carrollton, Coppell, Dallas, Farmers Branch, Irving & Richardson

From: Commissioner Jim Jackson


Date: May 7, 1999

FYI - Following is a list of projects in Commissioner's District 1 chosen from your cities' T21 project submission that the Dallas County Public Works Department recommends the county commit to 20% additional funding.

Also presented is a list of projects chosen that are multi district or more central or general in nature. They are submitted under the heading District 7.

Ratification will be on the Commissioners Court agenda next Tuesday, May 11. Because of the short time frame, any comments or input will best be received by return fax to 972/406-0615.

Irving and Dallas will also have projects submitted from other Commissioners' Districts.



Jim Jackson

JJ:cm

Enclosure

Recommended projects ranked by total point by district, with county funding requested and total project cost for each district and countywide

NOTE: District 7 represents projects in more than one district.

District # 1

ID	Jurisdiction	Project	Project Type	Multi-Juris Pts	Local MatchPts	Regional ThorPts	Local PriorPts	Total Pts	Cost to Dallas Co.	Total Project Cost
144	Addison	Belt Line Rd.	New Facility	15	20	30	30	95	\$494,000	\$2,470,000
145	Addison	Tollway Southbound	New Facility	15	20	30	29	94	\$135,000	\$675,000
194	Dallas	Dallas Parkway	Widening	15	20	30	27	92	\$1,054,800	\$5,274,000
128	Richardson	Campbell Road	New Facility	20	15	20	30	85	\$3,051,333	\$19,900,000
193	Dallas	Belt Line Rd.	Widening	15	20	20	28	83	\$458,000	\$2,340,000
142	Carrollton	Valwood Pkwy.	Widening	20	20	10	30	80	\$904,000	\$4,520,000
201	Dallas	Luna Road	Widening	15	20	20	21	76	\$1,490,000	\$7,450,000
41	Coppell	West Sandy Lake Road	Widening	15	20	10	30	75	\$1,350,000	\$6,800,000
187	Farmers Branch	Valley View Ln.	Widening	10	26	10	29	75	\$500,000	\$2,500,000
139	Richardson	Video Incident Detection Response	IDR/ITS	10	26	10	28	74	\$132,400	\$662,000
189	Farmers Branch	Incident Detection and Response	IDR/ITS	10	26	10	27	73	\$110,000	\$550,000
141	Richardson	Dallas Area Incident Detection and Response	IDR/ITS	10	26	10	26	72	\$70,000	\$350,000
184	Carrollton	Dallas Area Incident Detection and Response	IDR/ITS	10	20	10	18	58	\$132,000	\$660,000
96	Irving	Royal Ln.	Widening	10	20	10	13	53	\$577,980	\$2,889,900
334	Dallas	Avondale Ave	Intersection Improve	10	20	10	1	41	\$3,000	\$15,000
342	Dallas	Inwood Rd.	Intersection Improve	10	20	10	1	41	\$30,000	\$150,000
341	Dallas	Inwood Rd.	Intersection Improve	10	20	10	1	41	\$70,000	\$350,000
338	Dallas	Bearoon St.	Intersection Improve	10	20	10	1	41	\$15,000	\$75,000

District # 7

ID	Jurisdiction	Project	Project Type	Multi-Juris Pts	Local MatchPts	Regional ThorrPts	Local PriorPts	Total Pts	Cost to Dallas Co.	Total Project Cost
361	Texas DOT	Areawide ITS Integration Project	IDR/ITS	145	47	30	30	252	\$250,000	\$10,000,000
265	Texas DOT	I T S Central Control Center	IDR/ITS	85	32	20	30	167	\$1,625,000	\$13,000,000
362	Dallas	Changeable Message Signs For IDR Routing	IDR/ITS	55	20	20	29	124	\$972,800	\$4,864,000
363	Dallas	Video Detection Cameras for IDR	IDR/ITS	55	20	20	28	123	\$340,200	\$1,701,000
205	Dallas	I. H. 38E Frontage Road	New Facility	10	20	30	17	77	\$328,000	\$1,840,000
204	Dallas	Inwood Road	Intersection Improve	15	20	10	18	63	\$110,800	\$553,000
District # 7 TOTALS									\$3,626,600	\$31,758,000

DALLAS COUNTY TOTALS

\$44,046,811 \$245,888,465

FAX TRANSMISSION

NO. OF PAGES (INCLUDING THIS PAGE) *17*

DATE May 6, 1999 TIME

**T
O**

NAME JIM PIERCE, P.E.

FIRM TOWN OF ADDISON

ADDRESS

PHONE NUMBER

FAX NUMBER 972-450-2834

**F
R
O
M**

NAME Brian A. Moen, Associate



PARSONS TRANSPORTATION GROUP, INC.
5485 Belt Line Road, Suite 199
Dallas, Texas 75240-7607
Phone (972) 991-1900
Fax (972) 490-9261

PROJECT NUMBER

RE: TOWN EAST BLVD CLOSED LOOP SIGNAL SYSTEM

Jim,

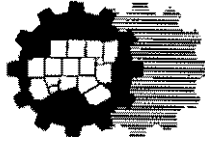
Attached are copies of the TEA21 applications for Midway and Belt Line Road.

Please call me after you have a chance to review them. If you like, we can meet to discuss any questions you may have.

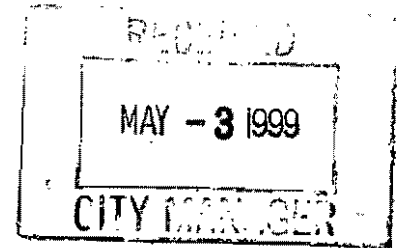
Thanks,

Brian Moen

31% - Town funding



North Central Texas Council Of Governments



TO: Honorable Mayors and County Judges
City Managers and County Administrators
Texas Department of Transportation Officials
Transportation Authority Officials
North Texas Tollway Authority Officials
Other Interested Parties

DATE: April 30, 1999

5/4/99
B.

FROM: Michael Morris, P.E.
Director of Transportation

SUBJECT: 1999 North Central Texas Council of Governments Call for Projects Reminder Notice

The deadline for the North Central Texas Council of Governments (NCTCOG) Call for Projects for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Surface Transportation Program—Metropolitan Mobility (STP-MM) funds is approaching. Pursuant to the Regional Transportation Council's procedures for Calls for Projects, this serves as a reminder notice for all parties submitting projects.

The application, which is in Excel '97, is available by accessing the web site at:

http://www.dfwinfo.com/trans/tip/call_for_projects.htm

The application is also available on computer diskette. You may obtain a copy of the application diskette by contacting Nathaniel Barnett at (817) 608-2337. Computers are also available at the NCTCOG offices for persons without access to Excel '97. To reserve time on the computer to enter your project information, please contact Nathaniel Barnett.

When submitting your projects, please remember the following:

- The deadline for receipt of applications at NCTCOG offices is **Friday, May 14, 1999 at 5:00 p.m.**
- Projects **MUST BE** submitted both on the diskette and a paper copy
- No late or incomplete applications will be accepted
- Applications cannot exceed the available funds for each respective subarea: \$202,780,000 in the Eastern Subregion (TxDOT Dallas District – Dallas, Denton, and Collin Counties, and portions of Rockwall, Kaufman, and Ellis Counties) and \$93,220,000 in the Western Subregion (TxDOT Fort Worth District – Tarrant County and a portion of Parker County)

April 30, 1999

Delivery of submittals can be made at the NCTCOG offices at Centerpoint Two, 616 Six Flags Drive, Suite 200, Arlington, Texas 76011. The mailing address for submittal of the diskette and paper copy is:

Dan Rocha
Principal Transportation Planner
North Central Texas Council of Governments
P.O. Box 5888
Arlington, Texas 76005-5888

If you have any questions regarding this process or need assistance in the development of candidate projects, please call Dan Rocha at (817) 695-9265.

Thank you in advance for your consideration of the 1999 NCTCOG Call for Projects.



Michael Morris, P.E.

NB:lr

cc: Michael Eastland, Executive Director, NCTCOG
Jack Miller, Chairman, Regional Transportation Council
Ron Harmon, President, NCTCOG Executive Board
1998-99 UPWP Element 3.01 Project File

1999 NCTCOG Call for Projects
Point Location Projects

1	2	3	4	5	13	14
Project Name/Location	Project Type (choose from list)	Number of Locations	Project Description	Project Comment	Estimated Construction Start Date (MMYY)	Estimated Time to Complete (months)
Midway Road Signal Timing and Hardware Upgrade	Traffic Signal Improvement	6	Provide signal timing and coordination between signals along Midway Road. Upgrade signal hardware at the project intersections	This project will provide enhanced traffic progression along Midway Road which will reduce travel times and idling at intersections	Jan 2001	0006

1999 NCTCOG Call for Projects
Point Location Projects

1	15	16	17	19	20	21	22	23
Project Name/Location	Previous CMAQ, STP-MIM, or USP funds	Previous Funding - Project Codes	Corresponding Linear Project being Submitted	On-Off-System	Prior Minute Order Number	Mapscoc Location	Total Preliminary Engineering Cost	Total Right-of-Way Cost
Midway Road Signal Timing and Hardware Upgrade	No	N/A	N/A	Off	N/A	14K-4X	\$52,000	\$0

1999 NCTCOG Call for Projects
Point Location Projects

1	24	25	26	27	28	29	30
Project Name/Location	Total Construction Cost	Total Cost	Local Funding % of Preliminary Engineering	Local Funding % of Right-of-Way	Local Funding % of Construction	Local Participants	Local Participants Roles
Midway Road Signal Timing and Hardware Upgrade	\$340,000	\$392,000	31%	N/A	31%	Addison	Addison - Lead Agency, Funding
		\$0					
		\$0					
		\$0					
		\$0					
		\$0					
		\$0					
		\$0					
		\$0					
		\$0					
		\$0					
		\$0					
		\$0					

1999 NCTCOG Call for Projects
 Point Location Projects

1	31	32	33	34
Project Name/Location	Project Contact	Project Contact Phone Number	Project Contact FAX Number	Project Contact E-Mail Address
Midway Road Signal Timing and Hardware Upgrade	Robin Jones	(972)450-2849	(972)450-2837	rojones@ci.addison.tx.us

|

1999 NCTCOG Call for Projects
Individual Point Locations

35 Point Project Identifier	36 Cross Street A	37 Cross Street B	38 Detailed Scope of Work	11 Date of Most Recent Traffic Count	12 Value of Most Recent Traffic Count
Midway Road Signal Timing and Hardware Upgrade	Midway Road	Spring Valley Road	<p>This project provides for retiming the existing 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 hardware 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.</p>	1996	53779
	Midway Road	Hornet		1996	53779

1999 NCTCOG Call for Projects
Individual Point Locations

35	36	37	38	11	12
Point Project Identifier	Cross Street A	Cross Street B	Detailed Scope of Work	Date of Most Recent Traffic Count	Value of Most Recent Traffic Count
Midway Road Signal Timing and Hardware Upgrade	Midway Road	Proton		1996	52214
	Midway Road	Beltway		1996	52214
	Midway Road	Lindbergh		1996	41290
	Midway Road	Dooley Road		1996	40653

1999 NCTCOG Call for Projects
Point Location Projects

1	2	3	4	5	13	14
Project Name/Location	Project Type (choose from list)	Number of Locations	Project Description	Project Comment	Estimated Construction Start Date (MMYY)	Estimated Time to Complete (months)
Belt Line Road Signal Timing and Hardware Upgrade	Traffic Signal Improvement	9	Provide signal timing and coordination between signals along Belt Line Road. Upgrade signal hardware at the project intersections	This project will provide enhanced traffic progression along Belt Line Road which will reduce travel times and idling at intersections	Jun 2000	0009

**1999 NCTCOG Call for Projects
Point Location Projects**

1	15	16	17	19	20	21	22	23
Project Name/Location	Previous CMAQ, STP-MM, or USP funds	Previous Funding - Project Codes	Corresponding Linear Project being Submitted	On-/Off- System	Prior Minute Order Number	Mapsco Location	Total Preliminary Engineering Cost	Total Right-of-Way Cost
Belt Line Road Signal Timing and Hardware Upgrade	No	N/A	N/A	Off	N/A	13D-14D	\$90,000	\$0

1

1999 NCTCOG Call for Projects
Point Location Projects

1	24	25	26	27	28	29	30
Project Name/Location	Total Construction Cost	Total Cost	Local Funding % of Preliminary Engineering	Local Funding % of Right-of-Way	Local Funding % of Construction	Local Participants	Local Participants Roles
Belt Line Road Signal Timing and Hardware Upgrade	\$610,000	\$700,000	31%	N/A	31%	Addison	Addison - Lead Agency & Funding
		\$0					
		\$0					
		\$0					
		\$0					
		\$0					
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1999 NCTCOG Call for Projects
Point Location Projects

31 Project Name/Location	32 Project Contact Number	33 Project Contact Phone Number	34 Project Contact FAX Number	35 Project Contact E-Mail Address
Belt Line Road Signal Timing and Hardware Upgrade	Robin Jones	(972)450-2849	(972)450-2837	rjones@ci.addison .tx.us

1999 NCTCOG Call for Projects
Individual Point Locations

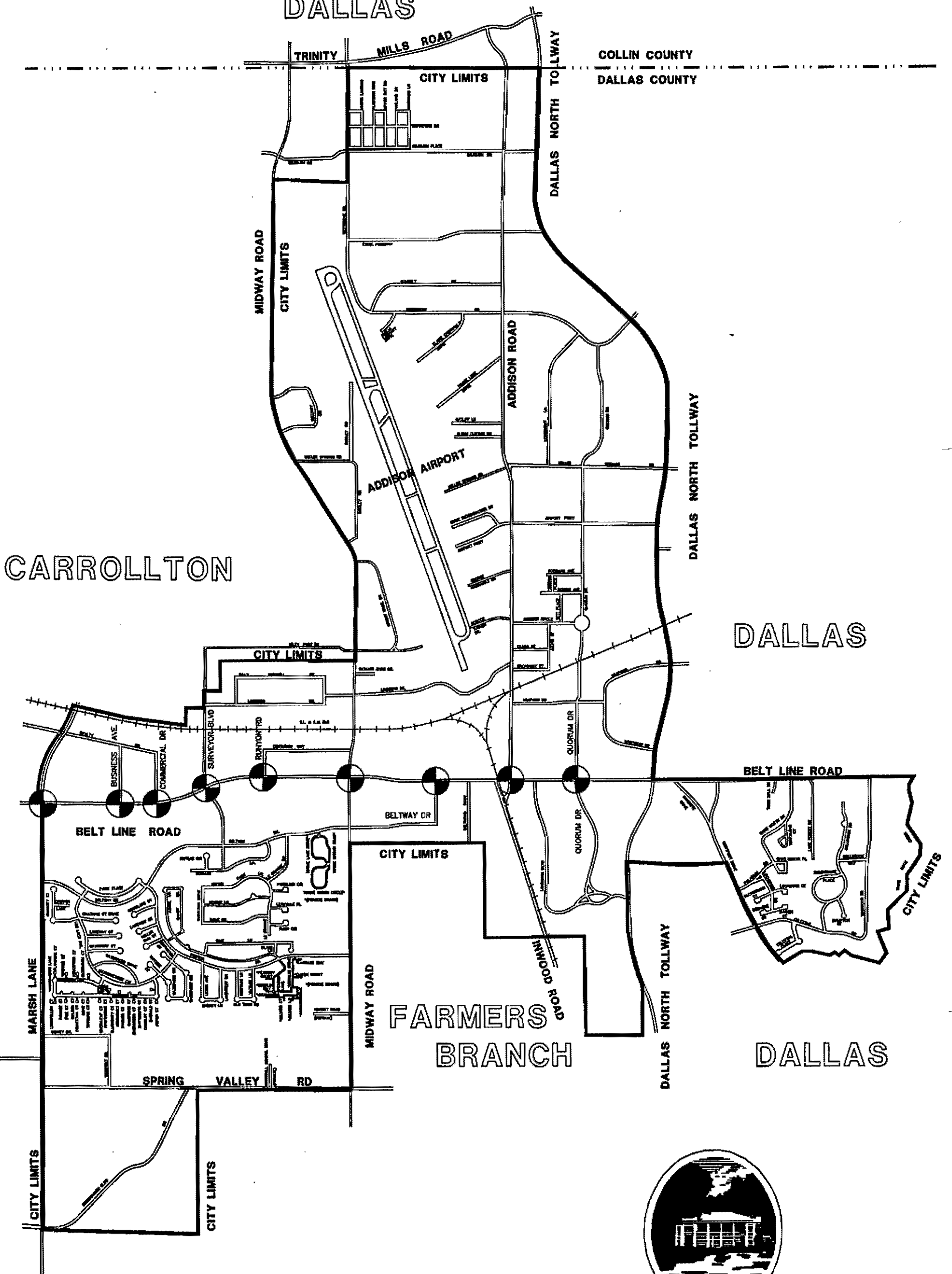
35 Point/Project Identifier	36 Cross Street A	37 Cross Street B	38 Detailed Scope of Work	11 Date of Most Recent Traffic Count	12 Value of Most Recent Traffic Count
Belt Line Road Signal Timing and Hardware Upgrade	Belt Line Road	Marsh Lane	This project provides for retiming the existing coordinated 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 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 hardware 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.	1996	54846
	Belt Line Road	Business		1996	54846
	Belt Line Road	Commercial		1996	54846

1999 NCTCOG Call for Projects
Individual Point Locations

35 Point Project Identifier	36 Cross Street A	37 Cross Street B	38 Detailed Scope of Work	11 Date of Most Recent Traffic Count	12 Value of Most Recent Traffic Count
Belt Line Road Signal Timing and Hardware Upgrade	Belt Line Road	Surveyor		1996	52709
	Belt Line Road	Runyon		1996	52709
	Belt Line Road	Midway Road		1996	59148
	Belt Line Road	Beltway		1996	59148
	Belt Line Road	Addison Road		1996	69591
	Belt Line Road	Quorum Drive		1996	68757

DALLAS

COLLIN COUNTY
DALLAS COUNTY



CARROLLTON

DALLAS

FARMERS
BRANCH

DALLAS

LEGEND

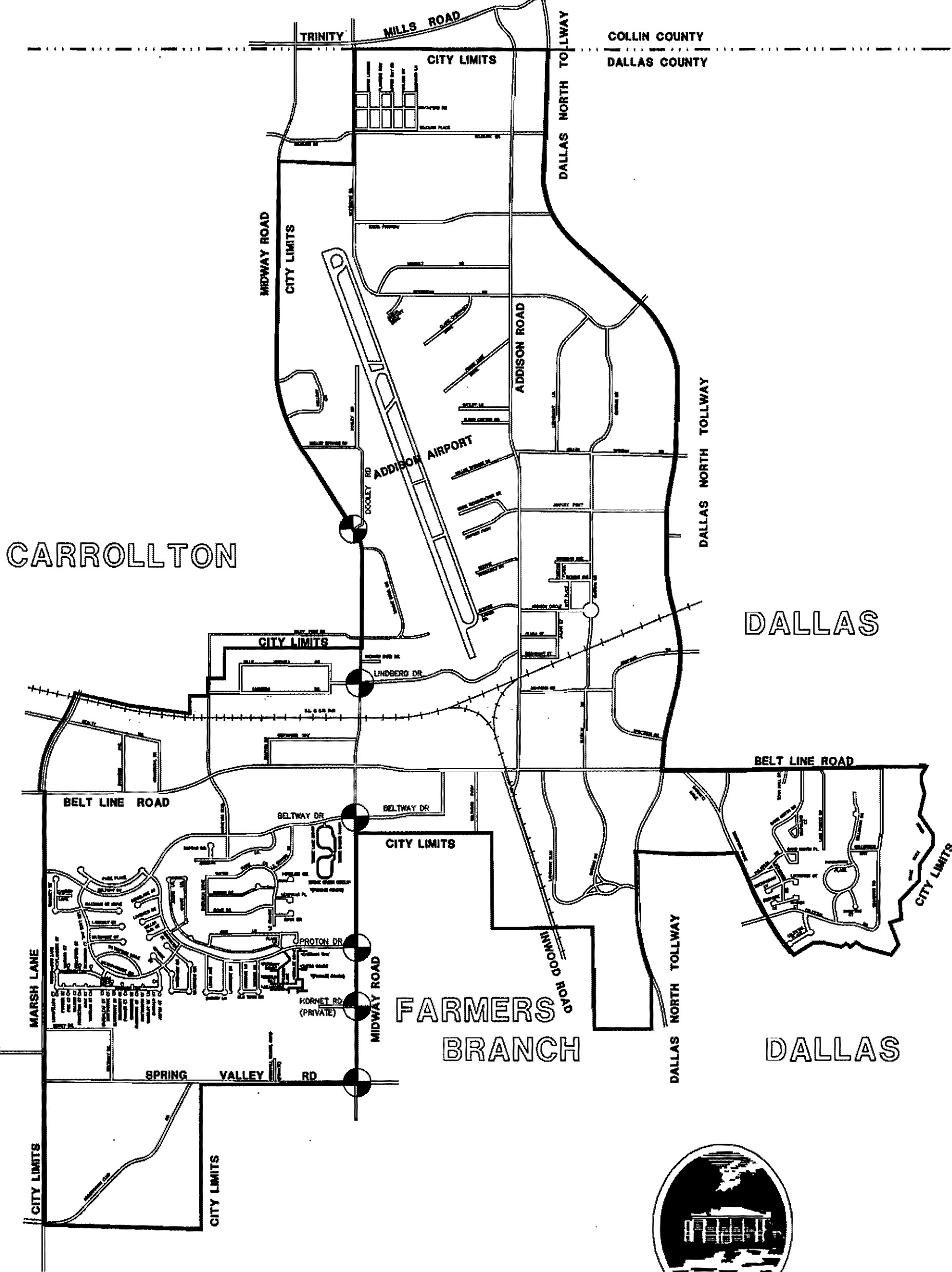
-  SIGNAL TIMING AND
HARDWARE UPGRADE LOCATION



TOWN OF
ADDISON

**BELT LINE ROAD SIGNAL TIMING
AND HARDWARE UPGRADE**

DALLAS



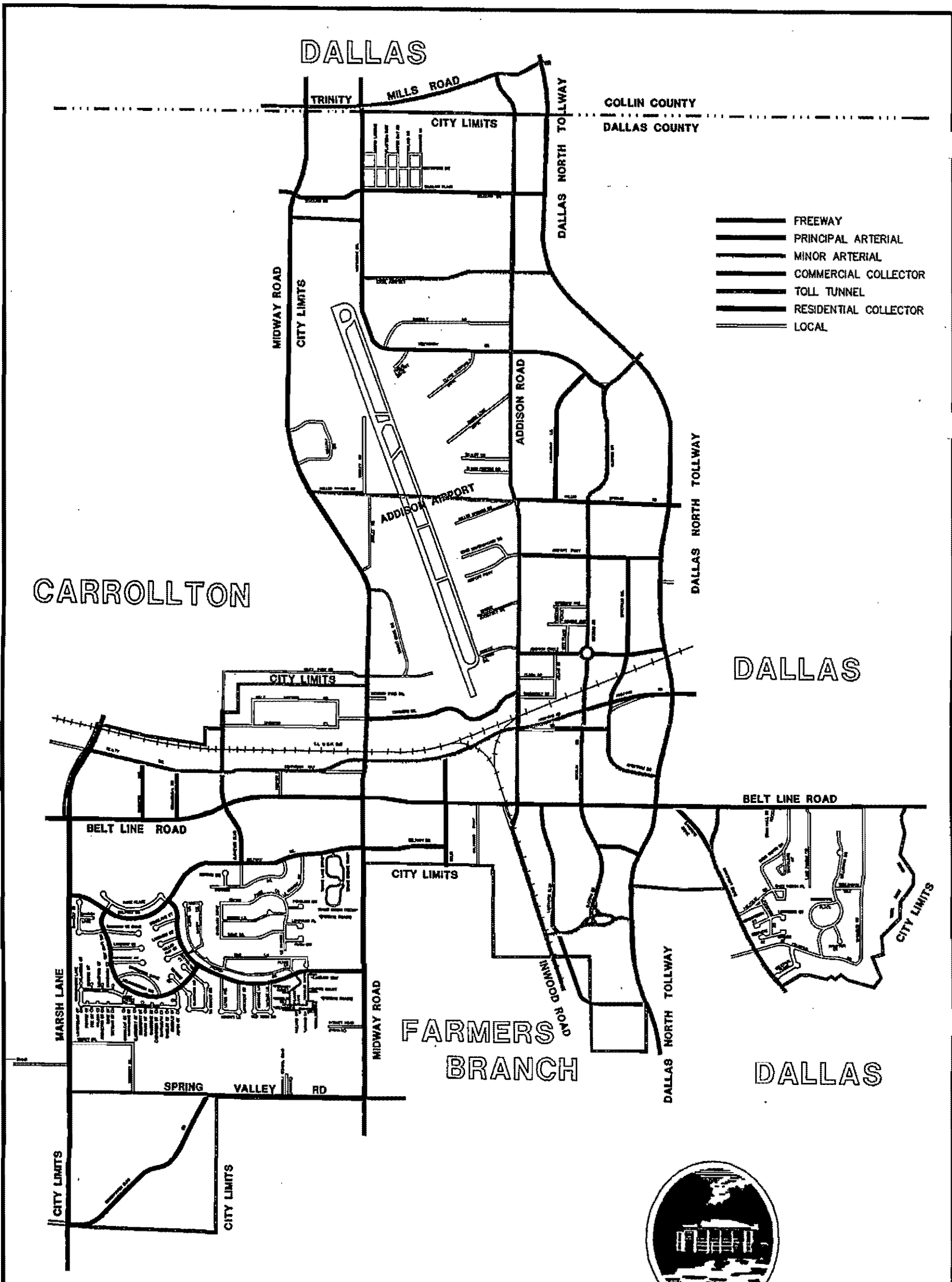
LEGEND

 SIGNAL TIMING AND
HARDWARE UPGRADE LOCATION

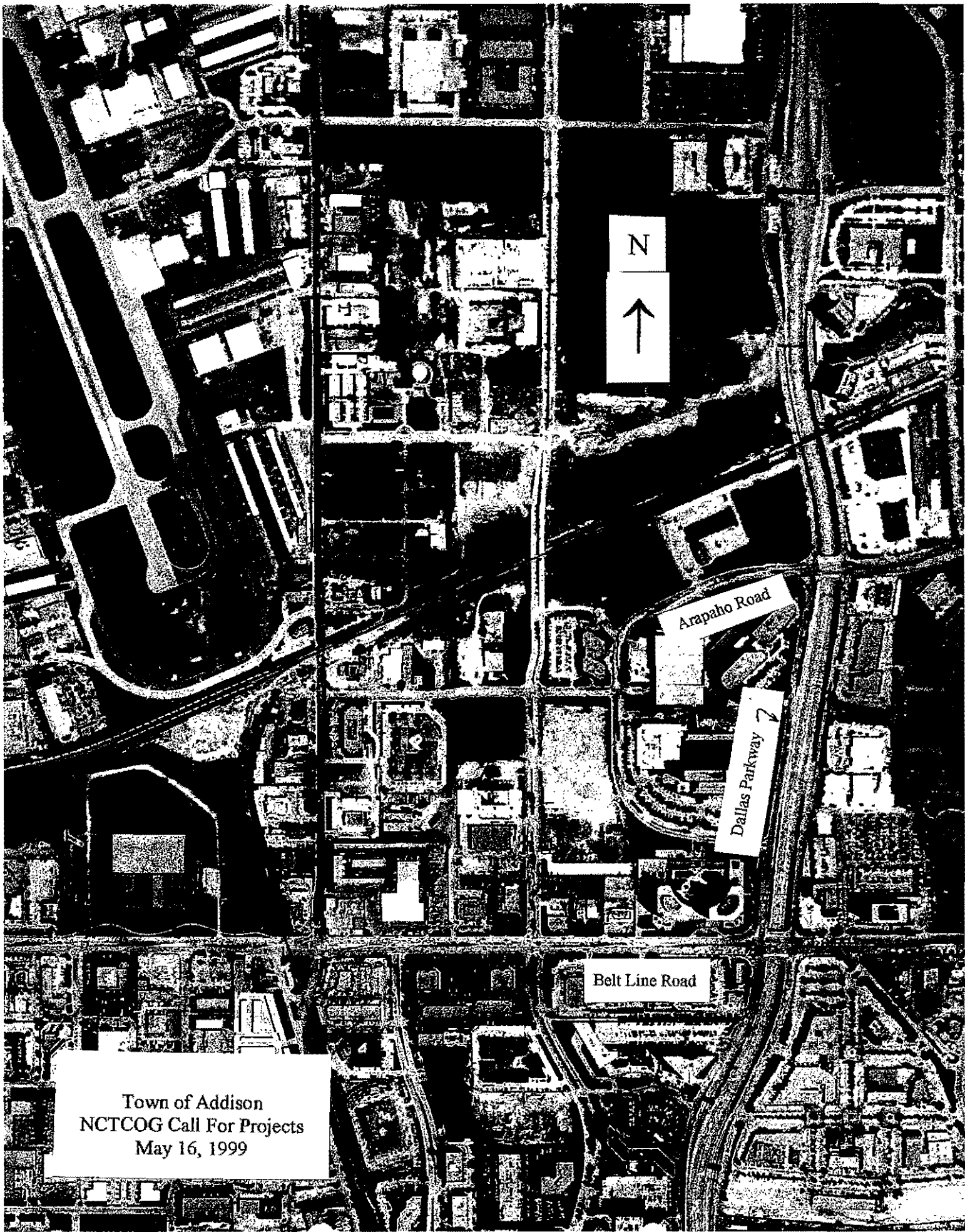


TOWN OF
ADDISON

MIDWAY ROAD SIGNAL TIMING
AND HARDWARE UPGRADE




 TOWN OF
ADDISON
 THOROUGHFARE PLAN
 UPDATE
 AUGUST 1997

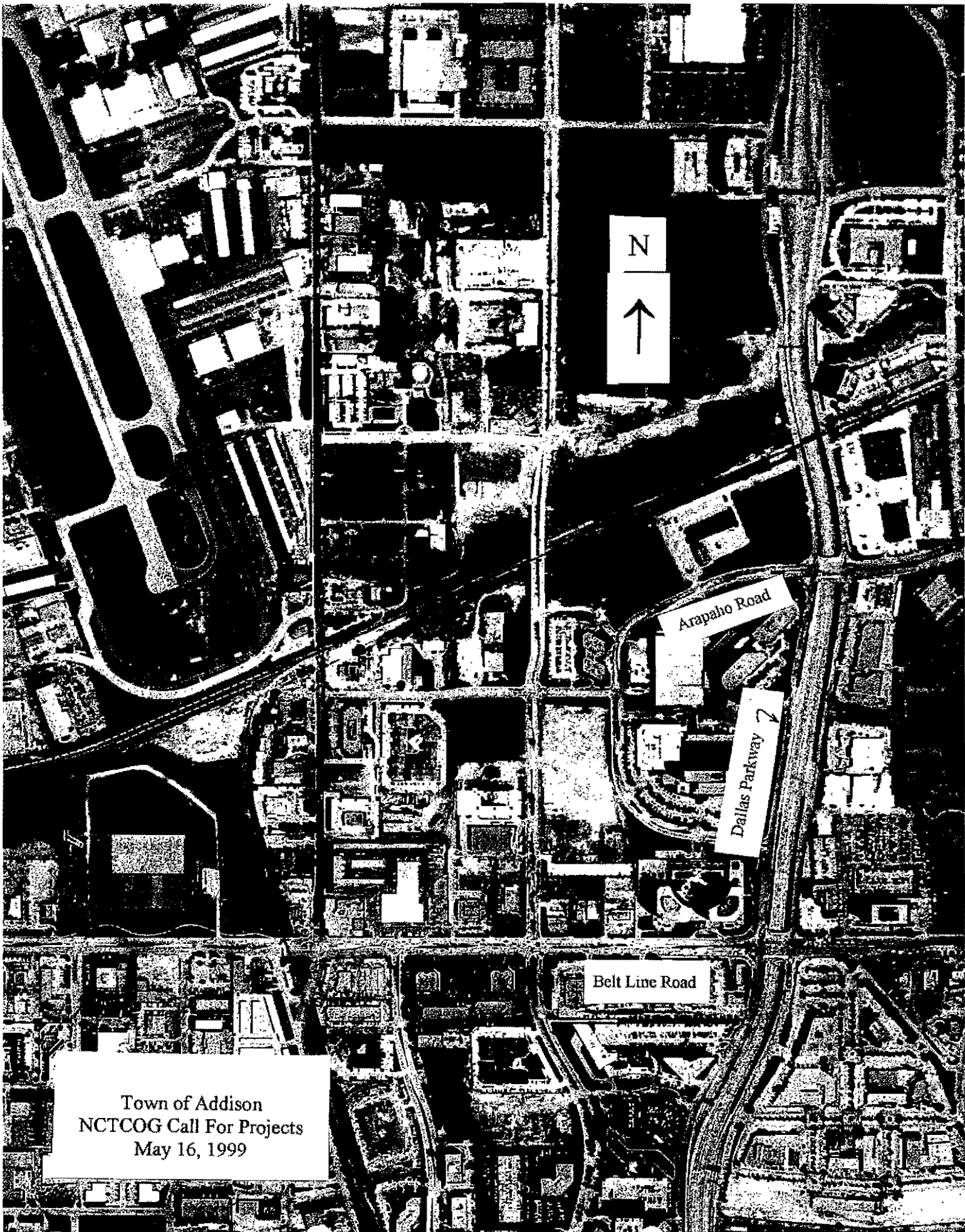


Arapaho Road

Dallas Parkway

Belt Line Road

Town of Addison
NCTCOG Call For Projects
May 16, 1999

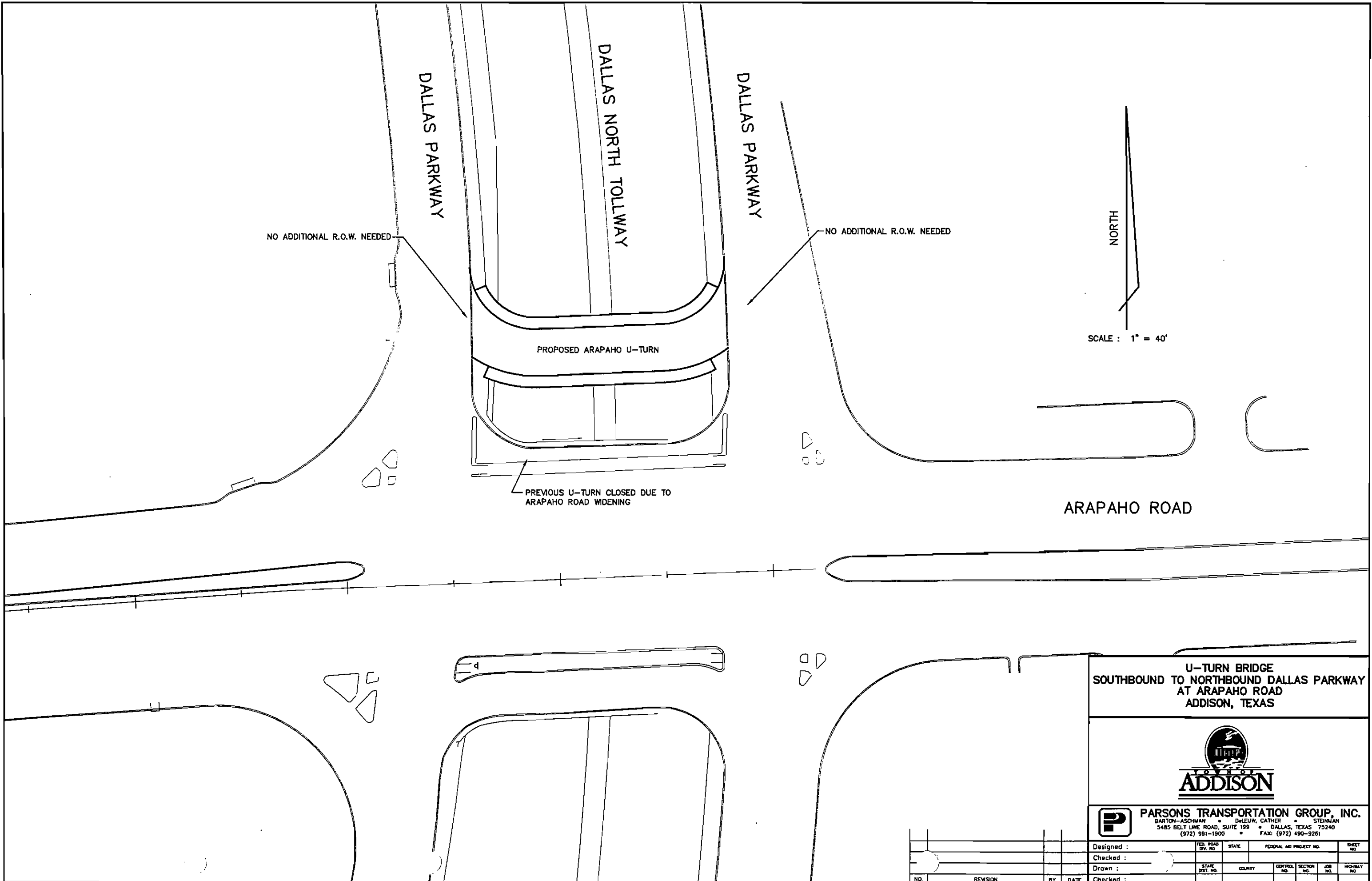


Arapaho Road

Dallas Parkway

Belt Line Road

Town of Addison
NCTCOG Call For Projects
May 16, 1999



NO ADDITIONAL R.O.W. NEEDED

DALLAS PARKWAY

DALLAS NORTH TOLLWAY

DALLAS PARKWAY

NO ADDITIONAL R.O.W. NEEDED

NORTH

SCALE : 1" = 40'

PROPOSED ARAPAHO U-TURN

PREVIOUS U-TURN CLOSED DUE TO ARAPAHO ROAD WIDENING

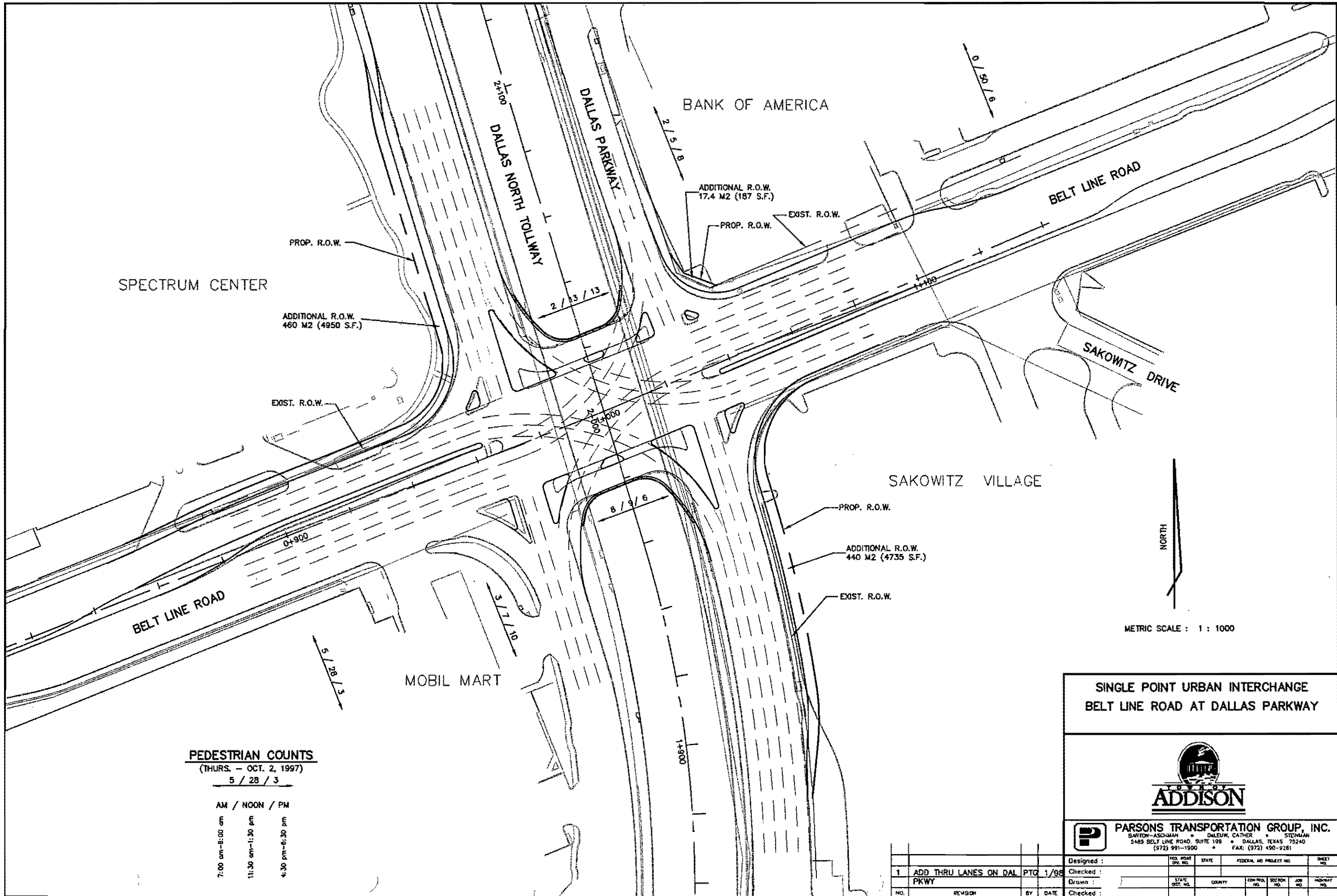
ARAPAHO ROAD

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



PARSONS TRANSPORTATION GROUP, INC.
BARTON-ASCHMAN • DALEUW, CATHER • STEINMAN
5485 BELT LINE ROAD, SUITE 159 • DALLAS, TEXAS 75240
(972) 991-1900 • FAX: (972) 490-9281

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



PEDESTRIAN COUNTS

(THURS. - OCT. 2, 1997)

5 / 28 / 3

	AM	NOON	PM
7:00 am - 8:00 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 • DALEW, CATHER • STEINMAN
 5485 BELT LINE ROAD, SUITE 109 • DALLAS, TEXAS 75240
 (972) 991-1900 • FAX: (972) 490-9261

NO.	REVISION	BY	DATE	DESIGNED	CHECKED	DRAWN	CHECKED
1	ADD THRU LANES ON DAL PKWY		1/98				

TOWN OF
ADDISON

Faxed

PUBLIC WORKS

To: Don Cranford, P.E.

From: James C. Pierce, Jr., P.E., DEE

Company: Dallas Co. Pub Wks

Assistant City Engineer

Phone: 972/450-2879

FAX #: 214-653-6416

FAX: 972/450-2834

Date: 4-27-99

16801 Westgrove

P.O. Box 9010

Addison, TX 75001-9010

of pages (including cover): 1

Re: Addison TEA 21 Projects

Original in mail

Per your request

FYI

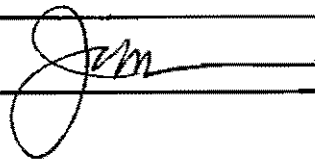
Call me

Comments: The priority of our projects is:

1. BeltLine/Tollway Single Point Urban Interchange

2. Tollway Southbound to Northbound U-turn/Arapaho Rd

3. Signal Timing & Upgrade of Signal Equip., Belt Line
& Midway Roads



OFFICIAL ACTIONS OF THE ADDISON CITY COUNCIL

April 27, 1999
7:30 p.m. - Council Chambers
5300 Belt Line Road

Present: Mayor Beckert, Councilmembers Dolan, Halpern, Klein, Mallory, Sudduth
Absent: Councilmember Watson

Item #R1 - Consideration of Old Business.

The following employees were introduced to the Council: Tony Shanley (Police), Wes Ashcraft (Utilities), and Michele Covino (City Manager's Office).

Items 2b and 2c were removed from the consent agenda and considered separately.

Item #R2 - Consent Agenda.

#2a - Approval of the Minutes for the April 13, 1999, Council Meeting.
(Approved)

#2d - Award a bid in the amount of \$23,067.20 to Palm, Inc. for miscellaneous landscape renovations. (Approved)

#2e - Approval of purchase in the amount of \$62,943.76 to HGAC for a 1999 truck mounted sewer cleaner. (Approved)

#2f - Consideration of a Resolution authorizing the City Manager to submit applications to the North Central Texas Council of Governments (NCTCOG) for funding for the Belt Line/Tollway Single Point Urban Interchange and Tollway Southbound to Northbound U-turn at Arapaho Road projects. (R99-038)

#2g - Award a bid in the amount of \$21,995 to Doric Building Corporation for remodeling of restrooms at Central Fire Station and Fire Station #2. (Approved)

Councilmember Halpern moved to approve the above listed items.
Councilmember Dolan seconded. The motion carried.

Voting Aye: Beckert, Dolan, Halpern, Klein, Mallory, Sudduth
Voting Nay: None
Absent: Watson

#2b - Consideration of a Resolution to amend the Code of Ordinances giving the City Manager or a designated representative the authority to approve service of alcoholic beverages in parks.

Councilmember Sudduth moved to approve Resolution No. R99-036 giving the City Manager or a designated representative the authority to approve service of alcoholic beverages in parks within established guidelines. Councilmember Halpern seconded. The motion carried.

Voting Aye: Beckert, Dolan, Halpern, Klein, Mallory, Sudduth
Voting Nay: None
Absent: Watson

#2c -Consideration of a Resolution approving a reservation policy for the Les Lacs park pavilion.

Councilmember Klein moved to approve Resolution No. R99-037 approving a reservation policy for the Les Lacs park pavilion, subject to changing the provision that portable toilets be removed within 48 hours of an event. Councilmember Halpern seconded. The motion carried.

Voting Aye: Beckert, Dolan, Halpern, Klein, Mallory, Sudduth
Voting Nay: None
Absent: Watson

Item #R3 – Consideration of a Resolution approving the Technically Preferred Alignment for Arapaho Road Phase II/III.

The Mayor asked for comments from the floor. Gary Crouch and Joe Dingman spoke in opposition to the Technically Preferred Alignment for Arapaho Road Phase II/III.

Councilmember Halpern moved to approve Resolution No. R99-039 approving the Technically Preferred Alignment for Arapaho Road Phase II/III. Councilmember Klein seconded. The motion carried.

Voting Aye: Beckert, Dolan, Halpern, Klein, Mallory, Sudduth
Voting Nay: None
Absent: Watson

Item #R4 - **PUBLIC HEARING** and consideration of an Ordinance amending Ordinance No. O99-006 approving the development plans for 315 multi-family units, located on 3.92 acres in the Addison Circle development, on the north side of Morris Avenue, between Quorum Drive and Addison Road, on application from Post Properties.

Mayor Beckert opened the meeting as a public hearing. There were no questions or comments. Mayor Beckert closed the meeting as a public hearing.

Councilmember Klein moved to approve Ordinance No. O99-015 amending Ordinance No. O99-006 approving the development plans for 315 multi-family units, located on 3.92 acres in the Addison Circle development, on the north side of Morris Avenue, between Quorum Drive and Addison Road, on application from Post Properties, subject to the following condition:

- The metal façade treatment on the southwest corner of Building B shall be replaced with a stucco and brick treatment.

Councilmember Sudduth seconded. The motion carried.

Voting Aye: Beckert, Dolan, Halpern, Klein, Mallory, Sudduth
Voting Nay: None
Absent: Watson

Item #R5 – Consideration of an Ordinance providing for the issuance of Town of Addison, Texas, Hotel Occupancy Tax Revenue Refunding Bonds, Series 1999, in the aggregate principal amount of \$1,810,000; pledging to the payment thereof certain receipts of the Hotel Occupancy Tax as herein defined; calling certain bonds for redemption; enacting other provisions relating to the subject; and declaring an emergency.

Councilmember Halpern moved to approve Ordinance No. O99-016 providing for the issuance of Town of Addison, Texas, Hotel Occupancy Tax Revenue Refunding Bonds, Series 1999, in the aggregate principal amount of \$1,810,000; pledging to the payment thereof certain receipts of the Hotel Occupancy Tax as herein defined; calling certain bonds for redemption; enacting other provisions relating to the subject; and declaring an emergency. Councilmember Klein seconded. The motion carried. —

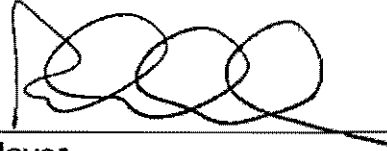
Voting Aye: Beckert, Dolan, Halpern, Klein, Mallory, Sudduth
Voting Nay: None
Absent: Watson

Item #R6 – Consideration of a Resolution authorizing the City Manager to enter into an agreement with the North Texas Tollway Authority to provide for fire protection equipment in the Addison Airport Toll Tunnel.

Councilmember Sudduth moved to approve Resolution No. R99-040 authorizing the City Manager to enter into an agreement with the North Texas Tollway Authority to provide for fire protection equipment in the Addison Airport Toll Tunnel, subject to final approval. Councilmember Halpern seconded. The motion carried.


Voting Aye: Beckert, Dolan, Halpern, Klein, Mallory, Sudduth
Voting Nay: None
Absent: Watson

There being no further business before the Council, the meeting was adjourned.



Mayor

Attest:



City Secretary

Jim Pierce

From: John Baumgartner
Sent: Monday, April 26, 1999 11:29 AM
To: Jim Pierce
Subject: RE: TEA 21 Projects

Yes, I concur with your prioritization.

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

From: Jim Pierce
Sent: Monday, April 26, 1999 11:08 AM
To: John Baumgartner
Subject: TEA 21 Projects

Don Cranford will need a priority ranking of our projects. How about this:

1. SPUI
2. Parkway U-turn
3. Signal Timing

Jim.

FAX TRANSMISSION

NO. OF PAGES (INCLUDING THIS PAGE) *15*

DATE *4/23/99*

T
O

NAME *Mr. Jim Pierce*

FIRM *Town of Addison*

ADDRESS


PHONE NUMBER

FAX NUMBER *(972) 450-2839*

F
R
O
M

NAME *Ron Young*

PARSONS TRANSPORTATION GROUP INC.
Barton-Aschman • De Leuw, Cather • Steinman
5485 Belt Line Road, Suite 199
Dallas, Texas 75240-7607
Phone (972) 991-1900
Fax (972) 490-9261



PROJECT NUMBER

Jim:

Here are the:

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

For the Signal Timing Project the estimate is

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

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

1999 NCTCOG Call for Projects
Point Location Projects

1	2	3	4	5	13	14
Project Name/Location	Project Type (choose from list)	Number of Locations	Project Description	Project Comment	Estimated Construction Start Date (MMYY)	Estimated Time to Complete (months)
<p><i>Dallas Parkway</i> Tollway Southbound to Northbound U-Turn at Arapaho Road</p>	<p>Intersection Improvement, Addition of lanes <i>lanes</i> interchange</p>	One	Construct a new southbound to northbound u-turn lane at the Arapaho Road Bridge over the North Dallas Tollway.	The widening and realignment of Arapaho Road (under construction) 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.	Dec. 2003	0012

*Dallas Parkway
 Southbound to Northbound
 U-Turn at Arapaho Road*

1999 NCTCOG Call for Projects
Point Location Projects

1	15	16	17	19	20	21	22	23
Project Name/Location	Previous CHMAO, STP-MM, or USF funds	Previous Funding - Project Codes	Corresponding Linear Project being Submitted	On-Off-System	Pilot Minute Order Number	Mapco Location	Total Preliminary Engineering Cost	Total Right-of-Way Cost
Fellway Dallas Hwy Southbound to Northbound U-turn at Arapaho Road	No	N.A.	N.A.	Off	N.A.	Dallas 42	85,000	Zero

85,000

Dallas Parkway Southbound to Northbound U-Turn at Arapaho Road

1999 NCTCOG Call for Projects
Point Location Projects

1	24	25	26	27	28	29	30
Project Name/Location	Total Construction Cost	Total Cost	Local Funding % of Preliminary Engineering	Local Funding % of Right-of-Way	Local Funding % of Construction	Local Participants	Local Participants Roles
Tollway Southbound to Northbound U-turn at Arapaho Road	\$590,000	\$675,000	Addison 80%, Dallas County 20%	N.A.	Addison 20%, Dallas County 20%	Addison, Dallas County, City of Dallas, DART	Addison-Funding, Lead Agency, Project Management. All others, funding.
			\$0				
			\$0				
			\$0				

#590,000
#675,000

See Previous Sheet

1999 NCTCOG Call for Projects
Point Location Projects

1	31	32	33	34
Project Name/Location	Project Contact	Project Contact Phone Number	Project Contact FAX Number	Project Contact E-Mail Address
Tollway Southbound to Northbound U-turn at Arapaho Road	Jim Pierce, P.E.	972-450-2879	972-450-2834	jpierce@ci.addiso.tx.us

See Previous Sheet

1999 NCTCOG Call for Projects
Individual Point Locations

35 Point Project Identifier	36 Cross Street A	37 Cross Street B	38 Detailed Scope of Work	11 Date of Most Recent Traffic Count	12 Value of Most Recent Traffic Count
Fairway - DWS PL Southbound to Northbound U-turn at Arapaho Road	North Dallas Tollway	Arapaho Road			

*See Attached
Description*

See Previous Sheet

**Arapaho Road U-turn
Detailed Scope of Work**

This project provides for construction of a U-turn lane which consists of the removal of a portion of existing concrete mono curb along the 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, construction of reinforced concrete bridge deck and parapet walls with associated retaining wall reconstruction. Associated items of work include traffic control during construction, pavement markings and signing.

**Dallas Parkway/Belt Line Road Single Point Urban Interchange
Detailed Scope of Work**

This project provides for the construction of a single point urban interchange (SPUI) which 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. Associated work includes traffic control during construction, pavement markings and signing.

1999 NCTCOG Call for Projects
Point Location Projects

1	2	3	4	5	13	14
Project Name/Location	Project Type (Choose from list)	Number of Locations	Project Description	Project Comment	Estimated Construction Start Date (MM/YY)	Estimated Time to Complete (months)
Belt Line/Tollway Single Point Urban Interchange	Interchange, Intersection Improvement, Traffic Signal Improvement, Addition of Lanes.	One	Construct modifications (widening) to the Belt Line Road bridge over the Tollway to allow the interchange to act as a single intersection instead of two.	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%	Dec., 2002	0018

*Belt Line/Dallas Parkway
Single Point Urban
Interchange*

1999 NCTCOG Call for Projects
Point Location Projects

14	15	16	17	18	19	20	21	22	23
Project Name/Location	Previous CMAQ, STP, MM, or JISF funds	Previous Funding Project Codes	Corresponding Linear Project being Submitted	On/Off System	Priority/Cluster Number	Mapscat Location	Total Preliminary Engineering Cost	Total Right-of-Way Cost	
Bellevue/Dallas Parkway Single Point Urban Interchange	N.A.	N.A.		Off	N.A.	Dallas 14D	\$2,400,000	\$1,350,000	

Bellevue/Dallas Parkway
Single Point Urban
Interchange

\$2,400,000

\$1,350,000

1999 NCTCOG Call for Projects
Point Location Projects

24	25	26	27	28	28	30
Project Name/Location	Total Construction Cost	Local Funding % of Preliminary Engineering	Local Funding % of Right-of-Way	Local Funding % of Construction	Local Participants	Local Participants Roles
Belt Line/Tollway Single/Point Urban Interchange	2,069,000	Addison 80%, Dallas County 20%	Addison 20%, Dallas County 20%	Addison 20%, Dallas County 20%	Addison, Dallas County, City of Dallas, DART	Addison-Funding, Lead Agency, Project Management. All others, funding.

See Prev. Sheet

2,060,000

2,435,000

1999 NCTCOG Call for Projects
Individual Point Locations

35	36	37	38	39	40
Point/Project Identifier	Cross Street A	Cross Street B	Disturb Scope of Work	Date of Most Recent Traffic Count	Value of Most Recent Traffic Count
Belt Line/Tollway Single Point Urban Interchange	Belt Line Road	North Dallas Tollway Service Roads			

See Prev. Sheet

See Attached
Sheet

A
A

COST ESTIMATE

ADDISON - SPUT :BELT LINE ROAD AND DALLAS NORTH TOLLWAY

April 14,1999

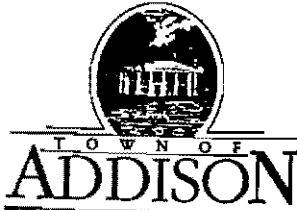
ITEM-NBR	DESCRIPTION	UNITS	UNIT COST	QUANTITY	COST
100-5002	PREP R.O.W.	KM	\$50,000.00	1	\$50,000.00
104-5001	REMOV CONC (PAV)	M2	\$20.00	1500	\$30,000.00
104-5005	REMOV CONC (MEDIAN)	M2	\$20.00	600	\$12,000.00
104-5009	REMOV CONC (SDWLK)	M2	\$12.00	200	\$2,400.00
104-5011	REMOV CONC (DRIVEWAY)	M2	\$11.00	300	\$3,300.00
104-5013	REMOV CONC (CURB&GUTTER)	M	\$4.72	1500	\$7,080.00
260-5010	LIME TREAT SUBGR (DC) (200 MM)	M2	\$2.60	2500	\$6,500.00
360-5011	CONC CURB (TY II) (MONO)	M	\$10.00	1500	\$15,000.00
360-5017	CONC PAV (CPCD) (200MM)	M2	\$41.00	2500	\$102,500.00
416-0506	DRILL SHAFT (36 IN)	LF	\$83.00	600	\$49,800.00
420-0551	CL C CONC (PARAPET WALL)	CY	\$882.86	125	\$110,357.50
420-5014	CL C CONC BENT	M3	\$880.00	225	\$198,000.00
422-5001	REINF CONC SLAB	M2	\$95.00	1200	\$114,000.00
423-5007	RET WALL	M2	\$375.00	300	\$112,500.00
450-0695	RAIL (TY C411)	M	\$209.98	200	\$41,996.00
464-5005	RC PIPE (CL III) (600MM)	M	\$124.32	60	\$7,459.20
465-0741	INLET (COMPL) (TY II) (10')	EA	\$2,400.00	4	\$9,600.00
496-0502	REMOV INLET	EA	\$1,200.00	3	\$3,600.00
5004-5001	TEMP SED FNC	M	\$6.00	4000	\$24,000.00
5004-5003	TEMP SED FNC (REMOV)	M	\$5.00	4000	\$20,000.00
500-5001	MOBILIZATION	LS	\$150,000.00	1	\$150,000.00
502-5001	BARRICADE, SIGNS, TRAFF	MO	\$5,000.00	12	\$60,000.00
530-5001	DRVWY'S (Conc)(150mm)	M2	\$36.00	200	\$7,200.00
531-5002	CONCRETE SIDEWALK	M2	\$28.00	300	\$8,400.00
531-5004	SIDEWALK RAMP (TY 4)	EA	\$463.00	16	\$7,408.00
536-5002	CONC MEDIAN	M2	\$40.00	1000	\$40,000.00
610	RDWY ILL ASSEM	EA	\$2,120.00	6	\$12,720.00
649-5003	FND LG RSD SIGN SUPPORT	EA	\$350.00	20	\$7,000.00
650	OVERHEAD SIGN SUPPORT	EA	\$30,200.00	1	\$30,200.00
662-0542	WZPM (CLB)	EA	\$4.00	500	\$2,000.00
662-0543	WZPM (CLB)	EA	\$4.00	200	\$800.00
662-0581	WZPM (TAB)	EA	\$6.83	1500	\$10,245.00
662-0582	WZPM (TAB)	EA	\$1.00	750	\$750.00
666-0517	REFL	EA	\$115.00	24	\$2,760.00

ITEM-NBR	DESCRIPTION	UNITS	UNIT COST	QUANTITY	COST
666-0549	REFL	EA	\$40.00	24	\$960.00
666-5012	REFL	M	\$17.00	75	\$1,275.00
666-5013	REFL	RA	\$150.00	24	\$3,600.00
666-5036	REFL	M	\$1.24	150	\$186.00
666-5041	REFL	M	\$6.00	250	\$1,500.00
666-5044	REFL	M	\$10.00	75	\$750.00
666-5045	REFL	EA	\$60.00	24	\$1,440.00
666-5201	REFL	M	\$1.50	150	\$225.00
666-5209	REFL	M	\$7.76	250	\$1,940.00
672-0504	RPM (CLA)	EA	\$8.60	160	\$1,376.00
672-0507	RPM (CLB)	EA	\$4.00	360	\$1,440.00
672-5016	RPM BTN	EA	\$3.20	370	\$1,184.00
678-5001	PAV SURV & PREP	M	\$1.00	150	\$150.00
678-5004	PAV SURV & PREP	M	\$2.72	250	\$680.00
678-5006	PAV SURV & PREP	M	\$5.73	75	\$429.75
678-5007	PAV SURV & PREP	EA	\$31.70	24	\$760.80
678-5008	PAV SURV & PREP	EA	\$40.00	24	\$960.00
686	SIGNAL SYSTEM	LS	\$175,000.00	1	\$175,000.00
	LANDSCAPE	LS	\$75,000.00	1	\$75,000.00
	UTIL RELOC	LS	\$250,000.00	1	\$175,000.00
	SUBTOTAL				\$1,703,432.25
	CONTINGENCY				\$356,698.71
	ENGINEERING/SURVEY/GEOTECH				\$240,000.00
	RIGHT-OF-WAY				\$135,000.00
	TOTAL				\$2,435,130.96

1999 NCTCOG Call for Projects
Point Location Projects

Project Name/Location	Project Contact	Project Contact Phone Number	Project Contact FAX Number	Project Contact E-Mail Address
Bell Line/Tollway Single Point Urban Interchange	Jim Pierce, P.E.	972-450-2879	972-450-2834	jpierce@ci.addiso n.tx.us

See Prev Sheet



April 23, 1999

PUBLIC WORKS DEPARTMENT

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

*4/26/99:
Not too late from Don's standpoint
will be flagged as received late
Commissioners briefing
May 7th*

Mr. Donald L. Cranford, P.E.
Assistant Director, Transportation Division
Dallas County Department of Public Works
411 Elm Street, 4th Floor
Dallas, TX 75202

*will go over with
each Commissioner
Mon-Tue, next week
Jim Jackson our
commissioner*

Re: Addison TEA-21 Projects

Dear Mr. Cranford:

The Town of Addison requests Dallas County Commissioners Court support for an additional project we intend to submit to the North Central Texas Council of Governments (NCTCOG) in response to their call for projects. A description of the project follows:

Signal Timing and Upgrade of Signal Equipment, Belt Line and Midway Roads

This project consists of signal timing for 9 intersections on Belt Line Road and 7 intersections on Midway Road. Signal control equipment will be upgraded at 15 of the 16 intersections to facilitate the timing, and to switch to video detection. (One intersection has already been upgraded). This project will improve traffic flow on both major arterials. This project will serve multiple jurisdictions within the County. Preliminary estimated cost is \$ 1,020,000. Addison's funding commitment will be 20%. Belt Line Road carries over 60,000 vehicles per day, and Midway Road carries over 50,000 vehicles per day.

We respectfully request the Court to fund this project at the full 20% level.

We thank you for your interest and generous participation in this program. Please call me at 972-450-2871 if you have any questions about our projects.

Very truly yours,

Town of Addison

John Baumgartner
John Baumgartner, P.E.
Director of Public Works

cc: Ron Whitehead, City Manager
James C. Pierce, Jr., P.E., DEE, Assistant City Engineer

facsimile
TRANSMITTAL

To: John Baumgartner
Of: Town of Addison
Fax: 972-450-2837
Pages: 1, including this cover sheet.
Date: April 21, 1999

Per your conversation last week with Jack Antebi, I am forwarding a list of projects which the City of Dallas will be submitting to NCTCOG for consideration of TEA-21 funding. The only projects I am sending are the ones which are on the border of Dallas and Addison. Please let me know if you concur with these projects and project descriptions. Also, please let me know if Addison would consider joint submission and/or joint funding participation on these projects.

If you have questions or need additional information, please give me a call.

From the desk of...

Alan D. Hendrix, P.E.
Program Manager, Interagency Coordination
1600 Marilla, L18N
Dallas, Texas 75201
(214)870-4262
Fax: (214)870-3800

675K

Potential Candidate Projects for TEA-21
STPMM - New Thoroughfares and Thoroughfare Widening

Project Name (1)	From	To	Project Description	Project Comments	Estimated Total Cost (1)	Coun. Dist.	Coun. Dist.	Ranking 1=Low 10=High
Belt Line	SH 289 Preston	Dallas Parkway	Widen existing 6 lane divided roadway to 8 lane div. EB to Preston, WB from Preston to Prestonswood	Joint project with Addison; does Addison concur	\$2,340,000	11	12	7.80
T. Drived Floyd	Roseland	Marville	Widen existing 4 lane undivided to accommodate 8 lanes (1/4 NB SB) and reducing to original section at Marville	Capacity improvement to improve DART light rail station operations and enhance circulation to US 75/H BUS interchange	\$599,000	11	10	3.64
Jeffress	Royal	Loop 12/NW Highway	Construct series of left turn pockets within the existing 15' medians at various cross streets (approx. 41 locations); no ROW needed	Project will add capacity and enhance safety	\$1,600,000	11	13	3.00
Arpanto	Kovul Trail	Dallas Parkway	Widen existing 6 lane divided road to 8-lane divided; widen bridge over railroad from a 6-lane to an 8 lane bridge and provide a SB to NB U-turn lane	Joint project with Addison; does Addison concur	\$1,020,000	11		2.88
SH 289 Preston	Elderwood	Northwest Hwy (Loop 12)	Widen from 6-10' lanes and substandard median to 6-11' lanes and full median; add left turn pockets at cross streets	Project will add capacity and enhance safety; this section of Preston Road also needs reconstruction	\$13,780,000	11	13	2.81
Churchill Way	US 75	Cot Road	Widen existing pavement to 4 lane divided roadway; new bridge over US 75; connections to NB US 75 Service Road	Joint project with TXDOT; does TXDOT concur	\$4,057,000	11	10	1.61
Rosemeade	19077 George Bush Turnpike	Marth	Construct missing 3 WB lanes to complete this 6 lane divided roadway	Joint project with Denton County; \$1.0M approved in 1998 Denton County Bond Program; \$200,000 approved in the 1995 Dallas Bond Program for Rosemeade from Midway to Marth	\$1,633,000	12		10.00
Trinity Mills	Dallas North Tollway	Midway	Widen existing 4 lane concrete roadway by adding one curb lane each direction EB and WB	Will provide additional capacity and will enhance access to 19077 George Bush Turnpike; Approved for \$621,000 in the 1999 Collin County Bond Program	\$979,000	12		3.68
Belt Line	SH 289 Preston	Dallas Parkway	Widen existing 6 lane divided roadway to 8 lane div. EB to Preston, WB from Preston to Prestonswood	Joint project with Addison; does Addison concur	\$2,340,000	12	11	7.80
Dallas Parkway	North City Limits	Westgrove	Widen existing 2 lane service road by adding one 12' lane each direction NB/SB	Add capacity to service road along the Dallas North Tollway; enhance area circulation	\$6,274,000	12		7.80
Rosemeade	Marth	Kelly	Widen existing 4 lane divided roadway by constructing one additional 12 lane EB and WB in the median	Joint project with Carrollton; does Carrollton concur; does Carrollton maintain; city limits issue	\$829,000	12		7.80
Rosemeade	Midway	19077 George Bush Turnpike	Widen existing 4 lane undivided roadway to accommodate 14' wide continuous left turn lanes	\$200,000 approved in the 1995 Dallas Bond Program for Rosemeade from Marth to Midway	\$308,000	12		7.80

2 *

OK *

Meyer *

(1) Locations and costs are duplicated for projects in multiple council districts
Costs are counted one time only

Potential Candidate Projects for TEA-21
CMAQ - Intersection Improvements & Miscellaneous Improvements

Project Location/Name (1)	Project Description	Project Comments	Estimated Total Cost (1)	Service Coord. District	Service Coord. District	Council Districts	Ranking 1=Low 10=High
Stollman/Audette/LBJ	Remove median on bridge to provide eight lanes; geometric improvements to the Service Roads, Adair, and Whitehurst Intersections	Bus operations improvements, capacity improvements; recommended previously on NE Corridor MIS	\$1,000,000	NE	NE	10 11	8.00
Advants at Forest	EBWB Dual left turn, add a 4TH VWB lane for right turn	Delay reduction, capacity improvements; recommended previously on NE Corridor MIS	\$800,000	NE	NE	10	7.58
LBJ at Plano/New Church	Realign NB/SB approaches, NB/SB left turn pockets, and a EB free right turn lane	Safety and delay reduction improvements; recommended previously on NE Corridor MIS	\$500,000	NE	NE	10	7.33
Central at Forest	Southbound dual right turn lanes	Delay reduction, Air quality improvements	\$75,000	NC	NE	10 11	6.90
Forest at Greenville	SBWB dual left turn, and free right turn lanes on all approaches	Delay reduction/turnt service improvement; recommended previously on NE Corridor MIS	\$850,000	NE	NE	10	6.00
Royal at Stillman	NB/SB free right turn lanes, and EBWB dual left turn lanes	Safety and Capacity enhancements	\$500,000	NE	NE	10	6.49
Church at Stillman	EBWB left turn pockets	Safety and delay reduction improvements	\$200,000	NE	NE	10	6.00
Church at White Rock Trail	EBWB left turn pockets	School and Park access improvements, delay reduction	\$140,000	NE	NE	10	3.00
Ferguson at Shoh	NB (Ferguson) dual left turn pocket	Capacity improvements, Pedestrian and bus operations improvements	\$250,000	NE	NE	10 9	2.76
Campbell at Floyd	Increase NW corner radii	Bus ops. Improvements	\$35,000	NE	NE	10	2.72
Inwood/DNT at LBJ	Fiberoptodynamic lane control signals	Safety and delay reduction improvements	\$150,000	NC	NC	11	5.00
Stillman/Audette/LBJ	Remove median on bridge to provide eight lanes; geometric improvements to the Service Roads, Adair, and Whitehurst Intersections	Bus operations improvements, capacity improvements; recommended previously on NE Corridor MIS	\$1,000,000	NE	NE	11 10	8.00
Greenville Avenue at Meadow/Walnut Hill	Construct 8 lane configuration with "back to back" left turn bays	Reduce delay and congestion; recommended previously on NE Corridor MIS	\$750,000	NE	NE	11 13	7.55
Ball Lane at Dallas Parkway	Construct single point intersection	Safety improvements, congestion/delays reduction/Bus service operational improvements	\$2,500,000	NC	NC	11	6.97
Central at Forest	Southbound dual right turn lanes	Delay reduction, Air quality improvements	\$75,000	NC	NE	11 10	6.00
Preston at Royal	NB/SB dual left turn lanes	Safety and Capacity enhancements	\$450,000	NC	NC	11 13	5.84
Ball Lane at Preston	WB free right turn lane	Capacity improvements	\$400,000	NC	NC	11 12	5.54
Ment at Park Central	NB free right turn lane	Bus operations improvements, capacity improvements	\$100,000	NC	NC	11	3.24
Preston Road at Keller	Intersection improvements	Capacity/safety improvements	\$1,000,000	NC	NC	11 12	1.58
Spring at Westgrove	SB by-pass (grade separation)	Delay reduction, Air quality improvements	\$3,500,000	NC	NC	11	0.13
Alpha at Dallas Parkway	WB free right turn lane	Safety and delay reduction improvements	\$100,000	NC	NC	11	0.69
Coit at McCallum	NB dual left turn lanes	Capacity improvements, delay reduction for NB traffic	\$150,000	NC	NC	12	6.00
Midway at Trinity Mills	SB free right turn lane	Delay reduction	\$150,000	NC	NC	12	6.00
Preston at Summerdale	Realign left turn lanes, median realignment	Safety	\$80,000	NC	NC	12	4.00
Wittorf at Frantford	Free right turn lanes and dual left turn lanes on all approaches	Delays reduction	\$800,000	NC	NC	12	3.45

(1) Locations and costs are duplicated for projects in multiple council districts. Costs are counted one time only.

OK *

Jim Pierce

To: John Baumgartner; Robin Jones
Subject: FW: Inter-City Communications Exchange

The following describes what TxDOT is doing regarding a project they will submit under NCTCOG's call for projects. If we want to be a part of this, and receive information in our traffic control center, TxDOT is asking for a letter from us committing \$21,000 to the cause. I know we are probably not interested, but wanted to pass this on since I had the information. Jim.

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

From: Richard Cortez [SMTP:RCORTEZ@mailgw.dot.state.tx.us]
Sent: Monday, April 19, 1999 4:48 PM
To: jpierce@ci.addison.tx.us
Subject: Inter-City Communications Exchange

Inter-City Communications Project - The project will consist of procuring and installing equipment necessary for exchange of video and data between the TxDOT Intelligent Transportation Systems (ITS) Control Center and any participating city.

This will give the cities access to TxDOT owned and operated cameras, changeable message signs, highway speed data, and to the TxDOT incident logging software (gives electronic updates on incidents along the freeway system). At the present time TxDOT has forty-two cameras spaced a one mile intervals along the highways, sixteen changeable message signs and two miles of loop detection.

It is up to each individual city to use the information in a way that best suits their cities needs. Some cities use the information to inform motorist of impending traffic conditions they may encounter before leaving home or work. Others use the information to verify a major accident so signal timing can be changed.

P.S. the information as well as camera snapshots will soon be available on the Internet.

**TEXAS DEPARTMENT OF TRANSPORTATION
LOCAL PUBLIC AGENCY ACQUISITION GUIDELINES
Dallas District**

Right of Way determination made
 Mapping contracted
 Public involvement satisfied (Limited Public Meeting, Opportunity for Public Hearing, or Public Hearing) depending on type of project and environmental clearance
 Mapping completed 8 months
 Environmental clearance approved (potential contaminated sites identified)**
 Field check project and determine relocation needs, if any 1 month
 If there are displacements, prepare estimate to request funds
 Release requested from Division Office and relocation funds set up, 2 months
 If there are displacements
 Maps furnished and Local Public Agency released to begin acquisition 1 week
 Right of way mapping may be prepared concurrently with the environmental and public involvement processes.

It is the Local Public Agency's function to:

 Request and receive title information (depending on size of project) and availability of title companies) 2 to 6 months
 Send informational notices to owners 1 week

Donations may be requested

 Field check project for appraisal assignments and identify potential contaminated sites** 1 month
 Assign and appraise parcels 2 months
 Review, correct and approve appraisals 1 to 2 months
 Map revisions requested, if necessary 2 ½ months
 Make offers to owners (copies to TxDOT) 1 month
 LPA sends 90 day relocation letters 1 week
 LPA makes preliminary contact with displacees, if any, locates comparables and compute housing or rental supplements and moving expenses — 3 months
 Cure title problems

The curing of title problems is ongoing during the negotiation process and must be completed in order to close a parcel and obtain clear title. This also applies when a parcel is being condemned. Title must be cured in order to name the proper parties to the law suit.

ACQUISITION BY DONATION DEED

Prepare Donation Deed and Waiver (Full or Partial Donation)	1 week
Execute and record Donation Deed	1 month
Furnish recorded Deed (or copy) and Waiver to TxDOT	1 week

The owner must be advised of his right to an appraisal and his right to receive just compensation for the property being taken. He/she may wish to donate all or only part of the land being taken. The Donation Waiver must be signed by the owner. Title to the property must be cleared the same as on any other acquisition. If the property is donated (or acquired in part with local money) on FM or On-System projects, conveyances should be made to the Local public Agency then deeded to the State. Partial donations must be supported by Appraisals if reimbursement is requested.

ACQUISITION BY DEED

Offer accepted	
Deed prepared and signed, title cured, parcel processed for payment for payment	2 to 3 months
Close with owner (notify TxDOT of closing date)	1 week
LPA sends 30 day relocation letters notifying owner and tenants, if any, to vacate the taking by a specific date (notify TxDOT)	1 week
Transmit recorded deed to TxDOT (See below)	1 week
LPA relocates any displacees	2 months

For FM and On-System projects, the original recorded deed must be in the name of the State of Texas and be sent to TxDOT. For Off-System projects where title is secured in the name of the LPA, a copy of the recorded deed must be sent to TxDOT.

ACQUISITION BY EMINENT DOMAIN

Offer refused	
Initiate eminent domain proceeding (obtain Commissioners' Court or City Council Authority to condemn)	3 weeks
File necessary court papers	1 month
Update appraisal report	1 month
Set and hold commissioners' hearing	2 to 3 months
File Award of Commissioners and obtain certified copy	1 week
Process for payment	4 to 6 weeks
20 day appeal period for both sides of Award of Commissioners (Runs concurrently with payment process)	
Deposit amount of Award in the Registry of the Court (notify TxDOT of date of deposit)	
GIVES RIGHT OF POSSESSION	1 week

ACQUISITION BY EMINENT DOMAIN Cont'd.

Transmit copy of Award to TxDOT	1 week
TxDOT sends 30 day relocation letters notifying the owners and tenants, if any, to vacate the taking by a specific date	1 week
File and record Judgment if no objections are filed	1 month
Provide recorded Judgment to TxDOT	1 month
LPA relocates any displacees	2 months
If appealed, obtain Judgment by agreement, mediation or jury trial	
File, record and provide recorded Judgment to TxDOT	

Depositing the amount of the Award of Commissioners' into the Registry of the Court give the right to take Possession of the property. Funds may be withdrawn from the Registry of the Court and used by the landowner even though the case may have been appealed ad jury trial is pending.

UTILITY ADJUSTMENTS

Designer determines preliminary conflicts and where possible, tries to work around them
Designer should have the following meetings with the utility companies as appropriate:

- Preliminary design meeting
- 30% plan completion meeting
- 65% plan completion meeting
- 90% plan completion meeting
- Final design and initial construction meeting
- Pre-letting meeting

Preliminary designs are furnished to LPA

Designer needs to phase the project to allow time for the utility adjustments

LPA should work with the utility companies to determine if adjustment is reimbursable

If reimbursable, enter into an agreement with the utility company

Work with the various utility companies is a simultaneous function with right of way acquisition. Contact should be made with the utility companies as early as possible once the preliminary design is established. Plans need to be sent to the utility companies for the various meetings. The 60% plan completion meeting should be held at least 7 months prior to the letting in order for them to have time to do the engineering for their adjustments. Usually, if the utility is located in its own easement that is being extinguished by the right of way acquisition, the adjustment is reimbursable by the LPA. **The right of way must be acquired and cleared in order for the utilities to be adjusted.** TxDOT personnel are available to advise the LPA in the handling of these adjustment.

Utility / in Dedicated Prior Easements — Reimbursable Costs to Relocate

CLEAR RIGHT OF WAY

- The Local Public Agency notifies TxDOT when improvements are vacated 1 week
- Any retained improvements should be removed by owner 1 to 2 months
- Test all buildings and slabs, not retained, for asbestos containing materials (ACM) 1 month
- If asbestos tests prove that friable ACM are present, abatement must be completed prior to removal 1 to 2 weeks
- Sell improvements by sealed bid or public auction to clear right of way 2 to 6 months

Clearing right of way includes the removal of all physical improvements within the taking. Timely clearing of the right of way allows the utility companies to begin their adjustments prior to the letting.

HAZARDOUS MATERIAL AND PETROLEUM STORAGE TANK CLEANUP**

Inspect property for possible environmental concerns **

(This can be accomplished at the time appraisal assignments are made)

- If suspicious sites are found, perform Phase I site assessment 1 month
- Hazardous material or petroleum storage tanks on sit, perform Phase II site assessment (determines extent of contamination) 3 months
 - Obtain voluntary cleanup by owner where possible
 - Prepare and execute removal agreement with owner 1 month
 - File necessary documentation and closure plan
 - Perform cleanup (T.N.R.C.C. regulations) 6 months to 2 years
 - (Depends on the extent of contamination)
 - Obtain clean closure letter

**Hazardous materials are those regulated by the Texas Department of Health, the Texas Natural Resource Conservation Commission and the Environmental protection Agency. The identification of hazardous materials, petroleum storage tanks, etc., in the taking, should be simultaneous process, beginning when the field check is made to assign appraisals. After historical data is gathered in the Phase I site assessment and potential problems are identified, a right of entry should be negotiated with the owner to do a Phase II assessment to determine the extent of the contamination. Any necessary cleanup should be taken care of as soon as possible in order that the contractor is not delayed.

Cleanup must to be accomplished in accordance with the appropriate regulatory agency guidelines. Construction will not be allowed to proceed on contaminated sits for obvious safety reasons. Voluntary cleanup by the landowner should be obtained where possible. Neither the Local Public Agency nor the State wants to become the generator of hazardous material.

RIGHT OF WAY CERTIFICATIONS

Provide detailed information regarding the status of outstanding right of way parcels, utility conflicts, outstanding remediation problems and uncleared parcels to TxDOT. This detailed narrative status is necessary 4 months prior to the scheduled letting date in order that TxDOT can prepare the right of way certifications to be submitted with the PS&E package. These certifications provide information that determines whether a letter of authority is issued, allowing the project to be advertised for bids. This is in addition to the documentation provided to satisfy Federal and State requirements for acquisition.

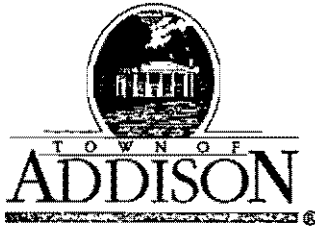
ACQUISITION OF RIGHT OF WAY PRIOR TO COMPLETION OF THE ENVIRONMENTAL PROCESS***

If a Local Public Agency chooses to purchase property with **its own funds** prior to completion of the environmental process, it may do so and not jeopardize Federal aid participation in future project costs if certain requirements are met. These include:

1. The acquire property must not influence the need for or location of the project.
2. The acquisition must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
3. The acquisition must comply with Title VI of the Civil Rights Act of 1964.
4. The acquisition must not include lands protected by Section 4(F) of the DOT Act. (park land)
5. The final project must meet all requirements for a normal Federal-aid project such as compliance with NEPA, Historical Preservation Act, Endangered Species Act, Wetland Executive Order etc.
6. Advance acquisitions must not be used to circumvent Federal laws or regulations.

Since acquiring large quantities of right of way in advance of the Federal location approval could likely influence project location or need, the local governments should be made aware that any full scale acquisition would be done **totally at their risk.**

***While this is an option allowed by the Federal Highway Administration, it is not recommended as a normal method of operation. If not carefully administered, it could jeopardize Federal-aid participation. It also causes considerable problems when displacements are involved were State relocation assistance funding is requested (State relocation assistance cannot be set up prior to completion of public involvement and final environmental clearance.) If relocation assistance is required in these circumstances, accomplishment must be at other than State or Federal expense.



PUBLIC WORKS DEPARTMENT

(972) 450-2871

Post Office Box 9010 Addison, Texas 75001-9010

16801 Westgrove

April 15, 1999

Mr. Donald L. Cranford, P.E.
Assistant Director, Transportation Division
Dallas County Department of Public Works
411 Elm Street, 4th Floor
Dallas, TX 75202

Re: Addison TEA-21 Projects

Dear Mr. Cranford:

The Town of Addison requests Dallas County Commissioners Court support for two projects we intend to submit to the North Central Texas Council of Governments (NCTCOG) in response to their call for projects. A description of the projects follow:

Belt Line/Tollway Single Point Urban Interchange

This project consists of construction of modifications to the Belt Line Road Bridge over the Tollway to allow the interchange to act as a single intersection, instead of two. The project will allow the simultaneous operation of left turn lanes for east/west traffic and for north/south traffic. Efficiency of the intersection should be improved by 15 to 20%. This project will serve multiple jurisdictions within the County. Preliminary estimated total cost of the project is \$2,470,000. Addison's funding commitment will be 20%.

Tollway Southbound to Northbound U-turn at Arapaho Road —

This project will construct a new southbound to northbound U-turn lane at the Arapaho Road Bridge over the North Dallas Tollway. The widening and realignment of Arapaho Road (presently under construction) 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 southbound to northbound U-turn lane must be re-established when southbound to northbound turning movements reach 90 per hour. This project will serve multiple jurisdictions within the County. Preliminary estimated total cost of the project is \$675,000. Addison's funding commitment will be 20%.

Both of these intersections are on major arterials, and, both intersections are in the City of Dallas adjacent to the Addison City Limit Line. Belt Line Road carries over 60,000 vehicles per day, and Arapaho Road carries over 11,000 vehicles per day. We expect the Arapaho counts to go up when the improvements presently under construction are completed.

We respectfully request the Court to fund these projects at the full 20% level.

We thank you for your interest and generous participation in this program. Please call me at 972-450-2871 if you have any questions about our projects.

Very truly yours,

Town of Addison

A handwritten signature in black ink that reads "John Baumgartner". The signature is written in a cursive style with a large initial "J" and a long, sweeping underline.

John Baumgartner, P.E.
Director of Public Works

cc: Ron Whitehead, City Manager
Jack Antebi, P.E., Program Manager, Dallas Public Works and
Transportation Department
James C. Pierce, Jr., P.E., DEE, Assistant City Engineer

TOWN OF
ADDISON

PUBLIC WORKS

To: Don Cranford, P.E.

From: **James C. Pierce, Jr., P.E., DEE**
Assistant City Engineer
Phone: 972/450-2879
FAX: 972/450-2834

Company: Dallas Co. Pub. Wks

FAX #: 214-653-6416

Date: 4-15-99

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

of pages (including cover): 3

Re: Addison TEA-21 Projects

Original in mail Per your request FYI Call me

Comments: Letter regarding Addison Projects
attached. I will put original
in the mail tonight.

Jim

Confirmed
fax received
J.P.

MODE = TRANSMISSION

START=04-15 03:00PM

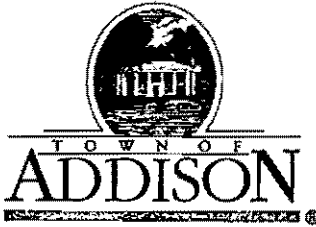
END=04-15 03:01PM

NO.	CDM	SPEED	NO	STATION NAME/ TELEPHONE NO.	PAGES
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-Addison Svc Ctr -Upstairs-

***** (FAX-200 V2.17)* - 972 450 2834- *****



PUBLIC WORKS DEPARTMENT

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

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Assistant Director, Transportation Division
Dallas County Department of Public Works
411 Elm Street, 4th Floor
Dallas, TX 75202

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Very truly yours,

Town of Addison

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John Baumgartner, P.E.
Director of Public Works

cc: Ron Whitehead, City Manager
Jack Antebi, P.E., Program Manager, Dallas Public Works and
Transportation Department
James C. Pierce, Jr., P.E., DEE, Assistant City Engineer

COST ESTIMATE

ADDISON - SPUI :BELT LINE ROAD AND DALLAS NORTH TOLLWAY

April 14,1999

ITEM-NBR	DESCRIPTION	UNITS	UNIT COST	QUANTITY	COST
100-5002	PREP R.O.W.	KM	\$50,000.00	1	\$50,000.00
104-5001	REMOV CONC (PAV)	M2	\$20.00	1500	\$30,000.00
104-5005	REMOV CONC (MEDIAN)	M2	\$20.00	600	\$12,000.00
104-5009	REMOV CONC (SDWLK)	M2	\$12.00	200	\$2,400.00
104-5011	REMOV CONC (DRIVEWAY)	M2	\$11.00	300	\$3,300.00
104-5013	REMOV CONC (CURB&GUTTER)	M	\$4.72	1500	\$7,080.00
260-5010	LIME TREAT SUBGR (DC) (200 MM)	M2	\$2.60	2500	\$6,500.00
360-5011	CONC CURB (TY II) (MONO)	M	\$10.00	1500	\$15,000.00
360-5017	CONC PAV (CPCD) (200MM)	M2	\$41.00	2500	\$102,500.00
416-0506	DRILL SHAFT (36 IN)	LF	\$83.00	600	\$49,800.00
420-0551	CL C CONC (PARAPET WALL)	CY	\$882.86	125	\$110,357.50
420-5014	CL C CONC BENT	M3	\$880.00	225	\$198,000.00
422-5001	REINF CONC SLAB	M2	\$95.00	1200	\$114,000.00
423-5007	RET WALL	M2	\$375.00	300	\$112,500.00
450-0695	RAIL (TY C411)	M	\$209.98	200	\$41,996.00
464-5005	RC PIPE (CL III) (600MM)	M	\$124.32	60	\$7,459.20
465-0741	INLET (COMPL) (TY II) (10')	EA	\$2,400.00	4	\$9,600.00
496-0502	REMOV INLET	EA	\$1,200.00	3	\$3,600.00
5004-5001	TEMP SED FNC	M	\$6.00	4000	\$24,000.00
5004-5003	TEMP SED FNC (REMOV)	M	\$5.00	4000	\$20,000.00
500-5001	MOBILIZATION	LS	\$150,000.00	1	\$150,000.00
502-5001	BARRICADE, SIGNS, TRAFF	MO	\$5,000.00	12	\$60,000.00
530-5001	DRVWY'S (Conc)(150mm)	M2	\$36.00	200	\$7,200.00
531-5002	CONCRETE SIDEWALK	M2	\$28.00	300	\$8,400.00
531-5004	SIDEWALK RAMP (TY 4)	EA	\$463.00	16	\$7,408.00
536-5002	CONC MEDIAN	M2	\$40.00	1000	\$40,000.00
610	RDWY ILL ASSEM	EA	\$2,120.00	6	\$12,720.00
649-5003	FND LG RDSG SIGN SUPPORT	EA	\$350.00	20	\$7,000.00
650	OVERHEAD SIGN SUPPORT	EA	\$30,200.00	1	\$30,200.00
662-0542	WZPM (CLB)	EA	\$4.00	500	\$2,000.00
662-0543	WZPM (CLB)	EA	\$4.00	200	\$800.00
662-0581	WZPM (TAB)	EA	\$6.83	1500	\$10,245.00
662-0582	WZPM (TAB)	EA	\$1.00	750	\$750.00
666-0517	REFL	EA	\$115.00	24	\$2,760.00

ITEM-NBR	DESCRIPTION	UNITS	UNIT COST	QUANTITY	COST
666-0549	REFL	EA	\$40.00	24	\$960.00
666-5012	REFL	M	\$17.00	75	\$1,275.00
666-5013	REFL	RA	\$150.00	24	\$3,600.00
666-5036	REFL	M	\$1.24	150	\$186.00
666-5041	REFL	M	\$6.00	250	\$1,500.00
666-5044	REFL	M	\$10.00	75	\$750.00
666-5045	REFL	EA	\$60.00	24	\$1,440.00
666-5201	REFL	M	\$1.50	150	\$225.00
666-5209	REFL	M	\$7.76	250	\$1,940.00
672-0504	RPM (CLA)	EA	\$8.60	160	\$1,376.00
672-0507	RPM (CLB)	EA	\$4.00	360	\$1,440.00
672-5016	RPM BTN	EA	\$3.20	370	\$1,184.00
678-5001	PAV SURV & PREP	M	\$1.00	150	\$150.00
678-5004	PAV SURV & PREP	M	\$2.72	250	\$680.00
678-5006	PAV SURV & PREP	M	\$5.73	75	\$429.75
678-5007	PAV SURV & PREP	EA	\$31.70	24	\$760.80
678-5008	PAV SURV & PREP	EA	\$40.00	24	\$960.00
686	SIGNAL SYSTEM	LS	\$175,000.00	1	\$175,000.00
	LANDSCAPE	LS	\$75,000.00	1	\$75,000.00
	UTIL RELOC	LS	\$250,000.00	1	\$175,000.00
	SUBTOTAL				\$1,703,432.25
	CONTINGENCY AND ENGINEERING				\$596,201.29
	RIGHT-OF-WAY				\$135,000.00
	TOTAL				\$2,434,633.54

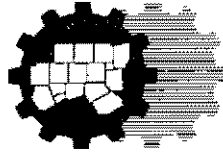
Jim Pierce

From: Dan Rocha [drocha@nctcog.dst.tx.us]
Sent: Wednesday, March 31, 1999 5:35 PM
To: jpierce@ci.addison.tx.us
Cc: lsmith; nbarnett
Subject: Re: Call For Projects

jpierce@ci.addison.tx.us wrote:

About when will we know if a project application has been approved? Jim.

You will know that your application has been received and the candidate projects have been pulled into the evaluation process by the end of May. We will evaluate candidate projects throughout the months of June, July and August. The STTC and the RTC will see the initial rankings in August and September, public meetings in October, and final review and selection of projects will occur in the November/December time frame, following the air quality conformity test. You will know for sure which projects get selected in November/December...Dan Rocha



North Central Texas Council Of Governments

*Recd by Jap
3-22-99*

February 24, 1999

Mr. John Baumgartner
Director of Public Works
Town of Addison
P.O. Box 9010
Addison, Texas 75001

Dear Mr. Baumgartner:

We are in receipt of your request for the 1999 North Central Texas Council of Governments (NCTCOG) Call for Projects Application diskette which you will find enclosed. There are two folders/directories on the diskette. The first folder contains three files which are described as follows:

- "cfpinst.doc" contains the instructions for completing the Call for Projects application. This file is in the Microsoft Word '97 format.
- "instprnt.txt" contains the instructions for completing the Call for Projects application. This is a plain text file that is formatted for printing. This file can be accessed and printed from any word processor.
- "instead.txt" contains the instructions for completing the Call for Projects application. This is a plain text file that is formatted for viewing on the computer monitor.

The second folder contains one file. This file, "cfpforms.xls", is the application for the Call for Projects. Please enter your proposed projects directly into this file. This is a Microsoft Excel '97 format file.

If I may assist you in any way with the preparation and submission of your application please contact me at (817) 608-2317 or you may e-mail me at metscher@nctcog.dst.tx.us.

Sincerely,


Randy Metscher
Transportation Planner I

RM:lr
Enclosure

cc: 1998-99 UPWP Element 3.01 Project File



DALLAS COUNTY
PUBLIC WORKS

REC-20
MAR 22 1999
CITY: _____

March 16, 1999

Mr. Ron Whitehead, City Manager
Town of Addison
5300 Belt Line Rd.
P.O. Box 144
Addison, Tx 75001-0144

3/22/99
John,
What about
Jim?
Ro

Re: Dallas County Support For TEA-21 Projects

Dear Mr. Ron Whitehead:

The Commissioners Court is offering its support for important transportation projects you may submit to the North Central Texas Council of Governments (NCTCOG) for TEA - 21 funding. The Court will consider funding up to 20% of the cost of TEA-21 projects provided your City funds a minimum of 20% and the project meets the attached minimum criteria.

The Regional Transportation Council's adopted project evaluation criteria includes up to 24 points for exceeding the required 20% minimum local funding. Together we can exceed, even double, the required local match and thereby significantly improve the evaluation scoring for needed Dallas County improvements.

The attached eligibility requirements are the minimum conditions for County participation in your projects. The County staff will evaluate projects submitted to the County and the Court will select projects not later than Tuesday, May 11, 1999. This will permit the commitment of County participation prior to the May 14th deadline date for project submittals to NCTCOG.

To be eligible for County funding participation your projects must be submitted to the Dallas County Public Works Department by close of business (4:30 pm), Friday, April 16, 1999. It is not necessary that you submit the completed NCTCOG project forms to Dallas County, however, we must receive the project name, location, limits, brief project scope, estimated total cost of the project and the amount of the City's commitment.

Please contact your County Commissioner or the County Public Works Department for additional information and assistance.

Lee F. Jackson
County Judge

Jim Jackson
Commissioner, District 1

Mike Cantrell
Commissioner, District 2

John Wiley Price
Commissioner, District 3

Kenneth A. Mayfield
Commissioner, District 4

Project Eligibility Requirements Dallas County Funding Participation 1999 TEA-21 Call for Projects

1. County participation will not exceed 20% of the estimated total project cost. County maximum participation will be fixed at project submittal. City participation must be 20% or more.
2. Thoroughfare improvements are eligible on routes functionally classified as minor arterials and higher in the Regional Thoroughfare Plan as published by the North Central Texas Council of Governments.
3. Freeway service road and freeway interchange improvements are eligible.
4. The project must be for permanent improvements.
5. County participation will be limited to functional and safety items. The County will not participate in the cost of aesthetic items.
6. Signal System Improvements that are a part of a coordinated or centrally controlled system are eligible.
7. Incident Detection and Response (IDR) projects and Intelligent Transportation System (ITS) projects which are consistent with the Area-Wide Plan and compatible with TxDOT's proposed freeway systems are eligible.
8. County participation amounts will include County administrative charges.
9. County participation will be subject to execution of necessary Interlocal Agreements prior to project implementation.
10. The County anticipates providing up to \$20 million in total TEA-21 participation over 4 years and up to \$40 million over eight years. TEA-21 provides six (6) years of federal funding authority with an additional three (3) years for obligation of the funds for a total time frame of nine (9) years.
11. Priority for the County participation may be given to projects serving multiple jurisdictions within the County and projects having a regional transportation impact. The County may also select projects for County participation funding to assure that benefits are reasonably distributed throughout the County.



DALLAS COUNTY
PUBLIC WORKS

March 16, 1999

Re: Dallas County Support For TEA-21 Projects

Dear

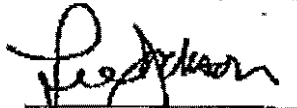
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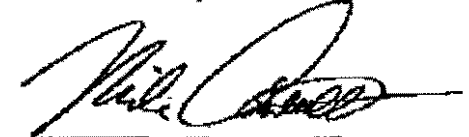
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FAX TRANSMISSION

NO. OF PAGES (INCLUDING THIS PAGE) <u>1</u>		DATE <u>4/14/99</u>	
T O	NAME <u>Mr. Jim Pierce</u>	F R O M	NAME <u>Ron Young</u>
	FIRM <u>Town of Addison</u>		PARSONS TRANSPORTATION GROUP INC. Barton-Aschman • De Leuw, Cather • Steinman
	ADDRESS		5485 Belt Line Road, Suite 199 Dallas, Texas 75240-7607
	PHONE NUMBER <u>(972) 450-2879</u>		Phone (972) 991-1900
	FAX NUMBER <u>(972) 450-2834</u>		Fax (972) 490-9261
		PROJECT NUMBER	

*The Prelim Est. for use in memo to
Don Crawford at Dallas County.*

	<u>SPUI</u>	<u>Arapaho U-Turn</u>
<i>Construction (Ind. Engr.)</i>	<i>\$2,300,000</i>	<i>\$ 675,000</i>
<i>R.O.W.</i>	<i>135,000</i>	<i>- 0 -</i>
	<i>\$ 2,435,000</i>	<i>\$ 675,000</i>
<i>Other</i>	<i>35,000</i>	
	<i>\$ 2,470,000</i>	

SPUI

4-14-99

ROW Cost Est. (LAND)

SE Corner -	Dedicated	
NE Corner	187 ft ² x 30 =	\$ 5,610
NW Corner	4950 ft ² x 30 =	148,500
SW Corner	None	

\$ 154,110

Say \$ 155,000

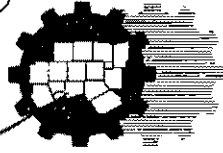
Other Possible Costs

Surveys, Metes & Bounds	1500 ea	3000
Public Involvement	1000	1000
Phase I Environ Assessment	1500 ea	3000
Administrative (Coord with Tx DOT)		
Title Search, Commitment, Policy	1500 ea	3000
Appraisals	1500 ea	3000
Acquisition Negotiations	1000 ea	2000
Eminent Domain Proceedings	20K	20,000
Utility Relocations that are in dedicated (prior) easements.		

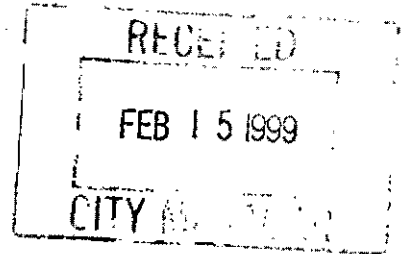
\$ 35,000

Grand Total = \$ 190,000

2/16/99
John
Leto visit
on 2/16/99



North Central Texas Council Of Governments



*Build to Federal Stds ?
(49' wide B to B)*

TO: Honorable Mayors and County Judges
City Managers and County Administrators
Texas Department of Transportation Officials
Transportation Authority Officials
North Texas Tollway Authority Officials

DATE: February 12, 1999

*Belt Line SPU I
Arapaho Bridge Modifications (return)*

FROM: Michael Morris, P.E.
Director of Transportation

*Arapaho Phase II/III
Addison Rd widening*

SUBJECT: 1999 North Central Texas Council of Governments Call for Projects

*Reconst. Keller Springs Road.
Midway Rd Truck Route (12" parant
38' face to face)*

The North Central Texas Council of Governments (NCTCOG), serving as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth, Denton, and Lewisville Urbanized Areas, is required to develop a Transportation Improvement Program (TIP) in cooperation with local governments, the Texas Department of Transportation (TxDOT), and local transportation authorities. The Regional Transportation Council (RTC), as the transportation policy board for the MPO, is responsible for selecting projects in several funding categories. Attachment 1 is a roster of RTC membership. The Congestion Mitigation and Air Quality Improvement Program (CMAQ) directs funds toward transportation projects in nonattainment areas as designated by the federal Clean Air Act. These projects must contribute to the attainment of National Ambient Air Quality Standards. Surface Transportation Program—Metropolitan Mobility (STP-MM) funds can be used on any roadway with a functional classification greater than a local road or rural minor collector. Projects funded under the CMAQ and STP-MM categories are the programming responsibility of the MPO in consultation with TxDOT. **With this notice, NCTCOG will begin taking requests for funding under the CMAQ and STP-MM Programs.**

Eligible applicants include local governments and public sector transportation agencies located within the urbanized area boundary (identified as the STP-MM funding area in Attachment 2), or within the designated nonattainment area of Collin, Dallas, Denton and Tarrant Counties. Private sector individuals and organizations within these areas can also submit projects for funding, provided they secure public sector sponsorship of candidate projects prior to submittal. Project sponsorship must include a commitment to provide at least 20 percent of the total project cost, in order to qualify for the federal CMAQ and STP-MM funding. In the event the project is on the State system, the Texas Department of Transportation will provide the 20 percent match.

Attachment 3 includes a general listing of eligible projects. These include projects to support the Regional Travel Demand Management Program that reduce drive-alone travel and peak-period vehicle travel. The Advanced Transportation Management System refers to projects which increase the effectiveness of the surface transportation system, and are based on advanced computer and telecommunications technologies. System Capacity and Management projects are eligible for funding and listed in Attachment 3. The project selection criteria,

procedures, and program requirements were presented at public meetings held earlier this month, and were approved by the RTC on February 11, 1999. The general requirements and procedures of the Call for Projects are outlined in Attachment 4.

Consistent with RTC Bylaws regarding Calls for Projects, entities wishing to submit under this call may return the attached "Intent to Submit" card. NCTCOG will send out reminder notices two weeks prior to the deadline to the entities that mail or fax an "Intent to Submit" card. Please be aware that RTC Bylaws state that **late or incomplete applications will not be accepted and no supplemental information will be accepted after the deadline.** Attachment 5 is a section of the RTC Bylaws governing the Call for Projects. Applicants are encouraged to submit their application far enough in advance of the submission deadline to allow NCTCOG to review the material for completeness.

Projects submitted for funding under the 1999 NCTCOG Call for Projects must be received in the NCTCOG offices by 5 p.m., Friday, May 14, 1999. No projects will be accepted after that time. In order to expedite the transfer of data to NCTCOG's project evaluators, and to reduce the chance for error in data entry, NCTCOG is requiring all project submittals to be made on diskette, along with a paper copy, using an electronic Excel '97 worksheet developed especially for this Call. Please indicate on the Intent to Submit card if your agency would like to have a 3.5" diskette mailed to you. You may also reserve time on computers at NCTCOG offices to enter project information. To do so, please contact Randy Metscher at (817) 608-2317. Or, you may access the application files, along with accompanying instructions, at:

http://www.dfwinfo.com/trans/tip/call_for_projects.htm

In order to assist project submitters in the development and submission of applications, the following workshops have been scheduled (all workshops will be held in NCTCOG offices, 616 Six Flags Drive in Arlington):

- Development of Advanced Transportation Management Projects: March 10, 1:30-3:30 p.m.; March 12, 9:00-11:00 a.m.
- Development of Travel Demand Management Projects: March 17, 1:30-3:30 p.m.
- Review of Application Software: March 18, 1:30-3:00 p.m.; March 23, 1:30-3:00 p.m.
- Administrative and Geometric Requirements (including cost estimate ranges): March 29, 1:00-4:30 p.m.; April 1, 8:30-12:00 p.m.

If you have any questions regarding this process or need assistance in the development of candidate projects, please call Dan Rocha at (817) 695-9265. Delivery of submittals can be made to NCTCOG offices at Centerpoint Two, 616 Six Flags Drive, Suite 200, Arlington, Texas 76011. The mailing address for submittal of the diskette and paper copy (both required) is:

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, Texas 76005-5888

February 12, 1999

Thank you in advance for your consideration of the 1999 NCTCOG Call for Projects.



Michael Morris, P.E.

DR:lr
Attachments

cc: Michael Eastland, Executive Director, NCTCOG
Jack Miller, Chairman, Regional Transportation Council
Ron Harmon, NCTCOG Executive Board
1998-99 UPWP Element 3.01 Project File

Regional Transportation Council

Jack Miller, Chairman
Mayor
City of Denton

Ron Harmon, Vice Chairman
Commissioner
Johnson County

John Murphy, Secretary
Mayor Pro Tem
City of Richardson

Dick Bode
Councilmember
City of Plano

Ron Brown
Commissioner
Elk County

Jerry Dunn
Mayor
City of Benbrook

Charles England
Mayor
City of Grand Prairie

Lola Finkelman
Councilmember
City of Dallas

Sandy Greyson
Councilmember
City of Dallas

Linda Harper-Brown
Mayor Pro Tem
City of Irving

Becky Haskin
Councilmember
City of Fort Worth

Jack Hatchell
Commissioner
Collin County

John Helman, Jr.
Deputy Mayor Pro Tem
City of Mesquite

Jerry Hiebert
Executive Director
North Texas Tollway Authority

Alice Holland
Board Member
Fort Worth Transportation Authority

Lowell Hyatt
Councilmember
City of Garland

Lee Jackson
County Judge
Dallas County

Sandy Jacobs
Commissioner
Denton County

Dottie Lynn
Mayor Pro Tem
City of Arlington

Barbara Mallory Caraway
Councilmember
City of Dallas

Kenneth Mayfield
Commissioner
Dallas County

Bobbie Mitchell
Mayor
City of Lewisville

Jay Nelson
District Engineer
TxDOT, Dallas District

Bob Phelps
Mayor
City of Farmers Branch

Don Phifer
Mayor Pro Tem
City of North Richland Hills

Robert Pope
Board Member
Dallas Area Rapid Transit

Mary Poss
Mayor Pro Tem
City of Dallas

Chuck Silcox
Mayor Pro Tem
City of Fort Worth

Steve Simmons
District Engineer
TxDOT, Fort Worth District

Grady Smithey
Councilmember
City of Duncanville

Steve Terrell
Mayor
City of Allen

Mart VanRavenswaay
Commissioner
Tarrant County

Max Wells
Citizen Representative
City of Dallas

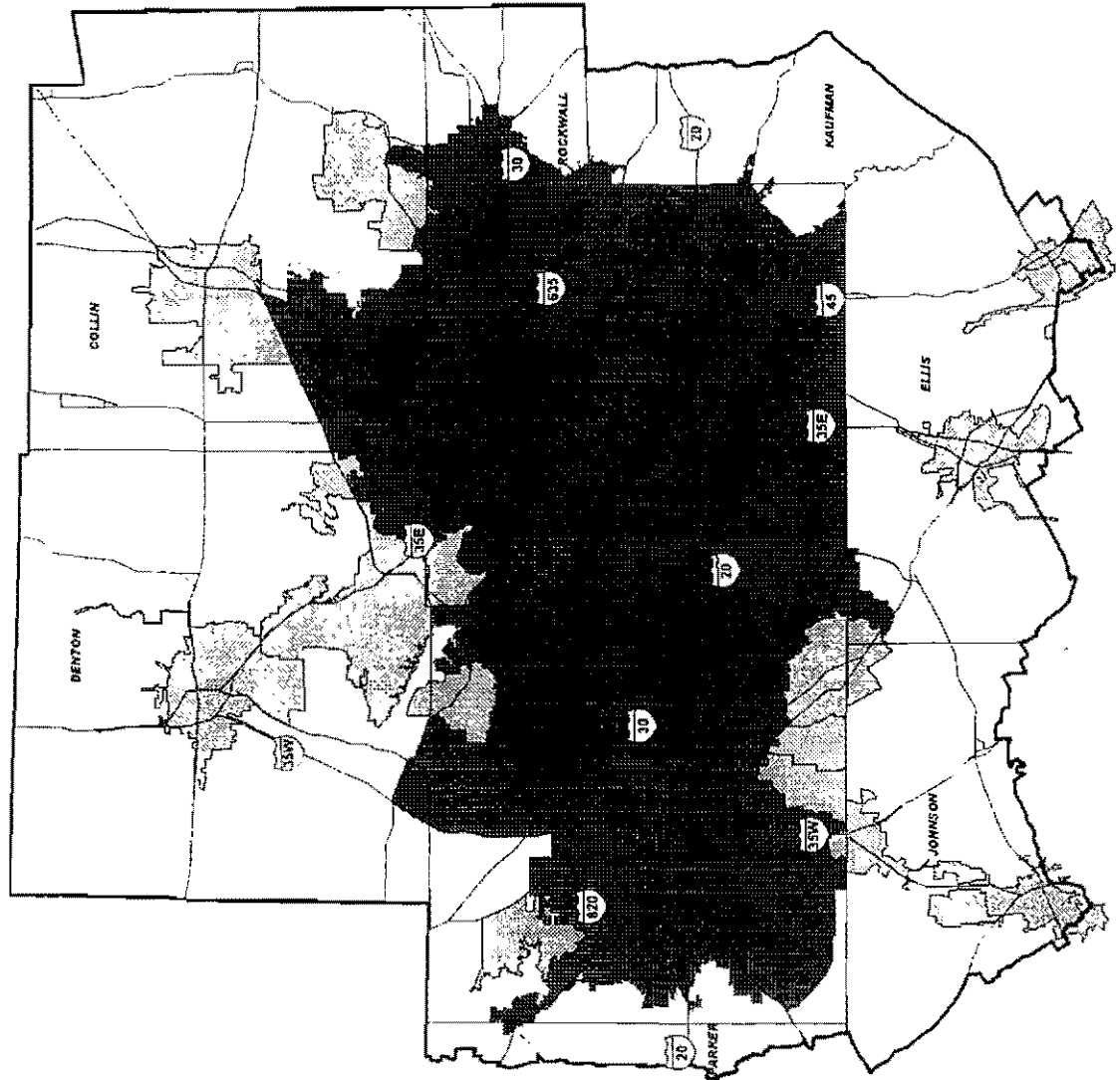
B. Glen Whitley
Commissioner
Tarrant County

Henry Wilson
Councilmember
City of Hurst

Jewel Woods
Citizen Representative
City of Fort Worth

Vacant
Cities of Dallas, University Park, and Highland Park

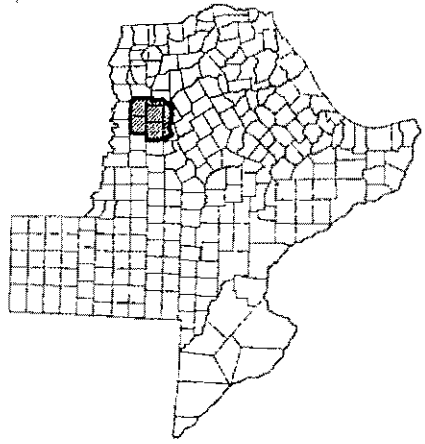
SURFACE TRANSPORTATION FUNDING PROGRAMS



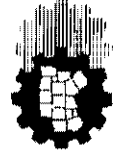
LEGEND

- Metropolitan Mobility
- Urban Mobility
- Rural Mobility

LOCATION MAP



Scale in Miles
0 1 2 3 4 5



North Central Texas
Council of Governments
Transportation

1999 NCTCOG CALL FOR PROJECTS

Eligible Project Types

Regional Travel Demand Management Program

Employer-Based Trip Reduction
Vanpools and Carpools
Park-n-Ride Facilities
Special Events Management
Transportation Management Associations
Similar Projects Which Reduce Drive-Along or Peak-Period Travel

Advanced Transportation Management System¹

Advanced Traveler Information Systems
Advanced Traffic Management Systems
Advanced Public Transportation Systems
Similar Intelligent Transportation System Projects

System Capacity & Management Projects

Freeway, Tollway, Arterial and Collector Capacity²
Fixed Guideway and Other Transit Systems
High Occupancy Vehicle Systems
Intersection Improvements
Signalization Improvements³
Grade Separations
Freeway Bottleneck Removal
Bicycle and Pedestrian Facilities
Special Events Management
Alternative Fuel Conversion⁴
Similar Capacity and System Management Projects

¹ Capital projects must have a commitment from the sponsors to future operations.

Consistency with national architecture is an eligibility criteria, not a ranking criteria.

² Candidate projects must be classified higher than a local road or rural minor collector.

³ Eligible projects include signal optimization (can be isolated projects), equipment upgrades (must be part of an interconnected system) and new signals as a part of a new roadway or roadway widening project (must be part of an interconnected system).

⁴ In addition, The Regional Transportation Council has a regional alternative fuels program under consideration.

1999 NCTCOG CALL FOR PROJECTS

Procedures and General Requirements

1. Candidate project submittals should be surface transportation projects to be implemented in fiscal years 2000 through 2006.
2. Each local government may submit candidate projects with a total dollar amount not exceeding the available funds for the applicable subarea. Entities in the Eastern Subregion (TxDOT Dallas District—Dallas, Denton, and Collin Counties, and portions of Rockwall, Kaufman, and Ellis Counties) may submit projects totaling no more than \$202,780,000. Entities in the Western Subregion (TxDOT Fort Worth District—Tarrant County and a portion of Parker County) may submit projects totaling no more than \$93,220,000. Entities whose boundaries are included in both TxDOT Districts may submit projects totaling no more than the Eastern Subregion funding allocation of \$202,780,000.
3. STP-MM funds will be committed to selected projects located in the urbanized area boundary (identified as the STP-MM funding area in Attachment 2). CMAQ funds will be committed to selected projects located in the designated nonattainment area of Collin, Dallas, Denton and Tarrant Counties. Those local governments and transportation agencies whose boundaries lie partially within these areas should submit candidate projects only within these areas. Candidate projects which are not within at least one of these areas will not be eligible for funding.
4. Private sector submitters must secure a public sector sponsor for their candidate project(s) to be considered for evaluation and selection, with the request submitted through the public sector sponsor.
5. Eligible candidate projects are listed in Attachment 3. Eligible ancillary costs include engineering, right-of-way, grading, base, pavement, cross drainage, pavement markings, safety features (e.g., guard fence, safety lighting), environmental mitigation (e.g., sound walls), sidewalks, storm sewer, curb & gutter, driveways, and utility adjustments. Ineligible ancillary costs include aesthetic lighting new sidewalks (installation of sidewalks on street/roadway lane additions does not qualify, but stand-alone sidewalk projects do.)
6. Transportation System Capacity and Management projects will be required to be grouped (minimum of \$200,000 total cost) in order to minimize administration costs. Labor force accounts on signal optimization projects are exempt from this provision.
7. Environmental Impact Study commitments will be funded automatically, and NCTCOG will work to secure sponsors for these projects.
8. Transportation System Management and Travel Demand Management recommendations from a completed Major Investment Study (MIS) will automatically be included in Call for Projects, and project sponsors will be requested. An inventory of these projects is being forwarded to the public sector agencies involved in each study. Projects will be evaluated if submitted.

1999 NCTCOG CALL FOR PROJECTS

Project Evaluation Criteria: Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CRITERIA	POINTS
Current Cost-Effectiveness (1995)	20
Air Quality/Energy Conservation (1995)	20
Local Cost Participation ¹	20
Intermodal/Multimodal/Social Mobility ²	20
Congestion Management System Strategy/ Transportation Control Measure	20
TOTAL	100

Project Evaluation Criteria: Surface Transportation Program—Metropolitan Mobility (STP-MM)

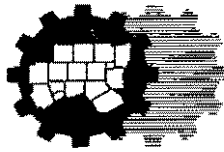
CRITERIA	POINTS
Current Cost-Effectiveness (1995)	24
Future Cost-Effectiveness (2020)	18
Air Quality/Energy Conservation (1995)	18
Local Cost Participation ¹	24
Intermodal/Multimodal/Social Mobility ²	16
TOTAL	100

¹ To score the maximum points requires a local commitment of greater than 45%.

² A project will get points in the multimodal/intermodal/social mobility category if the project's primary purpose is to move people or goods using modes other than single-occupant vehicles.

b. **RTC Procedures for Calls for Projects**

- (1) **NCTCOG wishes to assist its member governments to the best extent possible assuring fair and equitable treatment for all. NCTCOG has historically provided technical assistance and will continue to do so under this policy. No supplemental information can be submitted or will be accepted after the application deadline. Applicants will be encouraged to submit their applications far enough in advance of the submission deadline to allow NCTCOG to review the material for completeness. Applications submitted just prior to the deadline may not receive any advance review. NCTCOG staff will be able to provide more assistance to the applicant when the Regional Transportation Council's role is to simply nominate a project. NCTCOG staff must remain neutral when the Regional Transportation Council selects transportation projects.**
- (2) **When the Regional Transportation Council sends out a Call for Projects, the applicant will have an option to return an "Intent to Submit" response card to NCTCOG. This response card will entitle each applicant that returns this card to receive a reminder notice approximately two weeks in advance of the deadline. This reminder will include a summary of this policy statement reminding applicants that late or incomplete applications will not be accepted.**
- (3) **The Regional Transportation Council will communicate these policies when a Call for Projects is initiated.**
- (4) **The Regional Transportation Council will not accept any late applications.**
- (5) **The Regional Transportation Council will not accept any incomplete applications.**
- (6) **Consistent deadlines will be established with the standard deadline being on Friday at 5 p.m. NCTCOG must have the submitted application "in hand" at the NCTCOG offices. Postmarked by the published deadline does not constitute an on-time application. Deadlines other than the standard will be communicated in advance to the Regional Transportation Council.**
- (7) **Questions on project scores are required previous to Regional Transportation Council selection. No appeals on late or incomplete applications will be accepted.**



North Central Texas Council Of Governments

NCTCOG Legislative Update
STTC, Number 19
June 18, 1998

TEA-21 SIGNED INTO LAW

On Tuesday, June 9, 1998, President Clinton signed the Transportation Equity Act for the 21st Century (TEA-21) into law, ushering in the post-ISTEA era of developing and maintaining the nation's transportation infrastructure. The signing of the bill allows new transportation funds to be used on state highway projects, which was a principle concern for northern states with seasonal limitations on construction. TEA-21 will provide the nation \$204 billion in contract authority over six years (\$168 billion for highways, \$36 billion for transit). These figures represent a 32 percent increase over ISTEA totals. For the Texas Highway Program, this translates into a \$713 million average per year increase over the Intermodal Surface Transportation Efficiency Act (ISTEA).

The signing of TEA-21 represents a victory for those who fought to increase and equitably allocate the nation's investment in transportation spending: individuals such as House Transportation and Infrastructure Chairman Bud Shuster (author of the House's BESTEA and chief proponent of increased national spending for transportation), Texas Senator Phil Gramm (co-author of the Byrd-Gramm amendment that boosted federal funding levels in the Senate's ISTEA II legislation, and proponent of trade corridor development funding), and Texas Congressman Tom Delay (author of the "donor states" STEP-21 funding equity proposal, which was incorporated into both the House and Senate versions of reauthorization legislation).

President Clinton initially criticized TEA-21 for devoting too much money to transportation and argued that this would both crowd out other spending and undermine fiscal discipline. The final legislation spends \$10 billion to \$13 billion less than earlier versions passed by the House and Senate, and the President said he was satisfied with the result. "I am proud to sign this bill," President Clinton said at the June 9 signing. "It meets the challenge of building the pathways of the future, while maintaining fiscal discipline."

The law is not subject to the President's line-item veto, which gives President Clinton the power to cut spending that he considers wasteful from legislation. However, when Congress writes the appropriation legislation needed to actually spend the money, it is possible that parts of it may fall under the President's line-item veto authority. President Clinton did voice his disappointment with a portion of TEA-21 in that it does not require states to lower the blood alcohol limit to 0.08 percent from the more common 0.10 percent for drunk driving.

TEA-21 Provisions

The program structure of TEA-21 is similar to that of ISTEA, in which the public participation elements remain, along with a streamlining of some program areas. The Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Surface Transportation Program (STP), and the Transportation Enhancements Program remain intact, with the National Highway System (NHS) and Interstate Maintenance (I/M) Programs being combined.

TEA-21 highlights are as follows:

- TEA-21 does not formally take the Highway Trust Fund off the federal budget but does include language that says that new revenue flowing into the fund from gasoline taxes will be spent on transportation.
- Expanded flexibility in TEA-21 allows states a greater choice in deciding how highway funds are to be spent.
- TEA-21 denies Amtrak highway funds for its rail operations. However, Magnetic Levitation (Maglev) passenger rail development is earmarked for funding.
- Nearly 2,000 miles of newly designated intermodal connector routes will be added to the National Highway System.
- TEA-21 includes new programs such as Border Infrastructure, Transportation Infrastructure Finance and Innovation, and Access to Jobs.
- The Disadvantaged Business Enterprises (DBE) program is extended, providing a flexible national 10 percent goal for the participation of disadvantaged business enterprises.
- TEA-21 places emphasis on deployment of Intelligent Transportation Systems (ITS) technologies and establishment of national standards.

High-Priority Projects

TEA-21 provides spending authority for high priority or "demonstration" projects. These projects were included in the legislative language of TEA-21 by individual legislators. The following is a list of projects in TEA-21 listed for the North Central Texas region (in millions):

- Upgrade I.H. 30 between Dallas and Fort Worth (\$21.75)
- Reconstruct intermodal connectors on S.H. 78 and F.M. 544 in Wylie (\$5.5)
- Construct S.H. 121 from I.H. 30 to U.S. 67 in Cleburne (\$25)
- Improve I.H. 35 West from Spur 280 to I.H. 820 in Fort Worth (\$3)
- Widen U.S. 287 from Creek Bend Drive to Waxahachie Bypass (\$5.125)
- Construct Houston Street Viaduct Project, Dallas (\$5.125)
- Widen Meacham Boulevard from I.H. 35W to F.M. 146 and extend Meacham Boulevard from west of F.M. 156 to North Main Street (\$2)

Transit

TEA-21 authorizes \$41.3 billion for transit in FY 1998-2003, with \$36.2 billion guaranteed to be funded. Among the new fixed guideway systems and extensions to existing systems projects listed in Section 3030 of TEA-21, subsection (a) authorizes the following for final design and construction for fiscal years 1998 through 2003:

- Dallas/North Central Extension
- Dallas/Fort Worth RAILTRAN (Phase II)

Subsection (b) of the same section authorizes the following projects for alternatives analysis and preliminary engineering for fiscal years 1998 through 2003:

- Dallas/DART LRT Extensions
- Dallas/Las Colinas Corridor

Subsection (b) of the same section earmarks for the following projects authorized funds available under 49 USC Section 5309(m)(1)(B) for new fixed guideway systems and extensions to existing fixed guideway systems:

- Dallas/North Central Extension \$188,000,000
- Dallas/Southeast Corridor \$ 20,000,000
- Dallas/Northwest Corridor \$ 12,000,000

The following tables compare the newly authorized TEA-21 with ISTEA (expired). The following figures are estimates for comparison purposes only:

PROGRAM ELEMENTS

	ISTEA (Expired)	TEA-21
Main Programs	NHS, STP, CMAQ, Interstate Maintenance, Transit, Highway Safety	NHS/IM, STP, CMAQ, Transit, Safety, Bridge, Rec. Trails, Highway Safety, Access to Jobs, Border Infrastructure
Allocation	Minimum Allocation (hold harmless, 90 percent of payments guarantee)	91 percent of payments guarantee
Texas \$\$ Return on Trust Fund Contributions	77 cents on the dollar (formula & discretionary programs)	90.5 cents on the dollar*

* To be verified

FUNDING ELEMENTS

	ISTEA (Expired)	TEA-21
Total Program	\$155 Billion	\$204 Billion
Highway Program	\$125 Billion	\$168 Billion
Years	6	6
Highway Program/Year	\$21 Billion	\$28 Billion
Average Annual Texas Highway Fund	\$1.17 Billion	\$1.88 Billion
Additional Funds to the Dallas-Fort Worth Region/Year	-----	To Be Determined

**DALLAS-FORT WORTH METROPOLITAN AREA
SUBALLOCATION OF MPO FUNDS**

	ISTEA (Expired)	TEA-21
Surface Transportation Program (STP)-MM/Yr.	\$36 million/avg. year	\$45 to 60 million/avg. year
CMAQ/Yr.	\$37 million/avg. year	Approximately \$27 million/avg. year
Total	\$73 million/avg. year	\$72 to 87 million/avg. year

Source: Transportation Department, NCTCOG

