

Gateway to Addison
Belt Line Streetscape

Belt Line Road Streetscape Project

2001
STEP Nomination



TOWN OF
ADDISON

Nominating Entity

Delivered to

TxDOT

6-18-01

NOMINATION FORM - 2001

STATEWIDE TRANSPORTATION ENHANCEMENT PROGRAM

I. PROJECT NAME: Gateway to Addison - Belt Line Road Streetscape Project

II. NOMINATING ENTITY

NAME: Town of Addison

TYPE OF NOMINATING ENTITY. Please check the appropriate category.

- County City An Agency of the State Local Transit Operator State Agency
- Metropolitan Planning Organization (MPO) Council of Governments

CONTACT PERSON: Mr. Steven Chutchian, P.E.

(Individual familiar with the project and who can answer questions)

TITLE: Assistant City Engineer

MAILING ADDRESS: 16801 Westgrove Drive, P.O. Box 9010

CITY: Addison STATE: Texas ZIP CODE: 75001-9010

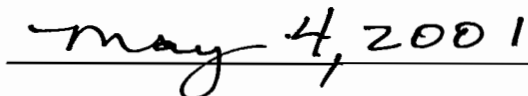
DAYTIME TELEPHONE: (972) 450-2886 FAX No.: (972) 450-2837

EMAIL: schutchian@ci.addison.tx.us



Ron Whitehead, City Manager

Signature



Date

AN AUTHORIZED REPRESENTATIVE OF THE NOMINATING ENTITY MUST SIGN THE NOMINATION FORM.

III. SPONSORING ENTITY (If Applicable). Sponsoring Entities must be willing to commit to the project's development and implementation. N/A

NAME _____

CONTACT PERSON _____

TITLE _____

MAILING ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

DAYTIME TELEPHONE _____ FAX No. _____

EMAIL _____

IV. PROJECT ELIGIBILITY. The proposed project must have a direct relationship to the surface transportation system by Function or Impact. Please check only one box.

FUNCTION **x** IMPACT

V. ELIGIBLE CATEGORIES Check only **one** category in which the project has a primary activity.

- 1. Provision of Facilities for Pedestrians and Bicycles
- 2. Provision of Safety and Education Activities for Pedestrians and Bicycles
- 3. Acquisition of Scenic Easements and Scenic or Historic Sites
- 4. Scenic or Historic Highway Program
(including the provision of tourist and welcome center facilities)
- x** 5. Landscaping and other Scenic Beautification
- 6. Historic Preservation
- 7. Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities
(including historic railroad facilities and canals)
- 8. Preservation of Abandoned Railway Corridors
(including the conversion and use thereof for pedestrian or bicycle trails)
- 9. Control & Removal of Outdoor Advertising
- 10. Archaeological Planning & Research
- 11. Environmental Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-caused Wildlife Mortality while Maintaining Habitat Connectivity
- 12. Establishment of Transportation Museums

VI. PREVIOUS ENHANCEMENT PROGRAM PROJECTS

Has this project been submitted in previous Transportation Enhancement Program calls?

Yes **x** No

Is this project a part of another previously selected Transportation Enhancement project?

Yes **x** No

If yes, please describe.

VII. PROJECT DESCRIPTION AND LOCATION

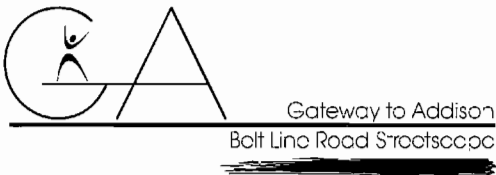
Project Location: Addison, Texas

COUNTY: Dallas

TxDOT District(s): Dallas

Project Limits: The Belt Line Road Streetscape Project is located on Belt Line Road from the Dallas North Tollway to Midway Road (A distance of approximately 1 mile).

Detailed Scope of Work. Provide a clear concise description of the proposed project. Detail all work to be performed, any right-of-way or easements required, any special land uses planned and the relationship between the proposed enhancement and the surface transportation system. Include a detail map showing the limits and location of the project, photographs and site plans.



Gateway to Addison - Belt Line Road Streetscape Project

The Town of Addison understands the importance of aesthetics, innovation and functionality and the value it plays in providing a quality pedestrian experience. With more than 135 restaurants, 21 hotels (with more under construction), Prestonwood Mall Redevelopment, The Galleria and Valley View Mall all located within 5 miles, Addison is a haven for pedestrian activity. The Belt Line Road Streetscape Project would create an attractive entranceway into the Town of Addison and provide pedestrians safer access to the numerous dining, lodging and shopping establishments along the corridor.

The Town of Addison has been on the forefront in integrating liveable communities with economic development. With corporations such as Pizza Hut, Mary Kay Cosmetics and CompUSA making Addison their home, daytime population typically reaches up to 100,000 a day. The residential population has also grown dramatically. There are 21 apartment complexes and over 1,500 single family homes and town homes all located within 4.5 square miles. The entranceway would create a sense of place and a focal point for entering the Town of Addison.

Concept Approach

The initial step in this design was an investigation of existing conditions adjacent to Belt Line Road. The land uses along Belt Line Road consist of hotels, restaurants, entertainment and a few retail stores. Traffic along Belt Line services these land uses for both residents and visitors of Addison. Belt Line Road also serves as a primary access route to the Addison Airport and the central business district.

In reviewing the existing conditions of the site it was apparent that the design solution should address the following:

- Improved pedestrian circulation along and across Belt Line
- Maintain adequate vehicular circulation through the site
- Provide sufficient turn lanes for ingress/egress
- Emphasize the Midway and Belt Line intersection as a gateway
- Provide an image along the corridor for both residents and visitors to Addison
- Enhance private investment and economic development

Application

To reiterate the qualities of scale, material, content, and the high level of design apparent in Addison's recent public projects, the design team surveyed the surrounding area. These designs along with the presence of the Addison Airport, the water reservoir, and the high percentage of hotel, restaurant, and entertainment in the vicinity were all contributing influences. These triggered the use of materials that had qualities of high-tech, longevity and durability. Other elements drawn from the vicinity were overlays of formal landscaping, bollards (similar to those in the central business district), and large wings (from the airport). When put together, these elements establish a design solution which solve the design objectives, while relating back to the larger site of Addison.

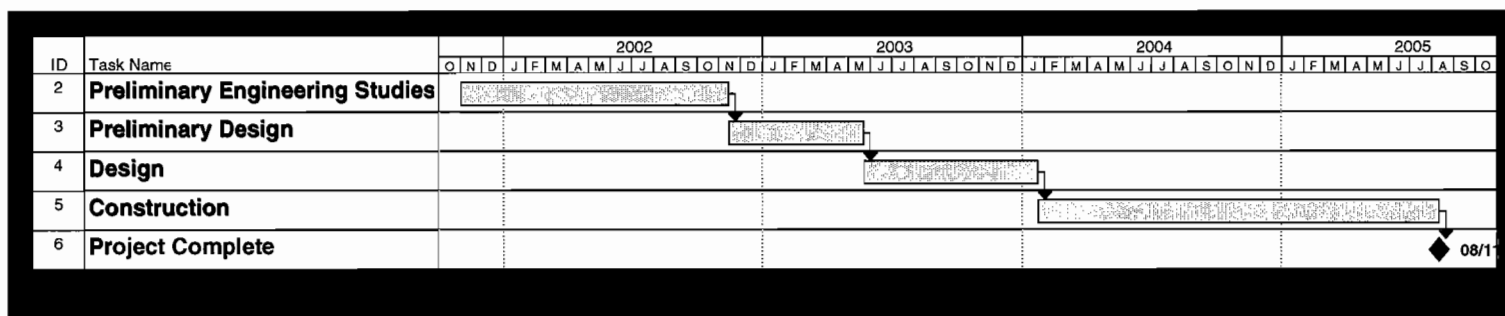
Pedestrian circulation was improved with several safety measures. A sidewalk with a tree lawn separating it from Belt Line traffic was established on both sides of Belt Line Road, all along the corridor. These sidewalks will be highly visible and well lit with new pedestrian lighting. Pedestrian crossings at Midway, mid-block, and Beltway were created using pedestrian lighting, decorative wings, and high quality decorative paving. Each crossing has a pedestrian refuge area in the median to ease crossing. These highly visible sites work to slow down vehicular traffic and provide a feeling of safety to pedestrians.

Pedestrian improvements along the street intend to calm traffic while maintaining current ADT volumes. By keeping pedestrian crossings at concentrated areas, and providing proper lanes for ingress and egress, traffic can flow at an even rate. The larger pedestrian crossings work to keep traffic at a reasonable speed. Belt Line provides clear connections to destinations beyond Belt Line for both pedestrians and vehicles. Improved access to parking lots and curb cut consolidation enhance private investment and economic development.

The Belt Line and Midway intersection creates a gateway at the entrance of the corridor. The use of "wing" monuments, high quality, ornate, and formal paving, pedestrian lighting, landscaping, bollards, and medians all accentuate the importance of this site. Together the elements of this portion of the design highlight the area as a gateway. Similarly, a secondary gateway is established at the east end at Belt Line and Beltway.

By using a standard design vocabulary of materials, scale, paving, and lighting throughout the site the design promotes economic viability, pedestrian safety, efficient circulation routes, and an established identity. The Town of Addison understands the importance of maintaining the strong pedestrian relationship and connection of the corridor. Since a picture can be worth a thousand words, the following site photos offer an opportunity to identify opportunities and issues regarding the corridor.

III. PROJECT TIME LINE. Provide an implementation plan for the proposed project, including a schedule of project activities.



IX. PROJECT USE AND BENEFITS. Clearly define who will benefit from the project and how. Describe how the project will improve social, economic and environmental aspects of the area, region or state. Describe how the project relates to the surface transportation system and what activities in the project complement the movement of people and goods.

The citizens of, and visitors to, the Town of Addison will be the principal beneficiaries of the Gateway to Addison project. The beautification of this key corridor will enhance life in a highly urbanized environment, providing a setting that is both pedestrian friendly and calming. This project will convert the corridor from a harsh, automobile dominated environment into a place for people to congregate and relax. The opportunity for visitors to stroll from their hotels to the fine dining establishments along the Belt Line Corridor will be a major improvement to quality of life. Additionally, the expanded greenscape areas will provide opportunities for residents to use the parks and linear greenways for recreation.

The project will improve the social setting by providing a location for people to gather for lunches, suppers, and to have picnics. The project improvements will result in a calmer atmosphere, reducing the stress of day-to-day life in urban Texas, and the environment will be enhanced as a result of the increased amount of vegetation within the Gateway.

Surface transportation within the Gateway to Addison will be improved by increased pedestrian mobility. The reconfigured street sections will provide havens for pedestrians, and as a direct consequence of improved mobility, business within the Gateway will be increased.

X. ITEMIZED BUDGET. List the estimated cost for each work activity. An accurate and itemized budget will help define the scope of work proposed in the project. Only those approved items of work and cost estimates established in the nomination form will be eligible for federal funding participation. Contingency costs are not eligible for participation. Include: Preliminary Engineering, Environmental Costs, Real Property Costs, and Construction Costs.

CONSTRUCTION FUNDING COSTS

Item /Description	Unit Price	Amount
PRELIMINARY ENGINEERING COSTS		
Not part of this budget request		
ENVIRONMENTAL COSTS		
Not part of this budget request		
REAL PROPERTY COSTS		
Not part of this budget request		
CONSTRUCTION COSTS		
SITE RESTORATION		
Softscape		
Ornamental Trees	\$400 ea	
Street Trees	\$600 ea	
Tree Lawn (sod)	\$1/sf	
Median Landscape Treatment	\$8/sf	
Irrigation	\$1.50/sf	
Sub-Total Softscape		\$196,354
Hardscape		
Stainless Wings	\$15,000 ea	
Custom Light Poles w/ Banners	\$12,000 ea	
Site Furnishings	Lump sum	
Custom Lighted Bollards	\$2500 ea	
Decorative Paving	\$14/sf	
Sidewalk Paving	\$5/sf	
Serpentine Median Wall	\$50/sf	
Screen Wall at ROW	\$35/sf	
Shelters	\$10,000 ea	
Monument Planter Pots	\$500 ea	
Sub-Total Hardscape		\$1,314,062
TOTAL CONSTRUCTION		\$1,510,416
TOTAL ITEMIZED BUDGET		\$1,510,416

General Assumptions:

1. All demolition is complete by others outside of the streetscape contract.
2. No land acquisition is required.
3. Sidewalk connections through private parcels are not included.

Streetscape work does not include relocation or undergrounding of existing utilities.

XI. FUNDS REQUESTED

Total Itemized Budget (from page 5)	1. \$ <u>1,510,416.00</u>
In-Kind Contributions (If applicable): N/A	
Real Property	\$ _____
Materials	\$ _____
Preliminary Engineering (Limited to 10% of the project cost)	\$ <u>151,042.00</u>
*Total In-Kind Contributions	2. \$ <u>151,042.00</u>
Subtotal Value of Project (Line 1 + Line 2)	3. \$ <u>1,661,458.00</u>
TxDOT Administrative Expenses (20% of line 3)	4. \$ <u>332,292.00</u>
Total Value of Project (Line 3 + Line 4)	5. \$ <u>1,993,750.00</u>
Local Match:	
20% of Total Value of Projects (Line 5)	6. \$ <u>398,750.00</u>
Less In-Kind Contributions (Line 2)	7. \$ <u>151,042.00</u>
Local Match (Line 6 less Line 7)	8. \$ <u>247,708.00</u>
Federal Funds Requested (80% of Line 5)	9. \$ <u>1,595,000.00</u>

*All donations must provide supporting documentation

THE TOTAL PROJECT BUDGET ESTABLISHED BY THE TOWN OF ADDISON FOR THE GATEWAY TO ADDISON PROJECT IS \$11,500,000. THEREFORE, A MORE ACCURATE REPRESENTATION OF THE LOCAL MATCHING IS PROVIDED BELOW.

Local Funds Committed To Project = \$11,500,000
 Total Federal Funds Requested = \$1,595,000
 Total Project Costs = \$13,095,000
 Percent of Local Matching For Total Project = 87.8 %

This space for TxDOT use only

XII. COMMUNITY INVOLVEMENT. Include documentary evidence of public interest, endorsement and participation in the development of the proposed project. Provide dates of public meetings and any letters of support.

Letters of support and endorsement are included in Appendix B of this submittal.

XIII. PROPERTY ACQUISITION INFORMATION

Will Property be acquired for the project? YES NO

If yes, provide a written statement from the current property owner stating their willingness to sell, lease or donate the property, the fair market value, and a description of the property

Who owns the property? _____

Describe how the property is to be acquired (through purchase, lease or donation), including estimated current fair market value and proposed funding arrangements, if applicable.

XIV. MAINTENANCE. Identify all parties responsible for operation and maintenance of the projects, the estimated annual cost to operate and maintain the facility, the source of those funds, and all expected operational income from the facility and the intended use of that income.

The Town of Addison, Texas will be responsible for operation and maintenance of the proposed improvements within the Gateway to Addison Corridor. Belt Line Road is a county road, and, therefore, Dallas County along with the Town of Addison has responsibility for the maintenance of that facility. The estimated annual costs for operation and maintenance are principally based in the funds necessary to replace certain components of the hardscape as they weather, and the monies necessary to maintain the softscape. All landscape improvements and maintenance will be performed by the Town of Addison.

Hardscape replacement costs are estimated at \$126,150, based on a 15-year replacement cycle. Maintenance of the landscaping is estimated at \$100,000 per year, based on one full-time employee and nominal replacement costs for plantings, etc.

Funds for routine operation and maintenance of the Gateway to Addison Corridor will be provided from the Town's General Fund. There are no anticipated revenue streams associated with this project.

XV. ENVIRONMENTAL PROJECT IMPACTS. Describe the environmental consequences of the proposed project and how the proposed project will comply with all applicable local, state and federal environmental laws, regulations and requirements.

This project will significantly enhance the urban setting along Belt Line Road, the Gateway to the Town of Addison. The project will make significant improvements to the environment with respect to all major components of the ecosystem. The proposed expansion of grassed areas along the Gateway will improve water quality in the White Rock Creek watershed by providing for additional filtration of runoff prior to entering waters of the state. Reductions in total suspended solids, chemical oxygen demand, phosphorus, nitrogen, and other potential pollutants can be anticipated as a result of this project. All of which will enhance water quality in White Rock Creek.

Improvements in ambient air quality can be anticipated as a result of the project. The expanded greenscape will increase the amount of oxygen produced in the Gateway. Additionally, the substantial increase in greenscape will lower the ambient temperatures in the Gateway and increase the relative humidity, both are desirable during the hot summer months.

This project does not encroach on any wetlands or waters of the state. No Section 404 permits will be required for this project, and the project is not subject to the Corridor Development Certificate (CDC) process.

There are no known threatened or endangered species in the Gateway corridor, and there are no known or anticipated cultural resource implications to the project.

XVI. PERMITS AND CLEARANCES

Navigational Permits (Section 10)	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Section 404 Permits (Wetland Regulations)	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Section 106 Clearance (Archeological and Historical Studies)	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
National Pollution Discharge Elimination System	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Section 4F (Historical Studies/Parks)	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Other _____	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

XVII. CERTIFICATION OF FUNDING AND SUPPORT

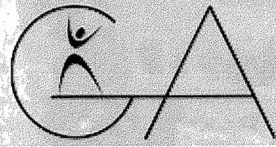
This document is included in Appendix B of this submittal.

XVIII. INTENT FOR TRANSPORTATION IMPROVEMENT PLAN (TIP) PLACEMENT

This document is included in Appendix B of this submittal.

XIV. DETERMINATION OF ELIGIBILITY FOR THE NATIONAL REGISTER OF HISTORIC PLACES (if applicable) N/A

**AN ORIGINAL AND 12 COPIES OF THE COMPLETED
NOMINATION FORM MUST BE SUBMITTED TO A
TXDOT DISTRICT OFFICE BY
5:00 P.M., JUNE 18, 2001**



Gateway to Addison
Bell Line Streetscape

Appendix A

Project Map Photographs & Site Plans



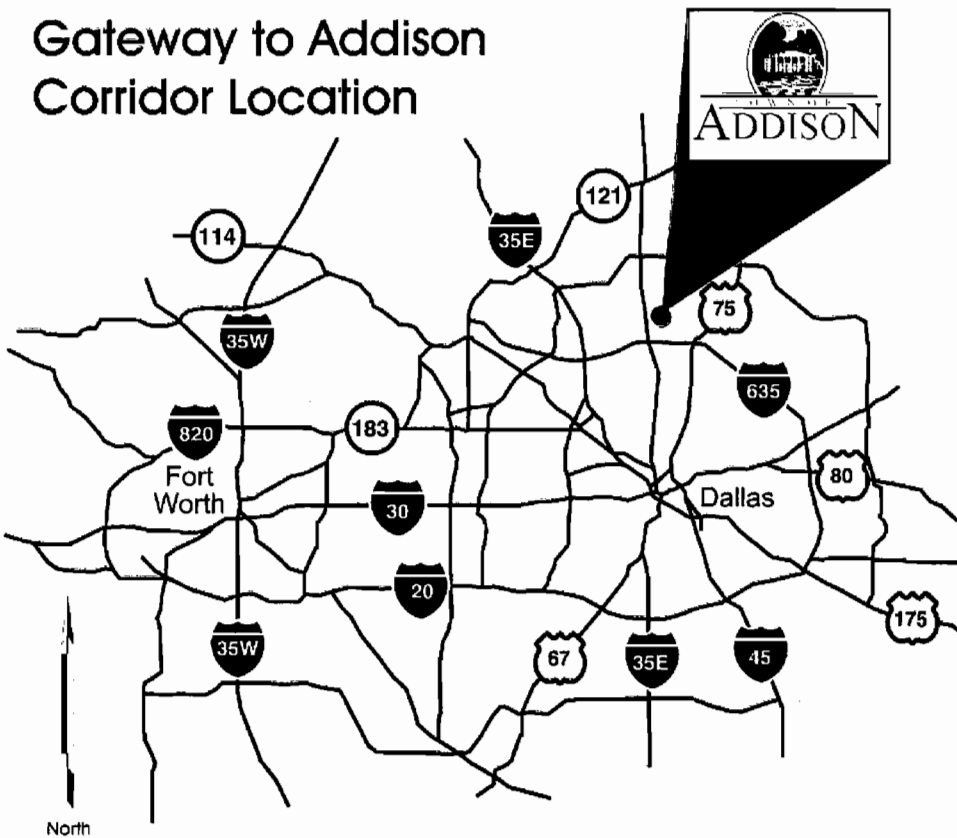
TOWN OF
ADDISON

Nominating Entity



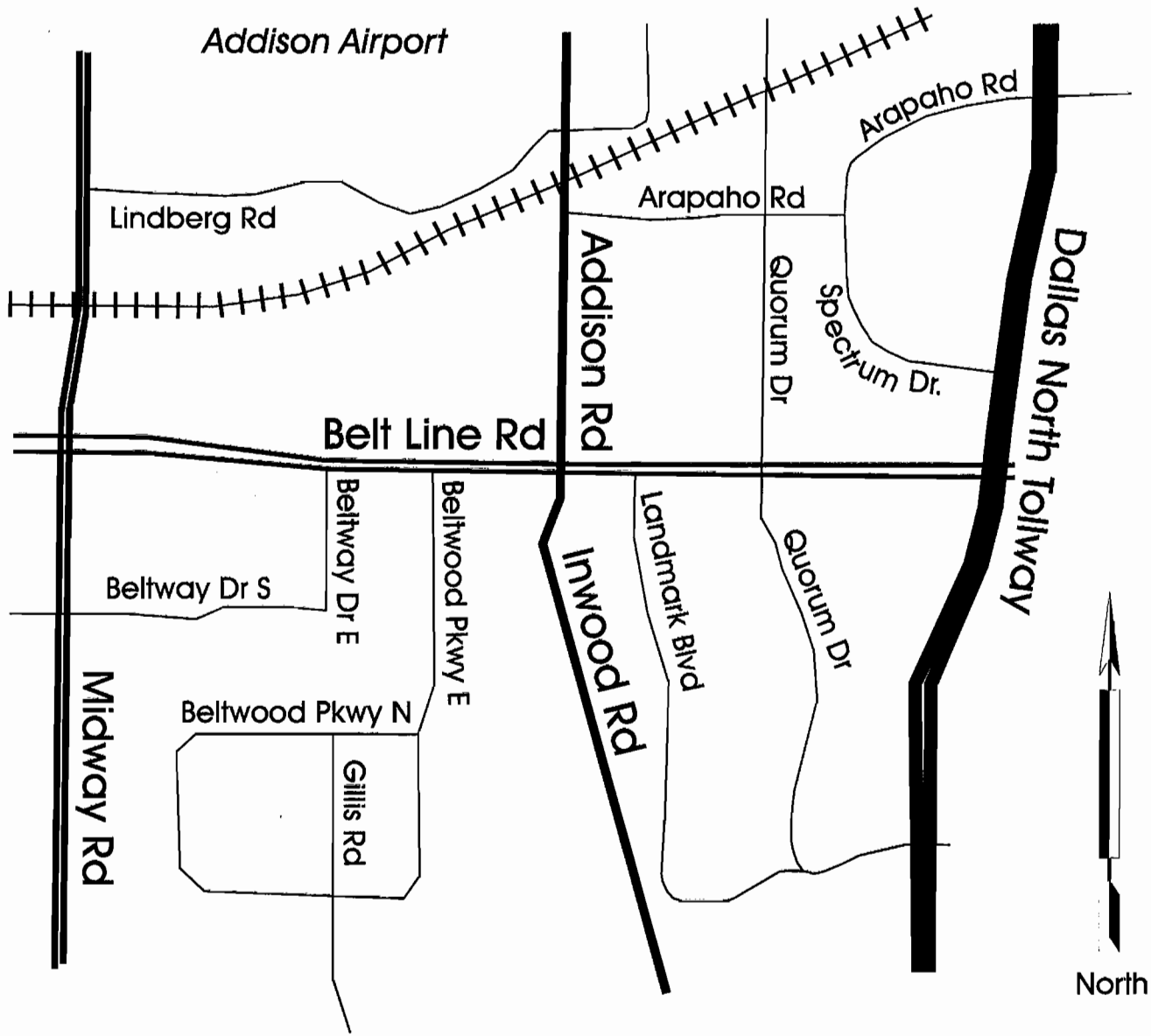
ATTACHMENT A PROJECT MAP, PHOTOGRAPHS, AND SITE PLANS

Gateway to Addison Corridor Location



Addison is a 4.5 square mile town located on the northern edge of Dallas County, 10 miles north of downtown Dallas, 15 miles from D/FW Airport and 9 miles from Love Field Airport. Because of its convenient location on the Dallas North Tollway, proximity to airports and unique amenities, corporations such as Pizza Hut, Mary Kay Cosmetics and CompUSA have chosen to make Addison their home.

**ATTACHMENT A
PROJECT MAP, PHOTOGRAPHS, AND SITE PLANS**



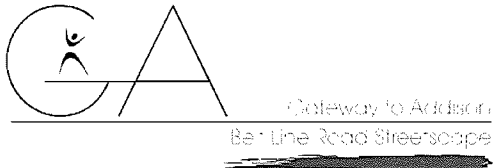
Belt Line Road
Streetscape Project Location



Gateway to Addison
Belt Line Road Streetscape

Project Corridor East View: Belt Line Road @ Midway

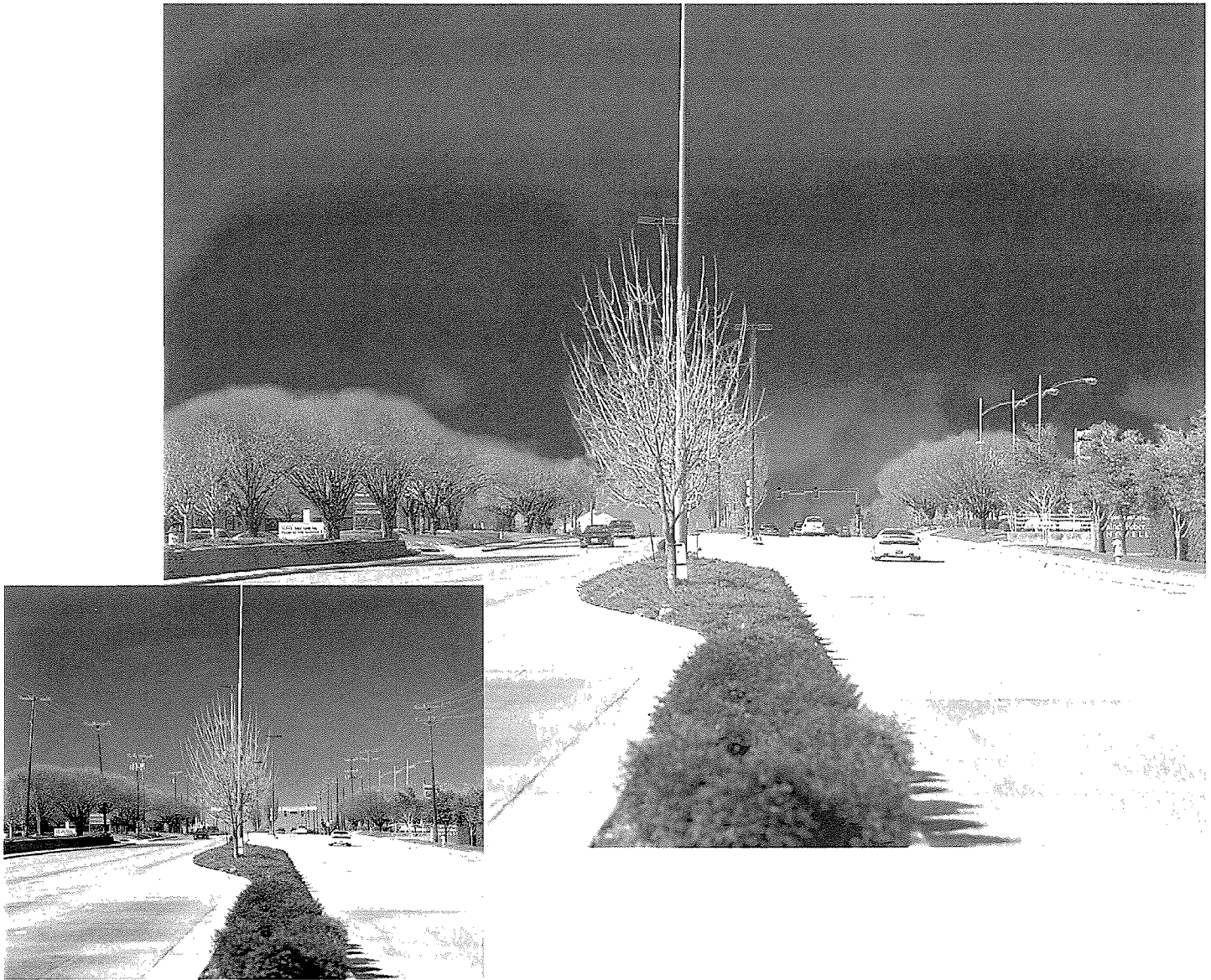




Project Corridor West View: Belt Line Road @ Tollway



**ATTACHMENT A
PROJECT MAP, PHOTOGRAPHS, AND SITE PLANS**





North

Midway Rd

Belt Line Rd

Addison Rd

Quorum Dr

Dallas North Tollway

Beltway Dr E

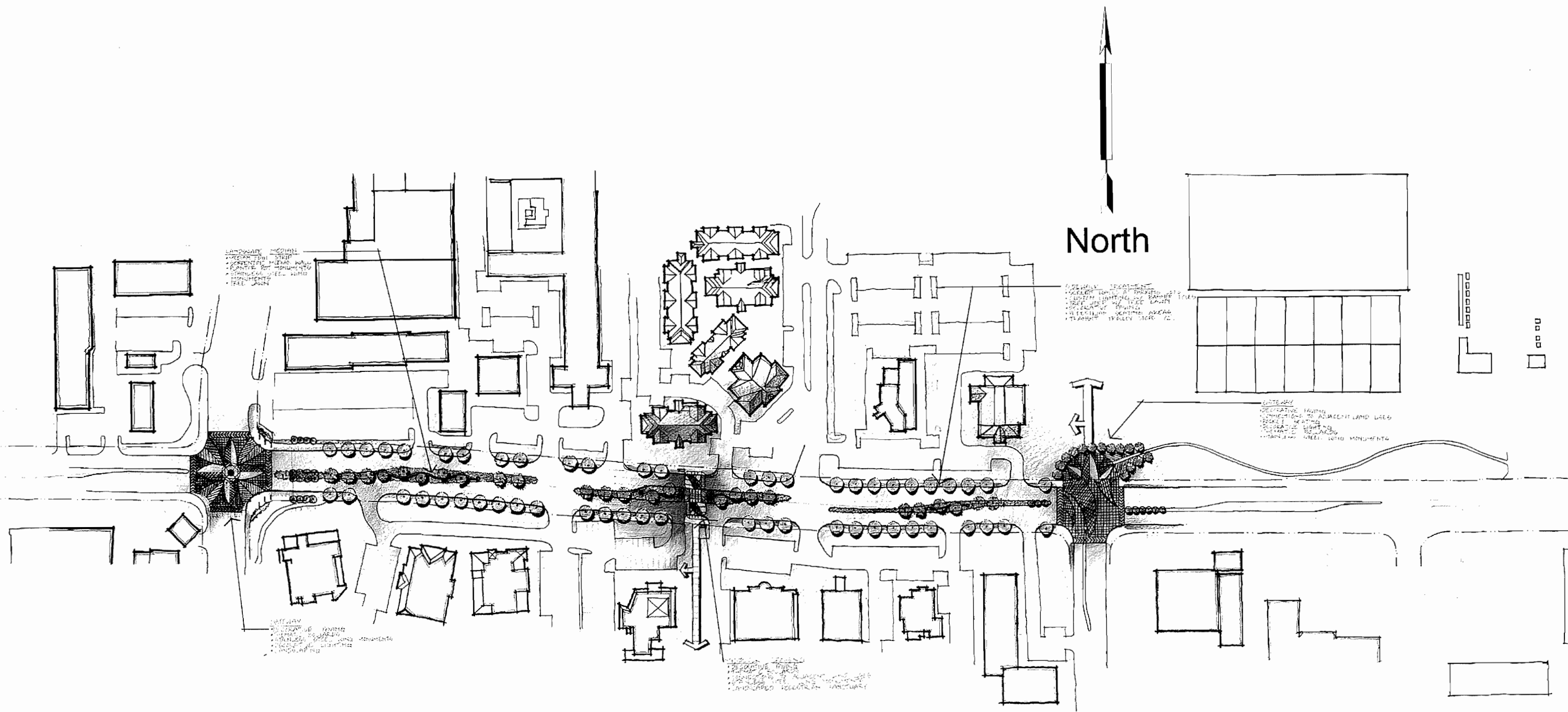
Beltwood Pkwy E

Inwood Rd

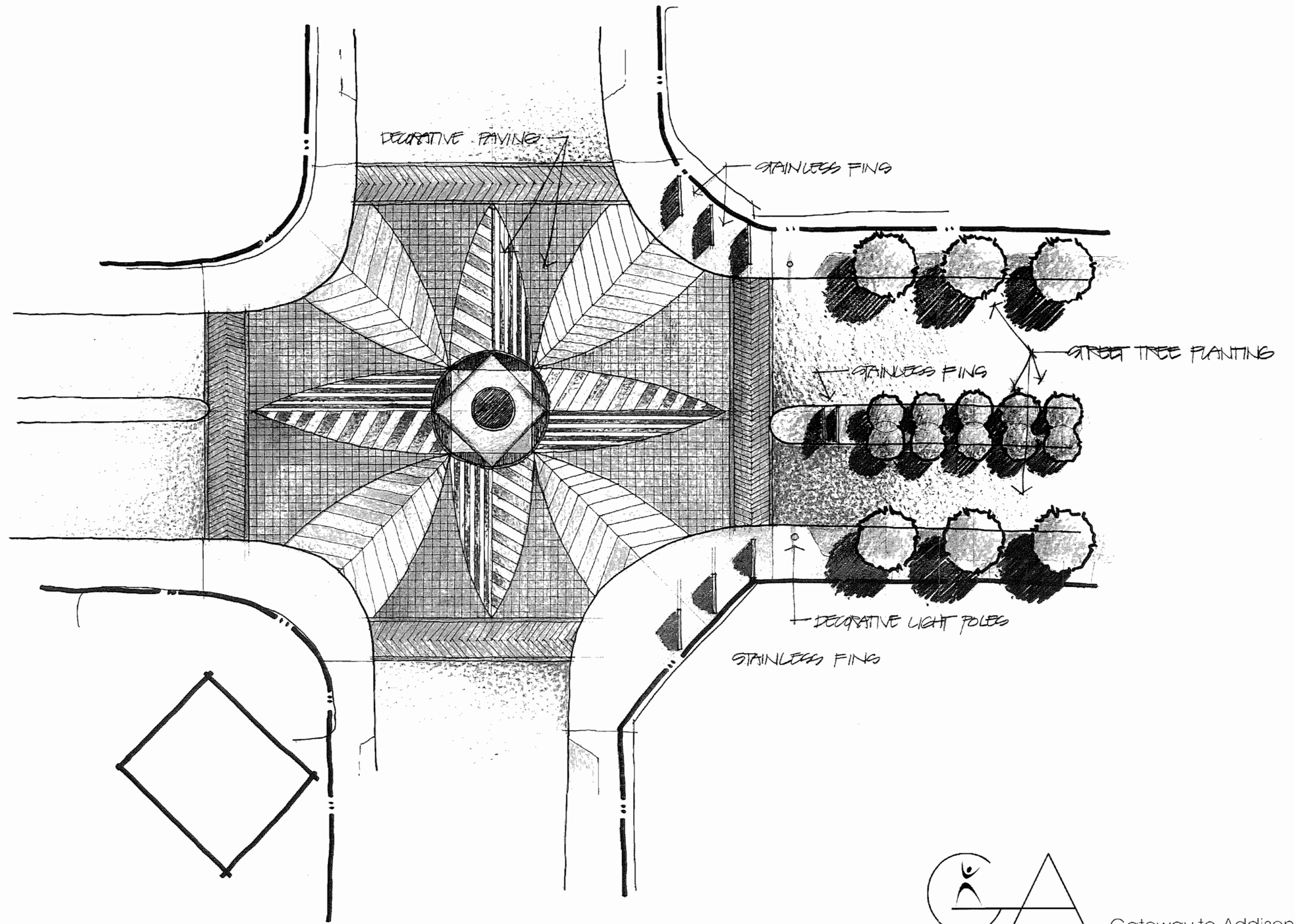
Landmark Blvd

Quorum Dr

Dallas North Tollway

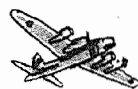
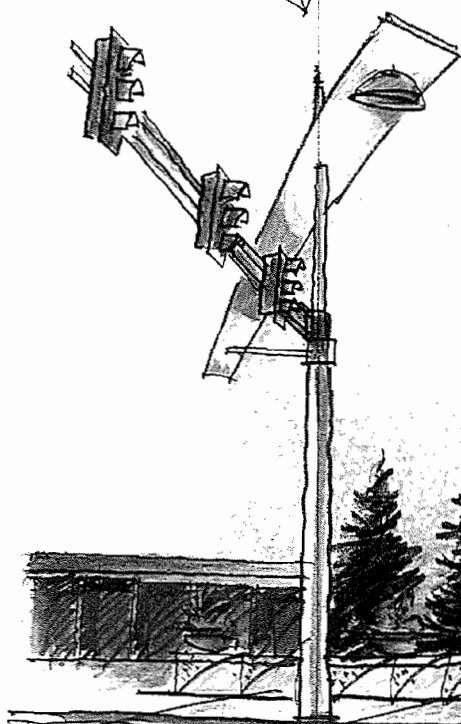


Gateway to Addison Concept

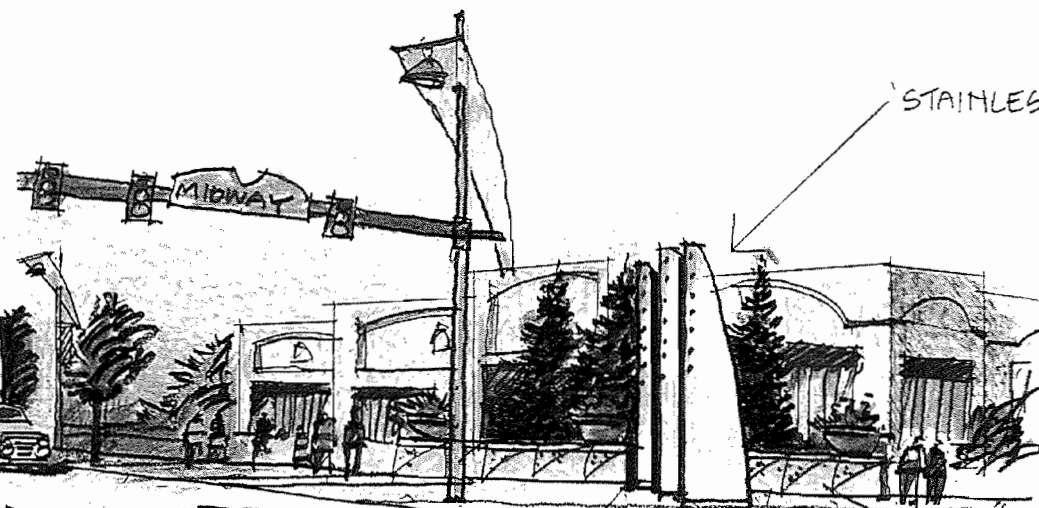


Planview Gateway @ Midway & Belt Line

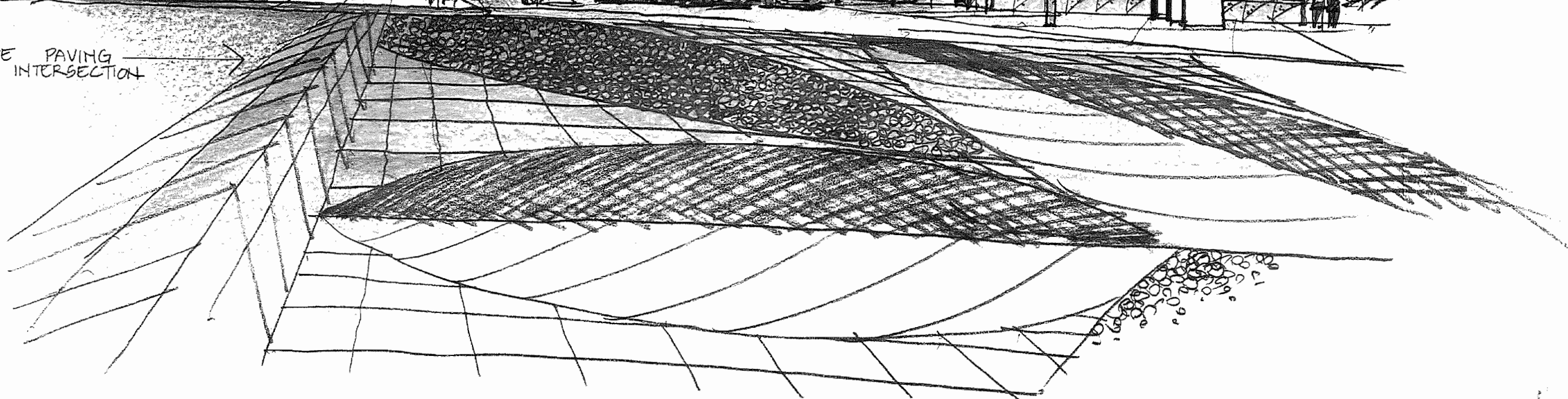
CUSTOM LIGHTING



'STAINLESS WINGS'



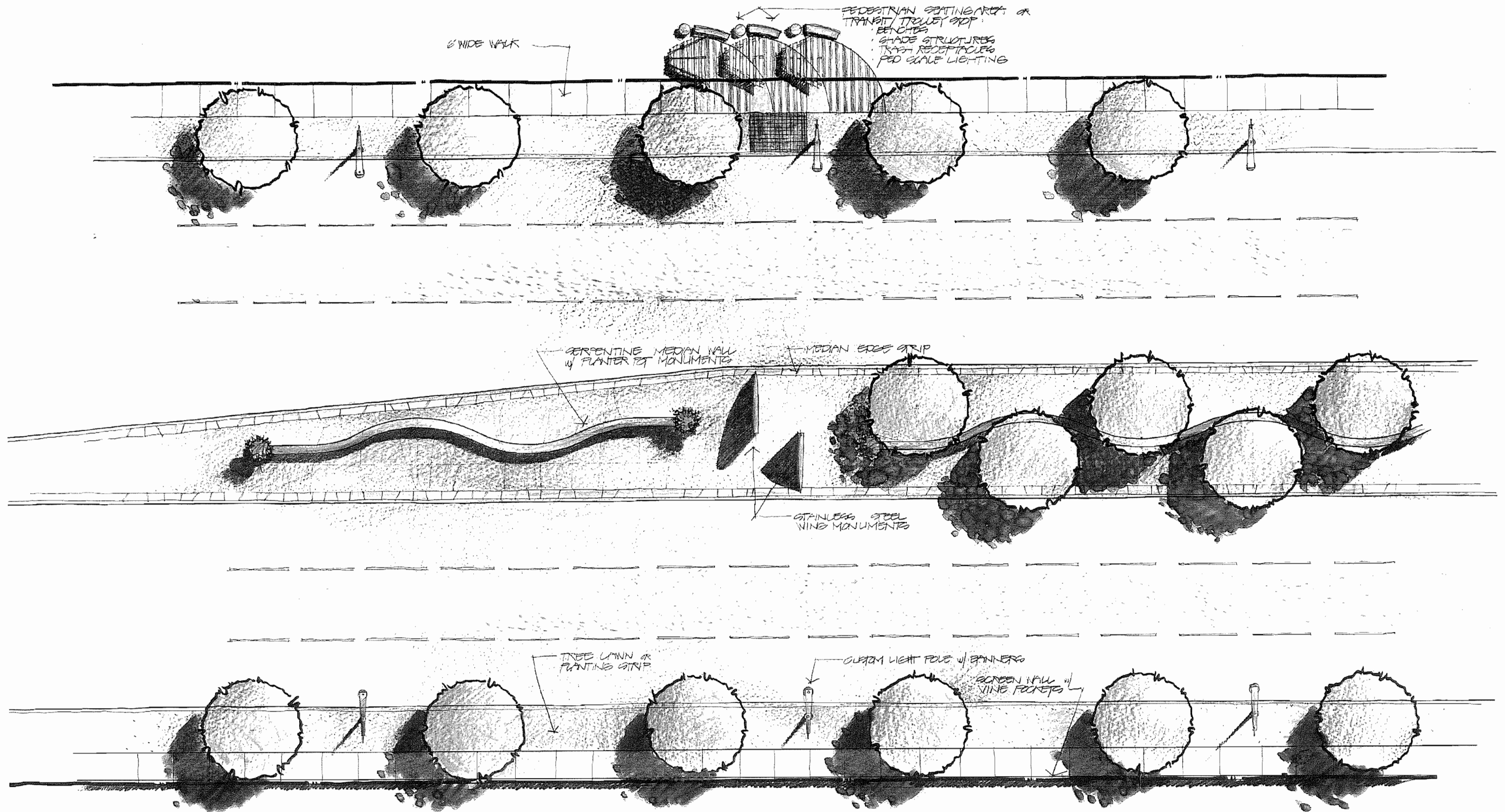
DECORATIVE PAVING
WITHIN INTERSECTION



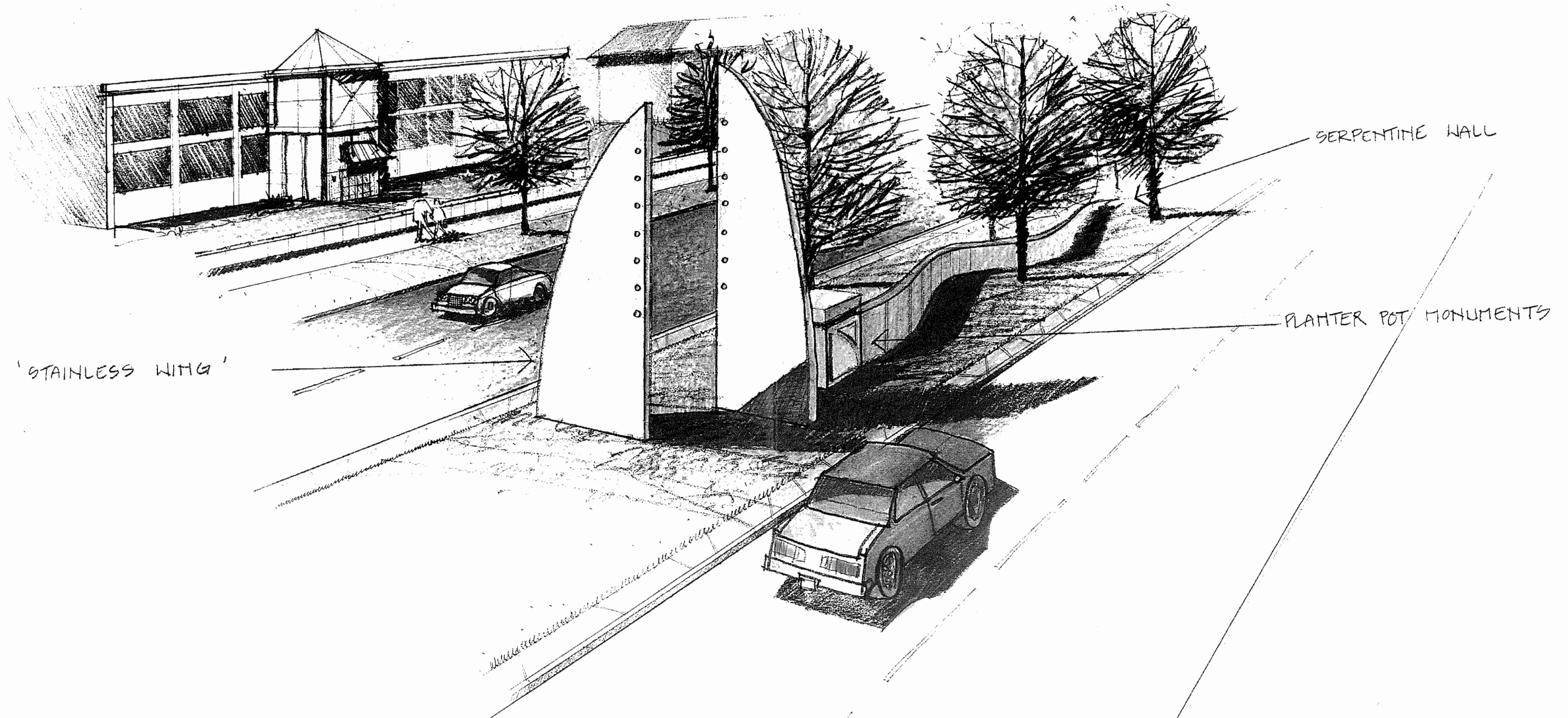
Gateway @ Midway and Belt Line



Gateway to Addison
Belt Line Streetscape



Belt Line Road Typical Planview



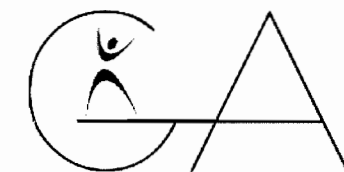
Typical Median Treatment



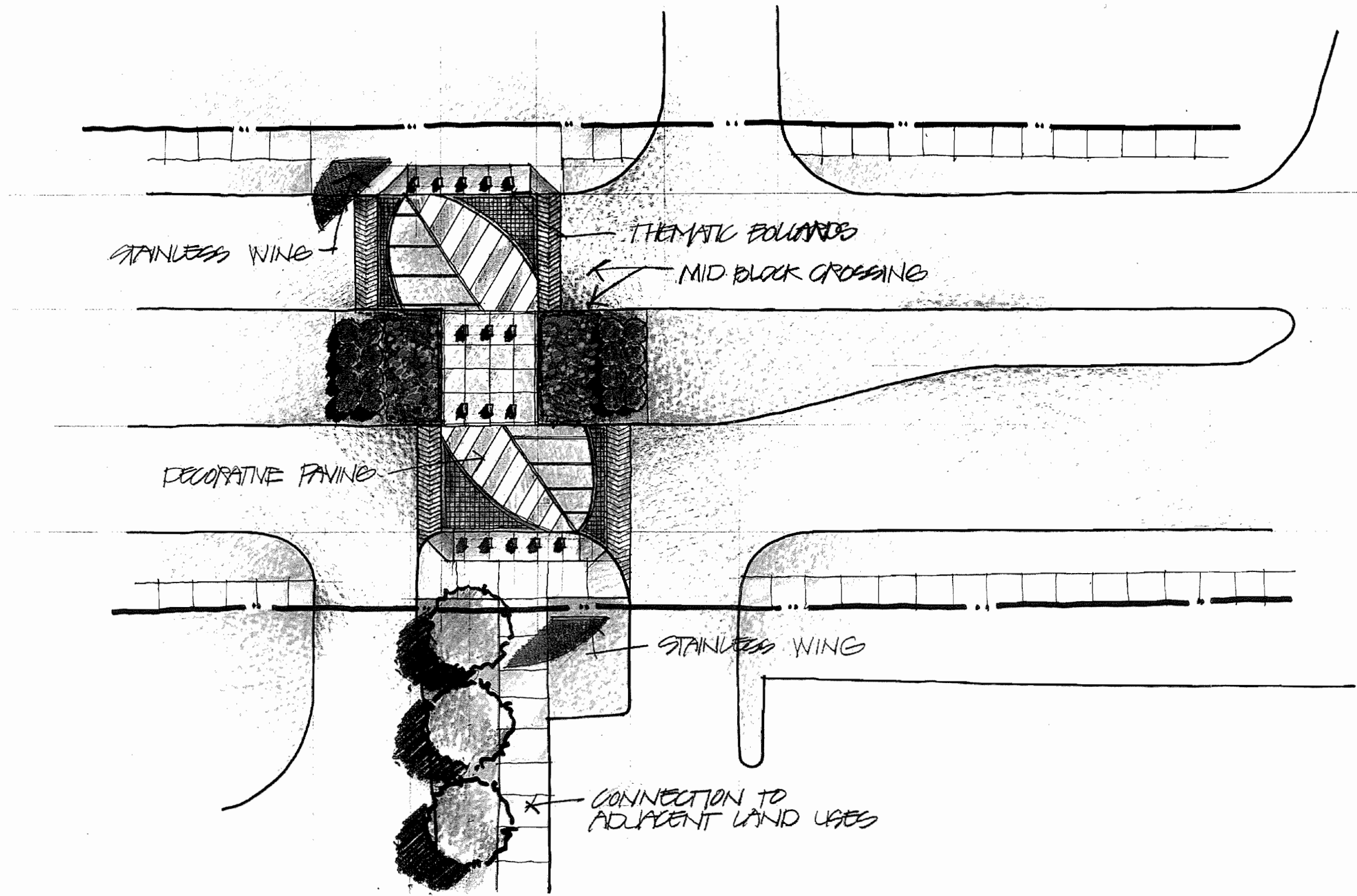
Gateway to Addison
Belt Line Streetscape



Typical Street Cross-section -- 109' R.O.W.



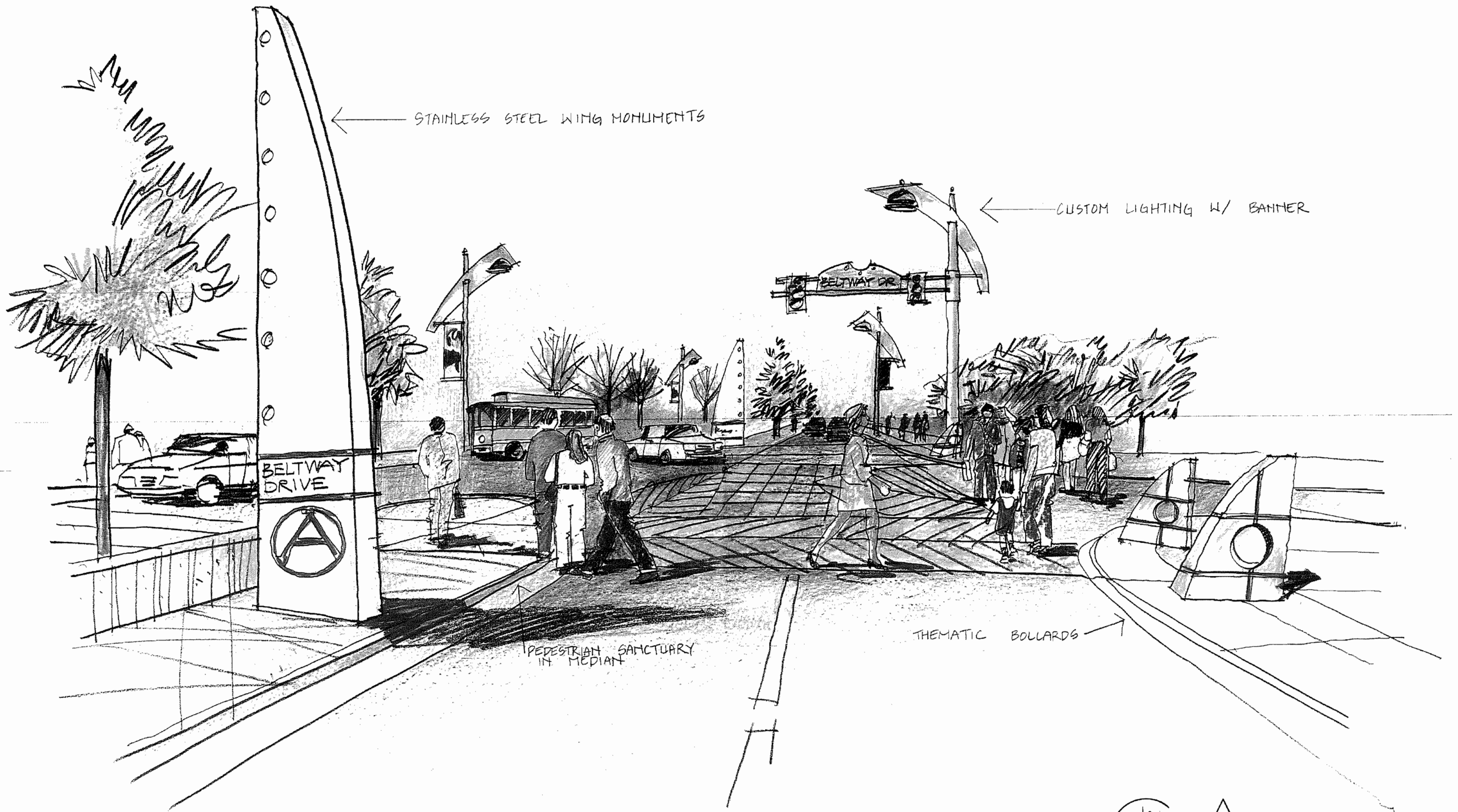
Gateway to Addison
Belt Line Streetscape



Mid-block Crossing



Gateway to Addison
Belt Line Streetscape



← STAINLESS STEEL WING MONUMENTS

← CUSTOM LIGHTING W/ BANNER

BELTWAY DRIVE

BELTWAY DR

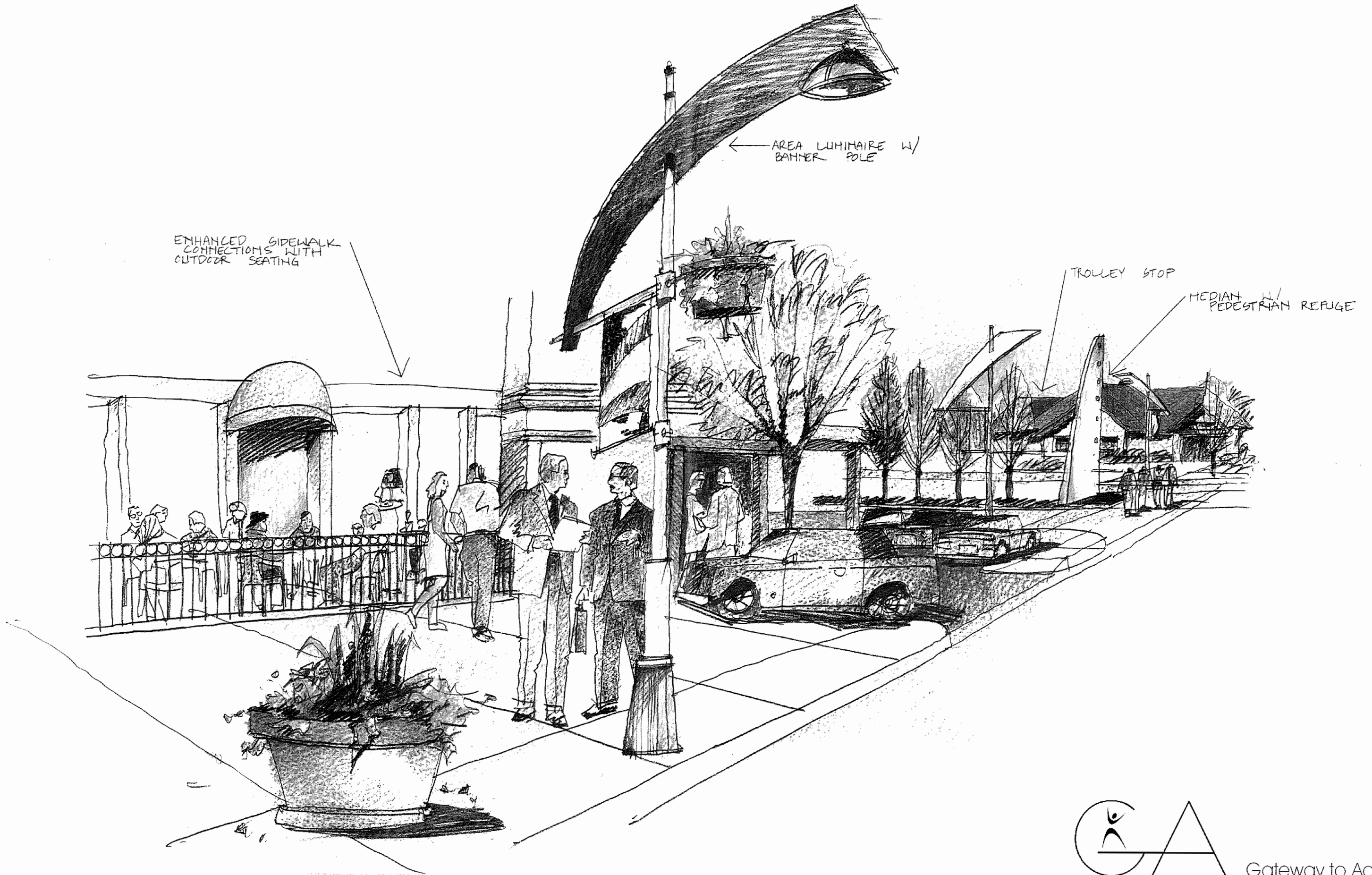
PEDESTRIAN SANCTUARY
IN MEDIAN

THEMATIC BOLLARDS

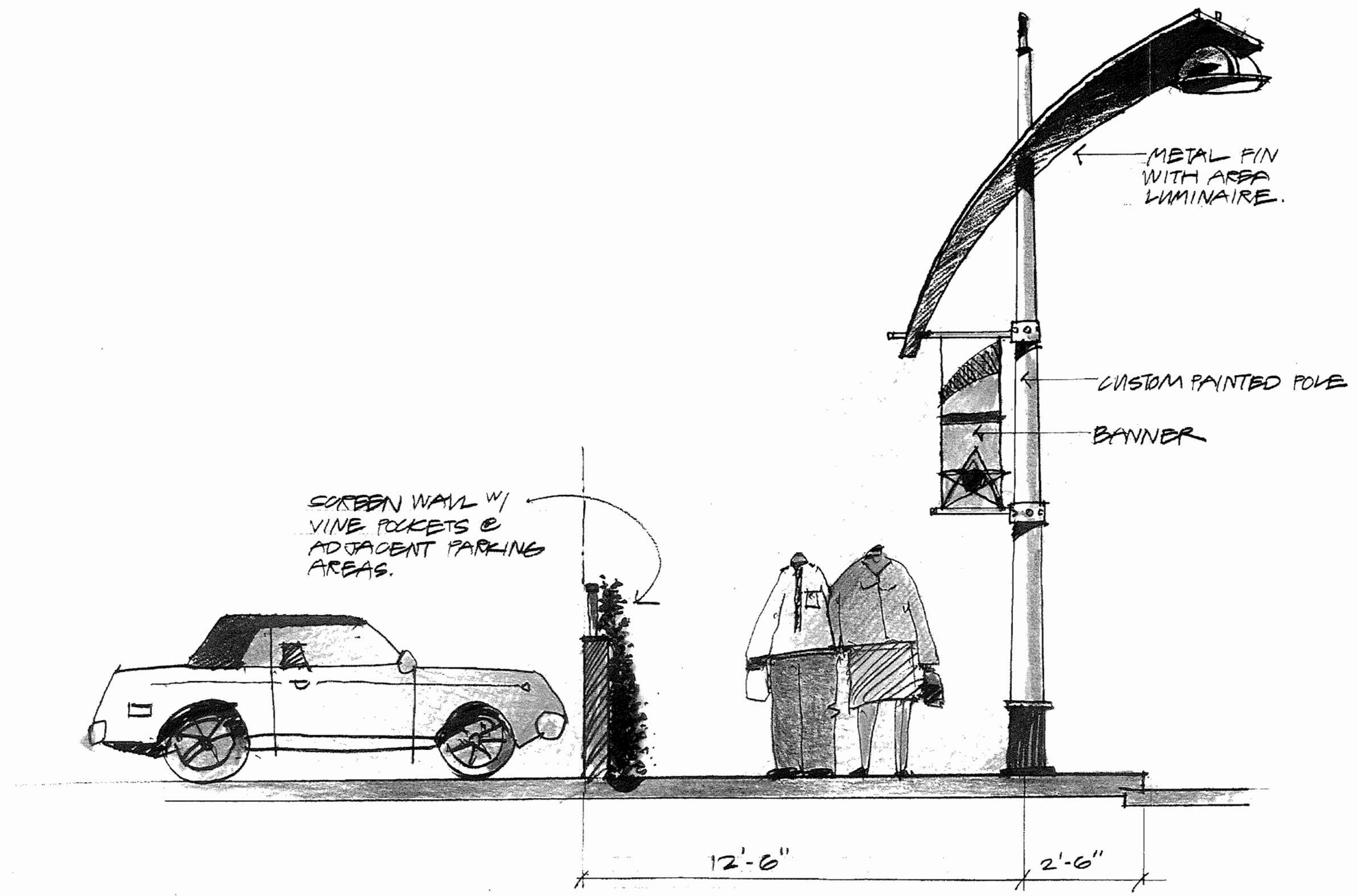
Mid-block Crossing



Gateway to Addison
Belt Line Streetscape



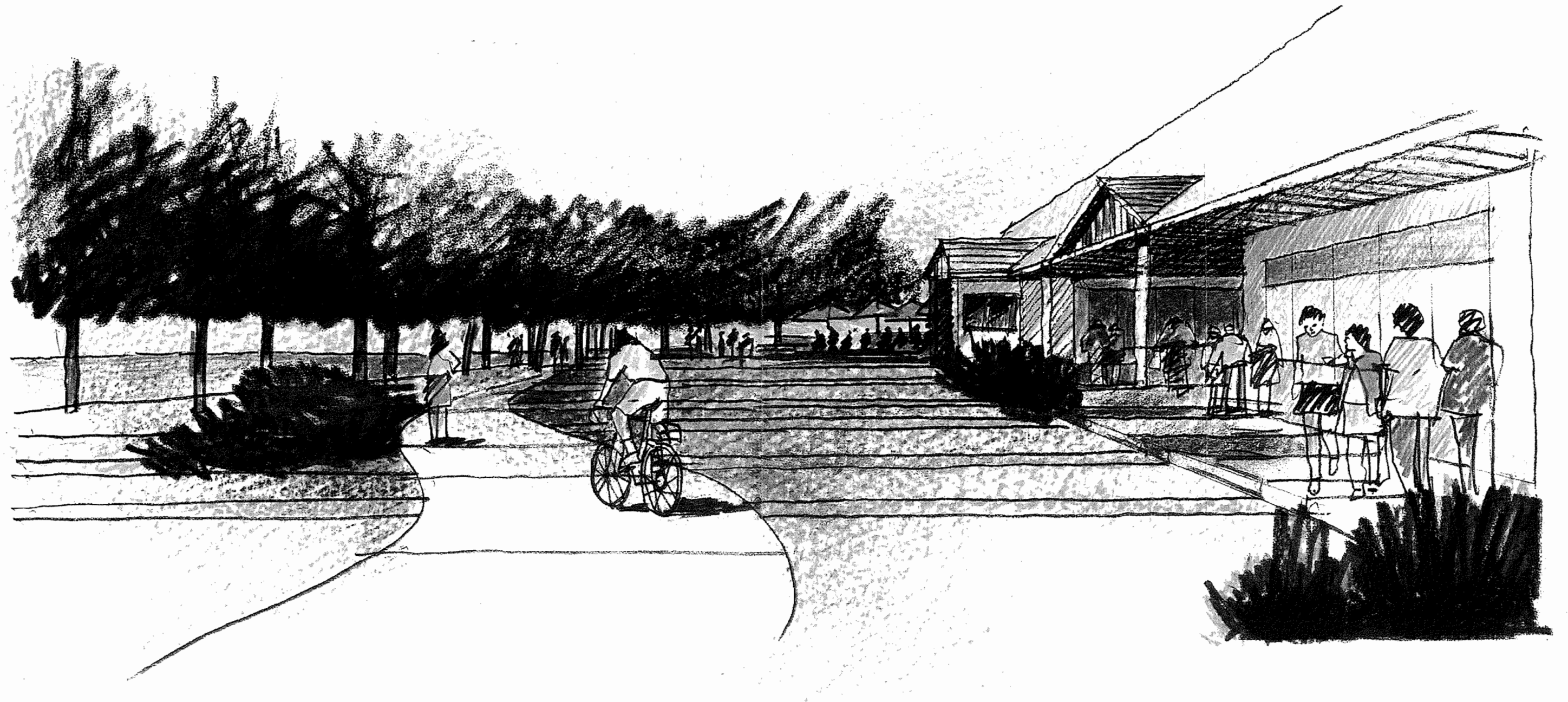
Mid-block Connection to Belt Line



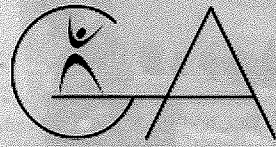
Sidewalk with Parking Buffer



Gateway to Addison
Belt Line Streetscape



Looking South Toward Belt Line @ Beltway Alignment



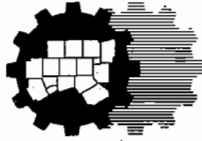
Gateway to Addison
Bell Line Streetscape

Community Support



TOWN OF
ADDISON

Nominating Entity



North Central Texas Council Of Governments

TO: Statewide Transportation
Enhancement Program Applicants

DATE: May 18, 2001

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

SUBJECT: STEP Project Approval
"GATEWAY TO ADDISON - BELT LINE ROAD STREETScape PROJECT"

Thank you for submitting an application for the Statewide Transportation Enhancement Program (STEP) to North Central Texas Council of Governments' (NCTCOG) Regional Transportation Council (RTC). On January 11, 2001, the RTC adopted a policy focusing the STEP program within the Metropolitan Planning Organization boundary on project categories that provide direct transportation benefits.

Upon review, the project listed above meets the requirements of this policy. The project is consistent with regional mobility and air quality goals as established in the Mobility 2025 Update: The Metropolitan Transportation Plan. Thus, should your application be approved for funding by the Texas Department of Transportation (TxDOT), the RTC will include the project in the Transportation Improvement Program for the Dallas-Fort Worth region. NCTCOG is transmitting this correspondence to you for you to attach to your application prior to your submittal to TxDOT. The deadline for STEP application submittals to the TxDOT District Offices is June 18, 2001.

If you have any comments or questions regarding STEP application procedures, please feel free to contact Mike Sims, Principal Transportation Planner, at (817) 695-9226.

Michael Morris, P.E.

CR:tmb


cc: Dan Rocha, NCTCOG
Mike Sims, NCTCOG
2000-2001 UPWP Element 5.04 Project File

**RESOLUTION OF THE BOARD OF DIRECTORS
OF ADDISON BUSINESS ASSOCIATION**

The undersigned hereby certifies that the following Resolution was adopted at a meeting of the Board of Directors of the Addison Business Association duly called and held on May 2nd, 2001, at the Addison Airport, and that such Resolution has not been modified or revoked:

"WHEREAS, in connection with the proposed nomination to the Statewide Transportation Enhancement Program for funding street improvements along Belt Line Road from Midway Road to the North Dallas Tollway, improvements to include both aesthetic improvements along the mile-long portion of Belt Line Road as well as improvements for pedestrian improvements, and that the improvements will encourage more visitors to the Town of Addison and will provide a more inviting, pedestrian friendly environment for the commercial and retail establishments, It is, therefore,

"RESOLVED that the Board hereby enthusiastically supports the nomination of this project as proposed by the Town of Addison.



Secretary

DATED: May 2, 2001

Quorum Protective Corporation
P.O. Box 820905
Dallas, Texas 75382
214-373-4648 Fax 214-373-6978

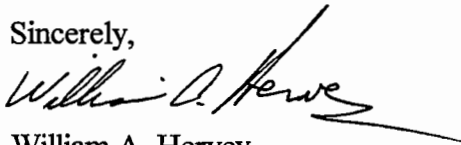
May 2, 2001

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

Dear Mr. Whitehead

Please accept this letter as giving our whole hearted support to the proposed project to update the streetscape on Beltline Road. The Town of Addison has been in the forefront of many innovations over the years that have greatly enhanced the desirability of the working environment. This project would further beautify the area and provide a highly enhanced degree of amenities. The need for improved and safer pedestrian traffic is real and many of the tenants in the Quorum South Office Park walk to lunch each day to the many fine restaurants on Beltline Road. This project sounds like it would make pedestrian traffic safer and more desirable. We wish you success in moving this project forward and offer our full support.

Sincerely,



William A. Hervey
Corporate Administrator

RESOLUTION NO. 01-033

**A RESOLUTION OF THE TOWN OF ADDISON, TEXAS
APPROVING THE SUBMITTAL OF AN APPLICATION TO THE
DEPARTMENT OF TRANSPORTATION STATEWIDE
TRANSPORTATION ENHANCEMENT PROGRAM FOR A
PROJECT NOMINATION PROVIDED BY THE
TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY**

WHEREAS, the Town of Addison, Texas desires to submit an application for the development of the Gateway to Addison – Belt Line Road Streetscape Project; and

WHEREAS, the gateway would create a sense of place and enhance the quality of life, providing a setting that is pedestrian friendly; and

WHEREAS, the city commits to the projects' development, implementation, construction, maintenance and financing

BE IT RESOLVED BY THE TOWN OF ADDISON, TEXAS that the City Manager is authorized to execute all documents necessary for the submission of the Gateway to Addison – Belt Line Road Streetscape Project.

PASSED AND APPROVED on this the 22nd day of May 2001.



R. Scott Wheeler
Mayor

ATTEST:



Carmen Moran, City Secretary

RESOLUTION NO. 01-034

A RESOLUTION OF THE TOWN OF ADDISON CERTIFYING INTENT FOR TRANSPORTATION IMPROVEMENT PLAN (TIP) PLACEMENT FOR PROJECTS FUNDED BY THE FISCAL YEAR 2001 STATEWIDE TRANSPORTATION ENHANCEMENT PROGRAM.

WHEREAS, the Transportation Efficiency Act for the 21st Century provides for a transportation enhancement program; and

WHEREAS, the Texas Department of Transportation has issued a program call for this program; and

WHEREAS, federal guidelines require that projects selected for federal funding under the transportation enhancement program must be placed in the Transportation Improvement Program (TIP) of the Metropolitan Planning Organization; and

WHEREAS, the following projects from Addison Metropolitan Area have applied for funding through the Statewide Transportation Enhancement Program:

Gateway to Addison – Belt Line Road Streetscape Project

NOW THEREFORE BE IT RESOLVED BY THE TOWN OF ADDISON:

PART 1: That the above listed project selected for statewide enhancement program funding by the Texas Transportation Commission will be placed in the appropriate Transportation Improvement Program for Addison Metropolitan Planning Organization.

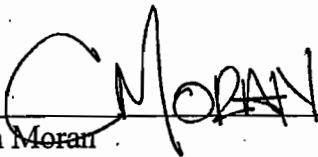
PART 2: That this resolution shall become effective immediately upon adoption.

ADOPTED this the 22nd day of May 2001.



R. Scott Wheeler, Mayor
Mayor

ATTEST:



Carmen Moran
City Secretary



TOWN OF
ADDISON



Gateway to Addison
Belt Line Streetscape

021048