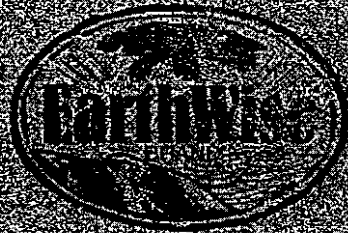


ESSELTE



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No. 76502

MIDWAY ROAD QMAQ
ACTION ITEMS

1. BELT LINE RD. INTERSECTIONS (MIDWAY & QUORUM)

Project has been delayed due to utility relocations. Project will be complete by September 1, 2000 contingent on TXU completing final utility relocations ASAP. Southwest corner has been redesigned by SJF according to Town criteria. Assistance during construction to follow this plan will be required by Town. Center banner pole will be relocated by Durable Specialties and banners rehung by a verbal agreement for \$500 when the new median in Belt Line is done. Slade is getting the landscape restoration plans designed for the medians and adjacent properties. I have been getting quotes for each property independently to restore irrigation ASAP after construction to minimize distress. Sidewalk of Belt Line Road east of the Olive Garden will be reconstructed at Town's request to "smooth out" transition from widened intersection to existing lanes of traffic. There have been a number of construction modifications worked out with TXDOT that will require reconciliation of quantities at the end of the project. These include Quorum redesign, sidewalk "smooth out", retaining walls, and driveways. Brian Shewski with Kimley Horne is working on the timing plans for each intersection.

State Farm has already paid \$13,000 for the design report done by Kimley Horne once the project has reached substantial completion you should contact Jamal Pullen of State Farm to request the \$100,000 grant for the construction improvements. All the paperwork has already been completed, reviewed and approved.

It was determined prior to construction that the EXXON on the northwest corner of Midway and Belt Line was not constructed according to their approved site plan in 1996. As a result of this, their site improvements are well on the public right-of-way leaving no room for landscape restoration. Mike Maya, the site operator was contacted by writing and told to modify the site according to the approved site plan and restore his landscape to match the approved landscape plan. This means remove a portion of his parking lot.

CONTACTS:

Jeanne Hooker	TXU Electric	972-888-1302
John Hicks	TXDOT Inspector	817-825-1687
Pete Garza	TXDOT Engineer	972-479-9747
Jesse	J.L. Steel	817-819-4820
Jeff Bryan	Durable Spec.	972-296-6324
Jamal Pullen	State Farm	309-766-0540
Jenifer Jones	DART	214-749-2938
J.R. (Manager)	Magic Time	972-980-1903
Mike Maya	EXXON Operator	972-248-4800
Wayne Simmons	EXXON Corporate	972-579-3680
Shi Sui	Susco Investments	972-931-6199

Greg Hilton
Irving Service Center

TXU Electric & Gas
1015 Hutton Drive
Carrollton, Texas 75006
Tel: 972 323 8913
Fax: 972 323 8925
greg.hilton@txu.com



Gene Vivero
Field Construction Coordinator
Irving Service Center

TXU Electric & Gas
1015 Hutton Drive
Carrollton, TX 75006
Tel: 972 323 8960
Fax: 972 323 8925
Pager: 214 439 ~~7520~~
7423



Timothy Beidelman
Manager-
Engineering Design



Southwestern Bell Telephone
275 N. Greenville Ave.
2nd Floor
Richardson, Texas 75081
Phone 972 234-7085

FAX -

Jodie Smith
East Design Engineering Services



14400 Josey Lane
Farmers Branch, Texas 75234
Office: 972 888-1317
Fax: 972 888-1304

KIMLEY - HORN
BRIAN SHEWSKI
972-770-1344



Dallas Area Rapid Transit
P.O. Box 660163
1401 Pacific Avenue
Dallas, Texas 75266-7248

Jennifer Jones
Service Planner III

(214) 749-2938
Fax (214) 749-3662

Jeanne Hooker
Manager

TXU Electric & Gas
14400 Josey Lane
Farmers Branch, TX 75234
Tel: 972 888 1302
Fax: 972 888 1304
jhooker1@txu.com



2. MIDWAY ROAD CMAQ PROJECT

This is the project to reconstruct 4 intersections along Midway Road. These intersections include Lindberg, Beltway, Proton and Spring Valley. Design is at 100% but there are still some outstanding concerns that have to be addressed by the designer (Carter & Burgess). Parsons Brincheroff who is working for Dallas County is administering the project design. The TOA has expressed interest in bidding and construction administration of the project in order to protect our community's interests. In addition, we took this opportunity to update our signal equipment to the video detection system. We will do this if we acquire all the equipment and turn it over to the contractor. The County will then reimburse us for the equipment. This is required since the proposed equipment is beyond State standards. Project is currently in the right-of-way acquisition phase by the County. Bidding, purchasing and construction should follow immediately. This project must be coordinated with the Midway Road reconstruction project.

Ivan Nicodemus	PB	214-747-6336 x-26
Jack Loggins	PB	214-747-6336 x-28
Eric Starnater	Carter & Burgess	214-638-0145
Steve Taylor	Carter & Burgess	214-638-0145

3. MIDWAY ROAD RECONSTRUCTION

Currently in contract negotiation phase.
Slade will coordinate landscape restoration with 3 projects. (CMAQ, Belt Line Intersections)

Bruce Grantham	GBW Engineers	972-840-1916
----------------	---------------	--------------

4. BROADWAY PAVING AND DRAINAGE

Engineer is SJF. Engineering is underway. I believe that Mike has the contracts.

Engineering Study	\$5,500
Engineering and Plan Prep.	\$
Estimated Construction Cost	\$191,000

No project number at this time. Waiting on Randy.

5. LINDBERG DRAINAGE

Town had SJF design grading improvements and went out for quotes. TRI-DAL was low quote but was unresponsive to actually perform the work. Project was then bid with Slade's green belt grading and irrigation project. The low bidder was Riverway Contractors and Management Inc. for \$ _____ which was well over budget. At that time it was decided that additional money would be asked for in the new budget year to perform these improvements. Riverway Contractors agreed to wait until October and honor their bid.

At the same time Explorer Pipeline indicated that they had concern about our improvements and that they already designed improvements that would relieve our flooding concerns and adequately protect their pipeline. Their proposed improvements were well beyond the scope of ours. We made a proposal to Explorer that the TOA will support their plans and potentially fund a portion of the improvements if they hire the contractor and manage the project. We are still waiting for a response.

Dick Hightower Riverway Contractors 214-352-5118

6. FIRE DEPT. WASH DRAIN

This project is to install a drain system into the sanitary sewer system so that fire equipment can be washed onsite. Project has been awarded to Hencie International and they have failed to provide necessary contract material to date. Tammy said that she would issue notice to proceed today (7/9/00). They project schedule is 45 days. Project must be coordinated with Chief Padden in order to not conflict with fire operations. Fire has requested that we try to get a 65 feet of sidewalk installed around the building. Proposal has been unrealistic (\$9,800) so they said that they would resubmit. Project contract is \$49,993.70.

Anwar or Sam Hencie Intl. 972-926-0034
Fax 972-926-0036

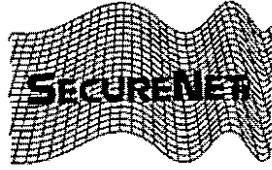
7. TUNNEL MONITOR EQUIPMENT

This project is to install equipment in the police dispatch center that will tie into the existing video equipment that is in the toll tunnel. I have been working directly with Lea Dunn and the police department. Contractor to install the equipment is SecureNet. The project will cost \$13,975.66 but funding will be reimbursed by NTTA according to the interagency agreement. A notice to proceed letter has been released and equipment is currently on order. Police dept. contact is Jody Ramsey.

Kelly Bell SecureNet 972-248-4949
Fax 972-248-2220

8. ART PIECE

I have met with Carmen to let her handle any outstanding contract issues.



Kelly J. Bell
Business Development

3440 Sojourn, #240
Carrollton, Texas 75006
P.O. Box 700277
Dallas, Texas 75370-0277

Hdqtrs: 972-248-4949
Fax: 972-248-2220
Ft. Worth: 817-491-2399
Mobile/Pager: 972-679-9999
KBell@SecureNetInc.com

**Riverway Contractors
& Management, Inc.**

Richard Hightower

P.O. Box 7855
Dallas, Texas 75209
(214) 352-5118

Jeff



**Parsons
Brinckerhoff**

CMAQ Program Office
1701 N. Market Street
Suite 410
Dallas, TX 75202
214-747-6336
Fax: 214-741-1937
E-mail: cmaq@onramp.net

August 17, 1998
Mr. Tom Simerly, P.E.
Carter & Burgess, Inc.
7950 Elm Brook, Ste. 250
Dallas, TX 75247

VIA FAX

**Subject: Congestion Mitigation Air Quality (CMAQ) Program
Clarification of Additional TxDOT Curb Ramp Requirements
"Off-System" Intersections**

Dear Mr. Simerly:

My letter of July 17, 1998 provided direction from TxDOT concerning the placement of curb ramps at intersections. We have been able to obtain clarification of those requirements. As stated in the attachment to this letter, "off-system" intersections may continue to use the "diagonal" ramp configuration.

For your project, on which all intersections are "off-system", you may continue the design as it is currently presented.

As the schematic has been approved by TxDOT - Austin, this will allow the Preliminary (65%) design notice to proceed meeting to be scheduled.

If you have any questions about this issue, please call me at 214-747-6336 ext. 26 or James Allen at ext. 30.

Sincerely,

Ivan F. Nicodemus, P.E.
Program Manager

Attachment: TxDOT e-mail dated August 5, 1998

- | | |
|-------------------------------|---|
| cc: Donald L. Cranford, P.E., | Asst. Dir. Dallas County Public Works, Trans & Planning |
| Moosa Saghian, P.E., | TxDOT |
| Sam Wilson, P.E. | City of Dallas |
| Jack Antebi, P.E. | City of Dallas |
| Tim Starr, P.E. | City of Dallas |
| Dave Davis, P.E. | City of Farmers Branch |
| Cissy Sylo, P.E. | City of Carrollton |
| John Baumgartner, P.E. | Town of Addison |

From: Elizabeth Hilton
 To: DAL.DALEQ.DJESSUP
 Date: 8/5/98 11:49pm
 Subject: Curb Ramps -Reply

David - there's not really any slack for on -system roadways unless they have a justifiable engineering reason why perpendicular ramps cannot be provided and then they can pursue a design exception.

For off -system roadways, they can continue to use diagonal ramps if they choose without a design exception, until ADA changes are adopted prohibiting the diagonal ramps. That could be months or years.

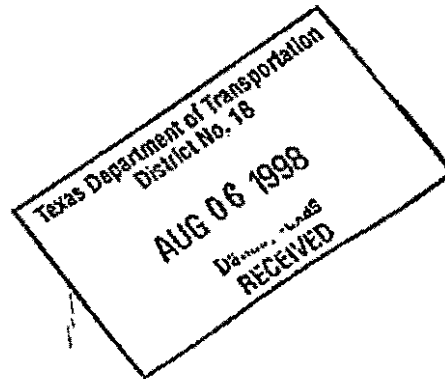
>>> David Jessup 08/05/98 04:44pm >>>
 The Stand Alone Manual Notice 98 -4 required perpendicular curb ramps at intersections, affected jobs being "all projects which have not, as of this date (July 6), been processed to the Austin office for letting".

The City of Dallas wants to know if they can be cut any slack on this requirement, for jobs already far along in design. They have many CMAQ intersection improvements jobs, and before they go to modifying lots of designs, they want to get some "relief", or at least know for sure before they begin.

Please advise so we can respond to them. Thank you.

CC: RTHOMASI

Post-It® Fax Note	7671	Date	8/12/98	# of pages	1
To	Wen Nicodemus	From	Musa Saghian		
Co./Dept.		Co.	TXDOT		
Phone #		Phone #			
Fax #	214-741-1937	Fax #			



C: TUCKER
 SAGHIAN



**Parsons
Brinckerhoff**

CMAQ Program Office
1701 N. Market Street
Suite 410
Dallas, TX 75202
214-747-6336
Fax: 214-741-1937
E-mail: cmaq@onramp.net

September 29, 1998

Mr. John Baumgartner, P.E.
Town of Addison
16801 Westgrove Dr.
Addison, Texas 75001

**Subject: Congestion Mitigation Air Quality (CMAQ) Program
Requested Signal Standards**

Dear Mr. Baumgartner:

The Traffic Section of the Texas Department of Transportation (TxDOT) has requested a copy of the various city standards relating to signal, streetlight, sign and pavement markings. In the event your city has no special requirements, TxDOT standards will be used. Please note that if you normally require streetlight poles to be placed in a median instead of on the signal poles, the median must be wide enough to have 30" clearance (on each side) from the streetlight pole or foundation if foundation is above ground level.

If your city has special standards that need to be considered in the intersection signal designs, send two copies to our attention. If you do not have drawings of the standards, but have special design requirements, send a verbal description of the requirements. If your city has no special requirements, send a letter indicating "Your city has no special requirements for signal, streetlights, sign, and pavement markings." We request you submit a letter and the pertinent information to this office by October 7, 1998.

If you have any other questions about this matter, please call me at 747-6336 ext. 26 or Jack Loggins at ext. 28.

Sincerely,

Ivan F. Nicodemus, P.E.
Project Manager

Attachments:

cc: Don Cranford, P.E., Assistant Director, Transportation and Planning



DALLAS COUNTY
PUBLIC WORKS

May 26, 1999

Mr. Jim Milstead
Dallas Water Utilities
320 East Jefferson, Room 214
Dallas, Texas 75202

**Subject: Congestion Mitigation Air Quality (CMAQ) Program
Utility Coordination - Project 12**

Dear Mr. Milstead:

Attached, please find the 65% completed plans and certification documents for the subject intersection improvement project. The construction documents (PS&E) are being finalized and on completion will be forwarded to TxDOT to commence with the letting process. The construction letting process will only begin after the required right of way is acquired and all utility conflicts have been resolved. The attached plans are adequate to determine the required utility adjustments.

Please identify the conflicts and the expected adjustment date for the impacted utilities by completing and returning the attached certification form to the address below by **June 23, 1999**.

Parsons Brinckerhoff Construction Services, Inc.
CMAQ Program Office
Attn.: Ivan Nicodemus, P.E., Program Manager
1701 N. Market Street, Suite 410
Dallas, Texas 75202

Any conflicts can be discussed at the Dallas County Public Utility Coordination Meeting held on the third (3rd) Wednesday of every month at the Dallas County Public Works Building; 411 Elm Street; 4th Floor Conference Room.

Construction is anticipated to begin in the fall of 1999 for those intersections where no right of way is to be acquired. For those intersections where additional right of way is necessary, the acquisition process is progressing with anticipation that construction will begin in late summer 2000. The status of right of way procurement where utility adjustments are required, may be obtained from the Dallas County, Property Division, Sélas Camarillo, P.E. There are seven intersections in Project 12 that will require right of way acquisition. (Midway @ Sojorn/Belmeade, Midway @ Keller Springs Road, Midway @ Spring Valley, Midway @ Lindbergh, Midway @ Beltway, Midway @ Proton, Midway @ McEwen)

If you have any questions please call Ivan Nicodemus, CMAQ Program Manager / Engineer, at 214-747-6336 ext. 26 or Kimberly Burks at ext. 29.

Sincerely,

Handwritten signature of Donald L. Cranford in cursive.

Donald L. Cranford, P.E.
Assistant Director of Public Works, Transportation, Planning

Attachments: 1) Utility Certification Forms - (1) per intersection
2) 65% PS&E, CMAQ Project 12

cc: Donald R. Holzwarth, P.E., Director of Public Works, Dallas County, w/o attachment
Sélas Camarillo, P.E., R.P.L.S. Assistant Director, Dallas County, Property Division w/o attachment
Moosa Saghian, P.E., TxDOT Special Projects Office w/o attachment
Terry L. May, P.E., TxDOT Dallas District Right of Way Administrator w/o attachment
Tim Starr, P.E., City of Dallas w/o attachment
Sam Wilson, P.E., City of Dallas w/o attachment
Dave Davis, P.E., City of Farmers Branch w/o attachment
~~John Baumgartner, P.E., City of Addison w/o attachment~~
Shon Merreman, P.E., City of Carrollton w/o attachment
Eric Stranater, P.E., Carter & Burgess w/o attachment
Ivan Nicodemus, P.E., CMAQ Program Manager/Engineer w/o attachment (P12-P10)



DALLAS COUNTY
PUBLIC WORKS

September 30, 1998

Mr. John Baumgartner, P.E.
Town of Addison
16801 Westgrove Dr.
Addison, Texas 75001

**Subject: Dallas County Congestion Mitigation and Air Quality Improvement (CMAQ) Program
Curb Ramp Design at Various Intersections
TxDOT Statement of Limited Liability**

Dear Mr. Baumgartner:

TxDOT has issued Stand Alone Manual 98-4, Curb Ramp Design at Intersections. As stated in the attached manual the use of perpendicular curb ramps on all TxDOT on-system roadways is required. TxDOT has refined this direction to allow the use of diagonal curb ramps at any off system location.

TxDOT has, however, placed conditions on the use of a diagonal curb ramp, attachment 2. "TxDOT will not be responsible for any possible liabilities involved in the design of diagonal [curb] ramps." Any comments to this direction and liability statement are due to TxDOT no later than October 30, 1998.

If you have any comments concerning this liability issue as it impacts the CMAQ intersection improvement program, please return such comments, or notice to make comment, to this office. A consolidated response will be prepared by Dallas County and presented to TxDOT.

If you have any questions, or require any detailed information concerning this issue, please feel free to contact me or Ivan Nicodemus, CMAQ Program Manager / Engineer, at (214) 747-6336, extension 26. Your timely response to this request is appreciated.

Sincerely,

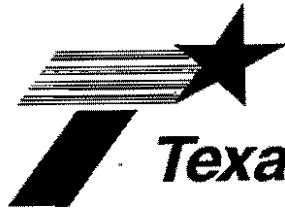
A handwritten signature in cursive script that reads "Donald L. Cranford".

Donald L. Cranford, P.E.
Assistant Director of Public Works, Transportation, Planning

DLC:IFN *W*

- Attachment 1) TxDOT Stand Alone Manual Notice 98-4, Curb Ramp Design at Intersections
 2) TxDOT ltr August 14, 1998, Curb Ramps Design at Intersections

xc: Moosa Saghian, P.E., TxDOT
Ivan F. Nicodemus, P.E., Parsons Brinckerhoff, CMAQ Program Manager/Engineer
Files: (CMAQ – City of Addison)

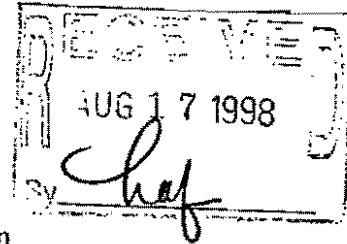


Texas Department of Transportation

P.O. BOX 3067 • DALLAS, TEXAS 75221-3067 • (214) 320-6100

August 14, 1998

Mr. Ivan F. Nicodemus, P.E.
Parsons Brinkerhoff - CMAQ Project Office
1701 N. Market Street, Suite 410
Dallas, Texas 75202



Subject: Congestion Mitigation Air Quality (CMAQ) Program
Various Intersections in the Dallas County
Curb Ramps Design at Intersections

Dear Mr. Nicodemus:

As per our conversation with Austin office regarding the Stand Alone Manual Notice 98-4, the following decisions have been made.

1. On system roadways, unless there is a justifiable engineering reason, perpendicular ramps are required.
2. Off system roadways, cities can use diagonal ramps if they choose without a design exception; however, we would like to inform the cities that, **TXDOT will not be responsible for any possible liabilities involved in the design of diagonal ramps.** If we do not receive any reply from the cities by October 30, 1998, we will assume that they do not have any comments.

If you have any questions in regard to this matter, please call Suja Mathew, P.E. at (214) 320-6184.

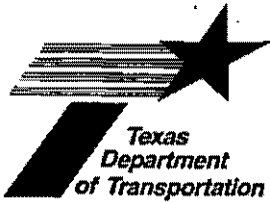
Sincerely

Moosa Saghian, P.E.
Manager, Special Projects Office

Attachment

Read

67.3/357
in080598review



STAND-ALONE MANUAL NOTICE 98-4

To: All Districts and Divisions
From: Kirby W. Pickett, P.E.
Subject: Curb Ramp Design at Intersections

Functional Manual: Highway Design Division
Operations and Procedures Manual

DATE: July 6, 1998

Purpose

This Stand-alone Manual Notice implements department policy with respect to the location of curb ramps at intersections.

Contact

Address questions concerning the information contained in this Stand-alone Manual Notice to your field coordination engineer in the Design Division.

Supersedes

This Stand-alone Manual Notice does not supersede any previous documents.

Contents

The Americans With Disabilities Act (ADA) is currently under revision and final approval is expected with respect to changes in the positioning of curb ramps to be constructed or reconstructed at street intersections.

All future curb ramps will be constructed in a perpendicular configuration as shown in Figure 1. The diagonal configuration for curb ramps, as shown in Figure 2, will no longer be allowed. Studies by the United States Architectural and Transportation Barriers Compliance Board have shown that the diagonal configuration may inadvertently direct visually impaired persons into the center of the intersection.

This requirement applies to all new sidewalk or curb ramp installations and all sidewalk or curb ramp reconstruction projects. Only projects where no work is planned for existing sidewalks may be allowed to retain existing diagonal curb ramp installations.

Action Required

The requirement for perpendicular curb ramps applies to all projects which have not, as of this date, been processed to the Austin office for letting.

This information will be incorporated in the Design Division Roadway Design Guide when published.

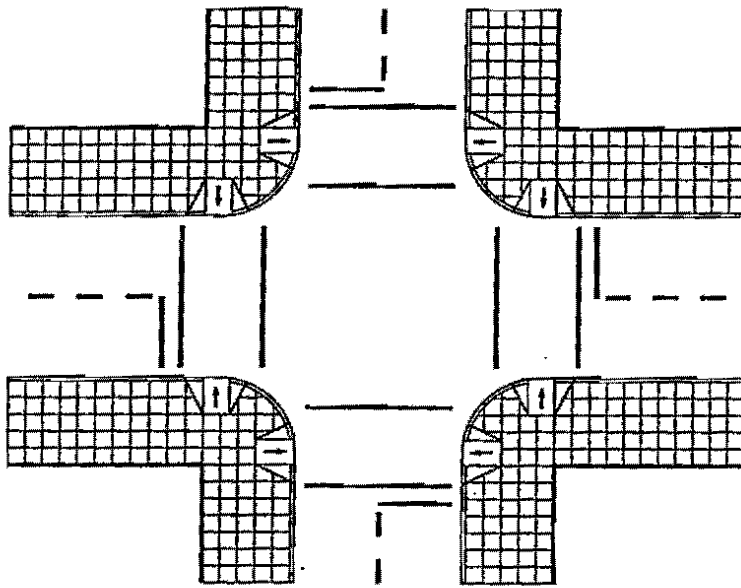


Figure 1
Perpendicular Curb Ramps

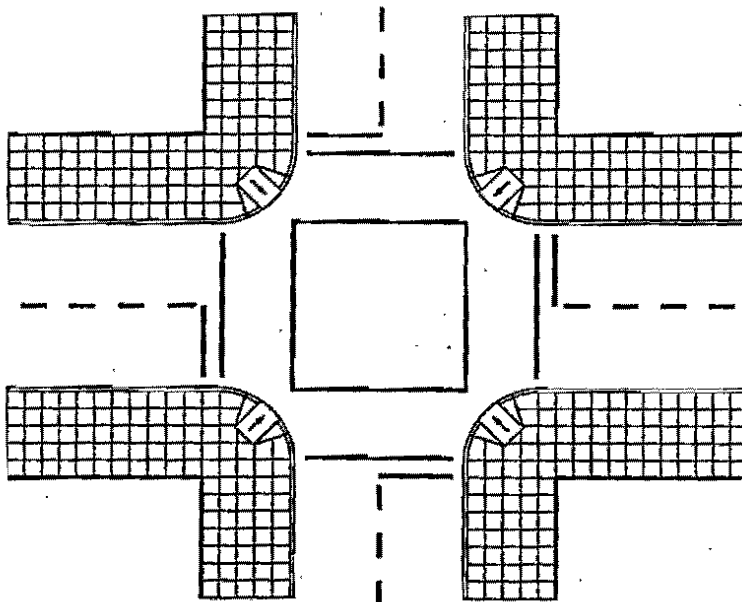
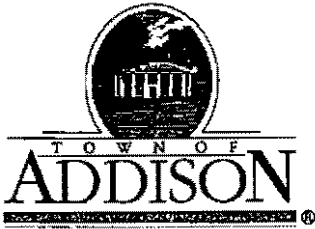


Figure 2
Diagonal Curb Ramps



PUBLIC WORKS DEPARTMENT

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

Memo

To: Clyde Johnson
From: Jeff Markiewicz *JM*
CC:
Date: 05/18/99
Re: Midway Road Intersections Project – Contract Administration

In order to improve the traffic mobility along Midway Road, we are currently working on a project to rebuild several of the intersections from Spring Valley to Keller Springs. These projects are currently in the final stages of design and still have to go through the right-of-way acquisition process. This project is part of the federally funded Congestion Mitigation and Air Quality Improvement Program (CMAQ). Dallas County and TxDOT currently have authority over the project administration and the Town of Addison collaborates through a local public agency agreement.

Staff is interested in taking the lead role on the project during the bidding and construction phases. By taking over the project administration, we can better insure quality control, traffic control and minimal conflict with Addison residents. In order for Addison to let the contract for the construction, we must formally apply to TxDOT and have our letting and advertising processes reviewed for compliance with federal regulations. I have included a copy of the document that summarizes the construction contract letting process for federally funded projects.

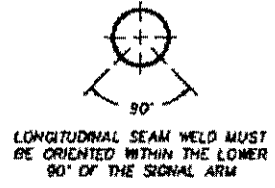
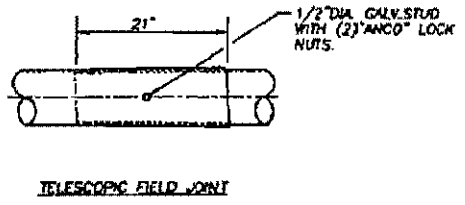
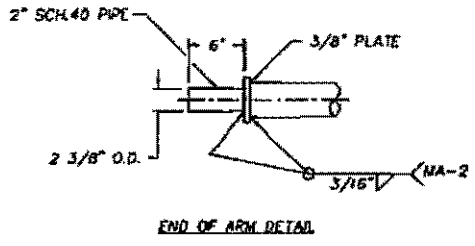
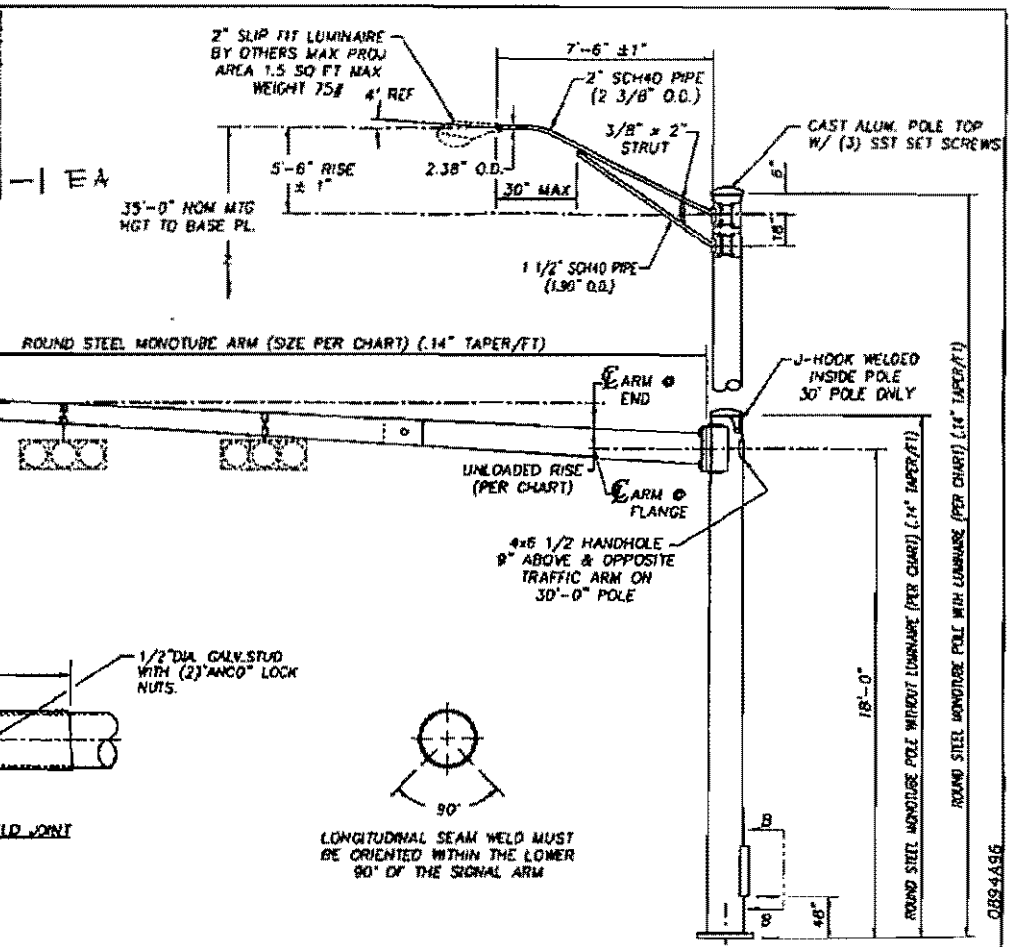
Please review the attached document and let me know if you have any concerns about taking over the process. Thanks for your help and call if you have any questions.

TO 19727807411

-29-99 08:59AM

P002/005

DESIGN NUMBER	POLE TYPE NUMBER	LUM REQ'D	POLE SIZE	NOM. SPAN	ARM SIZE	UNLOADED RISE
71037-Y247	60L II 80	YES	JE-15.0' x 10.80' x 30'-0"	60'	JE-12.50' x 8.76' x 26'-9" 7E-9.40' x 4.50' x 35'-0"	37 11/16"
71037-Y267	55L II 80	YES	JE-15.0' x 10.80' x 30'-0"	55'	JE-12.50' x 8.76' x 26'-9" 7E-9.40' x 4.50' x 35'-0"	34"
71037-Y268	55 IV 80	NO	JE-15.0' x 12.27' x 19'-6"	55'	JE-12.50' x 8.76' x 26'-9" 7E-9.40' x 5.20' x 30'-0"	34"
71037-Y291	60 IV 80	NO	JE-15.0' x 12.27' x 19'-6"	60'	JE-12.50' x 8.76' x 26'-9" 7E-9.40' x 4.50' x 35'-0"	37 11/16"



NOTE:
DESIGNED IN ACCORDANCE WITH TEXAS
D.O.T. REQUIREMENTS

ITEM	MATERIAL SPECIFICATIONS
TUBES	ASTM-A585 GR. A
LUM. ARM TUBE	36,000 P.S.I.
PLATE	ASTM-A36
ANCHOR BOLTS	ASTM-A35 WSS. TOP END GALV. TO A153
ANCHOR BOLT NUTS	ASTM-A563 GR. A GALV. TO A153
POLE TOP	ASTM-B26 (150 F OR #3)
CLAMPS	ASTM-A715 GR.50
S.S. HARDWARE	AISI 302 SERIES (18-8)
ARM CONN. BOLTS	ASTM-A325 GALV. TO A153
ARM CONN. NUTS	ASTM-A563 GR. DH GALV. TO A153
ARM CONN. WASHERS	ASTM-F436
STUDS	ASTM-A36 GALV. TO A153
FINISH	NO FINISH

REVISIONS	DATE	BY	CHKD
R3	0024 1898	ADDED TENDON AND END OF ARM DETAIL	12/13/98 CEJ/GMP
R2	1265 1896	ADDED 35' ARM W/ 1/2\"/>	
R1	1001 1698	REMOVED TOP HANDHOLE & SMALL ARM STANDARD POLE TOP TYPE WAS PRESSED STL TYPE	1/8/97 BJT/GMP 9/23/98 ELL/GMP

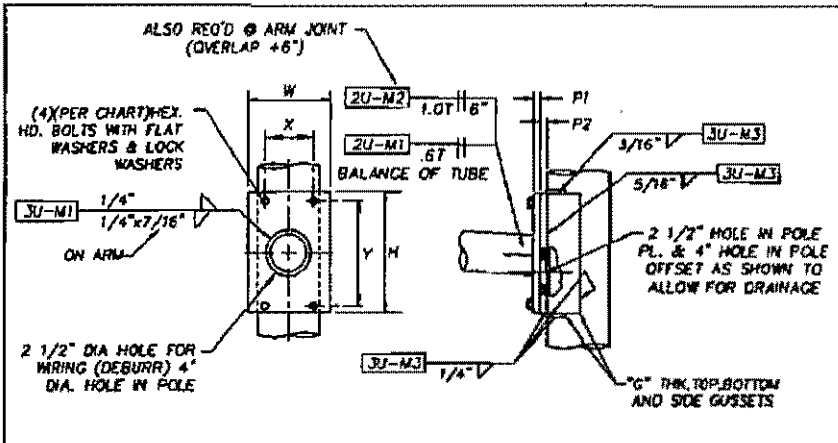
0854-16-96

City of Farmers Branch, TX
Midway Rd

STEEL TRAFFIC SIGNAL
STRUCTURE
STATE OF TEXAS

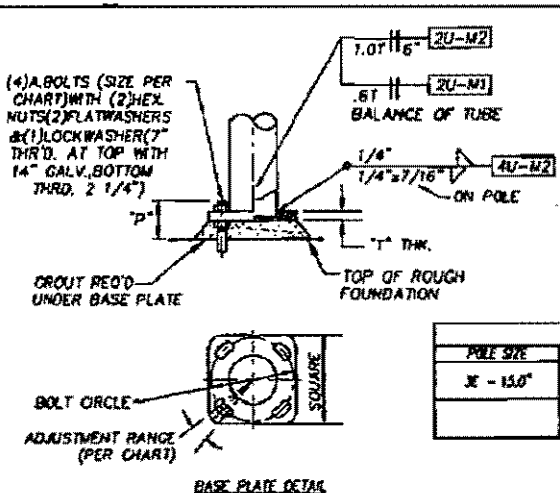
Union Metal
CORPORATION

DRAWN <u>C.E. JOHNSON</u>	DRAWING NO. <u>71037-B43</u>
DATE <u>09/10/96</u>	SHEET <u>1</u> of <u>2</u>
CHECKED <u>GMP</u>	

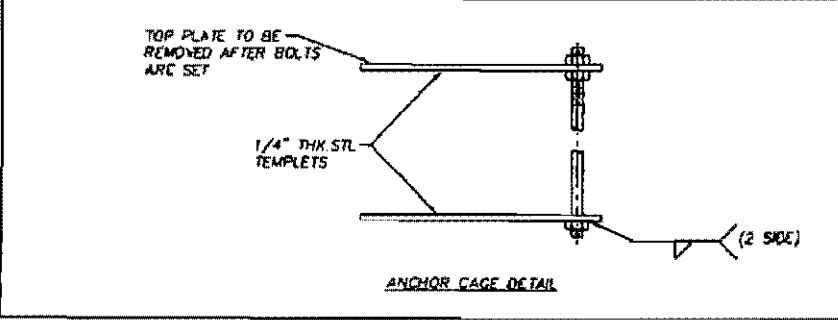
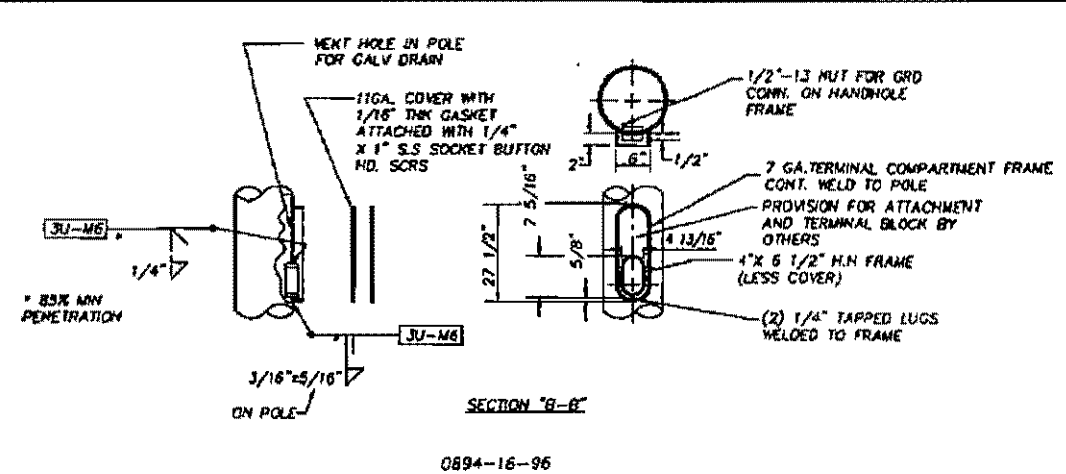
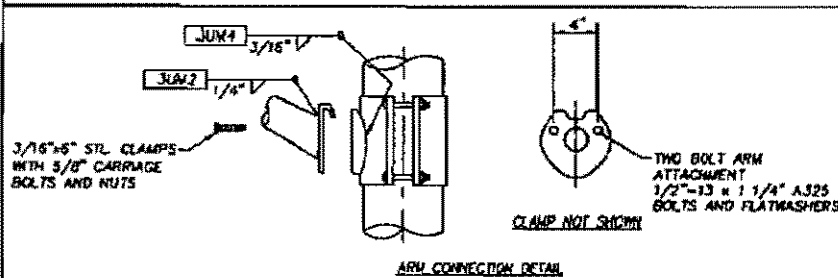


TRAFFIC ARM CONNECTION

TRAFFIC ARM CONNECTION DATA								
ARM SIZE	W	X	Y	H	P1	P2	CONN. BOLTS	GUSSET
3E-1250"	15	10 1/2	15 1/2	20	1 3/4	1 1/2	1 1/2	1/4



BASE DATA						
POLE SIZE	ADJUST. RANGE	S	B.C.	P	T	ARMH. BOLT SIZE
3E-1250"	13.6"	22"	21"	7 1/2"	2"	2" x 51"



0894-16-96

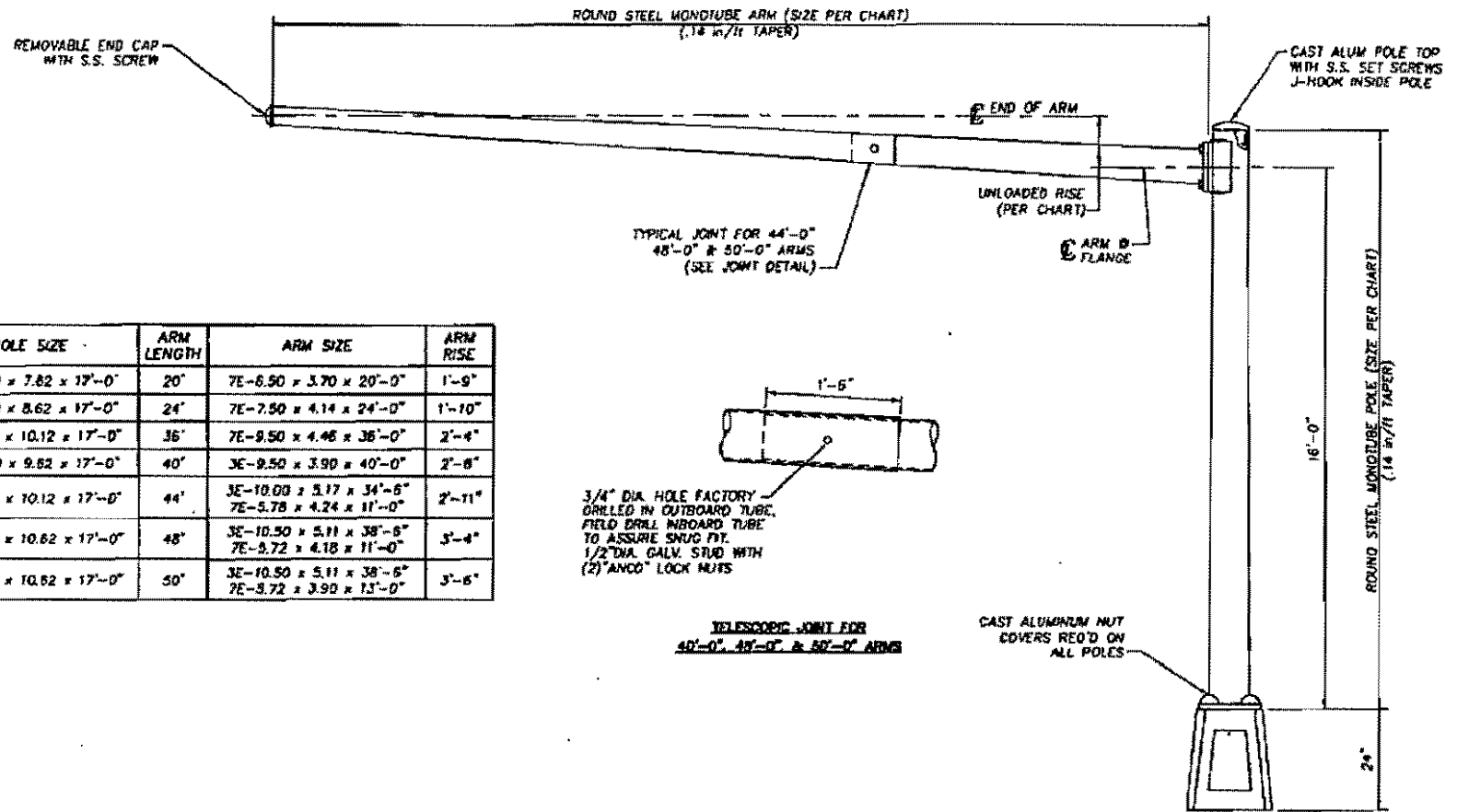
STEEL TRAFFIC SIGNAL STRUCTURE STATE OF TEXAS	
Union Metal CORPORATION	
DRAWN C.E. JOHNSON	DRAWING NO. 71037-843
DATE 09/10/96	SHEET 2 of 2
CHECKED	

REVISIONS

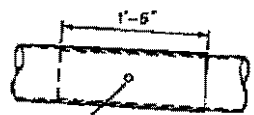
P004/005

TO 19727807411

06-29-99 08:59AM



QTY	U.M.C. DESIGN NUMBER	POLE SIZE	ARM LENGTH	ARM SIZE	ARM RISE
	71037-Y285	7E-10.00 x 7.82 x 17'-0"	20'	7E-6.50 x 3.70 x 20'-0"	1'-9"
1	71037-Y292	7E-11.00 x 8.62 x 17'-0"	24'	7E-7.50 x 4.14 x 24'-0"	1'-10"
1	71037-Y283	7E-12.50 x 10.12 x 17'-0"	36'	7E-9.50 x 4.46 x 36'-0"	2'-4"
1	71037-Y287	3E-12.00 x 9.82 x 17'-0"	40'	3E-9.50 x 3.90 x 40'-0"	2'-6"
1	71037-Y288	3E-12.50 x 10.12 x 17'-0"	44'	3E-10.00 x 3.17 x 34'-6" 7E-3.78 x 4.24 x 11'-0"	2'-11"
	71037-Y289	3E-13.00 x 10.82 x 17'-0"	48'	3E-10.50 x 5.11 x 38'-6" 7E-3.72 x 4.18 x 11'-0"	3'-4"
1	71037-Y294	3E-13.00 x 10.82 x 17'-0"	50'	3E-10.50 x 5.11 x 38'-6" 7E-3.72 x 3.90 x 13'-0"	3'-6"



3/4" DIA. HOLE FACTORY DRILLED IN OUTBOARD TUBE, FIELD DRILL INBOARD TUBE TO ASSURE SNUG FIT. 1/2" DIA. GALV. STUD WITH (2) ANCO® LOCK NUTS

TELESCOPIC JOINT FOR 40'-0", 44'-0" & 50'-0" ARMS

CAST ALUMINUM NUT COVERS REQ'D ON ALL POLES

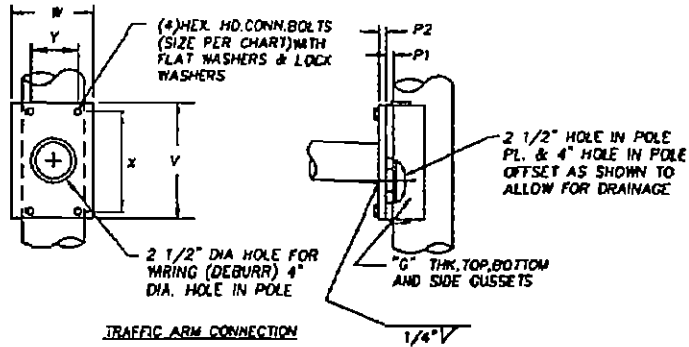
NOTE:
DESIGNED FOR 80 M.P.H. WIND ZONE
TO 1989 AASHTO & TEXAS STANDARD
SPECIFICATIONS

ITEM	MATERIAL SPECIFICATIONS
TUBES	ASTM-A595 GR. A
PLATE	ASTM-A36
ANCHOR BOLTS	ASTM-A308 MSS, TOP END GALV. TO A153
ANCHOR BOLT NUTS	ASTM-A307 GR. A GALV. TO A153
POLE TOP	ASTM-B26 (356 F OR 43)
S.S. HARDWARE	MIS 300 SERIES (18-A)
TRANS. BASE ASSY	ASTM-A36
TRAFF. ARM CONN. BOLTS	ASTM-A325
ARM CONN. WASHERS	ASTM-F436
STRUCTURE FINISH	PER SALES ORDER

		CITY OF FARMERS BRANCH, TEXAS STEEL TRAFFIC POLES Midway Rd.	
		LOF NO. _____	ENG. REF. # _____
		REQ. # _____	S.O. # _____ CAD # 0563492
		Union Metal CORPORATION	
RI	0563 1690	ADDED 24', 36' & 50' DESIGNS. DRAWING WAS "D" SIZE (OLD CAD #DES-341) ADDED SHEET 2 of 2	6-28-99
		DRAWN <u>J.L. BOWE</u>	DRAWING NO. 71037-B13
		DATE <u>7/24/91</u>	SHEET 1 of 2
		CHECKED <u>ATP</u>	
REVISIONS			

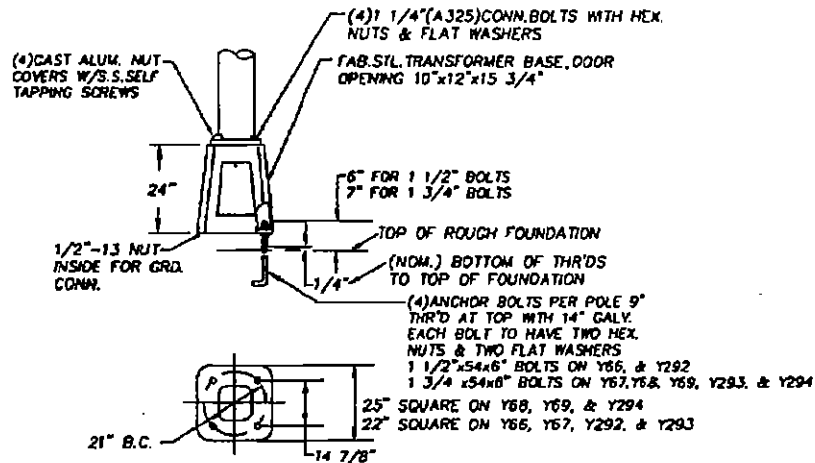
P005/005

TO 19727807411

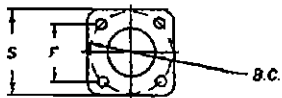
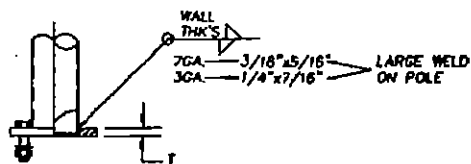


TRAFFIC ARM CONNECTION

TRAFFIC ARM CONNECTION DATA								
ARM SIZE	V	W	X	Y	P1	P2	G	BOLT#
7E-6.50	12"	9"	9"	6"	1"	1"	1/4"	1"
7E-7.50	13"	9"	10"	6"	1"	1"	1/4"	1"
7E-9.50	17"	12"	16"	9"	1 1/4"	1 1/4"	1/4"	1 1/4"
3E-9.50	18"	12"	15"	9"	1 1/4"	1 1/4"	1/4"	1 1/4"
3E-10.00	18"	12"	15"	9"	1 1/4"	1 1/4"	1/4"	1 1/4"
3E-10.50	18"	13"	15"	10"	1 1/2"	1 1/2"	1/4"	1 1/2"



TRANS. BASE DETAIL



BASE PLATE DETAIL

POLE BASE DATA CHART					
POLE SIZE	BC	F	P	SQ	T
7E-10.00	13 1/2"	9 9/16"	5 3/4"	14 1/2"	1 1/2"
7E-11.00	15"	10 5/8"	6"	14 7/8"	1 3/4"
7E-12.50	15 1/2"	11"	6"	14 7/8"	1 3/4"
3E-12.00	15"	10 5/8"	6"	14 7/8"	1 3/4"
3E-12.50	15 1/2"	11"	6"	14 7/8"	1 3/4"
3E-13.00	18"	12 3/4"	6 1/4"	17"	2"

REVISIONS

CITY OF FARMERS BRANCH, TEXAS
STEEL TRAFFIC POLES

LOF NO. _____ ENG. REF. # _____
REQ. # 0563-16-99 S.O. # _____ CAD # 0563899

Union Metal
CORPORATION

DRAWN C.E. JOHNSON DRAWING NO.
DATE 6/28/99 71037-B13
CHECKED _____ SHEET 2 of 2

06-29-99 08:59AM



**Parsons
Brinckerhoff**

CMAQ Program Office
1701 N. Market Street
Suite 410
Dallas, TX 75202
214-747-6336
Fax: 214-741-1937
E-mail: cmaq@onramp.net

January 24, 2000

Mr. Jeff Markiewicz
City of Addison
16801 Westgrove Drive
Addison, Texas 75001-0144

**Subject: Congestion Mitigation Air Quality (CMAQ) Program
Public Interest Finding Regarding Addison Traffic Signals
CMAQ Project 12**

Dear Mr. Markiewicz:

Thank you for your letter dated January 13, 2000 in regard to the City providing signal controllers for the CMAQ Project. The City will need to purchase the controllers for the construction and then request reimbursement after the project is complete. First, we must receive a "Public Interest Finding" letter from your city. Later, we must obtain a FHWA Funding Authorization before the project is started so we can get the reimbursement after the project is complete.

Attached, please find a "Proposed Draft" letter regarding **"Public Interest Finding for City Furnished Labor and Equipment, City of Addison CMAQ Projects 12"** for your consideration. We request your review and verification of the attachments and if you concur, please return the letter on City of Addison's letterhead to this office for processing. This "Public Interest Finding" statement is a requirement of the TxDOT letting process in the event you want to provide traffic signal controllers, cabinets, and malfunction units for later partial reimbursement.

If you have any other questions, about this matter, please call me at 747-6336 ext. 26 or Jack Loggins at ext. 28.

Sincerely,

Ivan F. Nicodemus, P.E.
Program Manager

Attachment: 1) Draft Public Interest Finding Letter

cc: Don Cranford, P.E., Asst. Director, Trans. & Planning, w/o attachments
Moosa Saghian, P.E., Special Projects Office, TxDOT, w/o attachments
Melanie Young, P.E., Traffic Office, TxDOT, w/o attachments
Maher Ghanayem, P.E., Texas Department of Transportation, w/o attachments
Eric Starnater, P.E., Carter & Burgess, w/o attachments

Proposed Draft -- Please retype on City Letterhead paper.

January 24, 2000

Mr. Don Cranford, P.E.
Assistant Director, Transportation and Planning
Dallas County Department of Public Works
411 Elm Street
Dallas, TX 75202

**Subject: Public Interest Finding for City Furnished Labor and Equipment
CMAQ Program City of Addison CMAQ Program**

Dear Mr. Cranford:

The City of Addison desires to furnish the permanent traffic signal controllers, cabinets and malfunction management units on the referenced projects listed below:

Project #	Street	Cross Street	CSJ #
12	Midway Road	Spring Valley	0918-45-344
12	Midway Road	Proton	0918-45-344
12	Midway Road	Lindberg	0918-45-344
12	Midway Road	Keller Springs	0918-45-344

The City will be assuming full responsibility for the maintenance and operation of the proposed signal installations for both on and off system locations upon acceptance by TxDOT. It is our belief that the use of City provided equipment and labor for those items noted above for the projects designed under the Dallas County CMAQ program, is cost effective and in the public interest. The City of Addison's signal maintenance personnel are familiar with the traffic signal controllers and equipment and their ability to maintain this equipment is enhanced, inventory items are reduced, and there will be consistency between signalized intersections. The result of these actions are increases in public safety and travel efficiency as reductions in traffic signal maintenance response time is anticipated.

If you have any questions or comments, please contact me at 972-205-2432 or Ivan Nicodemus at 214-747-6336 extension 26.

Sincerely,

John Baumgartner, P.E.
Director of Public works

cc: Moosa Saghian, P.E., Texas Department of Transportation
Dan Turk, P.E., Texas Department of Transportation
Maher Ghanayem, Texas Department of Transportation
Ivan F. Nicodemus, P.E., Parsons Brinckerhoff Construction Services, Inc., PM/E

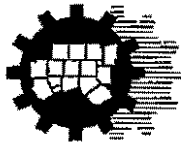


CMAQ PROGRAM UPDATE



2/23/00

- **February 23, 2000**
 - General
 - Consultants
 - Engineering Progress
 - Environmental



General



2/23/00

- **Design Review**
 - Process Continues
 - Timeliness
- **CMAQ ILA's**
 - Review of New TIP
 - Project 08, Richardson Increases to Cover Shortfalls
 - Revision of Project 08 Funding
 - Duncanville
 - Correct Funding at Camp Wisdom at Cockrell Hill
- **Construction**
 - TxDOT Approves County Construction of P03/P07/P13
 - Draft Construction ILA Received
 - Richardson Still Reconsidering
 - No Word this Week



Consultants



2/23/00

■ Accomplishments

• Pending Contract Amendments

- #06 TCB *Contract Mod # 4 In Progress (\$55,158.)*
- #31 WSA *Contract Mod # 3 In Progress (\$4,000)*
- #32 Datum *Contract Modification # 1 (Will Restart)*

• Issues

- None



Engineering Progress



2/23/00

■ Signal Design Project Status

- GP (71) Grand Prairie - Parsons Transportation Group
 - C2-C6 Final Plans Received, Review Due 1/27/00 (Late)

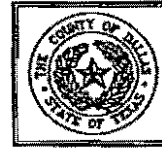
■ Intersection Improvement Design Project Status

- 65% Reviews In Progress
 - Dallas - None
 - TxDOT - None
 - PM/E - None



Engineering Progress

(Continued)



2/23/00

- **95% Reviews In Progress**
 - TxDOT - P07, P14
 - Grand Prairie - P07

- **100% Reviews In Progress**
 - TxDOT - P07A, P26, P30
 - Dallas - None
 - Grand Prairie - P07A (Jefferson/Idlewild)
 - Dallas County - P07A (Jefferson/Idlewild)

- **Reviews Completed**
 - Dallas - None
 - TxDOT - None

- **Consolidated Comments**
 - (65%) - none, (95%) - None, (100%) - None



Engineering Progress



2/23/00

- **Dispositioned Comments**
 - P05 (95%), P19(65%), P13 (95%), P20 (95%), P29(95%) Resolution In Progress

- **Design Underway**
 - Schematic P15A
 - 65% P11, P32
 - 95% P07, P14, P19, P28
 - 100% P05, P10, P12, P20, P25, P26, P27, P30, P33
 - Corrected Sheets None
 - Mylar Production None

- **Plans Received/Returned**
 - P08 Mylars Received, Assembling Standard Sheets



Engineering Progress



2/23/00

Legend	
	Previously Completed
	Completed Last Week
	Currently In Progress
	Completed Projects

Proj. #	Designer	Schematic Disp.	65% Design	85% Review	95% Design	95% Review	100% Design	100% Review	Mylar Submittal	Comments
1	Laffinch									Mylars Sent to TxDOT 2/18/00, More Errors Found
2	Pahl									Mylars Sent to TxDOT 12/17/99, ARCHIVE Started
3	MK									Mylars Sent to County 10/29/99, Complete
4	Paragon									Contract Modification Approved, Need Disposition
5	PSS									95% Disposition Due 2/17/00 (Late)
6	Turner									85% Disposition Due 1/12/00, Late, Mod Rejected
7	PSS-J									95% Review Due 2/7/00
7A	Jardrewild								IP	100% Review Due 2/14/00
8	Rud-Zollars									Mylars Received 2/22/00, FEMA Study Due 2/28/00
9	GSW									Complete
10	USA								IP	100% NTP 1/12/00, Need Due Date
11	Lee									Base Maps in Production, Due 1/31/00
12	C & B								IP	100% Production, NTP 1/3/00, Due 2/25/00
12A	C & B									85% Production Due 2/25/00
13	Moore									85% Disposition Due 10/11/99, Late
14	HNTB									95% Review Due 1/25/00, Dallas In
15	HAIN									Complete
15A	HAIN									15A Schematic Due 3/1/00
16	HDR									Mylars Sent to TxDOT 1/17/00



Engineering Progress



2/23/00

Legend	
	Previously Completed
	Completed Last Week
	Currently In Progress
	Completed Projects

Proj. #	Designer	Schematic Disp.	65% Design	85% Review	95% Design	95% Review	100% Design	100% Review	Mylar Submittal	Comments
17	Gejar								IP	4th Final Review Due 2/11/00 (late)
18	Boyle									Complete; Archive Started
19	Brown & Root								IP	85% Production, NTP 2/15/00, Need Due Date
20	ICF Kaiser								IP	100% Rejected, Need Due Date
21	Mateo									Complete; Archive Started
22	TransSystems									Mylars Received, Sent to TxDOT 1/7/00
23	MIK Cent									Mylars & Signed Title Received, Sent to TxDOT 1/7/00, 2/17/00
24	Garcia									Mylars Sent to TxDOT 1/4/00
25	Arundondo								IP	100% Production Due 1/17/00; 60 Feet Mastarm Design By C&B Delay
26	Carson Salcedo								IP	100% Review Due 1/21/00, Dallas In
27	AFM								IP	100% Production, NTP 12/8/99, Due 2/21/00 (Late)
28	Dikita								IP	85% Production, NTP 12/2/99, Due Date 3/17/00
29	EarthTech									95% Disposition Due 2/21/00
30	Dal-Tech								IP	100% Review Due 2/1/00, Dallas In
31	Wilbur Smith									Mylars Sent to TxDOT 2/14/00
32	Datum									Bridge Layout Comments Received, 85% NTP, Design Due 3/17/00
33	Lopez								IP	100% Production, NTP 2/11/00, Due 3/17/00



Engineering Progress



2/23/00

Legend	
█	Previously Completed
█	Completed Last Week
█	Currently In Progress
█	Completed Projects

Proj. #	Designer	Schematic Disp.	65% Design	85% Review	95% Design	95% Review	100% Design	100% Review	Mylar Submitted	Comments
74	Kimley-Horn	█	█	█	█	█	█	█	█	Archived & Sent to County
71 S1	PTG	█	█	█	█	█	█	█	█	TxDOT Construction Complete
71 S2	PTG	█	█	█	█	█	█	█	█	TxDOT Construction Complete
71 S3	PTG	█	█	█	█	█	█	█	█	City-Contractor Construction Complete
71 S4	PTG	█	█	█	█	█	█	█	█	84 Bid 37.5% Over Budget
71 S5	PTG	█	█	█	█	█	█	█	█	Final PS&E Sent to Grand Prairie 3/17/99, to Be Let By City
71 S6	PTG	█	█	█	█	█	█	█	█	Final Plans Sent to TxDOT for Inclusion in FM 1382
71 C1	PTG	█	█	█	█	█	█	█	█	Under Construction, TxDOT, Completion Expected Dec. 01
71 C2	PTG	█	█	█	█	█	█	█	█	100% Review DUE 12/7/00 (late)
71 C3	PTG	█	█	█	█	█	█	█	█	100% Review DUE 12/7/00 (late)
71 C4	PTG	█	█	█	█	█	█	█	█	100% Review DUE 12/7/00 (late)
71 C5	PTG	█	█	█	█	█	█	█	█	100% Review DUE 12/7/00 (late)
71 C6	PTG	█	█	█	█	█	█	█	█	100% Review DUE 12/7/00 (late)
71 C7	PTG	█	█	█	█	█	█	█	█	100% Mylars Sent To Grand Prairie 2/2/00
11MP	PTG	█	█	█	█	█	█	█	█	Final Received, Distributed 8/14/99
74	Bridge/Armer	█	█	█	█	█	█	█	█	Under Construction, TxDOT; Files Archived 8/17/99
74	Hunter	█	█	█	█	█	█	█	█	Under Construction, TxDOT; Files Archived 8/17/99
74	City of Dallas	█	█	█	█	█	█	█	█	Dallas Sent Mylars to TxDOT 12/6/99, PME Needs Paper Copy
76	Schwab	█	█	█	█	█	█	█	█	Project Complete; Files Archived 8/17/99
76	Bucher Willis	█	█	█	█	█	█	█	█	Project Complete; Files Archived 8/17/99



Right-of-Way



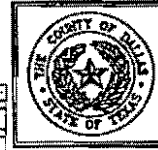
2/23/00

█	Previously Completed
█	Previously In Progress
█	Completed Last Week
█	New In Progress
█	No Right-of-Way Required

Proj. #	Designer	Preliminary	Prelim. Review	Final	Final Review	Comments	Contract	Appraisal	Appraisal Review	Acquisition
1	Leftwich	█	█	█	█	N/A				
2	Patel	█	█	█	█	Sante Fe/Wheatland Correction sent to Co. 10/06/99 (contract remains)	IP	IP		
3	MK	█	█	█	█	Letter sent to designer for possible error (North Garland @ State - Parce	IP	IP	IP	IP
4	Paragon	█	█	█	█	Contract Modification Approved, NTP 11/02/99				
5	Post	IP				Revised preliminary documents in progress				
6	Turner	█	█	█	█	Final ROW comments sent to designer 2/18/00				
7	PBS&J	█	█	█	█	R/R exhibit comments sent to designer 08/08/99				
8	Hult-Zollars	█	█	█	█	Revised Final ROW in progress, no due date				
9	GSW	█	█	█	█	COMPLETE				
10	USA	█	█	█	█	Letter sent to designer for possible error, R/R Exhibit Comments to desig	IP			
11	Lee	█	█	█	█	New contract approved, NTP 10/26/99				
12	C & B	█	█	█	█	Final ROW Approved by TxDOT	IP			
13	Moore	█	█	█	█	Received signed contracts from TxDOT (Alpha @ Inwood deleted)		IP		
14	HNTB	█	█	█	█	Final ROW Approved by TxDOT	IP			
16	Haff	█	█	█	█	Revised Final ROW comments sent to designer 02/15/00				
16	HDR	█	█	█	█	Revised Final ROW in progress, no due date				



Right-of-Way



2/23/00

CC	Previously Completed
IP	Previously in Progress
CP	Completed Last Week
CI	New in Progress
	No Right-of-Way Required

Proj. #	Designer	Preliminary	Prelim. Review	Final	Final Review	Comments	Contract	Appraisal	Appraisal Review	Acquisition
17	Gojer					Corrected documents sent to TxDOT 10/05/99				
18	Boyle					Contracts sent to TxDOT 1/10/00	IP			
19	Brown & Root			CI		Comments sent to designer 7/16/99, waiting for contract modification				
20	ICF Kaiser					Preliminary ROW comments sent to designer 2/18/00				
21	Mateo					Revised Final ROW comments sent to designer 2/09/00				
22	TranSystems					Final ROW approved by TxDOT	IP			
23	M/K Cent.					Revised Final ROW comments sent to designer 2/16/00				
24	Garcia					Revised Final ROW comments sent to designer 02/16/00				
25	Arendondo					Final ROW Approved by TxDOT	IP			
26	Carson Salcedo					Received Revised Final dispositioned comments from designer 2/22/00				
27	APM					Revised Final ROW in progress, no due date				
28	Dikitz					Preliminary comments sent to designer 2/15/00				
29	EarthTech					Revised Final ROW in progress, no due date				
30	Dal-Tech					Revised Final ROW in progress, no due date				
31	Wilbur Smith					N/A				
32	Datum					N/A				
33	Lopez					Pre-Final ROW comments sent to designer 02/15/00				



Utility Coordination



2/23/00

- Processing certification forms



Escrow Progress



2/23/00

	Legend
	Previously Completed
	ROW Not Needed
	Completed Last Week
	Not Applicable

Proj. #	Sponsor (Within City)	Design Requested	Design Paid	ROW Requested	ROW Paid	Construction Requested	Construction Paid	Redesign Requested	Redesign Paid	Comments
1	Farmers Branch									
2	Duncanville									
3	County (Garland)									
4	Dallas									
5	Dallas									
6	Dallas									
7	Grand Prairie									
8	Richardson									
9	Carrollton									Requested \$2,850 on 1/12/99
9	DeSoto									\$219 Received From CARROLLTON (via verify)
9	Duncanville									\$137.65 Requested From DeSoto 1/19/00
10	Coppell									
11	County (Dallas)									
12	Carrollton									Requested \$18,044 on 12/98
12	Farmers Branch									
12	Addison									



Escrow Progress



2/23/00

	Legend
	Previously Completed
	ROW Not Needed
	Completed Last Week
	Not Applicable

Proj. #	Sponsor (Within City)	Design Requested	Design Paid	ROW Requested	ROW Paid	Construction Requested	Construction Paid	Redesign Requested	Redesign Paid	Comments
13	County (F Branch)									
14	Farmers Branch									ROW Requested 8/31/98
14	Garland									ROW Requested 12/2/98
14	Dallas									ROW Paid 2/12/99
16	Dallas									Dallas Paid \$32,618 on 2/2/00, Need Resolution
16	Dallas									
17	Dallas									
18	Dallas									\$2,215 Sent to TxDOT 1/19/00, \$47,268 ROW Received 1/12/99
19	Dallas									Requested \$3743.40 on 1/22/99
20	Dallas									Received \$12,975.10 on 1/11/99
21	TxDOT (Dallas)									
22	Dallas									Eng. \$\$\$ Paid, \$\$\$ ROW Received 2/1/00
23	Dallas									
24	Dallas									
25	Dallas									Row \$188,432 Requested 1/3/00, Motocuban Letter in Progress
26	Dallas									
27	Dallas									
28	Dallas									
29	Dallas									Con @ Franchised Median Closure



Escrow Progress



2/23/00

Legend	
	Previously Completed
	ROW Not Needed
	Completed Last Week
	Not Applicable

Proj. #	Sponsor (Within City)	Design Requested	Design Paid	ROW Requested	ROW Paid	Construction Requested	Construction Paid	Redesign Requested	Redesign Paid	Comments
30	Dallas									Archive & Send to County
31	Dallas									TXDOT Construction Complete
32	Dallas									Under Construction, TXDOT
33	Dallas									
70	Garland									Project Complete
71 81-82	Grand Prairie									Project Complete
71 83	Grand Prairie									Constructed by City, Complete
71 84	Grand Prairie									Construction Letting in December 1999
71 85	Grand Prairie									To Be Constructed by City
71 86	Grand Prairie									To Be Constructed by In Future FM1382
71 C1	Grand Prairie									Construction Underway
71 C2-C6	Grand Prairie									Plans at 85% Disposition, Beyond Funding Budget
71 C7	Grand Prairie									Plans at 85% Disposition, Beyond Funding Budget
72	Balch Springs									Construction Underway
73	Mesquite									Construction Underway
74	Sunnyvale									Project Complete
76	Coppell									Project Complete
78	Irving									Project Complete
78	Dallas									Project Complete



Look Ahead



2/23/00

Next Meeting

• Wednesday, February 9, 2000

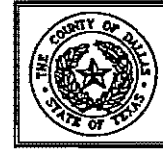
CMAQ Conference Room

Next Milestones

- P05 100% Submittal Due 2/18/00 (Late)
- P07 95% Review Due 2/7/00 (Late)
- P07A Jefferson/Idlewild 100% Review Due 2/7/00 (late)
- P08 Mylars In Production Received 2/22/00
- P10 100% Design, NTP 1/18/00, Need Due Date
- P11 Basemap Production Due January 31, 2000 (Late)
- P12 100% Production Due 2/25/00
- P12 A 65% Production Due 2/25/00
- P13 95% Disposition Due 10/11/99 (Late)
- P14 95% Wall Changes Done, Review Due 2/1/00 (Late)
- P15a Due 3/31/00



Look Ahead (continued)



2/23/00

■ Next Milestones

- | | |
|----------------------------|------------------------|
| - P17 4th Final Review | Due 2/11/00 (Late) |
| - P20 100% Design Rejected | Need Due Date |
| - P25 100% Production | Delay Due to 60' Masts |
| - P26 100% Review | Due 1/21/00 (Late) |
| - P27 100% Production | Due 2/21/00 (Late) |
| - P28 95% Submittal, | Due 3/17/00 |
| - P29 95% Disposition | Due 2/21/00 |
| - P30 100% Review | Due 2/1/00 (Late) |
| - P31 Mylar Signature | Send To TxDOT |
| - P32 65% Production | Due 3/17/00 |
| - P33 100% Production | Due 3/17/00 |



Action Items



2/23/00

■ County

Target Dates

■ TxDOT

- | | |
|------------------------|----------|
| • Reviews Due | On-going |
| • Construction ILA Due | ASAP |

■ PM/E

- | | |
|---|---------------------|
| • Duncanville ILA Modifications | ASAP |
| • P15 - Hillcrest - Bellline Direction Letter to City of Dallas | In Progress |
| • Amendment 01 Project 32 Briefing | On Hold (Rewriting) |
| • P32 MAPO Summary | Complete |
| • Right of Way Escrow P25 | Signature Needed |
| - P25 Greenville at Walnut Hill ROW Estimate Received | |

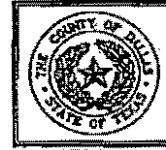
■ City of Dallas

- | | |
|---------------------------|------|
| • Signature of P31 Mylars | ASAP |
|---------------------------|------|



Action Items

Cont'd



2/23/00

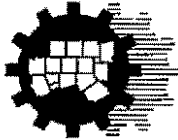
- | | |
|--|------------|
| ■ City of Farmers Branch | |
| • Right of Way Escrow | Overdue |
| • Right of Way - Inwood at Spring Valley | Phone Call |
| ■ City of Garland | |
| • Right of Way Escrow | Overdue |
| ■ City of Richardson | |
| • Over Budget Response | ASAP |
| • Reconsidering Local Construction | ASAP |
| ■ City of Carrollton | |
| • Engineering Escrow | Overdue |



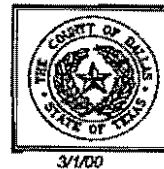
CMAQ PROGRAM UPDATE



- **March 1, 2000**
 - *General*
 - *Consultants*
 - *Engineering Progress*
 - *Environmental*



General



- **Design Review**
 - *Process Continues*
 - *Timeliness*
- **CMAQ ILA's**
 - *Review of New TIP*
 - *Project 08, Richardson Increases to Cover Shortfalls*
 - *Revision of Project 08 Funding*
 - *Duncanville*
 - *Correct Funding at Camp Wisdom at Cockrell Hill*
- **Construction**
 - *TxDOT Approves County Construction of P03/P07/P13*
 - *Draft Construction ILA Received*
 - *Richardson Still Reconsidering*
 - *No Word this Week*



Consultants



3/1/00

■ Accomplishments

• Pending Contract Amendments

- #04 Paragon Contract Mod # 3 Likely (\$6,000 +/- Survey Work)
- #06 TCB Contract Mod # 4 In Progress (\$55,158.), Approve 3/7/00
- #31 WSA Contract Mod # 3 In Progress (\$4,000), Approve 3/14/00
- #32 Datum Contract Modification # 1 (Requested Scope Reduction)

• Issues

- Jefferson/14th in Project 07 has railroad gate problems.



Engineering Progress



3/1/00

■ Signal Design Project Status

- GP (71) Grand Prairie - Parsons Transportation Group
 - C2-C6 Final Plans Received, Review Due 1/27/00 (Late)
 - TxDOT Committed 3/8/00, Grand Prairie unknown

■ Intersection Improvement Design Project Status

- 65% Reviews In Progress
 - Dallas - None
 - TxDOT - None
 - PM/E - None



Engineering Progress



(Continued)

- **95% Reviews In Progress**
 - TxDOT - P07, P14
 - Grand Prairie - P07

- **100% Reviews In Progress**
 - TxDOT - P07A, P26, P27, P30
 - Dallas - P27
 - Grand Prairie - P07A (Jefferson/Idlewild)
 - Dallas County - P07A (Jefferson/Idlewild)

- **Reviews Completed**
 - Dallas- None
 - TxDOT None

- **Consolidated Comments**
 - (65%) - none, (95%) - None, (100%) - None



Engineering Progress



- **Dispositioned Comments**
 - P04 (65%), P05 (95%), P19(65%), P13 (95%), P20 (95%), P29(95%)
Resolution In Progress

- **Design Underway**
 - Schematic P15A
 - 65% P11, P32
 - 95% P07, P14, P19, P28
 - 100% P05, P10, P12, P20, P25, P26, P27, P30, P33
 - Corrected Sheets None
 - Mylar Production None

- **Plans Received/Returned**
 - P08 Mylars Received, Less Richardson Details
Title Sheet Sent to Richardson For Signature



Engineering Progress



3/1/00

Legend	
	Previously Completed
	Completed Last Week
	Currently In Progress
	Completed Projects

Proj. #	Designer	Schematic Disp.	95% Design	95% Review	95% Design	95% Review	100% Design	100% Review	Mylar Submitted	Comments
1	Lefterich									MyIars Sent To TxDOT 2/18/00, More Errors Found, Waiting on TxDOT
2	Patel									MyIars Sent to TxDOT 9/27/99, Archive Started
3	MK									MyIars Sent to County 10/28/99, Complete
4	Paragon									95% Production, Due 4/14/00, ROW Contract Mod.
5	Post									95% Disposition Due 2/1/00 (C&B), Proposed 3/2/00
6	Turner									95% Disposition Due 11/2/99, Late, Mist Requested
7	PRESIJ									95% Review Due 2/7/00, TxDOT Plan 3/23/00
7A	Jeltnidewild									100% Review Due 2/14/00, TxDOT Plan 3/23/00
8	Hunt-Galliers									FEMA Study Due 2/28/00, Title Sheet Sign & Details Needed From Richardson
9	USW									Complete
10	USA									100% NTP 1/18/00, Need Due Date
11	Leo									Base Maps in Production, Due 1/31/00
12	C & B									100% Production, NTP 1/3/00, Due 3/2/00
12A	C & B									95% Production Due 3/3/00
13	Moore									95% Disposition Due 10/17/99, Late, 100% Due 3/24/00
14	WNTB									95% Review Due 1/25/00, Dallas In, TxDOT Plan 3/23/00
15	Halt									Complete
15A	Halt									15% Schematic Due 3/31/00
16	HDR									MyIars Sent to TxDOT 11/7/99



Engineering Progress



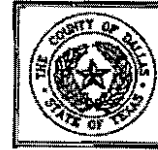
3/1/00

Legend	
	Previously Completed
	Completed Last Week
	Currently In Progress
	Completed Projects

Proj. #	Designer	Schematic Disp.	95% Design	95% Review	95% Design	95% Review	100% Design	100% Review	Mylar Submitted	Comments
17	Gojer									4th Final Review Due 2/11/00 (late)
18	Boyer									Complete; Archive Started
19	Brown & Root									95% Production, NTP 2/15/00, Due Date 3/3/00
20	ICF Kaiser									100% Rejected, Need Due Date
21	Mateo									Complete; Archive Started
22	TransSystems									MyIars Received, Sent to TxDOT 1/7/00
23	MIK Cent.									MyIars & Signed Title Received, Sent to TxDOT 1/7/00, 2/17/00
24	Garcia									MyIars Sent to TxDOT 1/4/99
26	Arendonde									100% Production Due 11/17/99; 60 Feet Mastems Design By C&B Delay
26	Carson Salcedo									100% Review Due 1/21/00, Dallas In, TxDOT Plan 3/23/00
27	APM									100% Review Due 3/20/00
28	Didia									95% Production, NTP 1/22/99, Due Date 3/17/00
29	EarthTech									95% Disposition Due 2/21/00
30	Dal-Tech									100% Review Due 2/1/00, Dallas In, TxDOT Plan 3/23/00
31	Wilbur Smith									MyIars Sent to TxDOT 2/14/00
32	Datum									Bridge Layout Comments Received, 65% NTP, Design Due 3/17/00
33	Lopex									100% Production, NTP 2/11/00, Due 3/17/00



Engineering Progress



3/1/00

Legend	
	Previously Completed
	Completed Last Week
	Currently In Progress
	Completed Projects

Proj. #	Designer	Schematic Disp.	65% Design	85% Review	95% Design	95% Review	100% Design	100% Review	Mylar Submittal	Comments
70	Kimley-Horn									Archived & Sent to County
71 S1	PTG									TxDOT Construction Complete
71 S2	PTG									TxDOT Construction Complete
71 S3	PTG									City-Contractor Construction Complete
71 S4	PTG									S4 Bid 37.5% Over Budget
71 S5	PTG									Final PSEE Sent to Grand Prairie 2/17/99, To Be Let By City.
71 S6	PTG									Final Plans Sent to TxDOT for inclusion in FM 1382.
71 C1	PTG									Under Construction, TxDOT; Completion Expected Dec. 00
71 C2	PTG							IP		100% Review Due 1/27/00 (late), TxDOT Plan 3/8/00
71 C3	PTG							IP		100% Review Due 1/27/00 (late), TxDOT Plan 3/8/00
71 C4	PTG							IP		100% Review Due 1/27/00 (late), TxDOT Plan 3/8/00
71 C5	PTG							IP		100% Review Due 1/27/00 (late), TxDOT Plan 3/8/00
71 C6	PTG							IP		100% Review Due 1/27/00 (late), TxDOT Plan 3/8/00
71 C7	PTG									100% Mylars Sent To Grand Prairie 2/2/99
11MP	PTG									Final Received, Distributed 9/14/99
72	Bridgefarmer									Under Construction, TxDOT; Files Archived 9/17/99
73	Hunter									Under Construction, TxDOT; Files Archived 9/17/99
74	City of Dallas									Dallas Sent Mylars to TxDOT 12/6/99, PNE Needs Paper Copy
75	Sverdrup									Project Complete; Files Archived 9/17/99
76	Bucher Willis									Project Complete; Files Archived 9/17/99



Right-of-Way



3/1/00

	Previously Completed
	Previously In Progress
	Completed Last Week
	Now In Progress
	NO Right-of-Way Required

Proj. #	Designer	Preliminary Review	Final Review	Final Review	Comments	Contract	Appraisal	Appraisal Review	Acquisition
1	Leftwich				N/A				
2	Patel				Santa Fe/Wheatland Correction sent to Co. 10/06/99 (contract remains)	IP	IP		
3	MK				Letter sent to designer for possible error (North Garland @ State - Parces)	IP	IP	IP	IP
4	Paragon		IP		Contract Modification Approved, NTP 11/02/99				
6	Post		IP		Revised preliminary documents in progress/Revised railroad exhibit in progress				
6	Turner		IP		Final ROW comments sent to designer 2/18/00				
7	PBS&J		IP		R/R exhibit comments sent to designer 08/09/99				
8	Hult-Zollars		IP		Revised Final ROW in progress, no due date				
9	GSW				COMPLETE				
10	USA				Letter sent to designer for possible error, R/R Exhibit Comments to des	IP			
11	Lee	IP			New contract approved, NTP 10/28/99				
12	C & B				Final ROW Approved by TxDOT	IP			
13	Moore				Received signed contracts from TxDOT (Alpha @ Inwood deleted)	IP	IP		
14	HNTB				Final ROW Approved by TxDOT	IP			
15	H&H				Revised Final ROW comments sent to designer 02/15/00				
16	HDR		IP		Revised Final ROW in progress, no due date				



Right-of-Way



3/1/00

<input checked="" type="checkbox"/>	Previously Completed
<input type="checkbox"/>	Previously In Progress
<input type="checkbox"/>	Completed Last Week
<input type="checkbox"/>	New In Progress
<input type="checkbox"/>	No Right-of-Way Required

Proj. #	Designer	Review			Comments	Contract	Appraisal	Review	Acquisition
		Preliminary	Prelim. Review	Final					
17	Gojer	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	IP				
18	Boyle	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	IP				
19	Brown & Root	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	IP				
20	ICF Kaiser	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	IP				
21	Mateo	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	IP				
22	TranSystems	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	IP				
23	M/K Cent.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	IP				
24	Garcia	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	IP				
25	Arendondo	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	IP				
26	Carson Salcedo	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	IP				
27	APM	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	IP				
28	Dikita	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	IP				
29	EarthTech	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	IP				
30	Dal-Tech	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	IP				
31	Wilbur Smith	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	N/A				
32	Datum	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	N/A				
33	Lopez	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	IP				



Utility Coordination



3/1/00

- Processing certification forms
- Received Response P06 - SWBT



Escrow Progress



3/1/00

Legend	
	Previously Completed
	ROW Not Needed
	Completed Last Week
	Not Applicable

Proj. #	Sponsor (Within City)	Design Requested	Design Paid	ROW Requested	ROW Paid	Construction Requested	Construction Paid	Redesign Requested	Redesign Paid	Comments
1	Farmers Branch									
2	Duncanville									
3	County(Dallas)									
4	Dallas									
5	Dallas									
6	Dallas									
7	Grand Prairie									
8	Richardson									Requested \$2,180 on 1/12/99
9	Cedar Hill									\$218 Received From Cedar Hill (Nov verify)
9	Desoto									\$137.85 Requested From Desoto 1/11/00
9	Duncanville									
10	Coppell									ROW \$4,654 on 1/1/00
11	County(Dallas)									
12	Carrollton									Requested \$13,044 on 12/9/99
12	Farmers Branch									
12	Addison									



Escrow Progress



3/1/00

Legend	
	Previously Completed
	ROW Not Needed
	Completed Last Week
	Not Applicable

Proj. #	Sponsor (Within City)	Design Requested	Design Paid	ROW Requested	ROW Paid	Construction Requested	Construction Paid	Redesign Requested	Redesign Paid	Comments
13	County (F Branch)									
14	Farmers Branch									ROW Requested 8/31/98
14	Garland									ROW Requested 12/2/98
14	Dallas									ROW Paid 2/12/99
15	Dallas									Dallas Paid \$32,818 on 2/2/00
16	Dallas									
17	Dallas									
18	Dallas									\$2,215 Sent to TXDOT 1/11/00, \$47,288 ROW Received 11/12/99
19	Dallas									Requested \$3743.40 on 1/22/99
20	Dallas									Received 313,975.10 on 1/11/00
21	TXDOT (Dallas)									
22	Dallas									Eng. \$357 Paid, \$25,048 ROW Received 2/7/00
23	Dallas									
24	Dallas									
25	Dallas									Row \$135,743 Requested 3/1/00 by Modification Letter
26	Dallas									
27	Dallas									
28	Dallas									
29	Dallas									Col @ Frankford Median closure



Escrow Progress



3/1/00

Legend	
	Previously Completed
	ROW NOT Needed
	Completed Last Week
	Not Applicable

Proj. #	Sponsor (Within City)	Design Requested	Design Paid	ROW Requested	ROW Paid	Construction Requested	Construction Paid	Reassign Requested	Reassign Paid	Comments
30	Dallas									Archive & Send to County
31	Dallas									TxDOT Construction Complete
32	Dallas									Under Construction, TxDOT
33	Dallas									
70	Garland									Project Complete
71 S1-S2	Grand Prairie									Project Complete
71 S3	Grand Prairie									Constructed by City, Complete
71 S4	Grand Prairie									Construction Letting In December 1999
71 S5	Grand Prairie									To Be Constructed by City
71 S6	Grand Prairie									To Be Constructed by In Future FM1382
71 C1	Grand Prairie									Construction Underway
71 C2-C6	Grand Prairie									Plans at 95% Disposition, Beyond Funding Budget
71 C7	Grand Prairie									Plans at 95% Disposition, Beyond Funding Budget
72	Batch Springs									Construction Underway
73	Mesquite									Construction Underway
74	Sunnyvale									Project Complete
75	Coppell									Project Complete
76	Irving									Project Complete
76	Dallas									Project Complete



Look Ahead



3/1/00

Next Meeting

• Wednesday, February 9, 2000

CMAQ Conference Room

Next Milestones

- P04 95% Submittal Due 4/14/00
- P05 100% Submittal Due 3/3/00
- P07 95% Plans Review Due 3/3/00
- P07A Jefferson/Idiewild 100% Review Due 3/29/00
- P08 Mylars Complete Need Richardson Details
- P10 100% Design, NTP 1/18/00, Need Due Date
- P11 Basemap Production Due January 31, 2000 (Late)
- P12 100% Production Due 3/3/00
- P12 A 65% Production Due 3/3/00
- P13 100% Production Due 3/24/00
- P14 95% Wall Changes Done, TxDOT Review 3/29
- P15a Due 3/31/00



Look Ahead (continued)

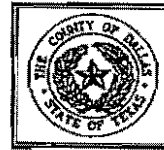


■ Next Milestones

- | | |
|----------------------------|--------------------------------|
| - P17 4th Final Review | Due 2/11/00 (Late) |
| - P19 95% Production | Due 3/31/00 |
| - P20 100% Design Rejected | Need Due Date |
| - P25 100% Production | Delay Due to 60' Masts |
| - P26 100% Review | Due 1/21/00 TxDOT Plan 3/23/00 |
| - P27 100% Review | Due 3/20/00 |
| - P28 95% Submittal, | Due 3/17/00 |
| - P29 95% Disposition | Due 2/21/00 |
| - P30 100% Review | Due 2/1/00, TxDOT Plan 3/21/00 |
| - P31 Mylar Signature | Sent To TxDOT |
| - P32 65% Production | Due 3/17/00 |
| - P33 100% Production | Due 3/17/00 |
| - P71 C2-C6 | TxDOT Plan 3/8/00 |



Action Items



■ County

Target Dates

■ TxDOT

- Reviews Due
- Construction ILA Due

On-going
ASAP

■ PM/E

- Duncanville iLA Modifications
- P15 - Hillcrest - Beltline Direction Letter to City of Dallas
- Project 32 Change of Scope

ASAP
Need Signature
Need Signature

- Right of Way Escrow P25 Needed
 - P25 Greenville at Walnut Hill ROW Estimate Received

Complete

■ City of Dallas

- Signature of P31 Mylars

Complete



Action Items

Cont'd



3/1/00

- | | |
|---|-------------------|
| ■ City of Farmers Branch | |
| • <i>Right of Way Escrow</i> | <i>Overdue</i> |
| • <i>Right of Way - Inwood at Spring Valley</i> | <i>Phone Call</i> |
| ■ City of Garland | |
| • <i>Right of Way Escrow</i> | <i>Overdue</i> |
| ■ City of Richardson | |
| • <i>Over Budget Response</i> | <i>ASAP</i> |
| • <i>Reconsidering Local Construction</i> | <i>ASAP</i> |
| ■ City of Carrollton | |
| • <i>Engineering Escrow 2nd Letter Sent</i> | <i>Complete</i> |

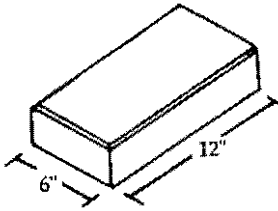
COLOR: RIVER RED

City Stone I™

City

THICKNESS	2-3/8"	3-1/8"
SQ. FT./BUNDLE	100	80
PCS./SQ. FT.	2.0	2.0
PCS./BUNDLE	200	160

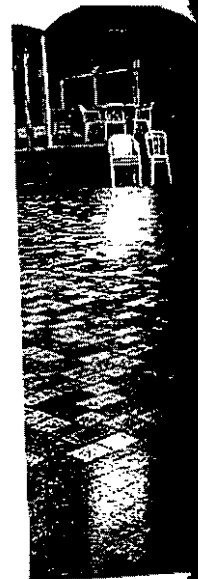
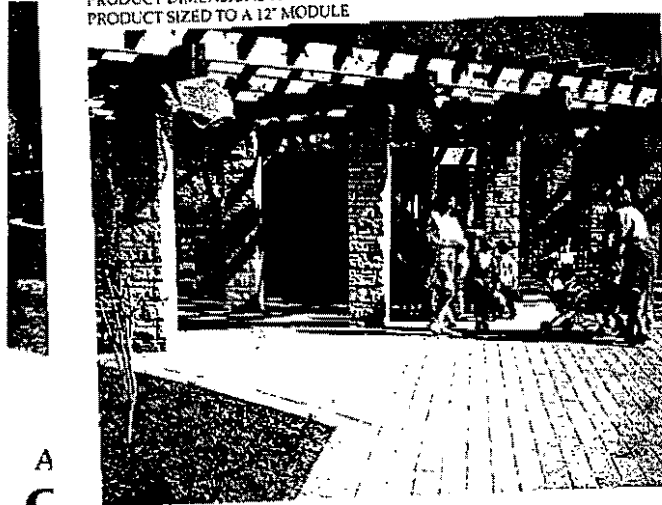
MINIMUM QUANTITIES APPLY
PRODUCT DIMENSIONS ARE APPROX.
PRODUCT SIZED TO A 12" MODULE



THICKNESS	2-3/8"
SQ. FT./BUNDLE	25
PCS./SQ. FT.	8
PCS./BUNDLE	200

THICKNESS	2-3/8"
SQ. FT./BUNDLE	94
PCS./SQ. FT.	2.6
PCS./BUNDLE	250

MINIMUM QUANTITIES APPLY
PRODUCT DIMENSIONS ARE APPROX.
PRODUCT SIZED TO A 12" MODULE

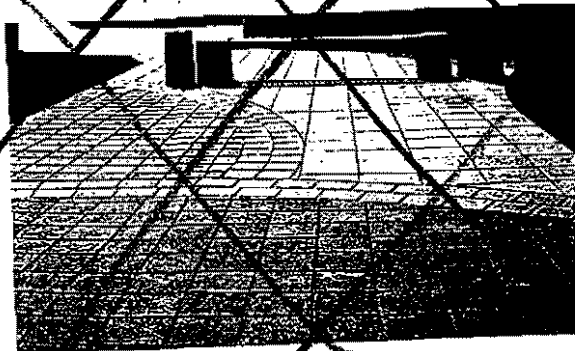


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City Stone III™

THICKNESS	2-3/8"	3-1/8"
SQ. FT./BUNDLE	80	64
PCS./SQ. FT.	1	1
PCS./BUNDLE	80	64

MINIMUM QUANTITIES APPLY
PRODUCT DIMENSIONS ARE APPROX.
PRODUCT SIZED TO A 12" MODULE





AUSTIN, TX: (512) 346-7245 CINCINNATI, OH: (513) 474-3783
DALLAS/FT. WORTH, TX: (817) 481-5802 DENVER, CO: (303) 287-3700
HOUSTON, TX: (281) 391-7283 KANSAS CITY, MO: (816) 524-9900
LAFAYETTE, LA: (318) 234-8312 LAS VEGAS, NV: (702) 456-6292
LUBBOCK, TX: (806) 866-9426 PHOENIX, AZ: (602) 257-4588

SECTION 02518 INTERLOCKING CONCRETE PAVERS

PART 1 GENERAL

1.01 SECTION INCLUDES

- A. Concrete paver units. [Concrete paver edge units.]
- B. Bedding and joint sand.

1.02 RELATED SECTIONS

- A. Section: [____ - ____]—Curbs and Drains.
- B. Section: [____ - ____]—Aggregate Base.
- C. Section: [____ - ____]—Cement Treated Base.
- D. Section: [____ - ____]—Asphalt Treated Base.
- E. Section: [____ - ____]—Pavements, Asphalt and Concrete.
- F. Section: [____ - ____]—Roofing Materials.
- G. Section: [____ - ____]—Bitumen and Neoprene Setting Bed, Acrylic Fortified Mortar Setting Bed.
- H. Section: [____ - ____]—Geotextiles.

1.03 REFERENCES

Street, industrial, port and airport pavement thicknesses should be designed in consultation with a qualified civil engineer, in accordance with established flexible pavement design procedures, and in accordance with the ICPI Technical Bulletins. Sample construction detail drawings are available from the ICPI.

- A. American Society of Testing and Materials (ASTM):
 - 1. C 33, Specification for Concrete Aggregates.
 - 2. C 136, Method for Sieve Analysis for Fine and Coarse Aggregate.
 - 3. C 140, Sampling and Testing Concrete Masonry Units.
 - 4. C 144, Standard Specification for Aggregate for Masonry Mortar.
 - 5. C 936, Specification for Solid Interlocking Concrete Paving Units.
 - 6. C 979, Specification for Pigments for Integrally Colored Concrete.
 - 7. D 698, Test Methods for Moisture Density Relations of Soil and Soil Aggregate Mixtures Using a 5.5-lb (2.49 kg) Rammer and 12 in. (305 mm) drop.

8. D 1557, Test Methods for Moisture Density Relations of Soil and Soil Aggregate Mixtures Using a 10-lb (4.54 kg) Rammer and 18 in. (457 mm) drop.
9. D 2940, Graded Aggregate Material for Bases or Subbases for Highways or Airports.

1.04 QUALITY ASSURANCE

- A. Manufacturer: Company specializing in the manufacture of concrete interlocking pavers for a minimum of three (3) years.
- B. Installation shall be by a contractor and crew with at least one (1) year of experience in placing interlocking concrete pavers on projects of similar nature or dollar cost.
- C. Installation Contractor shall conform to all local, state/provincial licensing and bonding requirements.

1.05 SUBMITTALS

- A. Submit product drawings and data.
- B. Submit full size sample sets of concrete paving units to indicate color and shape selections. Color will be selected by Architect/Engineer/Landscape Architect/Owner from manufacturer's available colors.
- C. Submit sieve analysis for grading of bedding and joint sand.
- D. Submit test results from an independent testing laboratory for compliance of paving unit requirements to ASTM C 936.
- E. Indicate layout, pattern, and relationship of paving joints to fixtures and project formed details.
- F. Substitutions: Substitutions shall be submitted 10 days prior to bid opening for acceptance.

1.06 MOCK-UPS

- A. Install a 7 ft. x 7 ft. (2 m x 2 m) paver area as described in Article 3.02. This area will be used to determine surcharge of the bedding sand layer, joint sizes, lines, laying pattern(s), color(s), and texture of the job. This area shall be the standard from which the work will be judged. Consideration shall be given with regard to differences in age of materials from time of mock-up erection to time of actual product delivery.

1.07 DELIVERY, STORAGE, AND HANDLING

- A. Deliver concrete pavers to the site in steel banded, plastic banded, or plastic wrapped cubes capable of transfer by fork lift or clamp lift. Unload pavers at job site in such a manner that no damage occurs to the product.
- B. Sand shall be covered with waterproof covering to prevent exposure to rainfall or removal by wind. The covering shall be secured in place.
- C. Coordinate delivery and paving schedule to minimize interference with normal use of buildings adjacent to paving.

1.08 ENVIRONMENTAL CONDITIONS

- A. Do not install sand or pavers during heavy rain or snowfall.
- B. Do not install sand and pavers over frozen base materials.
- C. Do not install frozen sand.

PART 2 PRODUCTS

2.01 CONCRETE PAVERS

Concrete pavers may have spacer bars on each unit. These insure a minimum joint width between each unit into which sand is placed. Spacer bars help prevent contact of the edges with adjacent pavers and subsequent spalling. They are highly recommended for mechanically installed pavers. Manually installed pavers may be installed with or without spacer bars.

- A. Concrete pavers shall be supplied by Pavestone Company.
Austin, TX: (512) 346-7245 Cincinnati, OH: (513) 474-3783 Dallas/Ft. Worth, TX: (817) 481-5802
Denver, CO: (303) 287-3700 Houston, TX: (281) 391-7283 Kansas City, MO: (816) 524-9900
Lafayette, LA: (318) 234-8312 Las Vegas, NV: (702) 456-6292 Lubbock, TX: (806) 866-9426
Phoenix, AZ: (602) 257-4588
- B. Product name(s)/shape(s), color(s), overall dimensions, and thickness of the paver(s) shall be:
[_____ in./mm x _____ in./mm x _____ in./mm thick.]
[_____ in./mm x _____ in./mm x _____ in./mm thick.]
[_____ in./mm x _____ in./mm x _____ in./mm thick.]
- C. Pavers shall meet the following requirements set forth in ASTM C 936, Standard Specification for Interlocking Concrete Paving Units:
 - 1. Average compressive strength of 8,000 psi [55 MPa] with no individual unit under 7,200 psi [50 MPa].
 - 2. Average absorption of 5% with no unit greater than 7% when tested in accordance with ASTM C 140.
 - 3. Resistance to 50 freeze-thaw cycles when tested in accordance with ASTM C 67.
- D. Pigment in concrete pavers shall conform to ASTM C 979.
- E. Material shall be manufactured in individual layers on production pallets.
- F. Materials shall be manufactured to produce a solid homogeneous matrix in the produced unit.

2.02 VISUAL INSPECTION

- A. All units shall be sound and free of defects that would interfere with the proper placing of unit or impair the strength or permanence of the construction.
- B. Minor cracks incidental to the usual methods of manufacture, or chipping resulting from customary methods of handling in shipment and delivery, shall not be deemed grounds for rejection.

2.03 SAMPLING AND TESTING

- A. Manufacturer shall provide access to lots ready for delivery to the Owner or his authorized representative for testing in accordance with ASTM 936-82 for sampling of material prior to commencement of paver placement.
- B. Manufacturer shall provide a minimum of three (3) years testing backup data showing manufactured products that meet and exceed ASTM 936-82 when tested in compliance with ASTM C-140.
- C. Sampling shall be random with a minimum of nine (9) specimens per 20,000 sq. ft. per product shape and size with repeated samples taken every additional 20,000 sq. ft. or a fraction thereof.
- D. Test units in accordance with ASTM for compressive strength, absorption and dimensional tolerance. A minimum of three (3) specimens per test required for an average value. Testing of full units is preferred.

2.04 REJECTION

- A. In the event the shipment fails to conform to the specified requirements, the manufacturer may sort it, and new test units shall be selected at random by the Owner from the retained lot and tested at the expense of the manufacturer. If the second set of test units fails to conform to the specified requirements, the entire lot shall be rejected.

2.05 EXPENSE OF TESTS

- A. The expense of inspection and testing shall be borne by the Owner.

2.06 BEDDING AND JOINT SAND

The type of sand used for bedding is often called sand that is suitable for the manufacturing of concrete. Sands vary regionally. Screenings and stone dust can be unevenly graded and have an excess amount of material passing the No. 200 [75 Hm] sieve. Bedding sands with these characteristics should not be used. Contact paver contractors local to the project and confirm sand(s) successfully used in previous similar applications. Limestone sand should not be used for bedding sand. Mason sands are typically acceptable only for joint sand, provided they meet grading requirements as shown in Table 2 of this section.

- A. Bedding and joint sand shall be clean, non-plastic, free from deleterious or foreign matter. The sand shall be natural or manufactured from crushed rock. Limestone screenings or stone dust shall not be used. When concrete pavers are subject to vehicular traffic, the sands shall be as hard as practically available.
- B. Grading of sand samples for the bedding course and joints shall be done according to ASTM C 136. The bedding sand shall conform to the grading requirements of ASTM C 33 as shown in Table 1.

Table 1
Grading Requirements for Bedding Sand

ASTM C 33	
Sieve Size	Percent Passing
3/8 in. [9.5 mm]	100
No. 4 (4.75 mm)	95 to 100
No. 8 (2.36 mm)	85 to 100
No. 16 (1.18 mm)	50 to 85
No. 30 (600 μm)	25 to 60
No. 50 (300 μm)	10 to 30
No. 100 (150 μm)	2 to 10

Bedding sand may be used for joint sand. However, extra effort in sweeping and compacting the pavers may be required in order to completely fill the joints. If joint sand other than bedding sand is used, the gradations shown in Table 2 are recommended. Joint sand should never be used for bedding sand.

- C. The joint sand shall conform to the grading requirements of ASTM C 144 as shown in Table 2 below:

Table 2
Grading for Joint Sand

ASTM C 144	
Sieve Size	Natural Sand Percent Passing
No. 4 (4.75 mm)	100
No. 8 (2.36 mm)	95 to 100
No. 16 (1.18 mm)	70 to 100
No. 30 (600 μm)	40 to 75
No. 50 (300 μm)	10 to 35
No. 100 (150 μm)	2 to 15
No. 200 (75 μm)	0

PART 3 EXECUTION

3.01 EXAMINATION

For installations on a compacted aggregate base and soil subgrade, the specifier should be aware that the top surface of the pavers may be 1/8 to 1/4 in. (3 to 6 mm) above the final elevations after compaction. This difference in initial and final elevations is to compensate for possible minor settling.

- A. Verify that subgrade preparation, compacted density and elevations conform to the specifications. Compaction of the soil subgrade to at least 95% Standard Proctor Density per ASTM D 698 is recommended. Higher density, or compaction to ASTM D 1557 may be necessary for areas subject to continual vehicular traffic. Stabilization of the subgrade and/or base material may be necessary with weak or saturated subgrade soils. The Architect/Engineer should inspect subgrade preparation, elevations, and conduct density tests for conformance to specifications.
- B. Verify that geotextiles, if applicable, have been placed according to specifications.
- C. Verify that aggregate base materials, thickness, compaction, surface tolerances, and elevations conform to the specifications.

Local aggregate base materials typical to those used for flexible pavements or those conforming to ASTM D 2940 are recommended. Compaction to not less than 95% Proctor Density in accordance with ASTM D 698 is recommended for pedestrian areas. Compaction to not less than 98% Modified Proctor Density according to ASTM D 1557 is recommended for vehicular areas. The aggregate base should be spread and compacted in uniform layers not exceeding 6 in. (150 mm) thickness. Recommended base surface tolerance should be plus or minus 3/8 in. (10 mm) over a 10 ft. (3 m) straight edge. The Architect/Engineer should inspect geotextile materials and placement [if applicable], base preparation, surface tolerances, elevations, and conduct density tests for conformance to specifications.

Mechanical tampers are recommended for compaction of soil subgrade and aggregate base around lamp standards, utility structures, building edges, curbs, tree wells and other protrusions. In areas not accessible to roller compaction equipment, compact to specified density with mechanical tampers.

- D. Verify location, type, installation and elevations of edge restraints around the perimeter area to be paved.
- E. Verify that base is dry, uniform, even, and ready to support sand, pavers, and imposed loads.

F. Beginning of bedding sand and paver installation means acceptance of base and edge restraints.

3.02 INSTALLATION

- A. Spread the sand evenly over the base course and screed to a nominal 1 in. (25 mm) thickness, not exceeding 1-1/2 in. (40 mm) thickness. The screeded sand should not be disturbed. Place sufficient sand to stay ahead of the laid pavers. Do not use the bedding sand to fill depressions in the base surface.
- B. Ensure that pavers are free of foreign materials before installation.
- C. Lay the pavers in the pattern[s] as shown on the drawings. Maintain straight pattern lines.
- D. Joints between the pavers on average shall be between 1/16 in. and 3/16 in. (2 mm to 5 mm) wide.

Some paver shapes require a larger joint. Consult manufacturer for recommended joint widths.

- E. Fill gaps at the edges of the paved area with cut pavers or edge units.

Units cut no smaller than one-third of a whole paver are recommended along edges subject to vehicular traffic.

- F. Cut pavers to be placed along the edge with a double blade paver splitter or masonry saw.
- G. Use a low amplitude, high frequency plate vibrator to vibrate the pavers into the sand. Use Table 3 below to select size of compaction equipment:

Table 3

Paver Thickness	Minimum Centrifugal Compaction Force
60 mm	3000 lbs. (13 kN)
80 mm	5000 lbs. (22 kN)

- H. Vibrate the pavers, sweeping dry joint sand into the joints and vibrating until they are full. This will require at least two or three passes with the vibrator. Do not vibrate within 3 ft. (1 m) of the unrestrained edges of the paving units.
- I. All work to within 3 ft. (1 m) of the laying face must be left fully compacted with sand-filled joints at the completion of each day.
- J. Sweep off excess sand when the job is complete.
- K. The final surface elevations shall not deviate more than 3/8 in. (10 mm) under a 10 ft. (3 m) long straightedge.
- L. The surface elevation of pavers shall be 1/8 in. to 1/4 in. (3 to 6 mm) above adjacent drainage inlets, concrete collars or channels.
- M. The resanding as necessary of paver joints shall be accomplished by contractor for a period of 90 days after completion of work.

3.03 FIELD QUALITY CONTROL

- A. After removal of excess sand, check final elevations for conformance to the drawings.

END OF SECTION



TEXAS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 18
 NOV 03 1997
 Dallas, Texas
 RECEIVED

MEMORANDUM

() Dist. Engr. *JRC*
 () Asst. Dist. Engr. *JRC*
 () Action
 () Advise
 () Comment
Tucker dt

TO: Management Team

FROM: Robert Cuellar, P.E.

SUBJECT: Guidelines for Local Agencies to Administer Projects

DIR. OF CONSTR.	<input checked="" type="checkbox"/>	HANDLE	<input type="checkbox"/>
ASST D.C.	<input checked="" type="checkbox"/>	COMMENT	<input type="checkbox"/>
LAB ENGR.	<input type="checkbox"/>	FY-INITIAL	<input type="checkbox"/>
FIELD ENGR.	<input type="checkbox"/>	RETURN TO	<input type="checkbox"/>
TOLLWAY ENGR.	<input type="checkbox"/>		
CONTRACT ADMIN.	<input type="checkbox"/>		
OFFICE TECH.	<input checked="" type="checkbox"/>	SCANNED	<input type="checkbox"/>

Robert Cuellar
DES

Attached is a booklet entitled *Local Agency Guidelines for Administering Title 23 Federally Funded Projects (It's Not a Grant)*. This booklet was compiled by a team as follows:

- Mr. Robert Wilson (DES) (Chair)
- Ms. Ann Irwin (ENV)
- Mr. John Reed (ROW)
- Mr. Wayne Dennis (TPP)
- Mr. Doug Vollette (GSD/DES)
- Mr. Rondell Fagan (FTW)
- Mr. Robert Stuard (AUS)
- Mr. Pat O'Neil (FHWA)

This booklet is intended to be a summary reference document that provides general guidance on the process and refers to other specific documents that provide detailed policies and procedures.

Properly completing projects is of the utmost importance. Also attached is a copy of a memorandum from the FHWA concerning *"State Oversight of Locally Administered Federal-Aid Projects."* Note that a state may delegate its "authority" to local public entities but can not delegate its "responsibility" for the implementation of Federally Funded Off-System projects. And, if authority is delegated, all federal regulations must be adhered to and it is the State's responsibility to see that they are, by an active monitoring and review program. This guide will assist in a uniform application of such monitoring by district personnel.

As an example, the guide points out that TxDOT has adopted AASHTO standards as the minimum design standards to be used. This, and other points, are contained in the Design section of the booklet.

Even if a local entity is given authority, Federal regulations require the State to remain *"in responsible charge of the project."* This booklet helps to set up that basic outline to accomplish the projects and fulfill our responsibilities as the agent of the FHWA in the projects

nt

Please provide this booklet to your personnel and to local entities who may wish to seek approval to administer such an off-system federally funded project.

If you have any questions or comments concerning this guide, please contact the Design Division.

Attachments

Local Agency Guidelines

for

Administering Title 23

Federally Funded Projects

(It's Not a Grant)

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Local Agency Guidelines

Introduction

This Local Agency Guideline is intended to serve as a general guidance document for local agencies that request to administer any or all phases of a project that will utilize federal funds provided by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT). It is not intended to contain all the requirements, but is rather a summary that will reference other documents that contain more detailed requirements.

This guideline will summarize such areas as project programming, preliminary engineering (design, environmental and public involvement), right of way, advertising and letting, construction project administration, and the agreements needed to establish each agency's responsibilities in completing the work. The local agencies may only be approved to administer projects as outlined in these guidelines for projects that are off state numbered highway routes or transportation enhancement projects as approved by TxDOT. TxDOT will administer projects on state numbered highway routes.

It is essential that all requirements of federal and state laws, rules and regulations be met during these projects. It is important to note that these project funds are *not a grant* process, as are many other programs local agencies deal with. Rather, funding administered through Title 23 of federal law is provided as reimbursement for work completed in accordance with all requirements. As such, payment is made to the contractor for work completed and billing is submitted for reimbursement from TxDOT.

Monitoring for compliance with all requirements will be continual and ongoing, and items found to not be in compliance will not be eligible for reimbursement. To accomplish compliance, it is essential that local agencies coordinate closely and continuously with their TxDOT district office during all phases through project completion. TxDOT district offices are available to assist local agencies, find answers to questions, and coordinate with other TxDOT and FHWA offices.

Any or all of the duties and processes to accomplish the project may be delegated to the local government entities for execution as approved by TxDOT. However, TxDOT by federal regulation is the agent of the federal government for administering these programs and as such must remain "in responsible charge of the project" and guarantee compliance with all applicable federal regulations.

Section I
Project Programming

Project Programming

Introduction

The Texas Transportation Commission (commission) must authorize a project before it can be developed at the local level by a consultant or TxDOT staff. Even those projects that do not require a state match to federal-aid funding require commission authorization since contracts are paid out using state funds and reimbursed with federal funds. Projects are authorized by the commission through passage of minute orders.

Minute orders authorize projects individually or through programs. Federal-aid projects located inside metropolitan planning areas must also be included in local Transportation Improvement Programs (TIP). In areas of non-attainment for air quality, all projects, regardless of funding source, must be included in the TIP. All federal-aid projects must be included in the Statewide Transportation Improvement Program (STIP) before a federal Letter of Authorization (LOA) can be issued. This section has been developed to help guide a local agency through project programming.

PLEASE NOTE: Expenses incurred prior to the date of the LOA will not be eligible for reimbursement.

Category 4B - Surface Transportation Program (STP) Statewide Transportation Enhancement Program

The TxDOT Design Division (DES) conducts program calls for transportation enhancement projects. Projects meeting the specified criteria are individually selected by the commission as outlined in the Texas Administrative Code. After the project is authorized by the commission, the nominating governmental entity must include the project in a local TIP if the project is inside a metropolitan planning area. If the project is outside a metropolitan planning area, the nominating governmental entity should assure the project is included in the STIP by contacting the designated TxDOT district contact person.

The project is authorized for the amount of Federal funds not to exceed the amount approved in the program. This amount does not include the local match required by FHWA. Once selected by the commission, appropriate agreements must be developed between TxDOT and the appropriate governmental entity. After the agreement has been signed by both parties, a federal form PR-37 is completed by the TxDOT Transportation Planning and Programming Division (TPP) and submitted to FHWA to initiate a LOA to begin plan development. After a signed LOA is received from FHWA, project development may begin. Expenses incurred prior to the date

of the LOA will not be eligible for reimbursement. Local entities will be reimbursed for expenditures in accordance with the signed agreement.

Category 4C - STP Metropolitan Mobility/Rehabilitation Projects

STP Metropolitan Mobility programs are available for metropolitan planning organizations (MPO) in areas with populations greater than 20,000 (Dallas-Fort Worth, Houston, San Antonio, El Paso, Austin, Corpus Christi, McAllen-Pharr-Edinburg). Projects are selected by the MPO in consultation with TxDOT. Projects meeting the specified criteria are authorized by the commission in a district bank balance program. Projects must be included in the TIP and STIP. The activities for which federal participation is desired must be determined by the local government and the MPO and shown in the TIP and STIP.

Once a project is selected, appropriate agreements must be developed between TxDOT and the local government entity. After the agreement has been signed by both parties, a federal form PR-37 is completed by TPP and submitted to FHWA to initiate a LOA to begin plan development. After a signed LOA is received from FHWA, project development may begin.

Expenses incurred prior to the date of the LOA will not be eligible for reimbursement. Local entities will be reimbursed for expenditures in accordance with the signed agreement. If 100 percent local funds are to be used for project development (preliminary engineering), a PR-37 and subsequent LOA will be issued only for construction and/or right of way funding. If the preliminary engineering or construction project is contracted and managed by the local government entity, TxDOT will reimburse the local government entity as outlined in the signed agreement.

Category 4D - STP Urban Mobility/Rehabilitation Projects

STP Urban Mobility programs are available for use in urbanized areas where populations are greater than 5,000 and less than 200,000. Projects are selected by the TxDOT district in consultation with the MPO or locally elected officials where an MPO does not exist. Projects meeting the specified criteria are authorized by the commission in a district bank balance program. Projects must be included in the TIP (if inside the jurisdiction of an MPO) and STIP. The activities for which federal participation is desired must be determined by the local government TxDOT and the MPO and shown in the TIP and STIP.

Once an off-state highway system project is selected, appropriate agreement must be developed between TxDOT and the local government entity. After the agreement has been signed by both parties, a federal form PR-37 is completed by TPP and submitted to FHWA to initiate a LOA to begin plan development. After a signed LOA is received from FHWA, project development may begin.

Expenses incurred prior to the date of the LOA will not be eligible for reimbursement. Local entities will be reimbursed for expenditures in accordance with the signed agreement. If 100 percent local funds are to be used for project development (preliminary engineering), a PR-37 and subsequent LOA will be issued only for construction and/or right of way funding. If the preliminary engineering or construction project is contracted and managed by the local government entity, TxDOT will reimburse the local government entity as outlined in the signed agreement.

Category 5 - Congestion Mitigation and Air Quality Improvement (CMAQ) Projects

CMAQ programs are available for areas of air quality non-attainment (Dallas-Fort Worth, Houston, El Paso, Beaumont-Port Arthur). Projects are selected by the MPO in consultation with TxDOT and approved FHWA and the Environmental Protection Agency (EPA). Projects meeting the specified criteria are authorized by the commission in a district bank balance program. Projects must be included in the TIP and STIP. The activities for which federal participation is desired must be determined by the local government and the MPO and shown in the TIP and STIP.

Once a project is selected, appropriate agreements must be developed between TxDOT and the local government entity. After the agreement has been signed by both parties, a federal form PR-37 is completed by TPP and submitted to FHWA to initiate a LOA to begin plan development. After a signed LOA is received from FHWA, project development may begin.

Expenses incurred prior to the date of the LOA will not be eligible for reimbursement. Local entities will be reimbursed for expenditures as outlined in the signed project agreement. If 100 percent local funds are to be used for project development (preliminary engineering), a PR-37 and subsequent LOA will be issued only for construction and/or right of way funds. If the preliminary engineering or construction project is contracted and managed by the local government entity, TxDOT will reimburse the local government entity as outlined in the signed agreement.

Category 6B - Off-System Bridge Rehabilitation/Replacement Projects

DES and TPP prepare programs for Off-System Bridge Projects in the annual updates of the 10-year Unified Transportation Plan (UTP). Projects meeting the specified criteria are evaluated and prioritized statewide by need and authorized by the commission for rehabilitation or replacement in a project specific format. If a local government declines the offer to rehabilitate or replace a bridge, the offer is made to the next qualifying project in the statewide program.

Projects must be included in the TIP if inside a metropolitan planning area. If the project is located outside a metropolitan planning area, the local government entity should contact the TxDOT district and assure the project is included in the STIP. The activities for which federal

participation is desired must be determined by the local government and TxDOT and must be shown in the STIP and TIP.

Once a project is selected, appropriate agreements must be developed between TxDOT and the local government entity. After the agreement has been signed by both parties, a federal form PR-37 is completed by TPP and submitted to FHWA to initiate a LOA to begin plan development. After a signed LOA is received from FHWA, project development may begin.

Expenses incurred prior to the date of the LOA will not be eligible for reimbursement. Local entities will be reimbursed for expenditures as outlined in the signed project agreement. If 100 percent local funds are to be used for project development (preliminary engineering), a PR-37 and subsequent LOA will be issued only for construction funds. If the preliminary engineering or construction project is contracted and managed by the local government entity, TxDOT will reimburse the local government entity as outlined in the signed agreement.

agency for execution. Action is required by the local agency's governing board to authorize execution of the agreement. The local public agency returns the agreement to the district for TxDOT approval. The District Engineer will execute the agreement on behalf of the department in accordance with the procedures established in the *Stand Alone Manual Notice 95-4*. The district will retain one fully executed counterpart and return the second counterpart to the local agency for their records.

The execution of the agreement does not constitute approval of the federal funds. No costs are eligible for federal aid reimbursement until authorized in writing by TxDOT. TxDOT will process the "Letters of Authorization" with the Federal Highway Administration.

NOTE: Federal authorization is required for each type of service where federal reimbursement is desired.

The types of work required for completion of the project may be fully delegated to the local agency. Delegating the development and construction of federal-aid projects does not relieve TxDOT of its agreement with FHWA to ensure compliance with applicable federal and state laws and regulations.

The local agency shall comply with all federal and state laws and regulations in contracting types of work eligible for federal aid reimbursement. Local Agency Force Account may be utilized for the direct performance of construction work provided a "Finding of Cost Effectiveness" is approved by TxDOT.

TxDOT will be responsible for performing review and oversight functions to ensure that the work is accomplished in accordance with the approved plans. Additionally, TxDOT will monitor the Local Agency Project Agreement to ensure that all terms and conditions are met. TxDOT's administrative costs will be charged against the project.

The local agency will be responsible for the non-federal participating costs associated with TxDOT's administrative costs. These funds will be made available to TxDOT prior to the administrative costs being incurred. When required, TxDOT will coordinate contractual issues and approvals with FHWA.

Funding Requirements and Reimbursement Procedures

Local funding participation is required in all federal-aid projects unless otherwise provided by federal regulations. The percentage of federal funding participation is established in the authorized STIP and should then be identified in the Local Agency Project Agreement.

When the local agency agrees to provide the project services, responsibility for payment of all

costs falls on the local agency. TxDOT will reimburse the local agency the eligible federal funds provided adequate cost documentation is submitted to TxDOT. Costs for items of work determined by TxDOT to be ineligible for federal reimbursement will be the responsibility of the local agency.

Smith County
CSJ: 910-03-001
North Park Hike and Bike Trail

STATE OF TEXAS *

COUNTY OF TRAVIS *

D

LOCAL PUBLIC AGENCY AGREEMENT

R

THIS AGREEMENT, is made by and between the State of Texas, acting by and through the Texas Department of Transportation, hereinafter called the "State" and the City of Jones, Texas, acting by and through its duly authorized officials, hereinafter called the "City."

A

WITNESSETH

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), codified under Title 23 U.S.C. Section 101 et seq., establishes the National Intermodal Transportation System that is economically efficient and environmentally sound, provides the foundation for the nation to compete in the global economy, and will move people and goods in an energy efficient manner; and

F

WHEREAS, Title 23 U.S.C. Section 133 establishes the Surface Transportation Program, to be implemented by the States' Transportation Agencies, including transportation enhancement activities; and

T

WHEREAS, a transportation enhancement activity is desired by the City, specifically construction of the North Park Hike and Bike Trail, to be hereinafter identified as the "Project," as shown on the location map attached hereto and identified as "Exhibit A"; and

WHEREAS, Title 23 U.S.C. Section 120 establishes that the federal share of funding for Surface Transportation Programs will not exceed eighty percent (80%) of the cost of the Project; and

WHEREAS, the rules and procedures for the selection and administration of the Statewide Transportation Enhancement Program are established in 43 TAC Chapter 11.200; and

WHEREAS, the City has offered to participate in the development and construction of the Project by providing the non-federal funding share, preparing the engineering plans, acquiring the necessary right of way, letting and managing the construction contract and providing other necessary items required by the State; and

WHEREAS, on the 1st day of April, 1995, the Jones City Council passed Resolution No. 101, attached hereto and identified as "Exhibit B," authorizing the City's participation in the development of the Project; and

WHEREAS, the State will secure the federal cost share, perform review and oversight responsibilities, and provide other items as required; and

WHEREAS, on the 28th day of April, 1994, the Texas Transportation Commission passed Minute Order 103709, attached hereto and identified as "Exhibit C," selecting the Project through the State Transportation Improvement Program and authorizing the State to enter into this agreement;

A G R E E M E N T

NOW, THEREFORE, in consideration of the premises and of the mutual covenants and agreements of the parties hereto, to be by them respectively kept and performed as hereinafter set forth, it is agreed as follows:

1. Agreement Period

This agreement becomes effective upon final execution by the State and shall terminate upon completion of the Project or unless terminated or modified as hereinafter provided.

2. Scope and Description of the Project

The State and the City agree that the scope of the Project shall be limited to the scope authorized by the Texas Transportation Commission under Minute Order No. 103709.

3. Acquisition of Right of Way

A. The City shall perform all necessary requirements to acquire title in name of City to the desired right of way required for construction of the Project, which title shall be acceptable to the State. The City shall acquire all right of way free and clear of all improvements and/or encroachments. The City shall comply with all requirements of Title II and Title III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Title 42 U.S.C.A. Section 4601, et seq., including those provisions relating to incidental expenses incurred by the property owners in conveying the right of way to the City, and benefits applicable to the relocation of any displaced person as defined in 49 CFR Part 24.2(g). Documentation to support such compliance must be maintained and must be made available to the State and its representatives for review and inspection. The City shall secure and provide easements over any other land in addition to normal right of way as may be indicated on the approved right-of-way map. The City will be responsible for any additional right of way required for completion of the

Project.

B. In the event the right of way is donated to the City after the date of State's authorization, the City will provide all documentation to the State regarding the value of the acquired property. The State will review the City's appraisal of the donated property to determine the fair market value. The fair market value of donated right of way will be credited toward the City's financial share toward the cost of the project. The City shall comply with the property donation requirements established in Title 23 U.S.C. Section 323.

C. The State will not reimburse the City any funds in the event the right of way was purchased before execution of this agreement and the fair market value of the donated property exceeds the City's financial share toward the project.

4. **Right-of-Way Description**

The City shall prepare right-of-way maps, property descriptions and other data as needed to properly describe the right of way which the City is to acquire and provide for the project. The right-of-way maps and property descriptions shall be submitted to the State for approval prior to the City acquiring the necessary right of way. Tracings of the maps shall be retained by the City for its permanent records.

5. **Determination of Right-of-Way Values**

The City agrees to make a determination of property values for each right-of-way parcel by methods acceptable to the State and to submit to the State's District Office a tabulation of the values so determined, signed by the appropriate City representative. Such tabulations shall list the parcel numbers, ownership, acreage and recommended

compensation. Compensation shall be shown in the component parts of land taken, itemization of improvements taken, damages (if any) and the amounts by which the total compensation will be reduced if the owner retains improvements. This tabulation shall be accompanied by an explanation to support the determined values, together with a copy of information or reports used in arriving at all determined values. Expenses incurred by the City in performing this work may be eligible for reimbursement after the City has received written authorization by the State to proceed with determination of right-of-way values.

The State will review the data submitted and may base its reimbursement for parcel acquisitions on the values which are determined by this review.

6. **Condemnation**

Condemnation proceedings will be initiated at a time selected by the City and will be the City's responsibility at its own expense as hereinafter indicated. The City will concurrently file condemnation proceedings and a notice of lis pendens for each case in the name of the City, and in each case so filed the judgement of the court will decree title to the property condemned to the City.

7. **Court Costs, Costs of Special Commissioners' Hearings**

Court costs of Special Commissioners' hearings assessed against the City in condemnation proceedings and fees incident thereto will be paid by the City. Such costs and fees incurred after written authorization by the State to proceed with condemnation will be eligible for reimbursement at an amount not to exceed 80 percent (80%) of the actual cost under the established reimbursement procedure provided such costs and fees are eligible for payment.

8. Reimbursement for Right-of-Way Costs

Reimbursement will be made to the City for right of way purchased in an amount not to exceed 80 percent (80%) of the cost of the right of way purchased in accordance with the terms and provisions of this agreement. Reimbursement will be in the amount not to exceed 80 percent (80%) of the State's predetermined value of each parcel, or the net cost thereof, whichever is the lesser amount. In addition, reimbursement will be made to the City for necessary payments to appraisers, expenses incurred in order to assure good title to property acquired, and costs associated with the relocation of displaced persons and personal property, as well as incidental expenses. Reimbursement shall not exceed 80 percent (80%) of such documented costs. If condemnation is necessary and title is taken as set forth herein under the section entitled "Condemnation," participation by the State shall be based on the final judgement, conditioned upon the State having been notified in writing prior to the filing of such suit and upon prompt notice being given as to all action taken therein.

9. Utility Adjustments/Relocations

If the required right of way encroaches upon existing utilities and the proposed construction requires the adjustment, removal or relocation of such utility facilities, the City and its consultant will establish the necessary utility work and notify the appropriate utility company to schedule their adjustments. The City shall be responsible for all costs associated with the adjustment, removal or relocation of such utility facilities, and such adjustment, removal or relocation shall be in accordance with applicable State law, regulations, policies and procedures. In the event additional utilities are required to be

eligible for reimbursement at an amount not to exceed 80 percent (80%) of the actual cost. The City shall comply with the cost principles established in OMB Circular A-87, "Cost Principles for State and Local Governments."

13. Construction Responsibilities

A. The City will be responsible for the construction of the Project. Actual construction shall be performed by contract awarded by competitive bidding. The City shall comply with the applicable regulations and requirements established in 23 CFR Part 635, Subparts A, C and D. The City shall develop written construction contract procedures for the State's review and approval. The City shall not initiate the bidding process until approval of the procedures has been obtained from the State and a "Letter of Authority" has been issued by the Federal Highway Administration.

B. In accordance with the requirements established in 23 CFR Part 633, Subpart A, the City shall include the latest version of Form FHWA-1273 in the contract bidding documents. The required contract provisions contained in Form FHWA-1273 shall apply to all work performed on the contract by the contractor's own organization and to all work performed on the contract by piecework, station work or by subcontract. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the requirements contained in the provisions of Form FHWA-1273.

C. Any change orders, supplemental agreements or additional work orders which may become necessary subsequent to the award of the construction contract shall be

the responsibility of the City and subject to the approval of the State. The City will provide or cause to be provided the inspection and testing services as may be required to ensure that the construction of the Project is accomplished in accordance with the approved construction plans. The State may enter the Project site to perform periodic reviews during construction.

- D. The City shall submit to the State all documentation relating to the actual costs incurred associated with the construction and construction management of the Project. Reasonable costs incurred by the City after the City has obtained written authorization from the State will be eligible for reimbursement at an amount not to exceed eighty percent (80%) of the actual costs. The State will make payment to the City within thirty (30) days from receipt of the request, provided the request for reimbursement is properly prepared and documented. The State will withhold five percent (5%) retainage from each reimbursement payment made to the City.
- E. The City will provide written notification to the State upon completion of the Project. The State will perform an audit of costs associated with the Project and funds due to the City, including funds withheld in retainage, will be promptly returned. The State will perform a final inspection and, if the Project is acceptable, the State will issue the City a "Notification of Final Completion," acknowledging that the Project has been completed and all financial commitments have been performed.

14. Project Funding

- A. The estimated cost of the Project is \$500,000.00.
- B. The State will be responsible for securing the federal share of the funding required for the development and construction of the Project, an amount not to exceed \$400,000 or 80 percent (80%) of the total cost to complete the Project, whichever cost is less. The City will be responsible for the non-federal participation costs associated with the Project.
- C. Upon execution of this agreement, the City will remit a check or warrant made payable to the Texas Department of Transportation in the amount of \$500. This amount is based on one percent (1%) of the estimated engineering costs. The funds will be utilized by the State to review the engineering and right-of-way documentation and perform other administrative services prior to letting the construction contract.
- D. Sixty (60) days prior to the date set for receipt of the construction bids, the State will notify the City that the State's non-federal participating administrative costs associated with the construction for the Project is required. The City shall remit a check or warrant in the amount established by the State within thirty (30) days from receipt of the State's written notification to the address provided herein.
- E. In the event the State determines that additional funding is required by the City at any time during the development and construction of the Project, the State will notify the City in writing of the additional amount. The City will make payment to the State within thirty (30) days from receipt of the State's notification. Upon completion of the Project, the State will perform an audit of the costs, and any

Another example is a State developing procedures that allow transportation enhancement activity (TEA) projects to be locally administered. Since the vast majority of TEA projects do not involve highway design standards, standards or concepts for the non-highway related TEA projects could be more at local discretion, if acceptable to the State. This approach streamlines program delivery for this unique group of projects through delegation of authority by the State to the locals, with the State maintaining responsibility for the TEA program.

As recommended in the June 1994, Office of Program Review report, States delegating authority to local public entities must develop an oversight mechanism to evaluate the overall adequacy of the locally administered Federal-aid programs, including the quality of the transportation products produced. The division offices should work cooperatively with the States to ensure the quality of locally administered programs.

Delegation of authority by the States to local public entities for administering portions of the States' Federal-aid highway program can be extremely effective in ensuring an overall quality Federal-aid highway program in the State. However, the entire Federal-aid highway program remains the responsibility of the State, and continual monitoring of delegated programs is essential. For States having very successful or "model" delegated programs, we ask that details of the programs be furnished to the FHWA's Office of Engineering (HNG-10), so the program details can be shared with other State and local governments.



Donald P. Steinke

funds due the City will be promptly returned.

15. Maintenance

Upon completion of the Project, the City will assume responsibility for maintenance of the hike and bike trail.

16. Ownership of Documents

Upon completion or termination of this agreement, all documents prepared by the City shall remain the property of the City. All documents prepared by the State shall remain the property of the State. All data prepared under this agreement shall be made available to the State without restriction or limitation on their further use.

17. Termination

A. This agreement may be terminated by any of the following conditions:

- (1) By mutual written agreement and consent of both parties.
- (2) By either party, upon failure of the other party to fulfill the obligation as set forth herein.

B. Termination of this agreement shall extinguish all rights, duties, obligations and liabilities of the State and City under this agreement. If the potential termination of this agreement is due to the failure of the City to fulfill its contractual obligations as set forth herein, the State will notify the City that possible breach of contract has occurred. The City should make every effort to remedy the breach as outlined by the State within a period mutually agreed upon by both parties.

C. Violation or breach of contract terms shall be grounds for termination of the agreement, and any increased costs arising from the defaulting party, breach of

contract or violation of agreement terms shall be paid by the defaulting party.

18. Remedies

This agreement shall not be considered as specifying the exclusive remedy for any agreement default, but all remedies existing at law and in equity may be availed of by either party to this agreement and shall be cumulative.

19. Acknowledgment of Responsibilities

The City acknowledges that it is not an agent or servant of the State and is therefore responsible for its own acts and deeds and for those of its agents, contractors or employees during performance of the work authorized in this agreement.

20. Amendments

Any changes in the time frame, character, agreement provisions or obligations of the parties hereto shall be enacted by written amendment executed by both the City and the State.

21. Compliance with Laws

The City shall comply with all federal, state and local laws, statutes, ordinances, rules and regulations, and the orders and decrees of any courts or administrative bodies or tribunals in any manner affecting the performance of the agreement. When required, the City shall furnish the State with satisfactory proof of compliance therewith.

22. Legal Construction

In case one or more of the provisions contained in this agreement shall for any reason be held invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provisions hereof and this agreement shall be

construed as if such invalid, illegal or unenforceable provision had never been contained herein.

23. Notices

All notices to either party by the other required under this agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to such party at the following respective addresses:

State: Texas Department of Transportation
2709 W. Front St.

P.O. Box 2031
Tyler, TX 75710-2031

Attn: Bill Douglas, P.E. - Project Engineer

City: The City of Jones, Tx
101 Main St.
Jones, TX 75555

Attn: Sam Drucker, P.E. - City Engineer

All notices shall be deemed given on the date so delivered or so deposited in the mail, unless otherwise provided herein. Either party hereto may change the above address by sending written notice of such change to the other in the manner provided herein.

24. Sole Agreement

This agreement constitutes the sole and only agreement between the parties hereto and supersedes any prior understandings or written or oral agreements respecting the within subject matter.

25. Inspection of Books and Records

The State will, for purpose of termination of the agreement prior to completion, examine the books and records of the City for the purpose of checking the amount of work performed by the City at the time of contract termination. The City shall maintain all books, documents, papers, accounting records and other documentation relating to costs incurred under this agreement, and shall make such materials available to the State, Federal Highway Administration (FHWA) or their duly authorized representatives for review and inspection at its office during the contract period and for three (3) years from the date of final acceptance of the work defined under this contract, or until pending litigation or audits are completely resolved. Additionally, the State, FHWA and their duly authorized representatives shall have access to all records of the City which are directly applicable to this agreement for the purpose of making audits, examinations, excerpts and transcriptions.

26. Procurement and Property Management Standards

The City shall adhere to the procurement standards established in Title 49 CFR Part 18.36 and the property management standards established in Title 49 CFR Part 18.32.

27. Civil Rights Compliance

The City shall comply with the regulations of the Department of Transportation as they relate to nondiscrimination (49 CFR 21 and 23 CFR 710.405 (B)); also Executive Order 11246 titled "Equal Employment Opportunity," as amended by Executive Order 11375 and as supplemented in the Department of Labor regulations (41 CFR 60).

28. Disadvantaged Business Enterprise Program Requirements

The City shall comply with the "Disadvantaged Business Enterprise Program Requirements" established in 49 CFR Part 23, Subpart D.

29. Debarment Certifications

The City is prohibited from making any award at any tier to any party which is debarred or suspended or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. The City shall require any party to a subcontract or purchase order awarded under this contract as specified in Title 49 of the Code of Federal Regulation, Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the State, to furnish a copy of the certification.

IN TESTIMONY HEREOF, the parties hereto have caused these presents to be executed in duplicate counterparts.

THE CITY OF JONES, TEXAS

D

By:

Typed Name

R

Title

Date

Attest:

A

City Secretary

THE STATE OF TEXAS

F

Executed for the Executive Director and approved by the Texas Transportation Commission under the authority of Minute Order No. 100002 and the Stand Alone Manual Notice 95-4, for the purpose and effect of activating and carrying out the orders, established policies or work programs heretofore approved by the Texas Transportation Commission.

T

By:

(Name of District Engineer)

Date

Section III
Environmental
Considerations

- Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act; or Inconsistencies with any federal, state or local law, requirement or administrative determination relating to the environmental aspects of the action.

◆ **Class III, NEPA - Environmental Assessment (EA)**

For actions in which the significance of the impact on the environment is not clearly established, an EA is prepared to determine the extent of environmental impact and to determine whether an EIS is needed. No EIS is required when the EA supports a NEPA Finding of No Significant Impact (FONSI).

Procedures for Class I Projects

- ◆ **Notice of Intent.** After FHWA authorization of preliminary engineering funds, the local agency prepares a Notice of Intent for publication in the Federal Register advising federal, state and local agencies that an EIS will be prepared. The contents and guidelines for preparation of the notice are found in FHWA Notice N 6640.19 of March 24, 1980. The notice is submitted to the Design Office, which submits it to the federal lead agency for placement in the Federal Register.

- **Environmental Impact Statement (EIS)**

Document is prepared by local agency personnel or by a consultant. Preparation time varies; however, preparation time can be quite extensive. Actions requiring EIS involve individual or cumulative social, economic or environmental impacts that are considered significant. Document should be analytical, not encyclopedic.

- (1) Alternatives must be considered, including location, design, transit and no-build alternatives.
- (2) EIS projects should consider and address impacts to the extent of the significance of the impact. For example, if a project has a significant impact in the area of noise and none in the area of farmlands, then the EIS should address the noise issue more extensively.
- (3) EIS projects should be carefully prepared with coverage of all issues. All analyses should be on paper and everything should be documented, particularly alternative analyses. The administrative record is critical.

In accordance with 23CFR771, any agency with jurisdiction by law must be requested to be a cooperating agency. Agencies exercising their jurisdictional authority can prevent a highway project from advancing if they do not agree that the environmental impacts and jurisdictional responsibilities have been adequately

addressed.

The Environmental Affairs Division (ENV) is responsible for review and processing of the DEIS. Review time varies. The DEIS is reviewed by environmental specialists in multiple disciplines.

DEIS is sent to FHWA for review. FHWA approves the DEIS for circulation. During the circulation period, public involvement (normally a public hearing) is accomplished. DEIS is circulated to other agencies and made available to the public for review and comment.

Publish notice of DEIS availability. Comments on DEIS are due 45 days from date notice is published.

The local agency schedules public hearing or affords opportunity for hearing.

Local agency prepares FEIS, public hearing transcript, summary and analysis, and public involvement certification and submits to the local TxDOT district office for initial review and transmittal to ENV for final review. This documentation is transmitted to FHWA.

FHWA division office reviews and forwards FEIS, including legal sufficiency review, to FHWA Regional Office.

FHWA Regional Office approves FEIS.

Publish notice of FEIS availability in Federal Register or Texas Register.

FHWA Regional Office signs Record of Decision (ROD) 30 days after FEIS availability notice appears in Federal Register.

Procedures for Class III Projects

◆ Environmental Assessment (EA)

The local agency will be responsible for preparing the EA. During preliminary engineering and environmental investigations/analyses, district consults as necessary with local governmental officials, ENV, county historic committee chairperson, local citizens, groups, permitting agencies, etc.

ENV is responsible for the review: approximately 2 weeks. Copies of the EA are provided to all environmental specialists for concurrent review.

Some level of coordination with resource agencies is required; level of coordination depends on project impacts. Depending on the complexity of the project, coordination with more than one resource agency may be required. Coordination should be initiated during scoping or during the early stages of preparing the EA. Early/concurrent coordination may prevent delays in proceeding with project development.

Projects require at least affording the opportunity for a public hearing. Public meetings and/or a public hearing may be required. Level of public involvement necessary should become evident during the development of the project and EA. Geometric design and EA should be approved for further processing before publishing the notice affording opportunity for public hearing or the public hearing notice.

Procedures for Class II Projects

◆ Categorical Exclusion (CE)

The local agency will be responsible for preparing the CE. During preliminary engineering and environmental investigations/analyses, district consults as necessary with local governmental officials, ENV, county historic committee chairperson, local citizens, groups, permitting agencies, etc.

ENV is responsible for the review: approximately 2 weeks. Copies of the CE document are provided to all environmental specialists for concurrent review.

Environmental documents should be prepared so that environmental issues can be treated on a sufficiently broad scope to ensure that the project will function properly without requiring additional improvements elsewhere, and the project will not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. Due to funding constraints and construction considerations (such as traffic control), projects may be constructed in phases. As long as construction activity has continuously taken place for the described project, an environmental reevaluation is not required.

Important considerations in environmental analysis

◆ Environmental Justice

On February 11, 1994, President Clinton signed Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The goal of the Order is to identify and address disproportionately high and adverse human health or environmental effects of each Federal agency's programs, policies, and activities on minority and low-income populations.

◆ **Public Meetings and Public Hearings**

The local agency may wish to consider holding public meetings early in the project planning process for controversial projects or those projects which may have negative environmental impacts.

◆ **Logical project termini**

In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated:

- Connect logical termini and be of sufficient length to address environmental matters on a broad scope;
- Be usable and be a reasonable expenditure, even if no additional transportation improvements in the area are made; and
- Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Definition of logical termini:

- Rational end points for a transportation improvement, and
- Rational end points to prevent a highway improvement from forcing further improvements which may have negative consequences not addressed in the environmental study.

◆ **Alternatives analysis and discussion**

EA:

Discuss alternatives to the proposed action, including the no-build alternative. The EA does not need to evaluate in detail all reasonable alternatives for the project. EA may be prepared for one or more build alternatives. Avoidance alternatives must be evaluated if EA includes a Section 4(f) evaluation.

EIS:

Reasonable alternatives should be presented and evaluated in detail. Where there is a large number of alternatives, only a representative number of the most reasonable examples covering the full range of alternatives must be presented.

All reasonable alternatives under consideration, including the no-build, need to be developed to a comparable level of detail so their comparative merits may be evaluated. Discuss how and why the reasonable alternatives were selected for detailed study and explain why other alternatives were not selected. When identifying a preferred alternative, discuss the basis for its selection.

Right of Way

Guidelines

Guidelines for local agency acquisition of right of way for public purposes can be located in the Texas Department of Transportation (TxDOT) *Real Estate Acquisition Guide for Local Public Agencies*, July 1993. Additional information may be obtained from TxDOT *Right of Way Manuals I and II, Appraisal and Review Manual* and *Utility Manual*. TxDOT Right of Way personnel shall be consulted for answers to specific questions and problems.

Utilities

Any utilities required to be adjusted or relocated as a result of the project must comply with the local agency's utility policy on or off state numbered routes. If there is no local utility policy or the project is on a state numbered route, then the TxDOT utility policy will be used.

Relocation Assistance

The rights and entitlements of families and businesses displaced by projects involving federal-aid are mandated by Title II of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Design

General Discussion

This section covers the design phase of the following types of projects on non-numbered federal participation eligible roadways:

- Congestion Mitigation and Air Quality (CMAQ)
- Metropolitan Mobility (STP-MM)
- Transportation Enhancement (TE)
- Urban Mobility (STP-UM)
- Off-System Bridge Replacement and Rehabilitation

The Texas Department of Transportation (TxDOT) is the contact agency for the Federal Highway Administration (FHWA) and has been charged with the responsibility of funds administration and construction oversight for the above listed projects. All entities using federal transportation funds must comply with the requirements of Title 23 of the Federal Aid Policy Guide. **Failure to comply with the provisions of Title 23 constitute reasons for withdrawal of participation by FHWA and a return of previously paid funds.**

The oversight agreement and FHWA policies designate the approving agency for each phase of a project, including design. The approving agency identified for the various phases of work is illustrated in the following chart.

Action	Approving Agency
a. PE fund auth. and modif.	F *
b. Design standards	S
c. Pavement design	S
d. Exceptions to design standards	S
e. PS&E approval	S
f. Buy America exemption	F
g. Consultant selection process	S
F = FHWA S = TxDOT	

* Caution: A Letter of Authorization (LOA) must be issued by the FHWA prior to any PS&E work being performed. Work performed before the date of authorization is not eligible for reimbursement.

Section V

Design

Plan Preparation

Preparation by State/Local Forces

By mutual agreement between TxDOT and the local agency, TxDOT may prepare the plans and specifications if resources are available. Local agencies may also prepare the plans and specifications with their in-house staff and be reimbursed for eligible costs if a LOA is obtained prior to the work taking place.

Preparation by Consultants

Plans and specifications may be prepared by consultants. To be eligible for the federal reimbursement for payments to a consultant, the procedures outlined in Title 23 CFR Section 172 must be followed. Specific questions regarding policy and the selection process approval can be directed to the local TxDOT district office.

Consultant selection process approval must be obtained before requests for proposals are issued or any expenditures are made. Expenditures made before process approval are not eligible for reimbursement.

If a local agency elects to retain the consultant at its own cost, the provisions of state and local law will apply.

Design Standards

On all FHWA-funded transportation projects, local agencies must document location and design approval prior to preparation of plans, specifications and estimates. A project design shall not be approved until the project's environmental considerations have been approved by FHWA and its public hearing requirements have been met.

Geometric requirements for CMAQ, STP-MM and STP-UM projects shall be to minimum 1994 American Association of State Highway Transportation Officials (AASHTO) standards. Consideration must be given to the projected Average Daily Traffic (ADT). The design year may be any year between 8 and 20 years from estimated construction completion. All roadway design elements must be considered in the preparation of design criteria for a project. The local TxDOT office should be consulted in the use of ADTs.

A typical section shall be provided to TxDOT for approval for each general type of roadway in the project. This is not required on signal projects if the lane description has been shown.

To be eligible for federal funding, pavement depth shall be designed to provide an extended service life of eight years minimum. Documentation must be available upon request that outlines the design parameters and rationale for selection of pavement type and surfacing depth.

Design requirements for transportation enhancement projects shall be based on the parameters included in the authorization for each project.

Where applicable:

Landscape architectural requirements shall be in accordance with the 1991 AASHTO Guide for Transportation Landscape and Environmental Design.

Architectural requirements for historic buildings shall be in accordance with the U.S. Department of the Interiors Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings and in consultation with the State Historic Preservation Officer.

Bicycle and pedestrian requirements shall be in accordance with the AASHTO Guide for Development of Bicycle and Pedestrian Facilities.

PS&E Requirements

After a project's location and design parameters have been approved, preparation of plans, specifications and cost estimates may begin. On projects to be let to contract by TxDOT, the PS&E shall be in a format approved by TxDOT. On projects let to contract by local agencies, the PS&E may be in a format normally used by the local agency.

On locally let projects, the following must be included in the proposal for bids:

- ◆ **Form FHWA-1273.** Each set of contract documents shall include Form FHWA - 1273, Required Contract Provisions, FHWA Construction Contracts, and such amendments that modify the FHWA - 1273. Copies of this form are available at the TxDOT district office.
- ◆ **Federal Wage Rates.** This data is received from the U.S. Department of Labor (USDOL) in a document entitled *General Wage Determinations Issued Under the Davis-Bacon and Related Acts*. Modifications are issued weekly by USDOL. The effective date

for federal wage rates is the date of notice in the Federal Register or the date on which written notice is received by TxDOT, whichever occurs first.

Prior to bid opening, the local agency may contact USDOL to see if a modification has been issued or if one is pending.

- ◆ **DBE.** It is U.S. Department of Transportation (USDOT) policy that Disadvantaged Business Enterprises (DBEs) (defined in 49CFR, Part 23) have maximum opportunity to participate in the performance of federally financed contracts or subcontracts. To accomplish this goal, all local agencies and their contractors must take steps to ensure that DBEs are encouraged to compete for construction contracts, procurement contracts, grants, services, financial aid or other benefits, and that DBE's have full access to these opportunities.

When participating in programs funded in whole or in part with funds made available by TxDOT, a local agency shall comply with TxDOT's DBE plan or develop a plan that conforms to the requirements of USDOT. Such an equivalent plan must be approved by TxDOT.

After a goal has been determined, the TxDOT Special Provision "Disadvantaged Business Enterprise in Federal-Aid Construction" or a TxDOT-approved local agency provision shall be included in the PS&E.

Compliance reviews will be conducted on the administration of the DBE plan. A local agency found to be in noncompliance may lose its federal funds and its ability to let contracts on a local basis. A finding of noncompliance will result when a local agency fails to ensure compliance of its contractor with the DBE requirements, or fails to take remedial action at the request of TxDOT or FHWA.

- ◆ **Affirmative Action.** To effectively ensure Equal Employment Opportunity (EEO), FHWA policy requires that all federal-aid highway construction contracts include a specific requirement to implement the Title VI program, related civil rights laws and regulations. These specific requirements apply to contractors and all their subcontractors holding subcontracts of \$10,000 or more. To be eligible for federal-aid funds, the local agency must comply with the civil rights requirements and the requirements of 23 CFR 633C.

Along with Form FHWA - 1273, the following TxDOT special provisions or their TxDOT-approved local agency equivalents must be included in the proposal and made

part of the contract:

- Standard Federal Equal Employment Opportunity Construction Contract Specification
- Notice of Requirement for Affirmative Action to Ensure Equal Employment Opportunity
- Certification of Nondiscrimination in Employment

Training goals for each federally funded contract must be established by the local agency. The local agency may use TxDOT-approved training goal formulas or obtain approval from TxDOT for an EEO/On-the-job Training Plan that includes these goals.

Project compliance during construction is discussed in the contract administration section.

- ◆ **Traffic Control Plans.** Traffic Control Plans (TCP) shall be consistent with Part VI of Texas the Manual on Uniform Traffic Control Devices (MUTCD) and shall be referenced in the contract documents.
- ◆ **Material Use.** Justification for the use of local agency-supplied materials must be documented. The materials must have been produced by agency forces or acquired through competitive bidding.

The use of trade names in specifications and on plans shall be avoided. Instead, specifications should be formulated to ensure full opportunity for competition among equivalent materials, equipment and methods. References in specifications and on plans to single trade-name materials must be avoided. However, where satisfactory specifications based on laboratory tests or other performance requirements cannot be developed or obtained from organizations that develop specifications, approval must be obtained from TxDOT to include the use of a trade name in a contract. Complete requirements for material use can be found in 23 CFR Part 635.

- ◆ **Pollution Control.** All construction plans for federally funded contracts shall contain details that comply with the Clean Water Act. A Storm Water Pollution Prevention Plan (SW3P) must be part of the construction plans.
- ◆ **Standard Specifications.** All FHWA-funded projects, including local agency force projects, will be constructed in conformance with the current TxDOT Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges, and any amendments that modify these specifications, with the following exceptions:

- A local agency may use an internally prepared book of standard specifications or special specifications, if approval is obtained from TxDOT.

The American Public Works Association Standard Specifications for Road, Bridge and Municipal Construction and any amendments that modify these specifications may be used in lieu of TxDOT specifications or a locally prepared specification book.

Projects involving landscape architecture shall include specifications that comply with the 1991 AASHTO Guide for Transportation Landscape and Environmental Design.

- ◆ **Special Provisions.** Special provisions are not covered in the Standard Specifications because they govern matters peculiar to an individual project. Their use should be held to a minimum and applicable Standard Specifications used instead. Issues mandated in state and federal laws shall not be changed. Special provisions shall be submitted to TxDOT for approval.

Special provisions are required:

- For all features of a project not covered by the Standard Specifications and General Special Provisions.
- Where the Standard Specifications are being amended.
- For any deviation from the Standard Specifications regarding materials, construction details, measurement and payment.

Agreements

A two-party agreement shall be executed between TxDOT and the local agency that specifies the responsibilities of each agency and the conditions for compliance.

Section VI
Construction Contract
Letting Process

Construction Contract Letting Process

General Discussion

In general, federally funded (FHWA) projects are let to construction by the Texas Department of Transportation (TxDOT). This is done for several reasons. The TxDOT standard and special specifications have been reviewed and approved by FHWA to be in accordance with federal regulations and law. Advertising construction contracts has also been set up to comply with federal regulations. The documents contained in the bid package have been approved as meeting federal regulations and law, and the review of bids received and concurrence in award are coordinated with FHWA. All of this has required continuous coordination effort between TxDOT and FHWA, an undertaking that has taken many years to reach the current level of confidence.

Action	Approving Agency
a. Contract letting process	S
b. Bid package (PS&E)	S
c. Letting*	S/L
d. Concurrence in award	S

F = FHWA S = TxDOT L = Local Agency

Federal Guidelines

If a local agency desires to let the contract for construction, they must comply with all federal regulations for those processes, which are presented in 23 CFR Part 633 and 23 CFR Part 635. The local agency should send a written request to the TxDOT district office. The district will review the request and forward to the Design Division. Approval for the local agency to let the project is given by the TxDOT Deputy Executive Director. If they request and obtain that approval then, they must have their advertising and letting processes reviewed and approved for compliance with federal regulations, law and any applicable state laws or TxDOT policies by the appropriate TxDOT divisions.

The bid package, including specifications and plans, must be reviewed and approved by TxDOT prior to advertising the project for bids. A Letter of Authority must be issued by TxDOT

(FHWA) prior to advertising the project. The local agency should provide the bid package to the TxDOT district office and allow a minimum of two weeks for their review. The package will be sent to Austin for review and Letter of Authority. Allow at least 8 weeks prior to the proposed bid opening. If problems are found it may be longer to resolve the issues. All bids received must then also be reviewed by TxDOT and concurrence in award to the lowest bidder or rejection of all bids must be given by the Texas Transportation Commission, or as delegated to TxDOT staff by Minute Order.

If a local agency desires to do any portion of the work with their own forces in lieu of letting it through competitive bids, then a public interest statement must be approved by TxDOT as discussed in federal regulations 23 CFR Part 635.

Specifications, special provisions and special specifications are discussed in further detail in the section of these guidelines pertaining to design.

Local agencies desiring to let the construction project must have a Letter of Authorization from FHWA prior to advertising the project for bids. If this is not obtained, then the project is not eligible for reimbursement of federal funds. A project is generally required to be advertised at least three (3) weeks prior to the receipt of bids. Advertising is discussed in the federal regulations 23 CFR Part 635.

In order to let federally funded projects, local agencies must submit their letting process for review by TxDOT to be in compliance with federal regulations and applicable state laws. Federal regulations are contained in 23 CFR Part 635. A local agency's letting process will only need to be reviewed and approved once, unless the process or the federal regulations change.

The contract documents and bid package requirements are discussed in 23 CFR Part 633, 23 CFR Part 635 and FHWA Form 1273.

Local agencies that elect to let projects for construction and meet all requirements must remember that the contract is between them and the prime contractor. As such, they will be required to pay the contractor for progress payments and bill TxDOT for reimbursement of eligible participation. This is discussed further in the Construction Contract Administration section of these guidelines.

Local agencies should coordinate closely with the TxDOT district office to ensure that all requirements are met so projects remain eligible for federal funds reimbursement.

Section VII
Construction Contract
Administration

Construction Contract Administration

This section is to be used by local agencies to administer federal-aid construction contracts. Complete construction contract requirements can be found in federal regulations 23 CFR Part 635.

The following chart illustrates the contract administration and oversight responsibilities.

Action	Approving Agency
a. Construction fund auth.	F
b. Changes/extra work	S/L
c. Claims	S
d. Project inspections	L
e. Final inspection	S
f. Final acceptance	S

F = FHWA S = TxDOT L = Local Agency

General Discussion

TxDOT is responsible for proper expenditure of FHWA funds on local agency projects. The local TxDOT district office will consult and work with local agencies as needed and TxDOT's Project Manager will perform systematic project management reviews during the course of the project to ensure that proper procedures are followed.

The local agency is responsible for contract administration in compliance with federal contract provisions and contract plans and specifications.

Construction shall be in accordance with contract plans and specifications and with TxDOT governing specifications, with the possible exception of transportation enhancement projects or other projects where TxDOT may not have pre-approved specifications as provided in the section on design. Materials shall be inspected in accordance with TxDOT's *Materials and Test Procedures Manual* or with American Society for Testing and Materials (ASTM) procedures.

Federal-aid projects are subject to EEO and DBE compliance reviews by TxDOT. TxDOT and FHWA officials shall have access to the construction site and records at any time.

Preconstruction Conference

After a contract is awarded, the local agency should arrange a conference with the contractor and shall notify the TxDOT district office of the time and place of the conference.

A preconstruction conference should be held before each construction phase on large, complex projects. It may be desirable to hold separate conferences for some specialized construction items, such as paving, roadside planting or electrical work. The preconstruction conference may include a partnering session if appropriate, and shall include a discussion of Form FHWA 1273 Required Contract Provisions Federal Aid Construction Contracts. Costs for partnering sessions should be detailed in the contract specifications.

The meeting should be documented and copies of the minutes transmitted to the TxDOT district office and each agency, organization and firm involved or interested in the project.

Guidance on preconstruction conferences can be found in the "Area Engineer's and Inspectors' Contract Administration Handbook."

Quality Control

The quality of materials and work on a project must conform to the contract specifications to ensure that public funds expended will have purchased a safe, economical and fully functional transportation facility.

The local agency shall:

- approve the source for each type of material,
- ensure that the contractor's material sources comply with the contract specifications, and
- provide for independent assurance sampling.

The local agency has the authority to approve material certifications.

Progress Payments

Progress payments must be based on measurements of work performed so the contractor can be fairly compensated and public funds will not be expended on work not done.

The local agency shall:

- document the quantities paid each month,
- process progress estimates on their normal billing cycle,
- provide the contractor with a copy of the estimate on a monthly basis for their information, and
- pay the contractor on a monthly basis for authorized work.

The local agency should forward the progress estimate to the local TxDOT district office no later than the third working day of the following month to expedite reimbursement.

Changes and Extra Work

Prior to starting work, the local agency shall have a written policy for approving change orders to ensure that approval, either verbal or written, is given and documented

Approval authority for change orders and extra work is as follows:

- Major—TxDOT
- Minor—Local Agency

Major and minor change orders and extra work are as defined in the *Area Engineers' and Inspectors' Contract Administration Handbook*.

Administrative Settlement Costs

Administrative settlement costs are costs related to the defense and settlement of contract claims, including, but not limited to, salaries of contracting officers or their authorized representatives, attorneys or members of arbitration boards and appeal boards, etc., which are allocable to the findings and determination of contract claims. These do not include administrative or overhead costs.

FHWA funds may be included in administrative settlement costs which are:

- Incurred after notice of claim.
- Properly supported.
- Directly allocable to a specific FHWA project.
- For employment of special counsel for review and defense of contract claims when

recommended by the local agency's legal counsel and approved in advance by TxDOT.

It is essential for the local agency to notify the TxDOT district office as early in the claim process as possible to be eligible for federal participation.

Compliance with Federal Contract Provisions

FHWA requires that all subcontracts at any tier be in writing, per 23 CFR, Section 635.116(b). This includes contracts between the prime contractor and subcontractors, and between subcontractors and their agents.

Each of these subcontracts also must physically (not by reference) contain:

- FHWA form 1273 Required Contract Provisions Federal Aid Construction Contracts, and
- the minimum wage rates for the contract.

It is the responsibility of the local agency to ensure full compliance with all federal contract provisions and specifications. This responsibility shall not be delegated to another party. Noncompliance can result in nonparticipation by FHWA.

Physical Completion of Construction

The local agency will carry out the following requirements to terminate the construction contract and ready the project for acceptance by TxDOT and FHWA:

- ◆ **Notice of Physical Completion.** Within 10 calendar days after physical completion of the work by the contractor, the local agency shall notify the contractor by letter that construction is physically complete, and the project is subject to inspection, audit and acceptance by the state.
- ◆ **Final Inspection.** The local agency shall send a request for TxDOT inspection and acceptance to the district office within 15 days of physical completion of work by the contractor. A copy of the physical completion letter sent to the contractor must accompany the request. TxDOT will perform a final inspections of the project.
- ◆ **Final Reports.** The construction project is considered complete when these items have been completed:

- **Final Estimate.** A final estimate cannot be approved until all claims against the local agency have been submitted in writing by the contractor.
- **Final Records.** The local agency must document work performed on the contract. Final records will be reviewed by TxDOT to ensure they document and support completion of the project in accordance with the approved plans and specifications. Documentation consists of field books; inspector's record of field tests; project engineers' and inspector's diaries; and all invoices, weigh bills, truck measurements, quantity tickets, receiving reports, field office ledgers, mass diagrams, cross-sections, computer listings and work profiles. Photographs or videotapes before, during and after construction could be useful, especially if care is taken to show any unusual conditions, equipment or procedures.

Final records shall be retained by the local agency for at least three years from the date of FHWA final reimbursement. The district office will provide this date to the local agency.

- **Record of Material Samples and Tests.** Records of samples and tests will be retained by the local agency for at least three years after final acceptance of the project.
- **Materials Certification.** The intent of the materials certification is to ensure that the quality of all materials used in the project conform to the plans and specifications, thereby ensuring a service life equivalent to the design life.

This materials certification shall be completed in accordance with instructions provided in *Area Engineers' and Inspectors' Contract Administration Handbook*.

- ◆ **Project Acceptance.** TxDOT's approval of the final estimate, after a final project inspection and review of the final project records by TxDOT, will be considered acceptance of the project.

References

Area Engineers' and Inspectors' Contract Administration Handbook

TxDOT Construction Estimate Manual

*TxDOT Construction Records to Support Pay Quantities of Work Done on Contract
Construction Projects Manual*

*TxDOT Standard Specifications for Construction and Maintenance of Highways, Streets
and Bridges*

American Society for Testing and Materials

Section VIII
Glossary

Glossary

Consultant. A person or organization engaged by a local agency to provide professional services in accordance with accepted practices and within the terms of a contract.

Roadway design elements. The physical characteristics of the highway such as alignment, grades, widths, sight distance, clearances, bridges and the pavement structure, including surface texture.

Environmental Considerations in Project Development

The policy of the Texas Department of Transportation (TxDOT) is to preserve and where practicable enhance our environment. TxDOT's 1992-1998 Strategic Plan, mandated for the first time by the legislature, includes strong environmental considerations in its vision, mission and goals. Increasing regulatory requirements, greater public awareness and greater demands from policy makers are reasons to address TxDOT impacts on the environment.

TxDOT is committed to protecting, preserving and enhancing the environment where feasible; however, TxDOT is required by various regulations to follow proper environmental procedures. There are severe consequences to not following the proper procedures, including project delays, stops, fines and bad publicity. By utilizing proper environmental planning, local agencies and TxDOT will be able to meet the increasing environmental requirements and concerns, and save time and money by avoiding unnecessary delays.

Regulations

- ◆ **Highway Design Manual, Part II-B**
The primary environmental guidance document for TxDOT procedures. Revised in 1989, this manual contains the latest information, including 23 CFR 771 and FHWA T-6640.8A.
- ◆ **FHWA Technical Advisory (T-6640.8A)**
FHWA issued this guidance material which contains information relative to document preparation.
- ◆ **Rivers and Harbors Act of 1899**
USCOE began regulating activities in navigable waters with the Rivers & Harbors Act of 1899.
- ◆ **National Environmental Policy Act (NEPA) of 1969
(42 USC 4321-4347 et seq.)**
 - 1st federally mandated program for environmental documentation
 - Set up the nation's overall environmental policy
 - Federal agencies must consider environmental issues in full view of the public prior to making any major decisions.
 - Established the agency review process
 - Requires assessment of environmental impacts on human environment
 - Consideration of alternatives and mitigation where feasible

- ◆ **Federal Water Pollution Control Act/Clean Water Act (CWA) of 1972**
(33 USC 1251–1387), as amended
To maintain and restore the chemical, physical and biological integrity of the waters of the U.S. The broader jurisdiction under this law includes not only navigable waters, but most waters of the country and adjacent wetlands.

- ◆ **Section 404 Regulatory Program**
The CEQ established the 404 Regulatory Program which made it unlawful to discharge dredged or fill material into waters of the U.S. without first receiving authorization from the U.S. Army Corps of Engineers.
 - **Individual 404 permit**
An activity evaluated on a case by case basis. This process requires public notice, opportunity for public hearing and a comment period.

 - **General permits**
Minor activities that are similar in nature and cause only minimal environmental impacts. Activity and/or area specific and designed to relieve administrative burdens associated with permit processing for both applicants and the federal government. Some activities may require coordination with the USCOE.

 - **Regional permits**
Issued by division or USCOE district engineers on a regional basis.

 - **Programmatic permits**
Permit is required but is being coordinated by another federal agency.

 - **Nationwide permits**
40 general permits issued by USCOE are intended to apply throughout the nation. Designed to allow certain activities to occur with little, if any, delay or paperwork. Some nationwide permits require coordination with USCOE.

- ◆ **National Pollution Discharge Elimination Control System (NPDES)**
1990 EPA — Section 402, Water Quality Act of 1987
In 1990, EPA published final regulations for the NPDES storm water discharge permits. These new regulations implement Sect. 402 of the Water Quality Act of 1987. The purpose of this legislation is to improve the quality of the nation's rivers, lakes and streams by reducing pollution from nonpoint sources. Construction activities greater than 5 acres require a permit for storm water runoff.

- ◆ **Resource Conservation and Recovery Act of 1976 (RCRA)**
Otherwise known as "cradle to grave" legislation. Established liability for hazardous waste management and disposal as the generator's responsibility. Also established a hazardous

waste tracking system from the generator to transporter to the treatment, storage or disposal facility.

◆ **Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA)**

CERCLA involves taking actions in response to release of hazardous substances, pollutants or contaminants. CERCLA legislation imposes liability on current and past owners and operators, and the liability is strict, joint and several. Under CERCLA, a violator is guilty until proven innocent.

◆ **Superfund Amendments and Reauthorization Act of 1986 (SARA)**

This act extensively amended CERCLA to include a faster pace for cleanup activities nationwide, more public participation and more stringent and clearly defined cleanup standards with an emphasis on achieving remedies that permanently and significantly reduce the mobility, toxicity or volume of wastes. In order to avoid liability a property owner must have performed a preacquisition audit in order to prove "due diligence to determine possible contamination. (See the *TxDOT Real Estate Acquisition Guide for Local Public Agencies*, July 1993.)

◆ **Clean Air Act of 1963 (CAA) (42 USC 7401-7626)**

This act established permanent federal support for air pollution research and provided federal assistance to states for development of pollution control agencies. The Clean Air Act Amendments of 1990 are the most recently amended version. This recent version set air quality goals that all parts of the country are to meet and set limits for degradation in already clean areas.

These latest amendments to the act placed a heavy burden on the transportation community for improving air quality in non-attainment areas.

◆ **Endangered Species Act of 1973 (15 USC 1531-1544)**

This act ensures that any actions authorized, funded or carried out by federal agencies do not jeopardize the continued existence of any listed or proposed to be listed endangered or threatened species, or adversely modify or destroy critical habitat of such species.

◆ **National Historic Preservation Act of 1966**

The Advisory Council on Historic Preservation has an opportunity to comment on the effects of federal projects on properties included in or eligible for inclusion in the National Register of Historic Places. Section 106 of that act requires an evaluation to determine if the project will have an effect on the resource.

◆ **DOT Act of 1966, Section 4(f)**

This documentation is required when right of way is required from publicly owned parks, recreation areas, wildlife or waterfowl refuges, and publicly or privately owned historic

Plan Preparation

Preparation by State/Local Forces

By mutual agreement between TxDOT and the local agency, TxDOT may prepare the plans and specifications if resources are available. Local agencies may also prepare the plans and specifications with their in-house staff and be reimbursed for eligible costs if a LOA is obtained prior to the work taking place.

Preparation by Consultants

Plans and specifications may be prepared by consultants. To be eligible for the federal reimbursement for payments to a consultant, the procedures outlined in Title 23 CFR Section 172 must be followed. Specific questions regarding policy and the selection process approval can be directed to the local TxDOT district office.

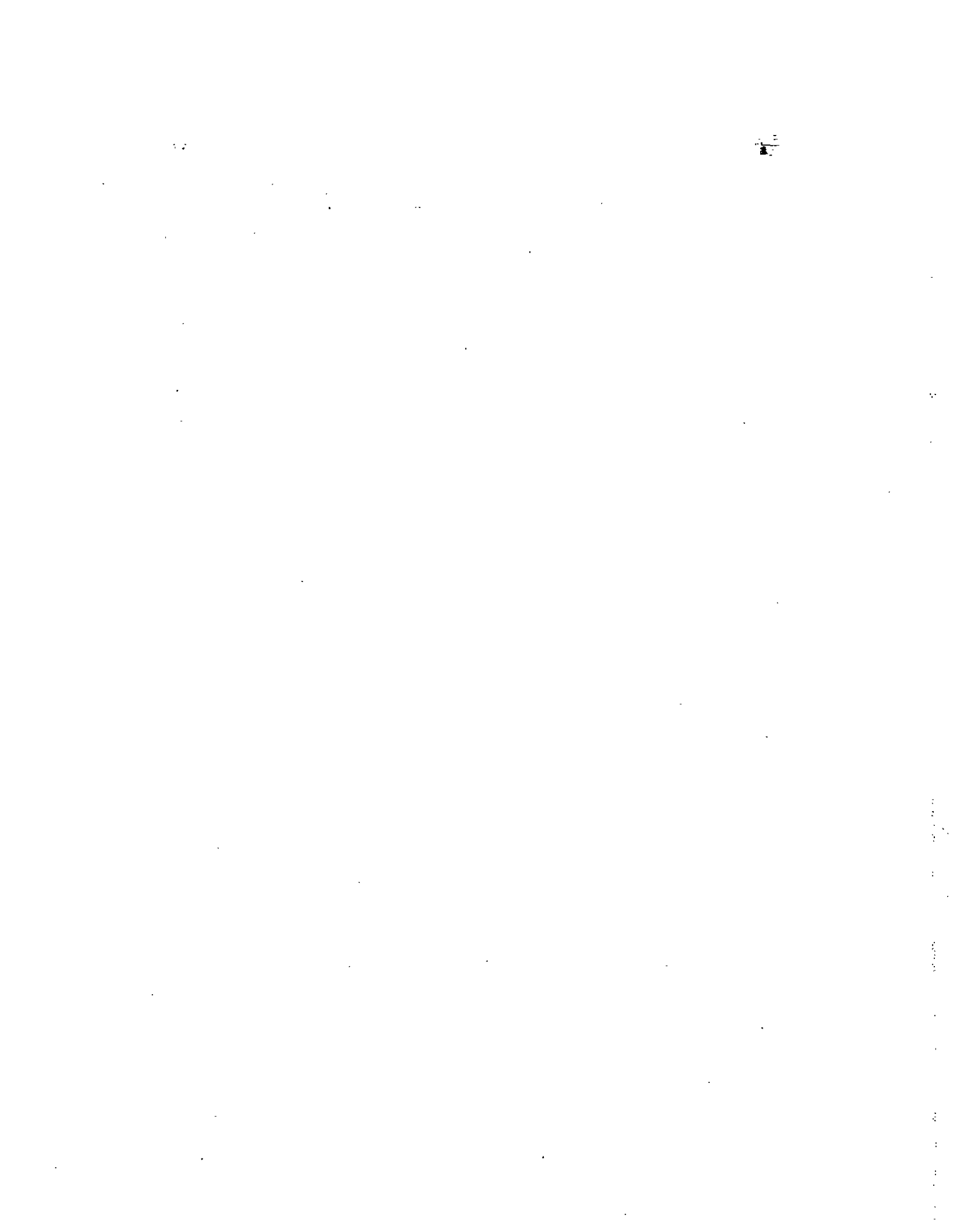
Consultant selection process approval must be obtained before requests for proposals are issued or any expenditures are made. Expenditures made before process approval are not eligible for reimbursement.

If a local agency elects to retain the consultant at its own cost, the provisions of state and local law will apply.

Design Standards

On all FHWA-funded transportation projects, local agencies must document location and design approval prior to preparation of plans, specifications and estimates. A project design shall not be approved until the project's environmental considerations have been approved by FHWA and its public hearing requirements have been met.

Geometric requirements for CMAQ, STP-MM and STP-UM projects shall be to minimum 1994 American Association of State Highway Transportation Officials (AASHTO) standards. Consideration must be given to the projected Average Daily Traffic (ADT). The design year may be any year between 8 and 20 years from estimated construction completion. All roadway design elements must be considered in the preparation of design criteria for a project. The local TxDOT office should be consulted in the use of ADTs.



for federal wage rates is the date of notice in the Federal Register or the date on which written notice is received by TxDOT, whichever occurs first.

Prior to bid opening, the local agency may contact USDOL to see if a modification has been issued or if one is pending.

- ◆ **DBE.** It is U.S. Department of Transportation (USDOT) policy that Disadvantaged Business Enterprises (DBEs) (defined in 49CFR, Part 23) have maximum opportunity to participate in the performance of federally financed contracts or subcontracts. To accomplish this goal, all local agencies and their contractors must take steps to ensure that DBEs are encouraged to compete for construction contracts, procurement contracts, grants, services, financial aid or other benefits, and that DBE's have full access to these opportunities.

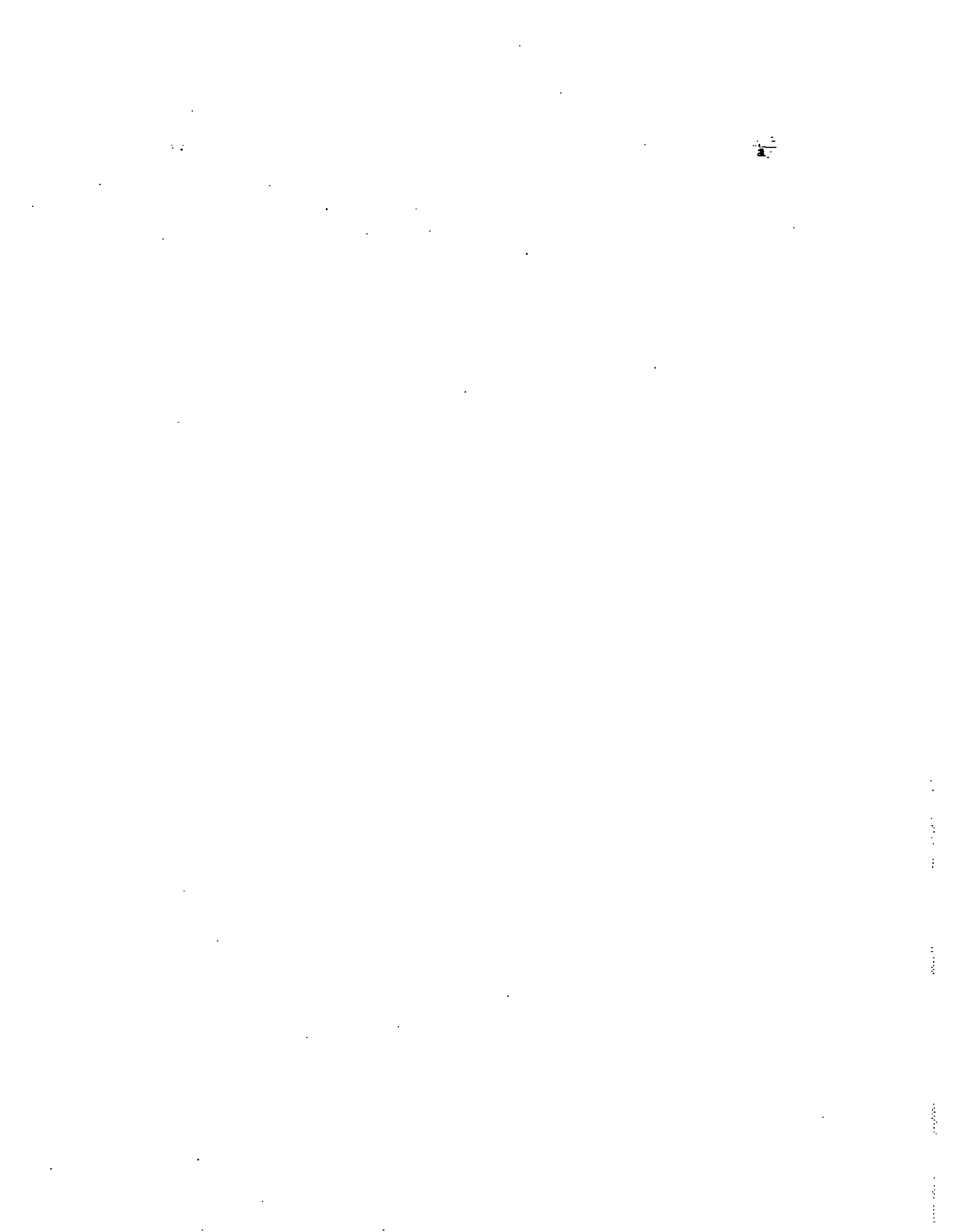
When participating in programs funded in whole or in part with funds made available by TxDOT, a local agency shall comply with TxDOT's DBE plan or develop a plan that conforms to the requirements of USDOT. Such an equivalent plan must be approved by TxDOT.

After a goal has been determined, the TxDOT Special Provision "Disadvantaged Business Enterprise in Federal-Aid Construction" or a TxDOT-approved local agency provision shall be included in the PS&E.

Compliance reviews will be conducted on the administration of the DBE plan. A local agency found to be in noncompliance may lose its federal funds and its ability to let contracts on a local basis. A finding of noncompliance will result when a local agency fails to ensure compliance of its contractor with the DBE requirements, or fails to take remedial action at the request of TxDOT or FHWA.

- ◆ **Affirmative Action.** To effectively ensure Equal Employment Opportunity (EEO), FHWA policy requires that all federal-aid highway construction contracts include a specific requirement to implement the Title VI program, related civil rights laws and regulations. These specific requirements apply to contractors and all their subcontractors holding subcontracts of \$10,000 or more. To be eligible for federal-aid funds, the local agency must comply with the civil rights requirements and the requirements of 23 CFR 633C.

Along with Form FHWA - 1273, the following TxDOT special provisions or their TxDOT-approved local agency equivalents must be included in the proposal and made



- A local agency may use an internally prepared book of standard specifications or special specifications, if approval is obtained from TxDOT.

The American Public Works Association Standard Specifications for Road, Bridge and Municipal Construction and any amendments that modify these specifications may be used in lieu of TxDOT specifications or a locally prepared specification book.

Projects involving landscape architecture shall include specifications that comply with the 1991 AASHTO Guide for Transportation Landscape and Environmental Design.

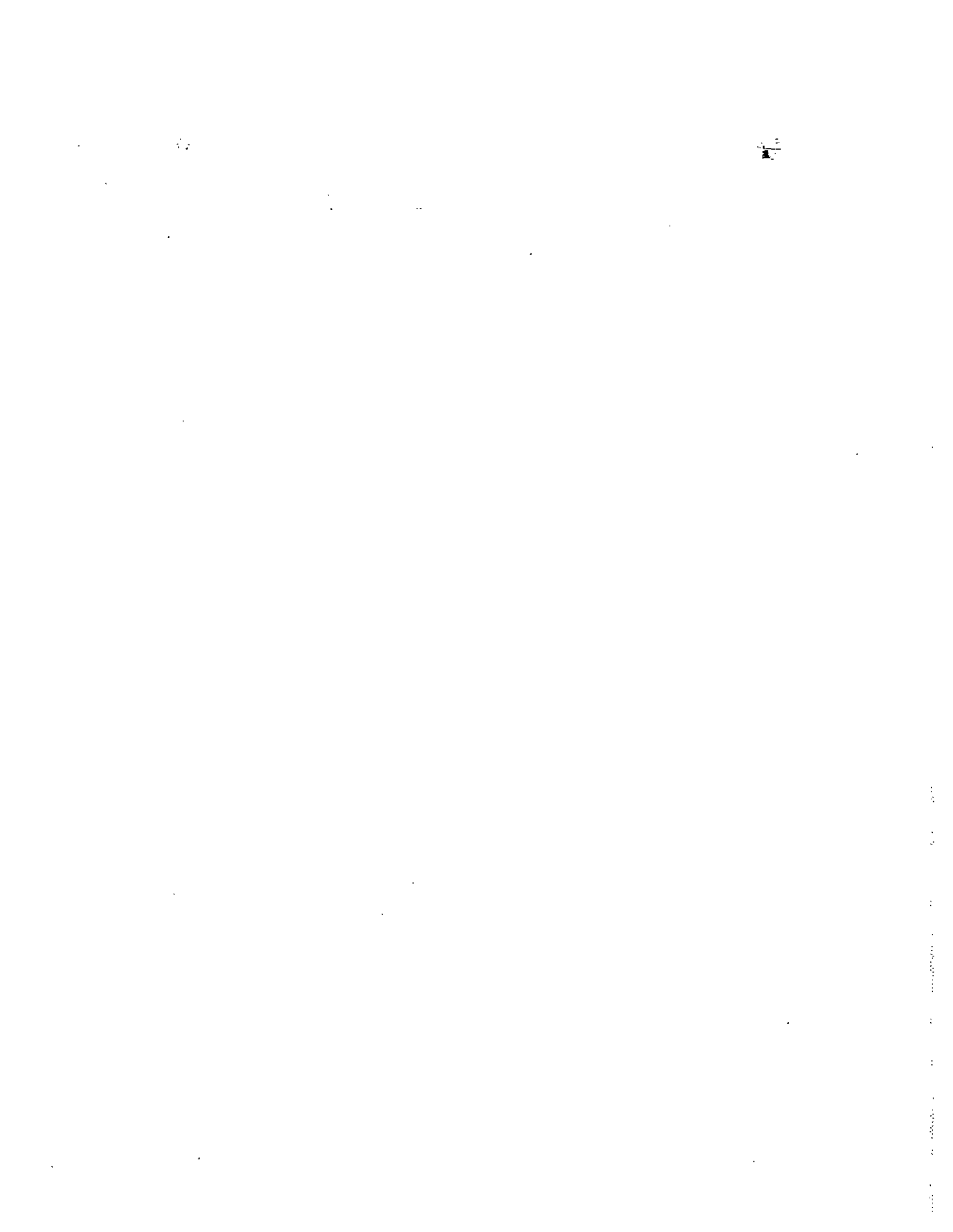
- ◆ **Special Provisions.** Special provisions are not covered in the Standard Specifications because they govern matters peculiar to an individual project. Their use should be held to a minimum and applicable Standard Specifications used instead. Issues mandated in state and federal laws shall not be changed. Special provisions shall be submitted to TxDOT for approval.

Special provisions are required:

- For all features of a project not covered by the Standard Specifications and General Special Provisions.
- Where the Standard Specifications are being amended.
- For any deviation from the Standard Specifications regarding materials, construction details, measurement and payment.

Agreements

A two-party agreement shall be executed between TxDOT and the local agency that specifies the responsibilities of each agency and the conditions for compliance.



Construction Contract Letting Process

General Discussion

In general, federally funded (FHWA) projects are let to construction by the Texas Department of Transportation (TxDOT). This is done for several reasons. The TxDOT standard and special specifications have been reviewed and approved by FHWA to be in accordance with federal regulations and law. Advertising construction contracts has also been set up to comply with federal regulations. The documents contained in the bid package have been approved as meeting federal regulations and law, and the review of bids received and concurrence in award are coordinated with FHWA. All of this has required continuous coordination effort between TxDOT and FHWA, an undertaking that has taken many years to reach the current level of confidence.

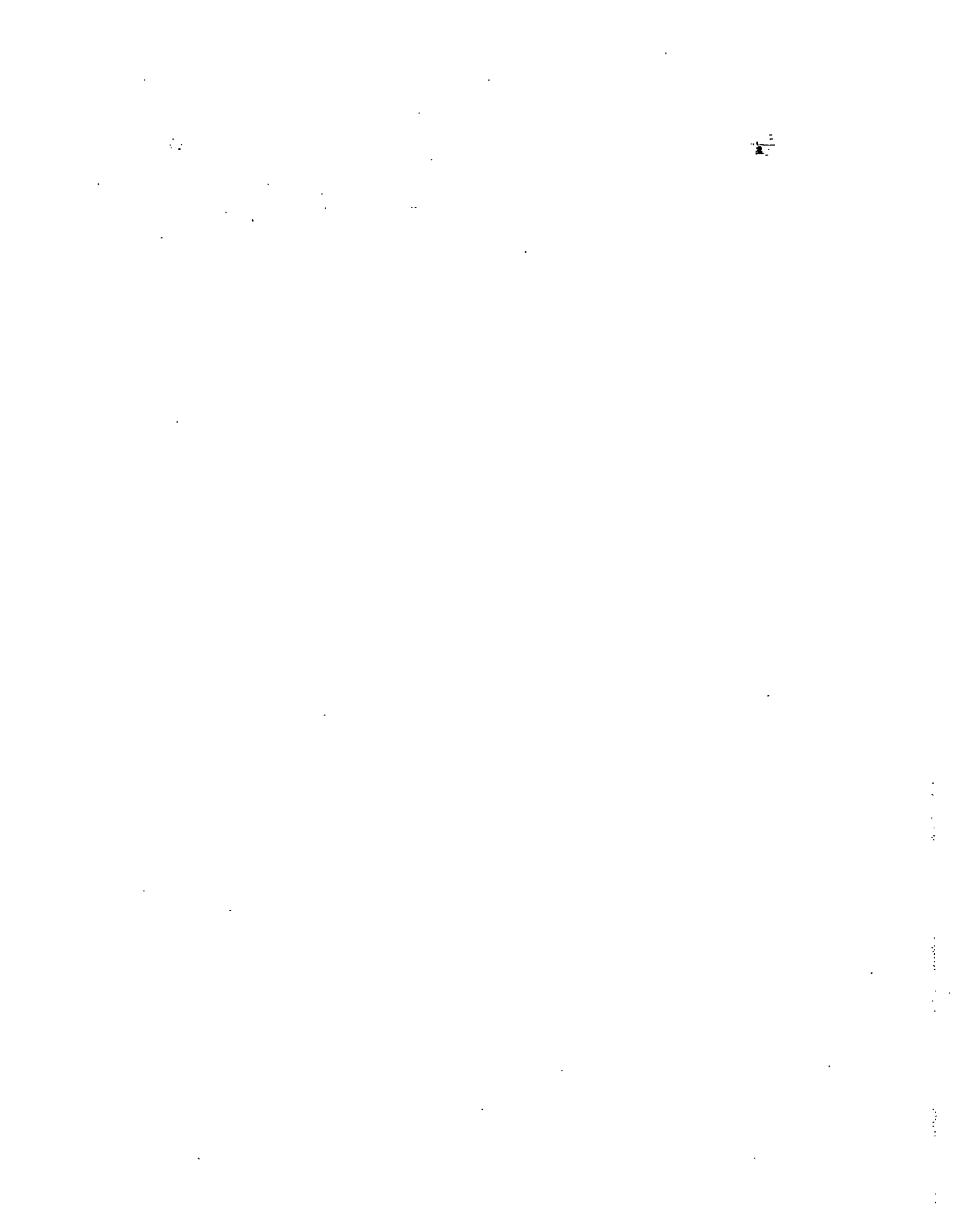
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Federal Guidelines

If a local agency desires to let the contract for construction, they must comply with all federal regulations for those processes, which are presented in 23 CFR Part 633 and 23 CFR Part 635. The local agency should send a written request to the TxDOT district office. The district will review the request and forward to the Design Division. Approval for the local agency to let the project is given by the TxDOT Deputy Executive Director. If they request and obtain that approval then, they must have their advertising and letting processes reviewed and approved for compliance with federal regulations, law and any applicable state laws or TxDOT policies by the appropriate TxDOT divisions.

The bid package, including specifications and plans, must be reviewed and approved by TxDOT prior to advertising the project for bids. A Letter of Authority must be issued by TxDOT



Section VII
Construction Contract
Administration

Federal-aid projects are subject to EEO and DBE compliance reviews by TxDOT. TxDOT and FHWA officials shall have access to the construction site and records at any time.

Preconstruction Conference

After a contract is awarded, the local agency should arrange a conference with the contractor and shall notify the TxDOT district office of the time and place of the conference.

A preconstruction conference should be held before each construction phase on large, complex projects. It may be desirable to hold separate conferences for some specialized construction items, such as paving, roadside planting or electrical work. The preconstruction conference may include a partnering session if appropriate, and shall include a discussion of Form FHWA 1273 Required Contract Provisions Federal Aid Construction Contracts. Costs for partnering sessions should be detailed in the contract specifications.

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It is essential for the local agency to notify the TxDOT district office as early in the claim process as possible to be eligible for federal participation.

Compliance with Federal Contract Provisions

FHWA requires that all subcontracts at any tier be in writing, per 23 CFR, Section 635.116(b). This includes contracts between the prime contractor and subcontractors, and between subcontractors and their agents.

Each of these subcontracts also must physically (not by reference) contain:

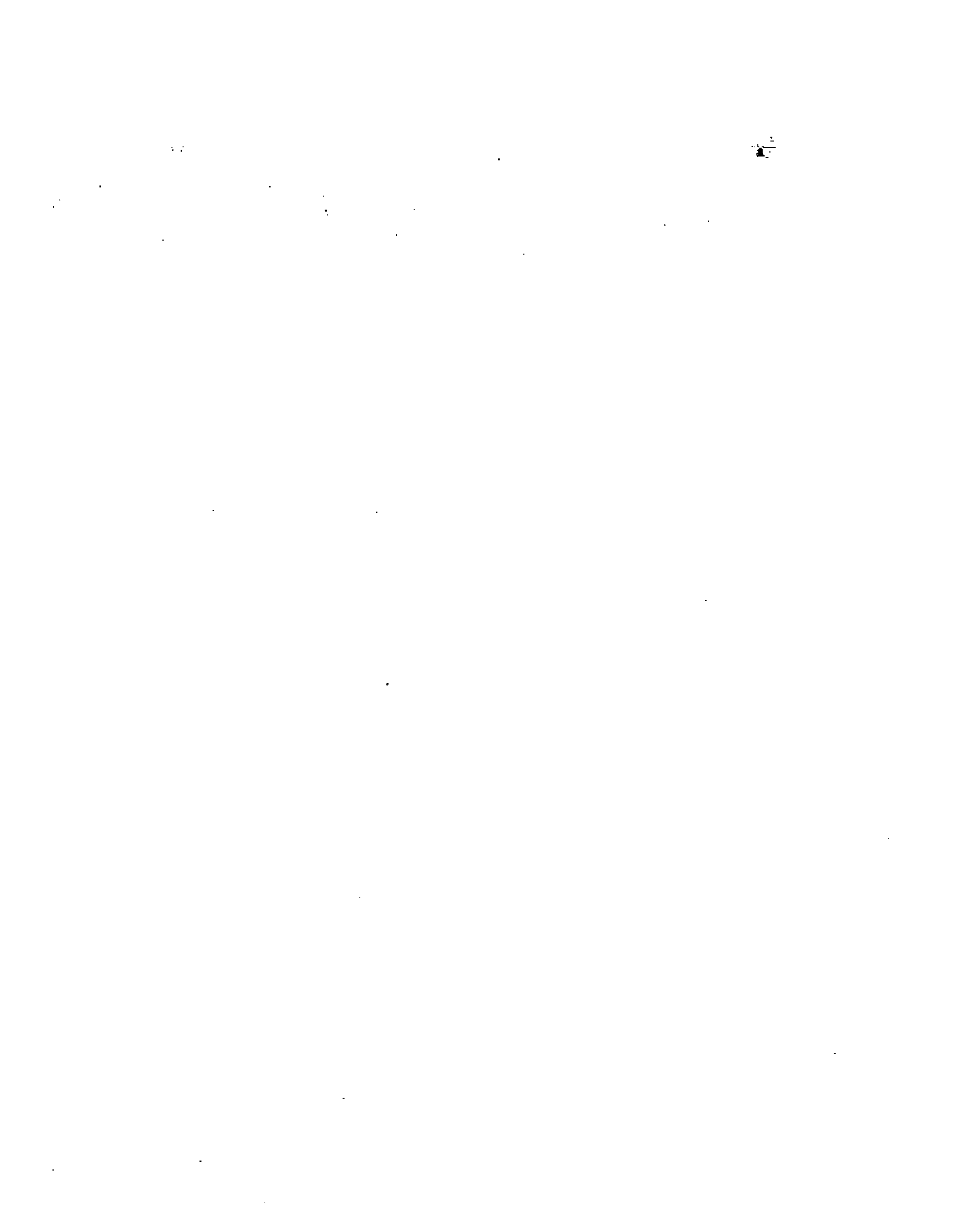
- FHWA form 1273 Required Contract Provisions Federal Aid Construction Contracts, and
- the minimum wage rates for the contract.

It is the responsibility of the local agency to ensure full compliance with all federal contract provisions and specifications. This responsibility shall not be delegated to another party. Noncompliance can result in nonparticipation by FHWA.

Physical Completion of Construction

The local agency will carry out the following requirements to terminate the construction contract and ready the project for acceptance by TxDOT and FHWA:

- ◆ **Notice of Physical Completion.** Within 10 calendar days after physical completion of the work by the contractor, the local agency shall notify the contractor by letter that construction is physically complete, and the project is subject to inspection, audit and acceptance by the state.
- ◆ **Final Inspection.** The local agency shall send a request for TxDOT inspection and acceptance to the district office within 15 days of physical completion of work by the contractor. A copy of the physical completion letter sent to the contractor must accompany the request. TxDOT will perform a final inspections of the project.
- ◆ **Final Reports.** The construction project is considered complete when these items have been completed:



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American Society for Testing and Materials

12



Glossary

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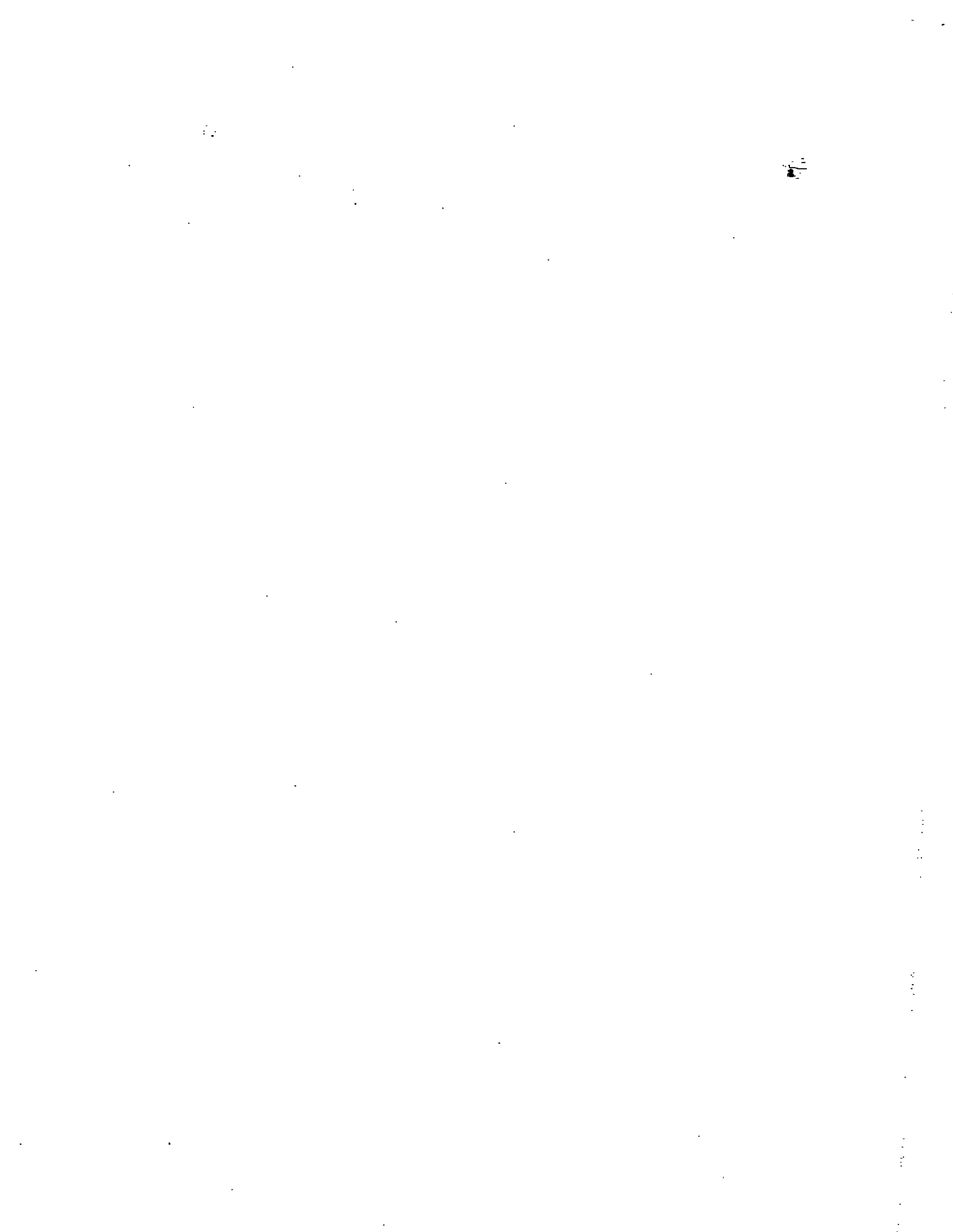
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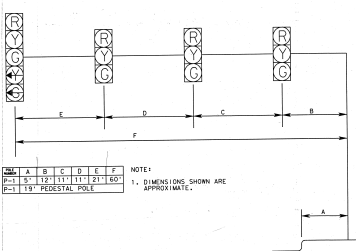
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 - **Programmatic permits**
Permit is required but is being coordinated by another federal agency.
 - **Nationwide permits**
40 general permits issued by USCOE are intended to apply throughout the nation. Designed to allow certain activities to occur with little, if any, delay or paperwork. Some nationwide permits require coordination with USCOE.

- ◆ **National Pollution Discharge Elimination Control System (NPDES) 1990 EPA — Section 402, Water Quality Act of 1987**
In 1990, EPA published final regulations for the NPDES storm water discharge permits. These new regulations implement Sect. 402 of the Water Quality Act of 1987. The purpose of this legislation is to improve the quality of the nation's rivers, lakes and streams by reducing pollution from nonpoint sources. Construction activities greater than 5 acres require a permit for storm water runoff.

- ◆ **Resource Conservation and Recovery Act of 1976 (RCRA)**
Otherwise known as "cradle to grave" legislation. Established liability for hazardous waste management and disposal as the generator's responsibility. Also established a hazardous





NO.	A	B	C	D	E	F	NOTE
1	12	11	11	11	11	11	1. DIMENSIONS SHOWN ARE APPROXIMATE.
2	18"						1.8" PEDESTAL POLE

NOTES:

- EXISTING CONTROLLER A CABINETS WILL BE USED.
- GENERAL NOTES FOR TRAFFIC SIGNAL PLAN:
THE LOCATION OF CONDUIT, VEHICLE DETECTOR LOOPS, SIGNAL HEADS, VEHICLE AND PEDESTRIAN OPTICAL DETECTOR HEADS, TRAFFIC CONTROL SIGNS, PEDESTRIAN PUSH BUTTONS AND SIGNS, POLE FOUNDATIONS, CONTROLLER CABINET, PULL BOXES ARE DIAGRAMATIC ONLY AND WILL BE APPROVED BY THE CITY BEFORE INSTALLATION IN ORDER TO ACCOMMODATE ACTUAL FIELD CONDITIONS.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT PRIVATE AND PUBLIC AREA UTILITY COMPANIES FOR THE EXACT LOCATION OF THE UNDERGROUND UTILITY LINES SHOWN OR NOT SHOWN ON THE PLANS BEFORE COMMENCING ANY WORK.
- DETECTOR LOOPS SHALL BE CENTERED IN THEIR APPROPRIATE LANES.
- ALL POLE MOUNTED PEDESTRIAN HEADS SHALL BE MOUNTED ON THE SIDE OF THE POLE AWAY FROM THE STREET.
- ALL EXISTING EQUIPMENT REMOVED SHALL BE STORED BY CONTRACTOR AT THE CITY'S DESIGNATED STORAGE AREA IN THE TOWN OF ADDISON AT 16001 WESTORVLE.
- THE CONTRACTOR SHALL REMOVE ALL EXISTING CONCRETE SIGNAL BASES TO A DEPTH OF 18 INCHES BELOW GROUND LEVEL. THE POLE SHALL BE BACKFILLED WITH IN KIND MATERIALS SO AS TO MATCH THE SURROUNDING SURFACE.
- ALL THREE SECTION SIGNAL HEADS SHALL BE WIRED WITH A SEPARATE 5/8" CABLE FROM THE SIGNAL TO THE BASE OF THE POLE AND ALL FIVE SECTION SIGNAL HEADS SHALL BE WIRED WITH A SEPARATE 1/2" CABLE FROM THE SIGNAL TO THE BASE OF THE POLE.
- THE EXISTING SIGNAL AND SIGN "LEFT TURN YIELD ON GREEN BALL" SHALL BE REMOVED AND REPLACED WITH SIGN "LEFT TURN SIGNAL, R10-10L1" AND NEW FOUR SECTION SIGNAL HEAD.
- THE PROPOSED SIGNAL POLES AT THIS LOCATION SHALL BE PAINTED DARK BROWN AS PER THE TOWN OF ADDISON SPECIFICATION.
- ALL TYPE 1 PULL BOXES INSTALLED FOR THIS INTERSECTION SHALL INCLUDE METAL LIDS.

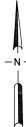
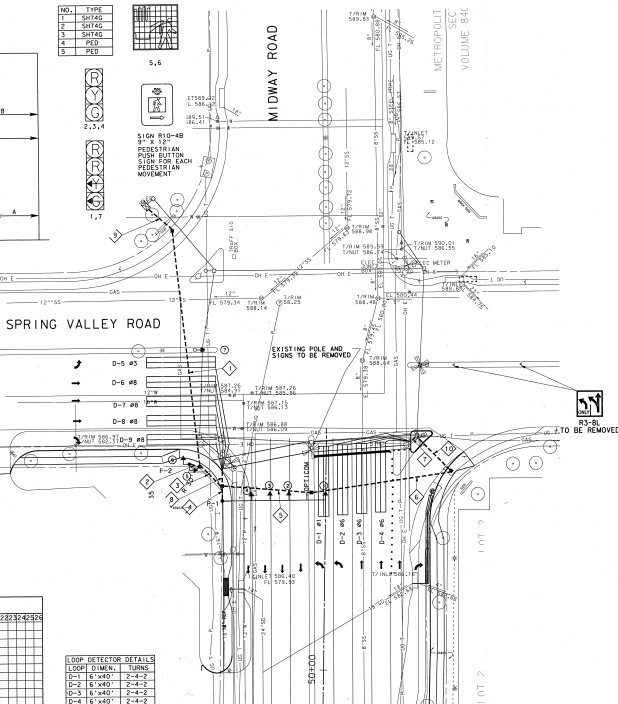
ELECTRICAL SCHEDULE

RUN NUMBER	3-45	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
POWER																										
SIGNAL CABLE	1-2/0#14		2																							
	1-10/2#14																									
	1-16/2#14																									
COPPER BOND #8 BARE																										
OPTICOM CABLE																										
LOOP DETECTOR	#14-30HW SHIELDED 2/0#18																									
CONDUIT	1" PVC																									
	2" PVC																									
	1 1/2" PVC																									
	4" PVC																									

LOOP DETECTOR DETAILS

LOOP DIMEN.	I	TURNS
D-1 8'x40'	2	4-2
D-2 8'x40'	2	4-2
D-3 8'x40'	2	4-2
D-4 8'x40'	2	4-2
D-5 8'x40'	2	4-2
D-6 8'x40'	2	4-2
D-7 8'x40'	2	4-2
D-8 8'x40'	2	4-2
D-9 8'x40'	2	4-2
D-10 8'x40'	2	4-2
D-11 8'x40'	2	4-2

NOTE: ALL LOOPS TO BE QUADRUPOLES.



LEGEND

- METAL SIGNAL POLE
- EXISTING METAL SIGNAL POLE
- ➔ PEDESTRIAN HEAD
- ➔ EXISTING PEDESTRIAN HEAD
- ➔ SIGNAL HEAD FALL-VEHICULAR SIGNAL HEADS TO BE INSTALLED SHALL HAVE BACKPLATES
- ➔ EXISTING SIGNAL HEADS
- PULL BOX
- EXISTING PULL BOX
- ⊞ PAD MOUNTED CONTROLLER CABINET
- ⊞ VEHICLE DETECTOR LOOP
- ⊞ OPTICAL DETECTOR HEAD
- ⊞ SIGNAL HEAD DESIGNATION
- ⊞ CONDUIT/CABLE RUN NUMBER
- ⊞ TRAFFIC CONTROL SIGN
- ⊞ SIGN DESIGNATION
- PROPOSED CONDUIT
- EXISTING CONDUIT



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MIDWAY ROAD RECONSTRUCTION

**TRAFFIC SIGNAL PLAN
 MIDWAY ROAD
 AT SPRING VALLEY RD**

CITY OF FARMERS BRANCH, TEXAS

ISSUE NO.	ISSUED	DATE	SCALE	NOTES	FILE NO.
A	PIERCE, H. RIVALLA	08/20/14	1"=20'	AS NOTED	8/18/14