



Precinct 1 Task Force Report

February 27, 2009

Location: City of Frisco
George A. Purefoy Municipal Center
Council Chambers
6101 Frisco Square Blvd.
Frisco, Tx 75034

Time: 2:00 p.m.

Welcome: Hugh Coleman – Commissioner Prct. 1

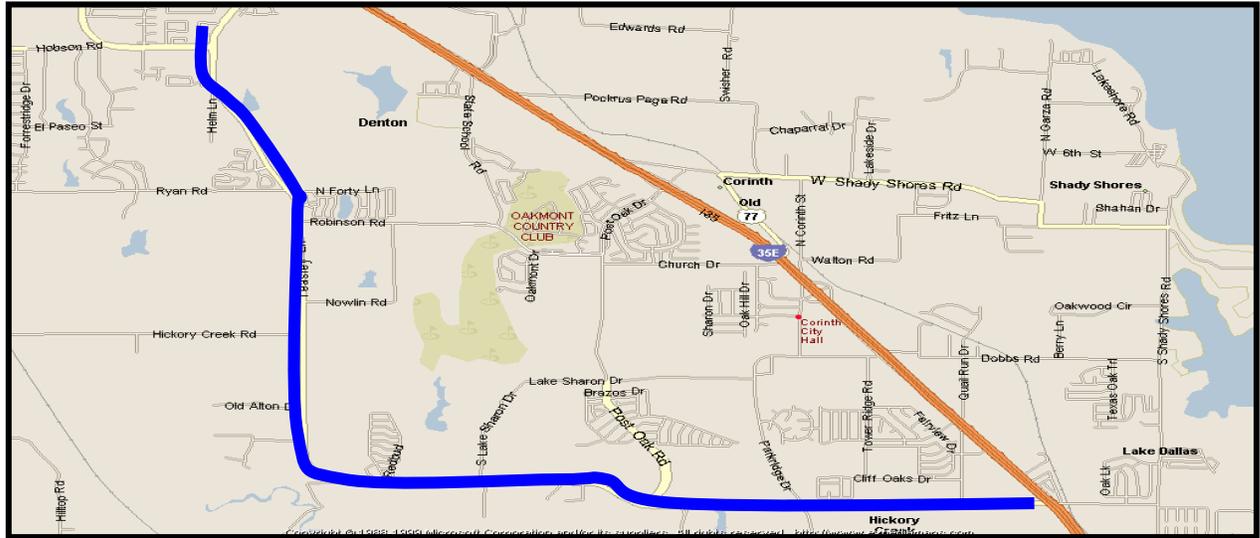
Project Specifics:

- | | |
|-----------------------------------|--------|
| ➤ FM 2181 | Pg. 2 |
| ➤ Lake Lewisville Bridge & FM 720 | Pg. 5 |
| ➤ FM 2934 | Pg. 9 |
| ➤ FM 2499 Section 4 | Pg. 11 |
| ➤ FM 2499 Section 5 | Pg. 14 |
| ➤ IH 35E Ultimate Improvements | Pg. 16 |
| ➤ Loop 288 East | Pg. 19 |
| ➤ FM 720 (north/south) | Pg. 22 |
| ➤ FM 423 Frisco | Pg. 24 |

Next Meeting:

FM 2181

C-S-J:	2054-02-015	2054-02-015	2054-02-016
Limits (From):	Lillian Miller	Lillian Miller	Hickory Creek
(To):	IH 35E	Hickory Creek	IH 35E
Jurisdiction	Denton, Corinth	Denton	Corinth
Project Description:	Widen from 2-lanes to 6-lane divided roadway		
Consultant	Huitt Zollars	Huitt Zollars	Huitt Zollars



SCHEDULE

(approximate dates, subject to change without notice)

Submit EA to TxDOT AO for initial review	June 2002	
Submit Schematic to Denton AO for review	December 2002	
Notice to Proceed on PSE	January 2003	
Schematic modification continues	January 2003 thru Fall of 2003	
Schematic Approved	December 15, 2005	
Clearance for Public Hearing	August 2006	
Plans Adequate	August 2006	
Public Hearing	November 2006	
FONSI	January 28, 2008	
100% Plans Submission	December 2008	
ROW Acquisition Begins	May 2009	
Utility Relocation	*	
Anticipated Project Let/DCIS Let Date	*	November 2010
Construction complete	*	May 2103

FM 2181

History

- TxDOT originally scheduled to fund 4-foot shoulders from Hobson Lane to Lake Sharon Road for approx. \$1.3 million. County requested a partnership be established to add capacity to FM 2181. TxDOT agreed and the County was to conduct the advanced planning for the improvements (EA and PS&E).
- Original plan was to do PS&E in Corinth/Hickory Creek from IH 35E to Parkridge. Ultimately Corinth did not choose to pursue participation in the PS&E due to the timeline projected for the roadway completion. Subsequently, the City of Denton agreed to pay \$450,000 of the \$999,913 Huitt Zollars contract for the portion of the EA and PS&E located within the City of Denton.
- FM 2181 (entire project limits) has received \$23.4 million from the North Central Texas Council of Governments' Strategic Program Initiative call for projects. This project received the highest funding of all projects.

Milestones

- ✓ County to work with municipalities and TxDOT to identify location of sidewalks on FM 2181.
- ✓ Denton County received notice from TxDOT that FM 2181 is cleared for a public hearing on August 9, 2006.
- ✓ A Public Hearing for FM 2181 was held November 14, 2006 at the Lake Dallas High School located at 3016 Parkridge Drive in Corinth.
- ✓ Denton County met with TxDOT and HZ regarding the PS&E and adding sidewalks on July 2, 2007. HZ will be reviewing plans to identify areas that will require retaining walls or additional ROW.
- ✓ FM 2181 received environmental clearance on January 28, 2008.
- ✓ An additional \$18.52 million for FM 2181 was approved by the RTC at its January 24, 2008 meeting.
- ✓ Denton County executed the ROW LPA for the Denton portion of FM 2181 on April 8th.

Current Activities

- ROW: TxDOT Dallas has both ROW LPAs for FM 2181 as of February 12, 2009. TxDOT anticipates obtaining release for acquisition by mid-April, 2009.
- PS&E: Vertical profiles, plans, general notes and specifications have been modified to incorporate sidewalks into the project. 65% plan submittal occurred on January 2, 2009.
- See HZ status Report Attached.

PROGRESS REPORT
FM 2181
DENTON COUNTY
November 2008

ROUTE STUDIES

Revise Schematic was approved by TxDOT on July 27, 2006.

Outstanding Issues: None

ENVIRONMENTAL ASSESSMENT

The FONSI was issued on January 28, 2008 and delivered to the TxDOT Denton area office the week of February 10, 2008.

Outstanding Issues: None

RIGHT OF WAY MAPPING

Right-of-way mapping is complete pending TxDOT approval. Map 1 from Lillian Miller to Hickory Creek Road was submitted to TxDOT for review in December 2007 and has been revised to reflect review comments and resubmitted for approval. Map 2 from Hickory Creek Road to IH35 was completed and submitted to TxDOT for review in March 2008. Review comments have been received from TxDOT on Map 2 and it has been revised to reflect review comments and resubmitted for approval.

Outstanding Issues: None.

FIELD SURVEYING AND PHOTOGRAMMETRY

Outstanding Issues: None

ROADWAY, DRAINAGE, SIGNING, MARKING, SIGNAL, AND TRAFFIC CONTROL DESIGN

Huitt-Zollars has completed adding sidewalks along both sides of the roadway and is reworking the drainage and retaining walls to a 65% submittal to TxDOT this month.

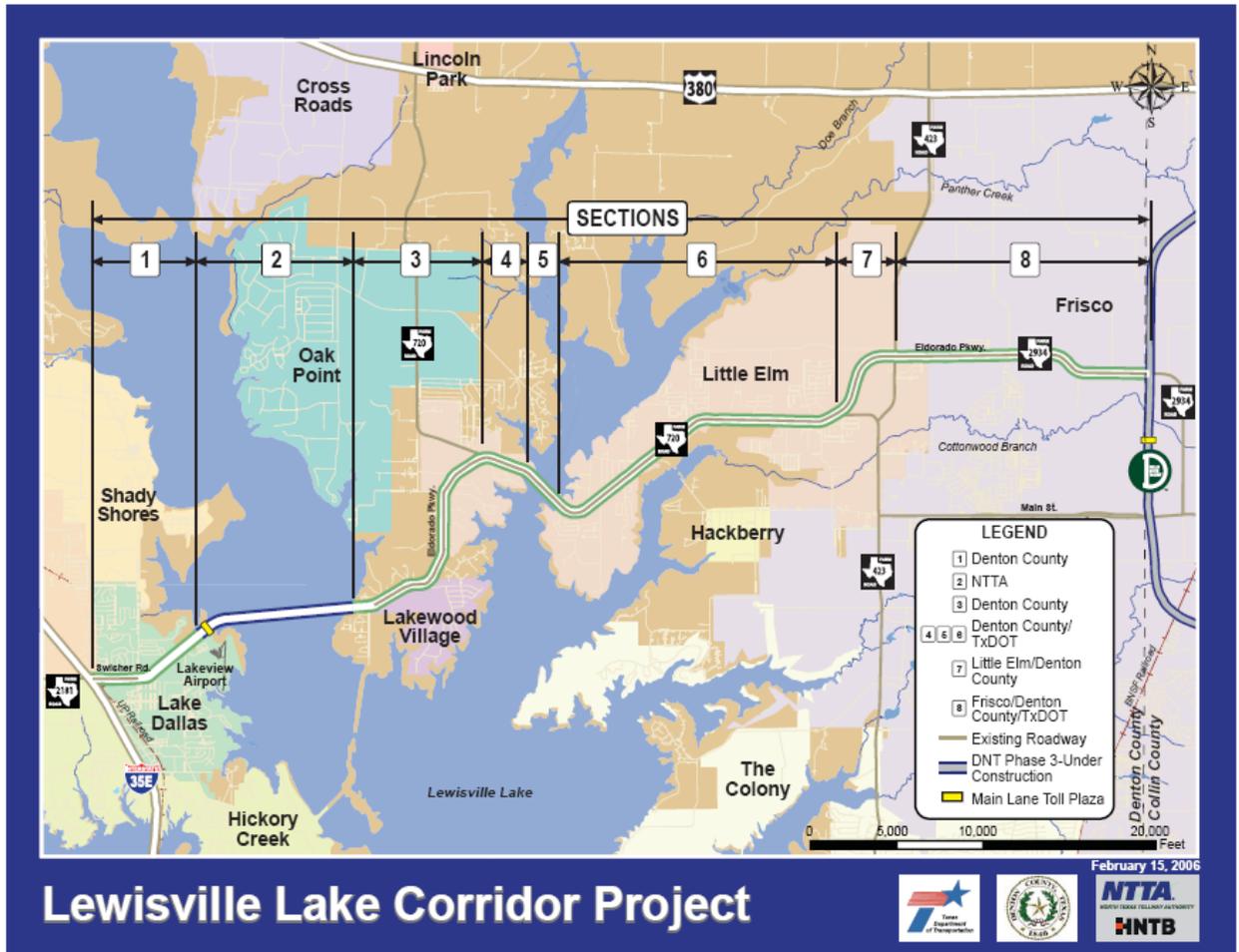
Outstanding Issues: None

MISCELLANEOUS ITEMS

Geotechnical report and pavement design are being revised for resubmittal to TxDOT.

Lake Lewisville Bridge & FM 720

C-S-J:	N/A	N/A
Limits (From):	IH 35E	Garza Lane
(To):	Garza Lane	FM 423
Est. Const. Cost:		\$5,600,000
Project Description:	Construct a 4-lane divided urban roadway from IH 35E to FM 423, which will ultimately connect to the Dallas North Tollway. Part of the roadway will be 4-lane undivided due to restricted ROW.	Originally the BSRP anticipated these funds to re-align FM 720 over the Old Garza Little Elm Bridge (currently washed out) and along King Road to tie into FM 423 at the Four-Corners.



Current Activities

- See attached last month's report.

Lewisville Lake Corridor Project Monthly Work Group Meeting
Meeting # 78
Thursday, February 12, 2009 at 9:00 AM; HNTB Office

Attendees:

NTTA:	Lori Shelton
Denton Co:	Hugh Coleman, Steve Rollins, John Polster (ITS)
TxDOT:	David Hensely
Corps of Engineers (USACE):	
NCTCOG:	
Town of Little Elm:	Frank Kastner, Ivan Langford
City of Frisco:	Liz Metting
HNTB Corp.:	Bo Cung, Amanda Lehde,
Other Consultants:	Paul Bedard (PBS&J), Thomas Walden (PAS)

Summary of Discussion:

Section 1

Bo Cung reported that the NTTA System Project & Operations Committee recommended approval of a change order with Jensen Construction Company in January to construct the right-turn lane on I-35E northbound frontage road at Swisher Road and install a traffic signal at Swisher Road and Shady Shores Road. The cost for this work is approximately \$500,000. However, the Board has not decided on the item and instructed staff to visit with Denton County to discuss cost sharing. The plan is to complete the work before Section 2 is open (see schedule below).

Section 2

The contractor, Jensen, has completed approximately 82% of the work. Portions of the steel arch have arrived and installation started late December and should finish late March 09. The contractor continues to accelerate the deck placement operation. The bridge is still scheduled for opening late July 2009.

Concerning the Bridge Opening Event, the date of the event will need to be established as soon as possible. Bo Cung will coordinate with the group and the contractor to determine the appropriate date by end of March.

Section 3

Construction was substantially complete and the road was open to traffic October 2008. The contractor, Lacy Company, is working on the punchlist items.

The group agreed that speed studies for Section 3 should be conducted after the toll bridge is opened.

Bo Cung reported that the NTTA System Project & Operations Committee recommended approval of a change order with Jensen in January to construct the temporary improvements at FM 720 and Eldorado Parkway. The cost for this work is approximately \$350,000. The Board has not decided on the item and instructed staff to visit with Denton County to discuss cost sharing. The plan is to complete the work before Section 2 is open. TxDOT is installing a temporary traffic signal at FM 720 and Eldorado Parkway.

Bo Cung informed the group that he has completed the plans to upgrade the existing 72" corrugated metal culvert just north of Section 3, widen the pavement, and install guard rails above the culvert. Little Elm had stated that they would prohibit truck weighting over 48,000 lbs to traverse Section 3 if the culvert is not upgraded. This restriction would affect toll bridge revenue. The cost for the work is approximately \$140,000 and Bo had submitted the information to NTTA for consideration.

Sections 4-6

Monthly design meetings between Little Elm, TxDOT, HNTB and Bridgefarmer continue to be held. Design is 90% complete.

Thomas Walden of PAS distributed the latest Parcel Acquisition Status report. Of 90 parcels needed, 87 have been appraised, 88 offers made, and 65 acceptances have been accepted. 20 parcels are in ED.

TxDOT is having a utility coordination meeting on 2/26/09. David Hensley will confirm that all affected utility companies have Sections 4-6 plans and are working on their relocation plans.

David Hensley reported that project letting is still scheduled for September 2009. Letting cannot be any later than January 4, 2010 (or three years from the FONSI date) or the project will require a re-evaluation. No new EA is required to open the road to 6 lanes but David Hensley will determine whether Bridgefarmer's plans should continue to show 4 striped lanes or be changed to 6.

Section 7

No report.

Section 8

David Hensely reported that the construction is 29% complete. The contractor is making great progress and is scheduled to complete the work in September 2010.

Other Items

None.

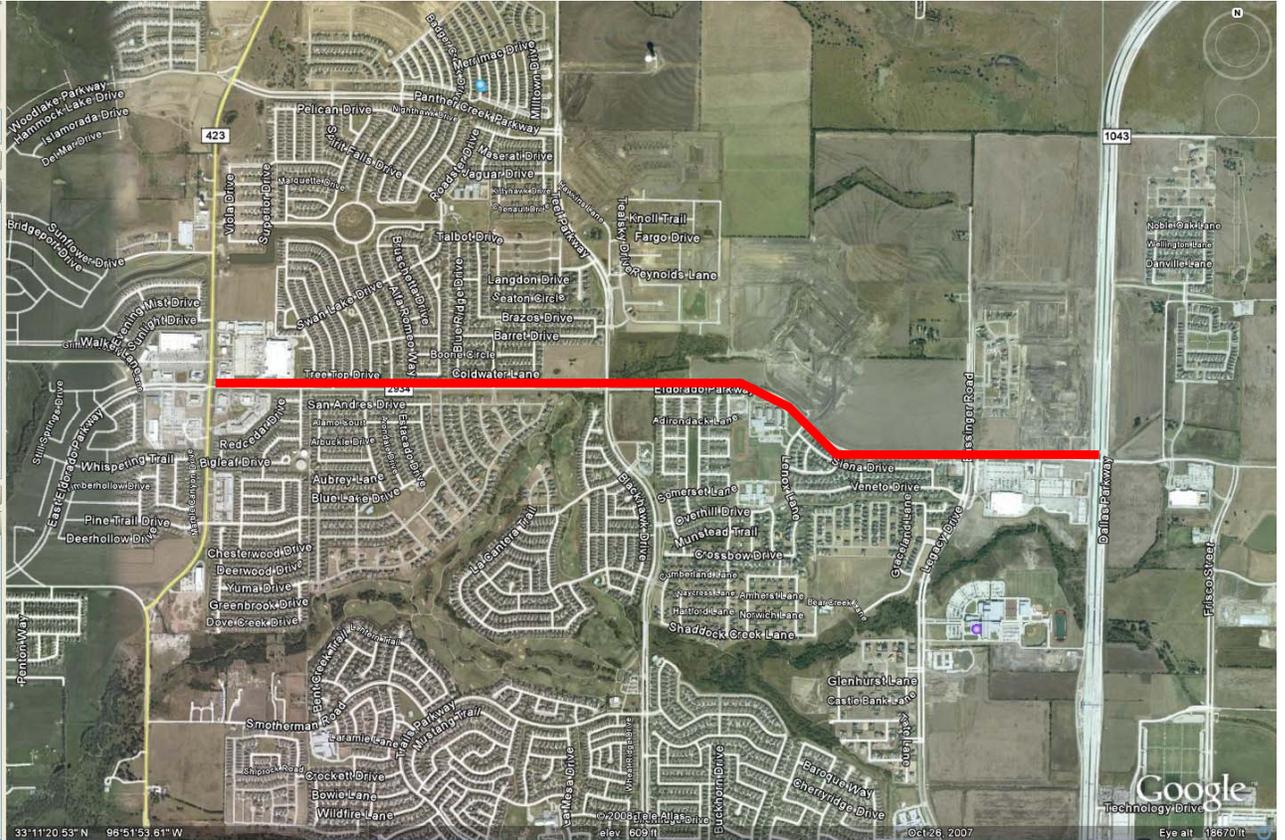
Next meeting will be at 9:00 AM, Thursday, March 12, 2009 at HNTB Office

Prepared by:

Bo V. Cung, P.E.
2/12/2009

FM 2934

C-S-J:	2980-01-008
Limits (From):	FM 423
(To):	Dallas North Tollway
Contractor	W.W. Weber
Description:	Widen to 6 lane divide urban roadway



SCHEDULE

(approximate dates, subject to change without notice)

Let Date	November 2007
Construction Initiated	September 2008
Construction Completion	September 2010

- Project is 29% complete
- Scheduled completion date remains September 2010
- See TxDOT Monthly Status Report

TxDOT Monthly Project Report for Precinct 1 Task Force

Date of report: February 19, 2009

Report prepared by: Noe Rodriguez

Project: **C 2980-1-8**

Control: **2980-01-008**

Highway: **FM 2934**

Limits: From: Eldorado Pkwy, FM 423

To: Collin County Line (Dallas North Toll way)

Contractor: **W.W. Webber, LLC**

TxDOT Project manager: Noe Rodriguez

Phone: (940) 387-1414

Date Work Began: September 15, 2008

Anticipated Completion Date: September, 2010

Current Activities: Traffic is currently along the far south side in one direction each way. W.W. Webber is concrete paving on the north side of right of way (future westbound lanes), placing drainage inlets tops and driveways.

Narrative Description of last month's activities: Traffic has been moved over to the far south side in one direction each way. W.W. Webber placed hot mix.

Narrative Description of activities planned for next month: Switch traffic onto the new concrete pavement.

Traffic issues: none

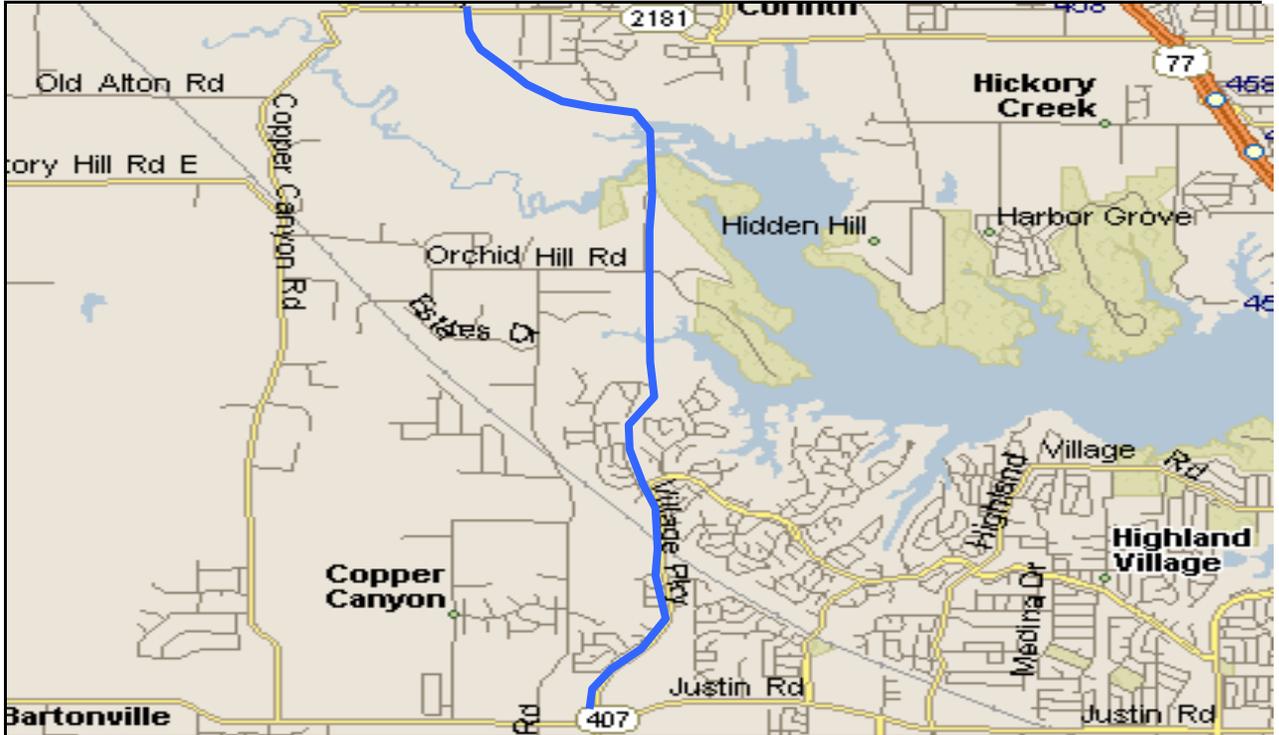
Plans for changes in traffic patterns: Move traffic from one side to the other during FM 423 construction.

Item(s) of work currently controlling project completion: Drainage inlets

Other items of significance: Add right turn lanes and median cross over.

FM 2499 Section 4

C-S-J:	2681-01-009
Limits (From):	FM 407
(To):	FM 2181
Length:	4.7 miles
Est. Const. Cost:	\$45 million
Description of Project:	Construct to 4-lane divided urban roadway.



Schedule - EA

Receive Federal Clearance for Public Involvement	April 2003
First EA Public Hearing	July 31, 2003
Second EA Public Hearing	October 4, 2003
FONSI (Finding Of No Significant Impact)	June, 2005
Schedule – PS&E	
30% Plans submitted	July 2001
65% Plans submitted	Sept 2001
95% Plans	July 2006
Plans 100% complete	Nov 2006
Anticipated Let Date/ DCIS Let Date	November 2007
Anticipated Construction begins	October 2008
Anticipated Construction complete	April 2011

FM 2499 Section 4

Milestones

- ✓ Halff Associates delivered the Final EA, Public Hearing comments and Controlled Schematic to TxDOT and FHWA July 30, 2004. Halff has built and run a new noise model with the latest TxDOT traffic numbers. Results indicate that a sound wall is warranted and feasible within the Kensington Estates development. The EA has been modified to include all additional sound walls.
- ✓ Corps of Engineers provide letter regarding mitigation which should answer DOI's concerns
- ✓ Additional comments were received from TxDOT Austin regarding sound walls. All sound walls except Kensington Estates have been deemed not feasible and reasonable and have been removed from the EA.
- ✓ Halff Associates received additional comments from FHWA. Halff addressed and resubmitted January 4, 2005. FHWA executed its portion of FONSI on June 6, 2005.
- ✓ US Army Corps of Engineers executed FONSI August 5, 2005. (See attached notice.)
- ✓ Denton County acquired last remaining ROW for FM 2499-4
- ✓ Denton County executed contract with HNTB for additional services on design.
- ✓ Re-mobilization meeting with HNTB, ITS, Halff Assoc. on design and landscape additions held October 12, 2005
- ✓ A Sound Wall workshop with Kensington Estates was held June 27, 2006. Sufficient number of votes were tallied to warrant a sound wall. Steps will be taken to get input on type and color.
- ✓ HNTB delivered 95% plans to all stake holders July 18, 2006.
- ✓ TxDOT has funded FM 2499-4 in its current Texas Metropolitan Mobility Plan.
- ✓ TxDOT, Denton County and HNTB met January 24, 2007 to finalization of designs and ROW issues.
- ✓ TxDOT completed re-evaluation of EA for FM 2499-4.
- ✓ Final Plan Mylars signed and submitted to TxDOT by April 25, 2007.
- ✓ Project was awarded to Ed Bell Construction at a cost of \$45,831,630.44. That is 4.29% below the estimate. The Contract calls for 619 days or approximately 36 months.
- ✓ Parents Group filed a Lawsuit on FM 2499-4 in Federal Court on December 14, 2007.
- ✓ January 17, 2008, FHWA filed response to lawsuit.
- ✓ February 1, 2008, Plaintiff filed rebuttal.
- ✓ FHWA rebuttal due February 22, 2008.
- ✓ Project implementation has been placed on hold until the end of February pending outcome of hearing.
- ✓ January 28, 2008, Denton County authorized payment to Corps of Engineers to obtain Easement for project.
- ✓ TxDOT filed a motion for expedited review May 9, 2008.
- ✓ TxDOT expects to give notice to proceed to Ed Bell May 30, 2008.
- ✓ Federal Judge Richard Schell Dismissed Plaintiffs Case with prejudice on June 13, 2008.
- ✓ Contract issues have been resolved. Ed Bell's time will begin in October 2008.

Current Activities

- Highland Village has made contact with Mr. Bishop regarding Parcel No. 15E.
- See Attached Construction Status Report from TxDOT.

TxDOT Monthly Project Report for Precinct 1 Task Force

Date of report: February 20, 2009

Report prepared by: Mark Ross

Project: **NH2008(040)**

Control: **2681-01-009**

Highway: **FM 2499**

Limits: From: FM 407

To: FM 2181

Contractor: **Ed Bell Construction Company**

TxDOT Project manager: Mark Ross

Phone: (940) 465-4532

Date Work Began: 6-16-2008

Anticipated Completion Date: 4-18-2011

Current Activities: Scheduled On Monday to begin concrete paving from FM 407 to railroad on east side. Continue placing bridge drill shafts in Poindexter Creek. Continue constructing bridge columns and caps on Poindexter north of creek. Placing embankment and lime/cement subgrade from south end of project to Poindexter Creek. Also placing embankment throughout project. Placing storm sewer and drainage structures from FM 2181 to Hickory Creek. Constructing retaining walls throughout project.

Narrative Description of last month's activities: Drill shafts, temporary shoring, embankment, storm sewer, retaining walls, bridge columns, and caps.

Narrative Description of activities planned for next month: Continue retaining wall construction throughout project. Begin drill shafts, columns, caps on Hickory Creek Bridge. Continue embankment and lime/cement subgrade throughout project.

Traffic issues: Clifton Dr. remains closed to reconstruct roadway. Periodic flagger control will be required from south end of project to the railroad in order to complete concrete pavement. City of Highland Village, TXDOT, and citizens have been notified.

Plans for changes in traffic patterns: N/A

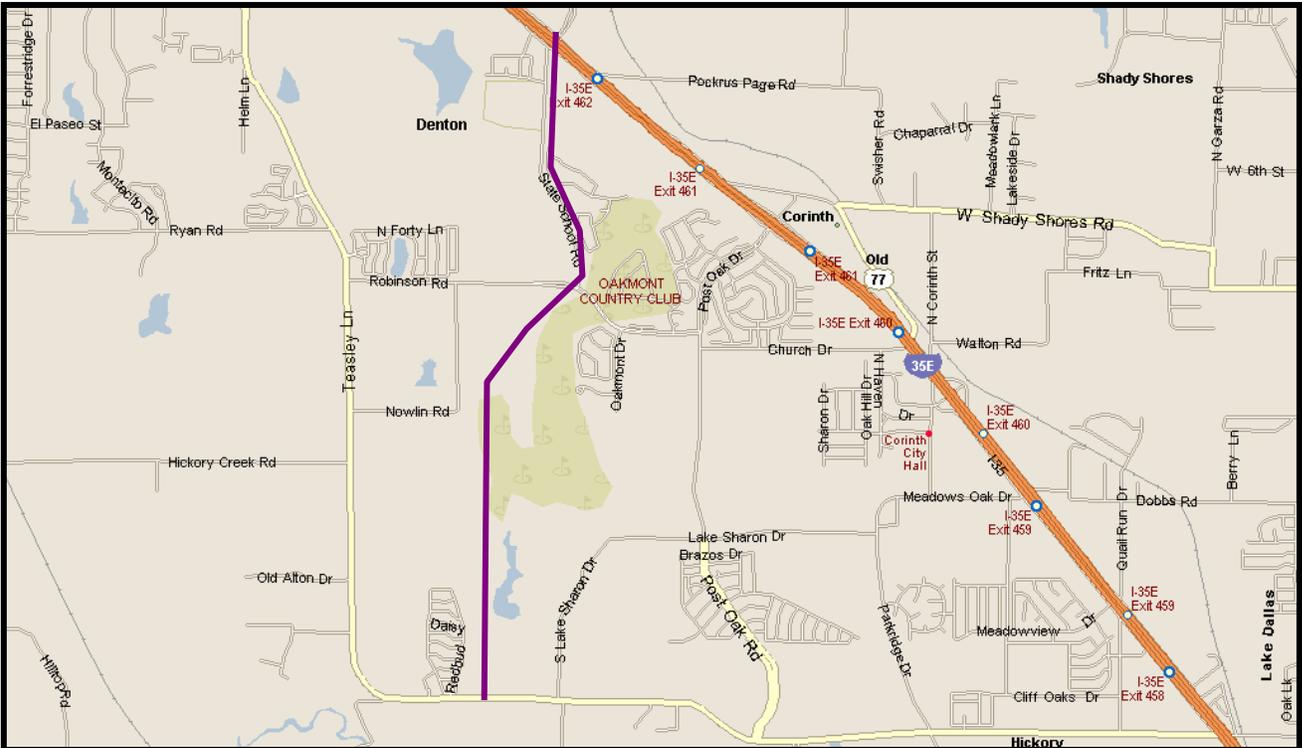
Item(s) of work currently controlling project completion: Embankment and lime/cement subgrade.

Other items of significance: Atmos Gas has one conflict on west side of FM 2499 across from Fairland. There are scheduled to resolve within the next week.

ONE EASEMENT, 15E, HAS NOT BEEN ACQUIRED.

FM 2499 Section 5

C-S-J:	2681-01-012
Limits (From):	FM 2181
(To):	IH 35E
Length:	2.974 miles
Est. Const. Cost:	\$23.3 million
Description:	Construct 6-lane divided



SCHEDULE

(approximate dates, subject to change without notice)

EA complete for TxDOT Review	March 2004	
EA and Schematic Submitted to TxDOT Austin/FHWA	June 2004	
Anticipate Clearance for Public Involvement	October 16, 2007	
Public Hearing	Jan 17, 2008	
FONSI (Finding of No Significant Impact)	June 2009	
100% PS&E	August 2009	
ROW complete	October 2010	
Utilities Relocated	October 2011	
Anticipated Let Date/DCIS Let Date	May 2012	May 2012
Construction Complete	May 2014	May 2014

Milestones

- ✓ Denton County Better Safer Roads Program has committed \$2.0 million. \$100,000 was issued in 1st issue, \$1.0 million in second issue. \$900,000 remains not issued.
- ✓ Programming Assessment not necessary for CSJ.
- ✓ LPAFA has been drafted is being reviewed by TxDOT Dallas District.
- ✓ 10/17/01 - Halff received comments on EA.
- ✓ 10/17/01 - Halff received comments on Design Exception for FM 2499 at IH 35E. The comments require minor changes. Halff plans on revising and resubmit within 1 week (first part of November).
- ✓ 11/30/01 - Halff resubmitted EA based upon TxDOT's comments

Previous Meetings

- October 6, 2004 FHWA approved FM 2499-5 Schematic.
- November TxDOT approved the TMMP fully funding FM 2499-5 January 4, 2005 project was cleared for public involvement.
- June 9, 2005, Public Hearing was held. Approximately 50 residents attended. Five spoke. Two were opposed to the road and three were neutral.
- Halff Associates to submit Final EA and comments from Public Hearing to TxDOT Aug 26, 2005.
- TxDOT Dallas summated Summary and Analysis of Public Meeting to Austin September 16, 2005.
- Denton County selected Halff Assoc. as most qualified October 11, 2005 for PS&E on Section 5 of FM 2499.
- A decision has been made regarding the EA on FM 2499-5. FHWA will require TxDOT to conduct a second public hearing for the construction of 6 lane divided urban roadway.
- The clearance for public involvement was granted October 16, 2007.
- The Public Hearing for FM 2499-5 was held January 17, 2008 at Guyer High School. Approximately 200 individuals attended the hearing. Approximately nine folks spoke (5 were against-3 were for-1 was neutral).

Current Activity

- FONSI on FM 2499-5 has been delayed due to Stimulus Package projects.
- 60% PSE submitted to Denton Area office for review.

IH 35E Ultimate Status Report

- Funding status of \$2.8 B and that approx \$535 MM came from 121 RTRFI and the remaining will come through a private development agreement.
- April 16, 2008, NTTA voted to waive Market Valuation and its Primacy rights to IH 35 E Managed Lanes. There were certain clauses that will need to be removed before TxDOT will move forward on the IH 35E Project. Denton County is working with its Board members to make that happen.
- June 18, 2008 NTTA modified its existing resolution to state that it would act to make a determination to waive on IH 35E within 30 days of receipt of the sketch level traffic and revenue analysis being conducted by TxDOT. TxDOT indicated that delivery would occur no later than August 30, 2008. Therefore NTTA has committed to make a determination by September 30, 2008.
- August 6, 2008, TxDOT held first Technical Stakeholders meeting for IH 35E.
- August 13, 2008, TxDOT Tech. Stakeholders received COG traffic lane configuration comments. Information was provided to stakeholder cities.
- A series of meetings were held between August 27 and September 3, 2008 with stakeholders along the IH 35E corridor. Changes were proposed and will be incorporated.
- September 17, 2008, NTTA voted to waive its right to market valuation and to develop IH 35E.
- Public Meetings were held corridor wide for public input on the proposed IH 35E improvements. November 10, 2008 at UNT's Gateway Center at 5 p.m.
November 13, 2008 at Lewisville Community Room, Municipal Annex at 5 p.m.
- The 90% draft schematic has been review by TxDOT Dallas District and sent to Austin (TxDOT Design Division).
- TxDOT has distribute the revised 90% schematic to all the cities and counties at the last Stakeholder Work Group meeting on Feb. 4 at Lewisville City Hall. Pdf's have also be posted to the web site.
- Bob Brown presented concepts for phasing of construction.
- Environmental assessment work is on-going. The Middle Section EA first draft has been sent to TxDOT DAL. It is anticipated that the EA will be ready to go to Austin late March.

IH-35E Corridor - Project Delivery Strategy

Project Limits

From: IH-635 LBJ Freeway (Northwest Dallas)

To: US 380 (North Denton)

Project Description

The goal of this project is to completely reconstruct the Interstate 35E corridor throughout the project limits in order to:

- Facilitate the replacement of existing infrastructure that has reached or exceeded its design life; and
- Add additional capacity to an extremely congested corridor.

The project is approximately 28 miles in length. The majority of the corridor has three controlled access main lanes in each direction paralleled by continuous two lane frontage roads from IH 635 to north of FM 2181, and two controlled access main lanes in each direction paralleled by continuous two lane frontage roads from north of FM 2181 to US 380. The new facility will include four to five controlled access lanes in each direction as well as continuous frontage roads of two to three lanes in each direction. In addition two to four managed lanes will be added to the corridor. The managed lanes will allow an alternate choice for users to select a priced option to minimize and guarantee their trip time along the corridor. Managed Lane pricing will be carried out in compliance with the Regional Transportation Council's Policies for Managed Lane Operations. The policy includes the use of dynamic pricing (prices adjusted based on real time traffic conditions) to provide minimum 50 mile per hour travel on the managed lanes and price reductions for vehicles meeting the regional policy for High Occupancy Vehicle status of two or more passengers. The project is segmented as follows:

- South Segment: IH 635 to SH 190/PGBT (5.5 Miles)
- Middle Segment: SH 190/PGBT to FM 2181 (12.1 Miles)
- North Segment: FM 2181 to US 380 (10.5 Miles)
-

Estimated Costs

- Project Development: \$2.8 Billion (\$2008 – Total Project Costs inclusive of Right of Way Acquisition, Utility Relocation, Engineering, and Construction)
- Maintenance and Operations for 50 years: \$1.9 Billion (\$2008)

Strategy to Deliver Project

- Conclude NEPA Process for all Segments ASAP
 - Updated typical Sections (4-2-2-4)
 - Limits of and Number of Managed Lanes within North Segment
 - Managed Lane Access Locations
- Launch an IH 35E Steering Committee
 - Policy Committee
 - Technical Committee with members from:
 - Denton County
 - Cities
 - TxDOT
 - NCTCOG
 - TxDOT's Consultants/Advisors
 - Others
- Maintain Contact with TxDOT Administration and Steering Committee

- Continue Due Diligence
 - Traffic and Revenue Studies
 - Capital and O&M Cost Estimates
 - Financial Planning
- Additional Sources of Capital Required
 - Transportation Reinvestment Zones
 - SB 1266
 - Prop 12 Bond revenue
 - Local

Next Steps – Short Term - 2008

- Finalize NEPA process for the South and Middle Segments
- Update North Segment Design Concept and conduct EA Re-evaluation
- Communicate to NCTCOG staff the proposed MTP segment definitions for the anticipated 2009 update of the 2030 MTP and conformity tables
- Start additional Work Authorization for engineering resources for schematic revisions for new MTP and access to/from the managed lanes to include:
 - Public Involvement
 - Traffic Projections and Alternatives Analysis
 - Schematic
 - Re-evaluation of the environmental assessment
 - Definition of proposed right of way
- Finalize MOU with NTTA for waiver of Market Value and NTTA's waiver of primacy
- Develop Stakeholder Support
 - TxDOT Administration
 - TxDOT CDA Steering Committee
 - Local elected officials
- Begin financial planning activities
 - Prepare financial model
 - Determine appropriate delivery/finance model
- Start a Level II Traffic and Revenue Study to include data mining, O&D and stated preference surveys
- Prepare Right of Way maps
- Begin Subsurface Utility Engineering
- Begin Geotechnical Investigations
- Prepare a Corridor Drainage Study
- Begin Procurement Activities
 - Develop RFQ/RFP for DBFO and/or Concession

Next Steps – Mid Term - 2009

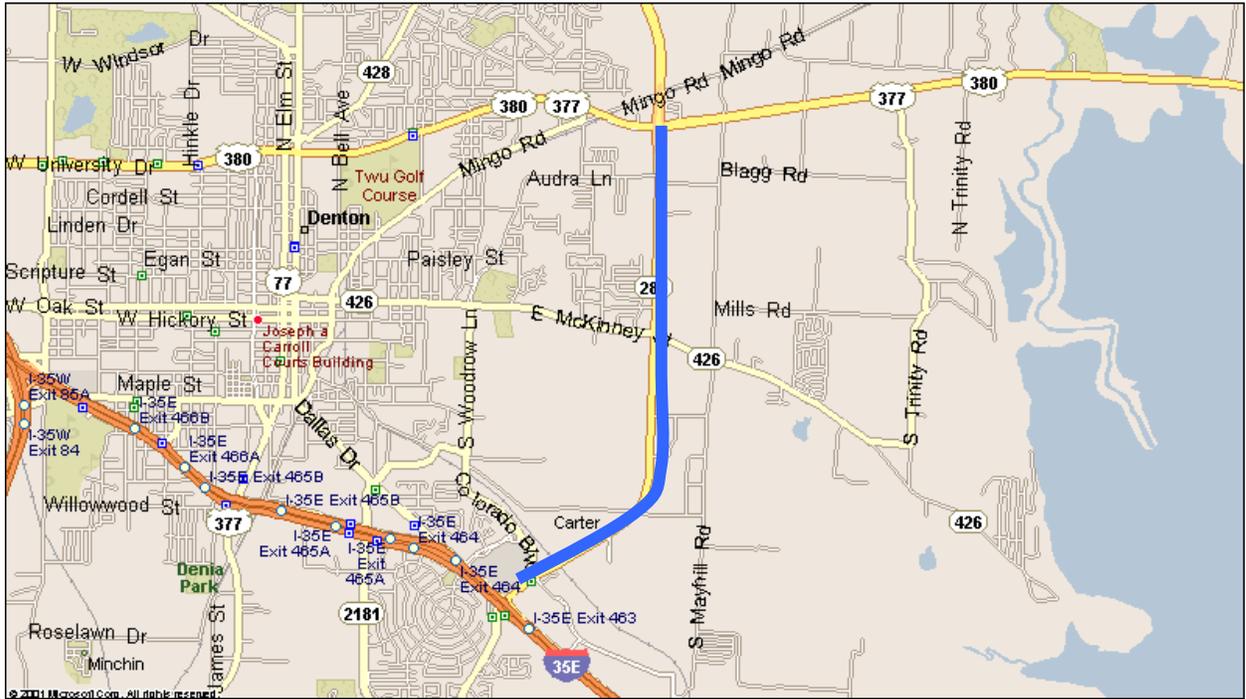
- RTC/NCTCOG Update of MTP at Conformity Approval
- Begin Right of Way acquisition
- Select Developer

Next Steps – Long Term - 2010+

- Design and Construction of Middle Segment
- Design and Construction of North Segment
- Design and Construction of South Segment

Loop 288 East

C-S-J:	2250-01-021
Limits (From):	IH 35 E
(To):	US 380
Description:	Construct 6-lane divided urban roadway



SCHEDULE

(approximate dates, subject to change without notice)

Complete Draft EA	2003
Submit EA and Schematic to TxDOT Area Office	June 2003
Submit EA and Schematic to TxDOT Dallas	July 2003
Public Hearing	May 2005
FONSI	3rd Quarter 2005
Notice to Proceed on PSE	January 2003
Plans Adequate	September 2004
100% Plans	July 2005
Anticipated Let Date	December 2005

Loop 288E

History

- ✓ TxDOT, City of Denton and Denton County agreed that the EA, Schematic and PS&E should be done using non-TxDOT forces.
- ✓ Denton County and the City of Denton agree to enter into a partnership program to conduct the EA, Schematic and PSE.
- ✓ Teague, Nall & Perkins was selected for the EA and Schematic
- ✓ Teague, Nall & Perkins was selected to conduct the PS&E

Previous Activity

- Decision was made to adjust schematic to eliminate need for additional ROW. This will allow TxDOT to clear project in 4 to 5 months.
- 30 % PSE sent Nov. 18, 2003.
- Wind River and Brinker Ramp Reversals schematics sent to FHWA first week of November, 2003.
- Wind River Ramp Reversals have been bid and are anticipated to be awarded August 27, 2004
- 65% Plans were reviewed and approved by TxDOT September 2004.
- Meeting with Affected Property Owners has been completed.
- Brinker ramp reversals were awarded to McMahon Construction December, 2004. 88 construction days.
- while TxDOT reviewed plans adequate, so 90% plan were submitted the first week of January 2005.
- The decision to add utility relocations to the contract for construction of the roadway has been made to keep the let date of Dec. 2005. TNP will submit a Supplemental to Denton County for consideration. Commissioner White and Carter have agreed to fund the additional work 50/50.
- Contract addendum for TNP work on Utility relocation has been approved by Commissioners Court.
- Initial Public Hearing was held May 26, 2005.
- Notices to affected property owners were not sent out, triggering need for second public hearing on Loop 288E.
- Second Public Hearing was held August 2, 2005 at the UNT Gateway Center, 6 pm.
- TxDOT has identified \$1.5 million in reimbursable utilities for Loop 288 East. Commissioners Carter and White agree to fund the 10% local match totaling \$75,000 each. ITS is processing payment request.
- Contract was awarded to J.D. Abrams totaling \$38,931,772.29
- Partnering and preconstruction are were held March 14 and 15.

Current Activities

- Contract time is anticipated to start in early April, 2006.
- Construction should be complete in September 2009.
- See attached TxDOT Status Report.

TxDOT Monthly Project Report for Precinct 1 Task Force

Date of report: February 19, 2008

Report prepared by: **David K. McBride**

Project: NH 2006(096)

Highway: Loop 288

Limits: From US 380

To IH 35E

Contractor:

TxDOT Project manager: David K. McBride Phone: (940)380-1419

Contractor's Superintendent: Dale Kriegel Phone: (940)591-0857

Date Work Began: April 10, 2006

Anticipated Completion Date: September, 2009

Current Activities:

Include concrete paving leave outs from Audra Lane to McKinney St. Shouldering up to new pavement. Installation of permanent signals at IH35E, Colorado Blvd., and Mall driveway. Pouring colored stamped concrete in medians. McKinney St. intersection construction.

Narrative Description of last month's activities:

Concrete paving, inlets, SW3P, embankment, and signals

Narrative Description of activities planned for next month:

Activities for next month will include finishing concrete paving from US 380 to McKinney St. southbound.

Abrams is planning to work on medians from IH35E to Morse St., and switching traffic onto new paving southbound.

Traffic issues:

None at this time

Plans for changes in traffic patterns:

Plans to meet occasionally with the City of Denton Police Dept. and City Engineers to monitor and repair traffic problems.

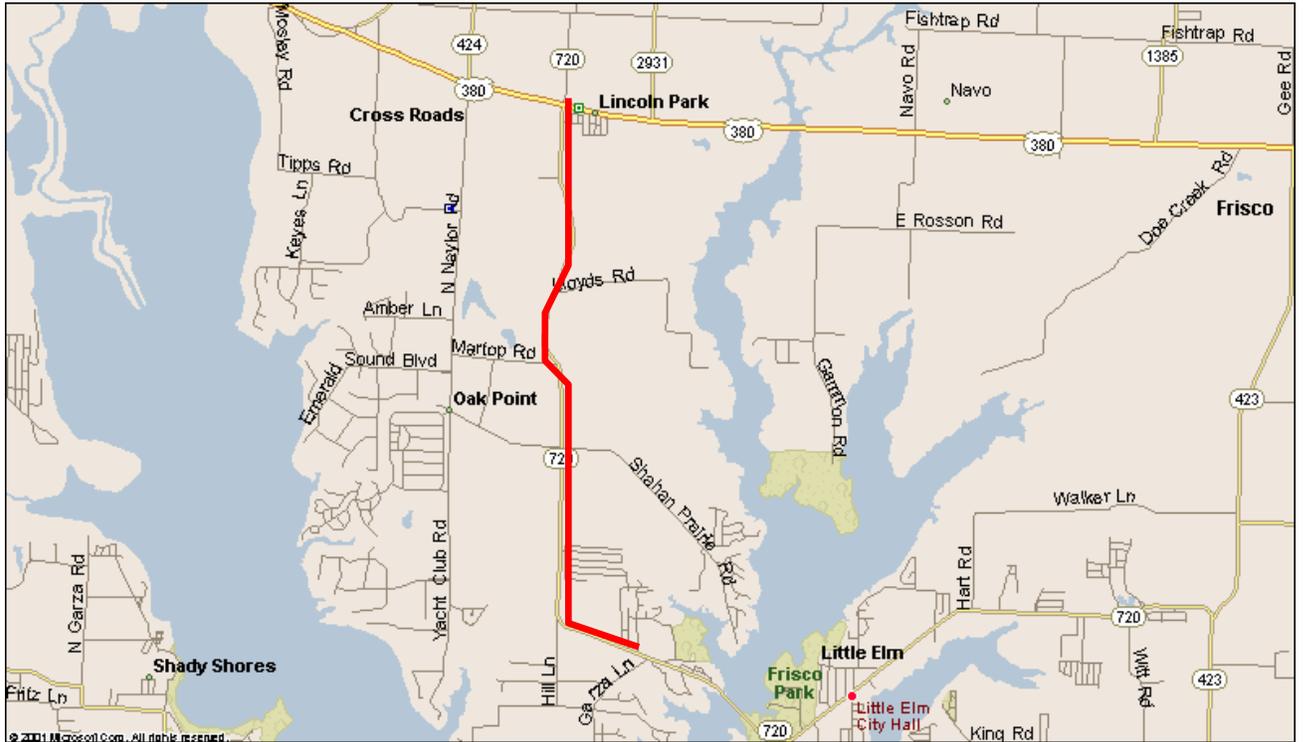
Item(s) of work currently controlling project completion:

Concrete Paving

Other items of significance:

FM 720 North/South

C-S-J:	1567-01-025
Limits (From):	US 380
(To):	Garza Lane
Length:	
Est. Const. Cost:	\$19,000,000
Description:	Widen 2 Lane Rural Roadway to 4 lane divided urban (Ult 6 ln)



SCHEDULE

(approximate dates, subject to change without notice)

Complete Draft Categorical Exclusion	March 2006
Schematic Approved	October 2007
Clearance for Public Involvement	*
Public Hearing	*
FONSI	*
ROW Acquisition Begins	*
Utility Relocation Completed	*
Anticipated Let Date in DCIS	*

Overview

Control: 1567-01-025

FM 720: From Eldorado Parkway to US 380

Denton County

Widen 2 Lane Rural to 6 Lane Urban Divided Estimated Construction Cost:

\$34,543,000 Authorized Funding: \$4,000,000 (Cat 1)

\$1,155,000 (Local)

PS&E: 10% Complete

Anticipated Letting Date: April 2010

History

- Oak Point has requested that Com. White consider placing FM 720 North on the 2004 Bond Program.
- Denton County and TxDOT met with Julie Johnston regarding the process for accepting ROW donations on FM 720.
- Commissioner White included \$4 million in the county's 2004 Transportation Road Bond Program. It is anticipated that Denton County will use its TRIP-04 funds to conduct the EA, Schematic and PSE for FM 720 N/S.
- Draft NCTCOG County Thoroughfare plans show 2025 average daily traffic volumes of FM 720 N/S to be 29,000 adt.
- Denton County issued an RFQ for engineering service March 8, 2005.
- Responses were received April 4, 2005. Fifty responses were received. Purchasing provided committee members their set to begin reviewing on April 12, 2005.
- Committee has short listed engineers and anticipates forwarding that information for action by the Commissioners Court the week of July 25, 2005.
- August 2, 2005, Denton County approved engineering list for TRIP-04.
- Denton County, TxDOT Denton, TxDOT Dallas, Oak Point and Little Elm met on September 23, 2005 to discuss the schedule and various programming issues.
- Schematic was approved October 2007.
- RTC approved this project as a part of the SH 121RTR initiative at their August 21, 2008 meeting.

Current Activities

- Anticipate clearance for Public Hearing has been delayed due to Stimulus Package project..
- PS&E is at 35%.
- Denton County will work with TxDOT on the design of this project.

FM 423 North

C-S-J:	
Limits (From):	Stewart Creek Road
(To):	US 380
Length:	6.91
Est. Const. Cost:	To be determined
Description:	Construct 4 to 6lane divided urban roadway

Previous Activity

- TxDOT , Denton County, Frisco and The Colony has established a task force to discuss funding possibilities for FM 423.
- Commissioner White included \$3.5 million in the county's 2004 Transportation Road Bond Program.

Current Activity

- See status report from Jacobs. Bolded items were initiated or completed since last meeting.

General Characteristics:

FM 423 North: From US 380 to Stewarts Creek Road is 6.91-miles long. The ultimate facility will be a 6-lane urban arterial with the right-of-way width being 140 feet usual minimum. The right-of-way width through major intersections will be 160 feet. These major intersections are as follows: US 380, Future Virginia Parkway, Panther Creek Parkway, Eldorado Parkway, FM 720, Main Street/Kings Road, Stonebrook Parkway, and Lebanon-Boyd Road.

Engineering Services:

The project consists of two phases: the Project Development Phase and the Final Design Phase. The Project Development Phase includes environmental investigations and Environmental Assessment (EA) preparation; public involvement; route studies; schematic preparation; ultimate right-of-way determination, mapping and deed preparation; geotechnical investigations and recommendations for bridges, slopes, and pavement. The project development phase is complete through the Public Hearing, Final Summary Report and the EA has been approved by Federal Highway Administration (FHWA); FONSI was issued on July 7, 2006. The Final Design Phase includes utility coordination, design survey, and production of construction plans, specifications, and estimates. This phase has been divided into two PS&E packages, the North Project and the Middle Project. The Middle Project's 100% Complete Plans were resubmitted for District Review on Tuesday, October 2, 2007 and the North Project is approaching 95% Complete Plans.

Continuous Efforts:

- Continue coordination effort with developers along the corridor.
- The scope and fee was accepted by Greenstreet Development. Met with Greenstreet, TxDOT and the City of Frisco on January 14, 2009 to discuss the process and expectations by TxDOT in order to submit the revised sheets into the set that should be going to Austin to be processed for an August 2009 Letting. Still waiting for notice to proceed from Greenstreet.
- A meeting was held between TxDOT, city of Frisco and Jacobs to discuss the length of turn lanes if they match the current design criteria.
- Awaiting final recommendations from TxDOT on the lengths that will need to be updated in order to meet TxDOT's criteria that changed since the approval of the schematic.
- Met with Dannenbaum on January 13, 2009 to go over all the comments from TxDOT, City of Frisco and the Town of Little Elm on the SA to incorporate several changes to access added median openings and sidewalks on the north project. Should have the SA complete and submitted to the City of Frisco and Denton County by February 19, 2009.
- Coordinating drainage and roadway updates of the north project.
- Received TxDOT survey, placing file and updating topo based on the survey.
- Updating pavement design report per TxDOT's final comments. Will need to update typical sections

Outstanding Issues:

- Revised TCP between 1000 north of Lebanon Road to Stewarts Creek Road. This revision will reverse the sequencing of the construction to accommodate a major development that has requested and is paying for the changes.
- Awaiting TxDOT comments on the length of turn lanes.
- Provided right-of-way maps of FM 423 corridor to City of Frisco.

Schedule:

Description	North Project	Middle Project
Public Meeting	February 04	
Determine Locally Preferred Alternative	March 04	
Develop Schematic	May 04	
Develop Env. Assessment (EA)	May 04	
Receive Prel. Agency Approval of Schematic and EA	Nov 05	
Public Hearing	February 06	
Review Public Comment and Complete EA	Spring 06	
Receive Final Approval of Schematic and EA	Summer 06	
Final Construction Plans	Feb 2009	Dec 2008
Letting Date	May 2010	Aug 2009

Estimated Construction Costs:

FM 423 North:

100% Plans

6 Lanes:	North Section	\$40.8 M	
6 Lanes:	Middle Section	\$36.4 M	
	FM 720		\$ 2.3 M
	Engineer Costs (5%)	\$ 4.0 M	
	Total Projects Costs	\$83.5 M	

Estimated ROW Costs:

Schematic

FM 423 North:

Total ROW Area = 119.07
 Existing ROW Area = 81.56 AC
 New ROW Area = 37.51 AC
 Estimated ROW Costs = \$14.5 M

Based on the following:

- Residential Properties
 - \$800,000 per acre
 - \$10,000 for relocation assistance (2 required)
- Commercial Properties
 - \$800,000 per acre
 - \$100,000 for relocation assistance (4 required)
- Undeveloped Properties
 - \$80,000 per acre

- 15% contingency

As we move forward with this project, the cost of the right-of-way shown above will be adjusted to reflect the dedication of land for right-of-way use, as it receives final platting.