



# *Precinct 1 Task Force Report*

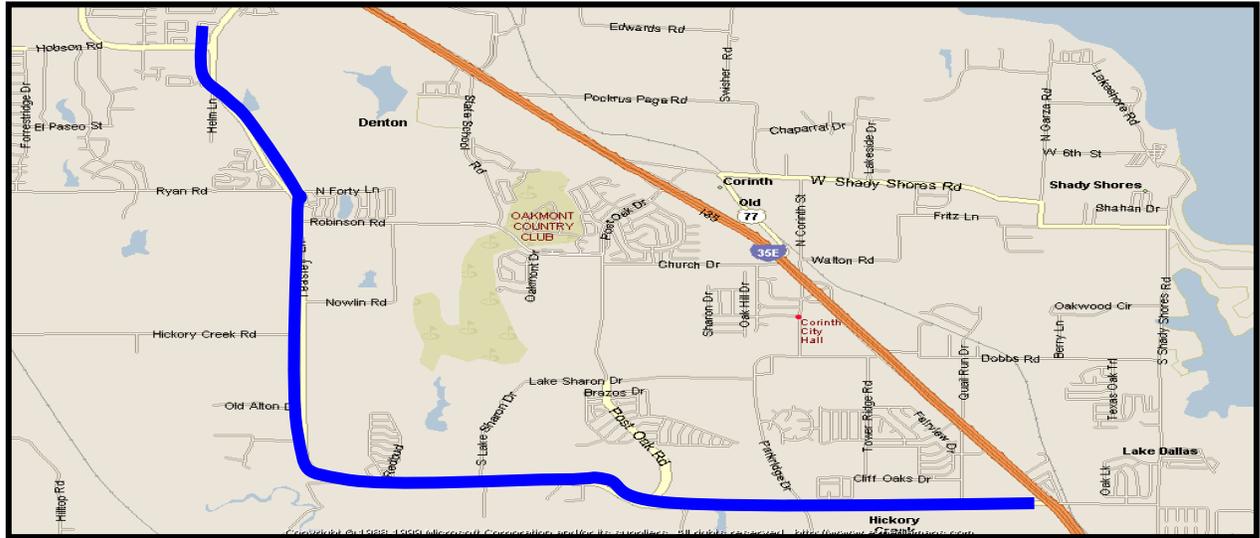
## *May 28, 2009*

### **Project Specifics:**

➤ FM 2181	Pg. 2
➤ Lake Lewisville Bridge & FM 720	Pg. 5
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## FM 2181

<b>C-S-J:</b>	2054-02-015	2054-02-015	2054-02-016
<b>Limits (From):</b>	Lillian Miller	Lillian Miller	Hickory Creek
<b>(To):</b>	IH 35E	Hickory Creek	IH 35E
<b>Jurisdiction</b>	Denton, Corinth	Denton	Corinth
<b>Project Description:</b>	Widen from 2-lanes to 6-lane divided roadway		
<b>Consultant</b>	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 2013

# 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. 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.
- ✓ Denton County executed the ROW LPA for the Denton portion of FM 2181 on April 8<sup>th</sup>.

## Current Activities

- See HZ status Report Attached.

**PROGRESS REPORT**  
**FM 2181**  
**DENTON COUNTY**  
**May 2009**

**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**

65% Plans were submitted to TxDOT on 1-2-2009.

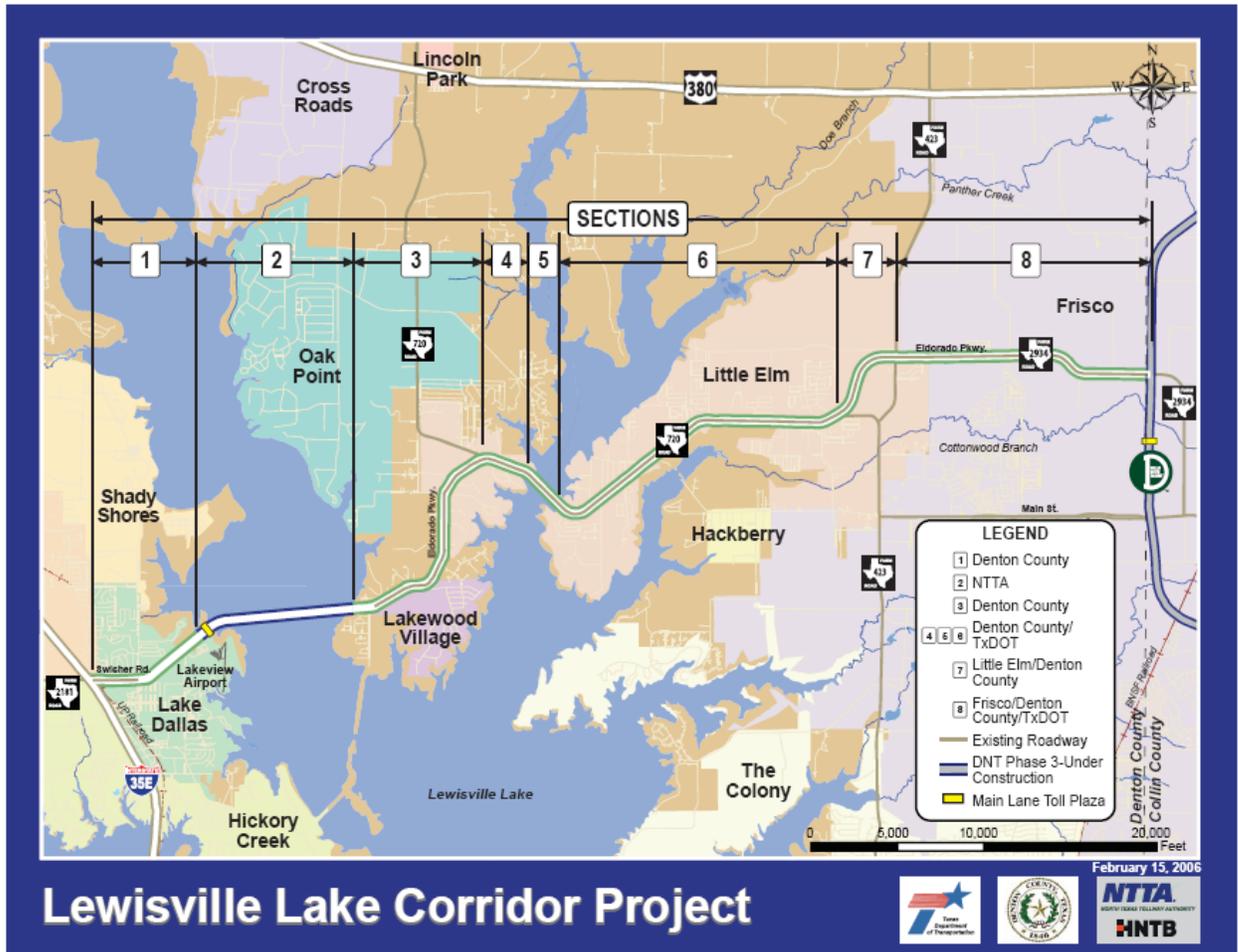
65% Specifications, General Notes and Estimate were submitted to TxDOT on 1-12-2009.

Huitt-Zollars has incorporated the new typical section with sidewalks on both sides of the roadway into the PS&E design. The 65% plan review set has been completed and was submitted to TxDOT on January 2, 2009. The plans incorporated the drainage, retaining wall and roadway design changes resulting from the typical section change. The roadway profiles were modified to incorporate the wider typical sections and minimize the impacts to the project ROW takes. Drainage areas were updated to reflect new high/low point locations and previously proposed curb inlet locations were updated to reflect the new profile. Winstorm runs were processed for new drainage conditions, and culvert layouts were re-cut to reflect the new paving profile. Additional retaining walls were modeled into the project to eliminate the ROW impacts that could not be eliminated with the modification to the profile design.

Outstanding Issues: Currently waiting on TxDOT 65% review comments to proceed with design to 90%.

## Lake Lewisville Bridge & FM 720

<b>C-S-J:</b>	N/A	N/A
<b>Limits (From):</b>	IH 35E	Garza Lane
<b>(To):</b>	Garza Lane	FM 423
<b>Est. Const. Cost:</b>		\$5,600,000
<b>Project Description:</b>	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.

**MEETING MINUTES**

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**Lewisville Lake Corridor Project Monthly Work Group Meeting**  
**Meeting # 81**  
**9 a.m. on Thursday, May 21, 2009 at Little Elm Town Hall**

**Attendees:**

NTTA:	Lori Shelton
Denton Co:	John Polster (ITS)
TxDOT:	Gary Bailey, David Hensley
Corps of Engineers (USACE):	Dale King, Tim Musick, John Mathney
NCTCOG:	
Town of Little Elm:	Ivan Langford, Doug Peach, Jason Laumer
City of Frisco:	Liz Metting
HNTB Corp.:	Bo Cung, Amanda Lehde
Other Consultants:	Thomas Walden (PAS), Paul Bedard (PBS&J) Rich Krog (Cardno TBE)

**Summary of Discussion:**

**Temporary roadway improvements**

Four improvements have been identified as necessary when Section 2 is open to traffic: 1) adding a right-turn lane on the northbound IH-35E frontage at Swisher Road, 2) installing a traffic signal at Swisher Road and Shady Shores Road, 3) adding a turn-lane on each leg of the FM 720 – Eldorado Parkway Intersection; and 4) upgrading an existing culvert under Eldorado Parkway and resurfacing a portion Eldorado Parkway.

North Texas Tollway Authority (NTTA), Denton County and the Town of Little Elm have signed agreements concerning the improvements. Little Elm will use its contractors to construct the improvements and will be fully reimbursed by the NTTA. Denton County will reimburse the NTTA 50 percent of the total improvement construction costs currently estimated at \$601,700. Little Elm Town Council approved the construction agreement with NTTA on April 7, 2009. Denton County Commissioners Court approved the cost sharing agreement with NTTA on April 21; and the NTTA Board approved both agreements on April 27.

Little Elm will use two contractors to construct the improvements and notices to proceed were issued to them on April 30, 2009. Contractors are mobilizing and the work is scheduled to be completed on August 10, 2009. Jason Laumer will obtain construction schedules from the contractors and furnish them to Bo Cung.

### **Section 1**

Construction is complete and the road is open to traffic.

### **Section 2**

Paul Bedard reported that the contractor, Jensen, had completed approximately 92 percent of the work. Installation of the steel arch is almost complete and the remaining work includes bridge deck, traffic rail, toll gantry, drainage, electrical work, and dam restoration. The contractor is on schedule to substantially complete the project by the contract date of August 2, 2009.

Complaints have been received regarding vehicles driving on the dam and the beach area. Jensen has installed Type 3 barricades and temporary fencing; and will install permanent fencing after the dam is restored and the parking lot is constructed. Tim Musick suggested the use of pipe fencing for permanent fencing. Paul Bedard will submit to USACE fence locations and materials for approval. Denton County will control access to the dam after it is restored.

Concerning the Fun-Run Event, NTTA has agreed to make the toll bridge available for the event on August 1, 2009. Amanda Lehde reported that people have signed up online to participate. Another press release will be issued soon and a shuttle bus dry run will be conducted on May 22, 2009. Paul Bedard will check with Jensen to identify the areas that would be available for event organizers and participants to use. Tim Musick reminded the group that the event needs to be approved by USACE and Amanda will follow up with him.

### **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.

Bo Cung had submitted to John Polster surveys and appraisals for Lots 14 and 15. These are the lots that will not have access to the new Eldorado Parkway because they are too close to the toll bridge.

Concerning the lack of sight distance for motorists approaching Eldorado Parkway on Sunrise Bay Pointe, a traffic engineer from Halff & Associates has recommended the speed limit for the northbound Eldorado Parkway traffic be reduced to 30 MPH between Sunrise Bay Pointe intersection and 300 feet south of it. The advisory speed

limit has been erected. Doug Peach asked for a copy of the signal warrant study and Bo Cung will furnish him one.

John Polster is organizing meetings with cities along the corridor to discuss driveway access to and traffic management along the corridor. There will be approximately 20 signals along the corridor controlled by various entities and it is necessary to develop a coordinated traffic progression plan.

#### **Sections 4-6**

Monthly design meetings between Little Elm, TxDOT, HNTB and Bridgefarmer continue to be held. Design is 95 percent complete. Little Elm needs to send TxDOT a list of town-requested items that have been incorporated into the plans so that an agreement between TxDOT and the Town can be developed. Bo Cung mentioned that the pre-final submittal will include the pedestrian tunnel plans that are being prepared by HNTB.

Thomas Walden of PAS distributed the latest Parcel Acquisition Status report. Of 90 parcels needed, 89 have been appraised, 90 offers made, and 80 acquired.

Rich Krog presented the status of utility relocation design. Coserv has submitted plans to attach its conduit to the bridge and Atmos has not finalized its alignment. Dale King questioned whether a separate utility easement will be needed for Coserv through the utility corridor. Doug Peach will confirm with Craig Kislingbury of USACE.

Project letting has been moved to January 2010 to provide sufficient time for right-of-way acquisition and utility relocation. There is a possibility that the EA will need to be re-evaluated but John Polster and David Hensley stated that the re-eval should not be a problem. Bo Cung stated his concerns about the additional three-month delay.

#### **Section 7**

No report.

#### **Section 8**

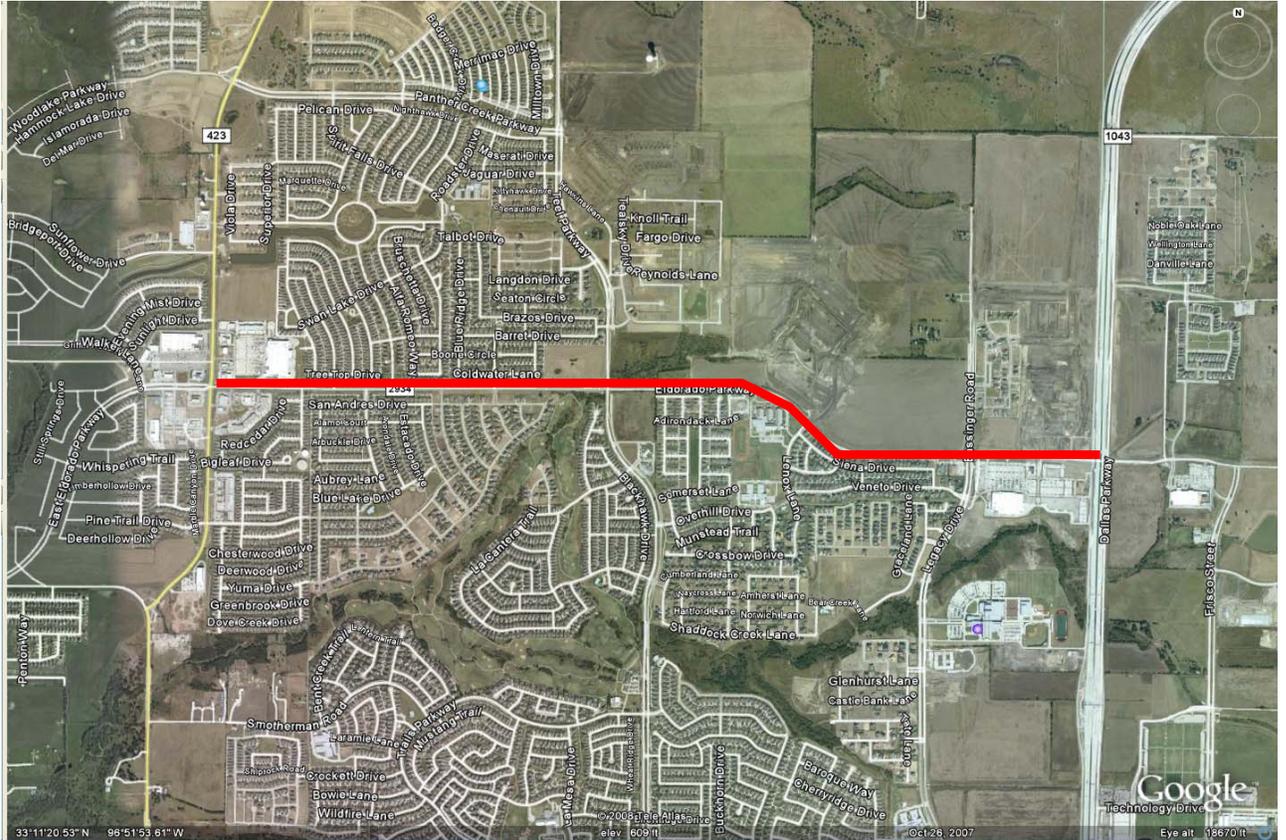
David Hensley reported that the construction appears to be ahead of schedule but no schedule change will be announced to the public. The official completion schedule is still September 2010.

#### **Other Items**

None.

# FM 2934

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



## SCHEDULE

(approximate dates, subject to change without notice)

<b>Let Date</b>	November 2007
<b>Construction Initiated</b>	September 2008
<b>Construction Completion</b>	September 2010

- Scheduled completion date remains September 2010
- See TxDOT Monthly Status Report

# TxDOT Monthly Project Report for Precinct 1 Task Force

Date of report: May 11, 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:**

FM 2934: both directions of traffic are currently using the north side (future west bound lanes) from FM 423 to Legacy while contractor works on the south side excavating and preparing to build the 3 east bound lanes, right and left turn lanes. Contractor is also excavating and placing concrete pavement for future west bound lanes from DNT to Legacy.

FM 423: Traffic moved to east side of FM 423 while contractor excavates/ constructs other parts of the Intersection.

## **Narrative Description of last month's activities:**

Placed work zone markings and moved traffic to north side of roadway.

## **Narrative Description of activities planned for next month:**

Place lime/ hot mix/ concrete pavement for 3 east bound lanes along with right and left turn lanes.

## **Traffic issues:**

none

## **Plans for changes in traffic patterns:**

Re-align traffic during FM 423/ FM 2934 intersection construction phasing.

## **Item(s) of work currently controlling project completion:**

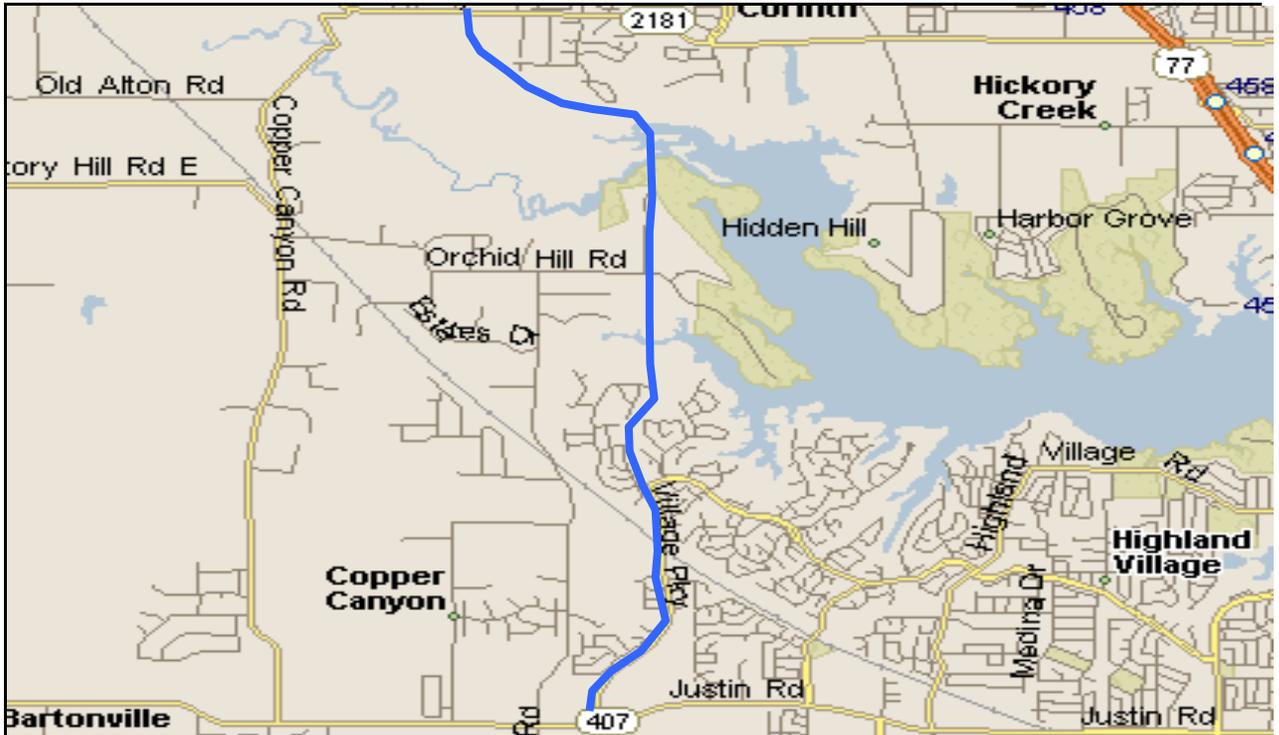
Excavation

## **Other items of significance:**

Add right turn lanes and median cross over. Utility issues at proposed added right turn lanes.

## FM 2499 Section 4

<b>C-S-J:</b>	2681-01-009
<b>Limits (From):</b>	FM 407
<b>(To):</b>	FM 2181
<b>Length:</b>	4.7 miles
<b>Est. Const. Cost:</b>	\$45 million
<b>Description of Project:</b>	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
<b>Schedule – PS&amp;E</b>	
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 3 Task Force

Date of report: May 13, 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:** Railroad completed placing new rails at new elevation. Placing bridge columns and caps north of Hickory Creek. Scheduled to place first bridge deck pour on northbound Poindexter Creek Bridge on 5-14-09. Placing concrete paving from near Highland Shores to near Northwood. Placing hot mix from south end of project to Harlington. Placing embankment and cement subgrade from Northwood to Poindexter Creek. Constructing retaining walls throughout project.

**Narrative Description of last month's activities:** Placed bridge drill shafts on Hickory Creek north side.

Continue construction of bridge caps on Poindexter Bridges north of creek and columns and caps on Hickory Creek Bridges. Placed embankment and cement subgrade from Railroad to Poindexter Creek. Constructed retaining walls throughout project.

**Narrative Description of activities planned for next month:**

Continue caps and columns on Hickory Creek north side. Begin sound walls on north end of project. Continue bridge deck pours on Poindexter Creek. Continue embankment/cement subgrade throughout. Should begin equestrian tunnel.

**Traffic issues:** Harlington Dr. closed and traffic diverted to Fairland. Castlewood/Northwood is closed for construction. Detours are in place. City of Highland Village, TXDOT, and citizens have been notified.

**Plans for changes in traffic patterns:** N/A

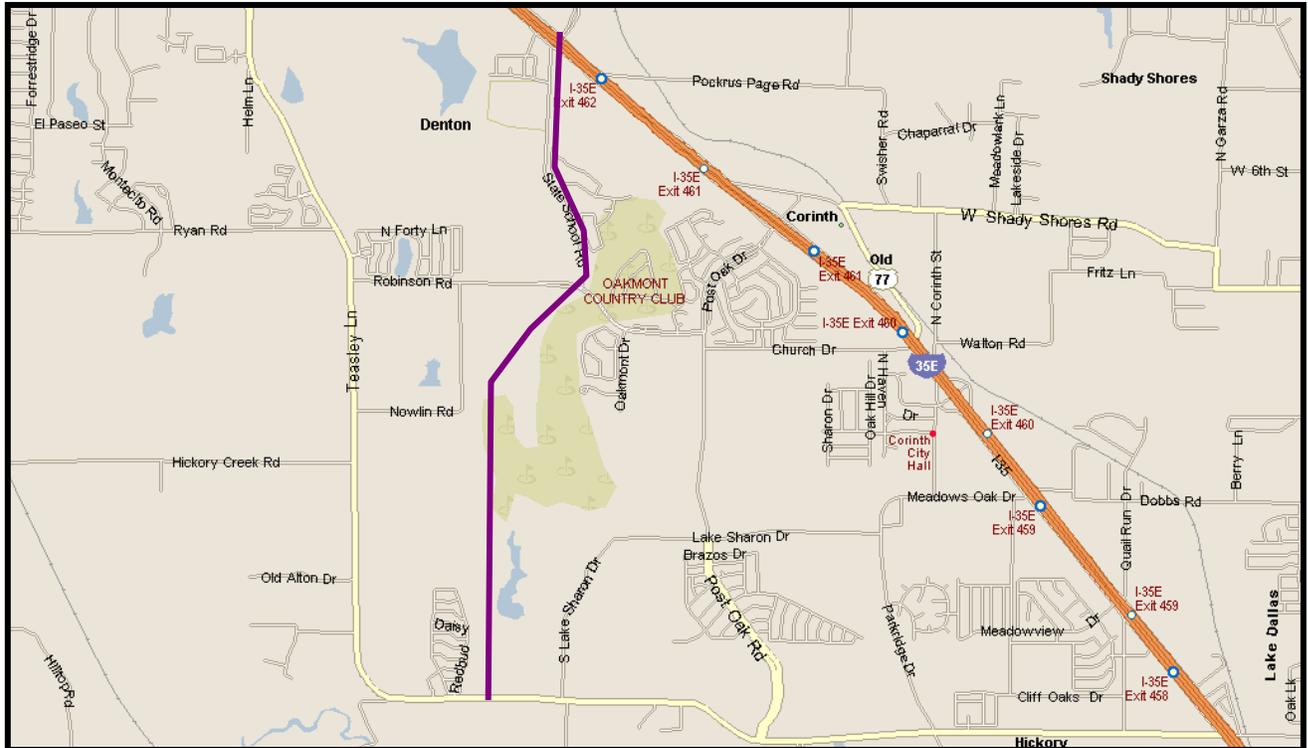
**Item(s) of work currently controlling project completion:** Bridge construction

**Other items of significance:** Due to lake elevations, sections of Hickory and Poindexter Creek bridges will remain on hold pending a drop in water level. The bridge crews have areas to continue, therefore there are no delays at this time.

**ONE EASEMENT, 15E, HAS NOT BEEN ACQUIRED.**

# FM 2499 Section 5

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



## SCHEDULE

(approximate dates, subject to change without notice)

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

## **Milestones**

- ✓ Denton County Better Safer Roads Program has committed \$2.0 million. \$100,000 was issued in 1<sup>st</sup> 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.
- A Stake Holders meeting was held May 6<sup>th</sup>, 2009 at Lewisville City Hall. Additional subgroup meetings were held May 20<sup>th</sup> and 21<sup>st</sup> in Denton, Lake Cities, Lewisville and Carrollton.
- See latest information on IH 35 E as separate hand out.

## 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**

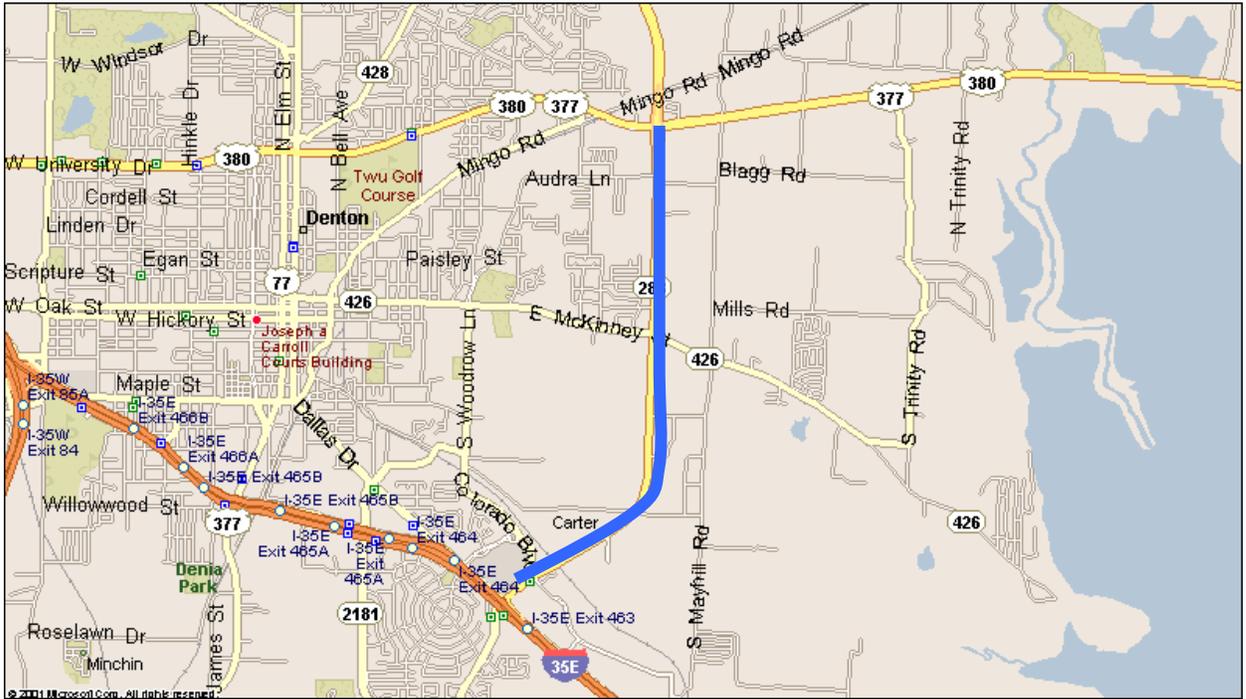
- RTC/NCTCOG Update of MTP at Conformity Approval
- Begin Right of Way acquisition
- Select Developer

#### **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

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



## SCHEDULE

(approximate dates, subject to change without notice)

<b>Complete Draft EA</b>	2003
<b>Submit EA and Schematic to TxDOT Area Office</b>	June 2003
<b>Submit EA and Schematic to TxDOT Dallas</b>	July 2003
<b>Public Hearing</b>	May 2005
<b>FONSI</b>	3rd Quarter 2005
<b>Notice to Proceed on PSE</b>	January 2003
<b>Plans Adequate</b>	September 2004
<b>100% Plans</b>	July 2005
<b>Anticipated Let Date</b>	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: May 11, 2008

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

Project: NH 2006(096)

Highway: Loop 288

Limits: From US 380

To IH 35E

**Contractor:** J. D. Abrams

**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 installation of permanent signals from IH35E to Spencer Road. Poured colored stamped concrete, sidewalks, and wheel chair ramps. Building detour at McKinney St., pouring inlet tops along northbound main lanes from beginning of project to McKinney St.

**Narrative Description of last month's activities:**

Concrete paving, inlets, SW3P, embankment, signals

**Narrative Description of activities planned for next month:**

Activities for next month will include concrete paving northbound main lanes, dirt work, inlets, signals and striping

**Traffic issues:**

None at this time

**Plans for changes in traffic patterns:**

**Item(s) of work currently controlling project completion:**

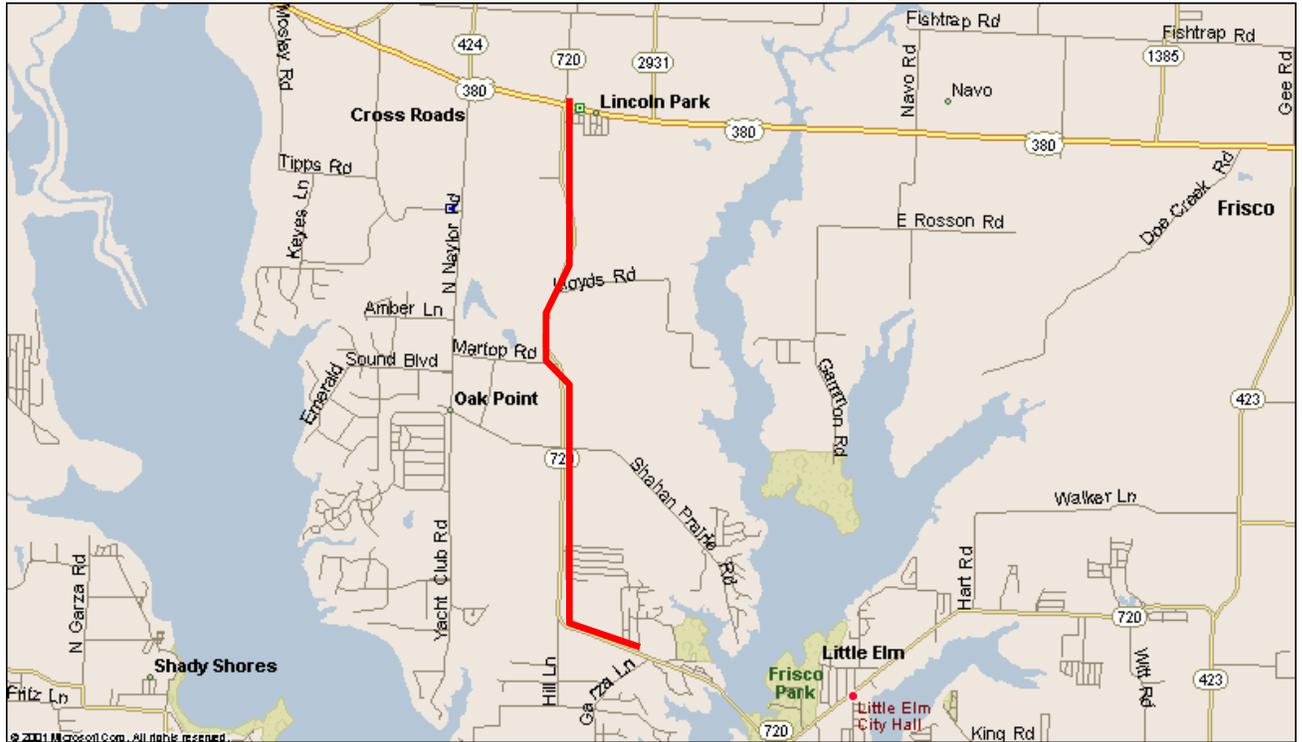
Dirtwork on northbound mainlanes

**Other items of significance:**

Signal changes

## FM 720 North/South

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



## SCHEDULE

(approximate dates, subject to change without notice)

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

## **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 40%.
- Denton County will work with TxDOT on the design of this project.

## FM 423 North

<b>C-S-J:</b>	
<b>Limits (From):</b>	Stewart Creek Road
<b>(To):</b>	US 380
<b>Length:</b>	6.91
<b>Est. Const. Cost:</b>	To be determined
<b>Description:</b>	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.

Efforts to Date:

- Continue coordination effort with developers along the corridor.
- Greenstreet Development has decided not to pursue the traffic sequencing revision.
- Submitted north section 100% complete plans on April 20, 2009. Review comments from TxDOT Dallas District office and other parties are expected to be back on July 1, 2009.
- Submitted Final Revision of Supplemental Agreement #2 to City of Frisco on May 4, 2009.
- Submitted Final Plans of the middle section to TxDOT on May 12, 2009.
- Submitted the revised exhibit, legal description and right of way map of Parcel 7 to TxDOT on May 13, 2009.

Outstanding Issues:

- Finalizing right-of-way map for the North Section.

Schedule:

Description	North	Middle
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	Project	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	Aug 2009	April 2009
Letting Date	May 2010	Aug 2009

Estimated Construction Costs:

**FM 423 North:**

**Schematic**

6 Lanes:	North Section	\$29.2 M
6 Lanes:	South Section	\$ 9.5 M
	Mobilization (6%)	\$ 2.3 M
	Contingency (15%)	\$ 5.8 M
	Total Construction Costs	\$46.8 M

**65% Plans**

6 Lanes:	North Section	\$33.1 M
6 Lanes:	South Section	\$26.9 M
	Engineering Costs (7%)	\$ 4.2 M
	Total Project Cost	\$64.2 M

**95% Plans**

6 Lanes:	North Section	\$40.8 M
6 Lanes:	South Section	\$33.1 M
	Engineering Costs (7%)	\$ 5.2 M
	Total Project Costs	\$79.1 M

**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.