



Precinct 1 Task Force Report

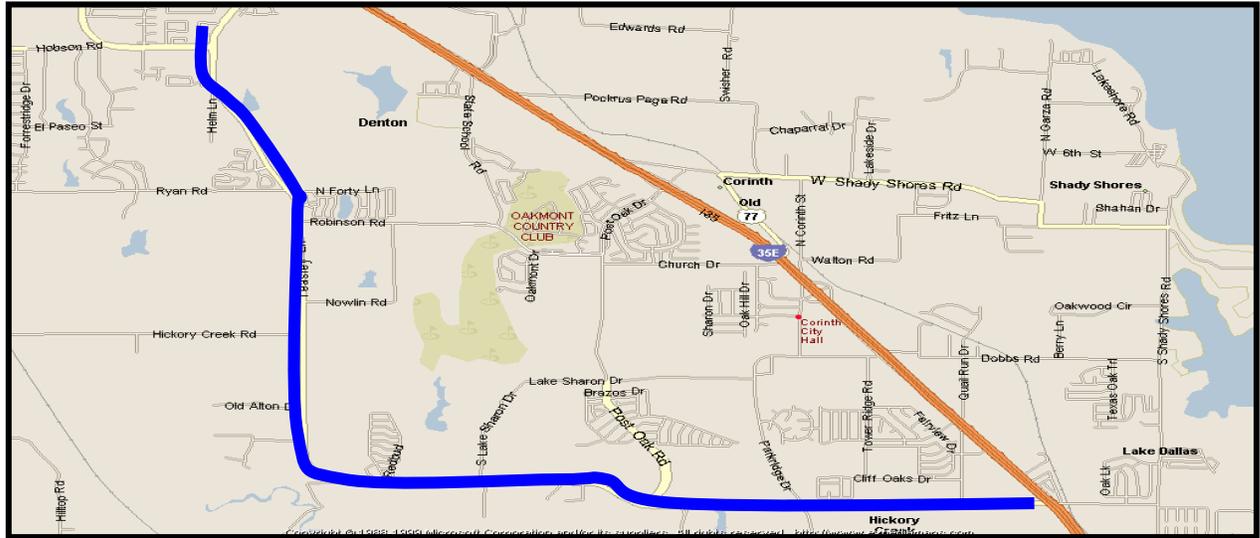
July 31, 2009

Project Specifics:

➤ FM 2181	Pg. 2
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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 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 8th.

Current Activities

- See HZ status Report Attached.

PROGRESS REPORT
FM 2181
DENTON COUNTY
July 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: Right of Way Acquisition Status.

FIELD SURVEYING AND PHOTOGRAMMETRY

Outstanding Issues: Surveying areas of new driveways and widening on FM2181

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.
- 65% Review Comments received 6-30-09 from TxDOT
- 65% Review Comment resolution meeting scheduled for 7-30-09

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.

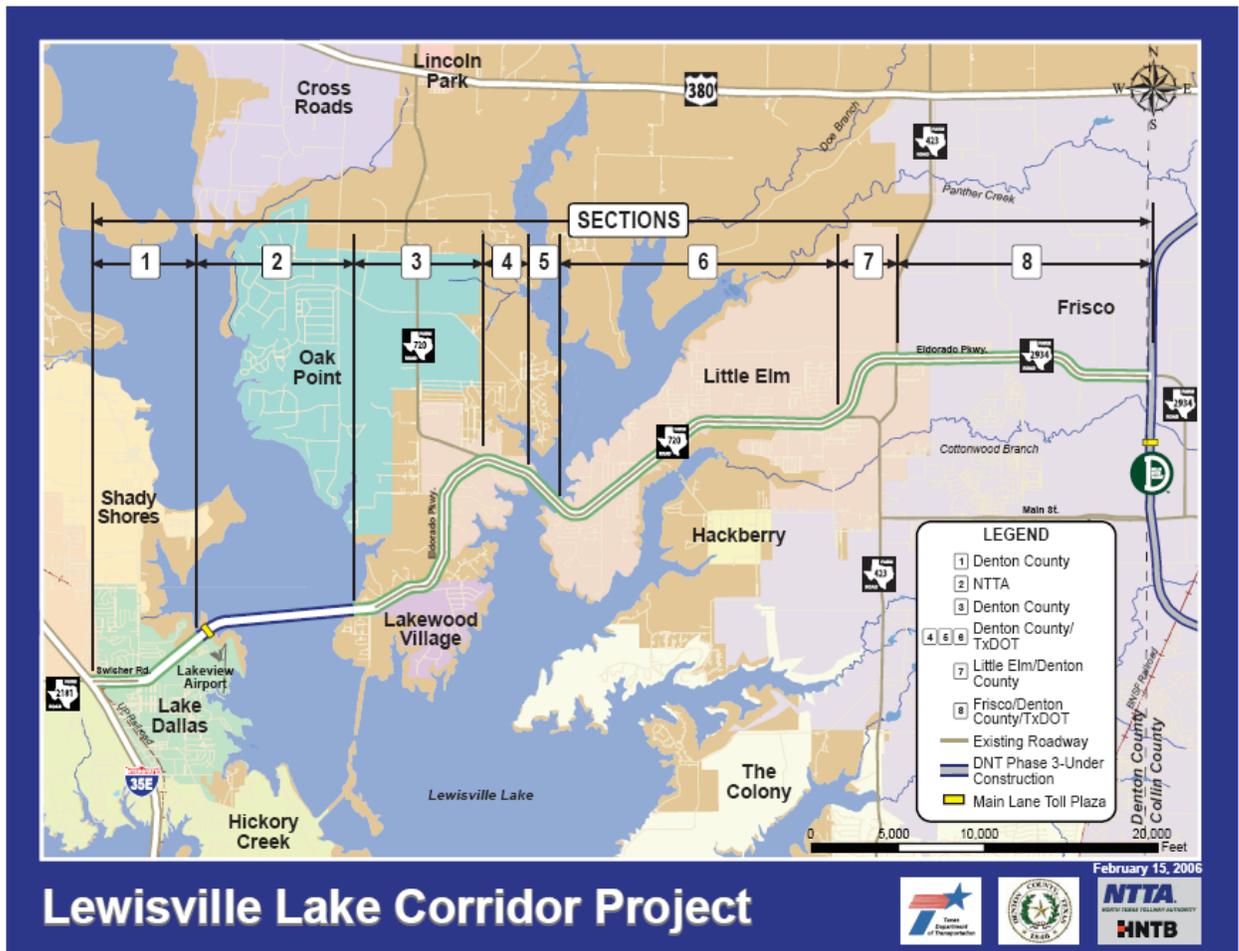
Additional retaining walls were modeled into the project to eliminate the ROW impacts that could not be eliminated with the modification to the profile design.

Huitt Zollars is incorporating the 65% review comments and will resubmit the 65 % plans in August after the review comment meeting of 7-30-09.

Outstanding Issues: TxDOT has the letting scheduled for Dec 2011
City of Denton has the engineering for the relocation of their utilities scheduled into the Fiscal year 2012 budget.

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

- o See attached last month's report.



MEETING MINUTES

Lewisville Lake Corridor Project Monthly Work Group Meeting
Meeting # 83
9 a.m. on Thursday, July 9, 2009, at Little Elm Town Hall

Attendees:

NTTA:	Lori Shelton
Denton Co:	Hugh Coleman, Steve Rollins, John Polster
TxDOT:	Gary Bailey, David Hensley
Corps of Engineers (USACE):	
NCTCOG:	
Town of Little Elm:	Charles Platt, Ivan Langford, Doug Peach, Jason Laumer
City of Frisco:	Liz Metting
HNTB Corp.:	Bo Cung, Amanda Lehde, Guy VanBaulen
Other Consultants:	Thomas Walden (PAS), Scott Stockburger (Cardno TBE)

Summary of Discussion:

Section 1:

Little Elm's contractor is working on temporary roadway improvements.

Right-turn lane on I-35E northbound frontage road at Swisher Road has been paved and is being barricaded off. John Polster suggested the lane be opened as soon as it is complete. Bo Cung will follow up.

Traffic signal work at Swisher Road and Shady Shores Road is ongoing but slow. Little Elm will discuss with its contractor, Quality Excavation, ways to expedite.

Section 2

Bo Cung reported that the bridge is close to being complete. NTTA's contractor, Jensen, has finished the bridge deck and traffic rail and is working on electrical and drainage system. The contractor should complete the work on or before July 31st. While the fun-run date is set for August 1, 2009; open-to-traffic date has not been determined by NTTA.

Commissioner Coleman sent a letter to USACE requesting a lease of the parking area near the old Lake Dallas Dam so that the County can maintain the area. The operation of the parking area including daily opening and closing of the parking gate still needs to be determined.

Amanda reported that the community event committee continues to meet and is working to ensure a successful event. The USACE event permit has been approved. More than 125 people have registered to volunteer, 700 have registered for the walk and over 900 have registered for the run. The race coordinator expects most run clubs to register during the last week of registration. The stakeholders asked about VIP parking for the event. Amanda informed them that elected/appointed officials should contact Cynthia Northrop White or Becky Horn to arrange getting a VIP parking pass for the event. She warned that police at the intersection of Swisher and Shady Shores Roads will rely heavily on whether or not the vehicle has a pass when directing traffic to the appropriate lots. If an elected/appointed official wants special parking they must contact the community committee so arrangements can be made.

Section 3

Bo Cung reported that final payment will be made to the contractor, Lacy, this month and the final cost will be approximately \$140,000 below budget.

Commissioner Coleman told the group that he was concerned about the traffic situation on the stretch of roadway from the east end of the toll bridge to Garza Lane. The concern was fueled by a WFAA/Channel 8 report in which two residents who live on this 1,000' stretch of road complained about future traffic being very close to their homes. Bo Cung suggested that a separate meeting between Denton County and NTTA be held to discuss this situation. John Polster will coordinate the meeting.

Commissioner Coleman is organizing meetings with cities along the corridor to discuss driveway access and traffic management along the corridor. A signal-progression meeting has been set for July 29, 2009, at Little Elm Town Hall. Concerning the driveway access issue, Commissioner Coleman continues to visit with adjacent city and town officials to identify an entity that would assume the control of the ETJs along the west side of the road.

Sections 4-6

Monthly design meetings between Little Elm, TxDOT, HNTB and Bridgefarmer continue. Bridgefarmer will submit the 95 percent documents to TxDOT within a week. 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.

Thomas Walden of PAS distributed the latest Parcel Acquisition Status report. Of the 90 parcels needed for construction, 85 have been acquired and the other five are in eminent domain processes. The Town of Little Elm is responsible for three of those five parcels and has started the condemnation process on them.

David Hensley reported that TxDOT is awaiting plans from utility companies. TBE will develop plans to show where utilities should be relocated. AT&T has submitted its lake crossing plans to USACE.

Scott Stockburger reported on the status of utility relocation (see attached handout). Gary Bailey inquired about whether utility companies will need separate easements from USACE and Scott will check. Jason Laumer mentioned that Little Elm water line relocation might take eight months but agreed to revisit the schedule.

Project letting has been moved to January 2010 to provide sufficient time for right-of-way acquisition and utility relocation. The EA will need to be re-evaluated but should not be a problem.

Section 7

No report.

Section 8

David Hensley reported that the contractor has completed 71 percent of the work and used only 35 percent of the contract time. The contractor is ahead of schedule, but no schedule change will be announced to the public. The official completion date is still September 2010.

Other Items

None.

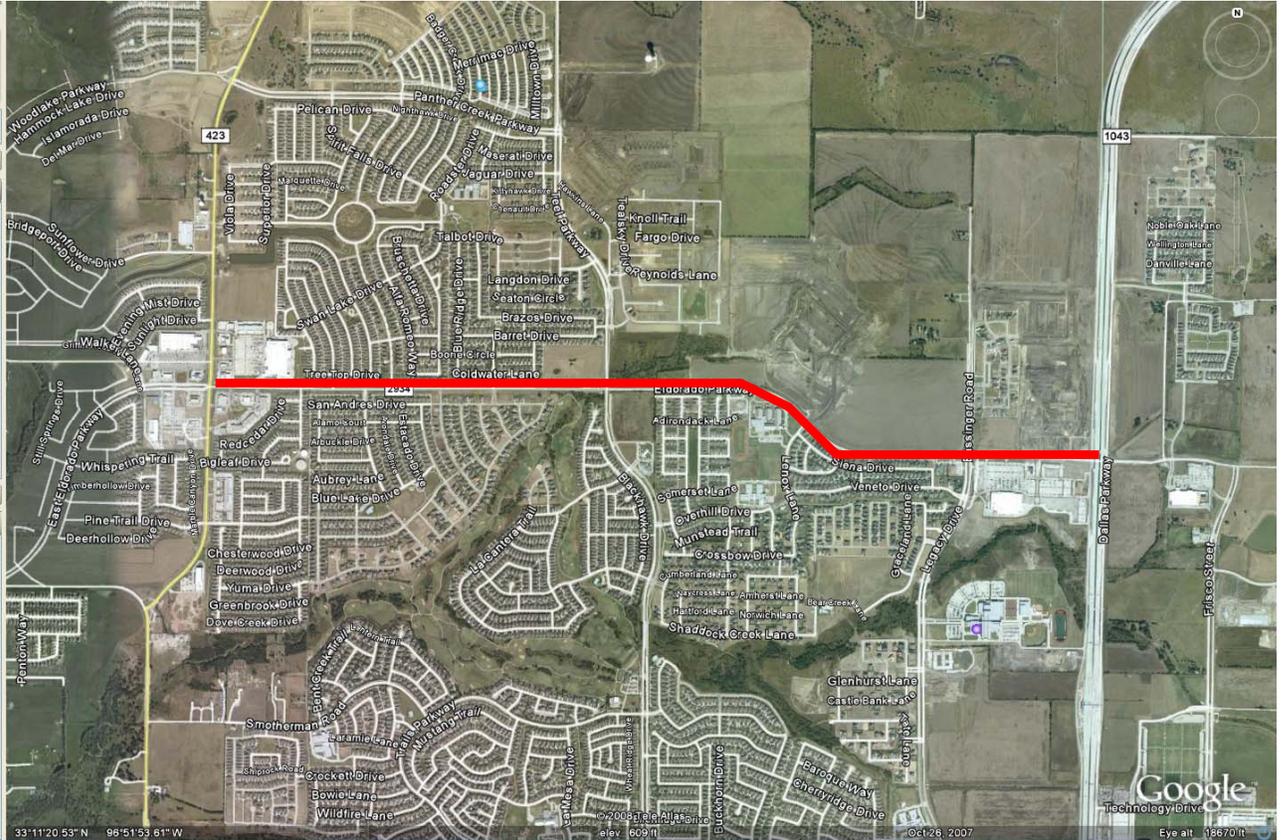
Next meeting will be at 9:00 AM, Thursday, August 13, 2009 at HNTB

Prepared by:

Bo V. Cung, P.E.
7/10/2009

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

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

TxDOT Monthly Project Report for Precinct 1 Task Force

Date of report: July 8, 2009

Report prepared by: Noe Rodriguez

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

Control: **2980-01-008**

Highway: **FM 2934**

Limits: From: DNT to 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: FM 423 to Legacy-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 placing concrete pavement for 3 east bound lanes & right and left turn lanes.

FM 2934: DNT to Legacy- Contractor plans to move both directions of traffic to the north side (future west bound lanes) while contractor removes existing mix, excavates, places lime, hot mix & concrete pavement for future east bound lanes.

FM 423: Traffic moved to east side of FM 423 while contractor completes concrete pavement from FM 423 to DNT.

Narrative Description of last month's activities:

Contractor placed hot mix and concrete pavement from FM 423 to Legacy.

Narrative Description of activities planned for next month:

Place concrete pavement for inside Main Lanes in each direction along with right & left turn lanes.

Traffic issues:

None

Plans for changes in traffic patterns:

Yes from DNT to Legacy

Item(s) of work currently controlling project completion:

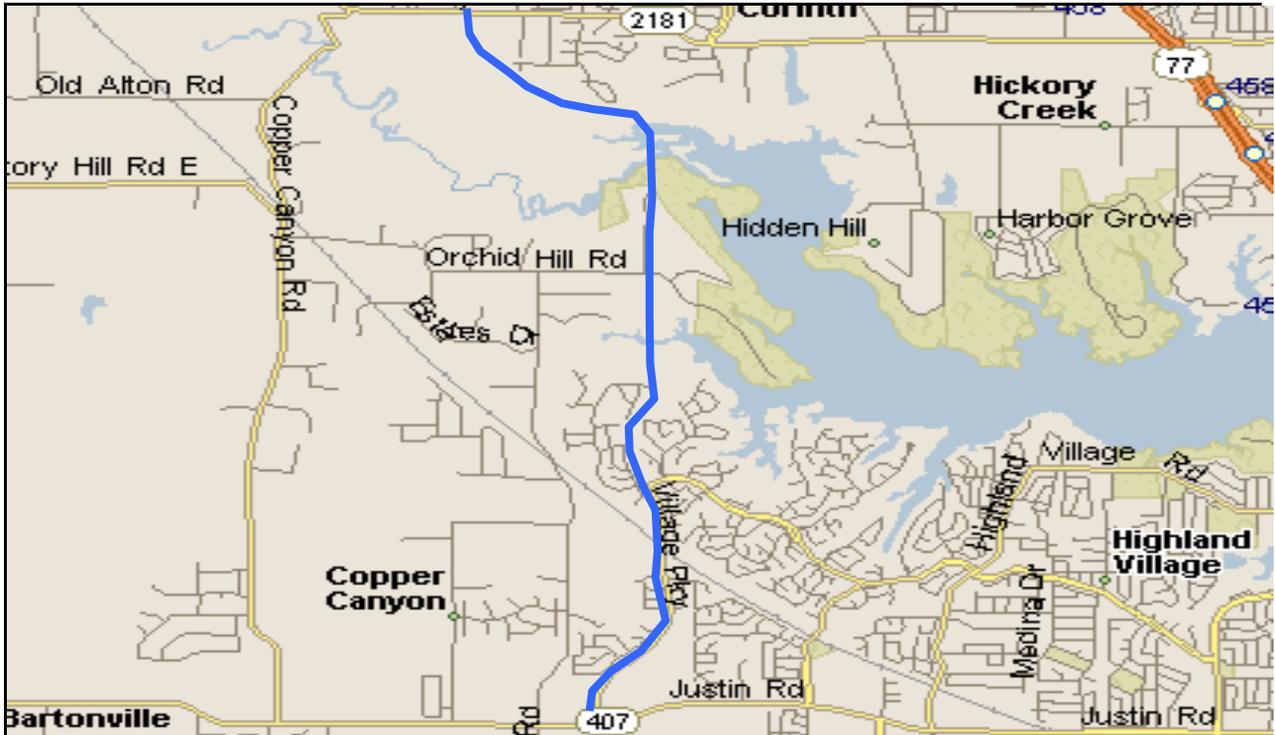
Concrete pavement, compost, sod, pavement markings

Other items of significance:

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

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

- See Attached Construction Status Report from TxDOT.

TxDOT Monthly Project Report for Precinct 3 Task Force

Date of report: July 15, 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: Placing bridge caps north on Hickory Creek. NB and SB Poindexter bridge decks are completed. Placing sidewalk on SB Poindexter Creek bridge. Should begin Type 501 concrete bridge rail on Poindexter Creek bridges. Began pouring coping on cast in place retaining walls. Scheduled to place bridge beams at NB and SB Hickory Creek bridge from spans 21 to 24 on July 20 and 21. The city of Corinth has been notified on the planned route of the beams. Complete concrete paving on SB FM 2499 at railroad. Traffic will be switched onto detour at railroad to allow the beginning of pedestrian tunnel construction. Continue sound wall construction on north end of project.

Narrative Description of last month's activities: Railroad will install gates and arms over the next couple weeks. Placing bridge columns and caps north of Hickory Creek. All bridge decks have been completed on NB Poindexter Creek Bridge. SB Poindexter Bridge decks should be completed this month. Placing concrete paving on both sides of railroad on SB FM 2499. Placing hot mix NB FM 2499 near Castlewood. Backfilling equestrian tunnel. Constructing retaining walls throughout project.

Narrative Description of activities planned for next month:

Begin pedestrian tunnel construction. Complete NB and SB concrete pavement from Highland Shores to the south end of project. Complete construction of Highland Shores intersection. Also begin Castlewood/Northwood intersections. Scheduled August 3 and 4 to receive bridge beams for Hickory Creek bridge spans 24 through 27. Should begin pouring bridge decks on Hickory Creek bridges. Complete Type 501 rail on Poindexter bridges. Reopen Fairland and close Live Oak for construction. Begin excavation/embankment from Poindexter to Hickory Creek. Begin retaining wall at equestrian tunnel. Also place detour at Orchid Hill and begin constructing the intersection.

Traffic issues: Fairland remains closed for construction. Castlewood/Northwood is closed for construction. Detours are in place. City of Highland Village, TXDOT, and citizens have been notified.

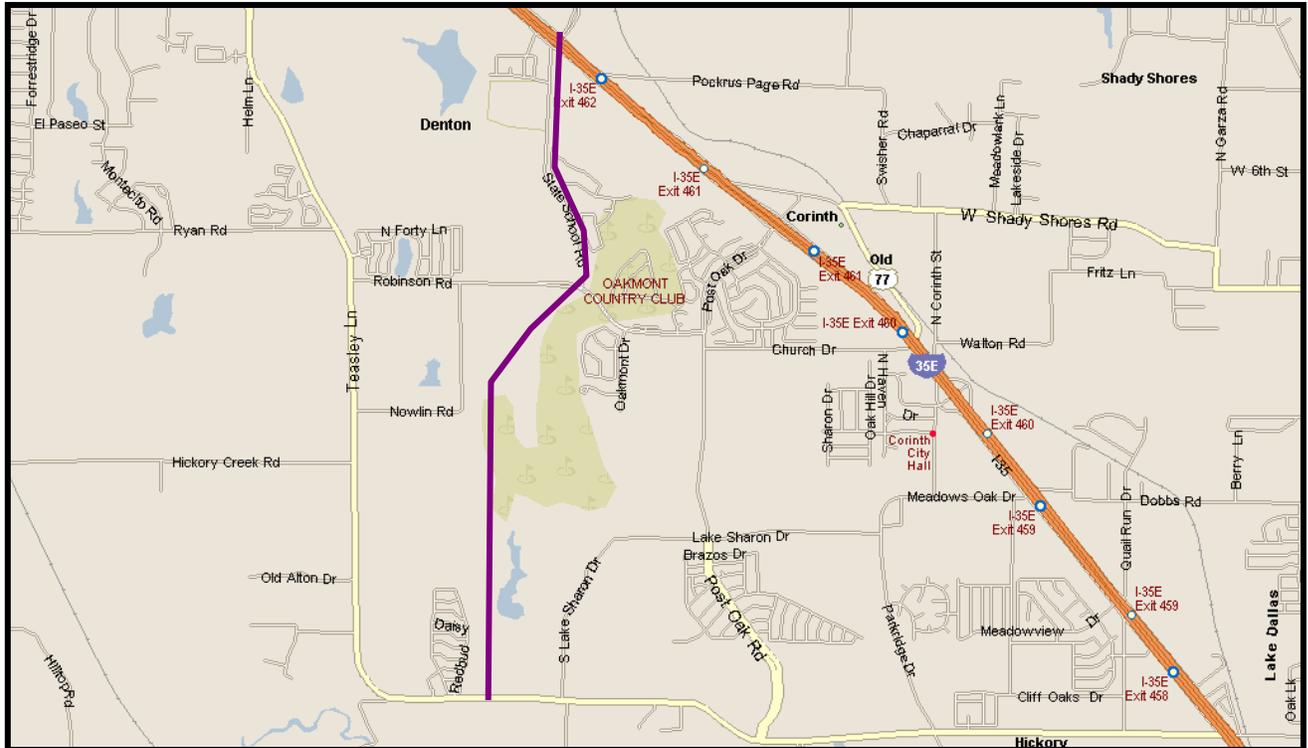
Plans for changes in traffic patterns: N/A

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

Other items of significance: Lake levels have dropped below normal pool. Lake areas of bridges are becoming accessible for continued construction.

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)	December 2009	
100% PS&E	August 2011	
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.
- The Stake Holders meeting was held May 6th, 2009 at Lewisville City Hall.
- FHWA approved the tolling of managed lanes on IH 35E on July 1, 2009. See attached.
- TxDOT held workshops the first week of July to investigate various alternatives to increase revenue, decrease costs or both. Current analysis has focused primarily on the Middle Section from FM 2181 to PGBT.
- Additionally, the Legislature failed to reauthorize Comprehensive Development Agreements (CDA's) either in the regular session or the special session. A meeting is scheduled for Monday July 27 between TxDOT, Denton County and Michael Morris with NCTCOG to discuss funding alternatives for all three sections of IH 35E from US 380 to IH 635 and how best to move forward under existing law.

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/AdvisorsOthers



JUL 1 2009



1200 New Jersey Ave., SE
Washington, D.C. 20590

In Reply Refer To:
HOTM-1

Robert B. Stone, P.E.
Director of Turnpike Design
Texas Turnpike Authority Division
Texas Department of Transportation
125 E 11th Street
Austin, Texas 78701

Dear Mr. Stone:

This letter is in response to the Texas Department of Transportation's (TxDOT) recent application to toll the managed lanes on the I-35E Managed Lanes Corridor Project under the Express Lanes Demonstration Program (ELDP) of Section 1604(b) of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). After reviewing this application, we have determined that it meets the statutorily prescribed eligibility requirements under Section 1604(b)(4) of SAFETEA-LU. Given the information presented in the application, as well as TxDOT's progress in the development of this project, we are accepting the TxDOT's application under the ELDP. As part of this acceptance we are agreeing to reserve one of the 15 pilot slots for the I-35E Managed Lanes Corridor Project in Dallas that will allow TxDOT to have the authority to toll motor vehicles on the managed lanes of this facility.

We have also reviewed the ability of the Federal Highway Administration (FHWA) to approve the imposition of tolls on the project as described in TxDOT's application in light of Section 128, Division I, of the Omnibus Appropriations Act, 2009, Pub. L. 111-8. Section 128 generally prohibits the FHWA from approving or considering an application to toll a Federal-aid highway in the State of Texas unless the facility will have the same number of free lanes as in existence on the date tolls are to be imposed. Based on the information presented in TxDOT's Application, the FHWA Office of Chief Counsel has determined that the proposed tolling for this project complies with Section 128 because the project will have the same number of free lanes as of the date the tolls are proposed to be imposed. Therefore, Section 128 does not restrict the FHWA's ability to consider or approve this project as described.

Before tolling can be implemented for the I-35E Managed Lanes Corridor Project, a toll agreement will need to be executed between TxDOT and FHWA prior to the imposition of tolls. Under Section 1604(b)(3), this agreement will provide that the revenues received from the



operation of the facility will be used for debt service, to provide a reasonable return on investment for any private party financing the project, for the costs necessary for the proper operation and maintenance of the project, and for other highway and transit projects eligible for assistance under Titles 23 or 49, U.S.C. Since Section 1604(b)(3) permits the Secretary to authorize the imposition of tolls under the ELDP only through fiscal year 2009, it is critical that the toll agreement be executed prior to October 1.

It is also important to note that Section 1604(b)(7)(A) of SAFETEA-LU requires the development of performance goals for the project. Specifically, under Section 1604(b)(7)(A) the FHWA, in cooperation with your agency, is required to develop, and publish for public comment, performance goals for each project. These performance goals must include measures pertaining to the effects on travel, traffic, air quality, distribution of benefits and burdens, use of alternative modes, and the use of revenues to meet transportation or mitigation needs. In addition, the statute requires the establishment of a program for regular monitoring and reporting on the achievements of these performance goals.

We note that in your application you have proposed certain performance goals that are consistent with the requirements of the statute; however, we believe that some additional refinement may be necessary in order to better quantify these measures and add new measures that may be appropriate. Also, we note that a timetable for regular monitoring and reporting needs to be developed. The FHWA will work with you as you refine the performance measures and develop a plan for monitoring and reporting performance. When finalized, you will need to transmit the refined performance goals, measures, and monitoring-reporting plan to the FHWA for publication in the *Federal Register*.

Finally, we want you to be aware that the execution of the toll agreement can proceed prior to publishing the performance goals and developing a monitoring and reporting plan. Further guidance concerning the contents and execution of the toll agreement as well as the development of the performance goals and the monitoring and reporting plan can be found in the *Federal Register* at 73 Fed. Reg. 6549 (2008).

Mr. Wayne Berman of my staff will be contacting you to coordinate these refinements. Please feel free to contact Mr. Berman at 202-366-4069, should you have any questions or concerns about the approval contained in this letter.

Sincerely yours,

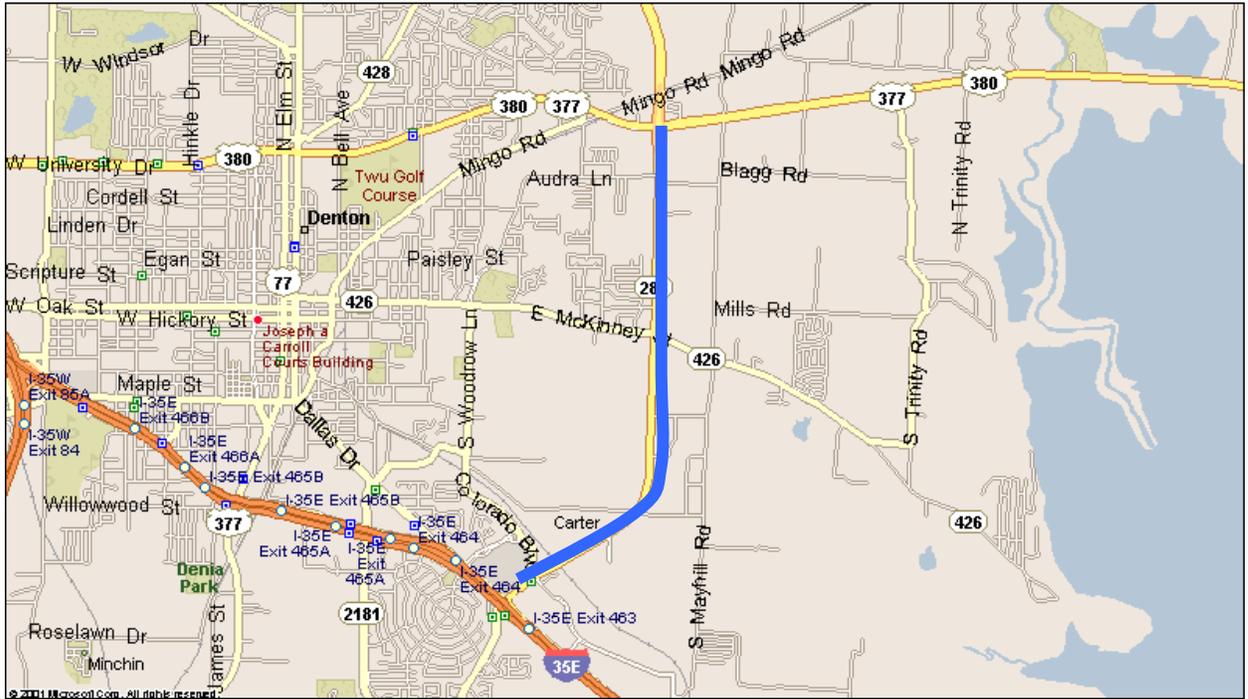


Jeffrey A. Lindley
Associate Administrator for Operations

cc:
Mr. Mohammad Al Hweil, P.E.
Ms. Janice Brown, FHWA, HDA-TX

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: July 13, 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 installation of permanent signals at Brinker and Mall intersections. Continue to work on signals at Spencer, Morse, and McKinney intersections. Concrete pouring of sidewalks, and wheel chair ramps. Hand pouring leave outs from McKinney St. to beginning of project. Laying hot mix on side streets. Striping main lanes from Brinker heading north on the northbound lanes. Pouring colored textured concrete in medians. Installing sod on the south end of project.

Narrative Description of last month's activities:

Concrete paving, inlets, SW3P, embankment, signals, sidewalks and wheel chair ramps

Narrative Description of activities planned for next month:

Activities for next month will include the continuation of pouring leave outs, striping, inlets, wheelchair ramps and sidewalks, sod, cleanup.

Traffic issues:

None at this time

Plans for changes in traffic patterns:

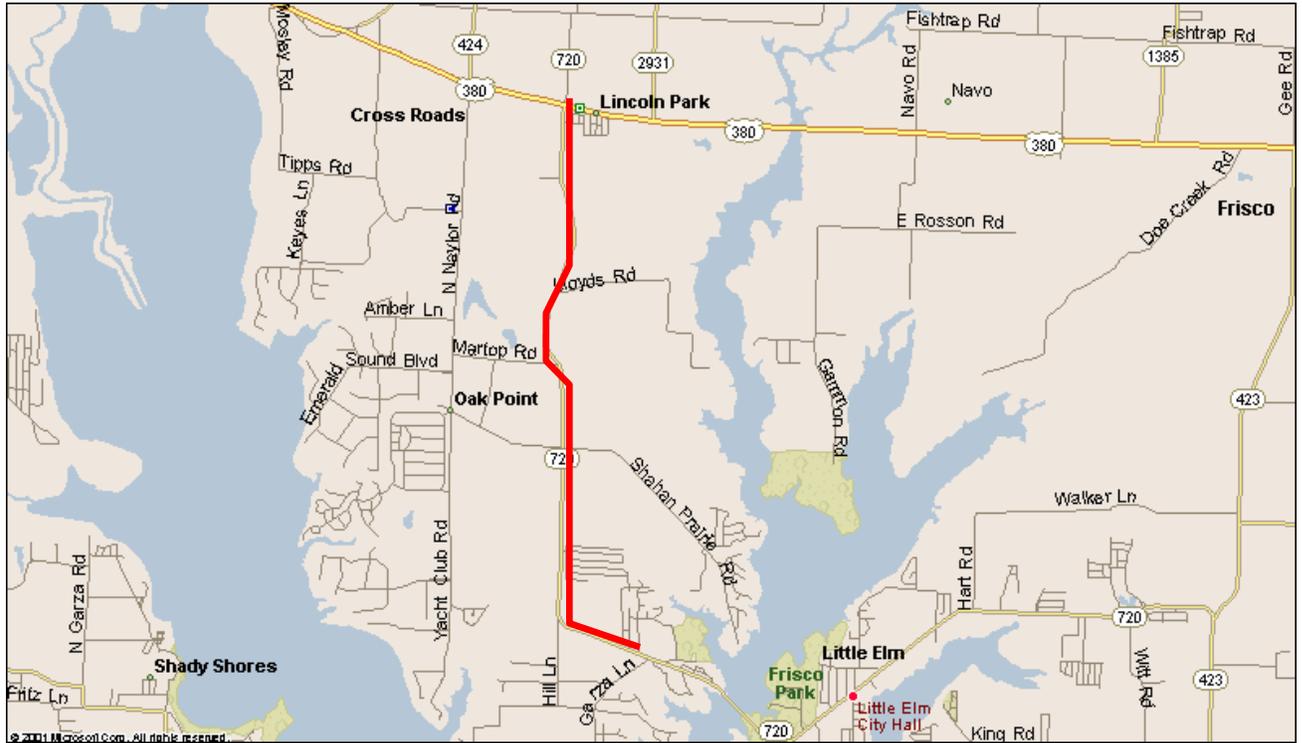
Item(s) of work currently controlling project completion:

Signals and pavement leave outs

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	September 2009
Public Hearing	November 2009
FONSI	October 2010
ROW Acquisition Begins	Ongoing
Utility Relocation Completed	*
Anticipated Let Date in DCIS	May 2011

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

- 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.
- The EA was sent to ENV July 16,2009 for clearance for public involvement.'
- Roadway design nearing 30%; As per Hainline's office; they have preliminary cross sections, typical sections, P&P and drainage P&P.
- ROW mapping to begin in October
- Plans Adequate for Utility Relocations (60% PS&E) expected before June 2010

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.

Efforts to Date:

Notice to proceed for the North Project was April 16, 2003.

- Environmental Documentation
- **Continue coordination effort with developers along the corridor.**
- Submitted Final Plans of the middle section to TxDOT on May 12, 2009. Final comments from District and Austin offices were addressed. Sheets were submitted on June 19, 2009. **Plans are available online on July 15, 2009. Letting is scheduled for August 11 or 12, 2009.**
- Submitted the revised exhibit, legal description and right of way map of Parcel 7 to TxDOT on May 13, 2009.
- **North section 100% complete plans were submitted to all parties on April 20, 2009. Review comments are expected to be back on September 1, 2009.**

Outstanding Issues:

- **Finalizing right-of-way map for the North Section. Estimated time of completion for the maps is July 31, 2009.**

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	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.

NOTE:

The values above are for long -range budgeting purposes only. Each property will be individually assessed in accordance with **TxDOT's** acquisition policy.