



# *Precinct 1 Task Force Report*

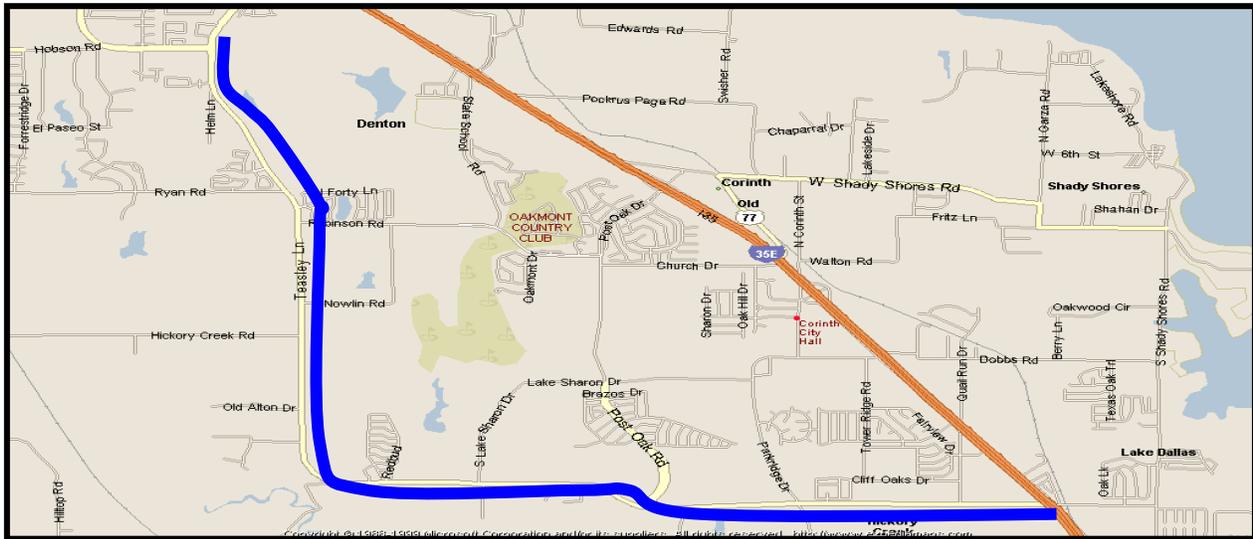
*November 10, 2010*

## **Project Specifics:**

- FM 2181
- Lake Lewisville Bridge & FM 720
- FM 2499 Section 4
- FM 2499 Section 5
- FM 720 (north/south)
- FM 423 Frisco
- US 377 Pilot Point
- FM 455
- Parkridge Drive
- Lakeview Drive
- Cowling Road
- IH 35E Ultimate Improvements
- Little Elm CIP

# 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>Firm:</b>	Huitt-Zollars	Huitt-Zollars	Huitt-Zollars
<b>Key Contact:</b>	Phil Hanley, Jeremy Doneghue		



## SCHEDULE

(approximate dates, subject to change without notice)

<b>Submit EA to TxDOT AO for initial review</b>	June 2002	
<b>Submit Schematic to Denton AO for review</b>	December 2002	
<b>Notice to Proceed on PSE</b>	January 2003	
<b>Schematic modification continues</b>	January 2003 through fall of 2003	
<b>Schematic Approved</b>	December 15, 2005	
<b>Clearance for Pubic Hearing</b>	August 2006	
<b>Plans Adequate</b>	August 2006	
<b>Public Hearing</b>	November 2006	
<b>FONSI</b>	January 28, 2008	
<b>100% Plans Submission</b>	June 2011	
<b>ROW Acquisition Begins E/W Section- N/S Section</b>	November 2009	*
<b>Utility Relocation</b>	*	*
<b>DCIS Let Date E/W Section – N/S Section</b>	January 2012	*

# FM 2181

## Current Activities

- **ROW:** TxDOT has retained three firms to acquire the E/W portion of FM 2181. They are: American Acquisition Group (AAG) for parcels 1-51, 122 (29A & 29B will be acquired by TxDOT). Associated Right of Way Services (ARWS) for parcels 52-100, and Property Acquisition Services (PAS) for parcels 101-148. ROW Acquisition is progressing well on the East-West Section of the Project. ROW acquisition is now underway for the North-South Section of the Project. ROW status reports will be provided to stakeholders electronically.
- **PS&E:** The project has been divided into two construction packages. The North/South Segment will consist of the construction from Lillian Miller to the City of Denton/Corinth City limits. The East/West Segment will extend from the City of Denton/Corinth city limits to IH-35E. East/West FM 2181 will let first, and North/South FM 2181 will lag slightly behind East/West FM 2181. Revised construction cost estimates have been submitted, and bridge class culverts and retaining wall layouts are being submitted to TxDOT for review.
- **Utilities:** District has cleared plans to be distributed to the cities along the corridor and to affected utility providers for utility relocation coordination. TxDOT has retained utility coordination services for the East/West Segment of FM 2181.
- See attached report from Huitt-Zollars.

***PROGRESS REPORT***  
**FM 2181**  
**DENTON COUNTY**  
**November 2010**

**ROUTE STUDIES**

Revised 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**

Outstanding Issues: Right of Way Appraisal Process.

ROW Acquisition is progressing well on the East-West Section of the Project and is now underway for the North-South Section of the Project.

**FIELD SURVEYING AND PHOTOGRAMMETRY**

Outstanding Issues: None

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

Huitt Zollars met with TxDOT and City of Denton to review ROW takes.

Huitt Zollars is preparing plans for a safety review meeting on the traffic control plans.

Huitt-Zollars is submitting retaining wall layouts and bridge class culverts for TxDOT review.

Ongoing coordination meetings are being held with TxDOT, Lake Cities Municipal Utility Authority, Halff Associates, City of Denton, and ITS to expedite the resolution of any PS&E challenges,

Huitt Zollars will incorporate the connection at FM2499 into the FM2181 plans and will survey and tie to the ongoing construction south of FM2181

Huitt-Zollars has provided Halff Associates with FM 2181 survey control data to be distributed to the utility surveyors.

Outstanding Issues: Huitt Zollars is updating the plans sets to reflect the split at the City of Denton/City of Corinth city lines.

Huitt Zollars is preparing plans for a Traffic Control Safety meeting.

Geotechnical requirements for retaining wall design.

## 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.



### Lewisville Lake Corridor Project



### Current Activities

- FM 720 received environmental re-evaluation clearance on June 14, 2010. This section of FM 720 is cleared for a July 2010 letting.
- The Eldorado Speed Study is complete, and distribution has been made to Little Elm, Lake Dallas, Denton County, and NTTA.
- See attached status report for project utility relocation.

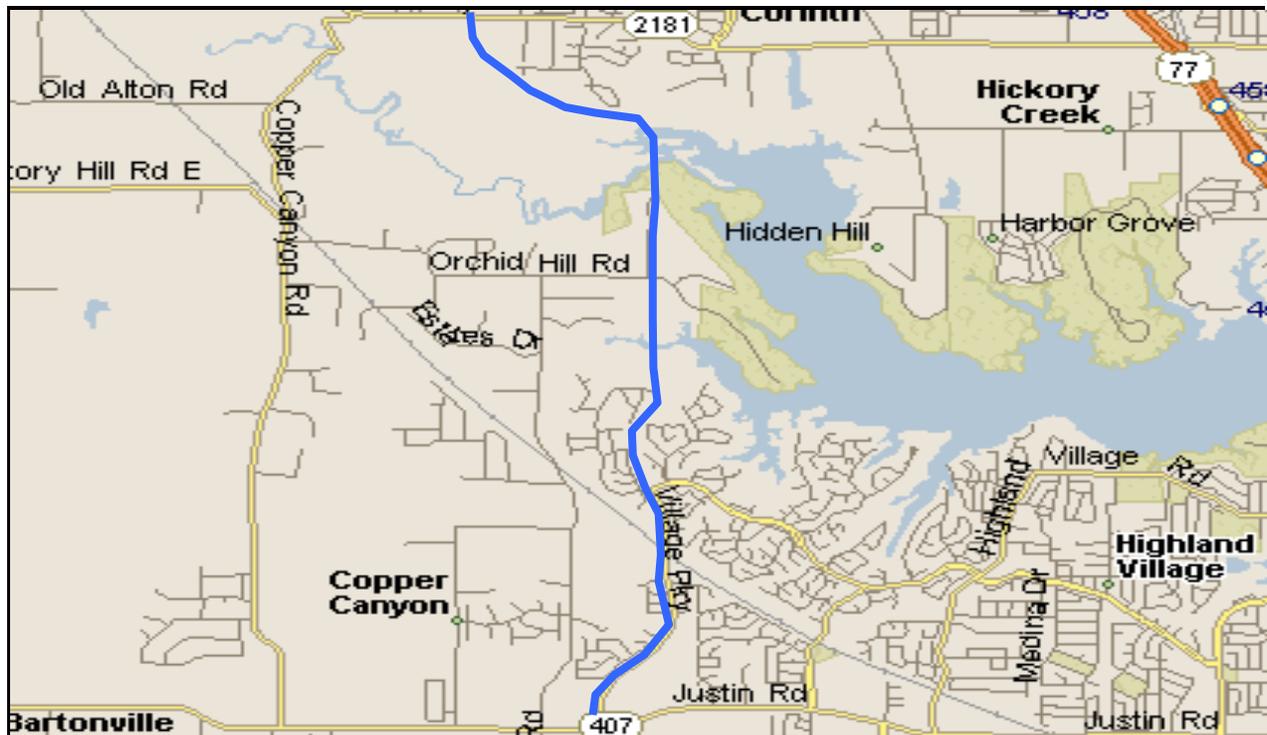
## **TxDOT FM 720 / Eldorado Parkway Improvements (Sec. 4 – 6) Project Utility Relocation Status report as of 11/08/2010**

### Utility Companies:

- **AT&T Communications (No Updates)** AT&T has been contacted to provide current update with regards to relocation activity. Based on previous conversation with John Hollingsworth of AT&T conduit installation has begun east of the Lake Lewisville Bridge.
- **Atmos Energy (Distribution Updated 11/8/10)** – Atmos anticipates completion on the relocation activity for the Distribution facilities to be complete by November 19, 2010.
- **Atmos Energy (Transmission Updated 11/8/10)** – Based on conversation with Rick Bailey easements have all been obtained and bids for this work will be advertised and selection made by November 30, 2010. All work shall be completed by January 1, 2011.
- **CoServ Electric (Updated 11/8/10)** Relocation of CoServ facilities currently ongoing. Relocation activity on schedule to be completed by December 31, 2010.
- **CoServ Gas** – Per Paul Kennedy, all Co-Serv Gas relocations are complete.
- **Grande Communications (Updated 11/8/10)** – According to Michael Bowden of Grande Communications they are still waiting on COE approval. In areas where CoServ has began installing poles, Grande is prepared to begin stringing new wire once enough poles have been set.
- **Oncor Electric Distribution** – This adjustment was completed in July 2009.
- **Suddenlink Communications (Updated 11/8/10)**–Suddenlink has completed their relocation design and will complete their relocation prior to December 31, 2010. Suddenlink facilities shall be placed on CoServ poles and completion of their work contingent on completion of CoServ relocations.
  
- **Town of Little Elm – (Updated 11/8/10)** According to Jason Laumer one project is completed and there are a few bores and two lift stations to complete. The town also has an additional bore at Lobo Lane but none of their work will be in conflict with TxDOT's Project activity.

## 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.
<b>Firm:</b>	TxDOT
<b>Key Contact:</b>	Mark Ross



### 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

### Current Activities

- Ed Bell was granted “right of entry” to the additional construction easement pending payment by the County to the Corps of Engineers for tree mitigation. This should assist the contractor to expedite the timing of the construction.
- Denton County is working with the communities along FM 2499-4 on a Ribbon Cutting Ceremony. The ribbon cutting is being scheduled for October 30, 2010.
- Denton County met with TxDOT Dallas on August 24, 2010 to coordinate the installation of a signal at FM 2499 and FM 2181. A signal warrant using new traffic will be completed within two weeks. Upon warranting, TxDOT will initiate the construction of the signal using an “on call” contract.
- TxDOT has authorized the signal and will be maintaining it. The signal has been installed and was fully functional on November 4, 2010.
- See attached TxDOT monthly project report.

# TxDOT Monthly Project Report for Precinct 1 Task Force

Date of report: November 4, 2010

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: (214) 336-0326

Date Work Began: 6-16-2008

Anticipated Completion Date: 4-18-2011

**Current Activities:** Painting sound wall on north end of project. General cleanup of project. Completing equestrian parking area fencing. Off-system temporary traffic signal at FM 2499 and FM 2181 was connected to power on November 4.

**Narrative Description of last month's activities:** FM 2499 was opened to traffic on October 30. Completed TxDot portion of Northwood construction.

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

Punch list items. Construct permanent traffic signal at FM 2499 and Highland Shores. Construct modified walls requested by the City of Highland Village. Complete painting sound walls.

**Traffic issues:** FM 2499 is open to traffic. Periodic lane closures will remain to complete construction.

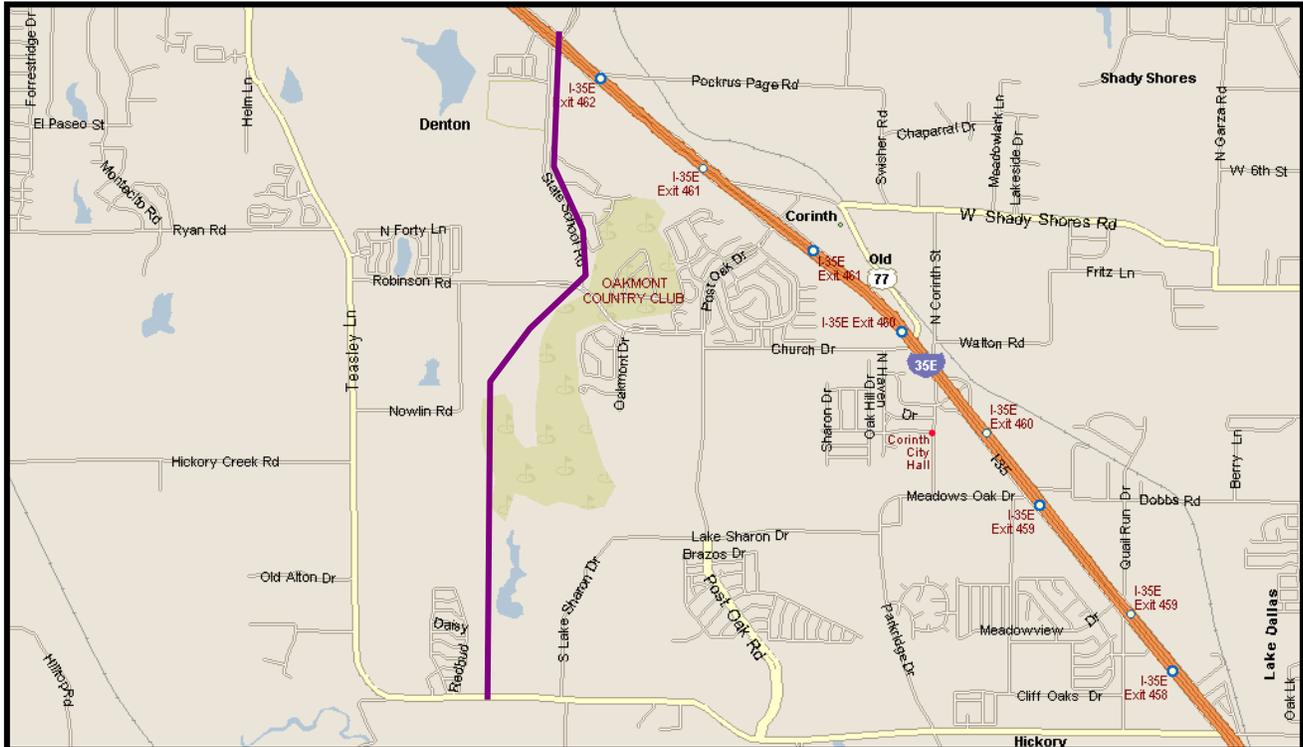
**Plans for changes in traffic patterns:** N/A

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

**Other items of significance:** N/A

# 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
<b>Firm:</b>	Half Associates
<b>Key Contact:</b>	Mike Romanowski



## 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>	January 17, 2008
<b>FONSI (Finding of No Significant Impact)</b>	<b>November 3, 2010</b>
<b>100% PS&amp;E</b>	<b>January 2011</b>
<b>ROW complete</b>	*
<b>Utilities Relocated</b>	*
<b>Anticipated Let Date/DCIS Let Date</b>	* *
<b>Construction Complete</b>	* *

# FM 2499 Section 5

## Current Activity

- **ENV:** Revised State FONSI submitted to ENV on July 9, 2010. This project will require non-regulatory mitigation and ongoing coordination. After approval of the EA, Halff will publish a Notice of Availability (NOA). The project will require non-regulatory mitigation and ongoing coordination. **TxDOT issued a Finding of No Significant Impact (FONSI) on November 3, 2010. [See attached FONSI.]**
- **PS&E:** Denton County executed on August 10, 2010, a supplemental contract with Halff Associates to complete final designs for FM 2499-5. The 100% PS&E is to be submitted in **January 2011** for review.
- Halff Associates is working with Dallas District reviewer on TCP comments. Working with Geotechnical Engineer to commence drilling work. Many borings are accessible from publicly donated ROW, but some will require landowner permission. Halff will attempt to secure all permissions as needed. Upon completion of the borings, structural detailing of walls will begin. **Approximately one third of the retaining wall borings are finished, and Halff is currently working on retaining wall design.**
- Halff Associates is also in the process of addressing TCP comments by Dallas District reviewer, Paul Spraggins, along with other items needed to complete the 30/60/90 review checklists.

Texas Department of Transportation

**FINDING OF NO SIGNIFICANT IMPACT (FONSI)**

FM 2499 Section 5: From FM 2181 to I-35E  
Denton County, Texas  
CSJ: 2681-01-012

**INTRODUCTION**

The Texas Department of Transportation (TxDOT) has determined, in accordance with the Texas Administrative Code, Title 43, Part 1, Chapter 2, that the proposed project to construct a new location Farm to Market Road (FM) 2499 Section 5 from FM 2181 to Interstate Highway 35E (I-35E) will not have a significant impact on the human or natural environment. This Finding of No Significant Impact (FONSI) for the preferred alternative is based on the October 2007 Environmental Assessment (EA). The EA was approved by TxDOT for public involvement October 16, 2007. The Public Hearing Summary Report (which includes responses to public comments) was prepared by TxDOT in October 2008 and is on file at the TxDOT – Dallas District office.

The October 2007 EA and the October 2008 Public Hearing Summary Report have been independently evaluated by the TxDOT Environmental Affairs Division, and determined to adequately and accurately discuss the need for, the purpose of, alternatives, environmental issues, and impacts of the proposed FM 2499 Section 5 project, and appropriate mitigation measures. These documents provide sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Finally, these documents are incorporated by reference into this decisional document.

**PROJECT BACKGROUND**

Throughout the 1980s and 1990s, Denton County, in conjunction with the City of Denton, conducted transportation studies and developed plans that involved extending FM 2499 from FM 2181 northward to connect with an extension of Loop 288 at I-35E. It was determined that FM 2499 Section 5 is a complete project with independent utility and logical termini, and the City of Denton adjusted its Thoroughfare Plan in 1997-1998 to show FM 2499 Section 5 extending from FM 2181 on the south to I-35E on the north. This northern location connects with an extension of Loop 288 at I-35E.

The proposed project is needed to help alleviate transportation deficiencies resulting from widespread population growth within Denton County over the last decade and projected population increases within the Dallas – Fort Worth Region. In particular, there is a need to provide an alternative north/south route to accommodate existing and future traffic demand from Denton County to destinations to the south. Population and traffic studies indicate that without an additional north/south transportation link in southern Denton County, widespread congestion on the existing inefficient and often discontinuous roadway network would intensify even further in future years.

The needs for the proposed project, or reasons for the project, are identified in the EA:

- Increased residential growth ,
- North/South thoroughfares are not sufficient to support this increased growth,
- Competing uses (i.e. local traffic and through traffic) result in congestion because local travel route options are limited.

The purposes of the proposed project, or solutions to the needs, are identified in the EA:

- Improve existing and future mobility,
- Reduce traffic congestion,
- Provide a facility consistent with local thoroughfare plans.

The FM 2499 Section 5 project was developed in accordance with all state and federal regulations, including the National Environmental Policy Act (NEPA) of 1969, Council on Environmental Quality (CEQ) Regulation for Implementing the Procedural Provisions of the NEPA (40 CFR 1500-1508), TxDOT Environmental Impact and Related Procedures (23 CFT Part 771), Texas Administrative Code, TxDOT Environmental Policy (43 TAC Chapter 2), including Public Involvement Rules.

This EA was prepared to determine if significant impacts would occur from the proposed project which would require an Environmental Impact Statement (EIS). The project was determined by TxDOT to warrant preparation of an EA for the following reasons: (1) the project maximized use of existing facilities where possible; (2) local, state, and federal resource agencies have reviewed and concurred on the approval of the project; and (3) the project was approved through state and local planning processes. Therefore, the EA was prepared to identify the environmental impacts of this project and for TxDOT to then determine whether an EIS was required or the EA was sufficient.

## REVIEW OF THE EA

TxDOT completed the EA in October 2007. The EA considered and analyzed the potential social, economic, and environmental impacts related to the proposed construction of FM 2499 Section 5.

The potential impacts studied include direct, indirect and cumulative impacts of the project. Direct effects are defined by the CEQ regulations (40 CFR §1508) as being "caused by the action and occur at the same time and place." Indirect effects are defined as effects that are "caused by an action and occur later in time or farther removed in distance, but are still reasonably foreseeable," and may "include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystem." Cumulative impacts are the incremental impacts that the project's direct or indirect effects have on a resource in the context of the myriad of other past, present, and future effects on that resource from unrelated activities.

During the alternatives analysis process, described in detail in the Alternatives Considered section of the EA, five alternatives were considered. The five preliminary alternatives include the No Build Alternative and four Build Alternatives. As discussed below, TxDOT has recommended approval of Build Alternative 4 as the Preferred Alternative.

The No Build Alternative assumes that the FM 2499 Section 5 project would not be constructed. The No Build alternative assumes the construction of other projects currently planned and programmed in the 2008-2011 *Transportation Improvement Program* (TIP), as amended, and the area's financially constrained 2030 *Metropolitan Transportation Plan* (MTP), as amended. Under the No Build Alternative, planned transportation system improvements would include strategies to reduce travel demand, improvements to existing roadways, and potential future public transit facilities. The No Build Alternative offers no additional safety or mobility needs in the study area. There is a substantial need for the proposed project due to ongoing and planned development along and near the project corridor and existing traffic congestion on nearby north/south thoroughfares.

The four Build Alternatives utilize existing Barrel Strap Lane on the southern end and State School Road to the north, and were developed to make use of portions of north/south oriented roads and utility lines. In addition, the four Build Alternatives were routed to avoid any displacement of

commercial or residential structures. Differences between the Build Alternative alignments relate to the placement of major curves along the generally north/south alignments, and to the expected environmental impacts these differences would produce. Information highlighting differences in the expected environmental impacts of the four Build Alternatives is summarized below:

- Build Alternative 1 – This route extends further north from Barrel Strap Lane than the other Build Alternatives and would impact approximately 0.8 acre of the wetland area below Lake Sharon. Also, it has greater woodland impacts where it continues to extend northward after it passes the north end of Lake Sharon, but has fewer woodland impacts elsewhere yielding a total of approximately 12.7 acres of woodland impacts. This route does not follow an existing road and utility line south of Nowlin Road, but instead curves to the west before it crosses Nowlin Road. This route has the greatest impacts (approximately 0.7 acre) to a pond located south of Robinson Road, which is part of Bryant Branch, a water of the U.S.
- Build Alternative 2 – North of Barrel Strap Lane, this route curves immediately to the west and results in approximately 0.7 acre of impacts to the wetland south of Lake Sharon. The route curves west near the north end of Lake Sharon, and away from an established utility corridor and road, thereby resulting in greater woodland impacts. South of Robinson Road, this route curves to the north and relatively greater woodland impacts would result. Total woodland impacts would be approximately 15.5 acres. This route passes west of a pond located south of Robinson Road with no impacts. Along State School Road, this route curves slightly to the west to produce a broader arc prior to connecting with I-35E, which would result in approximately 0.9 acres of impacts to Briercliff Park.
- Build Alternative 3 – This route follows the same alignment as Build Alternative 1 at the southern end and would also result in approximately 0.8 acre of impacts to the wetland south of Lake Sharon. The route generally follows existing roads and/or utility lines northward until it nears Nowlin Road, where it curves west before it crosses Nowlin Road. Woodland impacts for this alternative would be approximately 13.4 acres. This route passes to the east of the pond on Bryant Branch located south of Robinson Road, and would have less than 0.1 acre of impacts to the pond and stream.
- Build Alternative 4 – This route is very similar to Build Alternative 3, except that it adheres more closely to existing roads and utility lines in the corridor, and would result in approximately 13.2 acres of impacts to woodlands. This alternative would have approximately 0.6 acre of impacts to the wetland south of Lake Sharon. This route passes to the west of the pond on Bryant Branch located south of Robinson Road, with approximately 0.4 acre of impacts to the pond and the stream.

#### *Rational for Selection of Build Alternative 4*

Build Alternative 4 became the technically-preferred Build Alternative in 2000 after meetings with the local municipalities. Build Alternative 4 follows existing north/south roads and utility corridors to a greater extent than other alternatives, will have no impacts to Briercliff Park, would have the smallest impacts to wetlands (approximately 0.6 acre), would impact approximately 13.2 acres of woodlands, and would impact approximately 0.4 acres of the pond and the stream located south of Robinson Road. In addition, the overall alignment curves more gently than the other three, requiring no super elevation throughout the entirety of the roadway.

The No Build Alternative would avoid the direct, indirect and cumulative impacts of the proposed Build Alternative (Alternative 4), but it would not address the need and purpose for the proposed project. For these reasons, Build Alternative 4 is the selected Build Alternative to advance to final design and construction. This alignment is depicted on the Thoroughfare Plans of Denton County and the Cities of Denton and Corinth, and as such represents the alignment with the least community impact and the

most community cohesion. The selected Build Alternative will best achieve the need and purpose of the project and will result in no residential or commercial displacements.

#### *Preferred Alternative*

The proposed Build Alternative 4 would construct the project as a six-lane divided urban arterial roadway that would maintain the horizontal and vertical alignments at existing roadways near its north and south termini. The proposed project would reconstruct and widen 0.18 mile of Barrel Strap Lane (near the southern terminus) and 0.56 mile of State School Road (near the northern terminus). The remaining 2.21 miles of the proposed project would be on new location. The proposed design speed for the roadway is 45 miles per hour. The proposed right-of-way width along the alignment is 120 feet. The proposed typical cross-section would be curb and gutter with three 12-foot travel lanes in each direction and a 16-foot median. The proposed road design would include left turn bays for cross streets, and would allow sufficient distance between the curb and edge of right-of-way to allow for future construction of sidewalks. The use of existing roadways at the north and south terminus would minimize impacts to natural resources and take advantage of existing transportation facilities. A total of approximately 45.35 acres of new right-of-way will be required to facilitate construction of the proposed project. This total includes 2.10 acres required for drainage easements. The design schematic was prepared by TxDOT and is available for inspection at the Dallas District Office, 4777 E. Hwy. 80, Mesquite, Texas 75150.

As noted above, the EA examined the direct, indirect, and cumulative impacts of the project, which identified potential impacts of special concern to include: (a) cultural resources; (b) hazardous materials sites; (c) community impacts (e.g., displacements and socioeconomic impacts); (d) vegetation removal; (d) floodplains; (e) waters of the U.S.; (f) utility crossings; and (g) the indirect and cumulative project impacts to land use, vegetation, and water quality due to the current forecasted pace of development in the area, and air quality due to the current forecasted increase in travel in the area.

The EA concluded:

1. Build Alternative 4 is the recommended Preferred Alternative for the FM 2499 Section 5 project.
2. Build Alternative 4 meets the need for and purpose of the project with the least amount of impacts to the resource areas.
3. The proposed project would have no significant impacts to the quality of the human or natural environment.
4. TxDOT recommended a FONSI for the construction of the FM 2499 Section 5 project.

TxDOT's recommendation for the selection of the Build Alternative 4 resulted from a process that involved the public and coordination with various federal, state, and local government agencies.

#### **PUBLIC INVOLVEMENT**

Public involvement is an integral and critical component of the NEPA project development process. A comprehensive public involvement plan was developed to incorporate all the different types of stakeholders and their needs, from safety to mobility to environmental concerns. The public involvement team for the FM 2499 Section 5 project included representatives from TxDOT's Dallas District and Denton County Area Office, and also included extensive consultation with and the participation and involvement of the county and local officials.

### *Elected Official Outreach*

Outreach for elected officials and other community leaders for this project occurred during the early planning process, feasibility study, and during the EA process. The Denton County transportation consultant provided updates on the project monthly to County Commissioners, City of Corinth and Denton officials and other public entities through County Precinct 1 task force meetings. Letters of invitation to public hearings in June 2005 and January 2008 were sent to City of Denton and City of Corinth staff and council members, Denton County Commissioners, a Texas State Representative, a Texas State Senator, two U.S. Senate Representatives, and a U.S. Congressman.

### *Public Hearings*

Two public hearings were held for the proposed project. The first public hearing held on June 9, 2005 described the proposed project as a 4-lanes divided roadway with sufficient width in the median for future construction of two additional through lanes in the future. In May-Aug of 2006, TxDOT decided to process the proposed project as a 6-lane divided facility and to hold a second public hearing. The second public hearing held January 17, 2008 described the proposed project as a 6-lane divided roadway. The alignment that was disclosed in the 2008 public hearing was the same as presented in 2005 hearing; however, the widening from four to six lanes (ultimate cross section) would take place in the median.

Notices for each public hearing were mailed to residents, adjacent property owners, interested citizens, businesses, and federal, state, county, and city elected and appointed officials. Notices for each public hearing were published in both English and Spanish in the *Dallas Morning News*, the *Denton Record Chronicle*, the *Lake Cities Sun*, and *Al Dia*, a local Spanish paper.

Communication materials used before and during the public hearings included letters, e-mails, fact sheets, a PowerPoint presentation, a display panel gallery, engineering schematics and cross-sections, Project Location Map, comment forms, project handout, sign-in sheets, and copies of the environmental document.

Both public hearings included an open house with exhibits available for public viewing from 6:00 p.m. to 7:00 p.m. TxDOT and project team members were available to discuss the proposed project and answer questions during this time. The formal presentations began at 7:00 p.m., followed by a public comment period. TxDOT and project team members were available after the formal hearings to answer additional questions and concerns of the public.

The first public hearing was held on June 9, 2005 at the Denton Civic Center in Denton County. There were 37 registered attendees at the public hearing. The majority of the attendees indicated that they were property owners in the project vicinity. Two indicated they were business owners in the vicinity and 12 indicated they were a commuter or an interested citizen. One attendee was a member of the Denton City Council. Approximately 16 people at the hearing were representatives of TxDOT and other project team members. The verbal and written comments expressed concern about right-of-way acquisition from their property, concern about noise and the negative impacts to vegetation and habitat. The issues and concerns generally centered on the impacts of the project to the human and natural environmental environment. Some citizens expressed support for the project and indicated they would like to see the project implemented as soon as possible. A Summary and

Analysis report detailing the public hearing was prepared after the public hearing. The report summarized the vital data (i.e., date, location, purpose, format, and attendance), the hearing, and the comments received. The appendices for the report included the sign-in sheets, PowerPoint Presentation, exhibits and handouts, comment forms, and comment responses. The public hearing Summary Report also included a transcript of the hearing. In response to comments received at the

public hearing, the noise analysis was revised to account for recent development of residential neighborhoods in the project area, and new noise abatement walls were proposed for the project.

A second public hearing was held on January 17, 2008 at John H. Guyer High School in Denton County. There were 122 registered attendees at the public hearing. Four attendees were either elected or municipal officials from the City of Denton and a Council member from the City of Corinth also was in attendance. One member of the local media attended the hearing. A total of 117 of the attendees were interested residents from surrounding communities. In addition to the registered attendees, there were nine people representing the TxDOT and eight other members of the project team. The verbal and written comments expressed concern about proximity to homes, public safety, noise, air pollution, light pollution, potential health hazards, impacts to the natural environment, and road alignment. Several attendees also expressed support for the proposed project. A Summary and Analysis report detailing the public hearing was prepared after the public hearing. The report summarized the vital data (i.e., date, location, purpose, format, and attendance), the hearing, and the comments received. The appendices for the report included the sign-in sheets, PowerPoint Presentation, exhibits and handouts, comment forms, and comment responses. The public hearing Summary Report also included a transcript of the hearing. The response to comments received at the public hearing highlighted that resource impacts were minimized and avoided where possible, and that mitigation would take place for unavoidable impacts. Noise walls are proposed throughout the project alignment, and the project is expected to help reduce air pollution by relieving congestion in the project vicinity. The alignment disclosed in the 2008 public hearing was the same as presented in 2005 hearing; however, the widening from four to six lanes (ultimate cross section) would take place within the median. Thus, the roadway will be no closer in proximity to property lines and structures than it was as proposed in 2005. The project was designed in accordance with TxDOT standards to meet current design and safety criteria. As such, public health and safety were considered throughout the design of the proposed project. Lighting, if incorporated, will be provided for by local municipalities at a later date; no light pollution impacts will be expected in conjunction with this project.

## **MITIGATION / COMMITMENTS**

A majority of the potential impacts associated with the construction of the recommended selected alternative were avoided or minimized as documented in the EA. The design and construction of FM 2499 Section 5 will incorporate measures to minimize harm to the environment, as described below.

### **Right-of-Way**

A total of approximately 45.35 acres of new right-of-way will be required to facilitate construction of the proposed project. This total includes 2.10 acres required for drainage easements. The purchase of all right-of-way will be done in accordance with the *Procedures of Purchase of Right-of-way* and the provisions of the federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended.

### **Land Use**

The proposed project is consistent with local/regional planning efforts. The impacts to land use as a result of this project are not significant. The surrounding land use in the project corridor is primarily zoned and already developed for residential and commercial uses. All future development plans will be subject to the city and county subdivision plat approval process and/or land use development codes. Any land use development taking place within Denton and Corinth will be subject to municipal land use development regulations and policies.

### **Bicycle and Pedestrian Accommodations**

Bicycle and pedestrian considerations were given full consideration. The proposed project will provide pavement surfaces to traverse, ramp accessible sidewalks, and traffic signals with pedestrian phasing to better accommodate pedestrians. Sidewalks will be provided where developed properties front the

proposed roadway, and a sidewalk plan will be developed in coordination with local governments. In locations where crosswalks are provided, the medians will be at least 5-foot wide to provide pedestrian refuge during crossings. To accommodate bicycle use, the edge stripe on the outside lane will be omitted to create a 14-foot wide outside lane. Bicycle and pedestrian accommodations will be implemented except in specific areas where right-of-way limits and slope grades would prohibit implementation.

#### **Waters of the U.S., including Wetlands**

It is expected that the impacts to the wetland area below Lake Sharon dam (approximately 0.6 acre of impacts) will require an individual permit from the U.S. Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA), and that the application for the permit will include seven additional water crossings resulting from construction or extension of culverts and channel improvements. In accordance with the CWA Section 404(b)(1) guidelines, wetland mitigation is identified as avoidance, minimization, and compensatory mitigation. These guidelines focus on the avoidance of adverse impacts to wetlands with the goal of no overall net loss of wetland functions. Avoidance and minimization of impacts to the wetland were considered in the design of the proposed project, but some wetland impacts are unavoidable. Mitigation for loss of habitat associated with aquatic features (i.e., ponds, creeks, and wetlands) will be addressed through the regulatory process for USACE permits under Section 404 of the CWA.

#### **Water Quality**

Proper stabilization techniques will be employed during construction to control erosion and sedimentation. These techniques will be accomplished according to Best Management Practices (BMPs) that will be outlined in the Storm Water Pollution Prevention Plan (SW3P) which is developed during the design phase.

A Texas Pollutant Discharge Elimination System (TPDES) permit will be required, and its conditions and requirements will be followed to address erosion/sedimentation/pollution concerns during the construction and operation phases. In accordance with Texas Commission on Environmental Quality (TCEQ) regulations, a Notice of Intent (NOI) will be filed and a SW3P will be implemented for the construction site.

#### **Floodplains**

The proposed project crosses established 100-year floodplains at four locations. The hydraulic design for the project will be in accordance with current TxDOT design policies and procedures. The alternative selected will permit the conveyance of a 100-year flood, inundation of the roadway being acceptable, without causing significant damage to the roadway, floodplain, or other property along the route.

#### **Threatened and Endangered Species**

The proposed project may impact suitable habitat, but not individuals, of the plains spotted skunk, the Texas garter snake, and the timber/canebrake rattlesnake. To ensure minimization of effects to these species, the forested habitat near Bryant Branch and the unnamed tributary to Lewisville Lake will be surveyed for signs of these species prior to construction activities.

#### **Vegetation**

Impacts to forested habitat areas that could not be avoided or minimized will be mitigated based on the mitigation plan included in Appendix H of the EA. The basis of the plan calls for the reforestation of 11 acres near Lewisville Lake at a density of 100 trees per acre. During construction, TxDOT will minimize the amount of wildlife habitat disturbed.

#### **Migratory Birds**

Between October 1 and February 15, the contractor would remove all old migratory bird nests from any structure that would be affected by the proposed project, and complete any bridge work and/or

vegetation clearing. In addition, the contractor would prevent migratory birds from building nests between February 15 and October 1. In the event that migratory birds are encountered on-site during project construction, adverse impacts on protected birds, active nests, eggs, and/or young will be avoided.

#### **Cultural Resource**

No historic or archeological resources were identified within the project APE that would be affected by the proposed project. In the event that archeological materials are discovered during construction, construction in the immediate area shall cease, and TxDOT Archeological Studies personnel will be contacted to initiate accidental discovery procedures in accordance with the terms of the First Amended Programmatic Agreement among the Federal Highway Administration, TxDOT, the State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings.

#### **Invasive Species and Beneficial Landscaping**

Landscaping will be limited to seeding and replanting the right-of-way with native species of grasses, shrubs, and trees, where possible.

#### **Air Quality**

This project is located within Denton County which is part of the Dallas-Fort Worth area that has been designated by the Environmental Protection Agency (EPA) as a moderate nonattainment area for ozone; therefore, the transportation conformity rule applies. The proposed project is consistent with Mobility 2030 Metropolitan Transportation Plan (MTP) and the FY 2008-2011 Transportation Improvement Program (TIP), as amended. The U.S. Department of Transportation (FHWA/FTA) found the MTP to conform to the State Implementation Plan (SIP) on June 12, 2007, and found the FY 2008-2011 TIP to conform on October 31, 2007. All projects in the North Central Texas Council of Government's (NCTCOG) TIP that are proposed for federal or state funds were initiated in a manner consistent with federal guidelines in Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR. Energy, environment, air quality, cost, and mobility considerations are addressed in the programming of the TIP.

Although not specifically required in accordance with TxDOT's June 2006 Air Quality Guidelines, a quantitative analysis of estimated Mobile Source Air Toxics (MSAT) has been completed for this project due to air quality concerns raised by citizens at the public hearings held in June 2005 and January 2008. The MSAT analysis modeled three scenarios: the 2009 base year (or existing condition); the 2014 estimated time of completion year (including Build and No Build Alternatives); and the 2030 design year (including Build and No Build Alternatives). The analysis indicated a decrease in MSAT emissions would be expected for both the Build and No Build Alternatives for the years 2014 and 2030 versus the 2009 base year. Emissions of total MSATs for the Build scenario are predicted to decrease by 42 percent in 2030 compared with 2009 levels. The reasons for these improvements are twofold: a change in vehicle fuels (both gasoline and diesel fuel) and a change in emission standards that both light-duty and heavy-duty on-highway motor vehicles must meet. These projected air emission reductions will be realized even with predicted continued growth in the number of vehicle miles traveled. The MSAT analysis identified nine sensitive receptors within the project study area: two within 100 meters of the proposed right-of-way, and seven between 100 and 500 meters of the proposed right-of-way.

Design year traffic for the proposed project is estimated to be 38,272 vehicles per day (VPD) in 2030. These traffic projections do not exceed 140,000 VPD; therefore, the project was exempt from a Traffic Air Quality Analysis because previous analyses of similar projects did not result in a violation of the National Ambient Air Quality Standards. Ozone is modeled at the regional level, and the FM 2499 Section 5 project was included in the regional analysis for ozone. Energy, environment, air quality, cost and mobility considerations are addressed in the programming of the TIP. Thus, mitigation for potential air quality impacts is planned at the regional level within the TIP.

### **Noise**

The project will result in traffic noise impacts, and noise barriers were determined to be feasible and reasonable at multiple locations. TxDOT will conduct noise workshops with property owners adjacent to each proposed noise barrier. These noise workshops will explain the modeling that resulted in the noise wall being proposed, and discuss with residents how the wall will affect noise in their area. At that time, residents will be able to ask questions directly applicable to their proposed noise wall, and vote on whether or not they want the wall to be built. Residents adjacent to the proposed wall will receive notification prior to each briefing. A copy of the traffic noise analysis will be made available to local officials to ensure, to the maximum extent possible, future developments are planned, designed, and programmed in a manner that will avoid traffic noise impacts.

### **Construction**

Measures to control fugitive dust would be considered and incorporated into the final design and construction specifications. The contractor would also take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction staging area. The use of construction equipment within sensitive areas would be minimized or eliminated entirely. All construction materials used for this project would be removed as soon as work schedules permit. Any unanticipated hazardous materials and/or petroleum contamination encountered during construction would be handled according to applicable federal and state regulations per TxDOT Standard Specifications.

The proposed project would require a temporary traffic control plan which would include staged construction. This would be planned during the construction plan preparation stage and coordinated during the stage construction. Traffic control planning and design would include efforts to maintain existing traffic capacity during peak travel periods. The temporary reduction of capacity and detour of traffic would be coordinated to ensure that substantial reduction in capacity and delay would not occur. There may be temporary impacts to commercial businesses; however, there would be no relocations or closures of businesses by the proposed project. These facilities would remain accessible during construction of the proposed facility and at least one lane in each direction would remain open for the duration of the construction phase. No detour route would be necessary.

### **MONITORING AND ENFORCEMENT**

All commitments and conditions of approval stated in the EA will be monitored by TxDOT and other appropriate state, federal and local agencies to ensure compliance.

### **TxDOT ENVIRONMENTAL AFFAIRS DIVISION DECISION**

The TxDOT Environmental Affairs Division has reviewed all of the relevant documents and materials and all of the previous environmental studies and findings. Based upon our own independent review and analysis, we find that the October 2007 EA analyzed and considered all the relevant potential environmental impacts and issues. The TxDOT Environmental Affairs Division concurs with the findings made in the EA in that the Build Alternative 4 best meets the need for and purpose of the project with the least amount of impacts to the resource areas; and the proposed project would have no significant impacts on the quality of the human or natural environment under NEPA.

Based upon our own agency review and consideration of the analysis and evaluation contained in the EA for this project, and after further careful consideration of all social, economic, and environmental factors, including input from the public involvement process, the TxDOT Environmental Affairs Division hereby approves the issuance of a Finding of No Significant Impact for the FM 2499 Section 5 project. The TxDOT Environmental Affairs Division further approves the Build Alternative 4 as the recommended alternative for selection as the proposed action for this project. The selected

alternative would best fulfill the need for and purpose of the project and meets the goals identified for the FM 2499 Section 5 corridor. This proposed project is included in the 2008-2011 Transportation Improvement Program, as amended, and the 2030 Metropolitan Transportation Plan, as amended.

As to project mitigation, TxDOT is hereby required to ensure completion of all mitigation outlined above and set out specifically in the October 2007 EA. TxDOT is also required to ensure that any and all local, state, or federal permit requirements and conditions are met and otherwise complied with.

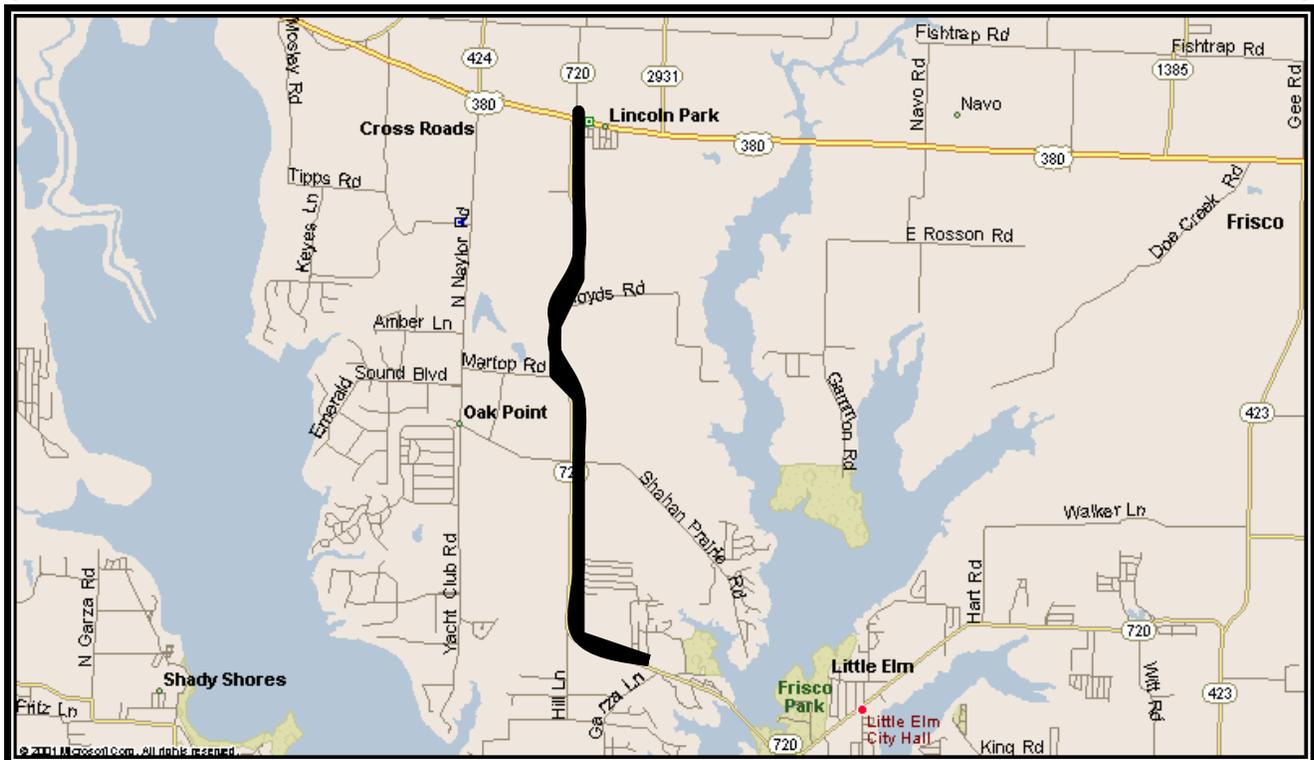


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Dianna F. Noble, P.E.  
Director  
Environmental Affairs Division  
Texas Department of Transportation

Date 11-3-10

## 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>	\$33,000,000
<b>Description:</b>	Widen 2-lane rural roadway to 6-lane divided urban
<b>Firm:</b>	TxDOT
<b>Key Contact:</b>	Mike Hainline



## 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>	September 2009
<b>Public Hearing</b>	November 2009
<b>FONSI</b>	April 2011
<b>ROW Acquisition Begins</b>	*
<b>Utility Relocation Completed</b>	*
<b>Anticipated Let Date</b>	April 2013

### Current Activities

- See attached TxDOT status report.



## FM 720: From Eldorado Pkwy To US 380 CSJ 1567-01-025 Denton County

PROJECT STATUS AS OF **Thursday, November 04, 2010:**

### COMPLETED MILESTONES

- Original Schematic Approved [August 8, 2007](#)
- Completed 30% PS&E – [April 29, 2009](#)
- Original Completed 60% PS&E – [May 28, 2010](#)

### FUTURE MILESTONES

- Revised schematic approval: [December 15, 2010.](#)
- Environmental Clearance: [April 2011.](#)
- 60% PS&E revisions complete: [July 2011.](#)
- 100% PS&E complete: [December 2011.](#)
- Proposed Ready to Let Date: [Early 2013](#) based on current Env clearance and ROW acquisition time lines.

### SCHEMATIC AND ENVIRONMENTAL

- **Revised schematic incorporating new alignment (avoid AT&T Central Office) submitted to Austin office on [October 28, 2010](#). Final Schematic approval expected by [December 15, 2010](#).**
- Estimate Environmental Clearance (EA): [April 2011](#). **Schematic revisions (realign FM 720 to avoid AT&T) are being incorporated into the EA document.** Archaeological permit received on June 1. Archaeological survey on-going.

### DESIGN

- PS&E: **currently [58 % complete](#)**
- 60% PS&E revisions (address realignment of FM 720 to avoid impacts to AT&T Central Office facilities) - estimate completion by [July 2011](#)
- 100% PS&E – estimate completion by [December 2011](#)
- Items remaining for 60% PS&E:  
Storm Sewer revisions

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11/4/2010



- **Additional items remaining for 100% PS&E:**
  - TCP
  - Contract Time Determination
  - SW3P Sheets
  - Signs & Pavement Markings Sheet
  - Landscape Plans
  - Signal Plans
  - Miscellaneous Details
  - Permanent BMP Strategies
  - Utility Layout Sheets
  - General Notes and Specifications

## **ROW**

- **ROW Mapping and Acquisition**– Mapping complete and delivered to District on **March 31, 2010**. ROW Div accepted map on **May 24, 2010**.
- **Revisions to ROW map** needed as outlined below. Map revision expected under new Work Authorization. Final approval of ROW map revisions expected by **April 2011**.
  - 1) Parallel Drainage – Revise one parcel
  - 2) Schematic revision to avoid impacts to AT&T facility – Revise 7 parcels, remove 1 parcel (AT&T).
- **Estimate ROW acquisition** complete by **January 2013** based on new estimated **April 2011** Env clearance.

## **UTILITIES**

- **WA for Subsurface Utility Engineering (SUE)** signed with CardnoTBE. Notice to Proceed issued on April 19, 2010.
- **SUE delivered to District** on **July 29, 2010**.
- **AT&T, TxDOT, City of Little Elm officials** met on 6-21-2010 to discuss project impacts to AT&T facility near station 61+00. Issues: 1) proposed FM 720 pavement section conflicts with major underground vault currently on AT&T property; 2) proposed ROW line is approximately 17' from corner of AT&T building leaving little to no room to relocate vault. **Revised schematic incorporating new alignment (avoid AT&T Central Office) submitted to Austin office on October 28, 2010**
- **Utility Relocations** – Projected to begin by **April 2012** based on upcoming schematic revision with new Env clearance and ROW acquisition time lines.

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11/4/2010

## FM 423

<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 6-lane divided urban roadway
<b>Firm:</b>	Jacobs Engineering
<b>Key Contact:</b>	Debbie Neubert, Olivia Tanyadji
<b>TxDOT Contact:</b>	Noe Rodriguez

### Current Activity

#### **North & Middle Sections:**

- ITS met with Jacobs Engineering regarding issues on FM 423. Design is on track for 100% submission by the end of the year. ROW acquisition and utility relocation are the critical issues. A meeting with TxDOT Dallas was held on September 13, 2010, at 9:30 a.m. in Arlington to discuss ways to expedite the let date for this project.
- ITS is currently negotiating design changes for the pavement on the north project. Comments on the scope and fee were sent to Jacobs/Dannenbaum on November 12, 2010. ITS met with Danny Everett, Debbie Neubert, Gary Bailey, Jason Laumer, and Liz Metting and resolved a few issues. Currently awaiting revised scope and fees. Savings estimated to be \$2.7 million after design cost.
- Pavement Design Change on the middle project will be changed by TxDOT Denton as it was determined that there was only 4 inches of subgrade savings using the new TxDOT criteria. There may be no savings in dollars, but there will be significant savings in time and disruption.
- The FM 423 North and South coordination meeting was held at Little Elm on November 3, 2010.
- The FM 423 Utility Coordination meeting was held at the Denton Area Office on November 4, 2010.
- TxDOT is hiring appraisers for the north project but has not contracted with an acquisition agent.
- **See attached November 2010 Progress Report.**
- **See attached November 2010 TxDOT Project Report.**

I. Efforts this month:

- Construction is underway for the middle section project. TxDOT will schedule monthly construction meeting and invite the cities.
- Combined Task Force Meeting for the North and South sections was held on October 7, 2010.
- Utility Coordination Meeting is scheduled for November 4, 2010 at TxDOT Denton Area Office.
- Town of Little Elm change order requests are being processed by TxDOT and the Contractor.
- The revised sheets of the north section will be submitted on October 29, 2010 for TxDOT's review and approval.
- TxDOT is considering revising the pavement section on both the North and Middle sections to reduce construction costs.

II. Outstanding Issues:

- Identification of TxDOT's ROW Acquisition Consultant pending.
- Scheduling monthly construction meeting for middle section.
- Addition of left turn lane at SB FM 423 to QT driveway on the east side.
- Final decision on pavement section revisions.

# TxDOT Monthly Project Report for Precinct 1 Task Force

Date of report: November 2, 2010

Report prepared by: Noe Rodriguez

Project: **C 1567-2-27**

Control: **1567-02-027**

Highway: **FM 423**

Limits: From: 0.6 miles south of FM 2934 (Eldorado Parkway)

To: Stewarts Creek Road

Contractor: **Austin Bridge & Road, LP**

TxDOT Project manager: Noe Rodriguez

Phone: (214) 923-2242

Contractor's Superintendent: Steve Gould

Phone: (214) 596-7300

Date Work Began: Time suspended

Anticipated Completion Date: November 2012

**Current Activities:** Utility relocation, culvert widening, placing lateral lines (east & west side), installing temporary signals, place inlets (west side), detours

**Narrative Description of last month's activities:** Utility relocation, place RCP/ Box and temporary signals

**Narrative Description of activities planned for next month:** Utility relocation (AT&T), place detours, place RCP & inlets, strip top soil, place embankment, place bridge drill shafts.

**Traffic issues:** None

**Plans for changes in traffic patterns:** None

**Item(s) of work currently controlling project completion:** Utility relocation (AT&T), temporary signal installation.

**Other items of significance:** Added turn lanes by developers

# US 377 Pilot Point

<b>C-S-J:</b>	0081-06-029
<b>Limits (From):</b>	FM 455
<b>(To):</b>	Denton/Grayson County Line
<b>Length:</b>	3.5 miles
<b>Est. Const. Cost:</b>	\$12 million
<b>Description of Project:</b>	Reconstruction of roadway to include a continuous left turn lane
<b>Firm:</b>	Bridgefarmer
<b>Key Firm Contact:</b>	Firoze Shams
<b>TxDOT Contact:</b>	Bruce Nolley



## Schedule - EA

<b>Begin Advanced Planning</b>	June 2010
<b>Complete Draft Environmental Document</b>	*
<b>Schematic Approved</b>	*
<b>Clearance for Public Involvement (if needed)</b>	*
<b>Public Hearing (if needed)</b>	July 27, 2010
<b>FONSI</b>	*
<b>ROW Acquisition Begins</b>	*
<b>Utility Relocation Completed</b>	*
<b>Anticipated Let Date in DCIS</b>	*

## US 377 Pilot Point

<b>C-S-J:</b>	0081-06-029
<b>Limits (From):</b>	FM 455
<b>(To):</b>	Denton/Grayson County Line
<b>Length:</b>	3.5 miles
<b>Est. Const. Cost:</b>	\$12 million
<b>Description of Project:</b>	Reconstruction of roadway to include a continuous left-turn lane

### Current Activity:

- **ENV:** Denton County has retained the services of Bridgefarmer and Associates to provide the advanced planning and design for this portion of US 377.
- The kick-off meeting was held on July 9, 2010.
- **Schematic:** Work has begun as a part of the environmental clearance in June 2010.
- **ROW:** Will begin once the project has been environmentally cleared.
- **PS&E:** Will begin once the schematic is sufficiently developed.
- Bridgefarmer has provided the latest schematic to the City for their use.
- **See Status Report from Bridgefarmer.**
- A US 377 technical meeting has been scheduled for the third Monday of the month, quarterly. These meetings began on October 18, 2010, at 1:30 p.m. at the Pilot Point City Hall.

**US 377 in Pilot Point, TX**  
**CSJ: 0081-06-029**

Engineer: Bridgefarmer & Associates, Inc.  
Progress Report # 5  
Period: October, 2010

**Activities during this Period**

**Project Management (FC 110)**

1. Continued project coordination with TxDOT, Denton County (ITS)
2. Continued project management activities
3. Forwarded revised project submittal schedule to TxDOT
4. Attended quarterly progress meeting on October 18<sup>th</sup>, 2010.
5. Attended TxDOT survey meeting on October 28<sup>th</sup>, 2010

**Route Design Studies (FC 110)**

1. Updated Design Summary Report
2. Conducted field visit
3. Completed preliminary schematic exhibits for the October 18<sup>th</sup>, 2010 quarterly progress meeting
4. Requested better topographical information from TxDOT and forwarded a survey exhibit to TxDOT

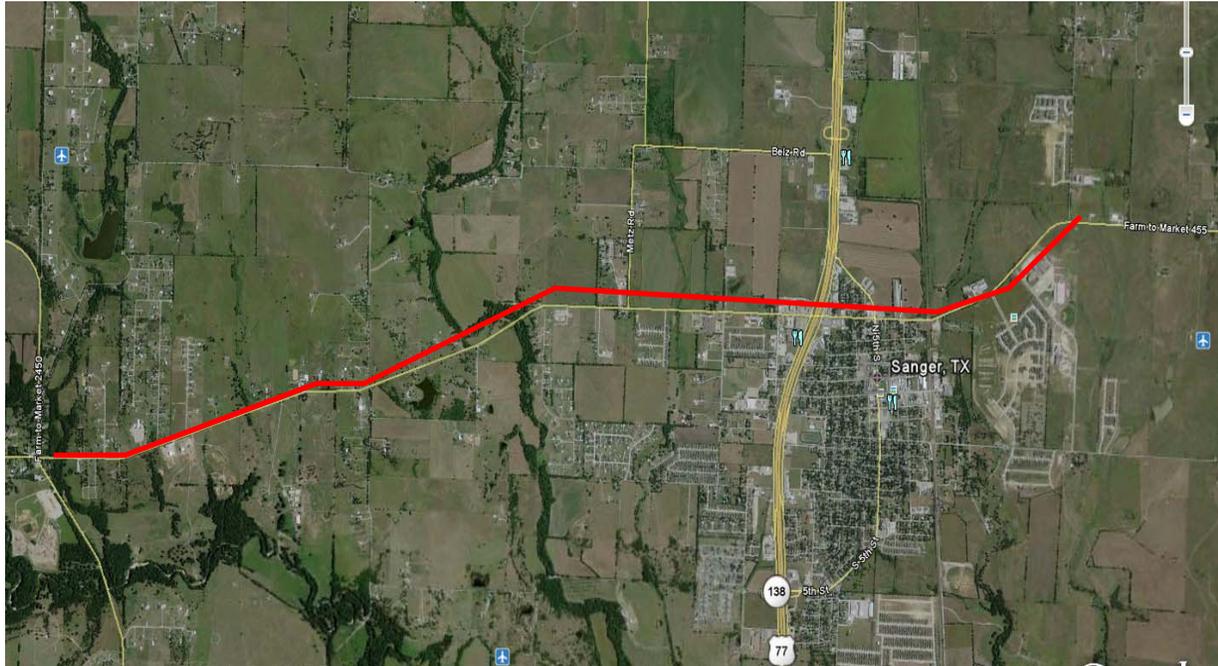


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Firoze Shams, P.E.  
Project Manager

# FM 455

<b>C-S-J:</b>	0816-02-TBD
<b>Limits (From):</b>	FM 2450
<b>(To):</b>	Marion Road
<b>Length:</b>	5.3 miles
<b>Est. Const. Cost:</b>	\$40 million
<b>Description of Project:</b>	Widen two-lane rural roadway to a four-lane urban roadway with turn lanes at IH-35
<b>Firm:</b>	Dannenbaum
<b>Key Contact:</b>	Greg Vowels



## Schedule - EA

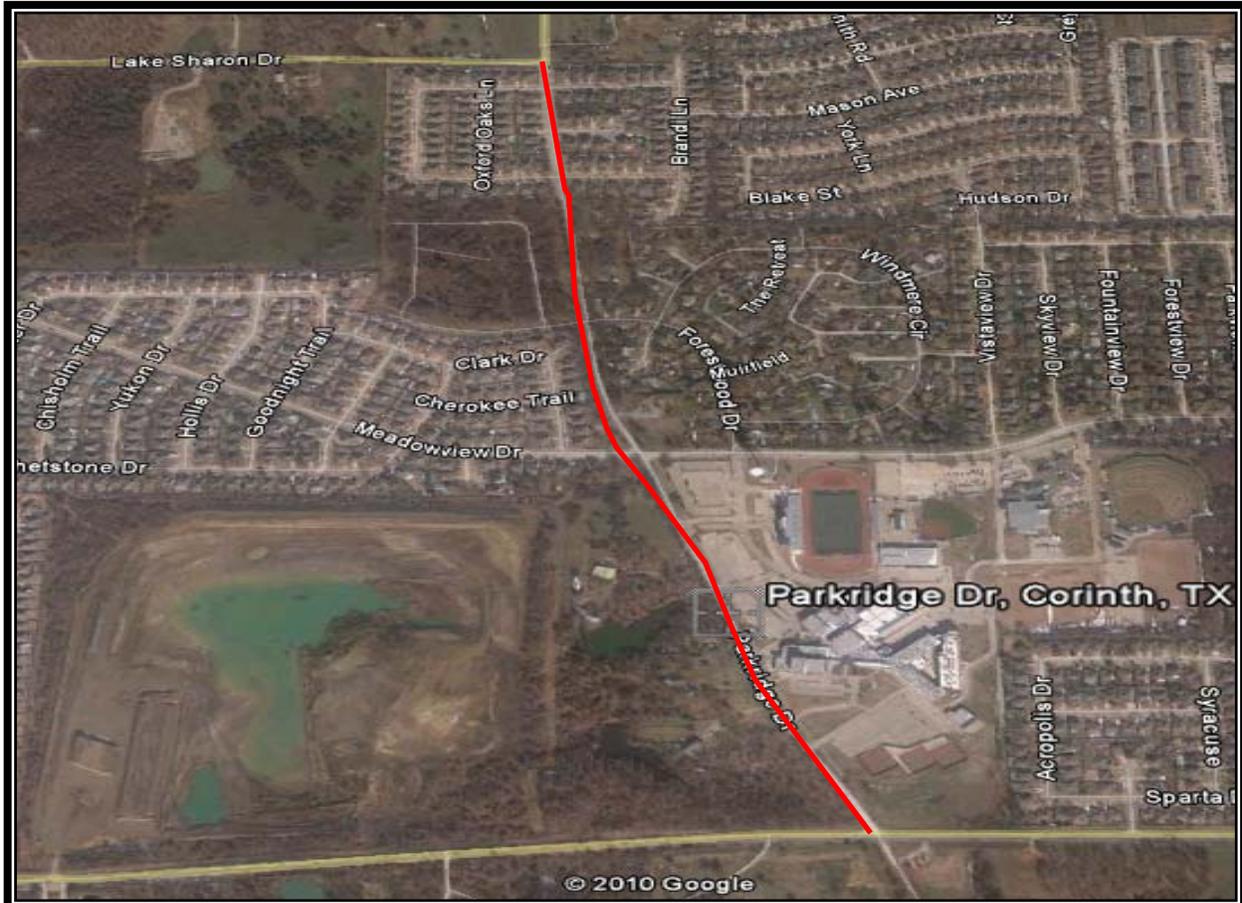
<b>Begin Advanced Planning</b>	June 2010
<b>Complete Draft Environmental Document</b>	*
<b>Schematic Approved</b>	*
<b>Clearance for Public Involvement (if needed)</b>	*
<b>Public Hearing (if needed)</b>	*
<b>FONSI</b>	*
<b>ROW Acquisition Begins</b>	*
<b>Utility Relocation Completed</b>	*
<b>Anticipated Let Date in DCIS</b>	*

### **Current Activity:**

- **ENV:** A “kick off” meeting was held on June 17, 2010.
- **Schematic:** Will begin as a part of the environmental clearance in July 2010.
- **ROW:** Will begin once the project has been environmentally cleared.
- **PS&E:** Will begin once the schematic is sufficiently developed.
- A supplemental agreement with Denton County was executed, and Dannenbaum received Notice-to-Proceed on July 28, 2010.
- Dannenbaum has completed Right-of-Entry forms for the adjacent property owners of FM 455. The firm went door-to-door to obtain the Right-of-Entry for the property owners that Dannenbaum needs to access in order to place panel points (vinyl "X") on the ground for mapping the aerial photography.
- The FM 455 Corridor was flown on August 26, 2010. The flight has been processed and delivered to the design team on September 30, 2010. Supplemental topography will need to be added in the areas that are obscured by trees (mainly in the drainage channels).  
Dannenbaum is currently making adjustments to potential ROW lines and finalizing field work with tie-in for additional field work. Dannenbaum is also preparing ROW exhibits for meeting with local officials. Dannenbaum is finalizing the 3D topography file.
- A meeting with City and County officials will be set to discuss potential right-of-way impacts. Dannenbaum is awaiting aerial photography and update to preliminary ROW lines to schedule the meeting. Since Dannenbaum has received the survey information and is progressing with preliminary ROW lines, they plan to conduct the meeting within the next month as schedules permit.

## Parkridge Drive

<b>Limits (From):</b>	FM 2181
<b>(To):</b>	Warwick Drive
<b>Length:</b>	0.7 miles
<b>Est. Const. Cost:</b>	\$1.5 million
<b>Description of Project:</b>	Reconstruction and widening of existing substandard facility into 3-lane concrete roadway
<b>Firm:</b>	City of Corinth
<b>Key Contact:</b>	Justin Brown



## Schedule

<b>ROW acquisition</b>	August 2010
<b>Design Complete</b>	August 2010
<b>Award Construction Contract</b>	October 2010
<b>Anticipated Construction Let Date</b>	November 2010
<b>Completion of project</b>	March 2011

## **Current Activity**

- The City has acquired all of the seven right-of-way parcels that are needed for construction.
- A public meeting was held at the Corinth City Hall on August 9 to solicit comments about the roadway design. Comments were incorporated into the plans, and the construction plans were completed the week of August 23.
- The construction project advertised on August 26 and September 2, and bids were received on September 16. The bid award was presented to the Corinth City Council on October 7, 2010, and the construction contract was awarded to Conatser Construction.
- Construction began on November 1, 2010, with the clearing of vegetation from the street right-of-way. Oncor has staked the location for their new power poles and plans to begin power line relocations the week of November 8, 2010.
- The contractor anticipates that the project can be constructed in four months.

# Lakeview Drive

<b>Limits (From):</b>	Howard Lane
<b>(To):</b>	Main Street
<b>Length:</b>	.8 miles
<b>Est. Const. Cost:</b>	\$2 million
<b>Description of Project:</b>	Widen existing 2-lane roadway to 2-lane urban roadway
<b>Firm:</b>	Lake Dallas
<b>Key Contact:</b>	Earl Berner



## Schedule

<b>Executed ICA</b>	August 3, 2010
*	*
*	*
*	*

### Current Activity

- Denton County Civil Attorney submitted an ICA to Lake Dallas on July 1, 2010 for consideration and execution.
- Lake Dallas' City Engineer, Tom Hoover and Associates, has completed the engineering drawings.
- The surveyor is preparing ROW plats and sidewalk easement plats for use in acquiring the small amount of ROW that is needed to construct the road.
- A pre-construction meeting with the utility companies was held on August 24, 2010, in an effort to obtain the companies' requirements and schedules.
- **Utility companies have not yet submitted plans for relocation of utility lines.**
- The City Manager started the ROW acquisition process the first week of September and has received about 20% of the property information. **The surveyor is still compiling ROW documents, and acquisition will begin upon completion of these documents.**
- **Two public meetings have been held, the first on October 14, 2010, with engineers presenting the plan for improvements and then an open discussion. On October 28, 2010, a "public discussion" item was on the agenda for the City Council Meeting so that citizens could express their opinions to the Council. Some concern regarding environmental mitigation was raised, and the City has promised to address these concerns.**

## Cowling Road

<b>Limits (From):</b>	Deer Run Drive
<b>(To):</b>	Clear Creek Bridge
<b>Length:</b>	0.6 miles
<b>Est. Const. Cost:</b>	\$271,6880
<b>Description of Project:</b>	Construction of asphalt roadway along with associated storm water improvements and sanitary sewer improvements
<b>Firm:</b>	Sanger
<b>Key Contact:</b>	Robert Woods

### Current Activity

- The construction contract was awarded to Calvert Paving at the July 19, 2010, City Council meeting.
- The City executed the contract with Calvert Paving on August 5, 2010.
- A pre-construction meeting was held on August 5, 2010.
- Sanger provided Calvert Paving with a Notice-to-Proceed letter on August 6, 2010.
- Calvert Paving began work on the project and have completed the milling and reguarding of the roadway. Calvert Paving has begun the installation of the wastewater line. Calvert has completed the stabilization of approximately two thirds of the roadway. Upon completion of the installation of the wastewater line, Calvert Paving will finish the stabilization of the roadbed and begin placement of the asphalt.

# IH 35E Ultimate Status Report

- Judge Horn sent a letter to Congressman Burgess requesting assistance with FHWA issues.
- A conference call on June 14, 2010 was set up by Congressman Burgess that included his office, FHWA in Washington, D.C., FHWA in Austin, TxDOT Headquarters, TxDOT Dallas, NCTCOG, and Denton County.
- The Delivery Team met on July 15, 2010 at COG to discuss status of Environmental and Legislative strategies.
- On July 21, 2010, the IH 35E Stakeholders Sub-Committee of the DRMC met to discuss status of project funding and legislative strategies.
- TxDOT Dallas, TxDOT Austin, FHWA, Corps of Engineers, HNTB, and Denton County met on September 16, 2010, to discuss the Environmental Assessment. The Corps of Engineers agreed to transmit the information to TxDOT by September 30, 2010. FHWA committed to provide TxDOT with the SFP (Satisfactory for Further Processing) for the Public Hearing by October 15, 2010.
- On September 27, 2010, Denton County met with Congressman Burgess, Commissioner Meadows, Senator Tommy Williams, Senator Chris Harris, Representative Myra Crownover, staff from Senator Nelson's office and Representative Solomon's office regarding the Environmental Assessment, schedules, the FM 407/35 Interchange, and legislative initiatives. Senator Williams indicated support for a local option Public-Private Partnership on I-35 and committed to work with our delegation to get that passed.
- The second I-35E stakeholders meeting was held on November 2, 2010, at 1:30 p.m. to discuss the draft I-35E resolutions, the draft I-35E legislation, the I-35E legislative strategy, and the possibility of beginning a public involvement or public outreach program.
- FHWA cleared the Middle Section of I-35E for a public hearing on October 14, 2010. [See attached Reference Item 1.] The public hearing will be on November 18, 2010, at Lewisville High School with an open house at 6:00 p.m. and the public hearing at 7:00 p.m. [See attached Reference Item 2.]

## Current Schedule:

- **October 28, 2009:** Received Federal Highway Administration's satisfactory for further processing (SFP) on the schematic for all three segments of IH 35E

## **Middle Section:**

- **June 25, 2010** – TxDOT to submit employment opportunities impact assessment technical report to FHWA.
- **October 2010** - Received Federal Highway Administration's satisfactory for further processing on the Environmental Assessment.
- **November 2010** – Conduct Public Hearing
- **February 2011** – Anticipating Environmental Clearance from FHWA.
- **Summer 2011** – Right of Way (ROW) Acquisition (To Begin after FONSI is obtained).
- **2011 / 2012** – Early Project Construction may begin.

## **North/South Sections:**

- The North and South sections action dates are to follow approximately one month behind the Middle Section.



REFERENCE ITEM 1

## Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

October 11, 2010

DMO 2005 ( )  
Environmental Assessment and Programmatic Section 4(f) Net Benefit Evaluations  
Dallas and Denton Counties  
CSJs: 0196-02-068, 0196-01-096, 0196-02-073, 0196-02-114 and 0196-03-245

IH 35E: From President George Bush Turnpike to FM 2181

Ms. Janice Brown  
Division Administrator  
Federal Highway Administration  
Austin, Texas 78701

Dear Ms. Brown:

Attached are three copies of the environmental document and Programmatic Section 4(f) Net Benefit Evaluations for the IH 35E project located in Dallas and Denton Counties. One document was hand delivered to Barbara Maley. The District revised the document to address FHWA review comments received via email dated September 22, 2010 and September 30, 2010 and USACE comments received by letter dated September 27, 2010. A comment and response report is attached. The environmental document went through a QA/QC review by the consultant, the Dallas district and the Environmental Affairs Division.

At this time, we request your concurrence that this project is Satisfactory for Further Processing. Upon your approval, the District will proceed with the public involvement phase of the environmental process. If you have any questions, please contact me at (512) 416-2547.

Sincerely,

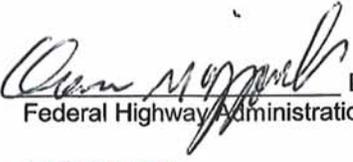
Lindsey Kimmitt  
Project Delivery Management  
Environmental Affairs Division

Attachments

LVK

bc: Dallas District - Stan Hall

Reference: ENV 850

Satisfactory for Further Processing:  Date: 10-14-10  
Federal Highway Administration

THE TEXAS PLAN

REDUCE CONGESTION • ENHANCE SAFETY • EXPAND ECONOMIC OPPORTUNITY • IMPROVE AIR QUALITY  
PRESERVE THE VALUE OF TRANSPORTATION ASSETS

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NOTICE OF AVAILABILITY AND PUBLIC HEARING  
DRAFT ENVIRONMENTAL ASSESSMENT FOR  
INTERSTATE HIGHWAY (IH) 35E: FROM PRESIDENT GEORGE BUSH TURNPIKE TO FM 2181

The Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) in cooperation with the U.S Army Corps of Engineers (USACE), has prepared a Draft Environmental Assessment (EA) for the IH 35E expansion, and will hold a Public Hearing to discuss the proposed IH 35E mainlane improvements and construction of High Occupancy Vehicle (HOV)/Managed lanes with concurrent flow from President George Bush Turnpike (PGBT) in Dallas County to Farm-to-Market (FM) 2181 (Swisher Road) in Denton County, Texas. The term concurrent indicates that travel along the HOV/Managed lane would be in the same direction as the main lanes of the facility. The proposed project passes through the City of Carrollton in Dallas County, and the Cities of Lewisville, Highland Village, Lake Dallas, Corinth, and the Town of Hickory Creek in Denton County. The Public Hearing will be held on:

**Thursday, November 18, 2010**

**6:00 pm – Open House**

**7:00 pm – Public Hearing**

**Lewisville High School**

**1098 West Main Street, Lewisville, TX 75067**

IH 35E is an essential element of the local and regional transportation system. Within the project area, IH 35E functions as an interstate and also serves as a major arterial serving local trips and as an important regional commuter route connecting the Cities of Carrollton, Lewisville, Highland Village, Lake Dallas, Corinth and the Town of Hickory Creek, as well as neighboring developing communities. The purpose of the proposed project is to address the transportation needs by increasing capacity, managing traffic congestion, improving mobility, and improving roadway deficiencies within the DFW metropolitan area. The project would also serve to enhance the regional and national transportation system.

The purpose of the Public Hearing is to discuss the social, economic, and environmental effects of the proposed roadway improvements along the entire 12-mile length of the proposed project. The project would require additional right-of-way (ROW). The existing IH 35E facility, from PGBT to FM 2181, consists of six 12-foot (ft) wide mainlanes (three in each direction) with two-lane frontage roads. The frontage roads consist of two 12-ft wide lanes and are mostly continuous along the corridor with the exception of Lake Lewisville Bridge, where there are no frontage roads. The mainlanes are divided by a concrete traffic barrier (CTB) throughout the project limits

The proposed improvements would consist of eight 12-ft wide lanes (four in each direction) with 10-ft wide inside and outside shoulders and two to four collector distributor lanes (each direction) from south of PGBT to north of SH 121. Frontage roads would mostly consist of one, two, or three 11-foot wide inside lanes and a 16-foot wide outside shared use bicycle/vehicle lane including 2-foot curb offset in each direction for a maximum width of 49 feet. The frontage roads would be continuous throughout the length of the project. Four 12-ft wide concurrent flow HOV/Managed lanes with maximum 10-ft wide shoulders (to the outside) would be added from PGBT to FM 2181. Continuous pedestrian sidewalks are proposed along each side of the entire project. The term "HOV/Managed lanes" encompasses all types of lane management strategies, including occupancy and price based lane or facility management (i.e. HOV lanes pricing by occupancy, time of day, congestion level, etc). The northbound and southbound HOV/Managed lanes would be separated by a 10-ft wide median including a CTB. These concurrent HOV/Managed lanes would be tolled.

The existing ROW width for this stretch of IH 35E varies from approximately 256 to 300 ft. The proposed project would be constructed within a proposed ROW width that varies from approximately 380 to 556 ft.

The proposed IH 35E improvements would require approximately 179 acres of proposed ROW and approximately 54 acres of proposed easement (of the total proposed easement acreage, the proposed project would require approximately 20.7 acres of USACE property at Lewisville Lake). The proposed reconstruction of IH 35E would result in approximately 180 displacements. Consistent with U.S. Department of Transportation policy, as mandated by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the Uniform Relocation Act Amendments of 1987, TxDOT provides relocation resources to all displaced persons without discrimination. All property owners from whom property is needed are entitled to receive just compensation for their land and property. Just compensation is based upon the fair market value of the property. In order to assist those who are required to move from a home or business, TxDOT also provides, through its relocation assistance program, payments and services to aid in movement to a new location. Information concerning relocation services and benefits available to affected residential and commercial property owners

and information about the tentative schedules for ROW acquisition and construction will be available at the Public Hearing and can also be obtained from the TxDOT Dallas District Office. TxDOT commits to utilizing Workforce Solutions to help minimize or mitigate for adverse impacts to individual employees as a result of the proposed project's implementation. The Workforce Development Manager and appropriate staff will attend the Open House/Public Hearing for the proposed IH 35E project to answer questions or present services information on behalf of Workforce Solutions.

The project is located within the Federal Emergency Management Agency (FEMA) designated 100-year floodplain at the Elm Fork Trinity River, Timber Creek, Prairie Creek, a tributary of Prairie Creek, Lewisville Lake, and a tributary of Lewisville Lake. The hydraulic design for this project would be in accordance with current Federal Highway Administration (FHWA) and TxDOT design policies. The facility would permit the conveyance of the 100-year flood, without causing significant damage to the facility, stream, or other property. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances. Eight wetlands, totaling approximately 11 acres, and 19 water features, totaling approximately 67 acres, are located within the proposed ROW and are considered potentially jurisdictional. The proposed project would result in the placement of temporary or permanent dredge or fill material into these jurisdictional features and would require a Section 404 USACE permit.

As part of this project, the FHWA is considering Programmatic Section 4(f) Net Benefit determinations for impacts to Highland Lakes Park in the City of Lewisville, and USACE Property, including Copperas Branch Park, around Lewisville Lake. A total of 20.7 acres of impact would occur on USACE Section 4(f) property and a total of 0.5 acre of impact would occur on Highland Lakes Park Section 4(f) property. A Section 4(f) Net Benefit finding means that this project would have an impact on the resource, but the FHWA, in consultation with TxDOT and the officials with jurisdiction over the resource, has made a preliminary determination that the use of the Section 4(f) property would result in a net benefit to the Section 4(f) property. The FHWA will consider comments received during this Public Hearing before making final Section 4(f) Net Benefit determinations.

The schematic layout showing the location and design of the proposed project, the EA and corresponding Draft Programmatic Section 4(f) Net Benefit Evaluations, and other information related to the project would be available for viewing at the Public Hearing and are currently on file and available for public inspection at the City of Lewisville City Hall, 151 W. Church Street, Lewisville, Texas 75057; City of Corinth City Hall, 3300 Corinth Parkway, Corinth, Texas 76208; Town of Hickory Creek City Hall, 1075 Ronald Reagan Avenue, Hickory Creek, Texas 75065; City of Lake Dallas City Hall, 212 Main Street, Lake Dallas, Texas 75065; City of Carrollton City Hall, 1945 E. Jackson Road, Carrollton, Texas 75006; Highland Village Municipal Complex, 1000 Highland Village Road, Highland Village, Texas 75077; TxDOT Denton County Area Office, 2624 West Prairie, Denton, Texas 76201; and TxDOT Dallas District Office, 4777 East Highway 80, Mesquite, Texas 75150. The tentative construction schedule can be obtained at the TxDOT Dallas District Office in Mesquite, Texas.

All interested persons are invited to attend this Public Hearing. Persons interested in attending the Public Hearing who have special communication or accommodation needs are encouraged to contact the TxDOT Dallas District public information officer at (214) 320-6100 at least two (2) work days prior to the Public Hearing. Because the Public Hearing will be conducted in English, requests for language interpreters or other special communication needs should also be made at least two work days prior to the Public Hearing. TxDOT will make every reasonable effort to accommodate these needs.

Verbal and written comments relative to the proposed project may be presented at the Public Hearing. Written comments can also be submitted to the following address:

Robert Hall, P.W.S., CFM  
TxDOT Dallas District Environmental Coordinator  
P.O. Box 133067  
Dallas, Texas 75313-3067

Verbal or written comments may be presented for a period of 10 days after the Public Hearing and must be postmarked by November 29, 2010 to be included as part of the official public record. The EA and schematic are available for viewing and comment throughout the public notice period and comment period. For additional information please contact Robert Hall, TxDOT Dallas District, via phone 214-320-6157, fax 214-320-4470, or e-mail: Robert.Hall@txdot.gov



## **CIP FAST FACTS** **October 29, 2010**

- **Eldorado Water and Wastewater Project** – The contractor is now complete with the punch list and Coserv Electric completed the installation of the new electrical service this week. Staff will bring this project to Town Council for acceptance in November. With the additional time added, the project is scheduled to be complete on October 31, 2010.
- **King Road (East) Paving and Drainage** – The completion contractor continues to irrigate the new grass and has completed the punch list. Staff will present this project to Town Council for acceptance in November.
- **East Eldorado Wastewater Line & Lift Station Project** – The contractor began working on activities (other than the internal lift station components) that are remaining to be completed. The lift station hatches were delivered this week. The construction began on January 19, 2010 and was to be complete on September 23, 2010. The contractor missed the contracted delivery date claiming delays associated with lift station components. The design consultant delivered a formal notice to the contractor that the Town will be seeking liquidated damages for this delay. The project is about 78% complete.
- **Wastewater Treatment Plant Expansion** – The contractor started up wastewater treatment unit # 3 and will now shut down wastewater treatment unit # 2 for cleaning and repair. The contractor is continuing to work on the new odor control system, installing internal components (plumbing & electrical) and is completing work to the new metal buildings. With the added time, the project is (currently) scheduled for completion on February 20th, 2011 and is approximately 89% complete. The next monthly progress meeting is scheduled for November 2nd.
- **Wastewater Interceptor Project** – The design consultant addressed Staff comments and delivered a 90% construction document last week. Advertisement of the project is anticipated in the fall.
- **2010 Annual Street Maintenance Contract** – The contractor began crack sealing this week. All other work is now complete.
- **2MG Water Tower Site** – The Texas Transportation Commission approved the Town's purchase of the surplus right-of-way at their August meeting and Staff was informed last week that TxDOT ROW Division is preparing the letter requesting payment for the land from the Town. The letter was received by the Town. Town Council will be asked to approve the purchase of the surplus land and a water tower design consultant at the November 2nd Council Meeting.

- **Cottonwood Ball Park Irrigation Well** – The 12” bore started at a depth of 735 feet (on 9/21) and is now complete to the final depth of 1,210 feet, approximately 30 feet in depth since last week. Additionally, the contractor continues with the 15” bore to 1,210 feet. Currently the 15” bore is completed to 805 feet. The Notice to Proceed records the contract start date as June 29, 2009 and the final completion date (with three change orders extending the time to 488 days) as October 29, 2010 with 30 days for the punch list.
- **CIP General** – The audio visual / security / data design consultant was present at our progress meeting this week and went over plans with Staff for the Public Safety Center and the Community Recreation Center / Senior Center. Issues were discussed and changes to the plans were made. Staff continues to work with internet providers to further evaluate scope and costs to connect the Town’s facilities with fiber.
- **Community / Recreation Center & Senior Center** – Staff met with the design consultant this week. Plans for the kitchens in both buildings were discussed as well as the exterior building finish materials. Design Development cost estimates were received for both projects from the Town’s Construction Manager. The estimates indicate that both projects are on budget. The site contractor continues grading for the roads and preparing to work on the base. The contractor will start the underground utilities next week. Staff has also began early planning for a groundbreaking ceremony for the Community / Recreation Center & Senior Center. The schedule on this project now indicates that the project will be bid out in February 2011 and construction will commence in March 2011. Building completion is scheduled for March 2012. The next progress meeting is scheduled for November 9th.
- **Public Safety Facility** – Staff attended a progress meeting this week and discussed technology and door hardware / locking systems. An addendum to the construction documents is due out today. The project is now out for bids and a guaranteed maximum price proposal will be presented to Town Council on November 16th for approval. This week, concrete was poured for the additional parking on the police station side, for the building entry drive and entry parking. The schedule on this project now indicates that bids will be received in November with construction following. Building completion is scheduled for February 2012. The next progress meeting is scheduled for November 9th.
- **Animal Control Shelter** – This week the contractor completed staking out the project for utilities and for the new parking lot. Next week, utility installation will commence.
- **Back Up Generator Project** – The general contractor has completed work at the wastewater treatment plant (with the exception of the generator delivery). At the Town Hall site, the mason finished working on the generator enclosure and next week the contractor will begin with the electrical work. Staff is working with the contractor on getting a price for relocating the wastewater treatment plant’s old generator to the Sunset Point lift station. The project is approximately 30% complete. The Notice to Proceed records the contract start date as July 14, 2010 and the final completion date as January 10<sup>th</sup>, 2011. The duration of the project is 180 days. The next progress meeting is scheduled for Monday.
- **Mansell Pump Station Improvements / Emergency Power** – Staff and the design engineer completed a punch list and the contractor is working on correcting the punch list items. Staff will present this project to Town Council for final acceptance.

## Little Elm and Denton County Projects

- **Witt-Woodlake Connector** – This week the contractor worked on the sidewalk for the observation area. The contractor and Staff are working on utility relocation. The relocation is necessary to complete the tie ins. The project is approximately 50% complete. The Notice to Proceed records the contract start date as April 22nd and final completion as December 20th. The duration of the project is 240 days.
- **Main Street (West) Paving and Drainage Phase I** – The contractor will be moving traffic to the south side of Main Street so work can commence to the north side of Main Street. Work to the sidewalks and drive approaches continue. The contractor also completed 75% of the stamped concrete on East Park. The project is approximately 57% complete. The Notice to Proceed records the contract start date as March 22nd and now the final completion (with added time) as January 12<sup>th</sup>, 2011. The duration of the project is now 296 days.
- **Witt Road Bridge** – The design consultant continues work on the construction documents to the 95% level. Staff is also working to schedule a meeting with the United States Army Corps of Engineers. The project will be bid out in 2011. The next project meeting is scheduled for November 22nd.
- **Eldorado Parkway Streetscape and Gateway Improvements** – Staff completed its review of the 100% construction documents and the designer is making the necessary corrections to the construction documents. The schedule is set to have construction of the east and west gateways on Eldorado Parkway start this year. These gateways are outside of the TxDOT construction right-of-way and zone of construction for Eldorado Parkway widening. The other streetscape work will wait until TxDOT work is completed.
- **Lobo Lane Paving & Drainage Project** – The contractor continues installation of the water line from the marina area heading north towards the schools. The water line is 15 feet deep +/- and is slow going. The Town received the long awaited “consent to construct” document from the United States Army Corps of Engineers for the improvements within the two parks. The Notice to Proceed records the contract start date as July 31st and the final completion date as September 29, 2011. The duration of the project is 425 days. The next project meeting is scheduled for November 3rd.
- **Main Street (East) & Lakeshore Realignment Phase II** – The consultant is proceeding with the 90% construction documents that will be submitted in November. The next project meeting is scheduled for the last week in November.
- **King Road West** – The consultant is proceeding with the 60% construction documents that will be submitted in November. The next project meeting is scheduled for the last week in November.