



Precinct 1 Task Force Report

December 17, 2004

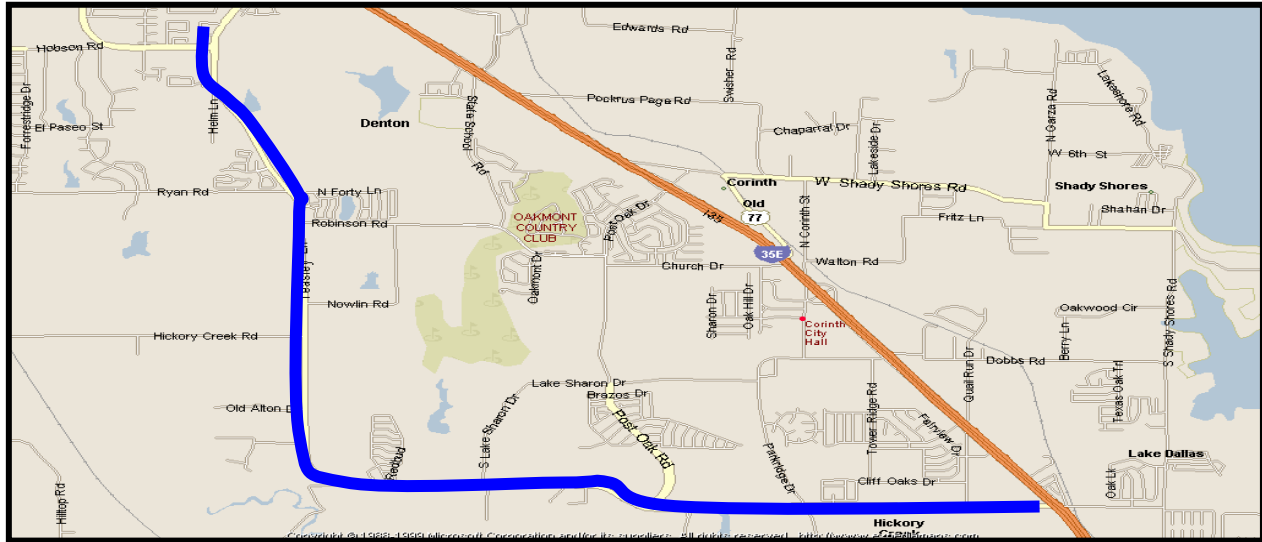
Location: City of Denton Work Session Room.
Date: December 17, 2004 (every third Friday)
Time: 2:00 p.m. to 3:30 p.m.

- 2:00 P.M. Welcome
✓ Cynthia White – Denton County Commissioner, Prct. 1
- 2:05 P.M. Introduction of Attendees
- Sign In
 - Hand Outs
- 2:10 P.M. Project Specifics
- | | |
|-----------------------------------|--------|
| ➤ FM 2181 | Pg. 2 |
| ➤ Lake Lewisville Bridge & FM 720 | Pg. 5 |
| ➤ IH 35E Widening | Pg. 9 |
| ➤ Shady Shores Road | Pg. 14 |
| ➤ Fritz / Shady Rest Lane | Pg. 16 |
| ➤ FM 2499 Section 4 | Pg. 18 |
| ➤ FM 2499 Section 5 | Pg. 21 |
| ➤ US 377 North | Pg. 23 |
| ➤ IH 35E MIS | Pg. 25 |
| ➤ Lakeview | Pg. 26 |
| ➤ Loop 288 East | Pg. 28 |
| ➤ FM 720 (north/south) | Pg. 31 |
| ➤ FM 423 Frisco | Pg. 33 |
- 3:20 P.M. Other Business
❖ Next meeting January 28, 2005, City of Denton

3:30 P.M. Adjourn

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
Revised Schematic Denton AO	February 2004
Clearance for Public Hearing	Fourth Quarter 2004
Plans Adequate	First Quarter 2005
Public Hearing	Second Quarter 2005
FONSI	Fourth Quarter 2005
100% Plans Submission	Third Quarter 2005

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.

Milestones

- ✓ \$1,650,000 in Better Safer Bond Program – All Funds Issued in 1st Issue.
- ✓ \$450,000 committed by City of Denton from Lillian Miller to Hickory Creek.
- ✓ 10/31/00 - Huitt Zollars contracted to prepare EA and a portion of the PS&E
- ✓ 01/17/02 - ITS received Raw Traffic Data and forwarded it to NCTCOG for processing
- ✓ 03/2002 - City of Denton, Corinth, and TxDOT have submitted the entire limits of this project for possible funding by COG.
- ✓ 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.
- ✓ Received CSJ for FM 2181 October 2002

Last Month

- Question was raised about providing equestrian crossings at cross drainage locations. County agreed to review viability during schematic and design.
- The question as to how and who will acquire the Right-of-way cannot be answered at this time. Many factors impact how and when ROW is acquired. These questions cannot be addressed until the project is environmentally cleared.
- H/Z provided analysis of Ped/Eq. Crossing alternatives.
- ITS met with TxDOT October 21, 2003 to initiate Draft LPAFA for FM 2181. Currently, TxDOT will require the Local partners to provide EA, Schematic and PS&E. TxDOT will fund ROW acquisition.
- Denton County/TxDOT met with Hickory Creek and Corinth regarding median/drives. Issues have been addressed.
- Denton County and City of Denton have executed ICA on FM 2181.
- Denton County and Corinth have executed ICA on FM 2181.

Current Activities

See HZ status Report Attached.

PROGRESS REPORT
FM 2181
DENTON COUNTY
December 2004

ROUTE STUDIES

Schematic design is currently being revised to reflect review comments received from TxDOT, Denton and Corinth.

Outstanding Issues: None

ENVIRONMENTAL ASSESSMENT

EA is currently under review by TxDOT.

Outstanding Issues: None

RIGHT OF WAY MAPPING

Right-of-way mapping is approximately 50% complete. Final documents will be prepared when the schematic is approved.

Outstanding Issues: None.

FIELD SURVEYING AND PHOTOGRAMMETRY

Additional field surveying being done to pick up new topographical information.

Outstanding Issues: None

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

Working on review comments received from TxDOT, Denton and Corinth from 60% design submittal.

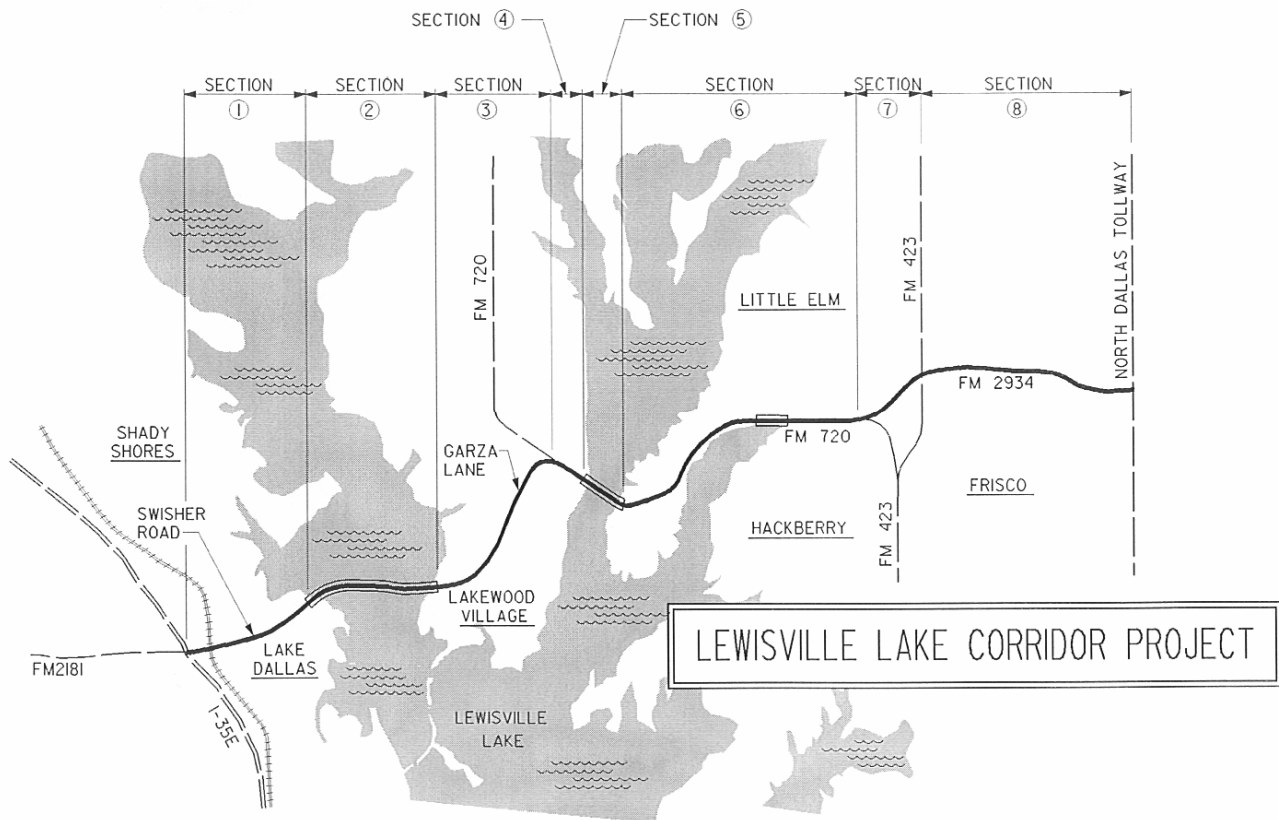
Outstanding Issues: None

MISCELLANEOUS ITEMS

Soil and pavement borings are complete. Lab testing is complete. Geotechnical report and pavement design is expected to be complete by end of December 2004.

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

- Denton County Voters approved the TRIP -04 Bond Program which included funds to complete Section 3.
- NTTA has selected Turner, Collie & Braden to design the Toll Bridge.
- Attached is the update report.

Lewisville Lake Corridor Project Monthly Work Group Meeting
Meeting # 33, Thursday December 9, 2004 at 9:00 AM; HNTB Office

Minutes

Attendees:

NTTA:	Ghaleb Sunna, Shakeel Ahmed
Denton Co:	Cynthia White
ITS:	John Polster
TxDOT:	Buz Elsom
Corps of Engineers (USACE):	Dale King
NCTCOG:	
City of Little Elm:	JC Hughes
City of Frisco:	Frank Jaromin
Lake Dallas:	
Lake Dallas ISD:	
City of Denton:	Butch Jones
GEC (HNTB Corp.):	Bo Cung, Mike Copeland, Dave Clarke
Halff Associates:	Robert Pitt

Review Past Action Items

1. Halff Associates (David Morgan) to revise the Supplement to the PEA (Tiered EA) for Section 2 and resubmit document to USACE. **Tiered EA was submitted on 10-29-04 and comments from USACE were received on 12-07-04. Halff needs to resolve comments and resubmit.**
2. Halff (David Morgan) to obtain antiquity permit from Texas Historical Commission to conduct shovel tests on Sections 4-6 and 8. **Still awaiting for permit**
3. HNTB (Bo Cung) to provide names and addresses for property owners located on Sections 1 and 3. Denton County (Cynthia White) to set up meetings with the affected property owners some time in November to discuss the project and request right-of-entry for the construction. **Done. Meetings were held on November 15 on Section 3 and November 16 on Section 1.**
4. John Polster to provide Bo a marked-up railroad license agreement to send back to DART. **County Civil Attorney is reviewing the agreement.**
5. Denton County will have an ICA with Little Elm to landscape Section 7. John Polster to prepare and provide this ICA to JC Hughes. **County Civil Attorney is reviewing ICA.**

Summary of Discussion:

Section 1

Section 1 is at 90% design level and that there are several issues that need to be resolved before the plans can be finalized. Denton County agreed to put the design on hold. Ghaleb Sunna instructed Bo to notify the design consultants on both Sections 1 and 3, and to suspend the contract time.

Regarding the RR crossing, the County Civil Attorney will be in contact with DART to discuss the crossing agreement.

Concurrently, the Civil Attorney is reviewing the ICA with Upper Trinity Regional Water District to incorporate the construction of UTRWD's facilities into Section 1 construction contract.

Denton County will also send the easement agreement to Unified Aircraft Services. This agreement will allow the County to construct a retaining wall inside UAS' property on Swisher Road and in exchange, the County will provide access to UAS from Swisher Road.

The group discussed the need to expedite County's approval of supplemental agreements with Binkley & Barfield and Dannenbaum since their invoices will become due soon. John Polster stated the supplemental agreements had not been submitted to the Commissioners Court because he is still trying to locate document(s) from the County approving GEC's work. Ghaleb stated that he could not find anything either. However, John agreed to decouple the consultants' supplemental agreements from the GEC work authorization and will try to obtain Commissioners Court's approval of the supplemental agreements this month. If no documents could be found on the GEC's work, this work will have to be submitted to the Commissioners Court for approval.

Section 2

Robert Pitt stated that Halff is working on the USACE comments on the Tiered EA. Two issues that need to be resolved: a) Vegetation ratio and b) method of excavation of compensatory materials. Robert will meet with USACE on the first issue and coordinate with TCB on the second issue.

Dale King stated that USACE will review TCB's application for surveying and drilling locally, and could issue a "special event" permit some time next week. TCB will have to furnish proof of insurances prior to working on Corps' property. Bo mentioned the drilling would take three months.

Section 3

Same status as Section 1. There were discussions about requests made by property owners. Commissioner White repeated that she had committed to provide landscaping for the Sunrise Bay homeowners if they are willing to provide land and maintenance for the landscaping.

Sections 4-6

Halff submitted an antiquity application to the Texas Historical Commission and is awaiting the permit so that they can start conducting the shovel tests.

IH 35E Widening

C-S-J:	0196-01-088
Limits (From):	Lake Lewisville
(To):	South of Corinth Exit
Est. Const. Cost:	\$3,800,000.00
Project Description:	<p>Widen freeway to create a 6-lane section between Lake Lewisville and a point north of the Boeing Plant in Corinth. Changes in grade of main lanes will be required to increase height distance under existing bridge. Improvements will be made within existing ROW, no utilities will need adjusting,</p> <p>This project has been changed due to TxDOT funding the bridge using emergency funds. Current estimate is equal to \$2,000,000, providing access to Lake Dallas and Hickory Creek. By flipping a ramp south of Swisher Road.</p>
Contractors	Dannenbaum Engineering Corporation

SCHEDULE

(approximate dates, subject to change without notice)

Cat Ex Submitted to Austin	June 2003
Cat Ex – TxDOT decides project will require an EA	Oct, 2003
PS&E Submittal	Jan, 2004
EA converted back to Cat-Ex	Feb, 2004
Meeting with Affected Property Owners	Feb, 2004
Revision of Design to replace exit ramp	Feb, 2004
Environmental Clearance	Mar, 2005
100% Plans to Austin	Jan, 2005
Anticipated Let Date	May, 2005

IH 35E WIDENING

History

- This project was part of the BSRP program.
- TxDOT agreed to fund 50% of the total improvements if Denton County would conduct all advanced planning. Subsequently, TxDOT submitted this project to the North Central Texas Council of Governments (NCTCOG) for funding. NCTCOG selected the project for funding under STP-MM.
- The initial scope of project was to widen IH 35E from the Lake Bridge to the existing 6-lane pavement and elevate the Lake Dallas Bridge. TxDOT decided to elevate the bridge prior to widening of IH 35E for Safety reasons. Other additions to the project include ramp modification on the North & South frontage roads between Swisher & Lewisville Lake Bridge.

Milestones

- ✓ EA was completed and submitted to TxDOT for review. Decision was made to conduct noise analysis.
- ✓ 05/17/02 - Dannenbaum submitted plans to TxDOT for review.
- ✓ 05/17/02 - Dannenbaum submitted the Categorical Exclusion (Cat Ex) for review and approval.
- ✓ 09/2002 – LPAFA for IH 35E Widening (thru construction) has been approved by TxDOT.
- ✓ Cost estimate revised to \$3,830,000.
- ✓ TxDOT Austin will require project to have and EA.
- ✓ TxDOT Dallas will conduct EA for project. Material has been transferred from DEC to TxDOT.

Last Month

- FHWA will require an Interstate Justification Study. TxDOT to use evergreen to conduct. IAJ should be complete by end of February, 2004.
- TxDOT converted EA back to a CAT-Ex.
- Meeting with Affected Property Owners (MAPO) has been conducted. Received comments from City of Corinth. TxDOT responded to comments.
- TxDOT has directed that the Hundley Exit be replaced at or near its existing location. This will require revisions of the schematic, Access Justification Study, Environmental Document and the Plans, Specifications and Estimates as well as approval at the local, state and federal levels.
- TxDOT has retained Freese & Nichols to do the Access Justification Study.

Current Activities

- Revised schematic and the adjustments to the IAJ were submitted to the Design Division/FHWA on September 2, 2004.
- It is anticipated that TxDOT will do a notice for an opportunity for a public hearing in January 2005.
- Interstate Access Justification was approved by FWA October 27, 2004.
- Environmental Clearance is anticipated for March 2005.
- The modifications will extend the anticipated let date to May 2005.



MEMORANDUM

Texas Department of Transportation
District No. 11
NOV 2 2004

TO: *m* H. Stan Hall, P.E.
Dallas District

DATE: October 29, 2004

FROM: Maria G. Burke, P.E.

Maria G. Burke P.E.

SUBJECT: Interstate Access Justification Report

Denton County
0196-01-088
IMD 35-6(384)
IH 35E - From 1.42 Mi. S. Jct. FM 2181 To 1.80 Mi. S. of Jct. FM 2181

Please see the attached approval document for the Interstate Access Justification (IAJ) Report for the above referenced project. FHWA has given their approval of the IAJ considering it to be acceptable. This authorizes the district to proceed with further processing.

If the district has any questions or need assistance, please contact Ms. Patricia Jackson, P.E. at 416-2700.

PAJ/paj
Attachments

cc: ROW
Bridge – Planning Section
FHWA
Traffic



U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division
300 East 8th Street, Rm. 826
Austin, Texas 78701

October 27, 2004

In Reply Refer To:
HA-TX

Revised Interstate Access Justification
And Revised design schematic
Denton County
CSJ: 0196-01-088
IH 35 E: From 1.42 mi. N of S. jct FM 2181 to 1.80 S. of S. jct FM 2181

Ms. Maria G. Burke, P.E.
Director, Field Coordination Section A
Design Division
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Dear Ms. Burke:

We have reviewed your September 10, 2004, request for an Interstate access revision and revised design schematic at the above location.

Based on an engineering and operations review, the proposed access is considered acceptable, and the revised design schematic is satisfactory for further processing.

Please note that during our review we noted that the capacity analysis for the ramps immediately North of FM 2181 was incorrect. As shown in the schematic, an auxiliary lane connects this on/off ramp combination. It should, therefore, be treated as a weaving segment (see p. 13-13 of 2000 HCM). We performed an analysis using the weaving procedures and found the operation acceptable for 2006 volumes.

According to the 2026 ultimate plan included in the IJR; however, the State is planning to eliminate this weaving area North of FM 2181 by deleting two ramps and reversing two ramps. A weaving analysis, then, would not be done for the 2026 configuration. It is important that the State adhere to the 2026 plan. As traffic volumes increase, the weaving segment may become problematic. The best course would be to eliminate the weave before this happens. The Division Office will need to approve an IJR for this access change at the time it is proposed.

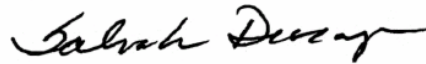
OPTIONAL FORM 99 (7-90)		# of pages ▶ 2	
FAX TRANSMITTAL			
To <i>PATRICIA JACKSON/ MARIA BURKE</i>	From <i>DEAN MAJZOMB</i>		
Dept./Agency	Phone # <i>536-5955</i>		
Fax # <i>416-2701</i>	Fax #		
NSN 7540-01-317-7388 5089-101		GENERAL SERVICES ADMINISTRATION	

OPTIONAL FORM 99 (7-90)		# of pages ▶ 2	
FAX TRANSMITTAL			
To <i>STAN HALL</i>	From <i>DEAN MAJZOMB</i>		
Dept./Agency <i>OTC BRUCE NOLLO</i>	Phone # <i>512-536-5955</i>		
Fax # <i>214-320-4470</i>	Fax #		
NSN 7540-01-317-7388 5089-101		GENERAL SERVICES ADMINISTRATION	

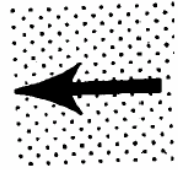
If no other major changes occur in the design, final approval may be given after completion of the environmental process.

If you have any questions, please contact Mr. Dean Majzoub, Area Engineer, at (512) 536-5955.

Sincerely,



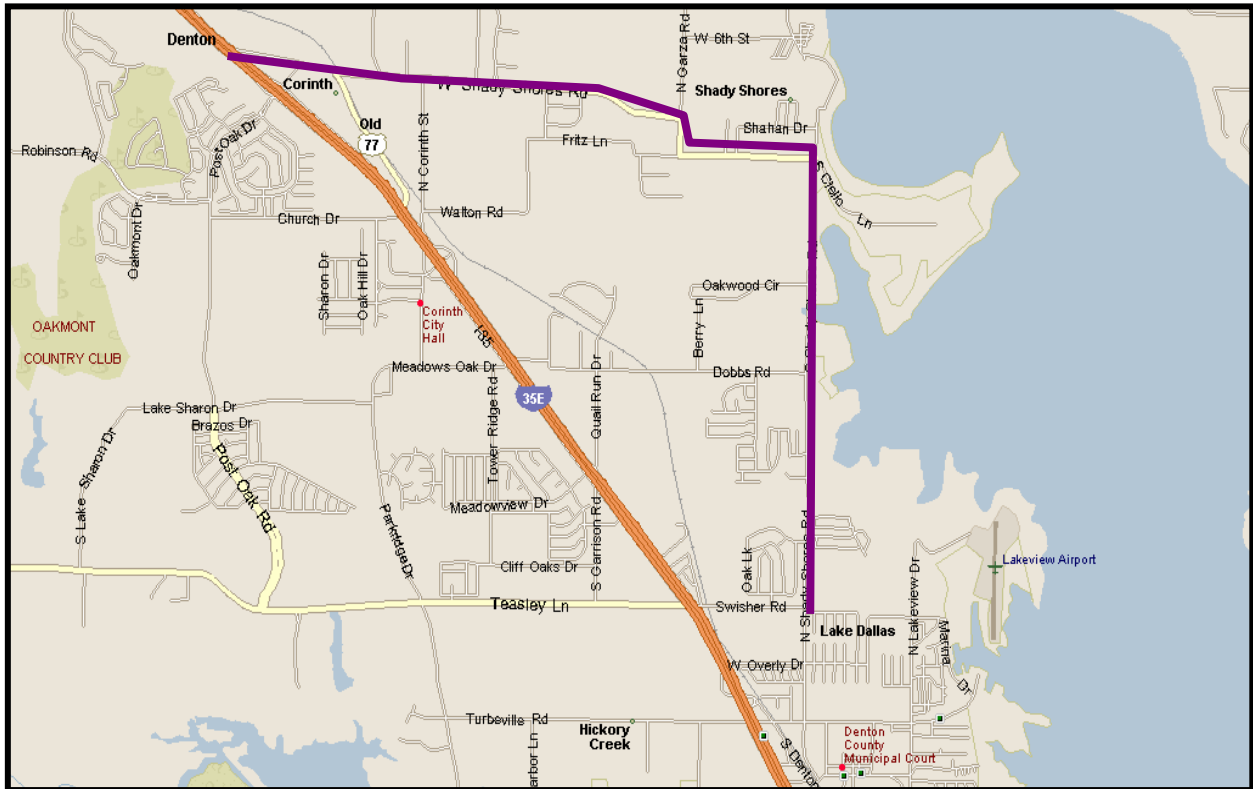
Salvador Deocampo
District Engineer



cc: Mr. Stan Hall, P.E., TxDOT - Dallas District Advanced Project Development Engineer

Shady Shores Road

C-S-J:	Local project
Limits (From):	IH 35E access
(To):	Hundley
Est. Const. Cost:	\$1,00,000
Project Description:	Resurface and raise the roadway out of the floodplain.
Contractor	Dannenbaum Engineering



SCHEDULE

(approximate dates, subject to change without notice)

Supplemental Agreement	December 6, 2001 Submitted to Civ. Attorney
Court Approval	January 15, 2002
Plan Completion	March 2002
Bid Advertising	First week of December, 2003
Bid Award	January 20, 2004
Construction Period	Approximately 9 months

SHADY SHORES ROAD

History

- ❑ The original estimate for this project was developed prior to new US Corps of Engineers requirements for Nationwide Permits. Their requirements have doubled the cost of this project. A portion of the Shady Shores Road within Corinth will require cutting to minimize sight distance issues at Shady Shores Road & North Corinth. This is estimated to add an additional \$121,000 to the project. Overall cost is currently estimated at \$1.4 million.
- ❑ \$700,000 was included in the BSRP program and issued in the first issue.
- ❑ 04-02-02 – Shady Shores provided comments to plans.
- ❑ 04-26-02 – City of Corinth has reviewed the plans and replied having no comments for changes.
- ❑ 05-01-02 – Denton County Public Works has reviewed and submitted comments on plans. ITS' review of comments indicate minor changes and questions.
- ❑ 09/20/02 - A letter was sent to LCMUA regarding utility relocations.
- ❑ LCMUA Civil and Dannenbaum met to discuss utility issues Feb 24, 2003. LCMUA would like to attach water line to bridge.
- ❑ Town of Shady Shores has executed ICA and sent money to Denton County.
- ❑ The Town of Corinth has executed ICA with Denton County
- ❑ Denton County approved Corinth's ICA on the January 20, 2004 agenda.
- ❑ Contract for Shady Shores Road awarded January 20, 2004 to Sutton & Associates for \$853,913.2.
- ❑ Contract for Shady Shores Road was on Denton County's Briefing Agenda February 17, 2004
- ❑ Contract for Shady Shores Road with Sutton & Assoc. was executed February 24, 2004.
- ❑ Initial Preconstruction meeting was held March 3, 2004.
- ❑ Second Preconstruction meeting was held at the end of March with Corinth.
- ❑ Denton County approved the construction schedule. Sutton to begin placing traffic control signage on Saturday April 17, 2004.
- ❑ Notice to Proceed date was changed from April 17, 2004 to May 17, 2004 due to utility conflicts.
- ❑ Commissioner White authorized concrete stabilization for the entire east/west portion of Shady Shores.
- ❑ Overlay work was completed on June 4, 2004 with the exception of the cut at North Corinth and at the bridge section.

Last Month

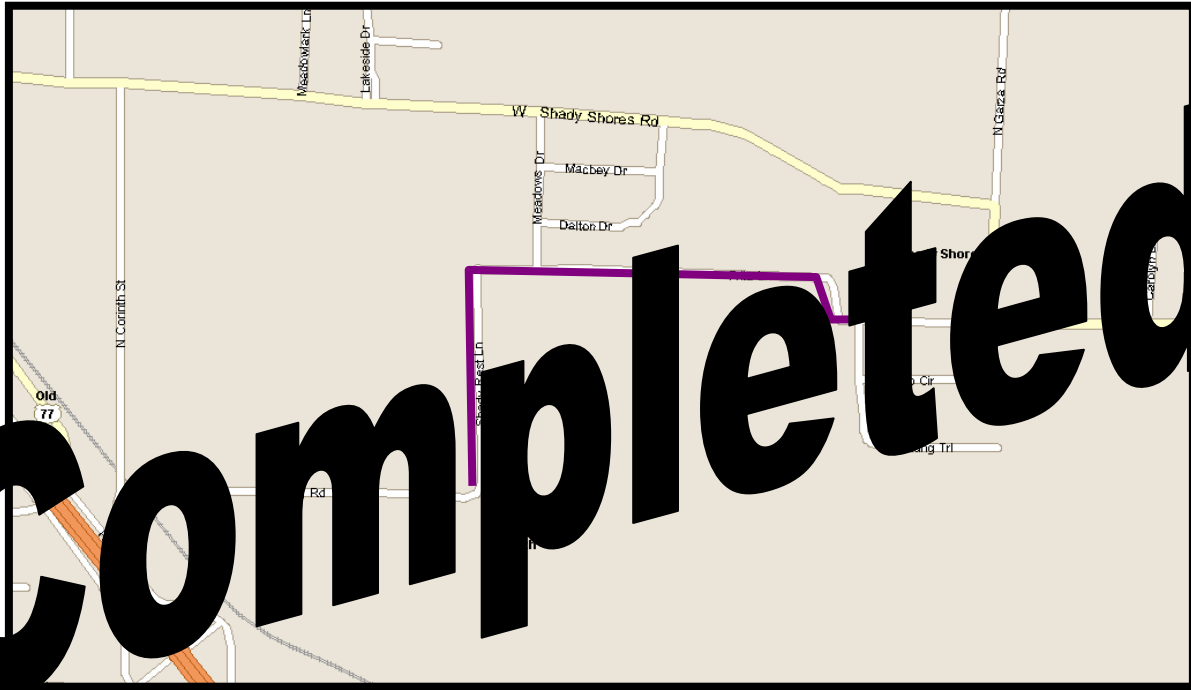
- City of Corinth contacted the county regarding the pothole associated with the man hole. Denton County repaired the pothole August 20, 2004
- Sutton is working on a cost for the Upper Trinity work. That proposal was sent on August 27, 2004.
- Sutton has provided LCMUA a cost for relocating their water line.
- Denton County is working with LCMUA on the ICA for utility work associated with the bridge.
- Com. White to forward letter to Shady Shores regarding stop sign at Olive's Garden

Current Activities

- Denton County is waiting on utility relocation to complete the roadway work at North Corinth. The contractor is waiting for the water level to go down before working on the bridge.
- Denton County has approved a supplemental to Sutton's contract for striping of entire roadway improvement.
- Denton County will have a new County Engineer hired by January 2005. A detailed update of this project will be provided at that meeting on all outstanding issues on this project.

Fritz/Shady Rest

C-S-J:	Local project
Limits (From):	Mustang Trail
(To):	Walton Road
Est. Const. Cost:	\$60,000
Description:	Spot-base failures and edge repair with 2 inch overlay



SCHEDULE

(approximate dates, subject to change without notice)

Received Estimate for Corinth	March 2002
Draft ICA to Corinth	May 2002
Corinth execute ICA	July 2002
Denton County execute ICA	September 2002
Corinth Bid Project	June 5, 2003

FRITZ ROAD / SHADY REST LANE

History

- Denton County, Corinth, and Shady Shores expressed interest in repaving Fritz/Shady Rest.
- The decision was made to have Corinth acquire an estimate of repair and overlay of Shady Rest and Fritz.

Milestones

- 12/05/01 - Denton County and Corinth met to discuss the cost estimate and criteria.

Previous Meetings

- ✓ The estimate to do spray on seal and edge repair with an overlay of 18 to 20 feet wide was estimated at approximately \$60,000. It was agreed that the cost would be split 50% between Denton County and Corinth.
- ✓ Corinth to provide proposal for seal and overlay in ICA.
- ✓ Corinth provided cost of improvement in March 2002. Estimate was higher than originally thought.

Last Month

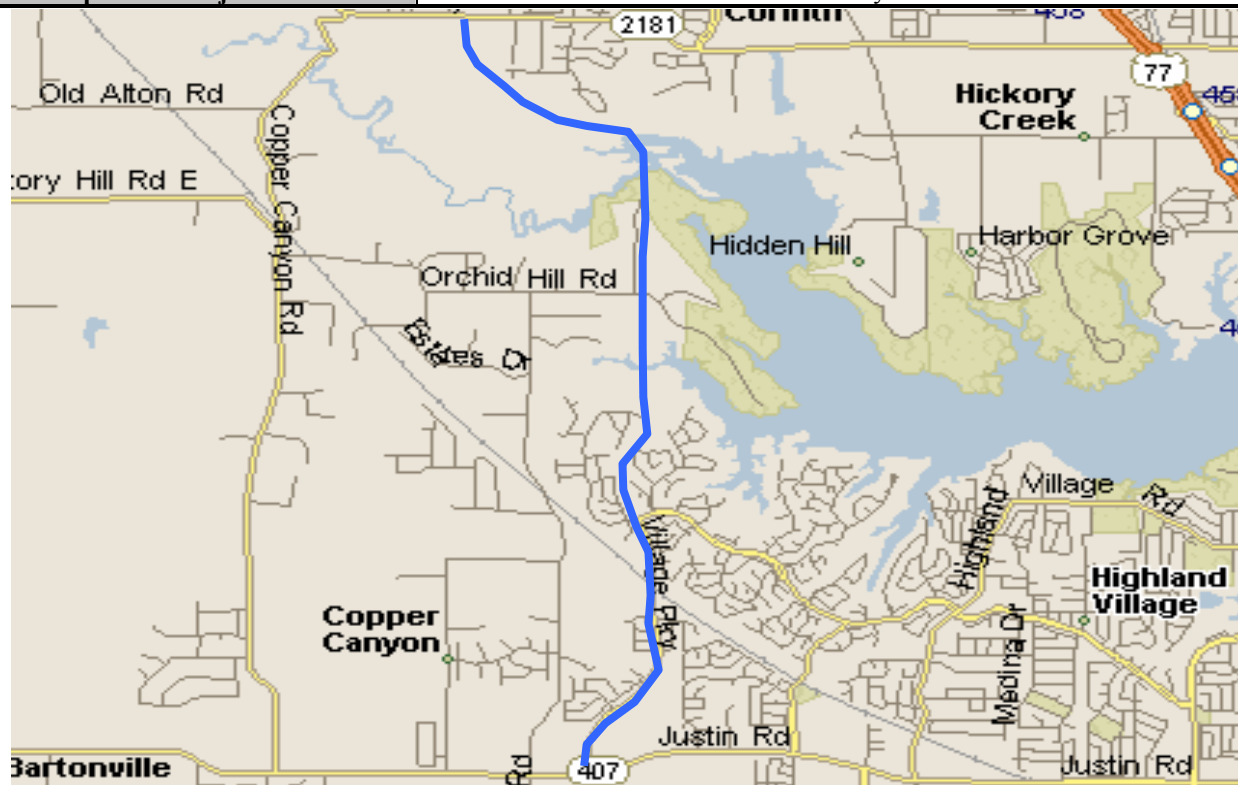
- County to draft ICA with Corinth totaling \$80,000 with a 53% / 47% split between County and City, respectively. It should be noted that this cost does not include any engineering fees.
- Freese and Nichols is working on the Specifications for this project.
- The project is planned to go to Corinth's Council in October.
- City of Corinth ran into minor issues to approve the project but they are moving forward.
- Corinth published bid for project. Bids to be opened May 16, 2003. Council awarded bid June 5, 2003.
- Project has been constructed.

Current Activities

- Denton County executed ICA for additional costs on project in the amount of \$19,840.55 on April 13, 2004.
- City of Corinth will need to invoice the County for the funds.

FM 2499 Section 4

C-S-J:	2681-01-009
Limits (From):	FM 407
(To):	FM 2181
Length:	4.7 miles
Est. Const. Cost:	\$21 million
Description of Project:	Construct to 4-lane divided urban roadway.



Schedule - EA

EA comments back from Feds	January 2002
EA modified and Fed comments addressed	February 2002
EA review by Feds	March 2002
Final EA submitted to Feds and ENV	December 2002
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)	January , 2005

Schedule – PS&E

30% Plans submitted	07/07/01
65% Plans submitted	09/24/01
95% Plans – on hold until receipt of FONSI.	1/05
Plans 100% complete	03/05

FM 2499 Section 4

History

- 1990 Began EIS
- 1991 ISTEPA stopped all
- 1994 Restarted Environmental Clearance
- 1996-1998 Draft EA/modified by Kensington Estates
- 1999 Resubmitted Draft EA
- 1999-2000 Hired HNTB to start PS&E
- The roadway crosses Corps of Engineers property. Right of Way will need to be acquired and utilities will need to be relocated. Denton County had preserved a significant portion of the alignment.
- 07/07/01 - HNTB Submitted 30% Plans Adequate to TxDOT for review.
- 09/24/01 - HNTB Submitted 65% Plans Adequate to TxDOT for review.
- 01/14/02 – ITS, HNTB, Highland Village met to discuss Highland Village’s design comments.
- 03/31/2002 & 06/2002 – Halff Associates re-submitted EA
- 08/09/02 - ITS/Halff Associates/HNTB/Copper Canyon met to discuss the status of the plans and various issues. Copper Canyon to flag areas to be surveyed, HNTB to survey and prepare legal descriptions for easement documentation.

Milestones

- ✓ Programming Assessment is not required and a Permanent CSJ has been assigned.
- ✓ The LPAFA has been drafted and submitted to Area Office for review.
- ✓ Dallas TxDOT forwarded EA to Austin with recommendation of no sound walls for this project
- ✓ PS&E’s by HNTB are on hold pending TxDOT’s review of submitted plans.
- ✓ 08/26/02 – FHWA clears FM 2499 for Public Comments.
- ✓ Received concurrence letter from the Town of Copper Canyon on mitigation plan.
- ✓ Received Corps of Engineers concurrence letter.
- ✓ Denton County has review trail mitigation request by Corinth and its residents and will incorporate them into the construction plans for FM 2499.
- ✓ First FM 2499 Public Hearing was held on July 31, 2003.
- ✓ Second Public Hearing was held on October 4, 2003
- ✓ Corinth residents asked Denton County to look at mitigating trail on north side of Lake Lewisville.
- ✓ Halff Associates delivered the Final EA, Public Hearing comments and Controlled Schematic to TxDOT and FHWA July 30, 2004.
- ✓

Last Month

- 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.
- Department of Interior Comments remain to be addressed. Corps of Engineers will provide letter regarding mitigation which should answer DOI’s concerns.

Current Activities

- Halff Associates received additional comments from FHWA. Halff will address and resubmit by end of December 2004.
- It is anticipated that FM 2499-4 will receive its FONSI by January, 2005.
- TxDOT has funded FM 2499-4 in its current Texas Metropolitan Mobility Plan.
- Project is anticipated to be eligible to let for construction Second Quarter 2005.

The Texas Metropolitan Mobility Plan Project Acceleration

Thanks to the governor, state legislators, local officials and Texas voters, funds to fight urban congestion in our eight largest metropolitan areas will more than double during the next 12 years (2004-2015). As a result, nearly 90 percent of the metropolitan mobility projects planned for the next 12 years can begin in half the time.

Using just traditional transportation funding based on gas taxes and vehicle registrations, funds to reduce urban congestion would have been limited to \$6.8 billion for the 12 year period. But through financial options and innovations provided by the governor and legislature, which are being implemented by local officials and the Texas Transportation Commission, mobility funding for the state's largest cities will top \$15.4 billion.

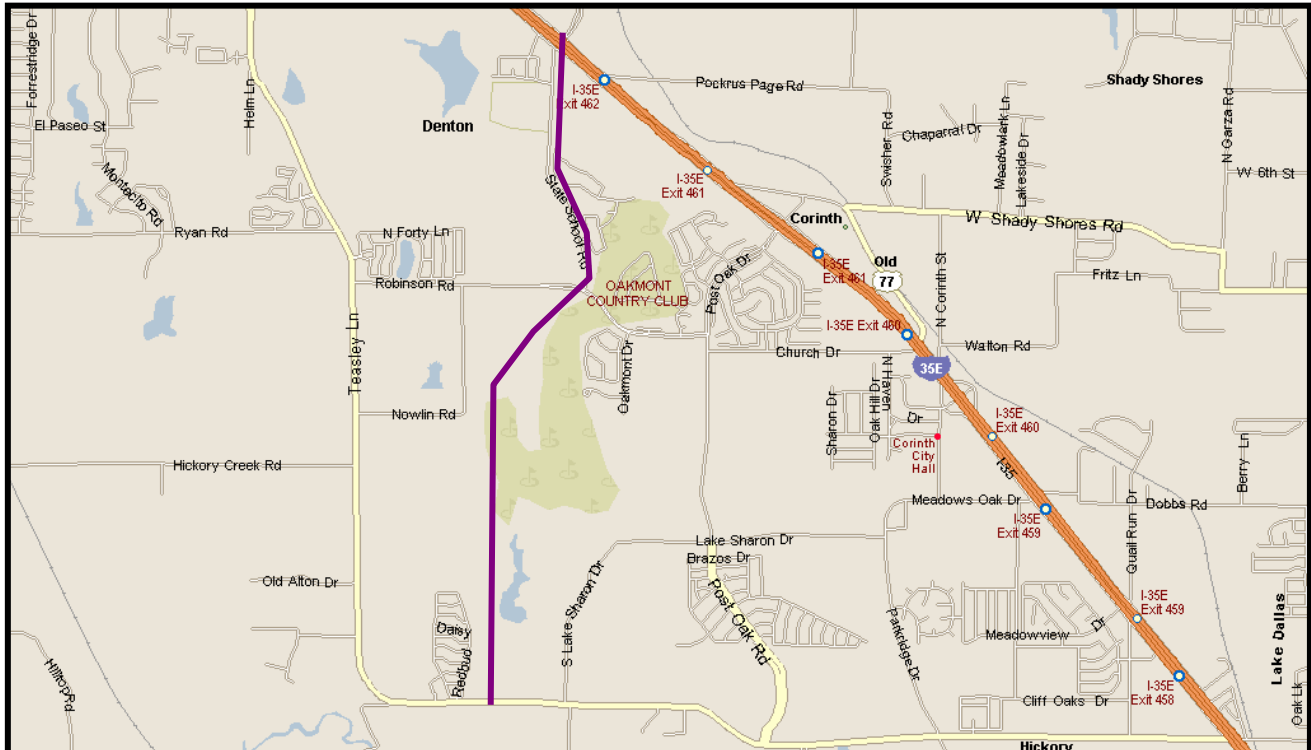
Below are brief descriptions of some of the mobility projects in the 2005 Statewide Mobility Program. The total dollars for each metropolitan area represent all mobility dollars, including traditional funding and new funding sources such as the Texas Mobility Fund and Proposition 14 bonds.

DALLAS (\$4.7 billion)

- **Loop 12 from Texas Plaza to the Loop 12/IH 35 split.** Widen this roadway from 6 to 8 lanes with 2 reversible HOV lanes and 2 & 3 lane frontage roads. The use of these funds allows this project to be **accelerated by 9 years**.
- **Loop 12 from W. Lawther Dr. to Goforth Dr.** This roadway reconstruction improves the safety of the roadway by raising it above the floodplain. The use of these new funds allows this project to be **accelerated by 1 year**.
- **FM 1171 from West of US 377 to Shiloh Rd.** This roadway will be expanded from a 2-lane rural facility to a 6-lane urban highway. The use of these new funds allows this project to be **accelerated by 6 years**.
- **FM 2499 from FM 407 to IH 35E.** This new roadway will provide another 4- and 6-lane urban facility to help meet the region's capacity needs. The use of these new funds allows this project to be **accelerated by 6 years**.
- **FM 407 from FM 1830 to Briarhill Blvd.** This roadway will be upgrade from a 2-lane rural facility to a 4-lane divided urban freeway. The use of these new funds allows this project to be **accelerated by 6 years**.
- **SH 114 from County Line Road to FM 156.** This roadway will be upgraded to a 4-lane divided rural/urban freeway with a new interchange at FM 156 to expand capacity and improve safety. The use of these new funds allows this project to be **accelerated by 1 year**.
- **SH 114 from Harriet Creek to IH 35W.** This roadway will be upgraded to a 4-lane divided urban freeway with frontage roads. The use of these new funds allows this project to be **accelerated by 1 year**.
- **SH 161 from IH 20 to SH 183.** This project will construct 6-lane frontage roads in preparation for later construction of the main lanes of this urban freeway. The use of these new funds allows this project to be **accelerated by 6 years**.
- **SH 161 from north of IH 20 to Rock Island Rd.** Construct 6 lanes of frontage road along the roadway. The use of these funds allows this project to be **accelerated by 5 years**.
- **Bypass for IH 35E from south of SH 183 to SP 310 (old US 75).** This project involves the construction of a 6-lane new location bypass to alleviate traffic congestion on IH 35E. The use of these new funds allows this project to be **accelerated by 8 years**.

FM 2499 Section 5

C-S-J:	2681-01-012
Limits (From):	FM 2181
(To):	IH 35E
Length:	2.974 miles
Est. Const. Cost:	\$8.2 million
Description:	Construct 4-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 2004
Public Hearing	December 2004
FONSI (Finding of No Significant Impact)	June 2005

FM 2499 Section 5

History

- 1999 BSRP passed.
- May 1999 Hired Halff Associates for EA and Schematic.
- 2000 City of Denton asked to change Loop 288 to FM 2499.

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

- The consultant has submitted the design exception for FM 2499 at IH 35E.
- A public hearing is to be set after approval from TxDOT.
- It was noted that Section 5 might go to construction prior to Section 4.
- Halff has revised EA based upon comments. Half is working with ITS on finalizing Public Involvement history and plans to resubmit EA within 2 weeks (by end of November).
- Halff Associates has submitted EA, Schematic, and Design Exception and is waiting response from TxDOT.
- Public Meeting can be scheduled at this point.

Last Month

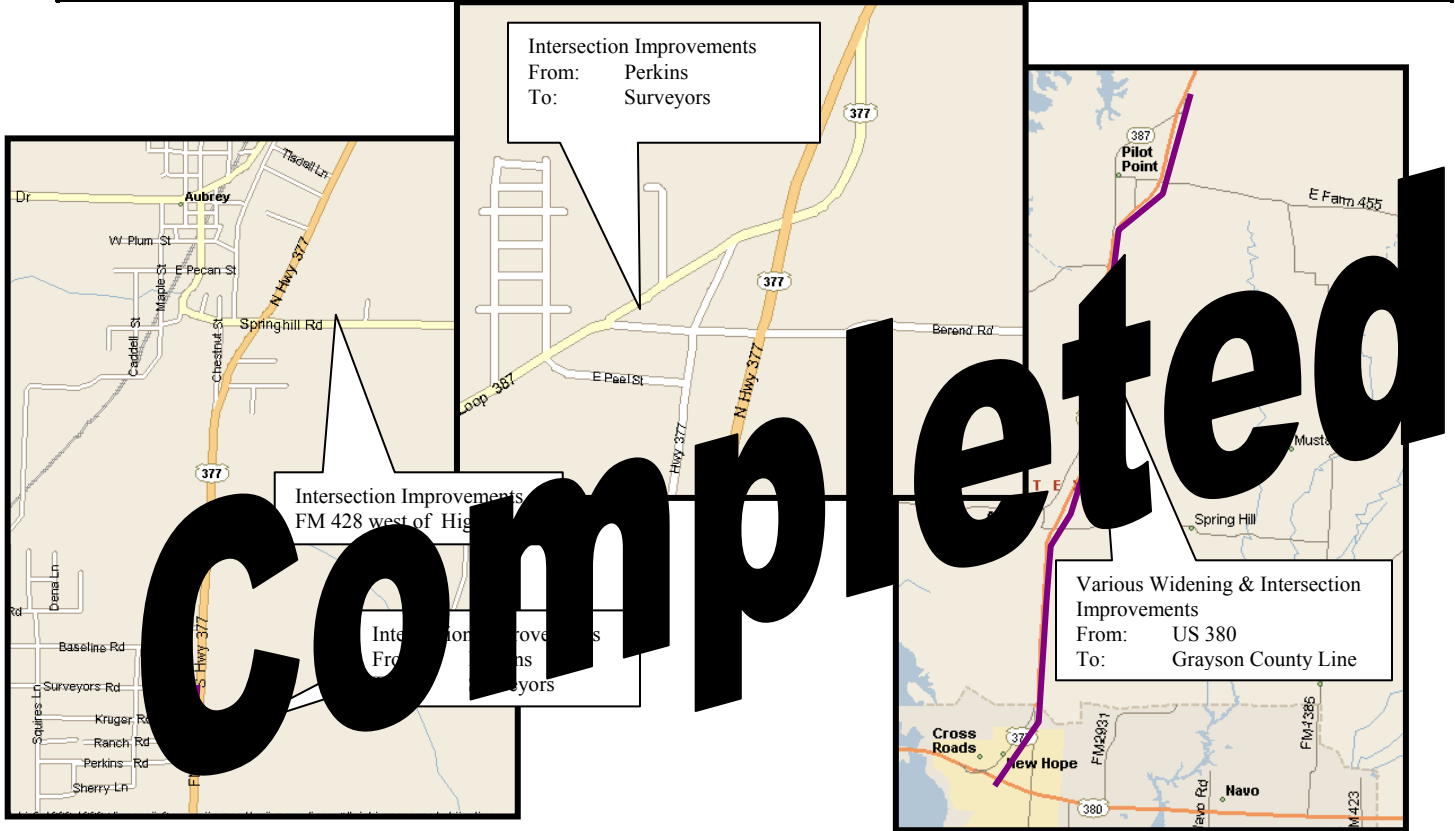
- Project has been included in the 2004 - 2006 UTP.
- City of Denton and Denton County submitted FM 2499-5 as a Congressional Demonstration Project for \$12 million.
- EA and Schematic have been sent to Dallas District for comments September 25, 2003.
- Halff received comments back from TxDOT November 19, 2003.
- Halff modify schematic and resubmit November 22, 2003.
- Additional Comments were required and were resubmitted December 12, 2003
- EA has been reviewed by Austin-TxDOT and resubmitted to Halff. Halff is due to resubmit EA by August 4, 2004.

Current Activity

- ✓ October 6, FHWA approved FM 2499-5 Schematic.
- ✓ November TxDOT approved the TMMP fully funding FM 2499-5. Denton County will initiate the process to develop the PS&E the first Quarter 2005.

US 377

C-S-J:	N/A
Limits (From):	US 380
(To):	Grayson County Line
Est. Const. Cost:	\$1,000,000
Project Description:	Widen roadway within communities to provide for turning movements. Designs will be required, ROW may be needed and utilities may need to be relocated. If ROW is needed, environmental documents will be needed.



US 377 at FM 428 Project

Provide a right-turn lane on EB FM 428 from US 377 east to the west driveway serving Aubrey High School. ITS recommends consideration be given to extending the right turn lane approximately 200 feet to the east to service the driveway for school buses, faculty and the agricultural building. ITS is in the process of finalizing the review of the existing "60% Preliminary" plans.

US 377 Krugerville Project

The proposed extension would include Brumley Road, approximately 300 feet to the north of the existing north limit and Faircrest, Fairview and Sherry Lane S. located approximately 3,500 feet to the south of the existing south limit. The three streets to the south serve a new single-family subdivision on the west side of US 377. Extending the limits will take NTB an additional 3-4 weeks to do the survey work and revise the engineering plans. Extending the limits would increase the construction time approximately one (1) month from three (3) months to four (4) months.

Business 377E at Pilot Point High School Project

Provide a NB left-turn lane on Bus 377E at the main driveway serving Pilot Point High School. ITS has reviewed the initial plan and has some concerns because it does not address a city street across from the high school, a school driveway just north of the main driveway that serves school ball fields and a driveway approximately 450 feet north of the main driveway that serves city ball fields. ITS is suggesting consideration be given to the possibility of providing a "continuous left turn lane" in this area to serve the drives mentioned above and the city street across from the high school. The proposed modifications would extend the limits approximately 500 feet to the north.

US 377

Milestones

- **US 377 through Krugerville** - ITS just received the 90% plans for the north section from NTB. ITS has reviewed the plans and is in the process of submitting the comments to NTB no later than mid August. the first week of August. This section will tie into the existing three-lane section in Aubrey. Once the modifications, if any, are complete ITS will send three copies to Buz Elsom for review and comments. Based upon the latest set of plans that estimate has been reduced to \$518,833. This cost estimate could go down more if Buz requires less resurfacing than what is shown on the plans since the road has a new seal coat. The revisions made to the latest set of plans will have little effect on the overall cost.
- **US 377@FM 428 (Aubrey High School) and Business 377 @ Pilot Point High School** – 90% plans for both were sent to Buz Elsom on June 28, 2002 for review and comments. He has started reviewing the plans. In a previous conversation with Buz Elsom, he said he is considering giving the County permission to let the Business 377 and FM 428 Projects in order to speed up the process. ITS has not heard anything else from Buz since the original discussion. Scott Toland at NTB said it would not take them long to put together a bid package for the two projects, especially if the County has a boilerplate for the bid forms. ITS will confirm TxDOT's offer and the County's procedure to determine if it's a good plan.
- **Plans for US 377 through Krugerville, US 377@FM 428 (Aubrey High School) and Business 377 @ Pilot Point High School** have been submitted. ITS responded to TxDOT's review comments and construction timing and resubmitted Plans to TxDOT for final review.

Last Month Activities:

- Denton County submitted TxDOT bid to August 19, 2003. Estimated cost \$96,000.00.
- Plans for Pilot Point to be submitted to TxDOT August 20, 2003.
- Austin, Texas with the new leader TxDOT in the bid August 25, 2003.
- Worked with TxDOT and County on utility issues for turn lanes on FM 428
- Utility issues with FM 428 improvements have been resolved.

Culvert Activities

FM 428 Project in Aubrey

- Right turn lane has been constructed
- Will start the overlay on Saturday (2/21)
- Project should be completed in 2-3 weeks

US 377 in Krugerville

- All driveways have been prepared including driveway culverts
- All road prep work is complete
- TxDOT will start the hot mix overlay on 2/24 (Project should be complete in two weeks)

Pilot Point

- All driveway work completed
- All road widening completed
- All culverts are in place
- Additional drainage work in Pilot Point continues.
- Project has been completed.

Completed

IH 35E Major Investment Study (MIS)

Previous Activity

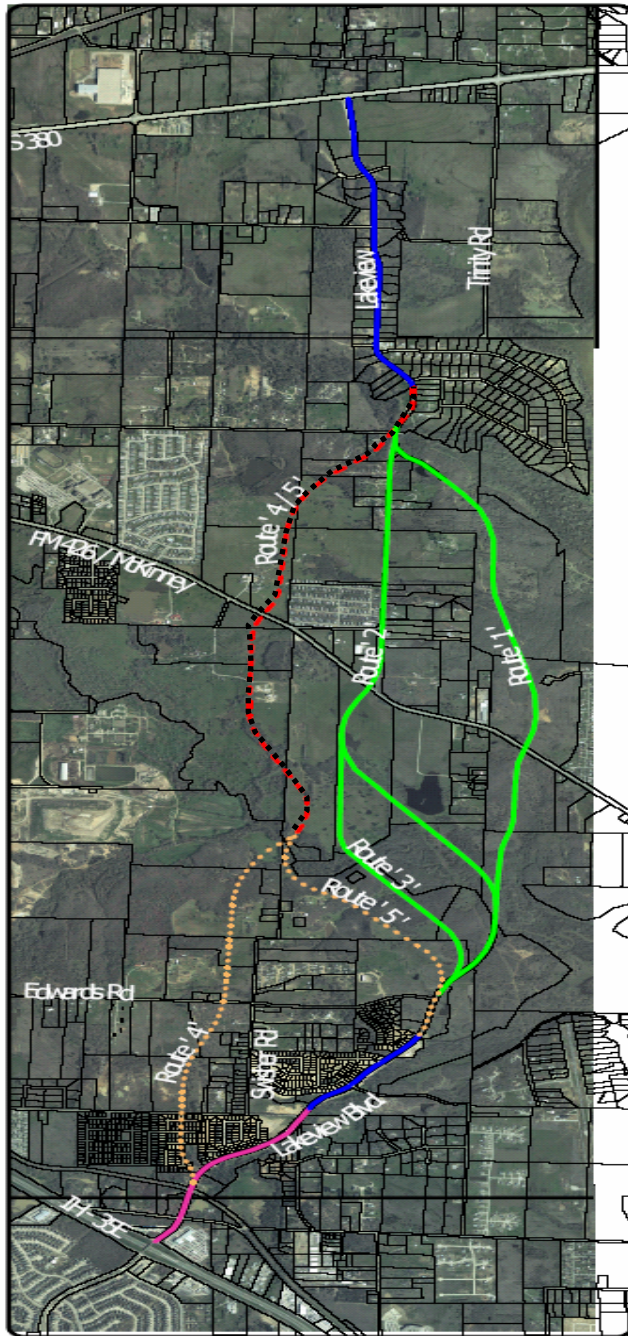
- ❑ John hand delivered IH 35E MIS plans to Kelvin Knauff of the City of Corinth prior to the Task Force meeting.
- ❑ ITS provided Shady Shores and Hickory Creek copies of the MIS study at the Task Force Meeting.
- ❑ City of Corinth requested copies of the traffic volumes to better analyze their sections.
- ❑ Corinth stated they needed approximately 2 weeks (first part of November) to review their sections prior to meeting with Denton County to discuss modifications.
- ❑ Commissioner White stated she wanted to be involved in the meetings with the various cities to discuss the IH 35E MIS modification requests.
- ❑ ITS to set meetings with Lake Cities to discuss IH 35E MIS. This meeting may take place at a Task Force meeting, as a stand alone meeting, or as multiple stand alone meetings with the various Lake Cities.1
- ❑ 10/22/02 - ITS forwarded copies of the Traffic Volumes to the City of Corinth.
- ❑ ITS met with City of Corinth regarding schematic modifications.
- ❑ ITS met with TxDOT Dallas regarding modifications to schematic in the Lake Cities area
- ❑ Received additional comments from Corinth regarding access within their city.
- ❑ Participated in TxDOT's Value Engineering Workshop the 1st week of March.
- ❑ TxDOT held Public Meeting on March 19th in Denton and March 20th in Lewisville regarding the MIS.
- ❑ City of Denton, Denton County and TxDOT met to discuss IH 35E Schematic.
- ❑ TxDOT met with Lake Cities to discuss current schematic. Minor changes were made.
- ❑ Comments have been received from Austin on Schematic.
- ❑ U.S. Army Corps of Engineers is seeking "cooperating agency" status

Current Activities

- ❖ Schematics have been sent to Austin for review.
- ❖ Schematic was approved October 11, 2004
- ❖ TxDOT anticipates environmental clearance by July 2005.
- ❖ Comments from municipalities continue to be reviewed.

Lakeview Blvd

C-S-J:	NA
Limits (From):	US 380
(To):	IH 35E
Length:	
Est. Const. Cost:	
Description:	Construct 4-lane divided



Lakeview Blvd. Route Study
June 2003



- Lakeview Drive Options
- 2 Lane Built Road
- 4 Lane Built Road
- Alternate Routes
- Routes Under Discussion
- Preferred Alternate Route

1" = 2000'



City of Denton
Planning and Development Department
221 N Elm
Denton, Texas 76201
(940) 349-8350

Previous Activity

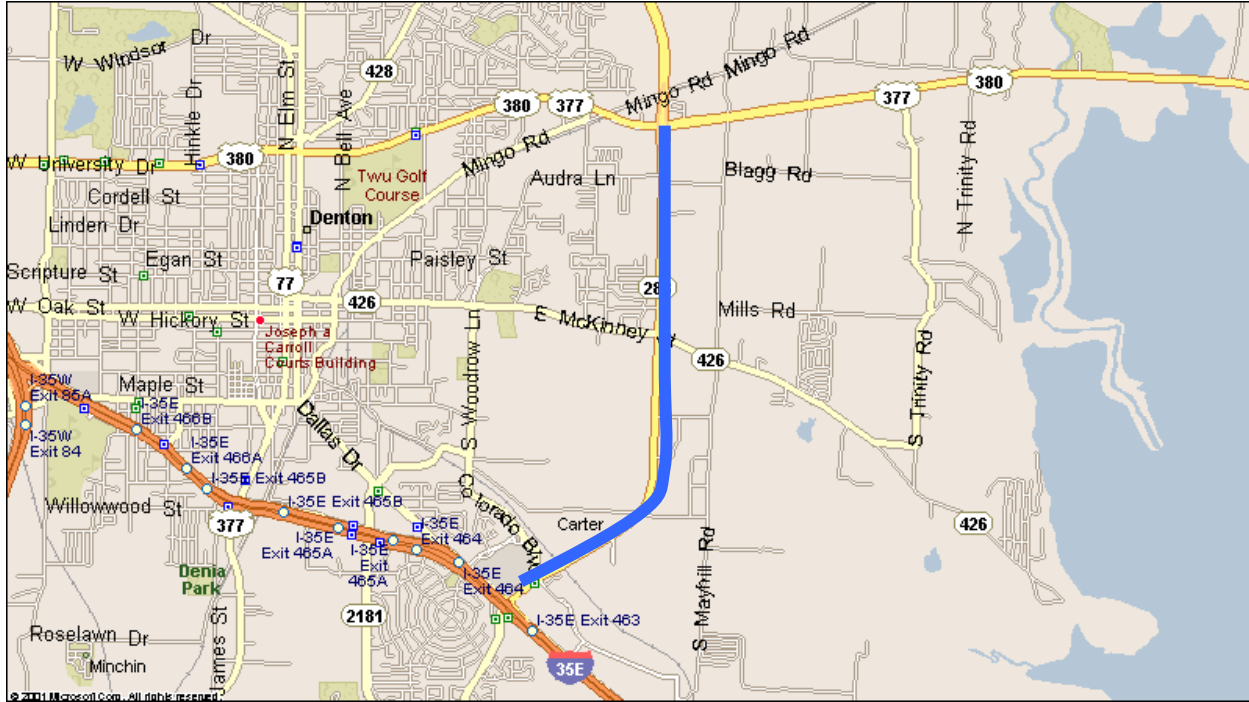
- P&Z recommends Alternative 5 to Council for Lakeview Blvd.
- City of Denton held a public meeting regarding the various alignments of Lakeview Blvd.
- City Council sent recommendation back to P&Z for additional review.
- P&Z reviewed Lakeview Blvd. alternatives and reconfirmed Alt. 5.
- City Council voted February 3, 2004 to select Route 4.
- City submitted funding participation request to Commissioners Court for consideration in the County's 2004 Transportation Bond Program

Current Activity

- Denton County will work with City of Denton regarding the Advanced Planning for Lakeview Blvd.

Loop 288 East

C-S-J:	
Limits (From):	IH 35 E
(To):	US 380
Length:	
Est. Const. Cost:	14.9 Million
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	First Quarter 2005
FONSI	Second Quarter 2005
Notice to Proceed on PSE	January 2003
Plans Adequate	September 2004
100% Plans	April 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

Last Month

- Received TNP contract for PSE services and submitted to Denton County Civil Attny.
- Decision was made to construct temporary Loop 288E/Trail bypass.
- TNP Contract approved and Notice to proceed was given.
- Schematic submitted to TxDOT Denton May 16, 2003.
- Schematic submitted to TxDOT Dallas July, 17, 2003
- Temporary bypass was open to traffic August 9, 2003
- 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.

Current Activities

- Brinker ramp reversals to be let for construction by December, 2004.
- Coordination with City of Denton has been concurrent so they could get started on utility design.
- Continued work on 90% plans while TxDOT reviewed plans adequate, so 90% plan submission will be at the end of December 2004.
- 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.
- See Update report from TNP



LOOP 288 EAST RECONSTRUCTION

Project Status Report – December 2004

Dec. 7, 2004

Via E-Mail

To: Mr. Butch Jones, P.E.
Mr. John Polster
Mr. Buz Elsom, P.E.

From: Mr. Gary Vickery, P.E.

REF: TNP No. DNC01349.01

The following is a brief update on project status.

Project Milestone Schedule

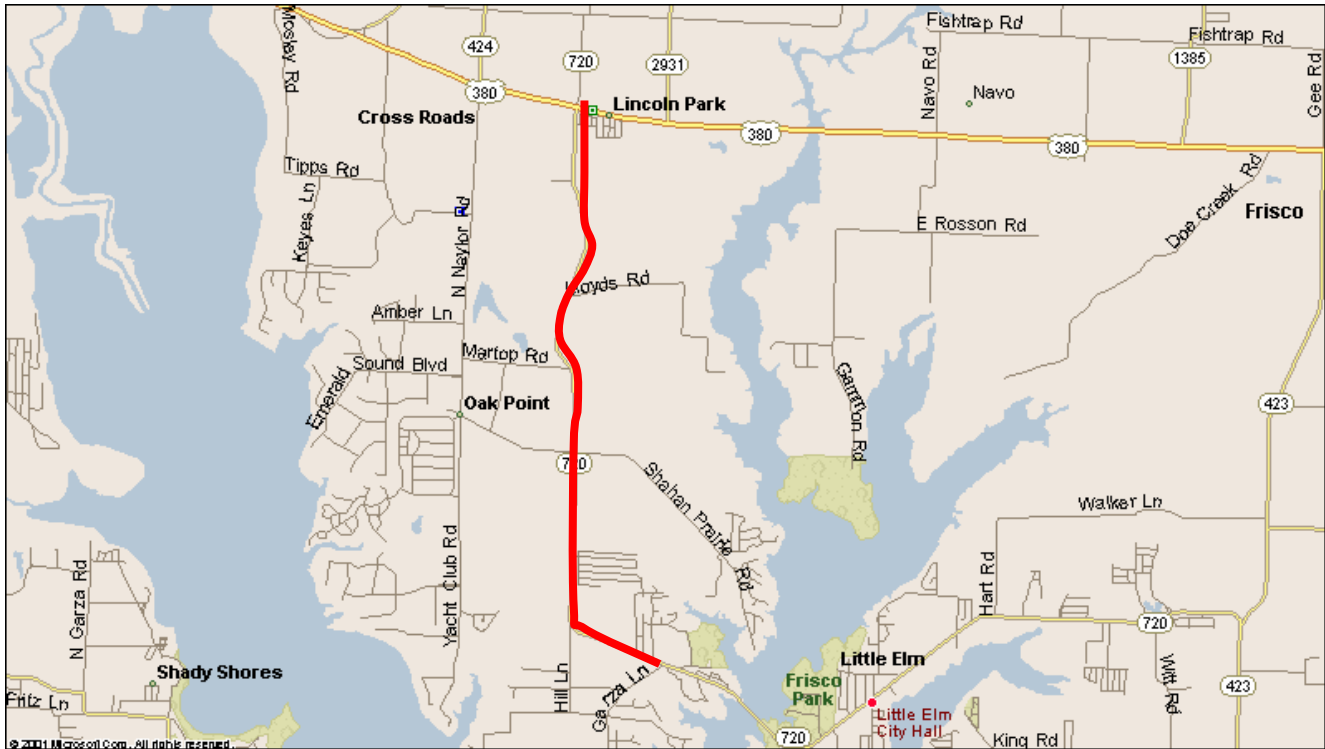
Table with 2 columns: Milestone Name and Date. Includes items like PS&E Start Date, Bypass Design, 30% Submittal PS&E, etc.

Summary of Work Completed:

- List of work completed items including utility coordination meeting, supplemental agreement, PS&E 90% plans, hazardous material evaluation, and historic coordination.

FM 720 North/South

C-S-J:	1567-01-XXX
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 EA	To Be Determined
Submit EA and Schematic to TxDOT Area Office	To Be Determined
Submit EA and Schematic to TxDOT Dallas	To Be Determined
Public Hearing	To Be Determined

Last Month

- Oak Point has requested that Com. White consider placing FM 720 North on the 2004 Bond Program.
- Denton County and TxDOT met with Julie Johnston regarding the process for accepting ROW donations on FM 720.
- Commissioner White included \$4 million in the county's 2004 Transportation Road Bond Program.

Current Activities

- It is anticipated that Denton County will use its TRIP-04 funds to conduct the EA, Schematic and PSE for FM 720 N/S.
- Engineering selection process should be conducted in the December 2004 to January 2005 timeframe.

FM 423 Frisco

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

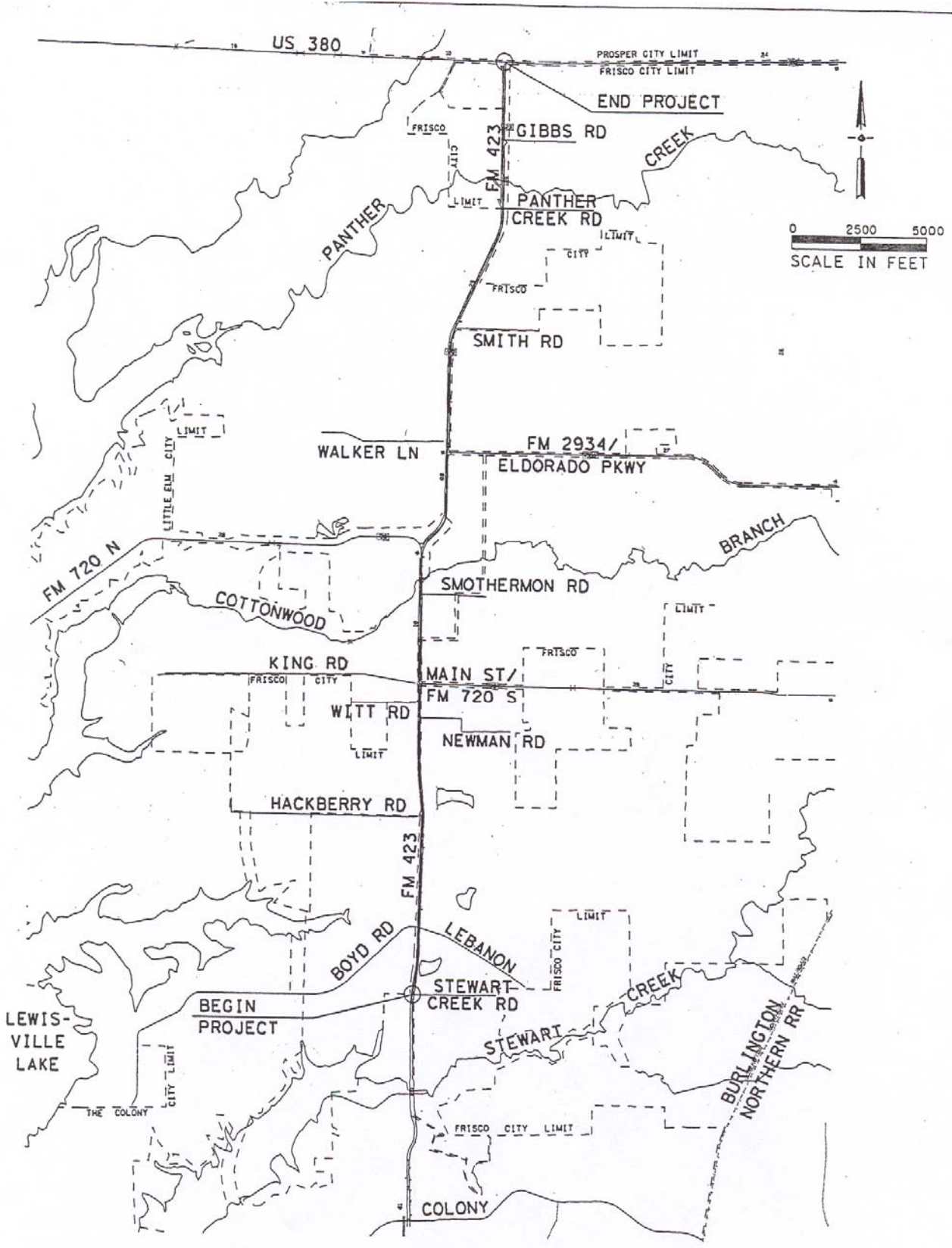
See Attached Map and Progress Report

Previous Activity

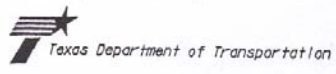
- TxDOT , Denton County, Frisco and The Colony has established a task force to discuss funding possibilities for FM 423.
- Commissioner White included \$3.5 million in the county's 2004 Transportation Road Bond Program.

Current Activity

- Denton County is working with TxDOT and the North Central Texas Council of Governments to fund FM 423.
- See status report from Carter & Burgess.



JULY 3, 2003



FM 423 IMPROVEMENT
STEWART CREEK ROAD TO
U. S. 380

Carter Burgess

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.

FM 423 South: From Stewarts Creek Road is 3.88 mile long. The ultimate facility will be a 6, 7 and 8 lane urban arterial with varying right-of-way width. The right-of-way width in the intersections will be widened for left and right turn movements. Will be contracted by TxDOT.

Engineering Services

Each project requires 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. This phase will require approximately 18 months to complete EA development, conduct public meetings, and develop the preliminary schematic of the locally preferred alternative. The Final Design Phase includes utility coordination, design survey, and production of construction plans, specifications, and estimates. This phase will require approximately 14 months to develop and will commence upon approval of the preliminary schematic from the Dallas District of the Texas Department of Transportation (TxDOT).

Efforts to Date

- Notice to proceed April 16, 2003.
- Project Development Phase
 - Data Collection
 - Existing as-built plans, hydraulic analyses, and preliminary and final development plats.
 - Hydraulic Studies for Panther Creek, Cottonwood Branch, Cottonwood Branch South and Harts Branch.
 - Survey
 - Obtained rights of entry (obtained access to 60 out of 76 parcels)
 - Researched property ownerships.
 - Completed initial field surveying of existing property corners.
 - Completed research of property ownerships to prepare schematic.
 - Surveying back corners to complete rectification of adjacent tracks along the corridor. Ongoing with development.

- Identifying final platted properties adjacent to the corridor. Obtaining and placing electronic files within TxDOT's coordinate system. Ongoing with development.
- Completed survey for additional topo of FM 423 from FM 720 south to Stewarts Creek Road.
- Revised existing right-of-way survey at Lebanon-Boyd Road to Stonebrook Parkway on the west side.
- Coordinated existing and future centerline alignments of Stonebrook Parkway and Lebanon-Boyd Road with developers to finalize dedication plats for the City of Frisco.
- Completing dedication plats for City of Frisco from Newman and Witt Roads to Stewarts Creek Road. Submitted Preliminary Plat (West Side) to the City of Frisco, December 6, 2004. Submitted revised Preliminary Plat (East Side) to Mark Pulliam, with Beal Bank, December 10, 2004.
- Environmental Documentation
 - Field survey conducted to identify waters of the U.S.
 - Identified and mapped schools, cemeteries, superfund sites, and petroleum storage tanks in the project vicinity.
 - Completed Archeological and Historical investigations.
 - Completed Air and Noise analysis.
 - Completed Hazardous Materials investigations.
 - Submitted Draft Environmental Assessment on July, 9, 2004.
 - Received comments from the 1st review on August 19, 2004. Revised Draft EA and submitted on September 17, 2004.
 - Received comments from the 2nd review on October 12, 2004. Revised Draft EA and submitted on October 15, 2004 for final check. Received notice on October 25, 2004 to make 15 copies to send to Austin for review and approval. Copies sent to the District on October 26, 2004.
 - Received comments from ENV on December 14th & 15th, 2004. Revising document to address comments. Will submit by January 7th, 2005.
- Engineering
 - Coordinating project meetings with City of Frisco, the Town of Little Elm and TxDOT.
 - Completed alignment studies, including profile for three alternatives. Have developed preliminary cross sections to determine cut/fill impacts of each alternative profile. Created construction limits to further review slope impacts to the proposed right-of-way.
 - Completed evaluation of Alternatives 1, 2, and 3. Completed Alternative 4 to maximize the roadway sections while minimizing right-of-way impacts to existing and proposed conditions.
 - Coordinated with TxDOT, Denton County, City of Frisco and the Town of Little Elm in the review of Alternatives.
 - Refined Alternatives per comments received.
 - Held Public Meetings February 19 & 24, 2004.
 - Prepared Public Meeting Report.
 - Summarized written comments received to date.
 - Determined Locally Preferred Alternative.
 - Completed Design Summary Report and submitted to TxDOT for review. Comments received 03/11/2004.

- Met with USCOE June 23, 2004 - Identified flowage easements in the corridor. Discussed the portion of roadway TxDOT raised in an existing flowage easement. COE determined they did not want to be a Cooperating Agency on the north project and that they would allow us to submit a change in the flowage easement north of Stewarts Creek Road.
- Update of the SIP was submitted August 16, 2004 to NCTCOG. Final approval is expected by end of December or first of January.
- Revised approximately 2000 feet of FM 423 alignment just north of Hackberry Road to Stonebrook Parkway. This alignment shift will eliminate a potential environmental impact by missing the lower portion of the dam at Station 305+00.
- Preparing Schematic
 - Reviewed preliminary drainage areas and runoff calculations. Also, reviewed preliminary drainage structure sizes.
 - Field verified and refined preliminary drainage areas. Revised preliminary drainage structure sizes.
 - Determined runoff discharges for the large drainage basins for fully -developed conditions along the project. This includes preparing hydraulic analysis of Panther Creek, Cottonwood North and Cottonwood South for fully developed conditions. Need to complete final hydraulic report.
 - Coordinated the traffic projections with TxDOT. Initially completed in 1998, TxDOT has hired Turner Collie & Braden to develop the traffic for FM 423. Received revised traffic on 03/08/2004. TxDOT satisfied with traffic projections, directed that we use them to complete our analysis.
 - Performed traffic analysis of entire corridor, optimized traffic signalization using SYNCHRO. SYNCHRO results indicate that turning volumes are too high to provide storage lengths for left and right turns. Therefore, TxDOT directed us to use the Storage Length Calculations equation in Part IV of the Roadway Design Manual. Where this result is unreasonable, TxDOT directed us to provide as much storage as possible.
 - Refined horizontal alignment as survey completed verification of TxDOT's existing right-of-way boundaries and location of final platted properties adjacent to the corridor. Some plats are still not considered final plats.
 - Refined vertical alignment and developed cross sections to ensure proposed curb lines will receive offsite drainage, where applicable.
 - Submitted Preliminary Schematic plan and profile sheets on July 9, 2004.
 - Attended FM 423 Meeting at the Denton Area Office on August 24, 2004 to receive comments on the schematic. Met with the City of Frisco the afternoon of the 24th and with the Town of Little Elm on the afternoon of the 25th to review TxDOT's comments and receive the City's as well.
 - Received comments from the 1st review on August 24, 2004. Additional comments were received on September 3rd and 9th. Revised Preliminary Schematic and submitted on September 17, 2004.
 - Schematic sent to Austin for review and approval on October 1, 2004. (Revise this statement – TxDOT submitted to Austin for review and approval on October 11, 2004.)
 - Schematic has been sent to FHWA for review and approval. Due back November 14, 2004. (Not yet received).
 - Received comments on the schematic on November 19, 2004. Revised schematic to address comments and to coordinate easements being prepared for the City of Frisco. Submitted revised schematic to TxDOT Dallas District on December 13, 2004.

Schedule

Description	North Project	South Project*
Public Meeting	February 04	
Determine Locally Preferred Alternative	March 04	
Develop Schematic and Env. Assessment (EA)	May 04	
Receive Prel. Agency Approval of Schematic and EA	Fall 04	
Public Hearing	Winter 05	
Review Public Comment and Complete EA	Spring 05	
Receive Final Approval of Schematic and EA	Summer 05	
Final Construction Plans	Fall 05	

* Will be contracted by TxDOT.

Estimated Construction Costs

FM 423 North:

6 Lanes:North Section \$24.3 M	\$29.2 M	4 Lanes:	North Section	
6 Lanes:South Section 8.3 M	\$ 9.5 M	4 Lanes:	South Section	\$
Mobilization (6%)	\$ 2.3 M	Mobilization (6%)		\$ 2.0 M
Contingency (15%)	\$ 5.8 M	Contingency (15%)		\$ 4.9 M
Total Construction Costs	\$46.8 M	Total Construction Costs		\$39.5 M
Engineering Costs (7%)	\$ 3.3 M	Engineering Costs (7%)		\$ 2.8 M
Total Project Costs	\$50.1 M	Total Project Costs		\$42.3 M

FM 423 South:

6, 7 and 8 Lanes:	\$20.9 M
Mobilization (6%)	\$ 1.3 M
Contingency (15%)	\$ 3.1 M
Total Construction Costs	\$25.3 M
Engineering Costs (7%)	\$ 1.8 M
Total Project Costs	\$27.1 M

Estimated ROW Costs

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.