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TRANSPORTATION & TRINITY RIVER PROJECT COMMITTEE

DALLAS CITY COUNCIL COMMITTEE AGENDA

2017 FEB 10 AM 9:38

CITY SECRETARY
DALLAS, TEXAS

MONDAY, FEBRUARY 13, 2017
CITY HALL
COUNCIL BRIEFING ROOM, 6ES
1500 MARILLA
DALLAS, TEXAS 75201
1:00 P.M. – 2:30 P.M.

REVISED

Chair, Councilmember Lee M. Kleinman
Vice-Chair, Deputy Mayor Pro Tem Erik Wilson
Councilmember Sandy Greyson
Mayor Pro Tem Monica R. Alonzo
Councilmember Adam Medrano
Councilmember Casey Thomas, II

Call to Order

1. Approval of Minutes

BRIEFINGS

2. Dallas CBD Second Light Rail Alignment (D2) Subway Project Refinement
Timothy McKay, P.E., Executive Vice President, DART
Stephen Salin, AICP, Vice President, DART
3. City of Dallas D2 and Streetcar Considerations (Action Item)
Tanya Brooks, Assistant Director, Mobility and Street Services
Peer Chacko, Chief Planning Officer and Director, Planning & Urban Design
4. 2017 Transportation Alternatives Set-Aside Program Call For Projects (Briefing Memo)
Willis Winters, Director, Park and Recreation

QUARTERLY REPORTS (Information Only)

5. Trinity River Corridor Bond Program Expenditure Report
6. Major Street Projects Detailed Expenditure Report
7. Department of Aviation Activity Report

8. UPCOMING AGENDA ITEMS

February 22, 2017

- A. Draft Agenda Item: Authorize an Interlocal Agreement with the City of Coppell to allow the City of Dallas to construct, own, and operate a 24-inch wastewater force main pipeline, referred to as the Force Main Project, within the corporate limits of Coppell to serve the Cypress Waters Development in Dallas (DWU)
- B. Draft Agenda Item: Authorize a contract for the construction of grit removal improvements at the Southside Wastewater Treatment Plant - Archer Western Construction, LLC, lowest responsible bidder of three (DWU)
- C. Draft Agenda Item: Authorize Supplemental Agreement No. 1 to the professional services contract with Hayden Consultants, Inc. for additional engineering design of improvements to the intersections of Hampton Road at Canada Drive and Hampton Road at Calypso Street (MSS)
- D. Draft Agenda Item: A benefit assessment hearing to receive comments on street paving, drainage, water and wastewater main improvements, and alley paving for Project Group 12-3001; and at the close of the hearing, authorize an ordinance levying benefit assessments, and a construction contract with Camino Construction, L.P., lowest responsible bidder of four (MSS)
- E. Draft Agenda Item: A benefit assessment hearing to receive comments on street paving, drainage, water and wastewater main improvements, and alley paving for Project Group 12-3004; and at the close of the hearing, authorize an ordinance levying benefit assessments, and a construction contract with Macval Associates, LLC, lowest responsible bidder of five (MSS)
- F. Draft Agenda Item: Authorize the second step of acquisition for condemnation by eminent domain, if such becomes necessary, from R.K.C.J., L.L.C. to acquire an improved tract of land containing approximately 25,727 square feet, four slope easements containing a total of approximately 23,330 square feet, and a drainage easement containing approximately 5,257 square feet, located on East Wheatland Road near its intersection with Lancaster Road for the Wheatland Road Improvement Project – Not to exceed \$136,944 (\$130,944 plus closing costs and title expenses not to exceed \$6,000) (TWM)

Adjourn



Lee M. Kleinman, Chair
Transportation and Trinity River Project Committee

A closed executive session may be held if the discussion of any of the above agenda items concerns one of the following:

1. Contemplated or pending litigation, or matters where legal advice is requested of the City Attorney. Section 551.071 of the Texas Open Meetings Act.
2. The purchase, exchange, lease or value of real property, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Section 551.072 of the Texas Open Meetings Act.
3. A contract for a prospective gift or donation to the City, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Section 551.073 of the Texas Open Meetings Act.
4. Personnel matters involving the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee or to hear a complaint against an officer or employee. Section 551.074 of the Texas Open Meetings Act.
5. The deployment, or specific occasions for implementation of security personnel or devices. Section 551.076 of the Texas Open Meetings Act.
6. Deliberations regarding economic development negotiations. Section 551.087 of the Texas Open Meetings Act.

Handgun Prohibition Notice for Meeting of Governmental Entities

"Pursuant to Section 30.06, Penal Code (trespass by license holder with a concealed handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a concealed handgun."

"De acuerdo con la sección 30.06 del código penal (ingreso sin autorización de un titular de una licencia con una pistola oculta), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola oculta."

"Pursuant to Section 30.07, Penal Code (trespass by license holder with an openly carried handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a handgun that is carried openly."

"De acuerdo con la sección 30.07 del código penal (ingreso sin autorización de un titular de una licencia con una pistola a la vista), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola a la vista."

Transportation & Trinity River Project Committee Meeting Record

The Transportation & Trinity River Project Committee meetings are recorded. Agenda materials are available online at www.dallascityhall.com. Recordings may be reviewed/copied by contacting the Transportation & Trinity River Project Committee Coordinator at 214-671-9502.

Meeting Date: January 23, 2017

Convened: 1:01 p.m.

Adjourned: 2:19 p.m.

Committee Members Present:

Lee M. Kleinman, Chair
Deputy Mayor Pro Tem Erik Wilson, Vice-Chair
Mayor Pro Tem Monica R. Alonzo
Sandy Greyson
Casey Thomas II
Adam Medrano

Presenters:

N/A

Committee Members Absent:

Other Council Members present:

B. Adam McGough

City Staff Present:

Sarah Standifer
John Brunk
Tanya Brooks
Dianne Hahn
Jill A. Jordan
Jared White

Auro Majundar
Milton Brooks
Ann Bruce
Tim Starr
Peer Chacko
Mark Duebner

AGENDA:

Call to Order

1. Approval of the December 12, 2016 Meeting Minutes

Presenter: Lee M. Kleinman, Chair

Action Taken/Committee Recommendation(s): A motion was made to approve the minutes for the December 12, 2016 Transportation and Trinity River Project Committee Meeting.

Motion made by: DMPT Eric Wilson
Item passed unanimously: X
Item failed unanimously:

Motion seconded by: Sandy Greyson
Item passed on a divided vote:
Item failed on a divided vote:

2. Tour of Various Transportation and Trinity River Projects

Presenters: Lee M. Kleinman, Chair

Action Taken/Committee Recommendation(s): Information Only. Committee recessed at 1:07 p.m. to attend the tour. Committee returned from recess at 2:18 p.m.

Motion made by:
Item passed unanimously:
Item failed unanimously:

Motion seconded by:
Item passed on a divided vote:
Item failed on a divided vote:

Transportation and Trinity River Project Committee
January 23, 2017

3. MONTHLY INTERAGENCY TRANSPORTATION REPORT (For Informational Purposes only)

4. Upcoming Agenda Items

January 25, 2017

- A. Agenda Item #19: A resolution authorizing a full and final settlement of DFW International Airport Board, City of Fort Worth and City of Dallas, Plaintiffs v. Chesapeake Explorations LLC and TOTAL E&P USA, Defendants, Cause No. 236-286059-16, in the 236th Judicial District of Tarrant County, Texas (IGS)
- B. Agenda Item #22: Authorize approval of the recommended plan for the proposed alignment of Amonette Street from Akron Street to Commerce Street, new construction (MSS)
- C. Agenda Item #23: Authorize approval of the recommended plan for the proposed alignment of Bataan Street from Singleton Boulevard to the Union Pacific Railroad (UPRR) right-of-way, from its current alignment to the proposed alignment of Bataan Street, and Bataan Street from the UPRR right-of-way to Commerce Street, new construction (MSS)
- D. Agenda Item #24: Authorize approval of the recommended plan for the proposed alignment of Herbert Street from Akron Street to Commerce Street, new construction (MSS)
- E. Agenda Items #25, 25: Jefferson Boulevard from Zang Boulevard to Adams Avenue
 - * Ratification of the rejection of all bids for the construction of street paving, storm drainage, streetscape, street lighting, landscape, and water adjustment improvements for Jefferson Boulevard from Zang Boulevard to Adams Avenue; and, ratification of the re-advertisement of new bids
 - * Authorize a contract with Texas Standard Construction, Ltd., lowest responsible bidder of three, for the construction of street paving, storm drainage, streetscape, street lighting, landscape, and water adjustment improvements for Jefferson Boulevard from Zang Boulevard to Adams Avenue - Not to exceed \$2,030,569 (MSS)
- E. Agenda Item #27: Authorize **(1)** a substantial amendment to the Texas Department of Transportation Local Transportation Project Advance Funding Agreement (LPAFA Agreement No. CSJ 0918-45-820), a previously approved Interlocal Agreement, to terminate the existing agreement as a result of an adjustment in the regional Transportation Improvement Program (TIP); **(2)** a new and updated LPAFA Interlocal Agreement with the Texas Department of Transportation (Agreement No. CSJ 0918-45-820/CFDA No. 20.205) to replace the existing agreement for a Congestion Mitigation/Air Quality Program Project and Surface Transportation Program-Metropolitan Mobility Program Project Off-System to provide safety improvement projects at various Dallas intersections through engineering and construction services; **(3)** the receipt and deposit of additional funds from the Federal Highway Administration passed through the Texas Department of Transportation through the new LPAFA for engineering and construction services in the amount of \$163,000; **(4)** an increase in the local match in the amount of \$14,157 from \$303,800 to \$317,957; **(5)** an increase in appropriations in the Traffic Safety Program Fund in an amount not to exceed \$163,000; **(6)** termination of the existing agreement; and **(7)** execution of the new agreement - Not to exceed \$177,157 (MSS)
- F. Agenda Item #41: Authorize acquisition from R.K.C.J., L.L.C., of an improved tract of land containing approximately 25,727 square feet, four slope easements containing a total of approximately 23,330 square feet, and a drainage easement containing approximately 5,257 square feet, located on East Wheatland Road near its intersection with Lancaster Road for the Wheatland Road Improvement Project - Not to exceed \$136,944 (\$130,944, plus closing costs and title expenses not to exceed \$6,000) (TWM)
- G. Agenda Item #42: Authorize a contract for the installation of wastewater mains at five locations (list attached) - S. J. Louis Construction of Texas, Ltd., lowest responsible bidder of five - Not to exceed \$10,073,842 (DWU)

February 8, 2017

- H. Draft Agenda Item: Authorize **(1)** the receipt and deposit of funds in the amount of \$20,874 from Trammell Crow Company for material, equipment and labor provided by the City related to the construction of a traffic signal modification at Woodall Rodgers Freeway and Pearl Street; and **(2)** an increase in appropriations in the amount of \$20,874 in the Capital Projects Reimbursement Fund - Not to exceed \$20,874 (MSS)
- I. Draft Agenda Item: Authorize Supplemental Agreement No. 1 to the professional services contract with Half Associates, Inc. for additional surveying, environmental services and preparation of a Municipal Setting

- Designation and the Final Plat for the Dallas Floodway. - Not to exceed \$179,818, from \$640,498 to \$820,316 (TWM)
- J. Draft Agenda Item: Authorize Supplemental Agreement No. 6 to the professional services contract with Raftelis Financial Consultants, Inc. for Storm Drainage Management Fund to provide for longer term maintenance and support of SIMS, including adding SIMS functionality for managing Stormwater credits data. (1) 24 months of additional SIMS support at a support level in the amount of \$360,000. (2) An optional 12 additional months of SIMS support at a support level in the amount of \$120,000.00 for the period. (3) Optional SIMS credit support for an evolving credits program that supports non-residential BMP based credits and percentages within SIMS in the amount of \$80,000.00. Total not to exceed \$560,000.00 (TWM)
 - K. Draft Agenda Item: Authorize **(1)** a Project Specific Agreement with Dallas County for the design, right-of-way acquisition and construction of approximately 5,500 feet of 96-inch diameter water transmission pipeline located along Wintergreen Road between Main Street and Cockrell Hill Road; and **(2)** payment to Dallas County for the City's share of right-of-way acquisition and construction costs for Phase I of the project along Wintergreen Road from the intersection of Main Street and Wintergreen Road to approximately 1,300 feet east - Not to exceed \$2,120,000 (DWU)
 - L. Draft Agenda Item: Authorize an engineering services contract with Freese and Nichols, Inc. to provide an update to the City of Dallas Comprehensive Wastewater Collection System Master Plan - Not to exceed \$2,167,680 (DWU)
 - M. Draft Agenda Item: Authorize a contract for the construction of improvements to water meter vaults at three locations (list attached) - Oscar Renda Contracting, Inc., lowest responsible bidder of four - Not to exceed \$4,000,000 (DWU)
 - N. Draft Agenda Item: Authorize a contract for the installation of water and wastewater mains at 31 locations (list attached) - Ark Contracting Services, LLC, lowest responsible bidder of four - Not to exceed \$13,377,380 (DWU)
 - O. Draft Agenda Item: Authorize Supplemental Agreement No. 3 to the professional services contract with CH2M Hill Engineers, Inc. to provide additional construction management services for construction contracts related to water quality improvements at the Elm Fork Water Treatment Plant and the Bachman Water Treatment Plant and improvements at the Walcrest Pump Station (DWU)

Adjourn (2:19 p.m.)

APPROVED BY:

ATTEST:

Lee M. Kleinman, Chair
Transportation & Trinity River Project Committee

Natalie Wilson, Coordinator
Transportation & Trinity River Project Committee

Memorandum



CITY OF DALLAS

DATE February 10, 2017

Honorable Members of the Transportation & Trinity River Project Committee:
TO Lee Kleinman (Chair), Eric Wilson (Vice-Chair), Sandy Greyson, Monica R. Alonzo, Adam Medrano,
Casey Thomas II

SUBJECT Dallas CBD Second Light Rail Alignment (D2) Subway Project Refinement

On Monday, February 13, 2017 you will be briefed on Dallas Central Business District (CBD) Second Light Rail Alignment (D2) Subway Project Refinement. Briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.

A handwritten signature in black ink, appearing to read 'Jill A. Jordan'.

Jill A. Jordan, P.E.
Assistant City Manager

c: T.C. Broadnax, City Manager
Larry Castro, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Mark McDaniel, Acting First Assistant City Manager

Eric D. Campbell, Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council
Directors and Assistant Directors



Dallas CBD Second Light Rail Alignment (D2)

Subway Project Refinement

City of Dallas
Transportation and Trinity River Project Committee

February 13, 2017



Discussion Items

- Background
- Schedule
- Public/Stakeholder Involvement
- Subway Construction Overview
- Potential Subway Alternatives
 - Technical Committee Input
 - Stakeholder Committee Input
- Next Steps

Redefining D2 as a Subway

- Concerns with D2 mostly at-grade
- October 2016 Actions:
 - Dallas City Council approved resolution to pursue subway option from Woodall Rodgers to IH-345
 - DART Board approved FY17 Financial Plan with increased budget (\$1.3 Billion YOY) for subway and larger FTA grant amount
- Now advancing D2 as a subway

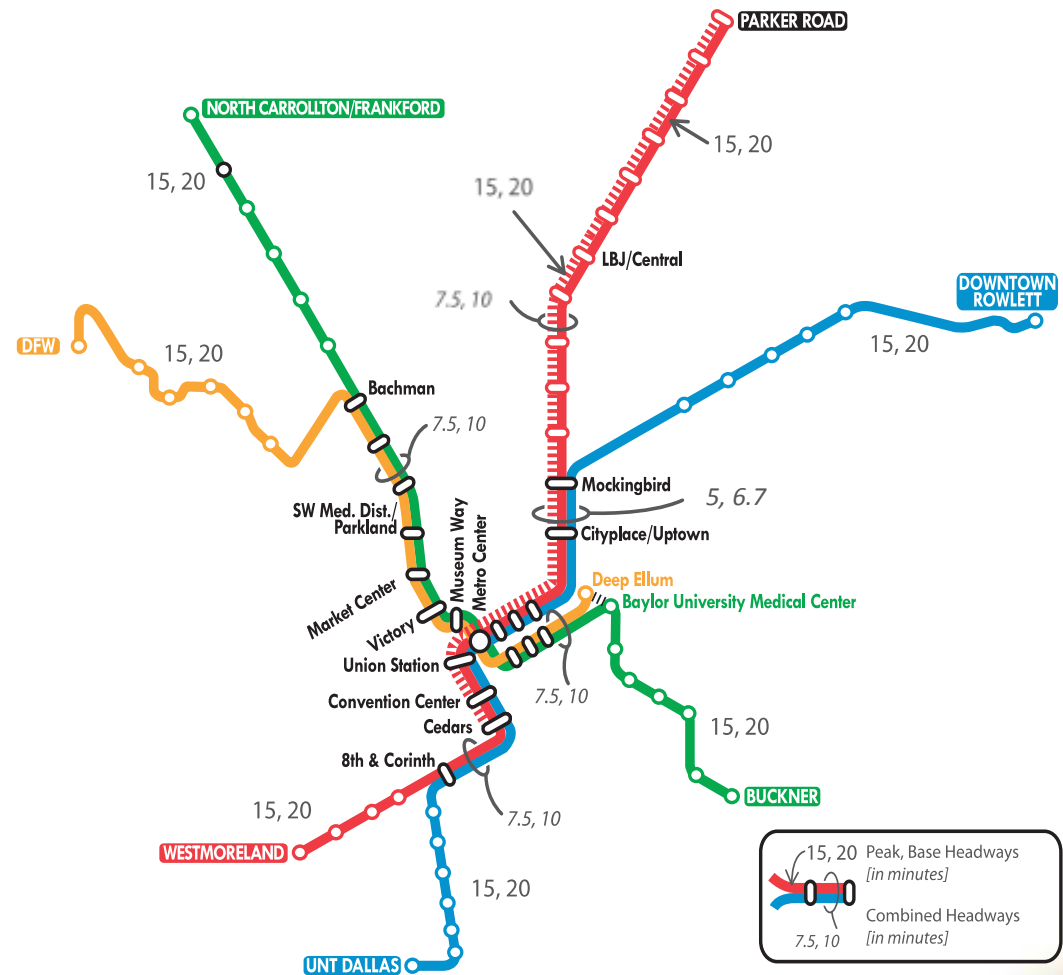
Why is D2 Important?

- Add **Core Capacity** to and through downtown
 - Some trains will be at capacity within a few years
- Provide **Operational Flexibility** for the system
 - Continuity of service during incidents
 - System expansion/added service
- Enhance **Mobility and Access** for existing and future riders
 - Get our riders where they need to go

How will D2 Affect Today's Riders?

Operating Plan Concept

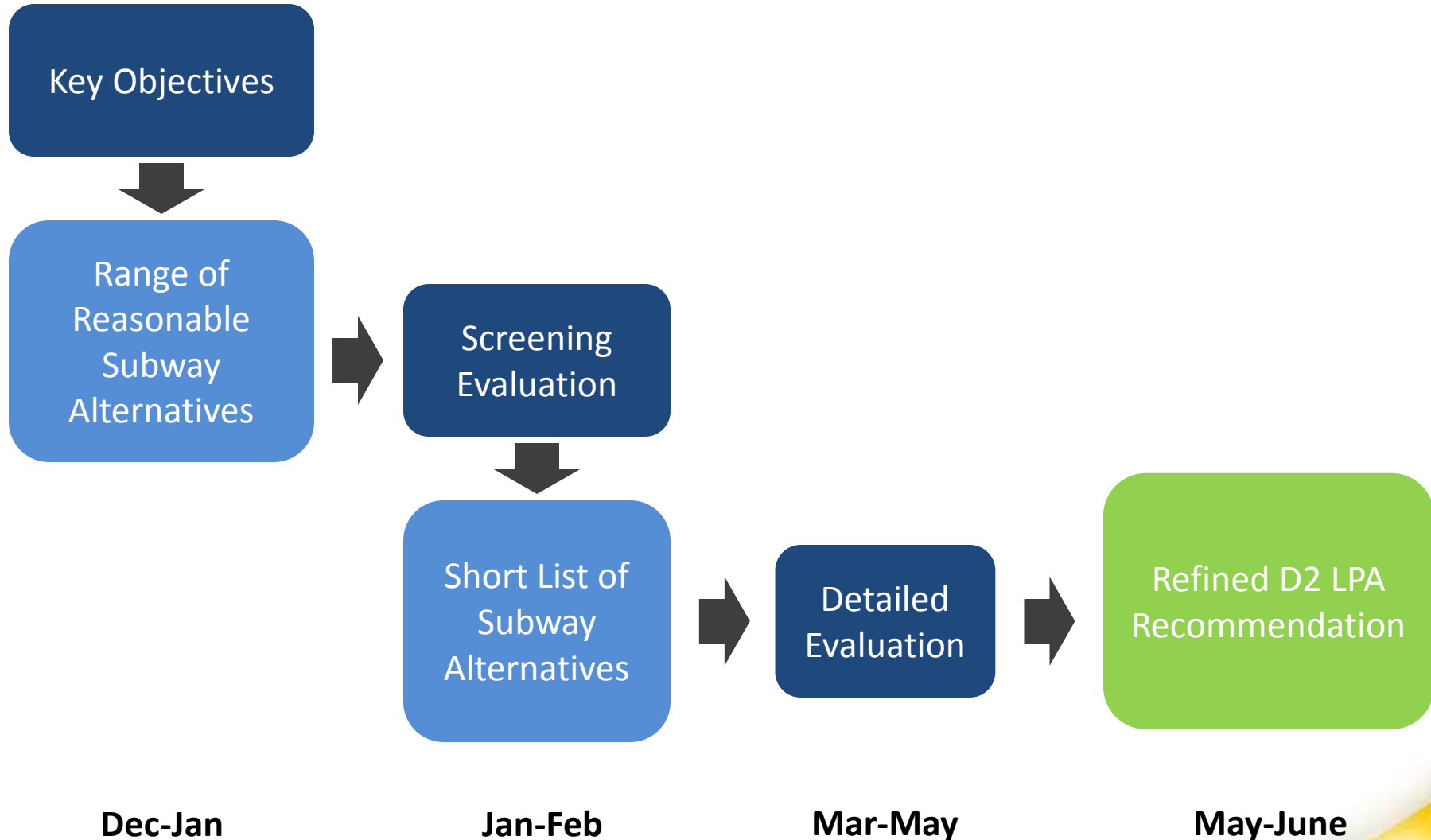
- Green and Orange to shift to D2
- Orange Line terminus to be determined
 - Deep Ellum
 - Lawnview
 - Other
- Red Line loads addressed by extra insert trains



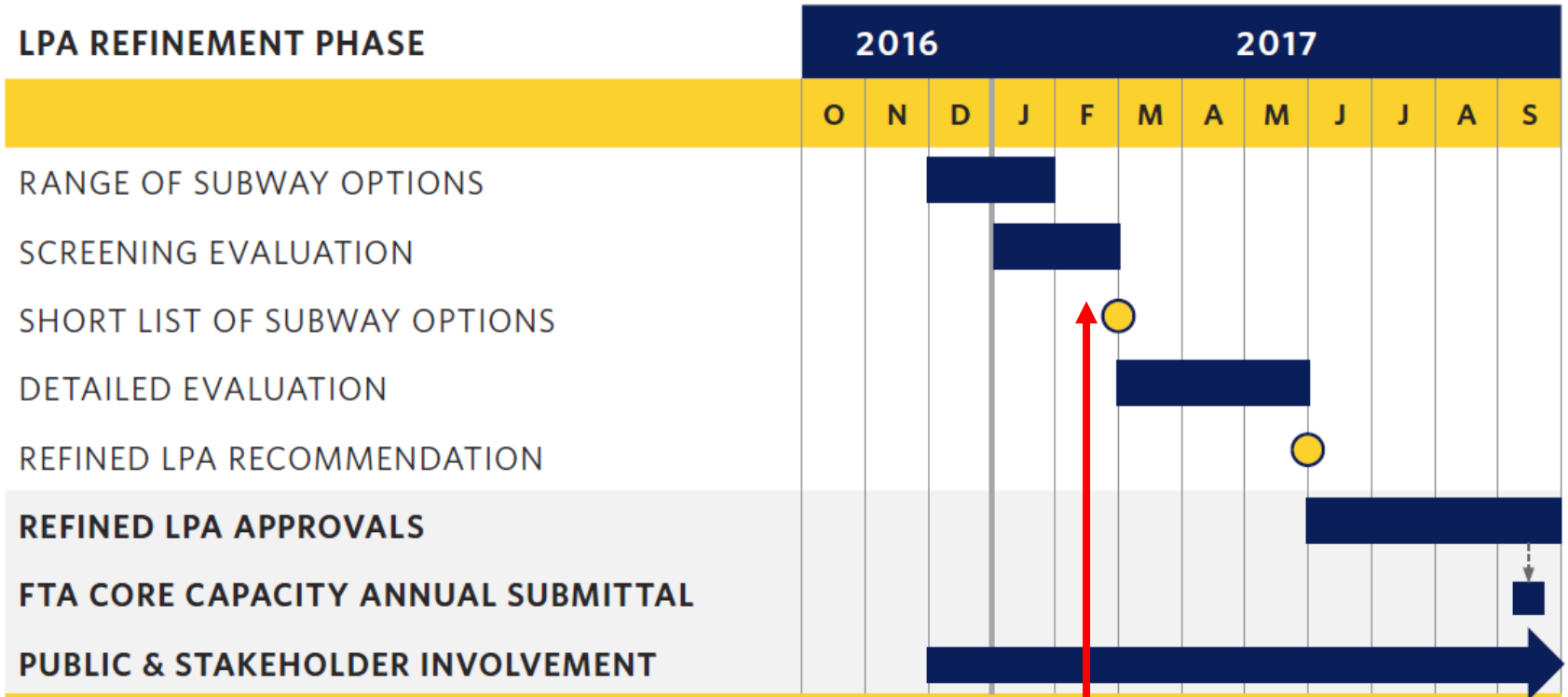
FTA Core Capacity Funding

- November 2015
 - FTA authorization to enter two-year Project Development (PD) phase to complete PE/EIS
- February 2016
 - D2 receives “**Medium-High**” rating from FTA
- September 2016
 - DART submitted annual update to FTA
 - FTA held its review pending subway discussion
 - D2 will receive “not rated” in next report to Congress

LPA Refinement Evaluation Process



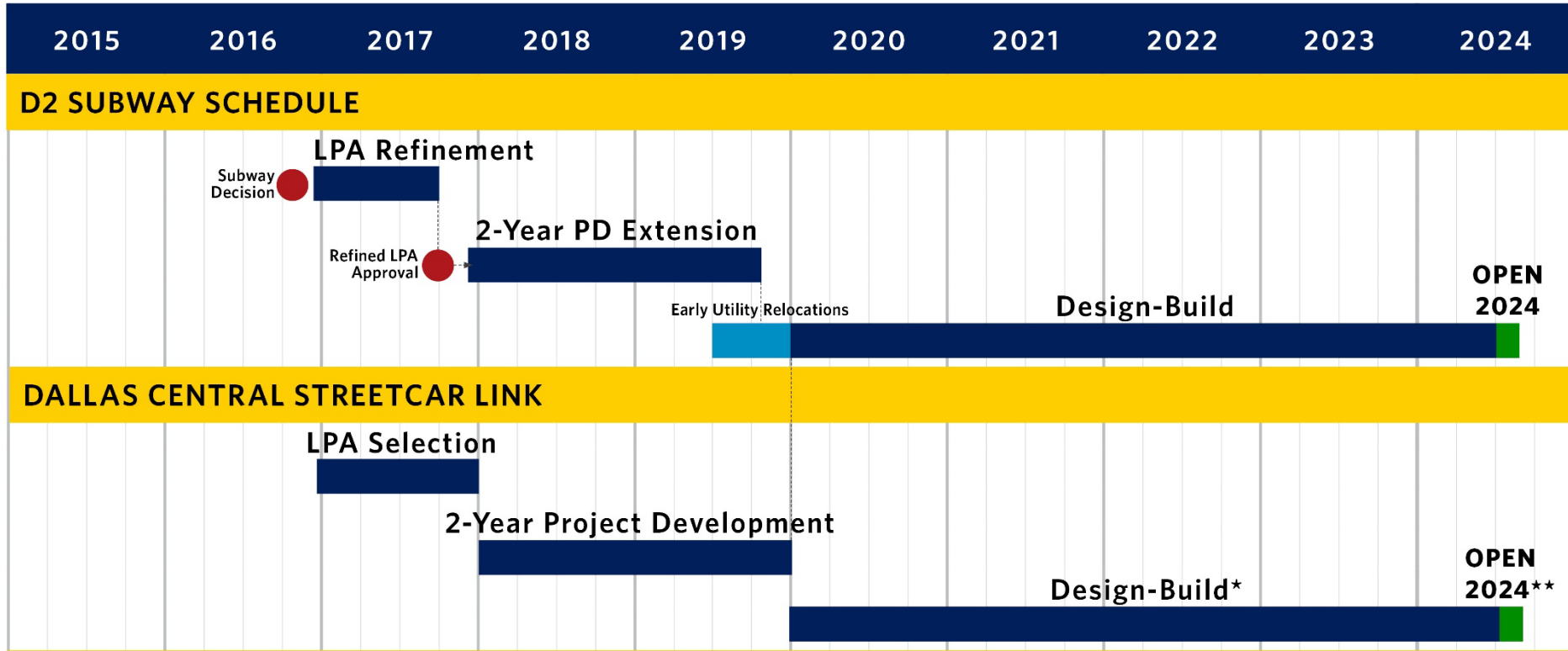
LPA Refinement Phase



● DECISION MILESTONE

WE ARE HERE

D2/Streetcar Connected Schedule



Preliminary Schedule subject to determination of subway alignment and construction methods

* To Be Determined

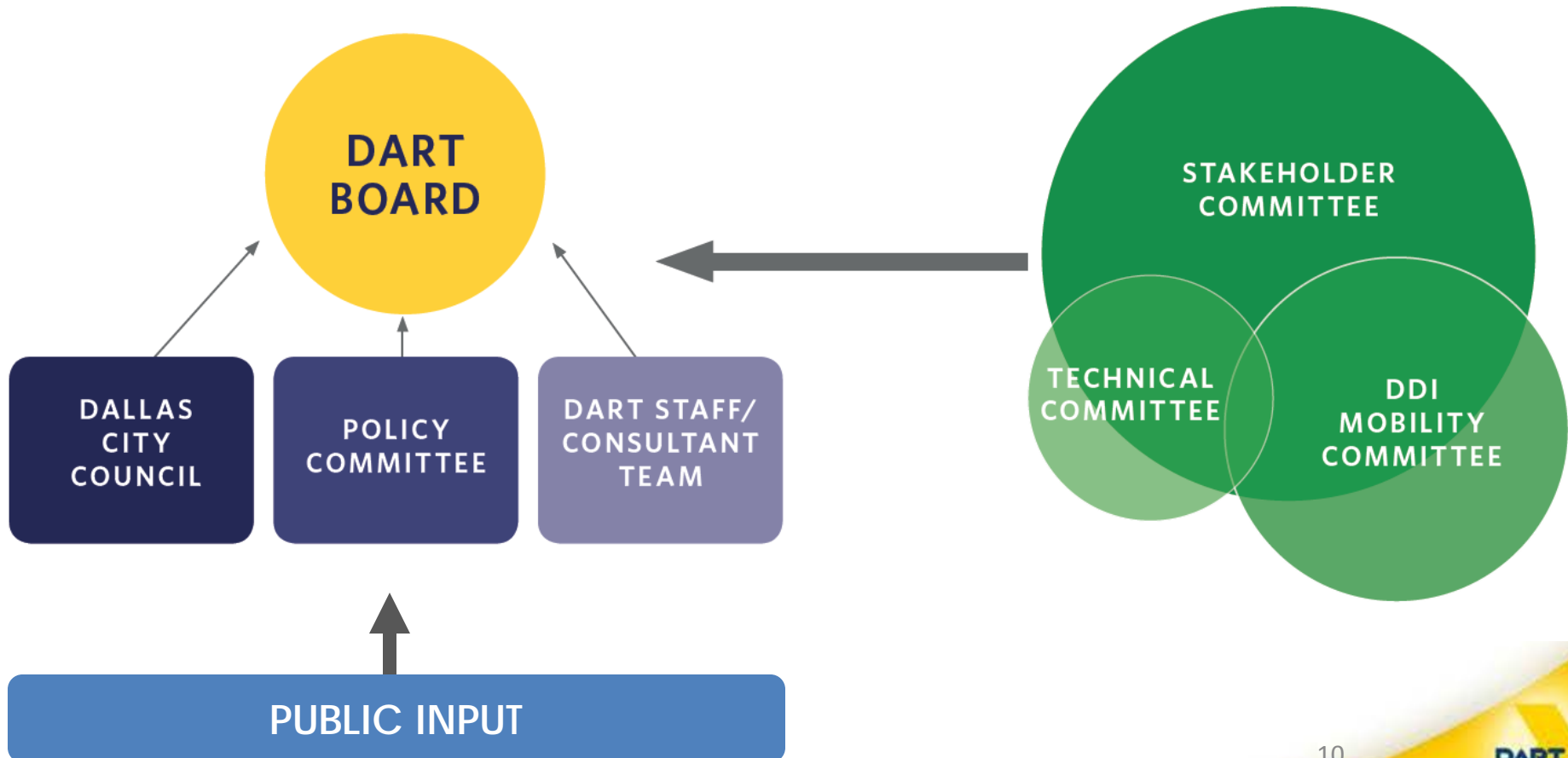
** Tied to D2 Schedule

Public and Agency Involvement

Key to Success

POLICY & MANAGEMENT

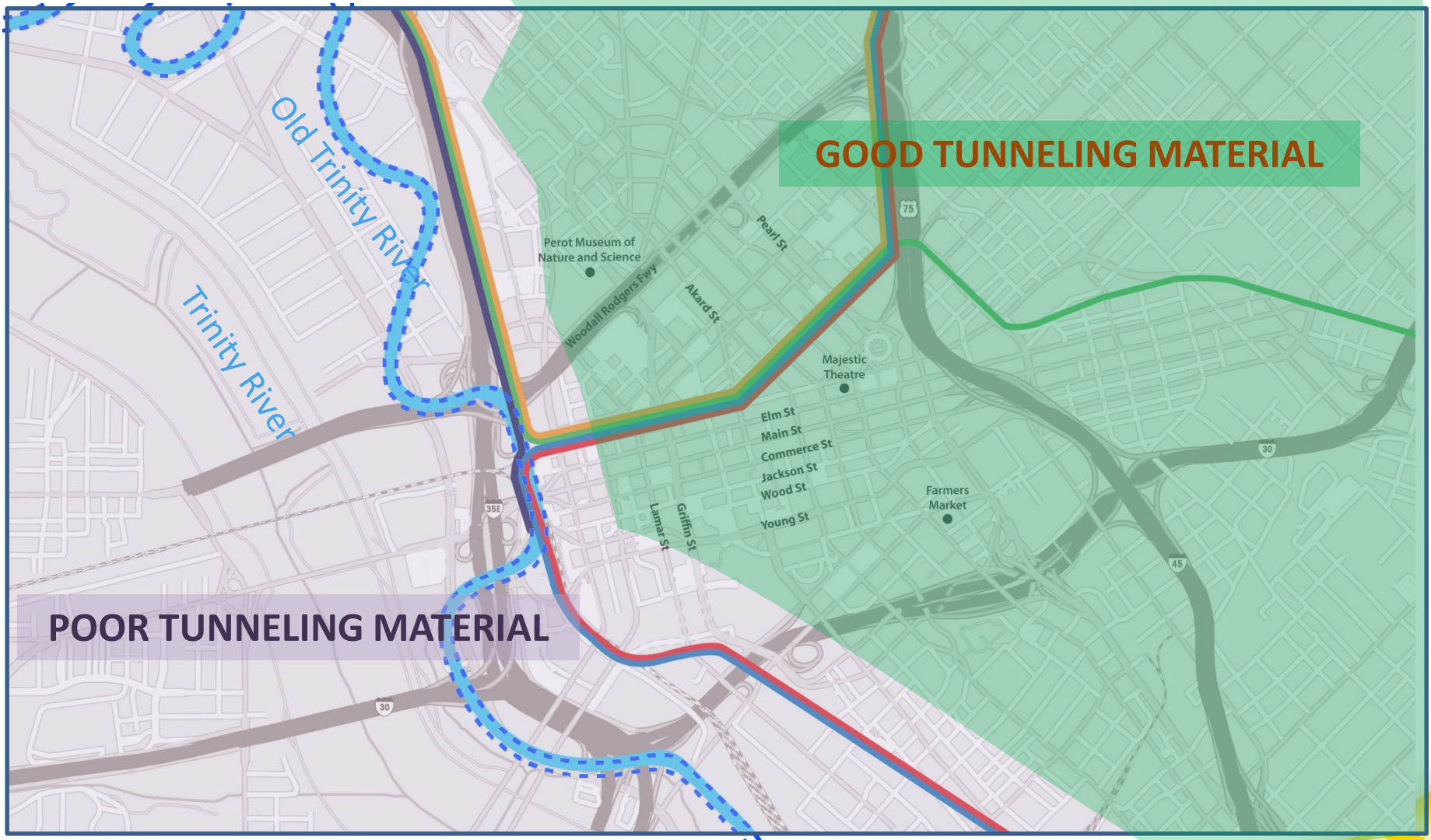
STAKEHOLDERS



Subway Construction Overview

- Geology of the CBD
- Portal Transition Areas
- Subway Construction Methods
 - Tunnel Boring Machine (TBM)
 - Sequential Excavation Method (SEM)
 - Cut and Cover Method
- Station Construction and Access

Geology



Subway Station Access

- Multiple access points are possible
- Integrate into building
- Station plaza
- Sidewalk / Public right-of-way
- Connections to pedestrian tunnel system
- Urban design opportunity at station access points

Station Integration into Adjacent Building Site or Plaza

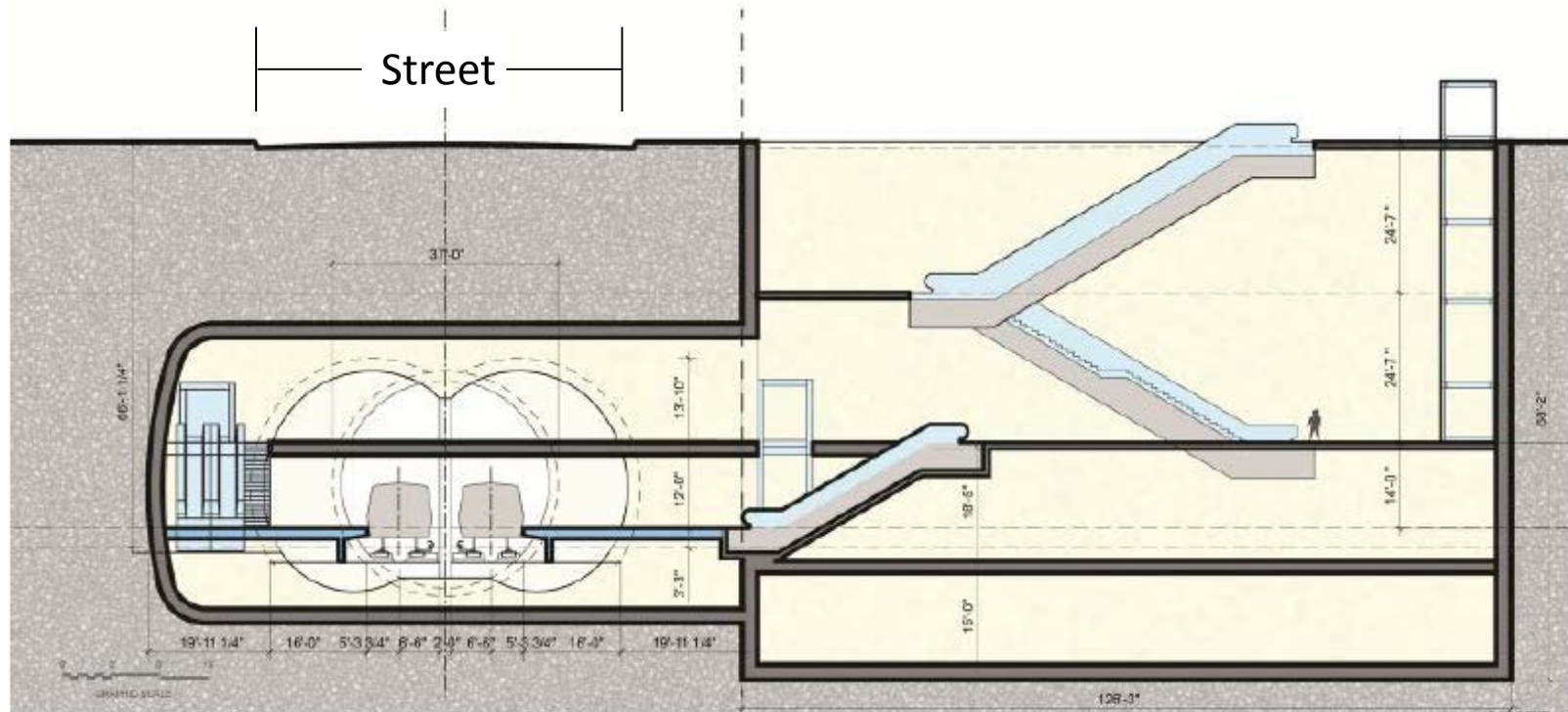




Figure 2-39. Proposed Entrance for the Wilshire/La Cienega Station



Range of Subway Ideas

Corridors

- Arts District
- Pacific
- Elm
- Commerce

West/Victory Connection

- Existing rail corridor
- DART-owned Victory ROW

East/Deep Ellum Connection

- Swiss



REASONABLE ALTERNATIVES ASSESSMENT

ADVANCE TO SCREENING EVALUATION

	ALTERNATIVE	TECHNICAL COMMITTEE RECOMMENDATION	STAKEHOLDER COMMITTEE RECOMMENDATION
PACIFIC	RR ROW	YES	YES ✓
	VICTORY ROW	YES	YES ✓
ELM	RR ROW	YES <i>*Needs Refinement</i>	YES <i>*Refine alignment</i> ✓
	VICTORY ROW	YES	YES <i>*Refine alignment</i> ✓
COMMERCE	RR ROW	NO	NO
	VICTORY ROW	YES	YES ✓
	GOOD LATIMER	NO <i>*Unless There is Feasible Below-Grade</i>	NO <i>*Unless there is feasible below-grade</i>
	SWISS	YES	YES ✓
WOOD	GOOD LATIMER	NO	NO
	SWISS	NO	NO
YOUNG	GOOD LATIMER	NO <i>*Unless There is Feasible Below-Grade</i>	NO
	SWISS	YES	NO
CANTON	GOOD LATIMER	NO	NO
UPTOWN	PEARL	NO	NO
	ROUTH	NO	NO
	ARTS DISTRICT	YES <i>*Work With City on East Junction Options</i>	YES <i>*Work with City on East Junction Options</i> ✓

Summary of Technical Committee and Stakeholder Committee Findings

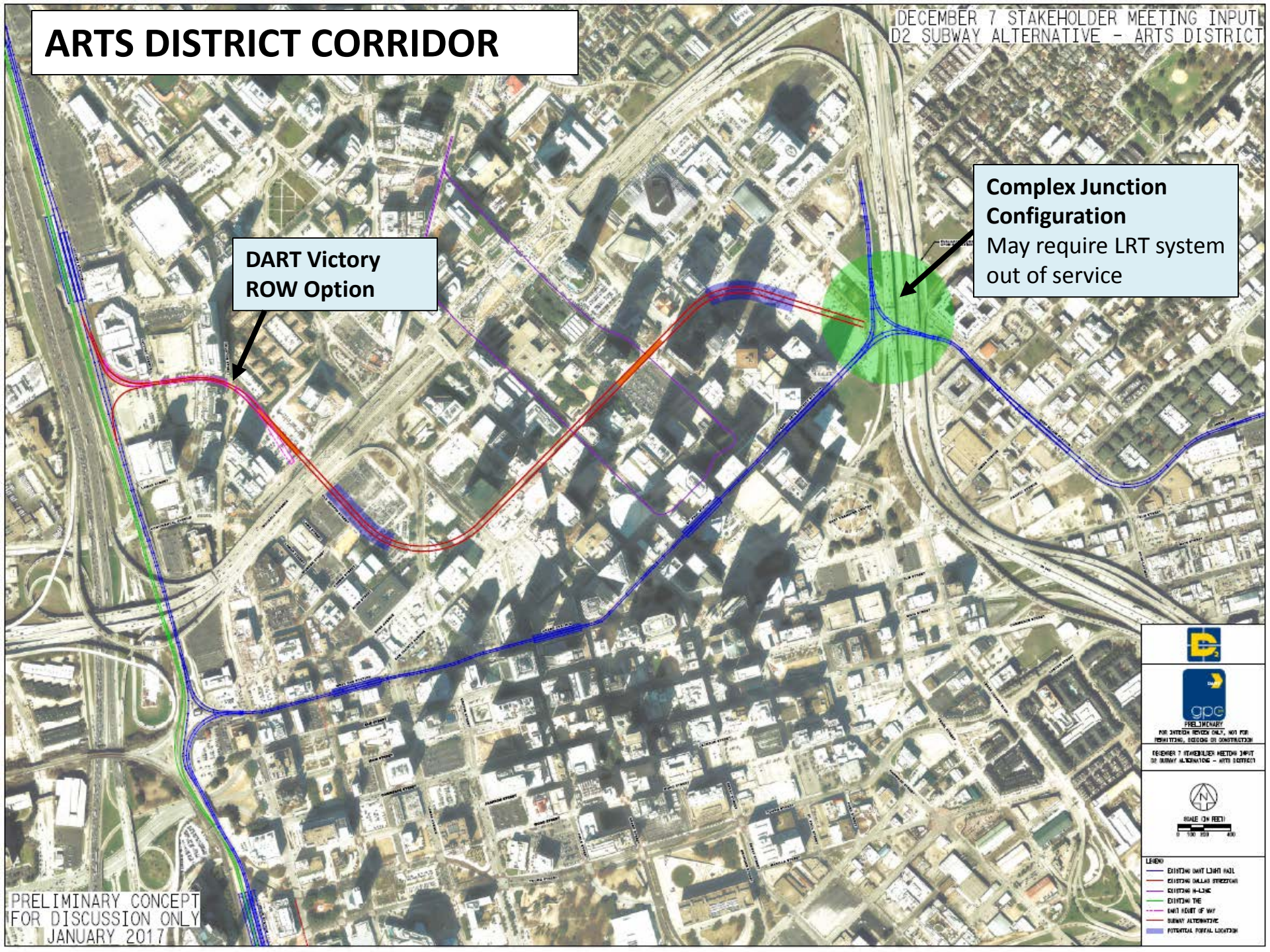


ARTS DISTRICT CORRIDOR

DECEMBER 7 STAKEHOLDER MEETING INPUT
D2 SUBWAY ALTERNATIVE - ARTS DISTRICT

DART Victory
ROW Option

Complex Junction
Configuration
May require LRT system
out of service



PRELIMINARY
FOR INTERIM REVIEW ONLY, NOT FOR
PERMITTING, BIDDING OR CONSTRUCTION

DECEMBER 7 STAKEHOLDER MEETING INPUT
D2 SUBWAY ALTERNATIVE - ARTS DISTRICT

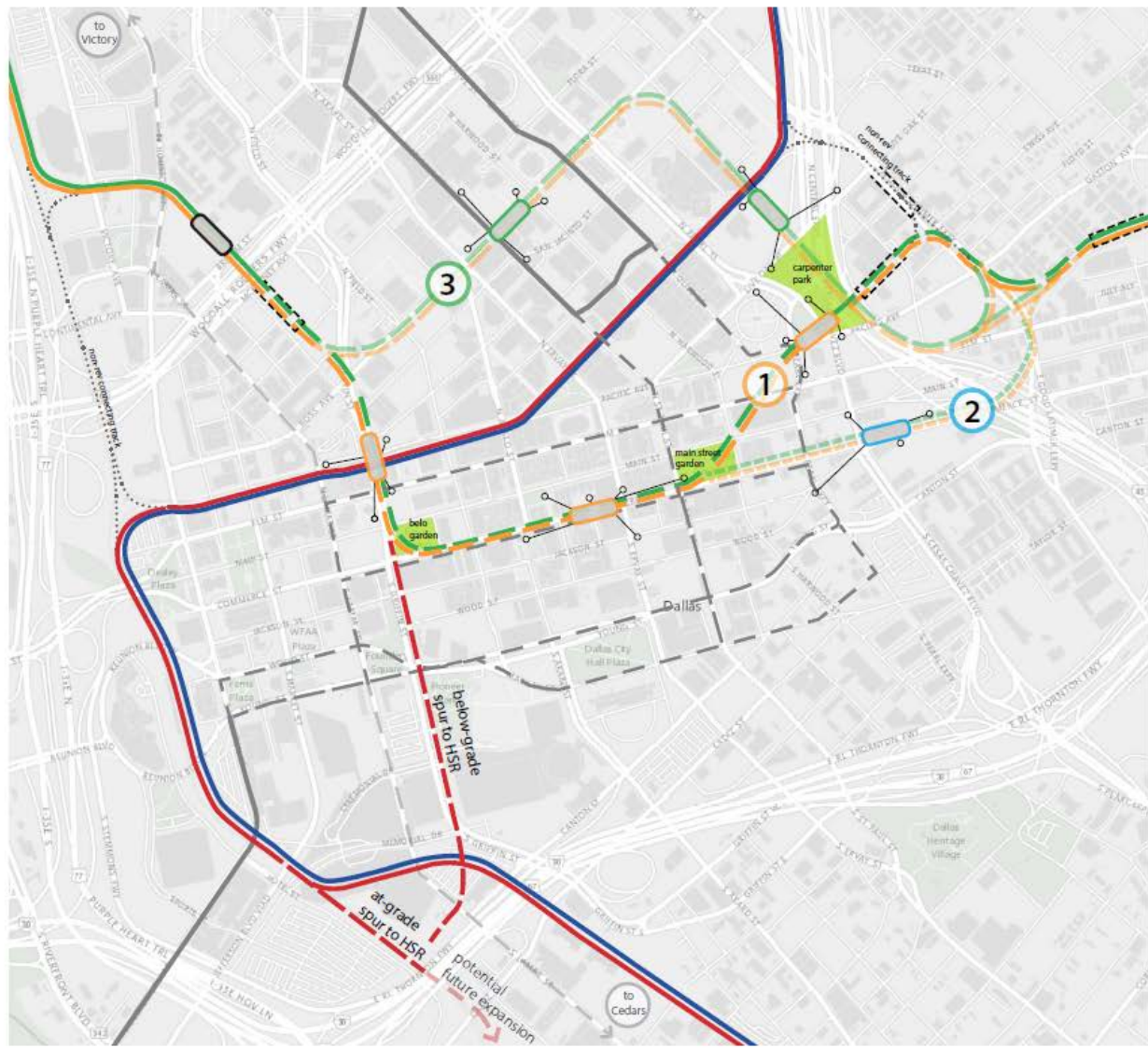
SCALE (IN FEET)
1" = 500'

LEGEND

- EXISTING DART LIGHT RAIL
- EXISTING DALLAS STREETCAR
- EXISTING M-LINE
- EXISTING THE
- DART RIGHT OF WAY
- SUBWAY ALTERNATIVE
- POTENTIAL SIGNAL LOCATION

PRELIMINARY CONCEPT
FOR DISCUSSION ONLY
JANUARY 2017

CITY OF DALLAS D2 ALIGNMENT COMMENTS - PROPOSED MODIFICATIONS FOR CONSIDERATION



LEGEND

- Red Line
- Blue Line
- Green Line
- Orange Line

— **1** Commerce St. A: Swiss Ave. Option
 Potential Station/ Pedestrian Portal Location
 Approx. 9,900' long (7,200' underground)

— **2** Commerce St. B: Below-Grade Junction Option
 Potential Station/ Pedestrian Portal Location
 Approx. 11,600' long (9,300' underground)

— **3** Ross Avenue
 Potential Station/ Pedestrian Portal Location
 Approx. 11,200' long (8,200' underground)

- - - Proposed Spur to High Speed Rail
- ⋯ Non-Revenue Track
- Existing Streetcar/ Trolley
- - - Potential Streetcar Route
- Train Portal
- Potential At-Grade Station for All Alignments



PACIFIC CORRIDOR

**DART Victory
ROW Option**

**Swiss Option
Portal west of IH 345**

**Green Line track reconstruction
(embedded track) and Deep Ellum Station
removal/relocation**

**Rail
Corridor
Option**

**Swiss Option
Portal east of IH 345**



PRELIMINARY
FOR DISCUSSION PURPOSES ONLY. NOT FOR
CONSTRUCTION. RECORD OR CONTRACTION

ISSUES: STAKEHOLDER MEETING INPUT
D2 SUBWAY ALTERNATIVE - PACIFIC



SCALE (IN FEET)
0 100 200 400

- LEGEND**
- EXISTING DART LIGHT RAIL
 - EXISTING DALLAS FREETRA
 - EXISTING I-10
 - EXISTING TIE
 - DART RIGHT OF WAY
 - SUBWAY ALTERNATIVE
 - POTENTIAL PORTAL LOCATION

ELM CORRIDOR

DART Victory
ROW Option

Green Line track reconstruction
(embedded track) and Deep Ellum Station
removal/relocation

Rail
Corridor
Option

Swiss Option
Portal east of IH 345

PRELIMINARY CONCEPT
FOR DISCUSSION ONLY
DECEMBER 2016

FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

DECEMBER 7 STAKEHOLDER MEETING INPUT
D2 SUBWAY ALTERNATIVE - ELM

LEGEND

- EXISTING DART LIGHT RAIL
- EXISTING DALLAS STREETCAR
- EXISTING M-LINE
- EXISTING TRM
- DART RIGHT OF WAY
- SUBWAY ALTERNATIVE
- POTENTIAL PORTAL LOCATION

COMMERCE CORRIDOR

DECEMBER 7 STAKEHOLDER MEETING INPUT
D2 SUBWAY ALTERNATIVE - COMMERCE

DART Victory
ROW Option

Green Line track reconstruction
(embedded track) and Deep Ellum Station
removal/relocation

Swiss Option
Portal west of IH 345

Rail
Corridor
Option

Good Latimer Option
Portal west of IH 345

PRELIMINARY CONCEPT
FOR DISCUSSION ONLY
DECEMBER 2016



PRELIMINARY
FOR DISCUSSION ONLY, NOT FOR
PERMITTING, BIDDING OR CONSTRUCTION

ISSUED AT STAKEHOLDER MEETING INPUT
BY SUBWAY ALTERNATIVE - COMMERCE



SCALE (IN FEET)
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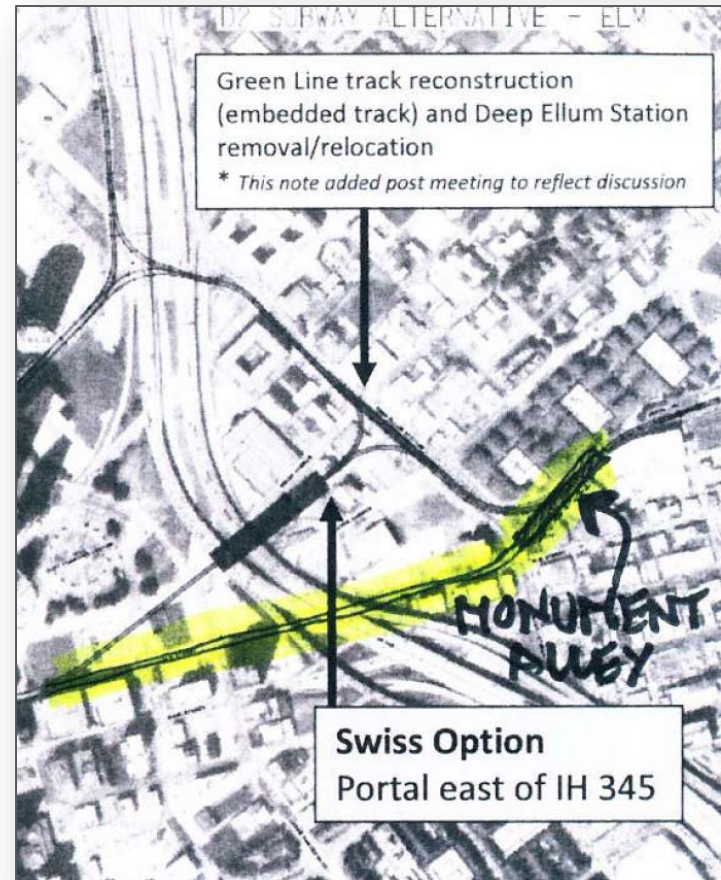
LEGEND

- EXISTING DART LIGHT RAIL
- EXISTING DALLAS STREETCAR
- EXISTING M-LINE
- EXISTING TIE
- STAFF ROUTE OF WAY
- SUBWAY ALTERNATIVE
- POTENTIAL PORTAL LOCATION

Proposed Elm Refinements

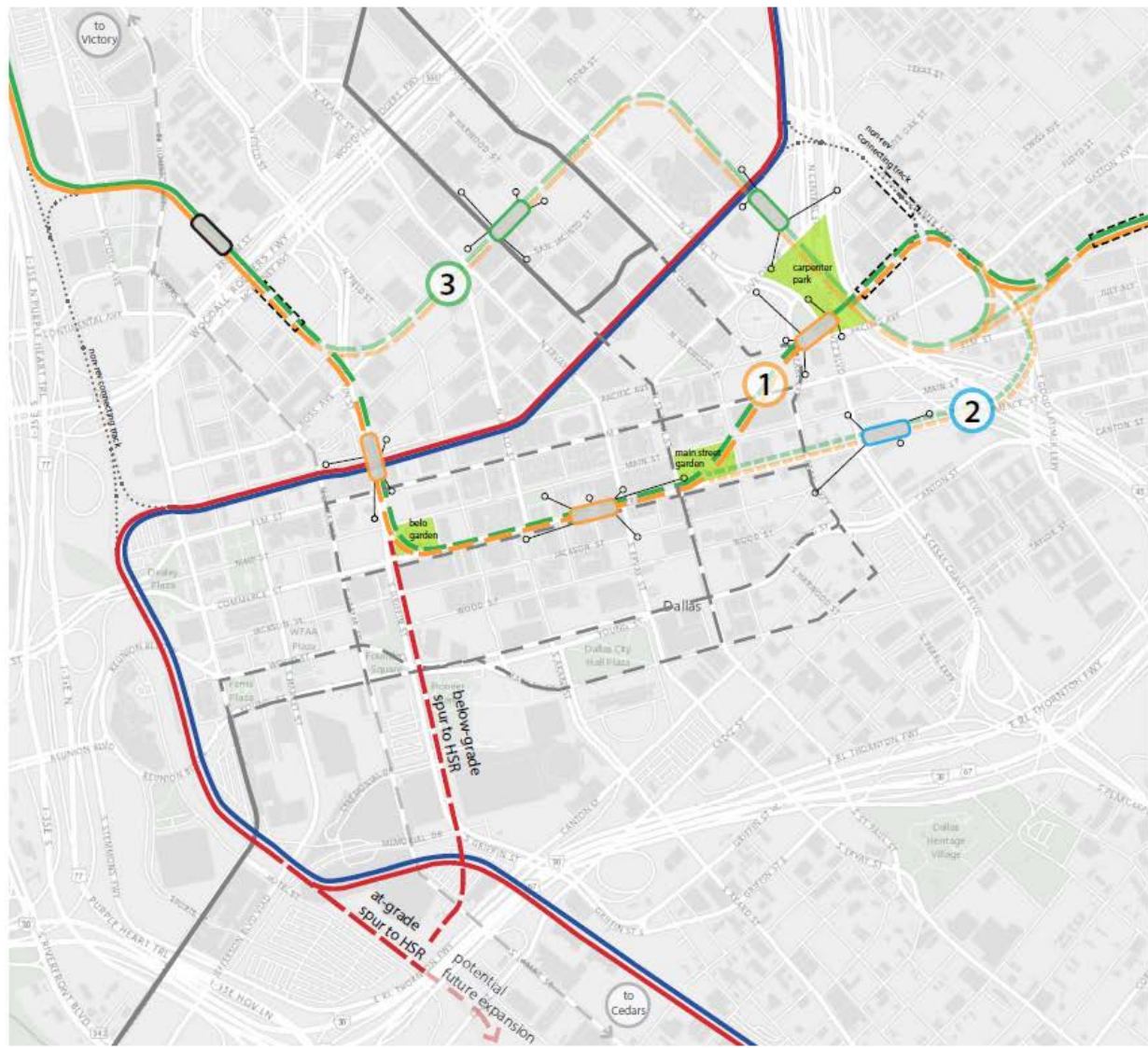


West adjustment to Elm RR Corridor option will be assessed



Monument Street option will be assessed

CITY OF DALLAS D2 ALIGNMENT COMMENTS - PROPOSED MODIFICATIONS FOR CONSIDERATION



LEGEND

- Red Line
- Blue Line
- Green Line
- Orange Line

- 1 **Commerce St. A: Swiss Ave. Option**
 Potential Station/ Pedestrian Portal Location
 Approx. 9,900' long (7,200' underground)
- 2 **Commerce St. B: Below-Grade Junction Option**
 Potential Station/ Pedestrian Portal Location
 Approx. 11,600' long (9,300' underground)
- 3 **Ross Avenue**
 Potential Station/ Pedestrian Portal Location
 Approx. 11,200' long (8,200' underground)

- - - Proposed Spur to High Speed Rail
- ⋯ Non-Revenue Track
- Existing Streetcar/ Trolley
- - - Potential Streetcar Route
- Train Portal
- Potential At-Grade Station for All Alignments



Objectives to Identify Reasonable Set of Subway Alternatives

Objectives	Source
Within \$1.3 Billion Budget (YOE)	DART
Constructability/Favorable geology conditions	DART
Subway between Woodall Rodgers and IH 345	City Council
Ability to shift Green/Orange Line operations to D2	FTA (Core Capacity)
Ease of transfers (Proximity to Existing Bus/Rail)	City Council/DART
Access to Jobs (Employment density)	City Council/DART
Interoperability between both downtown LRT lines	DART
Minimize curves (travel time, O&M, construction)	DART

Key Committee Findings

- When considering the RR corridor versus the DART Victory right-of-way:
 - Victory provides benefit of station near Perot that can serve that growing area of downtown
 - RR corridor presents cost/risk issues due to poor geology
 - If using RR corridor:
 - Pacific is the only option that avoids Sixth Floor Depository/Dealey Plaza area
 - Elm presents risk unless alignment can be refined
 - Commerce presents the most risk

Key Committee Findings

- When considering Swiss versus Good Latimer:
 - Swiss is preferred due to Deep Ellum concerns with Good Latimer route:
 - A portal east of IH 345 is preferable
 - Avoid impacts to Carpenter Park
 - Good Latimer should only advance if a feasible below-ground option can be developed
 - Monument Street portal option will be assessed

Next Steps

- February
 - Technical Committee Meeting
 - Stakeholder Committee Meeting
 - Screening Evaluation/Short List Recommendation
- March-May
 - Public Meetings
 - Define and Evaluate Short List Options
 - Initiate Streetcar Alignment Discussion

Public Feedback

- Do you agree with the Technical and Stakeholder Input?
- What are your thoughts on issues and opportunities for the alignments?
- Do you have ideas on station locations?
- What are your ideas on a downtown streetcar alignment?



How to Stay Involved

- Attend project meetings
- View materials and progress on www.DART.org/D2
- Comments? Email D2@DART.org
- Provide comments on key issues that DART should address in the process



214.979.1111
www.DART.org

Appendix

Subway Construction Methods

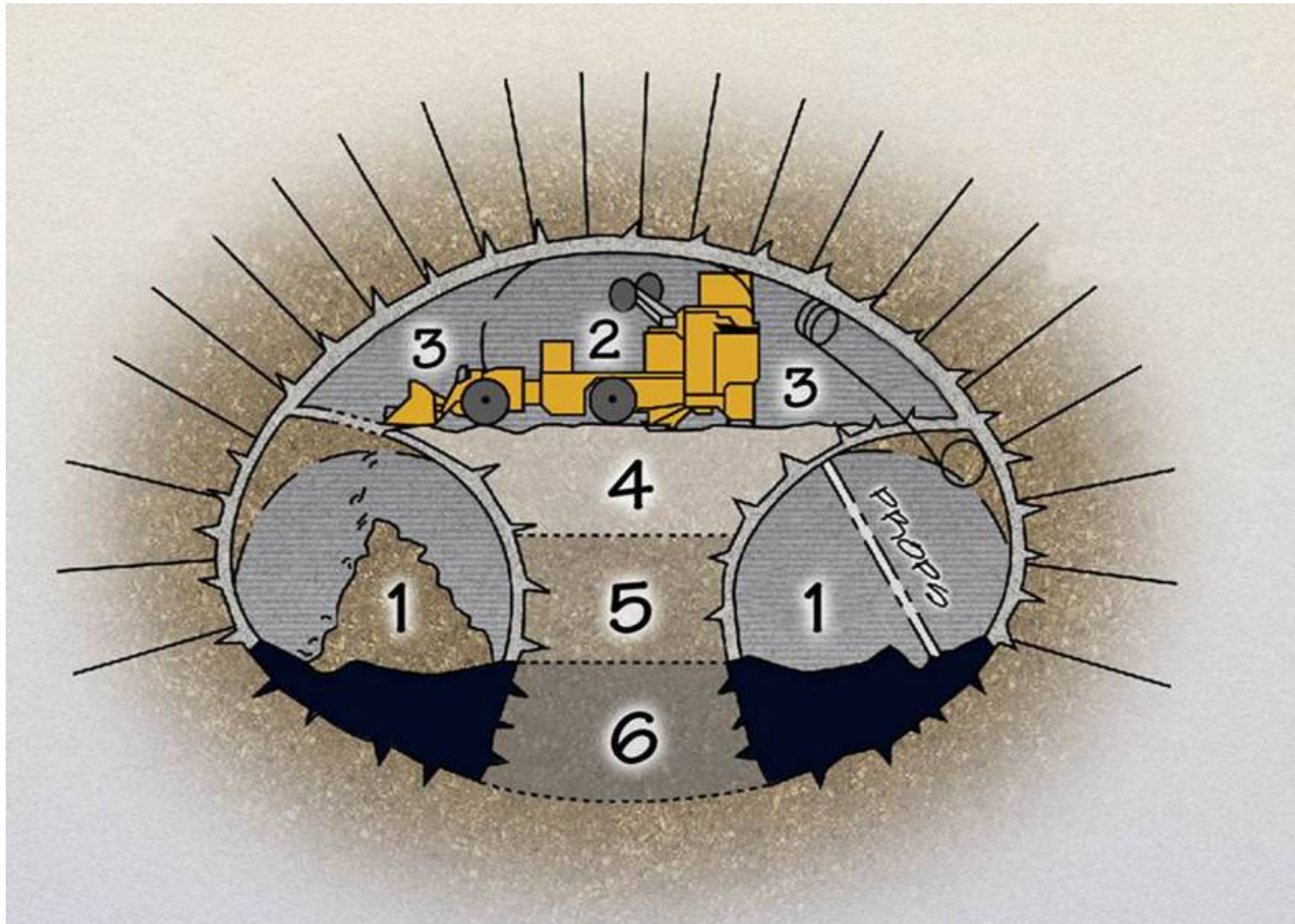
Tunnel Boring Machine (TBM)



“Tunnelling underground - Melbourne Metro Rail Project” courtesy of Melbourne Metro Rail Authority

Subway Construction Methods

Sequential Excavation Method (SEM)



Subway Construction Methods

Sequential Excavation Method (SEM)



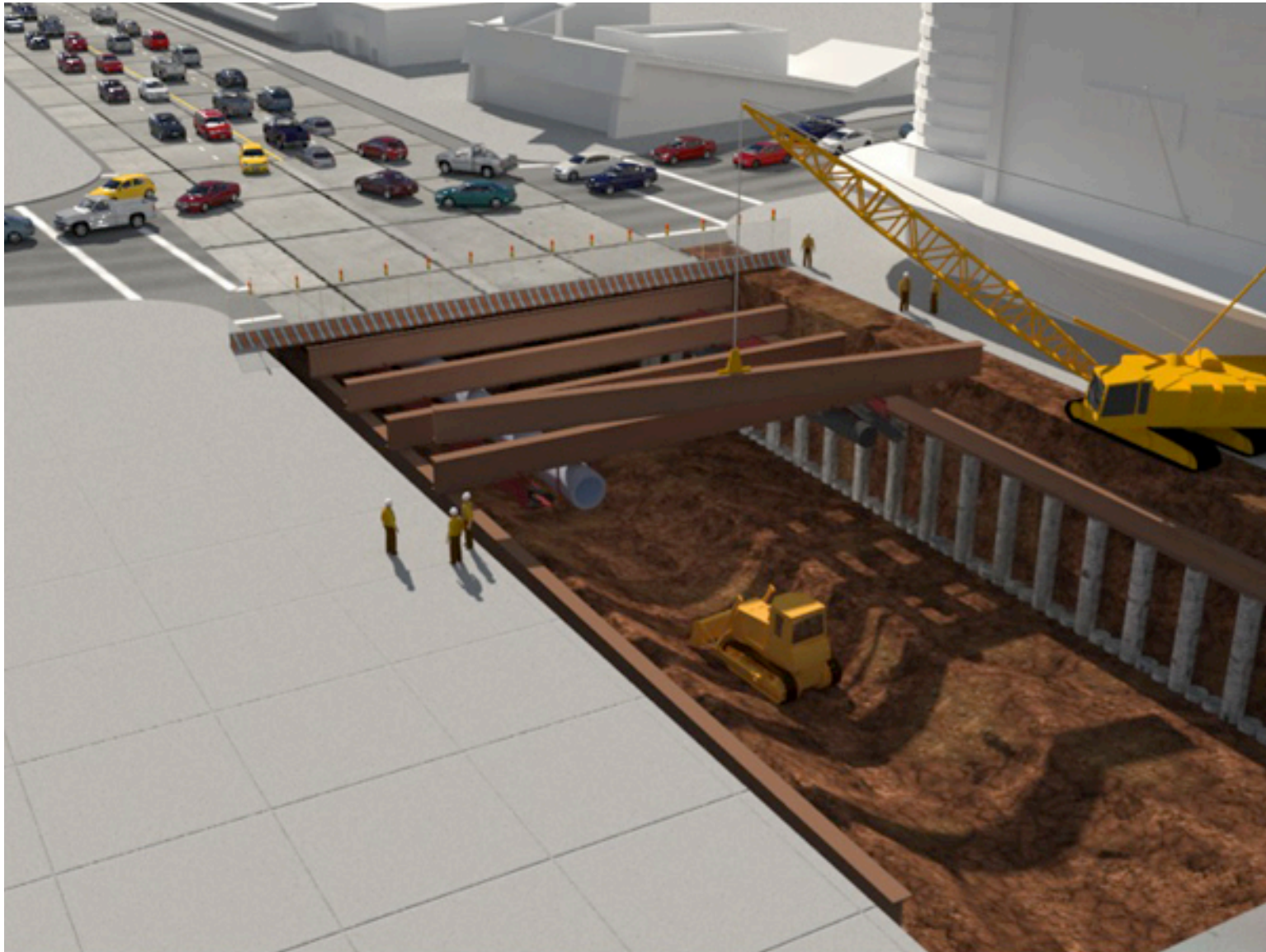
Cut and Cover Construction Method

- Can be used for portions of subway
- Common construction method for stations, ventilation shafts, emergency access
- Requires temporary and/or permanent use of surface right-of-way

1. Utility relocation and initial street excavation



2. Install concrete decking/ temporary street surface



3. Station or subway construction and street restoration



Tunnel Earth Removal



Muck house

Key Committee Findings

- Canton is too far south to meet Core Capacity objectives and serve existing ridership
- Uptown options would have significant real estate impacts and would not meet Core Capacity objectives
- Wood Street is too narrow and presents constructability issues
- Pacific, Elm, Commerce best meet project objectives
- Young meets objectives, but not as well as those to the north

UPTOWN (PEARL) CORRIDOR

DECEMBER 7 STAKEHOLDER MEETING INPUT
D2 SUBWAY ALTERNATIVE - UPTOWN

Portal north of
Victory Station

Swiss Option

gpr
PRELIMINARY

gpe
PRELIMINARY
FOR INTERIM REVIEW ONLY, NOT FOR
FINALIZING, DESIGN OR CONSTRUCTION

DECEMBER 7 STAKEHOLDER MEETING INPUT
D2 SUBWAY ALTERNATIVE - UPTOWN

SCALE (IN FEET)
0 100 200 400

LEGEND

- EXISTING DMT LIGHT RAIL
- EXISTING DALLAS FREETOWN
- EXISTING I-410
- EXISTING TIE
- DMT RAIL OF 2017
- D2 SUBWAY ALTERNATIVE
- POTENTIAL PORTAL LOCATION

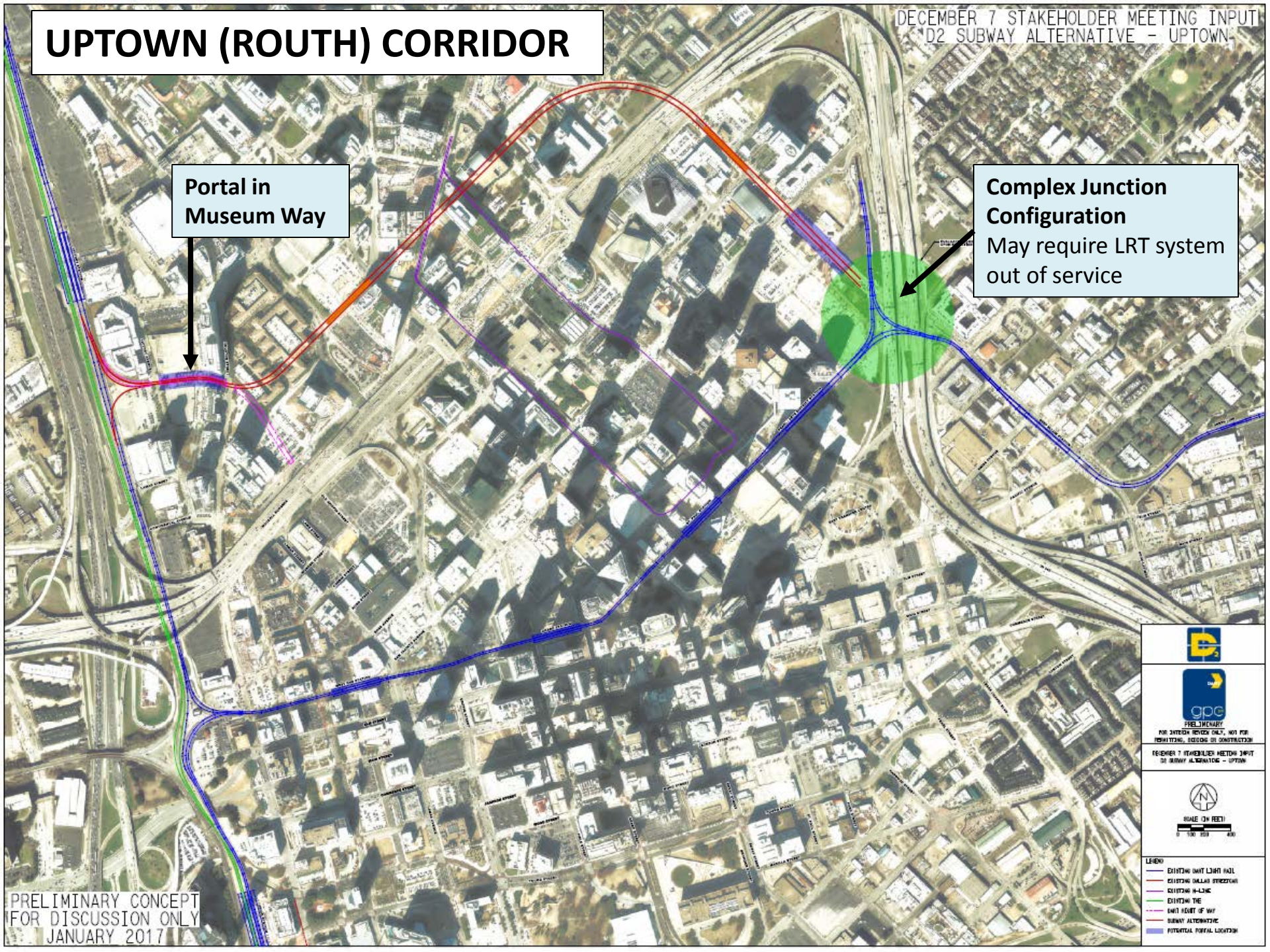
PRELIMINARY CONCEPT
FOR DISCUSSION ONLY
JANUARY 2017

UPTOWN (ROUTH) CORRIDOR

DECEMBER 7 STAKEHOLDER MEETING INPUT
D2 SUBWAY ALTERNATIVE - UPTOWN

Portal in
Museum Way

Complex Junction
Configuration
May require LRT system
out of service



PRELIMINARY CONCEPT
FOR DISCUSSION ONLY
JANUARY 2017

PRELIMINARY
FOR INTERIM REVIEW ONLY, NOT FOR
PERMITTING, BIDDING OR CONSTRUCTION

DECEMBER 7 STAKEHOLDER MEETING INPUT
D2 SUBWAY ALTERNATIVE - UPTOWN

SCALE (IN FEET)
0 100 200 400

LEGEND

- EXISTING DART LIGHT RAIL
- EXISTING DALLAS FREETOWN
- EXISTING M-LINE
- EXISTING THE
- DART ROUTE OF MAP
- SUBWAY ALTERNATIVE
- POTENTIAL PORTAL LOCATION

WOOD CORRIDOR

**DART Victory
ROW Option**

Green Line track reconstruction
(embedded track) and Deep Ellum Station
removal/relocation

Swiss Option
Portal west of IH 345

Good Latimer Option
Portal west of IH 345

PRELIMINARY CONCEPT
FOR DISCUSSION ONLY
DECEMBER 2016



PRELIMINARY
FOR INTERIM REVIEW ONLY. NOT FOR
PERMITTING, DESIGN OR CONSTRUCTION.

ISSUED AT STAKEHOLDER MEETING INPUT
OF SUBWAY ALTERNATIVE - WOOD



SCALE (IN FEET)
0 100 200 400

LEGEND

- EXISTING DART LIGHT RAIL
- EXISTING DALLAS STREETCAR
- EXISTING IN-LINE
- EXISTING TIE
- SAFE RIGHT OF WAY
- SUBWAY ALTERNATIVE
- POTENTIAL PORTAL LOCATION

YOUNG CORRIDOR

DART Victory ROW Option

Swiss Option
Portal west of IH 345

Green Line track reconstruction
(embedded track) and Deep Ellum Station
removal/relocation

Good Latimer Option
Portal west of IH 345

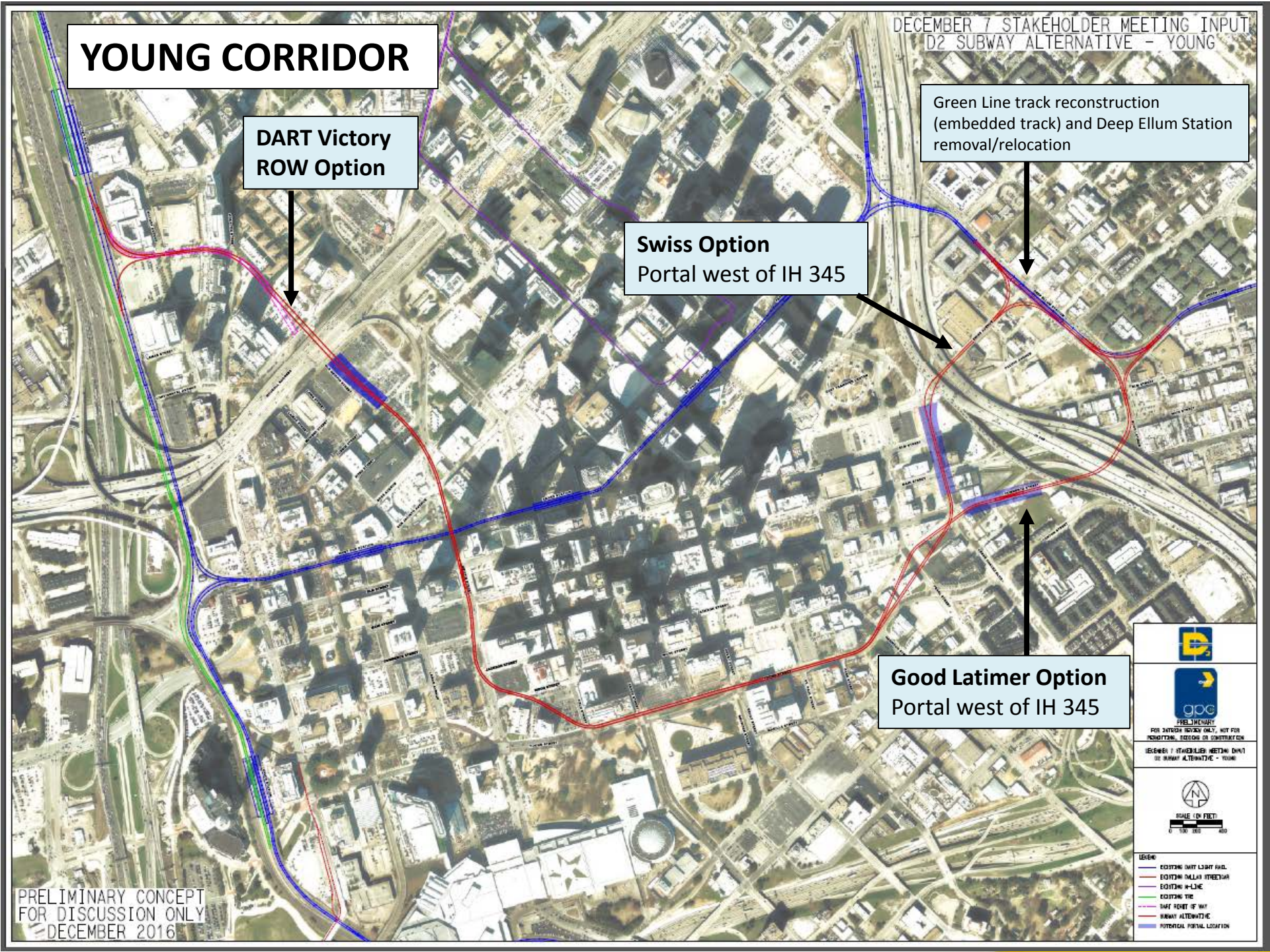
PRELIMINARY CONCEPT
FOR DISCUSSION ONLY
DECEMBER 2016

PRELIMINARY
FOR DISCUSSION ONLY, NOT FOR
PROPOSING, BIDDING OR CONSTRUCTION

DECEMBER 7 STAKEHOLDER MEETING INPUT
D2 SUBWAY ALTERNATIVE - YOUNG

SCALE (IN FEET)
0 100 200 400

- LEGEND
- EXISTING DART LIGHT RAIL
 - EXISTING DALLAS STREETCAR
 - EXISTING M-LINE
 - EXISTING TIE
 - EXISTING TIE
 - DART RIGHT OF WAY
 - HIGHWAY ALTERNATIVE
 - POTENTIAL PORTAL LOCATION



CANTON CORRIDOR

DART Victory
ROW Option

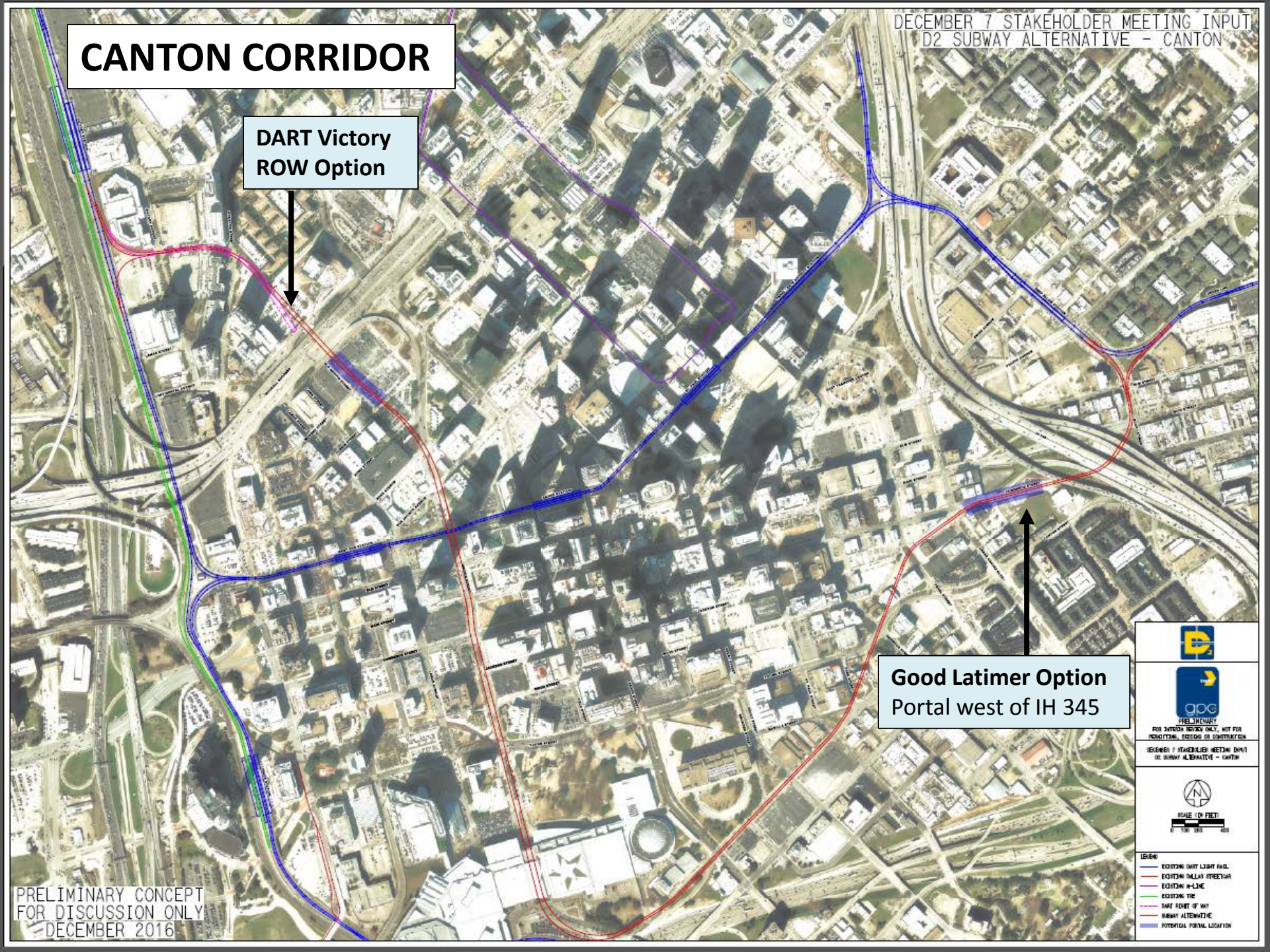
Good Latimer Option
Portal west of IH 345

PRELIMINARY CONCEPT
FOR DISCUSSION ONLY
- DECEMBER 2016

PRELIMINARY
FOR DISCUSSION ONLY. NOT FOR
CONSTRUCTION, EROSION OR ENVIRONMENTAL
DESIGN / UTILITIES DESIGN DRAW
OR SUBWAY ALTERNATIVE - CANTON

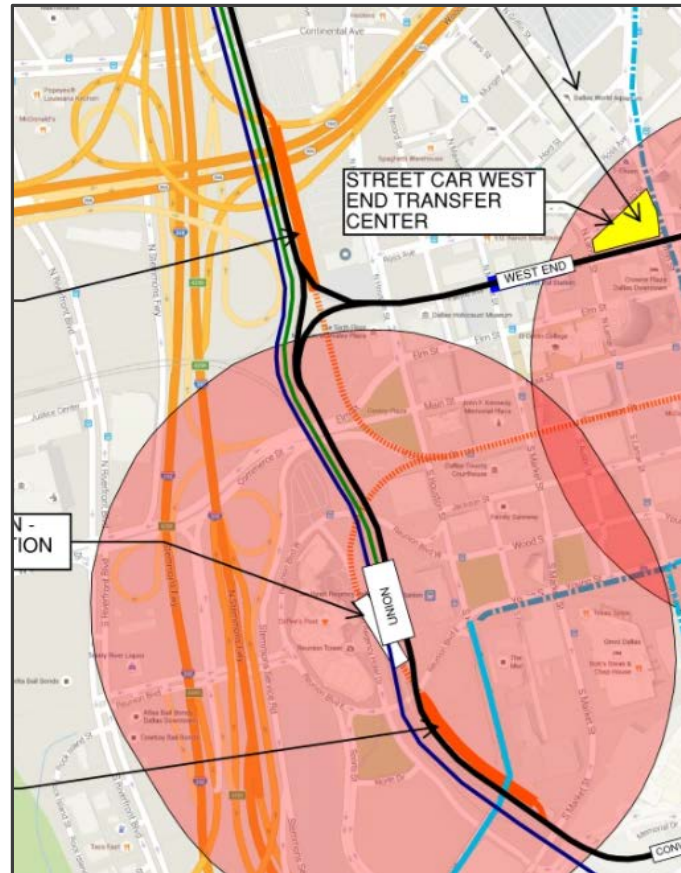
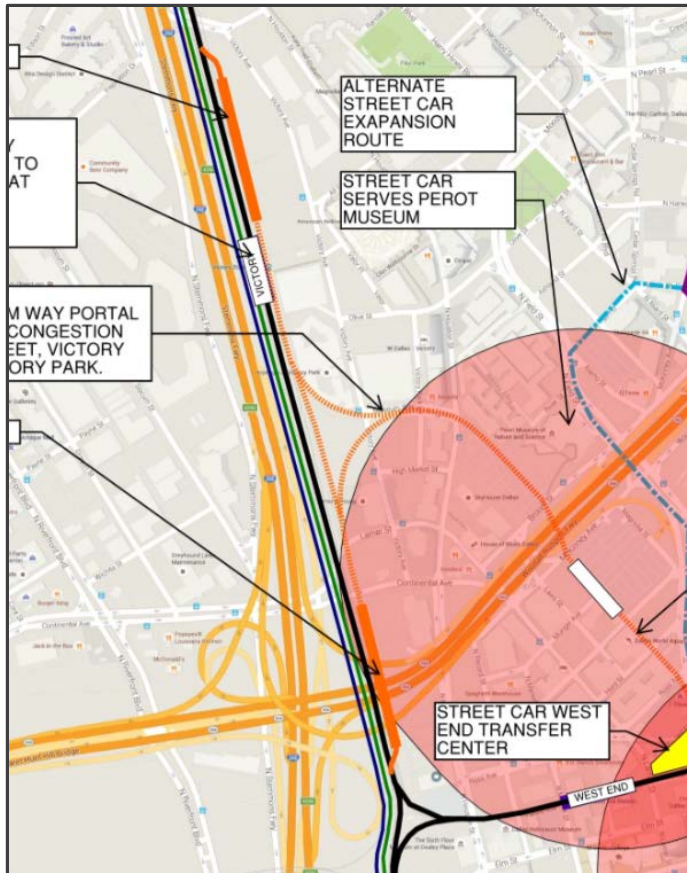
SCALE (IN FEET)
0 100 200 400

- LEGEND
- EXISTING DART LIGHT RAIL
 - EXISTING DALLAS AVENUE
 - EXISTING W-LINE
 - EXISTING TRM
 - DART RIGHT OF WAY
 - SUBWAY ALTERNATIVE
 - POTENTIAL PORTAL LOCATION



Ideas Not Developed

West Junction in Subway

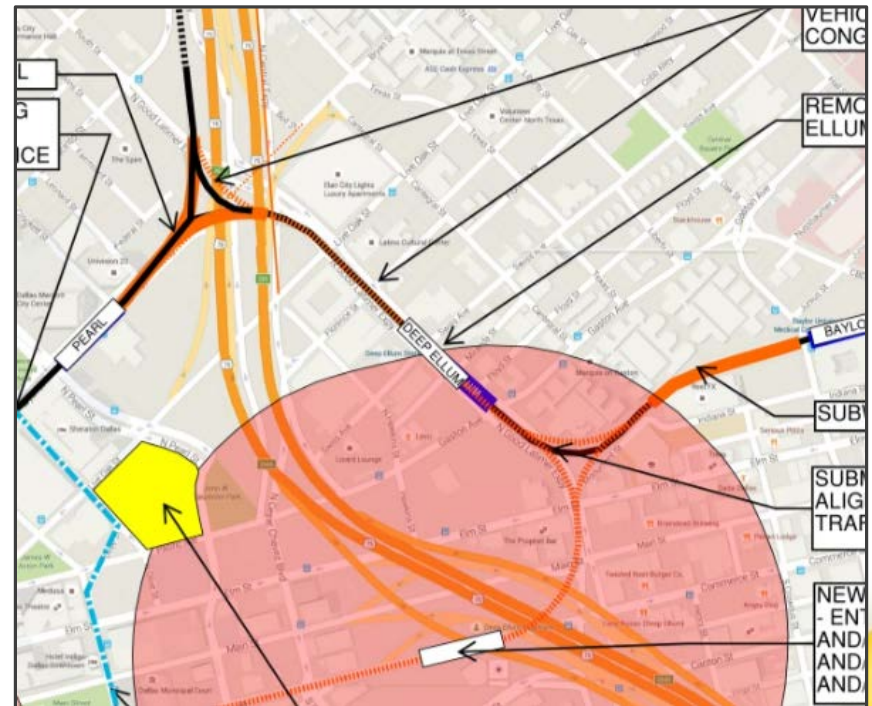
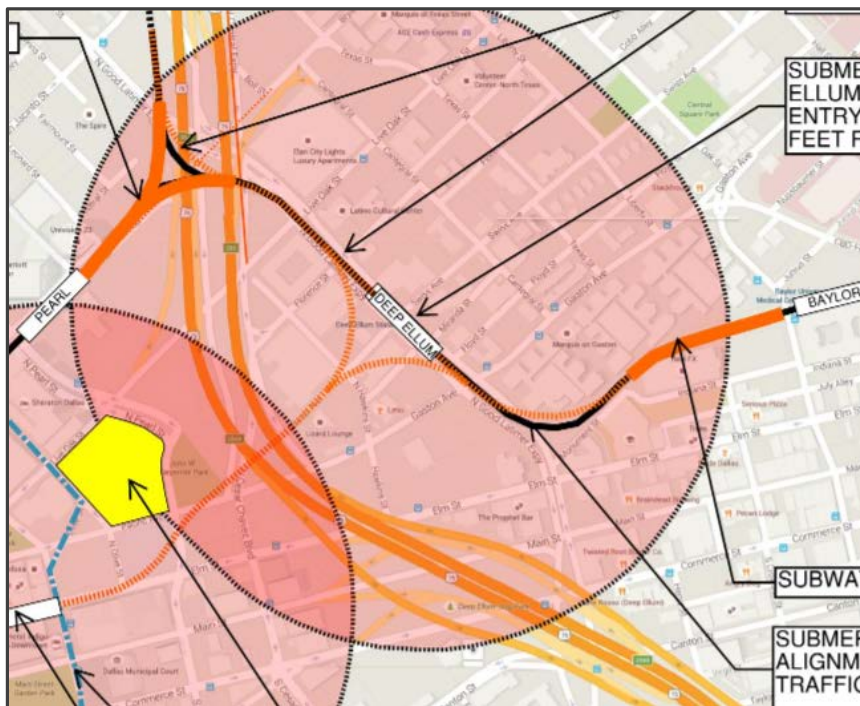


- Beyond Core Capacity scope
- Exceeds available budget
- Constructability issues
- Existing rail service impacted during construction

Ideas Not Developed

East Junction in Subway

- Beyond Core Capacity scope
- Exceeds available budget
- Constructability issues
- Existing rail service impacted during construction



Memorandum



CITY OF DALLAS

DATE February 10, 2017

Honorable Members of the Transportation & Trinity River Project Committee:

TO Lee Kleinman (Chair), Eric Wilson (Vice-Chair), Sandy Greyson, Monica R. Alonzo, Adam Medrano, Casey Thomas II

SUBJECT City of Dallas D2 and Streetcar Considerations

On Monday, February 13, 2017 you will be briefed on City of Dallas D2 and Streetcar Considerations. Briefing materials are attached for your review.

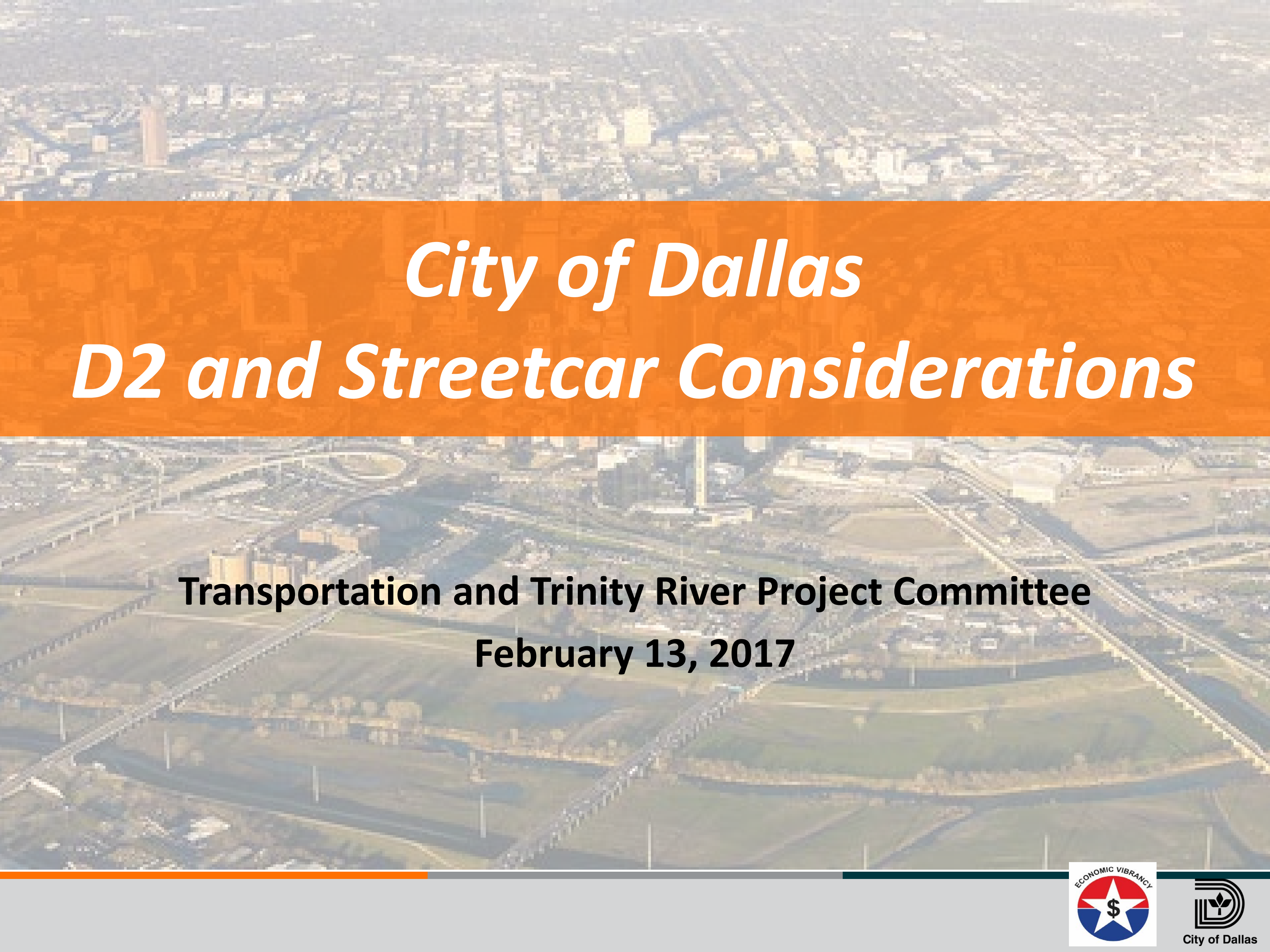
Please feel free to contact me if you have any questions or concerns.

A handwritten signature in black ink, appearing to read 'Jill Jordan'.

Jill A. Jordan, P.E.
Assistant City Manager

c: T.C. Broadnax, City Manager
Larry Castro, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Mark McDaniel, Acting First Assistant City Manager

Eric D. Campbell, Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council
Directors and Assistant Directors



City of Dallas

D2 and Streetcar Considerations

Transportation and Trinity River Project Committee
February 13, 2017



City of Dallas

Purpose

- To review the City's high-level considerations and criteria for evaluation of D2 subway alignment alternatives
- To identify potential alignment alternatives for the Central Dallas Streetcar Link and review the City's high-level criteria for their evaluation

Background

- Dallas City Council resolution in October 2016 identified D2 as the City's top priority for DART and established the expectation that D2 be built as a subway within the CBD Freeway Loop
- Dallas City Council Transportation Committee was last briefed on the Central Dallas Streetcar link in August 2016, before D2 was redefined as a subway
- Re-evaluation of alternatives is necessary on both D2 and Central Dallas Streetcar in order to inform City Council and DART Board action on preferred alignments for these two systems

D2 Evaluation Considerations

- D2 and Streetcar
- High Speed Rail
- Station and Portal Locations
- U-Wall (Train Portal) and At-Grade Segment Locations

D2 and Streetcar

- D2 Light Rail and Central Dallas Streetcar serve different but related ridership markets and should be designed to compliment each other
- Key considerations:
Concurrently evaluate alternative alignments for D2 and Central Dallas Streetcar in order to:
 - maximize their combined benefits
 - enable simultaneous selection of locally preferred alternatives for both systems

High Speed Rail

- The prospect of a high speed rail station is a potential game changer, bringing significant opportunities for economic development and inter-city transit connectivity to Downtown Dallas
- Key Considerations:
 - Evaluate alternative D2 alignments based on relative ability to serve as a first phase for providing excellent light rail access to the proposed Downtown high speed rail station
 - Explore potential for enhanced near-term access to the proposed Downtown high speed rail station by using the freed up capacity on existing downtown light rail lines and junctions resulting from D2

Station and Pedestrian Portal Locations

- Station and pedestrian portal locations are critical to ensuring convenient access to a subway alignment
- Key Considerations:
Evaluate alternative D2 alignments based on how proposed station and pedestrian portal locations maximize:
 - Street-level pedestrian activity rather than pedestrian tunnel activity
 - Access to existing/planned jobs, major destinations and amenities (including parks)
 - Potential for future transit-oriented development



U-Wall and At-Grade Segment Locations

- U-walls (train portals) and at-grade light rail segments can become barriers within the urban fabric depending on location and design
- Key Considerations:
Evaluate alternative alignments based on minimizing the negative impacts of U-wall and at-grade segment locations on:
 - Major public amenities (including parks)
 - Street network connectivity for automobiles, transit, bikes and pedestrians
 - Economic development opportunities

Central Dallas Streetcar Considerations

- Focus immediate efforts on connecting the existing Oak Cliff Streetcar to the existing McKinney Avenue Trolley Authority (MATA) line
- Plan for the Central Dallas Streetcar Link in the context of the longer-term streetcar desire lines identified in the Downtown Dallas 360 Plan



Central Dallas Streetcar Link Alignments Options

PROPOSED ELM / COMMERCE STREET STREETCAR ALIGNMENT



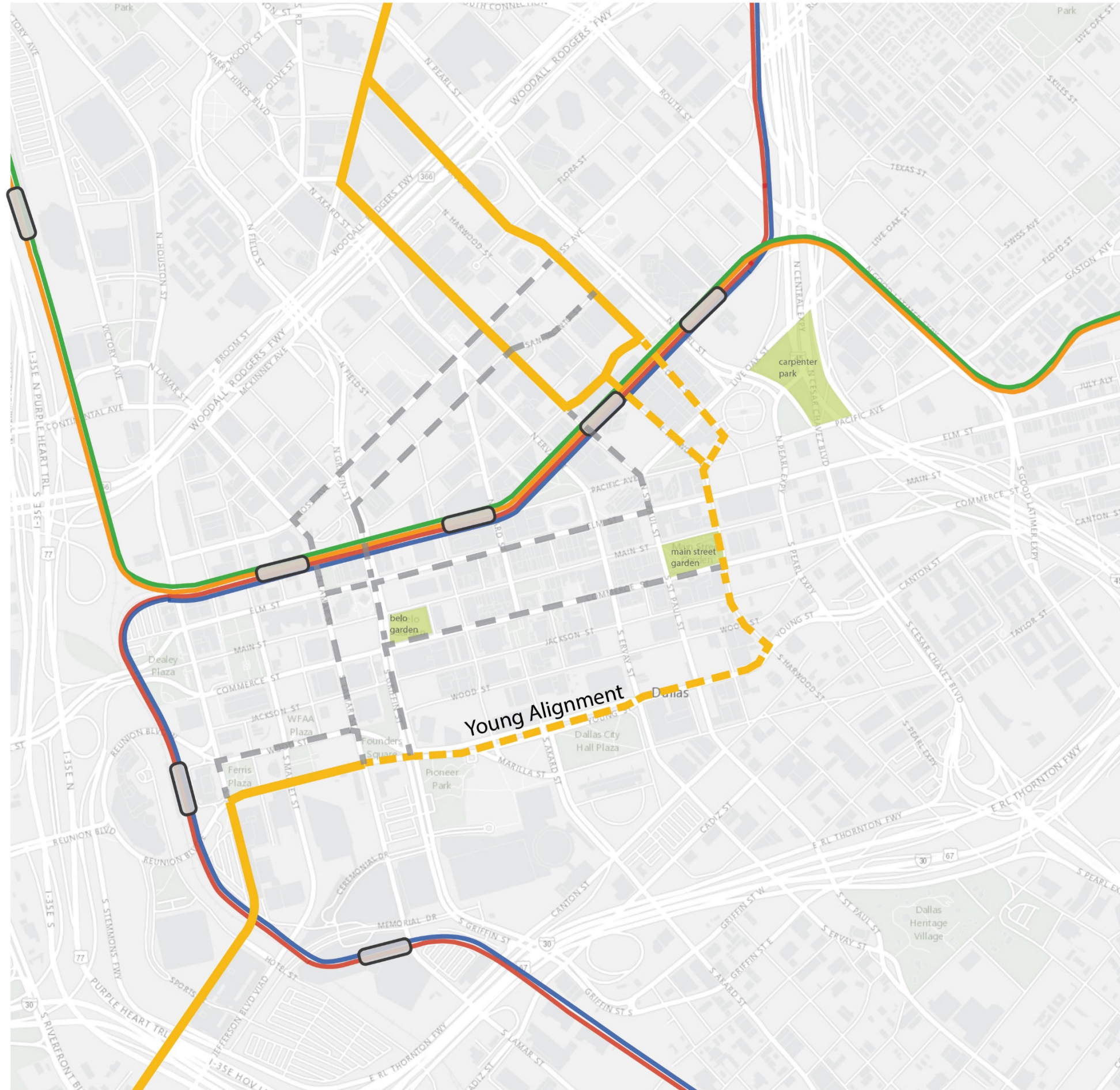
- Evaluate 3 families of alternative routes in conjunction with D2:
 - Lamar - Elm/Commerce
 - Young - Harwood
 - Griffin - Ross/San Jacinto

LEGEND

- Red Line
- Blue Line
- Green Line
- Orange Line
- Existing Streetcar/ Trolley
- Existing DART Station
- - - Commerce/ Elm Alignment

Central Dallas Streetcar Link Alignments Options

PROPOSED YOUNG STREET STREETCAR ALIGNMENT



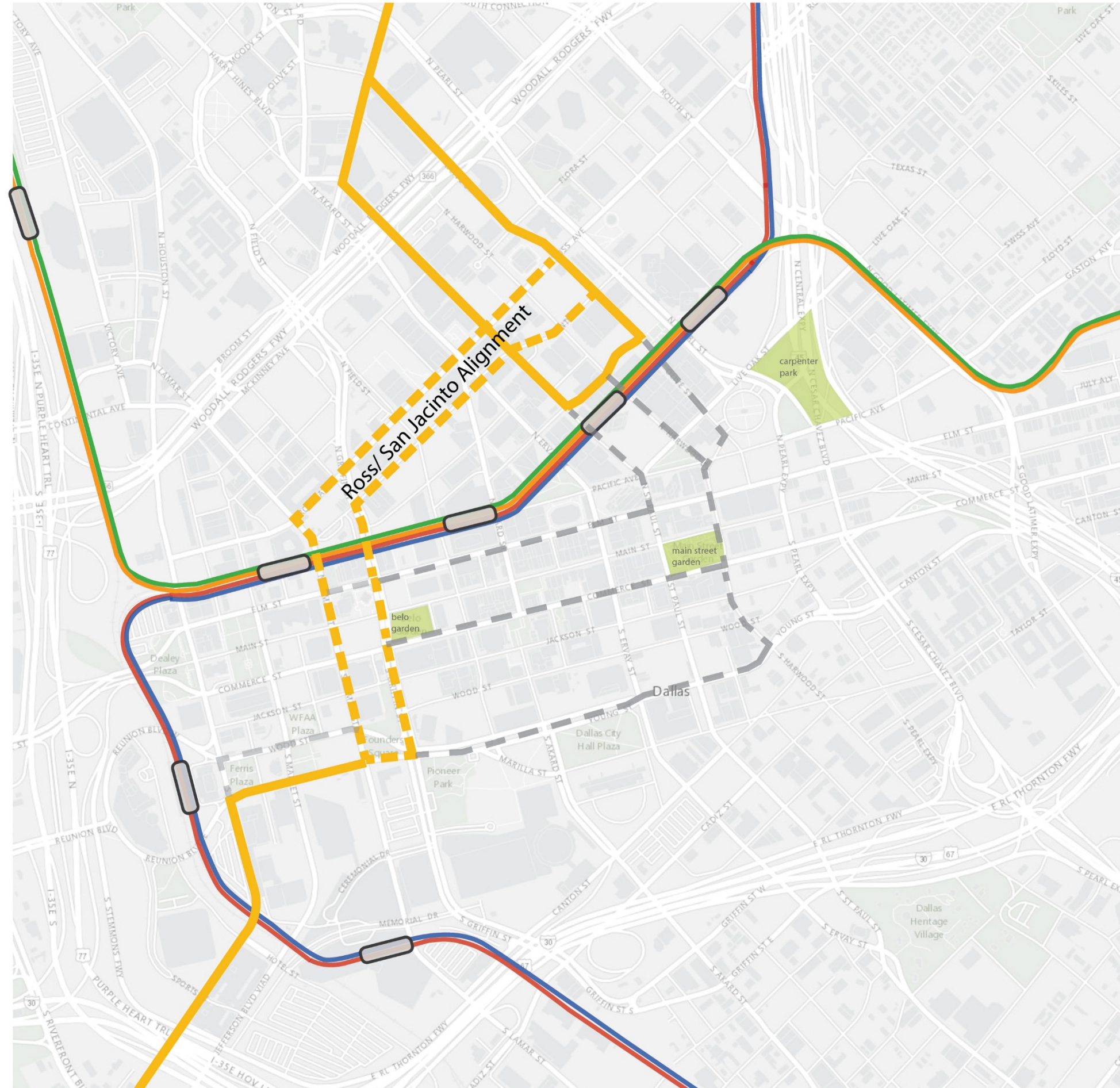
- Evaluate 3 families of alternative routes in conjunction with D2:
 - Lamar - Elm/Commerce
 - **Young - Harwood**
 - Griffin - Ross/San Jacinto

LEGEND

- Red Line
- Blue Line
- Green Line
- Orange Line
- Existing Streetcar/ Trolley
- Existing DART Station
- - - Young St. Alignment

Central Dallas Streetcar Link Alignments Options

PROPOSED ROSS / SAN JACINTO STREETCAR ALIGNMENT



- Evaluate 3 families of alternative routes in conjunction with D2:
 - Lamar - Elm/Commerce
 - Young - Harwood
 - **Griffin - Ross/San Jacinto**

LEGEND

- Red Line
- Blue Line
- Green Line
- Orange Line
- Existing Streetcar/ Trolley
- Existing DART Station
- - - Ross/ San Jacinto Alignment

Downtown Dallas 360 Streetcar Desire Lines

FUTURE STREETCAR "DESIRE LINES"



- Downtown Dallas 360 Plan provides a framework for long-term streetcar corridors

LEGEND

- Red Line
- Blue Line
- Green Line
- Orange Line
- Existing Streetcar/ Trolley
- Existing DART Station
- - - Proposed Streetcar Alignments
- - -> Potential Streetcar Expansion

Key Streetcar Evaluation Criteria

- Maximize transit-oriented development potential
- Serve existing jobs, residents, and destinations
- Maximize the connectivity to light rail from under-served areas
- Minimize impact on existing and planned bikeways linking Downtown districts

Downtown Transit Design Criteria

- Regardless of the preferred D2 alignment ultimately chosen, design and implementation coordination will be critical to ensure the best outcome
- Implementation of D2 through a design-build process will require design expectations to be established prior to execution of the design-build contract

Downtown Transit Design Criteria



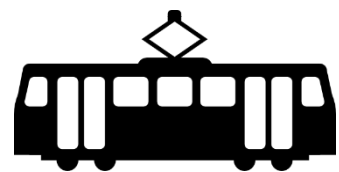
Station + Pedestrian Portal Placement

- Maximize access to jobs, major destinations and amenities
- Ensure sensitivity to the existing neighborhood context
- Activate streets
- Maximize connectivity for multimodal transfers
- Station amenities



U-Wall (Train Portal) Placement (West End and Deep Ellum)

- Minimize negative impact on existing urban fabric
- Promote economic development and air rights development potential
- Design for maximized safety



At-Grade Rail Alignment Design (Victory and Deep Ellum)

- Integrate into street design
- Median versus curb station placement
- Minimize impacts on other modes
- Promote economic development potential
- Station amenities

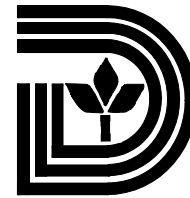
Urban Transit Design Guidelines

- City Staff, in partnership with Downtown Dallas Inc. and with input from DART, has drafted *Urban Transit Design Guidelines* to assist stakeholder, technical committee and staff design review of D2 and Central Dallas Streetcar Link
- Contains guidelines and best practices for:
 - At-Grade Alignment Design
 - Underground and At-Grade Station Facility Design
 - Corridor Design
 - Adjacent Development Considerations
- Draft guidelines are scheduled to be briefed to Transportation and Trinity River Project Committee on February 27, 2017



Discussion and Committee Direction

Memorandum



CITY OF DALLAS

DATE February 10, 2017

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson,
Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT 2017 Transportation Alternatives Set-Aside Program Call for Projects

In December 2016, the North Central Texas Council of Governments (NCTCOG) issued a call for projects to provide federal funding assistance for the 2017 Transportation Alternatives Set-Aside Program. General types of projects eligible under this program include on- and off-road pedestrian and bicycle facilities, and infrastructure projects for improving non-driver access to public transportation and enhanced mobility. In addition, pedestrian and bicycle infrastructure associated with Safe Routes to School (SRTS) projects that will substantially improve safety and the ability for students to walk and bicycle to school are also included. This program will provide a maximum funding award of \$5 million per project with a 20% minimum match requirement. For this Call, a total funding amount of \$23 million has been allocated for the Western and Eastern Sub-regions of the NCTCOG 12-County Metropolitan Planning Area. The funding target for Fort Worth is \$8 million and the funding target for Dallas and Paris is \$15 million.

The Park and Recreation Department has identified six projects to submit in this Call. They are as follows:

- 1) The Trinity Forest Spine Trail project has a \$10 million project cost and a local match of \$5 million that will be supplied by The Davis Advocates, LLC.
- 2) The Trinity Strand Trail Phase II project has \$6.36 million project cost and a local match of \$1 million that will be supplied by 2006 bond funds.
- 3) The Lake Highlands Trail Phase 2A and 2B project has a \$5 million project cost and a local match of \$1 million that will be supplied by 2012 bond funds.
- 4) The Lake Highlands Trail Northern Extension project has a \$2 million project cost and a local match of \$400,000 that will be supplied by 2012 bond funds.
- 5) The Katy Trail Lemmon Avenue and Fitzhugh Avenue pedestrian bridges have a total project cost of \$2 million and a \$400,000 local match requirement that will be fulfilled through funding from Friends of the Katy Trail.
- 6) The Ridgewood Trail Pedestrian Lighting project has a \$760,000 project cost and a \$152,000 local match requirement that will be provided through University Crossing Public Improvement District funding.

DATE February 10, 2017
SUBJECT 2017 Transportation Alternatives Set-Aside Program Call for Projects

The projects will be scored based on NCTCOG's pre-established evaluation criteria and City Council may need to be consulted further regarding project prioritization. The Park Board will be briefed on the Call for Projects submittal on February 23, 2017. A Council Resolution committing to the local match will be placed on the April 12, 2017 City Council Agenda. The final project selections will be announced by NCTCOG in May 2017.

Sincerely,



Willis Winters, FAIA
Director, Park and Recreation Department





c: T. C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Mark McDaniel, Acting First Assistant City Manager
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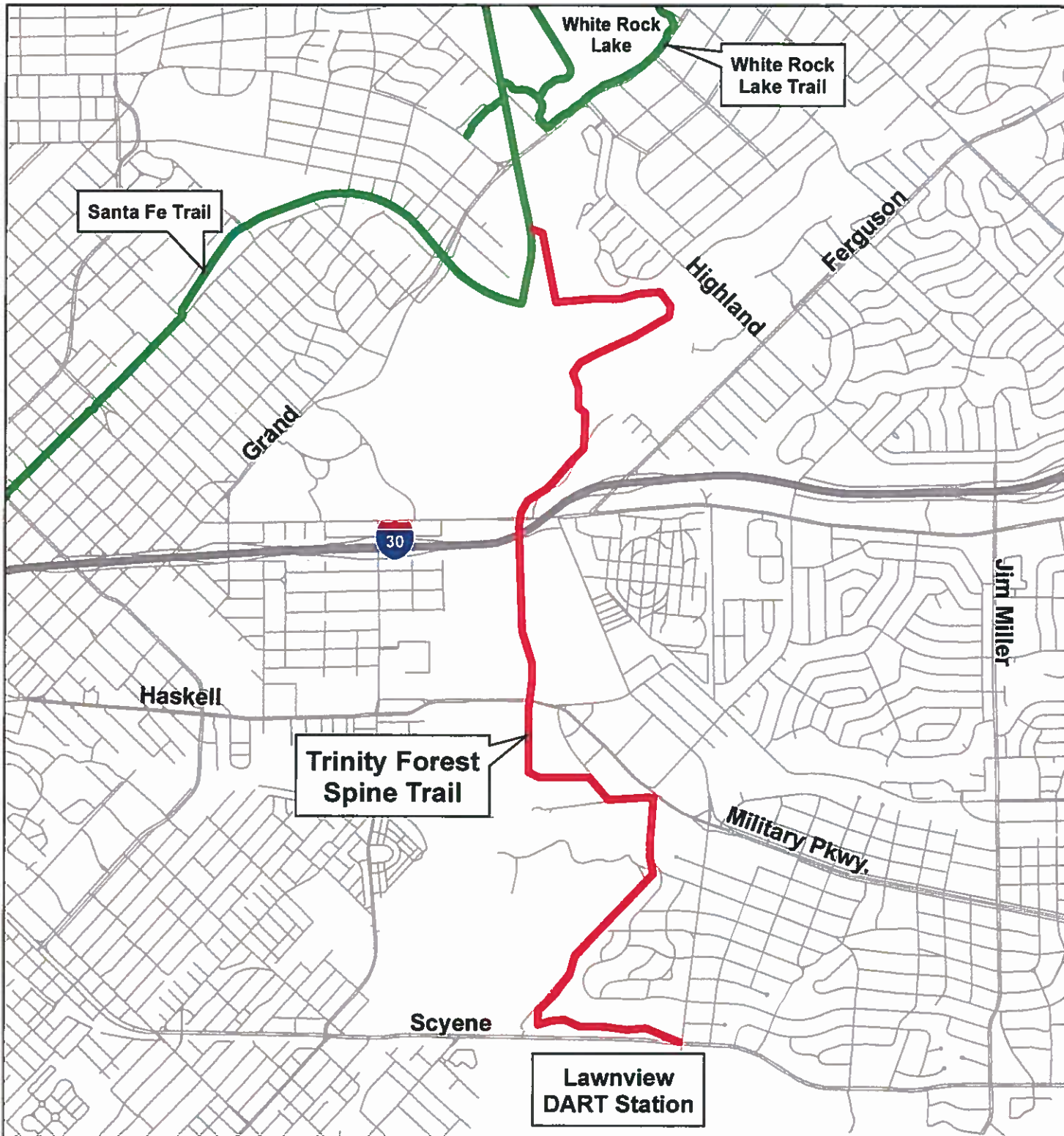
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M. Elizabeth Reich, Chief Financial Officer
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Directors and Assistant Directors

#1 Trinity Forest Spine Trail

2017 TAP Call for Projects

Legend

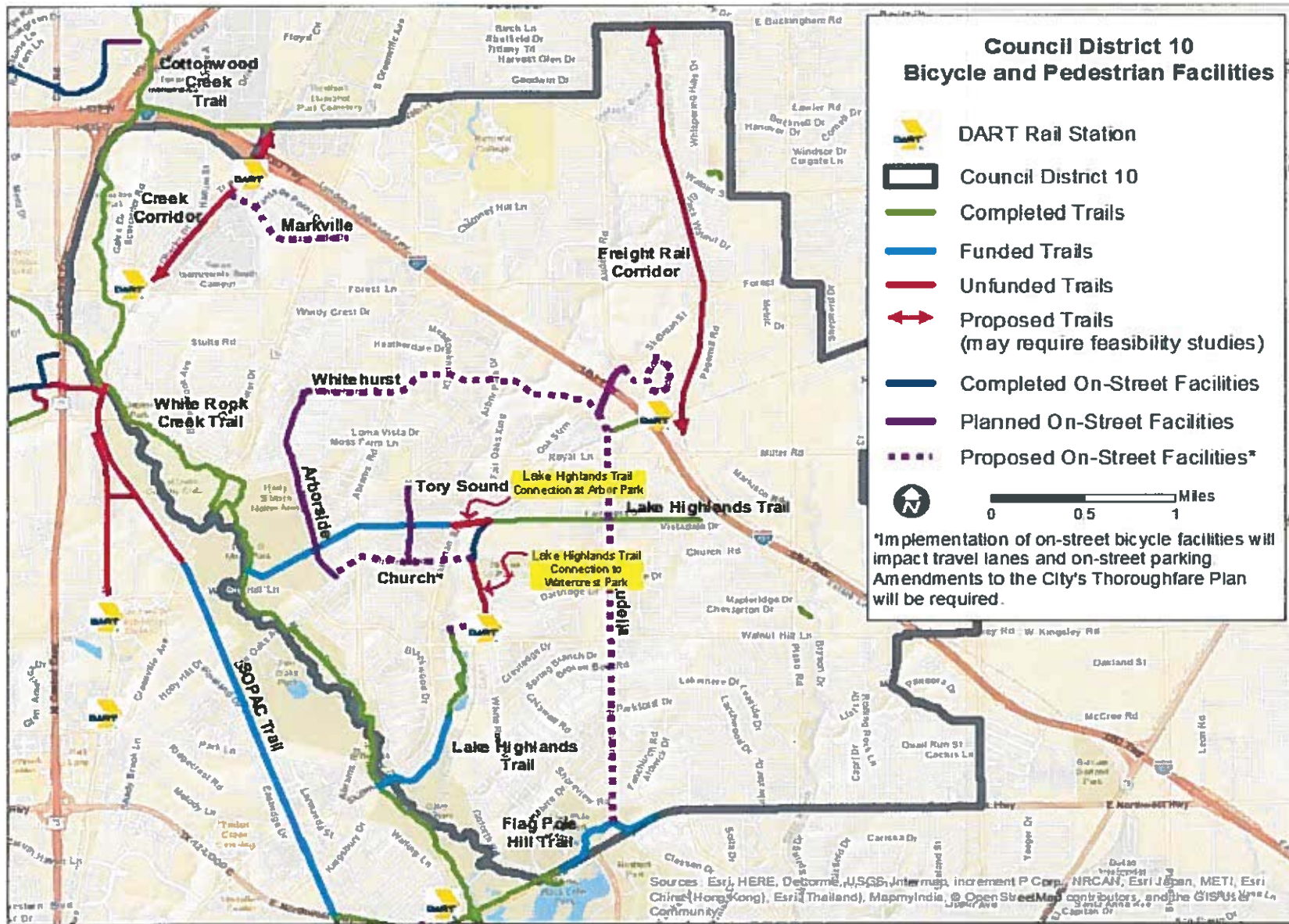
-  City of Dallas
-  Roads
-  Trinity Forest Spine Trail
-  Completed Trails



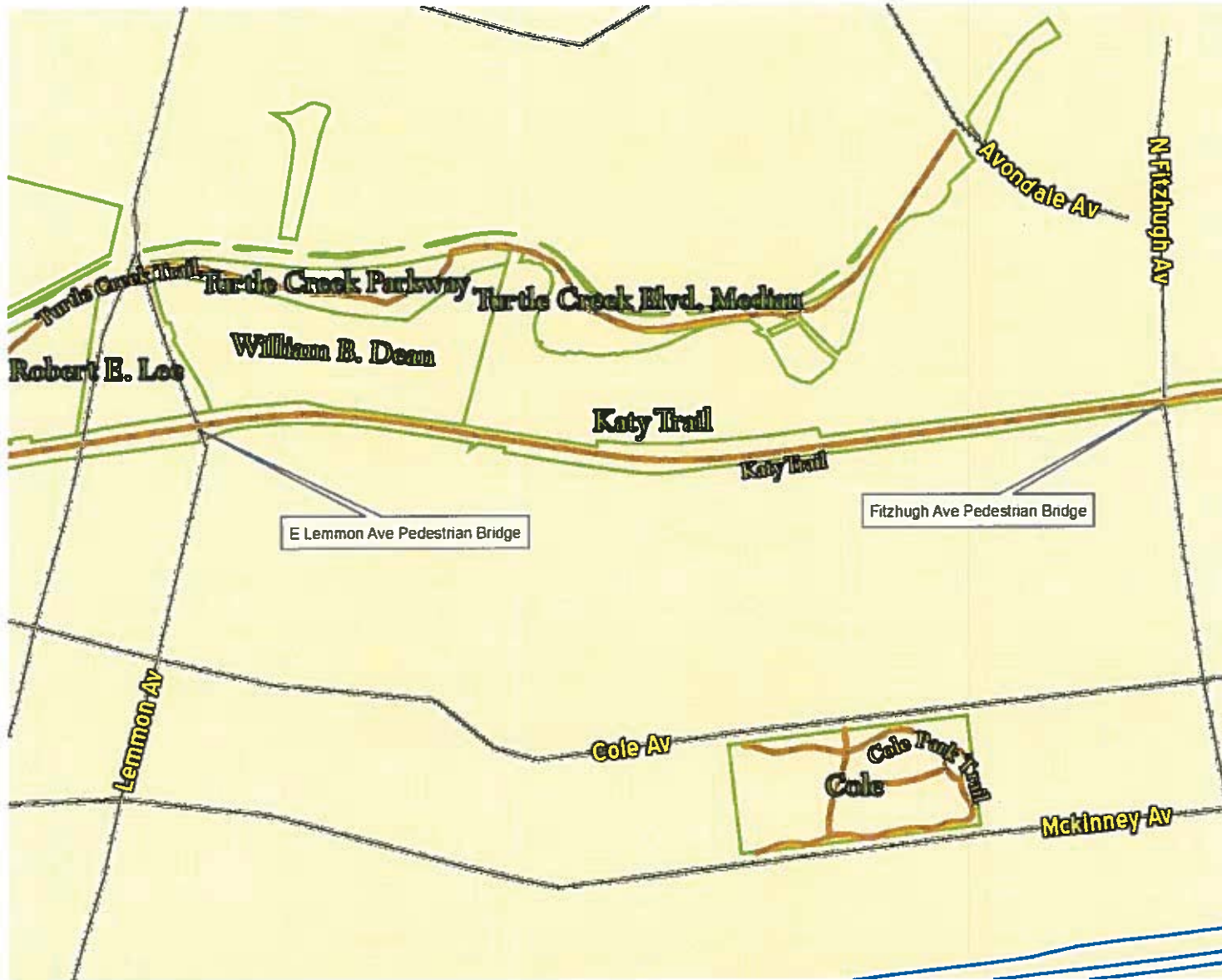
City of Dallas



#3 and #4 Lake Highlands Trail Northern Extension (Watercrest St. Park) Lake Highlands Trail Phase 2A, 2B (Arbor Park) - TAP Call for Projects



#5 Katy Trail Lemmon Avenue and Fitzhugh Avenue Ped. Bridges - TAP Call for Projects



#6 Ridgewood Trail Ped. Lighting Project- TAP Call for Projects



Safe Routes to School Project Evaluation Criteria and Scoring

Category	Scoring (pts)	Description	Factors
Implements a Local Plan	20	Implements a project identified as a priority in a local Safe Routes to School plan	<ul style="list-style-type: none"> Implements an improvement or facility identified in a Safe Routes to School Plan, School Travel Plan or equivalent section in another plan The SRTS plan addresses all 5 E's: engineering, education, enforcement, encouragement, and evaluation
Safety	20	Improves the safety of students walking and bicycling to school	<ul style="list-style-type: none"> Identification of safety hazards and the potential of the proposed project to address the problems Potential of the project to increase the safety of high numbers of students already walking or bicycling to school in hazardous conditions
Congestion Reduction	20	Increases walking and bicycling by students in lieu of motor vehicle trips to and from school	<ul style="list-style-type: none"> Estimated number of students living near the school that would benefit from the improvements and could walk or bicycle to school if conditions were improved Total student enrollment at the school campus Percentage of students living within 2 miles of the school
Equity	20	Improves school access for disadvantaged populations and underserved communities	<ul style="list-style-type: none"> Improves access to schools with a high percentage of students classified as economically disadvantaged by the Texas Education Agency school report cards
Community Support and Stakeholder Involvement	15	Builds upon demonstrated community support for walking and bicycling to school	<ul style="list-style-type: none"> The school or community has demonstrated a commitment to walking and bicycling through events and programs such as Walk and Bike to School Days, pedestrian and bicycle education, Walking School Buses, etc. The application contains letters that indicate community support for the project from those in addition to the applicant and local elected officials A broad range of school, local government, and community stakeholders were involved in identifying the problem and potential solutions
Air Quality Benefits	5	Improves air quality by supporting non-motorized facility usage	<ul style="list-style-type: none"> Improves air quality based on the forecasted bicycle and pedestrian traffic counts resulting from the project
Subtotal	100		

Additional Considerations

Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community	<ul style="list-style-type: none"> Status of engineering/design and construction Status of environmental approvals (if applicable) Additional local funding overmatch (closes a funding gap) Benefit versus cost Geographic distribution Agency's participation in Regional School Coordination Task Force meetings
Project Innovation	5	Project implements innovative treatments and technology or an approach to promoting safe routes to school that can serve as a model for the region	<ul style="list-style-type: none"> Use of a variety of treatments to create safe and comfortable crossings such as median crossing islands, Rectangular Rapid Flash Beacons, pedestrian hybrid beacons, additional crossing treatments, traffic calming measures, etc. Use of Separated bike lanes, protected intersections, bicycle facilities with Interim Approval by FHWA (e.g. bike boxes, bicycle signals, colored pavement), bicycle and pedestrian traffic count equipment, etc.
Total	125		

Active Transportation Project Evaluation Criteria and Scoring

Category	Scoring (pts)	Description	Factors
Regional Network Connectivity	25	Improves connectivity of Mobility 2040 regional paths and bikeways between cities and counties	<ul style="list-style-type: none"> Implements the Regional Veloweb network, including completing gaps between existing paths and extensions of the existing network
Mobility	20	Improves connections and access to transit	<ul style="list-style-type: none"> Implements facilities (sidewalks, paths, on-street bikeways) providing first/last mile access to transit stations and stops
Safety	15	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitable for users of all ages and abilities	<ul style="list-style-type: none"> Improves safety in documented high crash areas through safety countermeasures recommended by a safety report or study such as crossings, bicycle/pedestrian signalization, traffic calming, and separate facilities for various transportation modes
Reducing Barriers	10	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water	<ul style="list-style-type: none"> Provides grade-separated or other barrier crossing improvements with a high level of comfort and suitable for users of all ages and abilities
Congestion Reduction	10	Provides alternative travel options in lieu of motor vehicle trips in areas with greater opportunity for walking and bicycling	<ul style="list-style-type: none"> Implements projects in areas with high vehicle congestion areas identified in Mobility 2040 Implements projects in areas with a high density of short car trips
Destination Density	5	Provides access to areas with a high density of major employers and destinations	<ul style="list-style-type: none"> Improves access to major destinations (schools, employment districts, major employers, high density residential, shopping, entertainment, and other special trip generators)
Air Quality Benefits	5	Improves air quality by supporting non-motorized facility usage	<ul style="list-style-type: none"> Improves air quality based on the forecasted bicycle and pedestrian traffic counts resulting from the project
Equity	5	Improves access to disadvantaged populations and underserved communities	<ul style="list-style-type: none"> Improves access for areas with greater percentages of minorities and low income households compared to the regional average, and areas with a high density of zero car households
Local Network Connectivity	5	Implements locally planned priorities	<ul style="list-style-type: none"> Implements a locally-planned facility identified in an on-street bicycle/pedestrian plan, trails plan, SRTS plan, or other related community master plan adopted by the governing body
Subtotal	100		

Additional Considerations

Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community.	<ul style="list-style-type: none"> Status of engineering/design and construction Status of environmental approvals (if applicable) Status of stakeholder/community feedback and support Additional local funding overmatch (closes a funding gap) Economic vitality (supports community revitalization, redevelopment, and job creation) Benefit versus cost Geographic distribution
Project Innovation	5	Project implements innovative or new treatments and technology that can serve as a model for the region	<ul style="list-style-type: none"> Examples may include separated bike lanes, protected intersections, bicycle facilities with interim approval by FHWA (e.g. bike boxes, bicycle signals, colored pavement), bicycle and pedestrian traffic count equipment, etc. Use of a variety of treatments to create safe and comfortable crossings such as median crossing islands, Rectangular Rapid Flash Beacons, pedestrian hybrid beacons, additional crossing treatments, traffic calming measures, etc.
Total	125		

Trinity River Corridor Bond Program Expenditure Report

Fund / Unit	Project Components	Bond Program Description	Bond Program Authorized Amount	Bond Program Allocation	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of Noivember 30, 2016)
1998 Bond Program							
N973	Margaret Hunt Hill Bridge (Woodall Rodgers)	Prop 11 (Trinity River)	\$ 28,000,000				
	<i>Design</i>			\$ 481,795	\$ 5,837,000	\$ 6,318,795	\$ 6,318,795
	<i>Land Acquisition (TxDOT payment)</i>			\$ 6,010,400		\$ 6,010,400	\$ 6,010,400
	<i>Construction</i>			\$ 21,326,171	\$ 12,955,964	\$ 34,282,135	\$ 34,282,135
	<i>Remaining/Planned Expenditures</i>			\$ 25,754		\$ 25,754	
	Sub-Total - Margaret Hunt Hill Bridge			\$ 27,844,120	\$ 18,792,964	\$ 46,637,084	\$ 46,611,330
N963	Lakes	Prop 11 (Trinity River)	\$ 31,500,000				
	<i>Master Implementation Plan</i>			\$ 607,276		\$ 607,276	\$ 607,276
	<i>Upper Trinity River Feasibility Study</i>			\$ 2,867,000		\$ 2,867,000	\$ 2,867,000
	<i>Water Quality Study</i>			\$ 600,802		\$ 600,802	\$ 600,802
	<i>Parkway Charrette Review</i>			\$ 36,540		\$ 72,569	\$ 36,540
	<i>Lakes/Parkway Design</i>			\$ 15,509,695	\$ 105,000	\$ 15,614,695	\$ 15,263,795
	<i>Testing, Miscellaneous</i>			\$ 877,404		\$ 890,125	
	<i>Remaining/Planned Expenditures</i>			\$ 11,070,727		\$ 11,021,977	
	Sub-Total - Lakes			\$ 31,569,444	\$ 105,000	\$ 31,674,444	\$ 19,375,413

Trinity River Corridor Bond Program Expenditure Report

Fund / Unit	Project Components	Bond Program Description	Bond Program Authorized Amount	Bond Program Allocation	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of Noivember 30, 2016)
N966	Great Trinity Forest/Park	Prop 11 (Trinity River) and Prop 01 (Street & Transportation)	\$ 41,800,000				
	<i>Master Implementation Plan</i>			\$ 592,400		\$ 592,400	\$ 592,400
	<i>Buckeye Trail</i>			\$ 294,212	\$ 11,000	\$ 305,212	\$ 323,182
	<i>Canoe Launch - Loop 12</i>			\$ 378,671	\$ 28,838	\$ 407,509	\$ 407,509
	<i>Canoe Launch - Sylvan</i>			\$ 50,849	\$ 228,838	\$ 279,687	\$ 279,687
	<i>Groundwork Dallas</i>			\$ 9,450	\$ 125,000	\$ 134,450	\$ 133,900
	<i>IH-20 Gateway</i>			\$ 1,336,213		\$ 1,336,213	\$ 1,361,181
T220	<i>Land Acquisition and Miscellaneous (Appraisals, Titles, Surveys, Permits, etc.)</i>			\$ 4,830,781	\$ 3,200,000	\$ 8,030,781	\$ 8,030,781
	<i>Levee Top Trail</i>			\$ 110,000		\$ 110,000	\$ 110,000
	<i>Loop 12 Gateway</i>			\$ 546,340		\$ 546,340	\$ 582,818
	<i>MLK Jr. Gateway/Cedar Crest Bridge - Pedestrian and Bicycle Enhancement</i>			\$ 2,603,696	\$ 1,054,037	\$ 3,657,733	\$ 4,441,203
	<i>Moore Park Gateway</i>			\$ 1,479,185	\$ 2,000,000	\$ 3,479,185	\$ 3,479,185
	<i>Rochester Gateway</i>			\$ 214,033		\$ 214,033	\$ 214,033
	<i>Santa Fe Trestle Trail</i>			\$ 4,134,060	\$ 3,931,467	\$ 8,065,527	\$ 8,065,527
	<i>Soft Surface Trails</i>			\$ 180,457		\$ 180,457	\$ 180,457
T291	<i>Texas Horse Park</i>			\$ 1,265,732	\$ 13,672,556	\$ 14,938,288	\$ 14,938,180
	<i>Trinity Audubon Center</i>			\$ 15,089,556	\$ 308,600	\$ 15,398,156	\$ 15,398,156
	<i>Trinity Trails - Phase 1</i>			\$ 2,771,046		\$ 2,771,046	\$ 2,771,045
	<i>Trinity Trails - Phase 2</i>			\$ 2,234,235		\$ 2,234,235	\$ 2,234,235
	<i>Trinity Trails - Phase 3</i>			\$ 1,327,297	\$ 2,500,000	\$ 3,827,297	\$ 3,860,716
T302	<i>Trinity Standing Wave</i>			\$ 502,949	\$ 3,727,150	\$ 4,230,099	\$ 4,230,099
	<i>Balanced Vision Plan - Urban Design Consultants</i>			\$ 120,000		\$ 120,000	\$ 120,000
T283 T284	<i>Joppa Gateway Park</i>			\$ 542,050	\$ 1,409,496	\$ 1,951,546	\$ 1,963,058
	<i>Remaining/Planned Expenditures</i>			\$ 847,188		\$ 437,117	
	Sub-Total - Great Trinity Forest/Park			\$ 41,460,400	\$ 32,196,982	\$ 73,247,311	\$ 73,717,352

Trinity River Corridor Bond Program Expenditure Report

Fund / Unit	Project Components	Bond Program Description	Bond Program Authorized Amount	Bond Program Allocation	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of Noivember 30, 2016)
N962	Dallas Floodway Extension	Prop 11 (Trinity River)	\$ 24,700,000				
	<i>Master Implementation Plan</i>			\$ 296,200		\$ 296,200	\$ 296,200
	<i>Project Cooperation Agreement (Corps)</i>			\$ 13,000,000		\$ 13,000,000	\$ 13,000,000
	<i>Land Acquisition and related costs</i>			\$ 5,095,821	\$ 2,240,018	\$ 7,335,839	\$ 6,923,933
	<i>Lower Chain of Wetlands</i>			\$ -	\$ 42,691,522	\$ 42,691,522	\$ 42,691,522
	<i>Upper Chain of Wetlands Construction (Cells B & C)</i>			\$ 5,812,531	\$ 13,520,754	\$ 19,382,704	\$ 19,333,285
	<i>Remaining/Planned Expenditures</i>			\$ 461,698		\$ 394,001	
	Sub-Total - Dallas Floodway Extension			\$ 24,666,250	\$ 58,452,294	\$ 83,100,266	\$ 82,244,940
N965	Trinity Parkway	Prop 11 (Trinity River) and Prop 01 (Street & Transportation)	\$ 84,000,000				
	<i>NTTA - Environmental Impact Statement</i>			\$ 15,810,630		\$ 15,810,630	\$ 15,810,630
	<i>Land Acquisition</i>			\$ 17,801,178		\$ 17,801,178	\$ 17,801,178
	<i>Lakes/Parkway Design</i>			\$ 4,843,197		\$ 4,843,197	\$ 4,843,197
	<i>Cedar Crest Bridge - Ramp to park</i>			\$ 2,000,000		\$ 2,000,000	\$ 2,000,000
	<i>Remaining/Planned Expenditures</i>			\$ 36,352,984		\$ 36,352,984	
	Sub-Total - Trinity Parkway			\$ 76,807,989	\$ -	\$ 76,807,989	\$ 40,455,005
N964	Elm Fork Flood Protection	Prop 11 (Trinity River)	\$ 30,000,000				
	<i>Drainage Master Plan</i>			\$ 597,993		\$ 597,993	\$ 597,993
T074, T075, T076	<i>Land Acquisition (Soccer Complex)</i>			\$ 14,735,059	\$ 14,325,673	\$ 29,061,183	\$ 29,061,183
	<i>Design</i>			\$ 2,434,960		\$ 2,434,960	\$ 2,434,960
	<i>Joint Use Maintenance Trails</i>			\$ 2,625,000		\$ 2,625,000	\$ 2,625,000
	<i>Remaining/Planned Expenditures</i>			\$ 9,606,988		\$ 9,586,909	
	Sub-Total - Elm Fork			\$ 30,000,000	\$ 14,325,673	\$ 44,306,045	\$ 34,719,136

Trinity River Corridor Bond Program Expenditure Report

Fund / Unit	Project Components	Bond Program Description	Bond Program Authorized Amount	Bond Program Allocation	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of Noivember 30, 2016)
N972	Beckley Avenue Improvements	Prop 11 (Trinity River)	\$ 6,000,000				
	<i>Design</i>			\$ 650,875	\$ 157,275	\$ 808,150	\$ 808,150
	<i>Right-of-way Acquisition</i>			\$ 359,863		\$ 359,863	\$ 359,863
	<i>Construction</i>			\$ 4,956,787		\$ 4,956,787	\$ 4,926,691
	<i>Remaining/Planned Expenditures</i>					\$ -	
*	Sub-Total - Beckley Avenue Improvements			\$ 5,967,525	\$ 157,275	\$ 6,124,800	\$ 6,094,704
N971	TRCP Comprehensive Land Use Plan	Prop 11 (Trinity River)	\$ -	\$ 1,090,192		\$ 1,090,192	\$ 1,090,188
P656	East Levee Transmission Line Relocation	Prop 11 (Trinity River)	\$ -	\$ 1,966,283		\$ 1,966,283	\$ 1,966,283
P741	West Levee Norwood Transmission Line (Oncor)	Prop 11 (Trinity River)	\$ -	\$ 1,084,421		\$ 1,084,421	\$ 1,084,421
Various	Implementation Costs FY 1999-2014	Prop 11 (Trinity River)	\$ -	\$ 20,412,709		\$ 20,412,709	\$ 19,018,969
	Total 1998 Bond Program		\$ 246,000,000	\$ 262,869,332	\$ 124,030,188	\$ 386,451,544	\$ 326,377,741
	2006 Bond Program						
U783	Continental - Industrial/Riverfront to IH 35E	Prop 01 (Street & Transportation)	\$ 3,828,900	\$ 6,010,652		\$ 5,881,363	\$ 5,758,908
U215	Industrial/Riverfront Improvements	Prop 01 (Street & Transportation)	\$ 5,488,091	\$ 4,375,056		\$ 4,962,274	\$ 3,349,589
U230	Sylvan Bridge from Irving to Gallagher - Amenities	Prop 01 (Street & Transportation)	\$ 9,827,510	\$ 9,627,548		\$ 9,517,529	\$ 9,172,984
T512	Pressure Sewers	Prop 02 (Flood & Storm Drainage)	\$ 14,720,921	\$ 5,542,854		\$ 5,542,854	\$ 642,240
T509	Hampton-Oak Lawn Improvements (Baker Pump Station)	Prop 02 (Flood & Storm Drainage)	\$ 48,116,510	\$ 59,608,365		\$ 59,608,365	\$ 59,641,027
T510	Pavaho Sump Improvements	Prop 02 (Flood & Storm Drainage)	\$ 37,778,480	\$ 38,100,971		\$ 38,100,971	\$ 38,099,497
T513	Sump A Improvements	Prop 02 (Flood & Storm Drainage)	\$ 56,157,200	\$ 10,158,925		\$ 10,158,925	\$ 10,160,986
P558	Levee Improvements	Prop 02 (Flood & Storm Drainage)	\$ -	\$ 40,403,466		\$ 40,403,466	\$ 40,402,679
P646	Dallas Floodway Levee Land Acquisition	Prop 02 (Flood & Storm Drainage)	\$ -	\$ 549,200		\$ 549,200	\$ 351,894

Trinity River Corridor Bond Program Expenditure Report

Fund / Unit	Project Components	Bond Program Description	Bond Program Authorized Amount	Bond Program Allocation	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of Noivember 30, 2016)
T024	Belleview Trail Connector	Prop 03 Park & Recreation Facilities)	\$ 2,000,000	\$ 186,719		\$ 186,719	\$ 186,719
T352	Reunion Gateway Land	Prop 03 Park & Recreation Facilities)	\$ 1,200,000	\$ 12,391		\$ 12,391	\$ 12,391
P105, P107, P658	IH-30 Bridge	Prop 01 (Street & Transportation)		\$ 6,744,674	\$ 25,861,950	\$ 32,606,624	\$ 32,553,810
T051	Continental Pedestrian Modifications	Prop 03 Park & Recreation Facilities)	\$ 2,000,000	\$ 1,906,000	\$ 8,000,000	\$ 9,906,000	\$ 9,857,803
T322	West Dallas Gateway Park	Prop 03 Park & Recreation Facilities)	\$ 1,800,000	\$ 1,710,000		\$ 1,709,914	\$ 1,709,914
T303	Trinity Strand (Old Trinity Trail Phase II)	Prop 03 Park & Recreation Facilities)	\$ 1,500,000	\$ 602,198		\$ 602,198	\$ 580,337
T077	Elm Fork Trail	Prop 03 Park & Recreation Facilities)	\$ 200,000	\$ 191,586		\$ 191,586	\$ 191,586
Total 2006 Bond Program			\$ 184,617,612	\$ 185,730,605	\$ 33,861,950	\$ 219,940,379	\$ 212,672,364
2012 Bond Program							
S768	Sump A Improvements	Prop 02 (Flood & Storm Drainage)	\$ 91,700,000	\$ 91,700,000		\$ 91,700,000	\$ 75,291,689
S624	Trinity River Trail from Sylvan to Moore Park	Prop 01 (Street & Transportation)	\$ 6,418,400	\$ 4,963,437		\$ 4,963,437	\$ 4,100,145
Total 2012 Bond Program			\$ 98,118,400	\$ 96,663,437		\$ 96,663,437	\$ 79,391,834

Remaining / Planned Expenditures	Remaining Amount Private Funds	Comments
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Complete
Private funding

\$ 25,754

Private funding
Includes \$25,754 in remaining funds for Margaret Hunt Hill
(Woodall Rodgers) Signature Bridge to be used for park
benches and picnic area beneath the bridge. (Includes
\$6,250,000 funding from Trinity Parkway and \$705,964 from
interest earnings and \$1,233,000 Public Art)

\$ 25,754 \$ -

Complete 12/31/2015

Private funding

\$ 11,021,977

Includes funding reserved for potential future Council Actions
most of which includes \$9.1M for Parkway "borrow area and
\$2M for Standing Wave Improvements

\$ 11,021,977 \$ -

Remaining / Planned Expenditures	Remaining Amount Private Funds	Comments
		Ongoing
		Grant funding - Complete
		1985 Bond Program funding
		Grant Funding and 1985 Bond Program funding
\$ 550	\$ 550	Grant funding - Complete
		Added in relocation expense related to displacement - Complete
		Includes \$483,739 for Simpkins - 2 Tracts acquisition that was Journal Vouchered from DFE Unit N962 to Forest Park Unit N966 July 8, 2008. 2006 Bond Program funding Complete
		Parks
\$ 73,460		2003 Bond Program Streets: \$1,004,389; 1998 Bond Program Trinity Parkway: \$2,000,000; DWU: \$36,748
		Private funding - Complete
		Complete
		Grant funding - Complete
\$ 108		2006 Bond Program (PKR) funding. Project completed 2015.
		2006 Bond Program (PKR) funding. Project completed July 2008. Funding reimbursed from Deepwoods Closure CO Funds (Streets). Complete
		Complete
		AT&T Naming Rights Agreement
		2006 Bond Program (PKR) funding. PKR is working with consultant and Corps of Engineers to resolve bypass channel concerns
\$ 31,488		2003 Bond Program (Street Prop) funding. Land acquisition in process; Design awarded Dec 2011; Estimated completion June 2015
\$ 437,117	\$ -	Includes funding reserved for potential future Council Actions for completion of Loop 12 and MLK Jr. Gateways.
\$ 542,723	\$ 550	

Remaining / Planned Expenditures	Remaining Amount Private Funds	Comments
\$ 411,906	\$ 411,906	Corps of Engineering Funding Corps of Engineering Funding Corps of Engineering Funding
\$ 394,001	\$ -	- Includes funding reserved for potential future Council Actions including contingency funding for Upper Chain of Wetlands Remediation.
\$ 805,907	\$ 411,906	
\$ -	\$ -	Majority S. M Wright project Phase I Design 95% complete
\$ 36,352,984	\$ -	- Includes funding reserved for potential future Council Actions including \$2M for EIS \$100K for Geotech Re-evaluation, \$18.4M for Parkway "borrow area" construction, \$2.0M for ramp to Trinity Park from Houston/Jefferson Bridge, \$2.0M for ramp to Trinity Park from Sylvan Avenue Bridge, \$5.3M for Parkway Wetlands Mitigation, and \$7M for NTTA ILA or to facilitate additional Parkway "borrow area" construction.
\$ 36,352,984	\$ -	
\$ 9,586,909	\$ -	2006 Bond Program (PKR) funding. Project completed July 2008.Reprogrammed Flood funding to Elm Soccer Complex (Monevaram) \$14.3M Cost share to Corps for Dallas Floodway Extension Projects \$2.625M - Reprogrammed for City's cost share for DFE (,2015) \$9.6M
\$ 9,586,909	\$ -	*

Remaining / Planned Expenditures	Remaining Amount Private Funds	Comments
		Estimated Complete Summer 2017
		1995 Bond Program funding
\$ 30,096		
\$ -	\$ -	- Includes funding reserved for potential future Council Actions for contingency funding for completion of Beckley Avenue Improvements.
\$ 30,096	\$ -	*
\$ 4	\$ -	- Funded with Trinity Proposition bond interest earnings. Complete 06/28/2000
\$ -	\$ -	- Funded with Trinity Proposition bond interest earnings. Planned expenditures for additional costs related to relocation of East Levee Norwood Transmission Line.
\$ -	\$ -	- Funded with Trinity Proposition bond interest earnings.
\$ 1,393,740		Funded with Trinity Proposition bond interest earnings. Includes reimbursement to General Fund for Trinity River Corridor Project implementation costs including staff and
\$ 59,760,094	\$ 412,456	
\$ 122,455	\$ -	- Project under construction. Estimated completion July 2017 Transferred unencumbered 2003 and 2006 Bond Funds.
\$ 1,612,685	\$ -	- * Project under construction. Estimated completion July 2017.
\$ 344,545	\$ -	- Project completed 2014
\$ 4,900,614	\$ -	- On hold
\$ (32,662)	\$ -	- Project under construction. Additional 2006 Bond Funds - Est. Complete Time 12/2016
\$ 1,474	\$ -	- Transferred Reserve 2006 Bond Funds.
\$ (2,061)	\$ -	- A portion of the 2006 Bond Funds were reprogrammed (CR 09-1498) to fund necessary levee improvements. Est. Complete 11/30/2017
\$ 787	\$ -	- 2006 Bond Funds were reprogrammed (CR09-1498) to fund necessary levee improvements. Complete 01/30/2011
\$ 197,306	\$ -	- *Property acquisition for Dallas Floodway. Transferred Reserve 2006 Bond Funds.

Remaining / Planned Expenditures	Remaining Amount Private Funds	Comments
\$ -	\$ -	- Funding reprogrammed (CR 09-2781) to Trinity Standing Wave.
\$ -	\$ -	- Funding reprogrammed (CR 09-2781) to Trinity Standing Wave.
\$ 52,814	\$ 39,315	Transferred 2003 and 2006 Bond Program funding, Dallas County funding, private funding, and interest from private fundina. Estimated Complete 03/01/2017
\$ 48,197	\$ 48,197	* Project completed June 2014 Private funding Reprogramming remaining private funds to IH30 Bridge per donor
\$ -	\$ -	- *Project completed June 2014
\$ 21,861	\$ -	- Projected completed in 2014
\$ -	\$ -	- 2006 Bond Funds were reprogrammed to the Elm Fork Soccer Complex
\$ 7,268,015	\$ 87,512	Project list includes projects with some connection to the Trinity River Corridor Project.

\$ 16,408,311		*Project under construction. Estimated completion 2017.
\$ 863,292		Phase I of the project completed - Under construction
\$ 17,271,603	\$ -	Project list includes projects with some connection to the Trinity River Corridor Project.

**Major Street Projects
Detailed Expenditure Report**

Based primarily on the December 31, 2016 Fund/Unit Summary Report

Unit	Project Components	Bond Program Authorized Amount	Current Bond Funding (as of 12-31-16)	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of 12-31-16)	Remaining / Planned Expenditures	Comments
INTERGOVERNMENTAL PARTNERSHIP PROJECTS								
P629/ P786	Modern Streetcar System Development Program	\$ -	\$ -	\$ 41,800,000	\$ 41,800,000	\$38,411,662	\$ 3,388,338	State and Federal Funding; Project is substantially complete.
* 1683, 1684, 1685, W072	Modern Streetcar-Northern and Southern Extensions		\$ 1,500,000	\$ 30,872,531	\$ 32,372,531	\$32,335,120	\$ 37,411	Texas Mobility Funding; On June 17, 2015 Council authorized the disbursement of funds for construction of extensions to the streetcar project and for 2 additional vehicles.
* P653	Katy Trail Extension - Phase VI	\$ -	\$ 9,087,554	\$ 7,480,000	\$ 16,567,554	\$16,111,796	\$ 455,758	City, County and State Funding; Construction was awarded on August 12, 2015.
U236	Walnut Hill from Malibu to Soccer Complex	\$ 3,573,640	\$ 4,258,863		\$ 4,258,863	\$ 4,137,534	\$ 121,329	Partnership project with Dallas County to design and construct 4 lane divided roadway that extends just past the planned Parks Dept. soccer complex.
* S403	Mountain Creek Parkway from South of Eagle Ford to Clark Rd.	\$ 6,701,000	\$ 6,701,000	\$ -	\$ 6,701,000	\$ 5,325,000	\$ 1,376,000	Dallas County is the lead agency to administer design, construction, and ROW of this project; Project is under construction.
* P655/ S401	Keller Springs/Preston/ Westgrove Roundabout	\$ 306,100	\$ 888,787	\$ 521,247	\$ 1,410,034	\$ 1,260,363	\$ 149,671	City and County Funding. Construction awarded on June 17, 2015.
* P640	Riverfront from UPRR to Parkhouse (Segment A)		\$ -	\$ 29,127,713	\$ 29,127,713	\$ 6,406,267	\$ 22,721,446	State Funding. Segment B will be completed by Dallas County.
THOROUGHFARES								
* U779	Central Boulevard -Commerce to Live Oak (part of Cesar Chavez project)	\$ 12,619,900	\$ 14,446,995		\$ 14,446,995	\$ 14,252,398	\$ 194,597	Project is under construction; MSS staff is working closely with Park Dept and Design Studio regarding proposed changes to the Pearl alignment/cross-section and other roadway modifications in order to accommodate proposed changes/upgrades to Carpenter Park.
U791	Live Oak-Olive to Central Blvd (part of Cesar Chavez project)	\$ 475,760	\$ 477,760		\$ 477,760	\$ 113,224	\$ 364,536	Project is under construction; MSS staff is working closely with Park Dept and Design Studio regarding proposed changes to the Pearl alignment/cross-section and other roadway modifications in order to accommodate proposed changes/upgrades to Carpenter Park.
* U798	Pearl-Commerce to Live Oak (part of Cesar Chavez project)	\$ 4,336,191	\$ 4,425,518		\$ 4,425,518	\$ 3,392,010	\$ 1,033,508	Project is under construction; MSS staff is working closely with Park Dept and Design Studio regarding proposed changes to the Pearl alignment/cross-section and other roadway modifications in order to accommodate proposed changes/upgrades to Carpenter Park.
P796	Cleveland Rd-Bonnie view Rd., to West of BNSF RR		\$ 2,919,209		\$ 2,919,209	\$ 2,919,209	\$ -	Project is complete.
R803	Community-Harry Hines to N.W. Hwy.	\$ 2,200,000	\$ 1,118,447		\$ 1,118,447	\$261,074.00	\$ 857,373	Project is under design.

Additional Projects Added Upon Request

Asterick Denotes an Update from Previous Report

**Major Street Projects
Detailed Expenditure Report**

Based primarily on the December 31, 2016 Fund/Unit Summary Report

Unit	Project Components	Bond Program Authorized Amount	Current Bond Funding (as of 12-31-16)	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of 12-31-16)	Remaining / Planned Expenditures	Comments
* P767	Telephone Road Phase II		\$ 4,470,765	\$ 324,086	\$ 4,794,851	\$ 4,462,434	\$ 332,417	City and Private Funding; Project is under construction.
STREETSCAPE/URBAN DESIGN								
* P791	Colorado Blvd-Beckley Area Sidewalk Enhancement		\$ 1,590,753		\$ 1,590,753	\$ 250,681	\$ 1,340,072	Project is under design.
* U738	Griffin from IH30 to Main	\$ 5,253,548	\$ 5,547,407		\$ 5,547,407	\$ 3,773,894	\$ 1,773,513	Project is under construction.
TARGET NEIGHBORHOOD								
* S608	Mican Dr. from Schofield Dr. to End of Pavement	\$ 497,000	\$ 967,270		\$ 967,270	\$ 112,195	\$ 855,075	Project is under construction.
COMPLETE STREET								
* S405	Davis Street from Beckley to Hampton	\$ 979,600	\$ 988,343		\$ 988,343	\$ 283,923	\$ 704,420	Project is under design.
* S394	Greenville from Belmont to Bell from Alta to Ross	\$ 3,673,500	\$ 4,189,722		\$ 4,189,722	\$ 4,189,722	\$ -	Project is under construction.
S397	Main St. from Good Latimer to Exposition	\$ 734,700	\$ 730,200		\$ 730,200	\$ 69,760	\$ 660,440	Project is under design.

Department Of Aviation
Activity Report
FY 2016-2017 1st. Quarter

Expenses	FY 2016-17 Budget	FY 2016-17 YTD	FY 2016-17 % of Budget	FY 2016-17 Estimate	FY 2016-17 % of Estimate	Over / (Under) Budget
Salaries & Benefits	\$ 16,347,923	\$ 3,135,646	19%	\$ 16,072,512	20%	\$ (275,411)
Supplies / Materials	\$ 8,069,269	\$ 768,870	10%	\$ 8,069,268	10%	\$ (1)
Services / Charges	\$ 75,901,001	\$ 10,471,198	14%	\$ 76,142,957	14%	\$ 241,956
Capital Outlay	\$ 3,597,000	\$ 1,769,890	49%	\$ 3,597,000	49%	\$ -
Reimbursements	\$ (6,181,526)	\$ -	0%	\$ (6,181,526)	0%	\$ -
Total Expenses	\$ 97,733,667	\$ 16,145,604	16.5%	\$ 97,700,211	16.5%	\$ (33,456)

Revenues	FY 2016-17 Budget	FY 2016-17 YTD	FY 2016-17 % of Budget	FY 2016-17 Estimate	FY 2016-17 % of Estimate	Over / (Under) Budget
Interest	\$ 75,402	\$ 55,264	73%	\$ 75,402	73%	\$ -
Building Use Fee - CBP	\$ 450,000	\$ 73,413	16%	\$ 450,000	16%	\$ -
Rental and Maint. - Tenants	\$ 843,758	\$ 4,469	1%	\$ 106,477	4%	\$ (737,281)
Security Charges	\$ 186,638	\$ 38,375	21%	\$ 186,638	21%	\$ -
Rental Off Airport	\$ 453,512	\$ 206,297	45%	\$ 453,512	45%	\$ -
Landing Fees	\$ 17,784,135	\$ 3,750,984	21%	\$ 17,784,135	21%	\$ -
Parking Concessions	\$ 27,142,868	\$ 6,339,214	23%	\$ 26,965,724	24%	\$ (177,144)
Terminal Concessions	\$ 25,415,598	\$ 5,301,601	21%	\$ 25,417,673	21%	\$ 2,075
Fuel Flow Fees	\$ 1,225,397	\$ 244,559	20%	\$ 1,210,839	20%	\$ (14,558)
Terminal Maint. - Utilities	\$ 224,676	\$ 46,727	21%	\$ 186,910	25%	\$ (37,766)
Rental On Airport	\$ 23,375,630	\$ 5,168,157	22%	\$ 23,381,881	22%	\$ 6,251
Cable Installation - ASM	\$ 150,000	\$ 3,960	3%	\$ 15,840	25%	\$ (134,160)
Miscellaneous	\$ 45,750	\$ 243,574	532%	\$ 1,138,333	21%	\$ 1,092,583
Misc./ Other	\$ 495,828	\$ 349,525	0%	\$ 1,416,485	25%	\$ 920,657
Total Revenues	\$ 97,373,364	\$ 21,476,595	22%	\$ 97,373,364	22%	\$ -

Operations

Carrier Type	Total CYTD			1st Quarter FYTD Comparison		
	2016	2015	% Change	2017	2016	% Change
Air Carrier	138,623	130,668	6.09%	35,129	35,214	-0.24%
Air Taxi	25,390	26,400	-3.83%	6,848	6,342	7.98%
General Aviation	97,869	100,845	-2.95%	26,355	25,267	4.31%
Military	1,127	1,126	0.09%	277	267	3.75%
Total Operations	263,009	259,039	1.53%	68,609	67,090	2.26%

Passenger Enplanements

Carrier	Total CYTD			1st Quarter FYTD Comparison		
	2016	2015	% Change	2017	2016	% Change
Delta Airlines	161,303	160,131	0.73%	40,542	40,487	0.14%
Seaport Airlines	-	1,774	-100.00%	-	-	0.00%
Skywest Airlines	-	261	-100.00%	-	-	0.00%
Southwest Airlines	7,158,942	6,613,463	8.25%	1,852,961	1,812,772	2.22%
United Airlines	-	17,409	-100.00%	-	52	-100.00%
Virgin America	485,392	474,597	2.27%	122,121	144,172	-15.29%
Other	-	-	0.00%	-	-	0.00%
Total DAL Passengers	7,805,637	7,267,635	7.40%	2,015,624	1,997,483	0.91%

Department Of Aviation Quarterly Activity Report

Top Operations Projects		
1	Storm Water Outfall Control Repairs and Service Contract - completing repairs and developing an SOP for routine maintenance and emergency repairs.	
2	DAL Perimeter Fence Replacement - Replacing existing chain-link fence with wrought iron style fencing material.	
3	Airfield Electronic Monitoring / Logging System (AEMLS) - Secure an electronic system to record and manage various airport functions to include: FAR 139 inspection procedures, Department work order system, Property Lease Management, and Asset Management.	
4	Aircraft ID & Fee Billing/Collection Solution - Procurement of a system for positively identifying aircrafts departing DAL and using the Customs (CBP) facility.	
5	Request for Competitive Sealed Proposal (RFCSP) - Access Control Maintenance Contract - Develop a contract to maintain existing Airport Access Control System/Closed Caption TV (AACs/CCTV) System, and provide future upgrades.	
6	Painting Contract - Develop a painting contract for services within Air Operations Area (AOA).	
Top Capital Projects		Estimated Costs
1	Security Controls Enhancements (Total Project) CIP FY15 Airfield security enhancements to install drop arm crash beam barriers and fence hardening at various location on the exterior security fence at Dallas Love Field. Project is in Design Phase.	\$ 1,032,119
2	Rehabilitate TW B from B1 to B3 and Connectors B3 & B4 (Design) CIP FY15 This project is part of the airport's on-going pavement management program: this area of the airfield has been identified through a 2014 FAA funded pavement analysis for rehabilitation. Project is delayed.	\$ 1,284,850
3	Rehabilitate RW 18-36 Intersections with TW P & C and Remove TW J (Total Project) CIP FY15 This project is part of the airport's on-going pavement management program: this area of the airfield has been identified through a 2014 FAA funded pavement analysis for rehabilitation. Project is being considered for Future Design Phase.	\$ 22,323,299
4	Runway 18/36 Conversion Project FY 15 This project addresses converting a FAA non-compliant runway into a taxiway. Design for the conversion of Runway 18-36 and it's connectors to a Taxiway, including all the basic and special services needed to complete the project. Project in in the Construction Phase.	\$ 7,024,298
5	Taxicab Queuing Lot over Tom Braniff Channel (Project & Construction Expenses) This addresses the need to expand the taxi queue lot adjacent to the Tom Braniff channel. The existing open channel is 1200'x50'x12' with Ansley Avenue crossing over the channel dividing it into two segments. It is the intent of this project to cover the open channel at grade level, use cover for the taxi queue parking while examining opportunities to improve access to the neighboring Sallyport. Project is in Design Phase.	\$ 556,844
6	Full Depth Concrete Repairs - Airfield (Design & Construction) On-going airfield pavement projects to include evaluation, design and prepare construction documents to repair various concrete panels that have demonstrated distress to constant aircraft operations. There are several jobs in this project that are being completed.	\$ 1,249,037
7	Sentinel Thermal-Optical Bird Detection System Detect birds at approach and departure corridors and at Bachman Lake, detect Drones operating in the vicinity of the airport, monitor ground movement of aircraft and vehicles in reduced visibility conditions, enhanced visibility conditions during airport emergency situations, detect wildlife and/or an intruder moving within the airport perimeter.	\$ 1,500,000
8	Job Order Contracting Love Hub Parking; structural deck repairs and waterproofing, ground level alterations and repairs at entrances and exits. Ground transportation office improvements. Dallas Executive rain canopies, Emergency Generator enclosure, Boiler Room Generator, and Fuel Canopy Cover at airfield maintenance facility. Master Agreement	\$ 110,270
9	Runway Holding Position Relocation (Construction) CIP FY15 The purpose of this project is to relocate aircraft holding position signage and markings on taxiways intersecting Runways 13L-31R and 13R-31L so that they are in compliance with criteria contained in current FAA Advisory Circulars. This project is in the Close-Out Phase	\$ 2,054,404
10	2,000 Gal Above Ground Storage Tank Design and construction of a 2,000 above ground storage tank for the airfield maintenance facility. This will enable maintenance personnel to have access to fuel airfield equipment on site. This project is in the Close-Out Phase.	\$ 414,802
11	Design/Build - Police Helicopter Hangar (Dallas Executive Airport) The project is intended to enhance the Dallas Executive Airport by the development and construction of a Helicopter Hangar, landing pad, fueling facility and accompanying Police hangar complex. The Dallas Police Helicopter Pad facility will include all existing and future physical improvements necessary. Project is in Design Phase.	\$ 6,150,000
12	Love Field Pavement Evaluation The purpose of this project is to take a comprehensive look at the airfield pavement through testing, investigation, and non-destructive means and methods. This includes pavement condition assessment, performing field and laboratory testing, determine remaining service life calculations, recommend improvement projects, implementation of the pavement management plan, and cost estimates. This project is managed under a Professional Service Contract completing the repairs.	\$ 1,320,900
Total Estimate:		\$ 45,020,823

KEY FOCUS AREA: Economic Vibrancy
AGENDA DATE: February 22, 2017
COUNCIL DISTRICT(S): Outside City Limits
DEPARTMENT: Water Utilities
CMO: Mark McDaniel, 670-3256
MAPSCO: 11B A B C

SUBJECT

Authorize an Interlocal Agreement with the City of Coppell to allow the City of Dallas to construct, own, and operate a 24-inch wastewater force main pipeline, referred to as the Force Main Project, within the corporate limits of Coppell to serve the Cypress Waters Development in Dallas - Financing: No cost consideration to the City

BACKGROUND

In 2010, the City of Dallas entered into a Memorandum of Understanding with Cypress Waters Land Development, LLC, an affiliate of Billingsley Development Company and Billingsley LD, Ltd., and created the Cypress Waters Tax Increment Financing (TIF) District for the economic development of an undeveloped 1,661-acre area surrounding North Lake, referred to as the Cypress Waters Project.

The Force Main Project is necessary for the City of Dallas to transfer untreated wastewater from the Cypress Waters Development in Dallas to the Trinity River Authority's wastewater system in Coppell, at Belt Line Road west of the Trinity River.

The City of Coppell is located within Dallas Water Utilities' service area and purchases wholesale treated water from the City of Dallas, and shall continue to contract with the City of Dallas for wholesale treated water services provided under the terms of a separate contract.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

On November 18, 1987, the City Council authorized a Wholesale Treated Water Contract with the City of Coppell, by Resolution No. 87-3715.

On May 26, 2010, the City Council authorized a master agreement outlining strategies, future steps, and conditions for funding infrastructure improvements related to the Cypress Waters area, by Resolution No. 10-1348.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS) (Continued)

On May 11, 2015, the Cypress Waters TIF District Board of Directors recommended approval of the proposed TIF District and Project Plan amendments, a modification in the geographical boundary, and changes to the budget of the District.

On November 8, 2016, the Coppell City Council authorized an Interlocal/License Agreement for the Cypress Waters 24-inch wastewater Force Main Project.

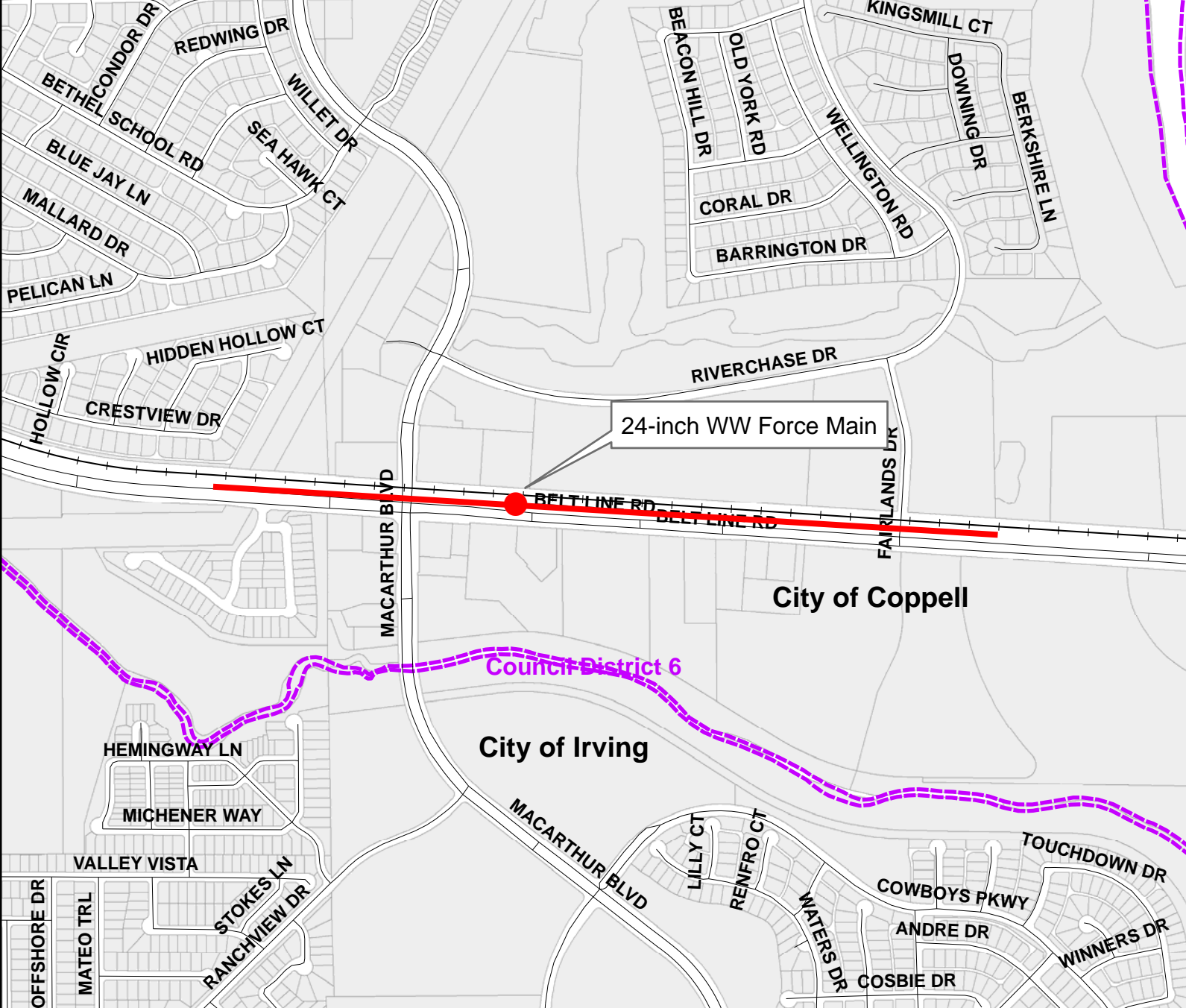
Information about this item will be provided to the Transportation & Trinity River Project Committee on February 13, 2017.

FISCAL INFORMATION

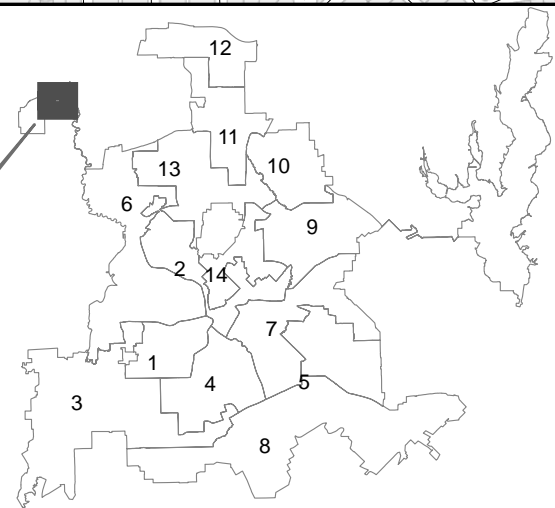
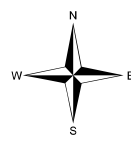
No cost consideration to the City

MAP

Attached



Mapsc0: 11B A, B, C



Council District: Outside City Limits

**Dallas Water Utilities
 Interlocal Agreement with City of Coppell
 Installation of 24-inch Wastewater Force Main in Belt Line Road**

February 22, 2017

WHEREAS, the City of Dallas plans to design and construct a 24-inch wastewater force main pipeline within the corporate limits of Coppell, referred to as the Force Main Project; and,

WHEREAS, the Force Main Project is necessary for the City of Dallas to transfer untreated wastewater from the Cypress Waters Development in Dallas to the Trinity River Authority's wastewater system in Coppell, at Belt Line Road west of the Trinity River; and,

WHEREAS, the City of Dallas desires to enter into an agreement with the City of Coppell for the use of existing public right-of-way, and to allow the City of Dallas to construct, own, and operate a 24-inch wastewater force main within the corporate limits of Coppell; and,

WHEREAS, the City of Dallas will procure the necessary property rights for those portions of the Force Main Project crossing private properties within the corporate limits of Coppell; and,

WHEREAS, both parties agree that the approval of this agreement is in the public interest; and,

WHEREAS, there is no cost consideration to the City of Dallas associated with this agreement.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the City Manager is hereby authorized to enter into an Interlocal Agreement with the City of Coppell to allow the City of Dallas to construct, own, and operate a 24-inch wastewater force main pipeline within the corporate limits of Coppell, after approval of the contract documents by the City Attorney.

Section 2. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

KEY FOCUS AREA: Economic Vibrancy
AGENDA DATE: February 22, 2017
COUNCIL DISTRICT(S): 8
DEPARTMENT: Water Utilities
CMO: Mark McDaniel, 670-3256
MAPSCO: 79 C D

SUBJECT

Authorize a contract for the construction of grit removal improvements at the Southside Wastewater Treatment Plant - Archer Western Construction, LLC, lowest responsible bidder of three - Not to exceed \$14,893,000 - Financing: Water Utilities Capital Improvement Funds

BACKGROUND

Removal of inorganic material in the wastewater stream called “grit” is a critical step in the treatment process. Because of its abrasive nature, grit must be screened out to protect mechanical equipment at the plant. If improperly screened, grit accumulates throughout the treatment system and causes buildup and clogging. Ultimately it leads to a reduction in treatment capacity and more frequent downtime associated with grit cleaning activities, which is a very intensive manual process. The Southside Wastewater Treatment Plant has two grit removal facilities, constructed in 1979 and 1988. Improvements to these facilities will extend their service life and utilize newer technologies that provide for more efficient operation of the grit systems.

This action consists of grit removal improvements at both grit facilities at the Southside Wastewater Treatment Plant. These improvements include the replacement of deteriorated mechanical equipment that has exceeded its service life, with newer, more efficient technology. The work also includes structural modifications to the grit classification and dumpster rooms to accommodate the new equipment and provide adequate space for maintenance activities. Also included are improvements to the electrical, heating, ventilation, air conditioning and odor control subsystems to extend the service life of the two grit facilities.

BACKGROUND (Continued)

Archer Western Construction, LLC completed contractual activities in the past three years:

	<u>STS</u>	<u>DWU</u>	<u>PKR</u>
Projects Completed	1	4	0
Change Orders	1	8	1
Projects Requiring Liquidated Damages	0	0	0
Projects Completed by Bonding Company	0	0	0

ESTIMATED SCHEDULE OF PROJECT

Began Study	June 2014
Completed Study	December 2014
Began Design	October 2015
Completed Design	October 2016
Begin Construction	April 2017
Complete Construction	April 2019

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

Authorized a professional services contract with CP&Y, Inc. for preliminary engineering services associated with improvements to the grit removal and screenings handling processes at the Southside Wastewater Treatment Plant on May 14, 2014, by Resolution No. 14-0765.

Authorized Supplemental Agreement No. 1 to the engineering services contract with CP&Y, Inc. to provide engineering services associated with grit removal improvements at the Southside Wastewater Treatment Plant on August 26, 2015, by Resolution No. 15-1581.

Information about this item will be provided to the Transportation & Trinity River Project Committee on February 13, 2017.

FISCAL INFORMATION

\$14,893,000.00 - Water Utilities Capital Improvement Funds

Study	\$ 850,000.00
Design - Supplemental Agreement No. 1	\$ 1,779,270.00
Construction (this action)	<u>\$14,893,000.00</u>
Total Project Cost	\$17,522,270.00

M/WBE INFORMATION

See attached.

ETHNIC COMPOSITION

Archer Western Construction, LLC

Hispanic Female	38	Hispanic Male	1,258
Black Female	26	Black Male	219
White Female	38	White Male	575
Other Female	9	Other Male	87

BID INFORMATION

The following bids with quotes were opened on November 18, 2016:

*Denotes successful bidder

<u>Bidders</u>	<u>Bid Amount</u>
*Archer Western Construction, LLC 1411 Greenway Drive Irving, Texas 75038	\$14,893,000.00
Pepper Lawson Waterworks, LLC	\$15,996,000.00
MWH Constructors, Inc.	\$17,055,000.00

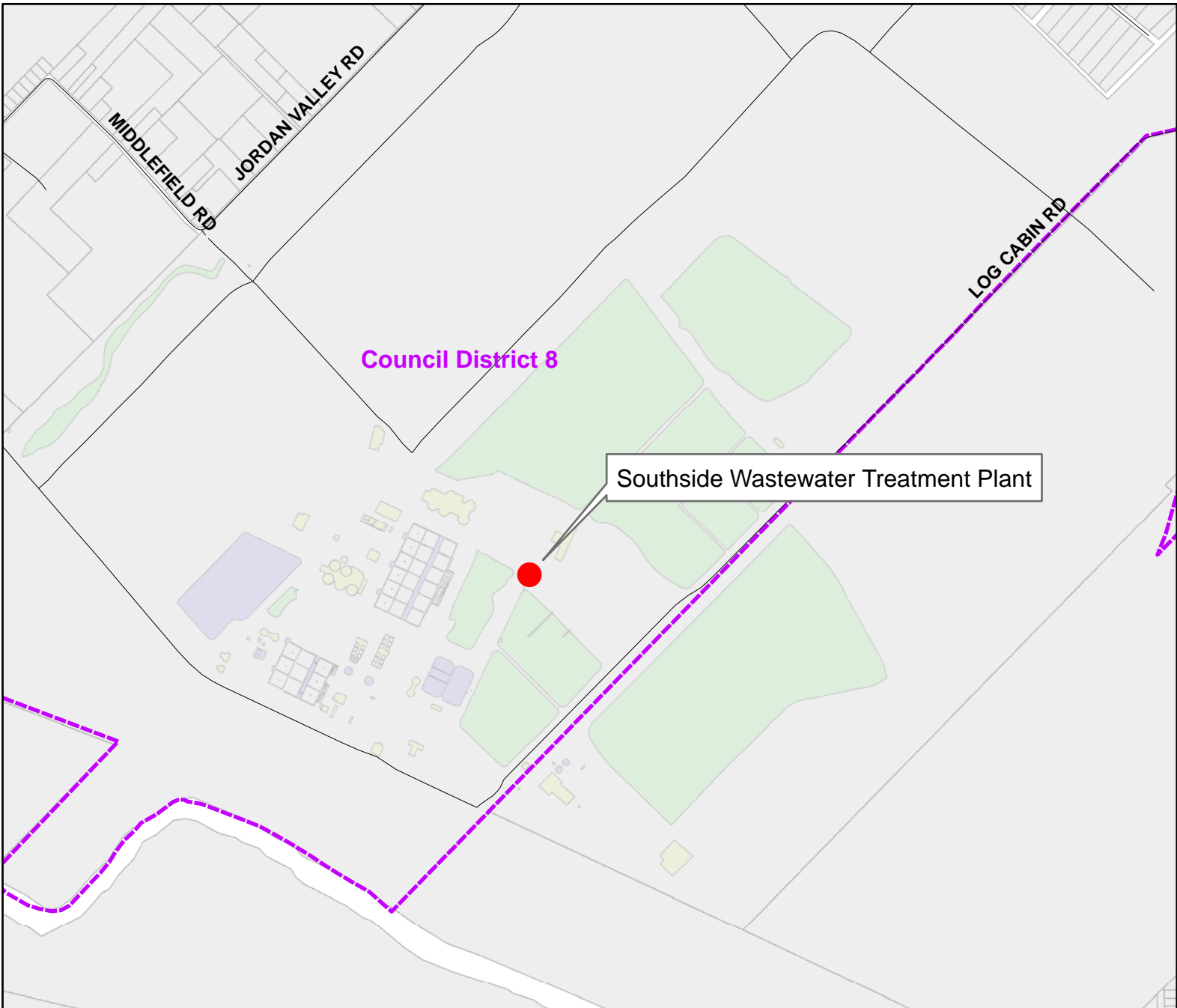
OWNER

Archer Western Construction, LLC

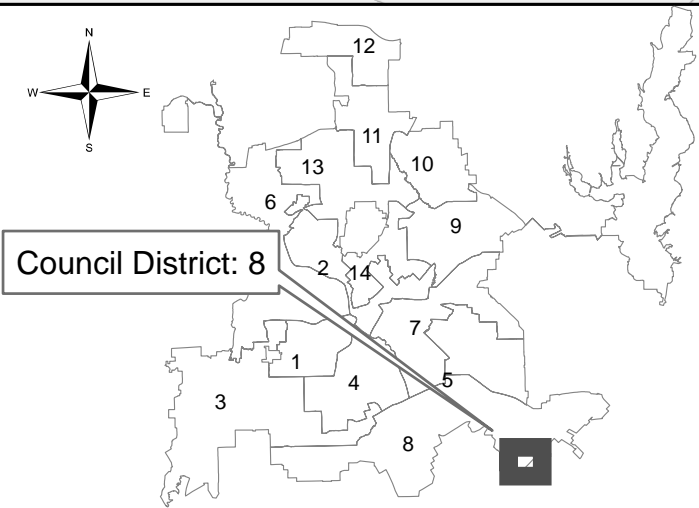
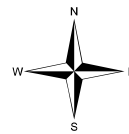
Daniel P. Walsh, President

MAP

Attached



Mapsc0: 79 C D



**Dallas Water Utilities
Contract No. 16-174
Southside Wastewater Treatment Plant
Grit Removal Improvements**

BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

PROJECT: Authorize a contract for the construction of grit removal improvements at the Southside Wastewater Treatment Plant - Archer Western Construction, LLC, lowest responsible bidder of three - Not to exceed \$14,893,000 - Financing: Water Utilities Capital Improvement Funds

Archer Western Construction, LLC is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

PROJECT CATEGORY: Construction

LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$10,600,970.00	71.18%
Total non-local contracts	\$4,292,030.00	28.82%
TOTAL CONTRACT	\$14,893,000.00	100.00%

LOCAL/NON-LOCAL M/WBE PARTICIPATION

Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
James C. Paris	NMDB10973Y0717	\$522,821.45	4.93%
Total Minority - Local		\$522,821.45	4.93%

Non-Local Contractors / Sub-Contractors

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
C. Greenscaping, LP	HFDB63808Y0817	\$3,032.00	0.07%
Bazan Roofing Inc	HMDB63183N1217	\$33,750.00	0.79%
JML Distributing Inc	WFDB72845Y0417	\$2,726,263.00	63.52%
H & H Restoration	WFWB48395N0818	\$375,000.00	8.74%
Lowe Precast Inc	WFWBC160011017	\$142,080.00	3.31%
Total Minority - Non-local		\$3,280,125.00	76.42%

BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY
Page 2

TOTAL M/WBE CONTRACT PARTICIPATION

	<u>Local</u>	<u>Percent</u>	<u>Local & Non-Local</u>	<u>Percent</u>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$0.00	0.00%	\$36,782.00	0.25%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$522,821.45	4.93%	\$522,821.45	3.51%
WBE	\$0.00	0.00%	\$3,243,343.00	21.78%
	-----	-----	-----	-----
Total	\$522,821.45	4.93%	\$3,802,946.45	25.54%

February 22, 2017

WHEREAS, bids were received on November 18, 2016 for the construction of grit removal improvements at the Southside Wastewater Treatment Plant, Contract No. 16-174, listed as follows:

<u>BIDDERS</u>	<u>BID AMOUNT</u>
Archer Western Construction, LLC	\$14,893,000.00
Pepper Lawson Waterworks, LLC	\$15,996,000.00
MWH Constructors, Inc.	\$17,055,000.00

WHEREAS, the bid submitted by Archer Western Construction, LLC, 1411 Greenway Drive, Irving, Texas 75038, in the amount of \$14,893,000.00, is the lowest and best of all bids received.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the bid submitted by Archer Western Construction, LLC, in the amount of \$14,893,000.00, for doing the work covered by the plans, specifications, and contract documents, Contract No. 16-174, be accepted.

Section 2. That the City Manager is hereby authorized to execute a contract with Archer Western Construction, LLC in the amount of \$14,893,000.00, for the construction of grit removal improvements at the Southside Wastewater Treatment Plant, after approval as to form by the City Attorney.

Section 3. That the Chief Financial Officer is hereby authorized to disburse funds in an amount not to exceed \$14,893,000.00 from the Wastewater Capital Improvement Fund:

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>PRO</u>	<u>ENCUMBRANCE</u>	<u>VENDOR</u>
3116	DWU	PS31	4330	716174	CT-DWU716174CP	VS0000064407

Archer Western Construction, LLC - (Contract No. 16-174) - \$14,893,000.00

Section 4. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

KEY FOCUS AREA: Economic Vibrancy
AGENDA DATE: February 22, 2017
COUNCIL DISTRICT(S): 6
DEPARTMENT: Mobility and Street Services
CMO: Jill A. Jordan, P.E., 670-5299
MAPSCO: 43H

SUBJECT

Authorize Supplemental Agreement No. 1 to the professional services contract with Hayden Consultants, Inc. for additional engineering design services for improvements to the intersections of Hampton Road at Canada Drive and Hampton Road at Calypso Street - Not to exceed \$187,772, from \$611,569 to \$799,341 - Financing: General Obligation Commercial Paper Funds

BACKGROUND

On March 25, 2015, Resolution No. 15-0490 authorized a professional services contract with Hayden Consultants, Inc. for the engineering design services of street improvements on Canada Drive from Westmoreland Road to Hampton Road, and the development of Integrated Stormwater Management Standards and training services for City Staff.

Recent development in the vicinity of the Hampton Road at Calypso Street intersection has resulted in congestion and traffic operational issues on the surrounding local streets. A traffic study was conducted to determine available options to improve traffic operations for the area. The study recommended reconfiguring the intersections of Hampton Road at Canada Drive and Hampton Road at Calypso Street in order to help facilitate keeping traffic on the thoroughfares and off the local/residential streets. Traffic signals are also planned for these two intersections, as recommended by the study.

This action will authorize Supplemental Agreement No. 1 to the professional services contract with Hayden Consultants, Inc. for additional engineering design of improvements to the intersections of Hampton Road and Canada Drive and Hampton Road at Calypso Street.

ESTIMATED SCHEDULE OF PROJECTS

Began Design	May 2015
Complete Design	July 2017
Begin Construction	October 2017
Complete Construction	February 2019

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

Authorized a professional services contract with Hayden Consultants, Inc. on March 25, 2015, by Resolution No. 15-0490.

Information about this item will be provided to the Transportation and Trinity River Project Committee on February 13, 2017.

FISCAL INFORMATION

2012 Bond Program (General Obligation Commercial Paper Funds) - \$187,772.00

Design	\$ 611,569.00
Supplemental Agreement No. 1 (this action)	\$ 187,772.00
Construction	
Paving & Drainage - STS	\$ 9,035,524.84 (est.)
Bridge - PBW	\$ 2,027,870.00 (est.)
Water & Wastewater - DWU	<u>\$ 312,977.50 (est.)</u>
Total Project Cost	\$12,175,713.34 (est.)

M/WBE INFORMATION

See attached.

ETHNIC COMPOSITION

Hayden Consultants, Inc.

Hispanic Female	3	Hispanic Male	2
African-American Female	1	African-American Male	0
Other Female	3	Other Male	2
White Female	8	White Male	13

OWNER

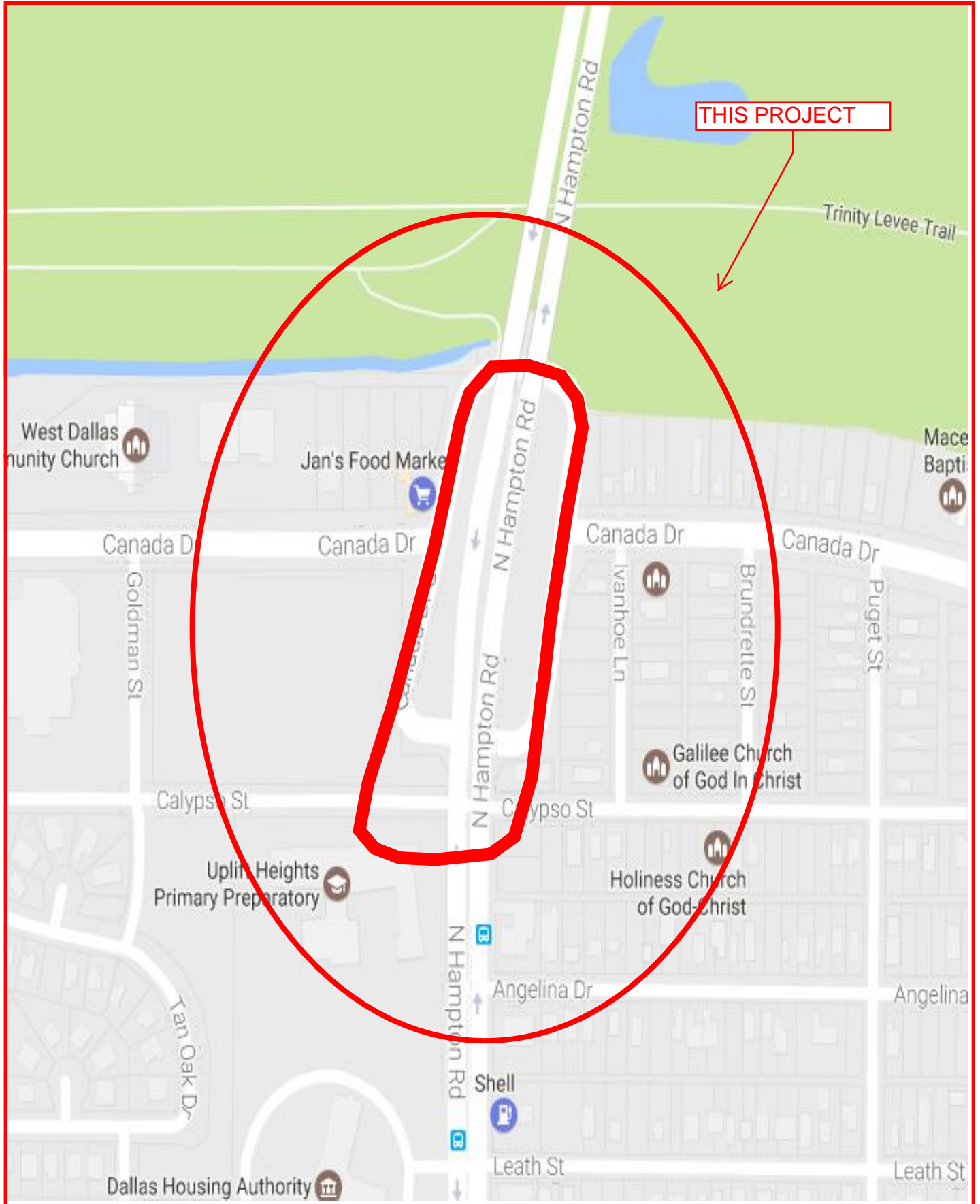
Hayden Consultants, Inc.

Rachel R. Hayden, P.E., President

MAP

Attached.

**CANADA DRIVE FROM WESTMORELAND ROAD TO HAMPTON ROAD
(CANADA DRIVE TO CALYPSO STREET CONNECTION)**



BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

PROJECT: Authorize Supplemental Agreement No. 1 to the professional services contract with Hayden Consultants, Inc. for additional engineering design services for improvements to the intersections of Hampton Road at Canada Drive and Hampton Road at Calypso Street - Not to exceed \$187,772, from \$611,569 to \$799,341 - Financing: General Obligation Commercial Paper Funds

Hayden Consultants, Inc. is a local, minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

PROJECT CATEGORY: Architecture & Engineering

LOCAL/NON-LOCAL CONTRACT SUMMARY - THIS ACTION ONLY

	<u>Amount</u>	<u>Percent</u>
Local contracts	\$187,772.00	100.00%
Non-local contracts	\$0.00	0.00%
TOTAL THIS ACTION	\$187,772.00	100.00%

LOCAL/NON-LOCAL M/WBE PARTICIPATION THIS ACTION

Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
HVJ & Associates	IMDB60714N0617	\$15,647.00	8.33%
Hayden Consultants, Inc.	WFDB43038Y0817	\$115,530.00	61.53%
Nathan D. Maier Consulting	WFWB62664Y0918	\$29,005.00	15.45%
Total Minority - Local		\$160,182.00	85.31%

Non-Local Contractors / Sub-Contractors

None

TOTAL M/WBE PARTICIPATION

	<u>This Action</u>		<u>Participation to Date</u>	
	<u>Amount</u>	<u>Percent</u>	<u>Amount</u>	<u>Percent</u>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$0.00	0.00%	\$0.00	0.00%
Asian American	\$15,647.00	8.33%	\$24,684.00	3.09%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$144,535.00	76.97%	\$544,489.00	68.12%
Total	\$160,182.00	85.31%	\$569,173.00	71.21%

February 22, 2017

WHEREAS, on March 25, 2015, Resolution No. 15-0490 authorized a professional services contract with Hayden Consultants, Inc. for the engineering design services for Canada Drive from Westmoreland Road to Hampton Road and provide standards of low impact development and training services for City staff.

WHEREAS, it is now necessary to authorize Supplemental Agreement No. 1 to the professional services contract with Hayden Consultants, Inc. for additional engineering design services for improvements to the intersections of Hampton Road at Canada Drive and Hampton Road at Calypso Street in the amount of \$187,772.00, from \$611,569.00 to \$799,341.00.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the City Manager is hereby authorized to execute Supplemental Agreement No. 1 to the professional services contract with Hayden Consultants, Inc. for additional engineering design services for improvements to the intersections of Hampton Road at Canada Drive and Hampton Road at Calypso Street in the amount of \$187,772.00, from \$611,569.00 to \$799,341.00, after it has been approved as to form by the City Attorney.

Section 2. That the Chief Financial Officer is hereby authorized to disburse funds in accordance with the terms and conditions of the contract from:

Street and Transportation Improvements Fund	
Fund 4U22, Department STS, Unit S309, Act. SREC	
Obj. 4111, Program #PB12S309, CT PBW12S309F1	
Vendor #352614, in an amount not to exceed	\$187,772.00

Section 3. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

KEY FOCUS AREA: Economic Vibrancy

AGENDA DATE: February 22, 2017

COUNCIL DISTRICT(S): 6, 13

DEPARTMENT: Mobility and Street Services
Water Utilities

CMO: Jill A. Jordan, P.E., 670-5299
Mark McDaniel, 670-3256

MAPSCO: 23R 24N 34A 42G

SUBJECT

A benefit assessment hearing to receive comments on street paving, drainage, water and wastewater main improvements, and alley paving for Project Group 12-3001; and at the close of the hearing, authorize an ordinance levying benefit assessments, and a construction contract with Camino Construction, L.P., lowest responsible bidder of four (list attached) - Not to exceed \$2,044,928 - Financing: 2012 Bond Funds (\$1,254,801), Water Utilities Capital Construction Funds (\$652,725) and Water Utilities Capital Improvement Funds (\$137,402)

BACKGROUND

Palacios Avenue from Ottawa Road to Canada Drive was requested by property owner petition and accepted on April 24, 2007. The alley between Capps Drive and Rexford Drive from Lemmon Avenue parallel to Glencrest Lane was requested by property owner petition and accepted on December 14, 2007. The alley between Hurley Way and Lenel Place from Williamsburg Road to "T" alley south of Walnut Hill Lane was requested by property owner petition and accepted on May 27, 2008. The alley between Manana Drive and Park Lane from Larga Drive to Marsh Lane was requested by property owner petition and accepted on November 17, 2010. All of these projects were subsequently funded in the 2012 Bond Program. A professional services contract for the design was authorized by City Council on January 22, 2014, by Resolution No. 14-0190. This action will allow the public hearing to be held and will authorize the levying of assessments and contract for construction. The street improvements will consist of upgrading the existing unimproved two-lane asphalt street with 26-foot wide concrete pavement with curbs, sidewalks, drive approaches, drainage installation system, water and wastewater main improvements. The alley improvements will consist of upgrading the unimproved gravel and/or dirt alleys with 10-foot wide concrete pavement, drainage improvements where needed and water main improvements.

BACKGROUND (Continued)

The paving assessment process requires the following three steps:

1. Authorize paving improvements
2. Authorize a benefit assessment hearing
3. Benefit assessment hearing, ordinance levying assessments and authorize contract for construction

This is the 3rd and final step in the process.

The following chart shows Camino Construction, L.P., completed contractual activities for the past three years.

	<u>STS</u>	<u>WTR</u>	<u>PKR</u>
Projects Completed	2	1	0
Change Orders	3	0	0
Projects Requiring Liquidated Damages	0	0	0
Projects Completed by Bonding Company	0	0	0

ESTIMATED SCHEDULE OF PROJECT

Began Design	March 2014
Completed Design	October 2016
Begin Construction	May 2017
Complete Construction	May 2018

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

Authorized a professional services contract for engineering services on January 22, 2014, by Resolution No. 14-0190.

Authorized street paving improvements and a benefit assessment hearing on January 11, 2017, by Resolution No. 17-0080.

Information about this item will be provided to the Transportation and Trinity River Project Committee on February 13, 2017.

FISCAL INFORMATION

- 2012 Bond Funds - \$1,254,801.00
- Water Utilities Capital Construction Funds - \$652,725.00
- Water Utilities Capital Improvement Funds - \$137,402.00

FISCAL INFORMATION (Continued)

Design	\$ 109,355.50
Construction	
Paving (STS) (this action)	\$1,254,801.00
Water & Wastewater (DWU) (this action)	<u>\$ 790,127.00</u>
Total Project Cost	\$2,154,283.50

<u>Council District</u>	<u>Amount</u>
6	\$ 160,135.00
13	<u>\$1,884,793.00</u>
Total	\$2,044,928.00

This project does involve assessments.

M/WBE INFORMATION

See attached.

ETHNIC COMPOSITION

Camino Construction, L.P.

Hispanic Female	2	Hispanic Male	34
African-American Female	0	African-American Male	2
Other Female	0	Other Male	0
White Female	1	White Male	2

BID INFORMATION

The following bids with quotes were received and opened on December 2, 2016.

*Denotes successful bidder

<u>BIDDERS</u>	<u>BID AMOUNT</u>
* Camino Construction, L.P. 1208 Metro Park Lewisville, TX 75057	\$2,044,928.00
MACVAL Associates LLC	\$2,108,948.00
ARK Contracting Services	\$2,157,155.00
Jeske Construction Co.	\$2,249,561.00

BID INFORMATION (Continued)

Original estimate: STS	\$1,030,285.00
WTR	<u>\$ 527,324.30</u>
Total Project	\$1,557,609.30

OWNER

Camino Construction, L.P.

Roy Ayala, General Manager

MAPS

Attached.

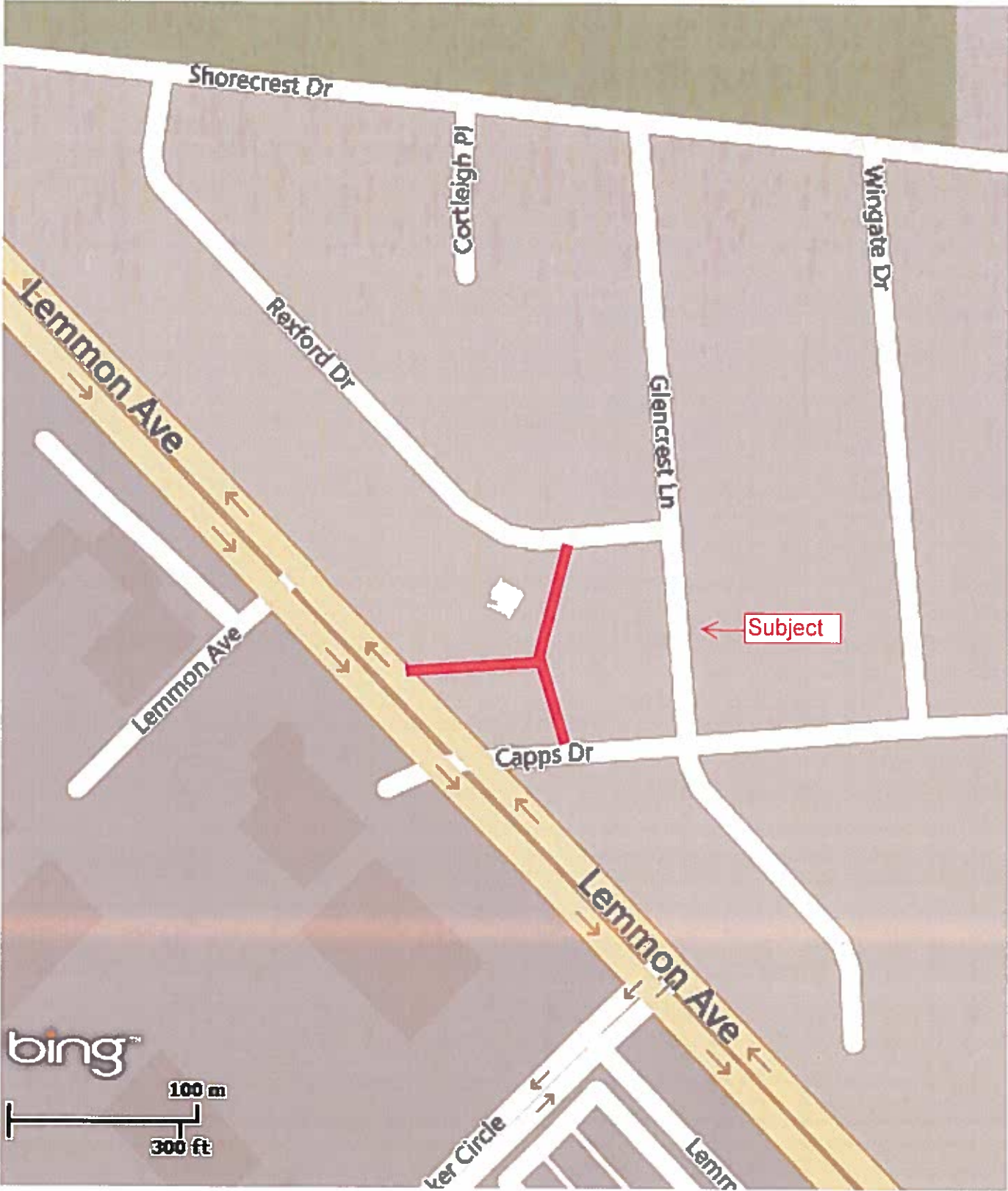
PROJECT GROUP 12-3001



MAPSCO 42G



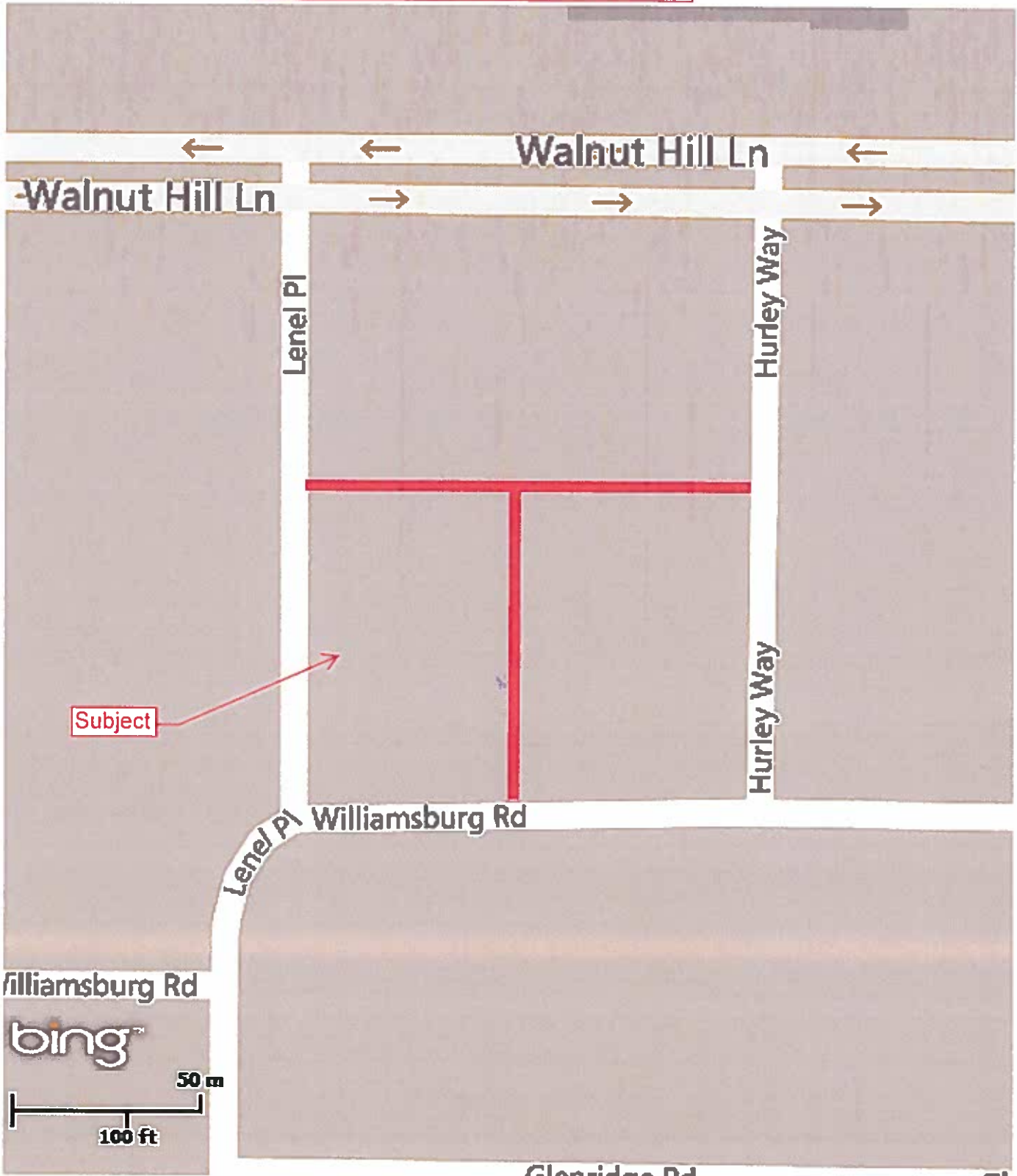
PROJECT GROUP 12-3001



MAPSCO 34A



PROJECT GROUP 12-3001



Subject

Williamsburg Rd

bing™

50 m

100 ft

Glenside Rd

MAPSCO 24N



PROJECT GROUP 12-3001



MAPSCO 23R



Project Group 12-3001

<u>Project</u>	<u>Limits</u>	<u>Council District</u>
Palacios Avenue	from Ottawa Road to Canada Drive	6
Alley between Capps Drive and Rexford Drive	from Lemmon Avenue parallel to Glencrest Lane	13
Alley between Hurley Way and Lenel Place	from Williamsburg Road to "T" alley south of Walnut Hill Lane	6
Alley between Manana Drive and Park Lane	from Larga Drive to Marsh Lane	6

BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

PROJECT: A benefit assessment hearing to receive comments on street paving, drainage, water and wastewater main improvements, and alley paving for Project Group 12-3001; and at the close of the hearing, authorize an ordinance levying benefit assessments, and a construction contract with Camino Construction, L.P., lowest responsible bidder of four (list attached) - Not to exceed \$2,044,928 - Financing: 2012 Bond Funds (\$1,254,801), Water Utilities Capital Construction Funds (\$652,725) and Water Utilities Capital Improvement Funds (\$137,402)

Camino Construction is a non-local, minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

PROJECT CATEGORY: Construction

LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$310,549.00	15.19%
Total non-local contracts	\$1,734,379.00	84.81%
TOTAL CONTRACT	\$2,044,928.00	100.00%

LOCAL/NON-LOCAL M/WBE PARTICIPATION

Local Contractors / Sub-Contractors

None

Non-Local Contractors / Sub-Contractors

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Camino Construction	HMDB64714Y1217	\$1,565,471.00	90.26%
Miller Surveying	WFDB64425N0317	\$18,000.00	1.04%
Total Minority - Non-local		\$1,583,471.00	91.30%

TOTAL M/WBE CONTRACT PARTICIPATION

	<u>Local</u>	<u>Percent</u>	<u>Local & Non-Local</u>	<u>Percent</u>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$0.00	0.00%	\$1,565,471.00	76.55%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$18,000.00	0.88%
Total	\$0.00	0.00%	\$1,583,471.00	77.43%

February 22, 2017

WHEREAS, on January 11, 2017, Resolution No. 17-0080 authorized improvements and the public hearing; and,

WHEREAS, bids were received on December 2, 2016, for street and alley paving, storm drainage, water and wastewater main improvements for Project Group 12-3001, as follows:

<u>BIDDERS</u>	<u>BID AMOUNT</u>
Camino Construction, L.P.	\$2,044,928.00
MACVAL Associates, LLC	\$2,108,948.00
ARK Contracting Services	\$2,157,155.00
Jeske Construction Co.	\$2,249,561.00

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the City Manager is hereby authorized to execute a construction contract with Camino Construction, L.P. for the construction of street and alley paving, storm drainage and water and wastewater main improvements for Project Group 12-3001, in an amount not to exceed \$2,044,928.00, this being the lowest responsive bid received as indicated by the tabulation of bids, after it has been approved as to form by the City Attorney.

Section 2. That the Chief Financial Officer is hereby authorized to disburse funds in accordance with the terms and conditions of the contract from:

Street and Transportation Improvements Fund Fund 2U22, Department STS, Unit S424, Act. STPT Obj. 4510, Program #PB12S424, CT STS12S203E1 Vendor # 144735, in an amount not to exceed	\$149,090.00
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Street and Transportation Improvements Fund Fund 3U22, Department STS, Unit S424, Act. STPT Obj. 4510, Program #PB12S424, CT STS12S203E1 Vendor # 144735, in an amount not to exceed	\$399,805.00
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Street and Transportation Improvements Fund Fund 3U22, Department STS, Unit S210, Act. APET Obj. 4510, Program #PB12S210, CT STS12S203E1 Vendor # 144735, in an amount not to exceed	\$160,135.00
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February 22, 2017

Street and Transportation Improvements Fund Fund 3U22, Department STS, Unit S203, Act. APET, Obj. 4510, Program #PB12S203, CT-ST512S203E1, Vendor #144735, in an amount not to exceed	\$184,740.00
Street and Transportation Improvements Fund Fund 3U22, Department STS, Unit S205, Act. APET Obj. 4510, Program #PB12S205, CT ST512S203E1 Vendor #144735, in an amount not to exceed	\$361,031.00
Water Construction Fund Fund 0102, Department DWU, Unit CW42, Obj. 4550, Program #717007, CT-PBW717007CP, Vendor #144735, in an amount not to exceed	\$642,775.00
Water Construction Fund Fund 0102, Department DWU, Unit CW42, Obj. 3221, Program #717007X, CT-PBW717007EN, Vendor #144735, in an amount not to exceed	\$6,050.00
Wastewater Construction Fund Fund 0103, Department DWU, Unit CS42, Obj. 3222, Program #717008X, CT-PBW717008EN, Vendor #144735, in an amount not to exceed	\$3,900.00
Wastewater Capital Improvement Fund Fund 3116, Department DWU, Unit PS42, Obj. 4560, Program #717008, CT-PBW717008CP, Vendor #144735, in an amount not to exceed	<u>\$137,402.00</u>
Total in an amount not to exceed	\$2,044,928.00

Section 3. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

February 22, 2017

WHEREAS, heretofore, a resolution was duly adopted by the City Council of the City of Dallas for the improvement of the following street and alleys between the limits set forth, out of materials specified, ordering that bids be taken for the construction, and ordering that an estimate of the cost of such improvements be prepared, to wit:

Project Group 12-3001

Street:

1. Palacios Avenue from Ottawa Road to Canada Drive

Alleys:

2. Alley between Capps Drive and Rexford Drive from Lemmon Avenue parallel to Glencrest Lane
3. Alley between Hurley Way and Lenel Place from Williamsburg Road to "T" alley south of Walnut Hill Lane
4. Alley between Manana Drive and Park Lane from Larga Drive to Marsh Lane; and

WHEREAS, by resolution such estimate and specifications were duly adopted therefore, and the Purchasing Agent was authorized to advertise for bids for such construction; and,

WHEREAS, by resolution the City Council determined the necessity for assessing a portion of the cost of such improvements against the property abutting such improvements, and the owners thereof, and duly and legally set a time and place for a public hearing thereon, and provided for notice to be given to such owners, as provided by law; and,

WHEREAS, the said hearing was duly held at said time and place; and,

WHEREAS, the City Council, after fully considering said proposed assessments, and fully considering the benefits that each property owner and his property receive from making said improvements, is of the opinion that the said proposed assessments determined to be levied are fair and equitable, and in accordance with the enhancement report submitted by Con-Real, LP, an independent appraiser, representing the benefits that the said property receives in enhanced values from the making of the said improvements, and that the said assessments should be made; and,

WHEREAS, the Council having no further protest, remonstrance, or objection before it, is of the opinion that the said hearing should be closed.

February 22, 2017

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS

SECTION 1. That the said hearing held on the 22nd day of February A.D. 2017 be and the same is hereby ordered closed.

SECTION 2. That the City Attorney is hereby directed to prepare an ordinance assessing against the several owners of the abutting property, and against their property abutting upon the street and alleys hereinabove mentioned, the proportionate part of said cost herein adjudged against the said respective owners and their property, such assessments to be in accordance with the attached enhancement report. That the said ordinance shall fix a lien upon said property, and shall declare said respective owners thereof to be respectively liable for the amounts so adjudged against them. Said ordinance shall in all respects comply with the applicable law in such cases made and provided.

SECTION 3. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

ORDINANCE NO. _____

AN ORDINANCE LEVYING ASSESSMENTS AGAINST VARIOUS PERSONS AND THEIR PROPERTY FOR THE PAYMENT OF A PART OF THE COST OF IMPROVING AND PAVING PORTIONS OF THE FOLLOWING STREET AND ALLEYS IN THE CITY OF DALLAS, TEXAS, TO WIT:

Project Group 12-3001

Street:

1. Palacios Avenue from Ottawa Road to Canada Drive

Alleys:

2. Alley between Capps Drive and Rexford Drive from Lemmon Avenue parallel to Glencrest Lane
3. Alley between Hurley Way and Lenel Place from Williamsburg Road to "T" alley south of Walnut Hill Lane
4. Alley between Manana Drive and Park Lane from Larga Drive to Marsh Lane

PROVIDING FOR THE TIME WHEN SUCH ASSESSMENTS BECOME DUE AND PAYABLE, THE RATE OF INTEREST, AND FIXING A CHARGE AND LIEN AGAINST SAID PROPERTY AND MAKING SAID CHARGE A PERSONAL LIABILITY OF THE PROPERTY OWNERS OWNING PROPERTY ABUTTING ON SAID STREET AND ALLEYS, AND PROVIDING FOR THE COLLECTION THEREOF; AND DECLARING AN EMERGENCY.

WHEREAS, heretofore a resolution was duly adopted by the City Council ordering the improvements of

Project Group 12-3001

Street:

1. Palacios Avenue from Ottawa Road to Canada Drive

Alleys:

2. Alley between Capps Drive and Rexford Drive from Lemmon Avenue parallel to Glencrest Lane
3. Alley between Hurley Way and Lenel Place from Williamsburg Road to "T" alley south of Walnut Hill Lane
4. Alley between Manana Drive and Park Lane from Larga Drive to Marsh Lane

by filling, raising, grading, and paving same; and,

WHEREAS, pursuant to said resolution, specifications and an estimate of the cost of such improvements were prepared for said work by the Director of Mobility and Street Services (City Engineer), filed with said Council, examined, approved, and adopted by it, all as required by applicable law; and,

WHEREAS, in compliance with the law the City Engineer prepared his statements or lists showing the names of property owners upon said street and alleys the description of their property, the total cost of the said improvements, the cost there of per front foot and cost to each property owner, said statements possessing all the other requisites required by law; and,

WHEREAS, thereafter the said statements were filed with the City Council and by them examined and approved and a resolution was passed by said Council determining the necessity of making an assessment for part of the cost of said pavement against property owners and their property, and fixing a time and providing for a hearing to such property owners, all in accordance with the terms of applicable law, at which hearing to such property owners were to be heard as to the benefits of the said improvements to their property, as to any error or invalidity in said proceedings, or to any matter or thing connected with the said improvements; and,

WHEREAS, the said resolution in connection with the improvement of said street and alleys was duly adopted in compliance with the law on the 11th day of January, 2017; and,

WHEREAS, in accordance with the terms of the law, the City of Dallas gave notice to the property owners on said street and alleys of said hearing, by publishing a copy of said notice in the Dallas Morning News, a daily paper of general circulation in the City of Dallas, for three successive days prior to the days set for the hearing, to wit, the 22nd day of February, 2017; and the City also gave notice of said hearing by mailing letters containing the same to said property owners at least fourteen (14) days before the said hearing; provided, however, that any failure of the property owners to receive said notices shall not invalidate these proceedings; and,

WHEREAS, said hearing was held at the time and place mentioned in the said resolution and notice, to wit, on the 22nd day of February, 2017 at 1:00 o'clock P.M. at the Council Chamber in the City Hall of the City of Dallas, Texas, which hearing was then closed; and,

WHEREAS, at said hearing, all desiring to contest the said assessments, correct the same, or in any manner be heard concerning the benefits thereof, or in any related matter, were heard, and errors and all matters of error or mistake or inequalities or other matters requiring rectification which were called to the attention of the Council were rectified and corrected.

Now, Therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS, TEXAS:

SECTION 1. That the action of the City Council closing the hearing and overruling the protests at the public hearing on the 22nd day of February, 2017, in these proceedings is hereby ratified and confirmed by this ordinance. That the City Council, from the evidence, finds that the assessments herein levied should be made and levied against the respective parcels of property abutting upon the street and alleys herein below mentioned and against the owners thereof; that such assessments and charges are right and proper, and are substantially in proportion to the benefits to the respective parcels of property by means of the improvement in the unit or district for which such assessments are levied, and establish substantial justice, equality, and uniformity between the respective owners of the respective properties between all parties concerned, considering the benefits received and burdens imposed. The Council further finds that in each case the abutting property assessed is specially benefited in enhanced value to the said properties by means of the said improvements in the unit or district upon which the particular property abuts, and for which assessment is levied and charge made, in a sum in excess of the said assessment and charge made against the same by this ordinance. The Council further finds that the apportionment of the cost of the improvements is in accordance with the law in force in this City and that the proceedings of the City heretofore had with reference to said improvements are in all respects valid and regular.

SECTION 2. That there shall be and is hereby levied and assessed against the parcels of property hereinbelow mentioned, and against the real and true owners thereof (whether such owners be correctly named herein or not), the sums of money below mentioned and itemized shown opposite the description of the respective parcels of property, and the several amounts assessed against the same and the owners thereof, as far as such owners are known, being as follows:

Project Group 12-3001

Street:

1. Palacios Avenue from Ottawa Road to Canada Drive

Alleys:

2. Alley between Capps Drive and Rexford Drive from Lemmon Avenue parallel to Glencrest Lane
3. Alley between Hurley Way and Lenel Place from Williamsburg Road to "T" alley south of Walnut Hill Lane
4. Alley between Manana Drive and Park Lane from Larga Drive to Marsh Lane

Grand Total Property Owners' Cost - Assessments	\$196,122.58	
Adjustments Per Enhancement Evaluation	\$138,713.71	
Grand Net Due by Owner		\$57,408.87
Grand Total City of Dallas' Cost - Paving	\$1,095,162.13	
Grand Total City of Dallas' Cost - Drainage	\$102,230.00	
Grand Total Water Utilities Department Cost Water and Wastewater Mains	\$790,127.00	
Grand Total City of Dallas' Cost		\$1,987,519.13
Grand Total Cost of Improvements		\$2,044,928.00

SECTION 3. That where more than one person, firm or corporation owns an interest in any property above described, each said person, firm or corporation shall be personally liable for its, his or her pro rata of the total assessment against such property in proportion as its, his or her respective interest bears to the total ownership of such property, and its, his or her respective interest in such property may be released from the assessment lien upon payment of such proportionate sum.

SECTION 4. That the several sums above mentioned and assessed against the said parcels of property and the owners thereof, and interest thereon at the rate of eight per centum (8.00%) per annum, together with reasonable attorney's fees and costs of collection, if incurred, are hereby declared to be and are made a lien upon the respective parcels of property against which the same are assessed, and a personal liability and charge against the real and true owners of such property, whether such owners be named herein or not, and the said liens shall be and constitute the first enforceable lien and claim against the property on which such assessments are levied, and shall be a first paramount lien thereon, superior to all other liens and claims except State, County, School District and City ad valorem taxes.

That the cost shall be assessed against said owners and their property respectively, in accordance with what is known as the "Front-Foot Plan", in proportion as the frontage of the property of each owner is to the whole frontage improved and shall be payable in monthly installments not to exceed one hundred twenty (120) in number, the first of which shall be payable within thirty (30) days from the date of the completion of said improvements and their acceptance by the City of Dallas, and one installment each month thereafter until paid, together with interest thereon at the current rate established and adopted by the City Council applicable to Public Improvement Assessment Accounts being paid by installments and not to exceed the statutory rate, with the provision that any of said installments may be paid at any time before maturity by the payment of the principal and the accrued interest thereon. Any property owner against whom and whose property assessment has been levied may pay the whole assessment chargeable to him without interest within thirty (30) days after the acceptance and completion of said improvements.

SECTION 5. That if default be made in the payment of any of the said sums hereby assessed against said property owners and their property, collection thereof shall be enforced either by suit in any court having jurisdiction or by lien foreclosure.

SECTION 6. That for the purpose of evidencing the several sums payable by said property owners and the time and terms of payment, and to aid in the enforcement thereof, assignable certificates may be issued by the City of Dallas upon the completion and acceptance of the said work of improvement, which shall be executed by the Mayor, signing the same or by his facsimile signature impressed thereon, attested by the City Secretary, under the impress of the corporate seal, and shall be payable to the City of Dallas, or its assigns, which certificate shall declare the said amounts and the time and terms of payment thereof, and the said rate of interest payable thereof, and shall contain the name of the owner and the description of his property by Lot or Block Number of front feet thereof, or such description as may otherwise identify the same by reference to any other fact, and if said property shall be owned by an estate, then the description thereof as so owned shall be sufficient.

And that the said certificates shall further provide that if default shall be made in the payment of any installment of principal or interest thereon, when due then at the option of the said City of Dallas being the owner and holder thereof, the whole of the said assessment shall at once become due and payable and shall be collectible with reasonable attorney's fees and costs if incurred.

And that the said certificates shall further set forth and evidence the said personal liability of the owner and the lien upon his premises and shall provide that if default shall be made in the payment thereof, the same may be enforced as above provided.

And the said certificates shall further recite that the proceedings with reference to making said improvements have been regularly in compliance with the terms of the applicable law, and that all prerequisites to the fixing of the lien and claims of personal liability evidenced by such certificates have been performed, which recitals shall be prima facie evidence of the facts so recited and no further proof thereof shall be required.

That the said certificates shall also provide that the amounts payable thereunder shall be paid to the City Controller of the City of Dallas, who shall credit said payments upon the said certificates, and shall immediately deposit the amounts so collected with the City Treasurer of the City of Dallas, to be kept and held by him in a special fund, which is hereby designated as Capital Assessments Fund and which payments shall be by the Treasurer paid to the said City of Dallas or other holder of the said certificates, on presentation thereof to him, duly credited by the City Controller the said credit by said City Controller being the Treasurer's Warranty for making such payment and the said City of Dallas or other holder of said certificate, shall receipt in writing to said Treasurer when paid in full, together with all costs of collection.

SECTION 6. (Continued)

And that the said certificates shall further provide that the City of Dallas shall exercise all legal power, when requested so to do by the holder of said certificate, to aid in the collection thereof; but the City of Dallas shall in nowise be liable to the holder of said certificates in any manner for payment of the amount evidenced by the said certificates or for any costs or expense in the premises, or for any failure of the said City Council or any of its officers in connection therewith.

Full power to make and levy reassessments, and to correct mistakes, errors, invalidates or irregularities, either in the assessments or in the certificates issued in evidence thereof, is in accordance with the law in force in this City, vested in the City.

SECTION 7. That all assessments levied are a personal liability and charged against the real and true owners of the premises described, notwithstanding such owners may not be named, or may be incorrectly named.

SECTION 8. That the assessments herein levied are made and levied under and by virtue of the terms, powers and provisions of an Act passed at the First Called Session of the Fortieth Legislature of the State of Texas, known as Chapter 106 of the Acts of said Session, with amendments thereto, now shown as Texas Transportation Code Annotated Section 311 and 313 (Vernon's 1996), which said law has been adopted as an alternative method for the construction of street and alleys improvements in the City of Dallas, Texas, by Chapter XX of the Charter of the City of Dallas.

SECTION 9. That the assessments so levied are for the improvements in the particular unit or district upon which the property described abuts, and the assessments for the improvements in one unit or district are in nowise related to or connected with the improvements in any other unit or district, and in making assessments and in holding said hearing, the amounts assessed for improvements in one unit or district have been in nowise affected by any fact in anywise connected with the improvements or the assessments therefore in any other unit or district.

SECTION 10. That the City Manager, or his designee, is hereby authorized to execute releases of any paving assessment liens herein levied and assessed against the parcels of property and owners thereof, if same are fully paid, such releases to be approved as to form by the City Attorney and attested by the City Secretary.

SECTION 11. That this Ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly ordained.

APPROVED AS TO FORM:
LARRY E. CASTO
City Attorney

BY _____
Assistant City Attorney

Prepared by _____
Project Coordinator

Approved by _____
Director, Mobility and Street Services Department

KEY FOCUS AREA: Economic Vibrancy

AGENDA DATE: February 22, 2017

COUNCIL DISTRICT(S): 9, 10

DEPARTMENT: Mobility and Street Services
Water Utilities

CMO: Jill A. Jordan, P.E., 670-5299
Mark McDaniel, 670-3256

MAPSCO: 27T U 38L

SUBJECT

A benefit assessment hearing to receive comments on street paving, drainage, water and wastewater main improvements, and alley paving for Project Group 12-3004; and at the close of the hearing, authorize an ordinance levying benefit assessments, and a construction contract with MACVAL Associates, LLC, lowest responsible bidder of five (list attached) - Not to exceed \$873,052 - Financing: 2012 Bond Funds (\$712,610), Water Utilities Capital Construction Funds (\$96,681) and Water Utilities Capital Improvement Funds (\$63,761)

BACKGROUND

Stevens Street from Cayuga Drive to Davilla Avenue and Davilla Avenue from Stevens Street to Drake Street was requested by property owner petition and accepted on August 9, 2010. The alley southwest and parallel to Shoreview Road from Forest Trail to Eagle Trail to Nimrod Trail was requested by property owner petition and accepted on January 22, 2009. These projects were subsequently funded in the 2012 Bond Program. A professional services contract for the design was authorized by City Council on January 22, 2014, by Resolution No. 14-0190. This action will allow the public hearing to be held and will authorize the levying of assessments and contract for construction. The street improvements will consist of upgrading the existing unimproved two-lane asphalt street with 26-foot wide concrete pavement with curbs, sidewalks, drive approaches, drainage installation system, water and wastewater main improvements. The alley improvements will consist of upgrading the unimproved gravel and dirt alleys with 10-foot wide concrete pavement.

BACKGROUND (Continued)

The paving assessment process requires the following three steps:

1. Authorize paving improvements
2. Authorize a benefit assessment hearing
3. Benefit assessment hearing, ordinance levying assessments and authorize contract for construction

This is the 3rd and final step in the process.

The following chart shows MACVAL Associates, LLC completed contractual activities for the past three years.

	<u>STS</u>	<u>WTR</u>	<u>PKR</u>
Projects Completed	0	0	0
Change Orders	0	0	5
Projects Requiring Liquidated Damages	0	0	0
Projects Completed by Bonding Company	0	0	0

ESTIMATED SCHEDULE OF PROJECT

Began Design	March 2014
Completed Design	October 2016
Begin Construction	May 2017
Complete Construction	May 2018

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

Authorized a professional services contract for engineering services on January 22, 2014, by Resolution No. 14-0190.

Authorized street paving improvements and a benefit assessment hearing on January 11, 2017, by Resolution No. 17-0081.

Information about this item will be provided to the Transportation and Trinity River Project Committee on February 13, 2017.

FISCAL INFORMATION

- 2012 Bond Funds - \$712,610.00
- Water Utilities Capital Construction Funds - \$96,681.00
- Water Utilities Capital Improvement Funds - \$63,761.00

FISCAL INFORMATION (Continued)

Design	\$ 61,069.75
Construction	
Paving (STS) (this action)	\$712,610.00
Water & Wastewater (DWU) (this action)	<u>\$160,442.00</u>
Total Project Cost	\$934,121.75

<u>Council District</u>	<u>Amount</u>
9	\$629,227.00
10	<u>\$243,825.00</u>
Total	\$873,052.00

This project does involve assessments.

M/WBE INFORMATION

See attached.

ETHNIC COMPOSITION

MACVAL Associates, LLC

Hispanic Female	0	Hispanic Male	6
African-American Female	1	African-American Male	6
Other Female	0	Other Male	0
White Female	0	White Male	0

BID INFORMATION

The following bids with quotes were received and opened on December 2, 2016.

*Denotes successful bidder

<u>BIDDERS</u>	<u>BID AMOUNT</u>
*MACVAL Associates, LLC 8500 N. Stemmons Frwy., Suite 5060 Dallas, TX 75247	\$ 873,052.00
Jeske Construction Co.	\$ 911,793.00
Axis Contracting, Inc.	\$1,005,144.00
Camino Construction, LP	\$1,024,979.50
ARK Contracting Services	\$1,107,892.00

BID INFORMATION (Continued)

Original estimate: STS	\$733,805.00
WTR	<u>\$152,923.76</u>
Total Project	\$886,728.76

OWNER

MACVAL Associates, LLC

Al A. Attah, President

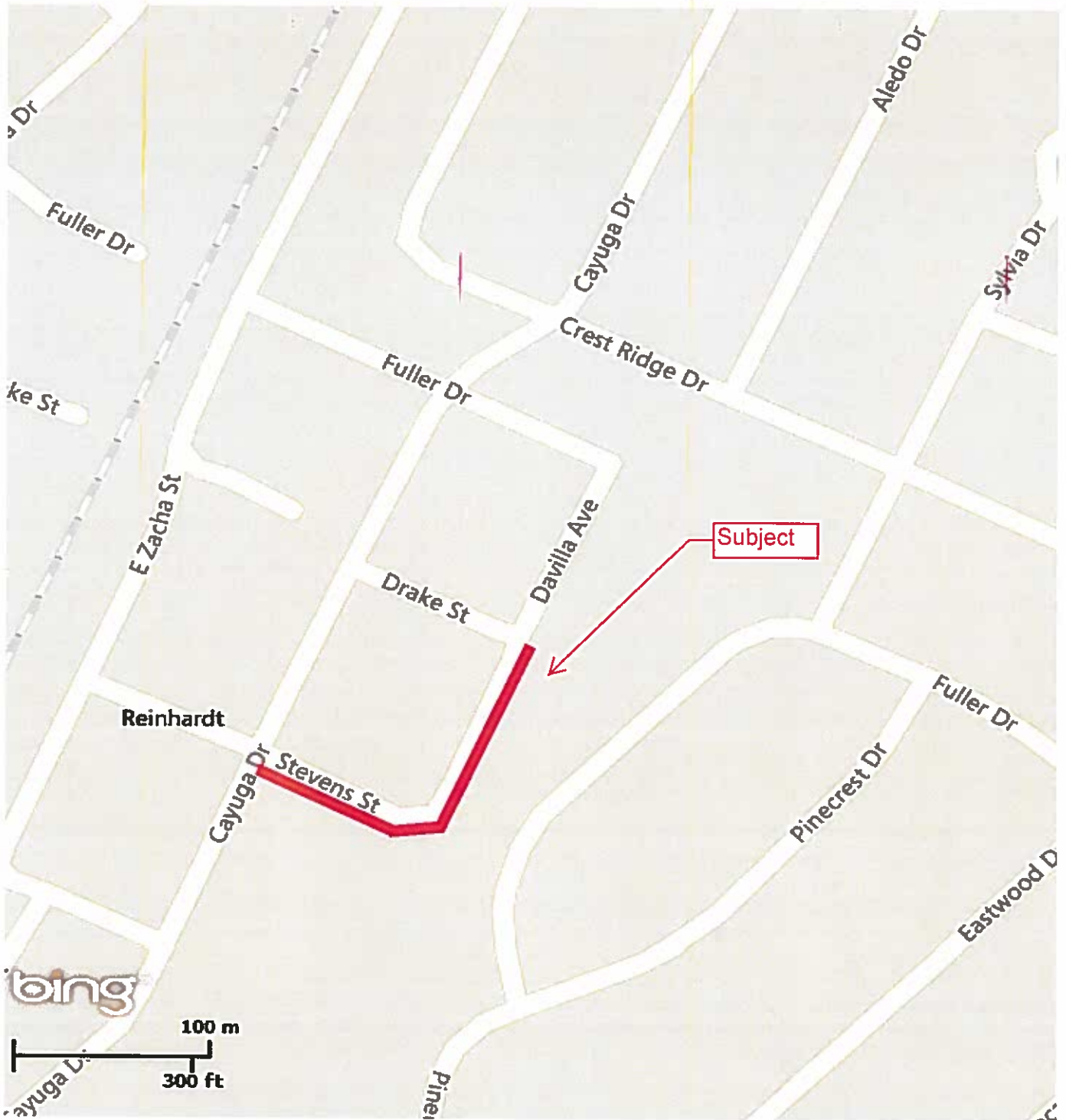
MAPS

Attached.

Project Group 12-3004

<u>Project</u>	<u>Limits</u>	<u>Council District</u>
Stevens Street	from Cayuga Drive to Davilla Avenue and Davilla Avenue from Stevens Street to Drake Street	9
Alley southwest and parallel to Shoreview Road	from Forest Trail to Eagle Trail to Nimrod Trail	10

PROJECT GROUP 12-3004



MAPSCO 38L



PROJECT GROUP 12-3004



MAPSCO 27T, U



BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

PROJECT: A benefit assessment hearing to receive comments on street paving, drainage, water and wastewater main improvements, and alley paving for Project Group 12-3004; and at the close of the hearing, authorize an ordinance levying benefit assessments, and a construction contract with MACVAL Associates, LLC, lowest responsible bidder of five (list attached) - Not to exceed \$873,052 - Financing: 2012 Bond Funds (\$712,610), Water Utilities Capital Construction Funds (\$96,681) and Water Utilities Capital Improvement Funds (\$63,761)

MACVAL Associates, LLC, is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

PROJECT CATEGORY: Construction

LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$873,052.00	100.00%
Total non-local contracts	\$0.00	0.00%
TOTAL CONTRACT	\$873,052.00	100.00%

LOCAL/NON-LOCAL M/WBE PARTICIPATION

Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Flow Line Utilities	HMMB64155N0217	\$228,739.00	26.20%
Total Minority - Local		\$228,739.00	26.20%

Non-Local Contractors / Sub-Contractors

None

TOTAL M/WBE CONTRACT PARTICIPATION

	<u>Local</u>	<u>Percent</u>	<u>Local & Non-Local</u>	<u>Percent</u>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$228,739.00	26.20%	\$228,739.00	26.20%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$0.00	0.00%
Total	\$228,739.00	26.20%	\$228,739.00	26.20%

February 22, 2017

WHEREAS, on January 11, 2017, Resolution No. 17-0081 authorized improvements and the public hearing; and,

WHEREAS, bids were received on December 2, 2016, for street and alley paving, storm drainage, water and wastewater main improvements for Project Group 12-3004, as follows:

<u>BIDDERS</u>	<u>BID AMOUNT</u>
MACVAL Associates LLC	\$ 873,052.00
Jeske Construction Co.	\$ 911,793.00
Axis Contracting, Inc.	\$1,005,144.00
Camino Construction, LP	\$1,024,979.50
ARK Contracting Services	\$1,107,892.00

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the City Manager is hereby authorized to execute a construction contract with MACVAL Associates, LLC for the construction of street and alley paving, storm drainage and water and wastewater main improvements for Project Group 12-3004, in an amount not to exceed \$873,052.00, this being the lowest responsive bid received as indicated by the tabulation of bids, after it has been approved as to form by the City Attorney.

Section 2. That the Chief Financial Officer is hereby authorized to disburse funds in accordance with the terms and conditions of the contract from:

Street and Transportation Improvements Fund Fund 3U22, Department STS, Unit S208, Act. APET Obj. 4510, Program #PB12S208, CT STS12S208E1 Vendor # VS0000025999, in an amount not to exceed	\$187,460.00
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Street and Transportation Improvements Fund Fund 3U22, Department STS, Unit S426, Act. STPT Obj. 4510, Program # PB12S426, CT STS12S208E1 Vendor # VS0000025999, in an amount not to exceed	\$525,150.00
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February 22, 2017

Water Construction Fund Fund 0102, Department DWU, Unit CW42, Obj. 4550, Program #717009, CT-PBW717009CP, Vendor #VS0000025999, in an amount not to exceed	\$86,971.00
Water Construction Fund Fund 0102, Department DWU, Unit CW42, Obj. 3221, Program #717009X, CT-PBW717009EN, Vendor #VS0000025999, in an amount not to exceed	\$6,490.00
Wastewater Construction Fund Fund 0103, Department DWU, Unit CS42, Obj. 3222, Program #717010X, CT-PBW717010EN, Vendor #VS0000025999, in an amount not to exceed	\$3,220.00
Wastewater Capital Improvement Fund Fund 3116, Department DWU, Unit PS42, Obj. 4560, Program #717010, CT-PBW717010CP, Vendor #VS0000025999, in an amount not to exceed	<u>\$63,761.00</u>
Total in an amount not to exceed	\$873,052.00

Section 3. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

February 22, 2017

WHEREAS, heretofore, a resolution was duly adopted by the City Council of the City of Dallas for the improvement of the following street and alley between the limits set forth, out of materials specified, ordering that bids be taken for the construction, and ordering that an estimate of the cost of such improvements be prepared, to wit:

Project Group 12-3004

Street:

1. Stevens Street from Cayuga Drive to Davilla Avenue and Davilla Avenue from Stevens Street to Drake Street

Alley:

2. Alley southwest and parallel to Shoreview Road from Forest Trail to Eagle Trail to Nimrod Trail; and

WHEREAS, by resolution such estimate and specifications were duly adopted therefore, and the Purchasing Agent was authorized to advertise for bids for such construction; and,

WHEREAS, by resolution the City Council determined the necessity for assessing a portion of the cost of such improvements against the property abutting such improvements, and the owners thereof, and duly and legally set a time and place for a public hearing thereon, and provided for notice to be given to such owners, as provided by law; and,

WHEREAS, the said hearing was duly held at said time and place; and,

WHEREAS, the City Council, after fully considering said proposed assessments, and fully considering the benefits that each property owner and his property receive from making said improvements, is of the opinion that the said proposed assessments determined to be levied are fair and equitable, and in accordance with the enhancement report submitted by Con-Real, LP, an independent appraiser, representing the benefits that the said property receives in enhanced values from the making of the said improvements, and that the said assessments should be made; and,

WHEREAS, the Council having no further protest, remonstrance, or objection before it, is of the opinion that the said hearing should be closed.

February 22, 2017

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS

SECTION 1. That the said hearing held on the 22nd day of February A.D. 2017 be and the same is hereby ordered closed.

SECTION 2. That the City Attorney is hereby directed to prepare an ordinance assessing against the several owners of the abutting property, and against their property abutting upon the street and alley hereinabove mentioned, the proportionate part of said cost herein adjudged against the said respective owners and their property, such assessments to be in accordance with the attached enhancement report. That the said ordinance shall fix a lien upon said property, and shall declare said respective owners thereof to be respectively liable for the amounts so adjudged against them. Said ordinance shall in all respects comply with the applicable law in such cases made and provided.

SECTION 3. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

KEY FOCUS AREA: Economic Vibrancy

AGENDA DATE: February 22, 2017

COUNCIL DISTRICT(S): 8

DEPARTMENT: Trinity Watershed Management
City Attorney's Office
Mobility and Street Services

CMO: Mark McDaniel, 670-3256
Larry Casto, 670-3491
Jill A. Jordan, P.E., 670-5299

MAPSCO: 75C

SUBJECT

Authorize the second step of acquisition for condemnation by eminent domain, if such becomes necessary, from R.K.C.J., L.L.C. to acquire an improved tract of land containing approximately 25,727 square feet, four slope easements containing a total of approximately 23,330 square feet, and a drainage easement containing approximately 5,257 square feet, located on East Wheatland Road near its intersection with Lancaster Road for the Wheatland Road Improvement Project - Not to exceed \$136,944 (\$130,944, plus closing costs and title expenses not to exceed \$6,000) - Financing: General Obligation Commercial Paper Funds

BACKGROUND

This item authorizes the second step of acquisition for condemnation by eminent domain, if such becomes necessary, to acquire an improved tract of land containing approximately 25,727 square feet, four slope easements containing a total of approximately 23,330 square feet, and a drainage easement containing approximately 5,257 square feet from R.K.C.J., L.L.C., the property owner. This property is improved with fencing, paving, other miscellaneous improvements and is located on East Wheatland Road near its intersection with Lancaster Road for the Wheatland Road Improvement Project. An offer was presented to the property owner on December 8, 2016 reflecting the appraised value of \$130,944 and the City's offer was declined. Negotiations between the City and the property owner are ongoing and to date, no amicable agreement has been reached.

The first resolution approved on January 25, 2017, by Resolution No. 17-0213, authorized the purchase in the amount of \$130,944, based upon an independent appraisal.

BACKGROUND (Continued)

No relocation benefits are associated with this acquisition.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

Authorized acquisition on January 25, 2017, by Resolution No. 17-0213.

Information about this item will be provided to the Transportation and Trinity River Project Committee on February 13, 2017.

FISCAL INFORMATION

2006 Bond Program (General Obligation Commercial Paper Funds) - \$136,944 (\$130,944, plus closing costs and title expenses not to exceed \$6,000)

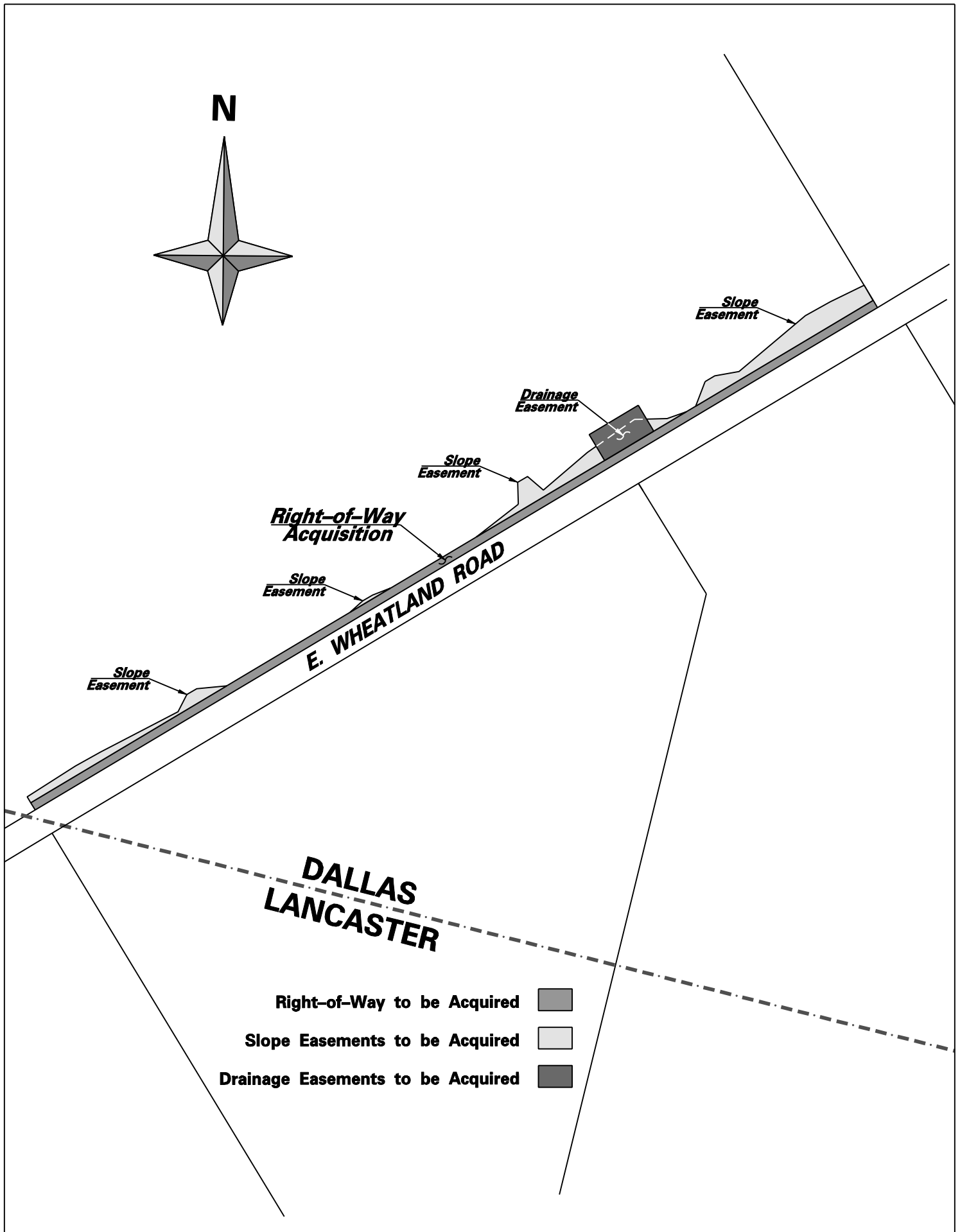
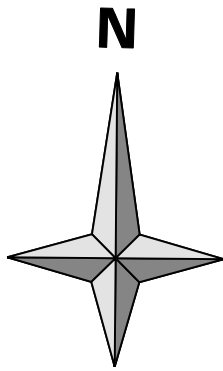
OWNER

R.K.C.J., L.L.C.

Robert J. Pitre, Manager
Katrina Pitre, Manager

MAP

Attached



February 22, 2017

A RESOLUTION AUTHORIZING CONDEMNATION FOR THE ACQUISITION OF REAL PROPERTY.

All capitalized items are defined in Section 1 below.

WHEREAS, the Dallas City Council by the FIRST RESOLUTION found that the USE of the PROPERTY INTERESTS in and to the PROPERTY for the PROJECT is a public use; and

WHEREAS, Dallas City Council by the FIRST RESOLUTION found that a public necessity requires that CITY acquire the PROPERTY INTERESTS in and to the PROPERTY from OWNER for the PROJECT; and

WHEREAS, the Dallas City Council by the FIRST RESOLUTION authorized acquisition, by purchase, of the PROPERTY INTERESTS in and to the PROPERTY held by OWNER for the PROJECT; and

WHEREAS, OWNER refused to sell the PROPERTY INTERESTS in and to the PROPERTY to CITY for the OFFICIAL OFFER AMOUNT contained in the FIRST RESOLUTION; and

WHEREAS, the Dallas City Council desires to authorize the City Attorney to acquire the PROPERTY INTERESTS in and to the PROPERTY by condemnation for the OFFICIAL OFFER AMOUNT stated herein:

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. For the purposes of this resolution, the following definitions shall apply:

“CITY”: The City of Dallas

“FIRST RESOLUTION”: Resolution No. 17-0213 approved by the Dallas City Council on January 25, 2017, which is incorporated herein by reference.

“PROPERTY”: Six tracts containing a total of approximately 54,314 square feet of property located in Dallas County, and being the same property more particularly described in "Exhibit A", attached hereto and made a part hereof for all purposes.

February 22, 2017

"PROPERTY INTERESTS":

Parcel No. 11 – Fee Simple
Parcel Nos. 11 - A, 11 -B, 11 - C & 11 - D – Slope Easement
Parcel No. 11 - i – Drainage Easement

"PROJECT": Wheatland Road Improvement Project

"USE": The construction, installation, use, and maintenance of a realigned section of roadway, together with such appurtenant facilities as may be necessary, however, to the extent fee title to the PROPERTY is acquired through instrument, such title in and to the PROPERTY shall not be limited to or otherwise deemed restricted to the USE herein provided.

"OWNER": R.K.C.J., L.L.C., provided, however, that the term "OWNER" as used in this resolution means all persons or entities having an ownership interest, regardless of whether those persons or entities are actually named herein.

"OFFICIAL OFFER AMOUNT":

Fee Simple	\$ 32,159.00
Slope Easements -	\$ 22,703.00
Drainage Easement -	\$ 5,914.00
Improvements and Cost to Cure -	\$ 70,168.00
Total Amount -	\$130,944.00

"CLOSING COSTS AND TITLE EXPENSES": Not to exceed \$6,000.00

"AUTHORIZED AMOUNT": \$136,944.00 (OFFICIAL OFFER AMOUNT plus CLOSING COSTS AND TITLE EXPENSES)

"DESIGNATED FUNDS": Payable out of 2006 Bond Funds: Fund No. 4T22, Department STS, Unit U803, Activity THRF, Program No. PB06U803, Object 4210, Encumbrance No. CT-STS06U803D1, CLOSING COSTS AND TITLE EXPENSES payable out of 2006 Bond Funds: Fund No. 4T22, Department STS, Unit U803, Activity THRF, Program No. PB06U803, Object 4230, Encumbrance No. CT-STS06U803D2. The OFFICIAL OFFER AMOUNT, CLOSING COSTS AND TITLE EXPENSES together shall not exceed the AUTHORIZED AMOUNT.

February 22, 2017

SECTION 2. That the CITY will pay court costs as may be assessed by the Special Commissioners or the Court. Further, that litigation expenses determined by the City Attorney to be necessary are authorized for payment. All costs and expenses described in this section shall be paid out of and charged to the DESIGNATED FUNDS.

SECTION 3. That the City Attorney is authorized and requested to file the necessary proceeding and take the necessary action for the acquisition of the PROPERTY INTERESTS in and to the PROPERTY by condemnation or in any manner provided by law.

SECTION 4. That in the event it is subsequently determined that additional persons or entities other than those named herein have an interest in the PROPERTY, the City Attorney is authorized and directed to join said parties as defendants in said condemnation proceeding and/or suit.

SECTION 5. That in the event the Special Commissioners appointed by the Court return an award that is the same amount, or less, than the OFFICIAL OFFER AMOUNT, the City Attorney is hereby authorized to acquire the PROPERTY INTERESTS in and to the PROPERTY by instrument, or judgment, for the Special Commissioners' Award Amount. If the PROPERTY INTERESTS in and to the PROPERTY is being acquired by instrument, the Chief Financial Officer is hereby authorized and directed to issue a check, paid out of and charged to the DESIGNATED FUNDS, in an amount not to exceed the Special Commissioners' Award Amount, made payable to OWNER, or the then current owner(s) of record, or to the title company insuring the transaction described herein. If the PROPERTY INTERESTS in and to the PROPERTY is not being acquired through instrument, the Chief Financial Officer is hereby authorized and directed to issue a check paid out of and charged to the DESIGNATED FUNDS, in an amount not to exceed the Special Commissioners' Award Amount, made payable to the County Clerk of Dallas County, Texas, to be deposited into the registry of the Court, to enable CITY to take possession of the PROPERTY INTERESTS in and to the PROPERTY without further action of the Dallas City Council. The Chief Financial Officer is further authorized and directed to issue another check, to be paid out of and charged to the DESIGNATED FUNDS, in the amount of the CLOSING COSTS AND TITLE EXPENSES payable to the title company insuring the transaction described herein. The Special Commissioners' Award Amount and the CLOSING COSTS AND TITLE EXPENSES together shall not exceed the AUTHORIZED AMOUNT.

February 22, 2017

SECTION 6. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

APPROVED AS TO FORM:
LARRY E. CASTO, City Attorney

BY _____
Assistant City Attorney

**Field Notes Describing a 25,727 Square Foot Tract of Land
To Be Acquired in Block 7605
From RKCJ, LLC**

Being a 25,727 Square Foot (0.5906 Acre) tract of land situated in the S.C. Atterbury Survey, Abstract No. 14, Dallas County, Texas, lying in Block 7605 (official City of Dallas Block Numbers), being a portion of the property conveyed to RKCJ, LLC by Warranty Deed dated April 1, 1996 and recorded in Volume 96066, Page 7234 of the Deed Records of Dallas County, Texas and being more particularly described as follows:

BEGINNING at a 1" dia. iron rod found in the Northwest line of Wheatland Road, a Variable-Width Right-of-Way roadway, at the most Easterly corner of said RKCJ, LLC tract, being also the most Southerly corner of a tract of land conveyed to 261 CW Springs, Ltd., by Instrument No. 200600294768 of the Official Public Records of Dallas County, Texas:

THENCE South 59°11'08" West with the said Northwest line of Wheatland Road a distance of 1,714.89 feet to a 5/8 inch dia. iron rod with cap marked "CITY OF DALLAS" (hereinafter referred to as "5/8" I.R. w/COD cap") set at the South corner of said RKCJ, LLC tract, being also the East corner of a the Oak Cliff Plantations Addition, and addition to the City of Dallas recorded in Volume 8, Page 263 of the Map Records of Dallas County, Texas, and the South corner of the herein described tract of land:

THENCE North 31°04'30" West, departing the said Northwest line of Wheatland Road and with the common line between said RKCJ, LLC tract and the Oak Cliff Plantations Addition, a distance of 15.00 feet to a 5/8" I.R. w/COD cap set at the West corner of the herein described tract of land:

THENCE North 59°11'08" East, departing the last said common line with the Oak Cliff Plantations Addition and 15.00 feet perpendicularly from and parallel with the said Northwest line of Wheatland Road, a distance of 1,714.69 feet to a 5/8" I.R. w/COD cap set at an inside corner of the herein described tract of land:

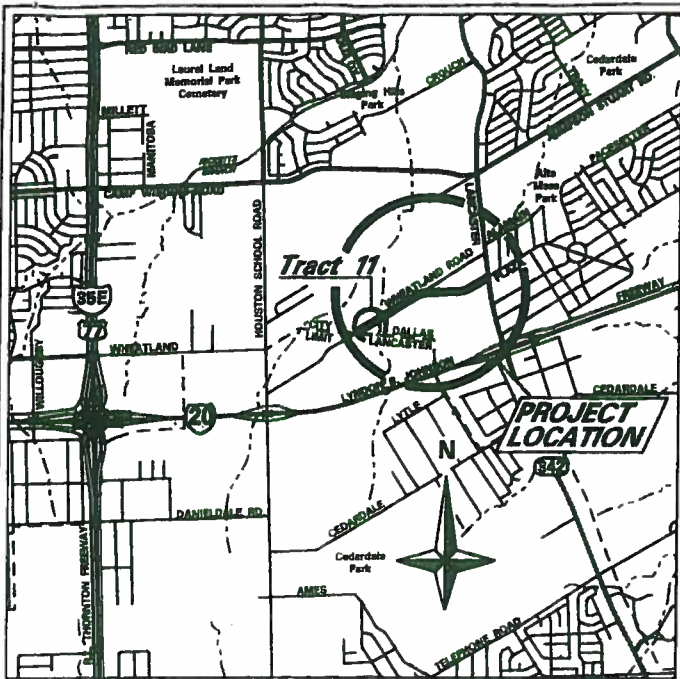
THENCE North 58°47'35" East a distance of 0.52 feet to a 5/8" I.R. w/COD cap set in the above referenced common line with the 261 CW Springs, Ltd. tract, at the North corner of the herein described tract of land:

THENCE South 30°15'47" East with the said common line between the 261 CW Springs, Ltd. and RKCJ, LLC properties, a distance of 15.00 feet to the **POINT OF BEGINNING**, containing 25,727 Square Feet, or 0.5906 Acres of land.

BASIS OF BEARINGS: Bearings are based on the Northwest line of Wheatland Road, at North 59°11'08" East, monumented as noted and derived from Global Positioning System observations using the North Texas Cooperative Real Time Kinematic Survey, Virtual Reference Station System, North American Datum of 1983.



Scott Holt
6.9.2010

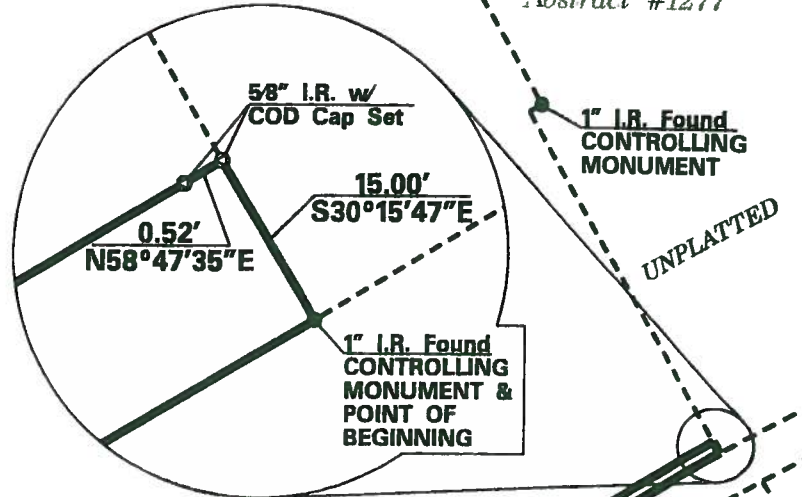


LOCATOR MAP
NOT TO SCALE



261 CW Springs Ltd.
Inst. No: 200600294768

ROBERT SIMONTON
SURVEY
Abstract #1277



UNPLATTED
BLOCK 7605

RKCJ LLC
Vol. 96066, Pg. 7234

25,727 Square Foot
(0.5906 Acre) Tract
To Be Acquired

George P. Shropulos
Family Limited Partnership
Vol. 94043, Pg. 2846

S. C. ATTERBURY SURVEY
Abstract #14

OAK CLIFF PLANTATIONS
ADDITION
Vol. 8, Pg. 263

Susan Wright Key
Vol. 88021, Pg. 1852

M. L. SWING SURVEY
Abstract #1422

58" I.R. w/
COD Cap Set
15.00'
N31°04'30"W

Dallas-Lancaster Corporate
Limit Line. Dallas City
Ordinance No. 6605 (8-27-55)

Susan Wright Key
Vol. 88021, Pg. 1852

DALLAS
LANCASTER

Sheet 2 of 2
LOCATOR MAP: Parcel No. 11



Wheatland Road
From Lancaster City Limits
to
Lancaster Road

DEPT. OF PUBLIC WORKS & TRANSPORTATION
SURVEY DIVISION CITY OF DALLAS, TEXAS

OPER. NAME	DESIGN FILE NAME	SCALE	DATE
S. Holt	N:\ENGR\SURVEY\HOLT\Wheatland\Wheatland Field Notes.dgn	As Noted	4-15-10
PARTY CHIEF	CALCULATIONS	FOLDER	FILE NO.
J. Chambers	S. Holt	Block 7605	311D-4147-11

Property to be Acquired

Field Notes Describing Slope Easements
To Be Acquired in Block 7605
From RKCJ, LLC

PARCEL 11-A:

Being a 9,761 Square Foot (0.224 Acre) tract of unplatted land situated in the S.C. Atterbury Survey, Abstract No. 14, Dallas County, Texas, lying in Block 7605 (official City of Dallas Block Numbers), being a portion of the property conveyed to RKCJ, LLC by Warranty Deed dated April 1, 1996 and recorded in Volume 96066, Page 7234 of the Deed Records of Dallas County, Texas and being more particularly described as follows:

COMMENCING at a 1" dia. iron rod found in the current Northwest line of Wheatland Road (a 50-Foot Right-of-Way), at the most Easterly corner of said RKCJ, LLC tract, being also the most Southerly corner of a tract of land conveyed to 261 CW Springs, Ltd., by Instrument No. 200600294768 of the Official Public Records of Dallas County, Texas:

THENCE North 30°15'47" West, departing the last said Northwest line of Wheatland Road and with the common line between said RKCJ, LLC and 261 CW Springs, Ltd. properties, a distance of 15.00 feet to a 5/8 inch diameter Iron Rod with Cap marked "CITY OF DALLAS" set at the intersection with the Northwest line of the approved realignment location of Wheatland Road, being also the most Easterly corner and **POINT OF BEGINNING** of the herein described tract of land:

THENCE South 58°47'35" West, departing the said common line between 261 CW Springs, Ltd. and RKCJ, LLC properties and with the said approved Northwest line of Wheatland Road, over and across a portion of said RKCJ, LLC property, a distance of 0.52 feet to at 5/8 inch diameter Iron Rod with Cap marked "CITY OF DALLAS" set at an outside corner of the herein described tract of land:

THENCE South 59°11'08" West, continuing with the said approved Northwest line of Wheatland Road, over and across a portion of said RKCJ, LLC property, a distance of 360.69 feet to the most Westerly corner of the herein described tract of land (not monumented):

THENCE North 21°02'09" East departing the last said approved Northwest line of Wheatland Road, continuing over and across a portion of said RKCJ, LLC property a distance of 46.01 feet to an outside corner of the herein described tract of land (not monumented):

Field Notes Describing Slope Easements
To Be Acquired in Block 7605
From RKCJ, LLC

PARCEL 11-A:

THENCE continuing over and across a portion of said RKCJ, LLC property the following courses and distances:

North 59°11'08" East a distance of 20.00 feet to an outside corner of the herein described tract of land (not monumented):

North 79°55'13" East a distance of 42.77 feet to an inside corner of the herein described tract of land (not monumented):

North 49°55'36" East a distance of 151.98 feet to an outside corner of the herein described tract of land (not monumented):

North 61°03'52" East a distance of 50.03 feet to an outside corner of the herein described tract of land (not monumented):

North 63°59'52" East a distance of 65.56 feet to the intersection with the above said common line between the RKCJ, LLC and 261 CW Springs, Ltd. properties:

THENCE South 30°15'47" East with the common line between said RKCJ, LLC and 261 CW Springs, Ltd. properties a distance of 30.59 feet to the **POINT OF BEGINNING**, containing 9,761 Square Feet, or 0.224 Acres of land.

BASIS OF BEARINGS: Bearings are based on the Texas State Plane Coordinate System, North Central Zone (4202), North American Datum of 1983.

Scott Holt
9/9/2014



Field Notes Describing Slope Easements
To Be Acquired in Block 7605
From RKCJ, LLC

PARCEL 11-B:

Being an 8,437 Square Foot (0.194 Acre) tract of unplatted land situated in the S.C. Atterbury Survey, Abstract No. 14, Dallas County, Texas, lying in Block 7605 (official City of Dallas Block Numbers), being a portion of the property conveyed to RKCJ, LLC by Warranty Deed dated April 1, 1996 and recorded in Volume 96066, Page 7234 of the Deed Records of Dallas County, Texas and being more particularly described as follows:

COMMENCING at a 1" dia. iron rod found in the current Northwest line of Wheatland Road (a 50-Foot Right-of-Way), at the most Easterly corner of said RKCJ, LLC tract, being also the most Southerly corner of a tract of land conveyed to 261 CW Springs, Ltd., by Instrument No. 200600294768 of the Official Public Records of Dallas County, Texas:

THENCE North 30°15'47" West, departing the last said Northwest line of Wheatland Road and with the common line between said RKCJ, LLC and 261 CW Springs, Ltd. properties, a distance of 15.00 feet to a 5/8 inch diameter Iron Rod with Cap marked "CITY OF DALLAS" set at the intersection with the Northwest line of the approved realignment location of Wheatland Road, at an angle point:

THENCE South 58°47'35" West, with the said approved Northwest line of Wheatland Road, a distance of 0.52 feet to at 5/8 inch diameter Iron Rod with Cap marked "CITY OF DALLAS" set at an angle point:

THENCE South 59°11'08" West, continuing with the said approved Northwest line of Wheatland Road a distance of 379.64 feet to the most Easterly corner and **POINT OF BEGINNING** of the herein described tract of land (not monumented):

THENCE South 59°11'08" West, continuing with the said approved Northwest line of Wheatland Road, a distance of 427.06 feet to the most Westerly corner of the herein described tract of land (not monumented):

THENCE North 52°03'31" East, departing the said approved Northwest line of Wheatland Road, over and across a portion of said RKCJ, LLC property a distance of 92.91 feet to an inside corner of the herein described tract of land (not monumented):

Field Notes Describing Slope Easements
To Be Acquired in Block 7605
From RKCJ, LLC

PARCEL 11-B:

THENCE continuing over and across a portion of said RKCJ, LLC property the following courses and distances:

North 01°48'13" West a distance of 38.23 feet to an outside corner of the herein described tract of land (not monumented):

North 59°11'08" East a distance of 20.00 feet to an outside corner of the herein described tract of land (not monumented):

South 49°08'19" East a distance of 36.45 feet to an inside corner of the herein described tract of land (not monumented):

North 49°31'27" East a distance of 101.44 feet to an outside corner of the herein described tract of land (not monumented):

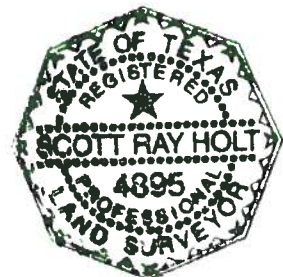
North 54°53'37" East a distance of 100.28 feet to an outside corner of the herein described tract of land (not monumented):

North 88°24'47" East a distance of 57.29 feet to an inside corner of the herein described tract of land (not monumented):

THENCE North 70°23'56" East, continuing over and across a portion of said RKCJ, LLC property a distance of 35.55 feet to the **POINT OF BEGINNING**, containing 8,437 Square Feet, or 0.194 Acres of land.

BASIS OF BEARINGS: Bearings are based on the State Plane Coordinate System, Texas North Central Zone 4202, North American Datum of 1983 (2011).

Scott Holt
9/9/2014



**Field Notes Describing Slope Easements
To Be Acquired in Block 7605
From RKCJ, LLC**

PARCEL 11-C:

Being a 293 Square Foot (0.007 Acre) tract of unplatted land situated in the S.C. Atterbury Survey, Abstract No. 14, Dallas County, Texas, lying in Block 7605 (official City of Dallas Block Numbers), being a portion of the property conveyed to RKCJ, LLC by Warranty Deed dated April 1, 1996 and recorded in Volume 96066, Page 7234 of the Deed Records of Dallas County, Texas and being more particularly described as follows:

COMMENCING at a 1" dia. iron rod found in the current Northwest line of Wheatland Road (a Variable-Width Right-of-Way), at the most Easterly corner of said RKCJ, LLC tract, being also the most Southerly corner of a tract of land conveyed to 261 CW Springs, Ltd., by Instrument No. 200600294768 of the Official Public Records of Dallas County, Texas:

THENCE North 30°15'47" West, departing the last said Northwest line of Wheatland Road and with the common line between said RKCJ, LLC and 261 CW Springs, Ltd. properties, a distance of 15.00 feet to a 5/8 inch diameter Iron Rod with Cap marked "CITY OF DALLAS" set at the intersection with the Northwest line of the approved realignment location of Wheatland Road, at an angle point:

THENCE South 58°47'35" West, over and across a portion of said RKCJ, LLC property and with the said approved Northwest line of Wheatland Road, a distance of 0.52 feet to at 5/8 inch diameter Iron Rod with Cap marked "CITY OF DALLAS" set at an angle point:

THENCE South 59°11'08" West, continuing over and across a portion of said RKCJ, LLC property and with the said approved Northwest line of Wheatland Road, a distance of 981.77 feet to the most Easterly corner and **POINT OF BEGINNING** of the herein described tract of land (not monumented):

THENCE South 59°11'08" West, continuing over and across a portion of said RKCJ, LLC property and with the said approved Northwest line of Wheatland Road, a distance of 81.76 feet to the most Westerly corner of the herein described tract of land (not monumented):

Field Notes Describing Slope Easements
To Be Acquired in Block 7605
From RKCJ, LLC

PARCEL 11-C:

THENCE North 47°48'34" East, departing the said approved Northwest line of Wheatland Road and continuing over and across a portion of said RKCJ, LLC property a distance of 29.20 feet to an outside corner of the herein described tract of land (not monumented):

THENCE North 59°11'08" East, continuing over and across a portion of said RKCJ, LLC property a distance of 20.00 feet to an outside corner of the herein described tract of land (not monumented):

THENCE North 69°02'56" East a distance of 33.63 feet to the **POINT OF BEGINNING**, containing 293 Square Feet, or 0.007 Acres of land.

BASIS OF BEARINGS: Bearings are based on the State Plane Coordinate System, Texas North Central Zone 4202, North American Datum of 1983 (2011).

Scott Holt
9/9/2014



**Field Notes Describing Slope Easements
To Be Acquired in Block 7605
From RKCJ, LLC**

PARCEL 11-D:

Being a 4,839 Square Foot (0.111 Acre) tract of unplatted land situated in the S.C. Atterbury Survey, Abstract No. 14, Dallas County, Texas, lying in Block 7605 (official City of Dallas Block Numbers), being a portion of the property conveyed to RKCJ, LLC by Warranty Deed dated April 1, 1996 and recorded in Volume 96066, Page 7234 of the Deed Records of Dallas County, Texas and being more particularly described as follows:

BEGINNING at a 5/8 inch diameter Iron Rod with cap marked "CITY OF DALLAS" (hereinafter referred to as a "5/8" I.R. w/COD Cap") set on the Southwest line of said RKCJ, LLC property, being also a common line with the Oak Cliff Plantations Addition, an addition to the City of Dallas recorded in Volume 8, Page 263 of the Map Records of Dallas County, Texas, being the most Southerly corner of the herein described tract of land and on the Northwest line of the approved realignment location of Wheatland Road, from which a "5/8" I.R. w/COD Cap set at the most Southerly corner of said RKCJ, LLC property, on the current Northwest Right-of-Way line of Wheatland Road (a 50-Foot Right-of-Way), bears South 31°04'30" East a distance of 15.00 feet:

THENCE North 31°04'30" West, departing the said approved Northwest line of Wheatland Road and with the said common line between the Oak Cliff Plantations Addition and RKCJ, LLC property a distance of 11.99 feet to the most Westerly corner of the herein described tract of land (not monumented):

THENCE North 57°34'29" East, departing the last said common line with the Oak Cliff Plantations Addition, over and across a portion of said RKCJ, LLC property, a distance of 100.28 feet to an outside corner of the herein described tract of land (not monumented):

THENCE continuing over and across a portion of said RKCJ, LLC property the following courses and distances:

North 60°28'25" East a distance of 50.01 feet to an outside corner of the herein described tract of land (not monumented):

North 62°31'38" East a distance of 152.66 feet to an inside corner of the herein described tract of land (not monumented):

North 27°37'54" East a distance of 33.80 feet to an outside corner of the herein described tract of land (not monumented):

Field Notes Describing Slope Easements
To Be Acquired in Block 7605
From RKCJ, LLC

PARCEL 11-D:

North 59°11'08" East a distance of 20.00 feet to an outside corner of the herein described tract of land (not monumented):

North 84°27'01" East a distance of 52.65 feet to an outside corner of the herein described tract of land to the intersection with the above referenced approved Northwest line of Wheatland Road (not monumented):

THENCE South 59°11'08" West, continuing over and across a portion of said RKCJ, LLC property, and with the approved Northwest line of Wheatland Road a distance of 399.00 feet to the **POINT OF BEGINNING**, containing 4,839 Square Feet, or 0.111 Acre of land.

BASIS OF BEARINGS: Bearings are based on the State Plane Coordinate System, Texas North Central Zone 4202, North American Datum of 1983 (2011).

Scott Holt
9/9/2014



261 CW Springs Ltd.
Inst. 200600294768

UNPLATTED

RKCJ LLC
Vol. 96066, Pg. 7234

BLOCK
7605

Slope Easement 11-A
See Detail This Sheet

Slope Easement 11-B
See Detail, Sheet 8 of 8

George P. Shropulos
Family Limited Partnership
Vol. 94043, Pg. 2846

UNPLATTED

BLOCK
7608

Approved Realignment Location
Wheatland Road (80' R.O.W.)

Susan Wright Key
Vol. 88021, Pg. 1852

M.L. SWING SURVEY
Abstract #1422

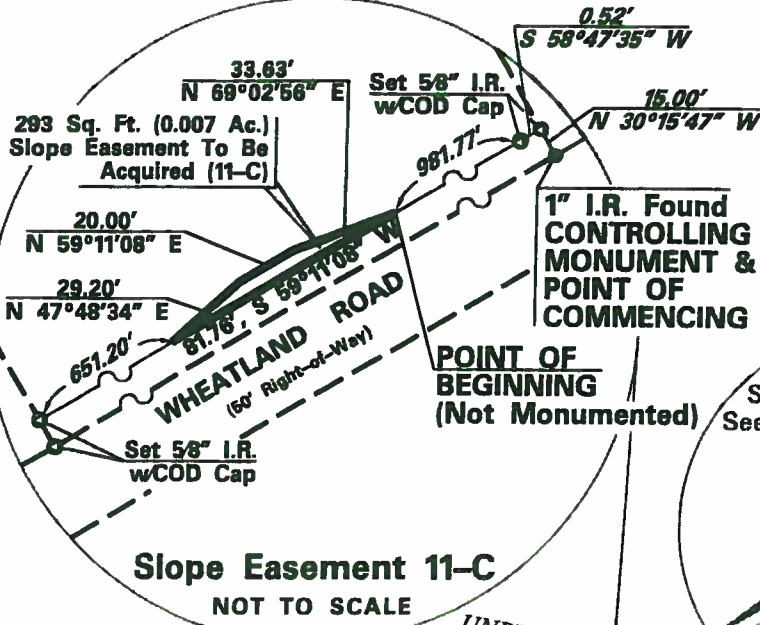
UNPLATTED

Dallas-Lancaster Corporate
Limit Line, Dallas City
Ordinance No. 6605 (8-27-55)

DALLAS
LANCASTER



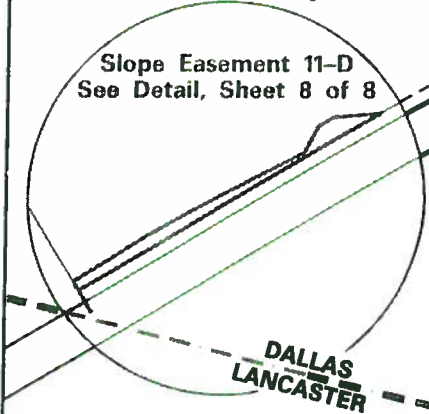
● Indicates 58" I.R. with Cap
Marked "CITY OF DALLAS"



Slope Easement 11-C
NOT TO SCALE

S. C. ATTERBURY SURVEY
Abstract #14

Slope Easement 11-D
See Detail, Sheet 8 of 8



S. C. ATTERBURY SURVEY
Abstract #14

BLOCK
7605

RKCJ LLC
Vol. 96066
Pg. 7234

9,761 Sq. Ft. (0.224 Ac.)
Slope Easement To Be
Acquired (11-A)

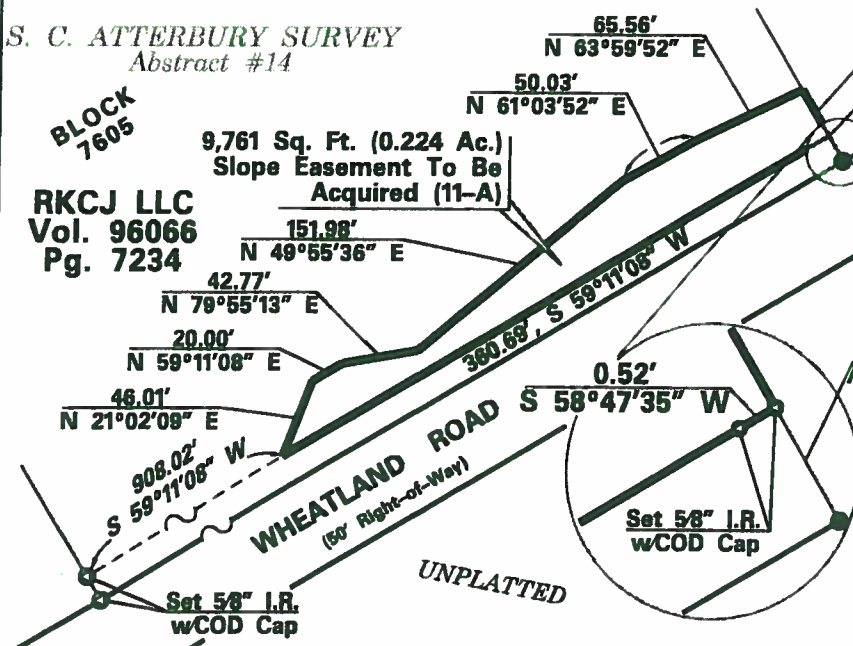
POINT OF
BEGINNING

1" I.R. Found
CONTROLLING
MONUMENT &
POINT OF
COMMENCING

NOT TO SCALE

● Indicates 58" I.R. with Cap
Marked "CITY OF DALLAS"

Parcels 11-B & 11-D Page 9 of 10



SLOPE EASEMENT 11-A

Wheatland Road			
From Lancaster City Limits to Lancaster Road			
DEPT. OF PUBLIC WORKS & TRANSPORTATION			
SURVEY DIVISION CITY OF DALLAS, TEXAS			
OPER. NAME	DESIGN FILE NAME	SCALE	DATE
S. Holt	N:\ENGR\SURVEY\WLT\Wheatland\Wheatland Field Notes.dgn	As Noted	4-15-10
PARTY CHIEF	CALCULATIONS	FOLDER	FILE NO.
J. Chambers	S. Holt	Block 7605	311D-4147-1S

S. C. ATTERBURY SURVEY
Abstract #14

RKCJ LLC
Vol. 96066, Pg. 7234

BLOCK
7605

UNPLATTED

OAK CLIFF
PLANTATIONS
ADDITION
Vol. 8, Pg. 263

261 CW Springs Ltd.
Inst. 200600294768

Set 5/8" I.R.
wCOD Cap

1" I.R. Found
CONTROLLING
MONUMENT

52.65' N 84°27'01" E
20.00' N 59°11'08" E
33.80' N 27°37'54" E

1,315.70' N 59°11'08" E
0.52' N 58°47'35" E

4,839 Sq. Ft. (0.111 Ac.)
Slope Easement To Be
Acquired (11-D)

50.01' N 60°28'25" E

152.66' N 62°31'38" E
399.00' S 59°11'08" W

WHEATLAND ROAD
(50' Right-of-Way)

M.L. SWING SURVEY
Abstract #1422

100.28' N 57°34'29" E
11.99' N 31°04'30" W
15.00' S 31°04'30" E

POINT OF
BEGINNING

Indicates 5/8" I.R. with Cap
Marked "CITY OF DALLAS"



SLOPE EASEMENT 11-D

NOT TO SCALE

S. C. ATTERBURY SURVEY
Abstract #14

RKCJ LLC
Vol. 96066
Pg. 7234

BLOCK
7605

UNPLATTED

261 CW Springs Ltd.
Inst. 200600294768

Set 5/8" I.R.
wCOD Cap

1" I.R. Found
CONTROLLING
MONUMENT &
POINT OF
COMMENCING

57.29' N 88°24'47" E
35.55' N 70°23'56" E

379.64' S 59°11'08" W
0.52' S 58°47'35" W

POINT OF
BEGINNING
(Not Monumented)

100.28' N 54°53'37" E

101.44' N 49°31'27" E

36.45' S 49°08'19" E

20.00' N 59°11'08" E

WHEATLAND ROAD
(50' Right-of-Way)

M.L. SWING SURVEY
Abstract #1422

38.23' N 01°48'13" W

92.91' N 52°03'31" E

8,437 Sq. Ft. (0.194 Ac.)
Slope Easement To Be
Acquired (11-B)

Indicates 5/8" I.R. with Cap
Marked "CITY OF DALLAS"




NOT TO SCALE

Approved Realignment Location
Wheatland Road (80' R.O.W.)

SLOPE EASEMENT 11-B

Parcels 11-A & 11-C Page 10 of 10

 Wheatland Road From Lancaster City Limits to Lancaster Road			
SURVEY DIVISION CITY OF DALLAS, TEXAS			
OPER. NAME	DESIGN FILE NAME	SCALE	DATE
S. Holt	R:\ENGR\SURVEY\HOLT\Wheatland\Wheatland Field Notes.dgn	AS NOTED	11-22-11
PARTY CHIEF	CALCULATIONS	FOLDER	FILE NO.
J. Chambers	S. Holt	Block 7605	311D-4147-11

Field Notes Describing a Drainage Easement
To Be Acquired in Block 7605
From RKCJ, LLC

PARCEL 11-i:

Being a 5,257 Square Foot (0.121 Acre) tract of unplatted land situated in the S.C. Atterbury Survey, Abstract No. 14, Dallas County, Texas, lying in Block 7605 (official City of Dallas Block Numbers), being a portion of the property conveyed to RKCJ, LLC by Warranty Deed dated April 1, 1996 and recorded in Volume 96066, Page 7234 of the Deed Records of Dallas County, Texas and being more particularly described as follows:

COMMENCING at a ½ inch diameter Iron Rod (Controlling Monument) (without cap) found on the Northwest Right-of-Way line of Wheatland Road (a 50-foot wide Right-of-Way), at the intersection with the Northeast line of said RKCJ, LLC property, being also the Southwest line of a parcel of land conveyed to 261 CW Springs, Ltd. by deed recorded in Instrument No. 200600294768 of the Official Public Records of Dallas County, Texas:

Thence North 30°15'47" West, departing the said Northwest line of Wheatland Road and with the common line between said RKCJ, LLC and 261 CW Springs, Ltd. properties a distance of 15.00 feet to a 5/8 inch diameter Iron Rod with cap marked "CITY OF DALLAS" set at the intersection with the Northwest line of the approved realignment location of Wheatland Road (an 80-foot Right-of-Way):

THENCE South 58°47'35" West, departing the common line between said RKCJ, LLC and 261 CW Springs, Ltd. properties and with the said approved Northwest line of Wheatland road, over and across a portion of said RKCJ, LLC property a distance of 0.52 feet to a 5/8 inch diameter Iron Rod with cap marked "CITY OF DALLAS" set at an inside corner of said approved alignment line:

THENCE South 59°11'08" West, continuing with the said approved Northwest line of Wheatland Road, over and across a portion of said RKCJ, LLC property a distance of 452.45 feet to the most Easterly corner and **POINT OF BEGINNING** of the herein described tract of land (not monumented):

THENCE South 59°11'08" West, continuing with the said approved Northwest line of Wheatland Road, over and across a portion of said RKCJ, LLC property a distance of 100.00 feet to the most Southerly corner of the herein described tract of land (not monumented):

Field Notes Describing a Drainage Easement
To Be Acquired in Block 7605
From RKCJ, LLC

PARCEL 11-i:

THENCE North 30°48'52" West, departing the said approved Northwest line of Wheatland Road and continuing over and across a portion of said RKCJ, LLC property a distance of 52.57 feet to the most Westerly corner of the herein described tract of land (not monumented):

THENCE North 59°11'08" East, continuing over and across a portion of said RKCJ, LLC property a distance of 100.00 feet to the most Northerly corner of the herein described tract of land (not monumented):

THENCE South 30°48'52" East, continuing over and across a portion of said RKCJ, LLC property a distance of 52.57 feet to the **POINT OF BEGINNING**, containing 5,257 Square Feet, or 0.121 Acres of land.

BASIS OF BEARINGS: Bearings are based on the State Plane Coordinate System, Texas North Central Zone 4202, North American Datum of 1983 (2011).

Scott Holt
9/8/2014



261 CW Springs, Ltd.
Int. #200600294768

S. C. ATTERBURY SURVEY
Abstract #14

BLOCK
7611

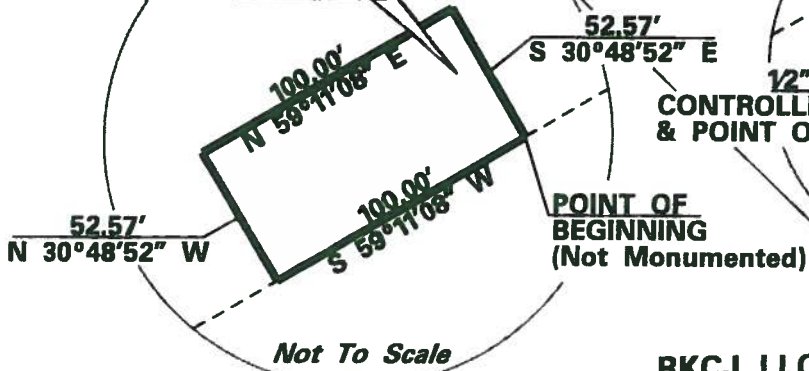
Unplatted

5,257 Sq. Ft. (0.121 Ac.)
Tract To Be Acquired
Parcel 11-i

0.52'
S 58°47'35" W
N=6924063.7699
E=2493994.3058

N=6924064.0404
E=2493994.7523

1" I.R. Found
N=6924445.3456
E=2493791.4624



Not To Scale

12" Iron Rod Found
CONTROLLING MONUMENT
& POINT OF COMMENCING
N=6924051.0829
E=2494002.3129

Not To Scale

POINT OF
BEGINNING
(Not Monumented)

RKCJ LLC
Vol. 96066, Pg. 7234

BLOCK
7605
Unplatted

Approved Realignment Location
Wheatland Road (80' R.O.W.)

George P. Shropulos
Family Limited Partnership
Vol. 94043, Pg. 2846



WHEATLAND ROAD (50-Foot Right-of-Way)

M. L. SWING SURVEY
Abstract #1422


BLOCK
7608
Unplatted

Susan Wright Key
Vol. 88021
Pg. 1852

City of Dallas Corporate Limit; Ord. No. 6605 (8/27/1955)
City of Lancaster

Parcel No. 11-i

Page 3 of 3

				Wheatland Road	
				From Lancaster City Limits to Lancaster Road	
DEPT. OF PUBLIC WORKS & TRANSPORTATION					
SURVEY DIVISION CITY OF DALLAS, TEXAS					
OPER. NAME	DESIGN FILE NAME			SCALE	DATE
S. Holt	H:\ENGR\SURVEY\HOLT\Wheatland\Wheatland Field Notes.dgn			As Noted	9-4-14
PARTY CHIEF	CALCULATIONS	FOLDER		FILE NO.	
J. Chambers	S. Holt	Block 7605		311D-4147-11	

● Indicates 5/8" I.R. with Cap
Marked "CITY OF DALLAS"